

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**June 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:

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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 JUNE 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	TYROLEAN AIRWAYS	C	6	0	0	67	33	0	0	0	0	2	33	26	6
<b>TOTAL INNSBRUCK</b>			<b>6</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>2</b>	<b>33</b>	<b>26</b>	<b>6</b>
SALZBURG	AIR 2000	C	8	0	0	25	38	38	0	0	0	21	63	14	8
	MONARCH AIRLINES	C	10	0	0	20	30	40	10	0	0	35	50	17	8
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>16</b>	<b>16</b>
VIENNA	DUO AIRWAYS LTD	S	102	0	0	32	37	20	11	0	0	30	0	0	0
<b>TOTAL VIENNA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>37</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>37</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>19</b>	<b>22</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	135	0	5	73	13	8	5	1	0	16	67	14	132
	BRITISH AIRWAYS PLC	S	140	0	6	81	10	6	2	0	0	8	72	12	137
	SABENA	S	217	0	7	65	23	12	0	0	0	12	60	15	206
<b>TOTAL BRUSSELS</b>			<b>492</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>475</b>
<b>TOTAL BELGIUM</b>			<b>492</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>475</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	75	9	8
<b>TOTAL BURGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>9</b>	<b>8</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	38	38	13	13	0	0	19	13	40	8
<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>19</b>	<b>13</b>	<b>40</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>24</b>	<b>16</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	18	0	0	44	39	17	0	0	0	16	56	26	18
	CANADA 3000 AIRLINES	C	8	0	0	38	38	13	13	0	0	19	38	21	8
	ROYAL AIRLINES	C	10	0	0	50	20	10	20	0	0	21	0	53	8
<b>TOTAL TORONTO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>37</b>	<b>37</b>	<b>94</b>
<b>TOTAL CANADA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>37</b>	<b>37</b>	<b>94</b>
<b>CROATIA</b>															
PULA	BRITANNIA AIRWAYS	C	8	0	2	63	13	13	13	0	0	21	0	0	0
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>22</b>	<b>10</b>
<b>TOTAL CROATIA</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>24</b>	<b>12</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	10	0	0	40	40	10	10	0	0	21	63	19	8
	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	27	38	42	8
	CYPRUS AIRWAYS	S	5	3	0	40	60	0	0	0	0	20	0	51	8
	MONARCH AIRLINES	C	10	0	0	20	50	30	0	0	0	21	88	-4	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	20	10	0	0	17	0	0	0
<b>TOTAL LARNACA</b>			<b>43</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>35</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>27</b>	<b>32</b>
PAPHOS	AIR 2000	S	18	0	0	50	28	22	0	0	0	19	83	23	12

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PAPHOS	BRITANNIA AIRWAYS	C	19	0	0	53	16	32	0	0	0	21	25	47	16
	MONARCH AIRLINES	C	9	0	0	67	33	0	0	0	0	6	0	0	0
<b>TOTAL PAPHOS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>33</b>	<b>40</b>
<b>TOTAL CYPRUS</b>			<b>89</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>29</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>30</b>	<b>72</b>
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	199	1	1	87	5	7	2	0	0	5	91	6	138
<b>TOTAL COPENHAGEN</b>			<b>199</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>6</b>	<b>138</b>
<b>TOTAL DENMARK</b>			<b>199</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>6</b>	<b>138</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	AIR 2000	C	8	0	0	25	25	25	25	0	0	42	0	0	0
	BRITANNIA AIRWAYS	C	5	0	0	20	80	0	0	0	0	17	70	12	10
<b>TOTAL PUERTO PLATA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>65</b>	<b>18</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>37</b>	<b>62</b>	<b>27</b>
<b>FRANCE</b>															
BASTIA	BRITISH AIRWAYS PLC	C	7	0	1	14	0	14	71	0	0	83	0	0	0
<b>TOTAL BASTIA</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>83</b>	<b>0</b>	<b>0</b>	<b>0</b>
DEAUVILLE	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	34	0	0	0
<b>TOTAL DEAUVILLE</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
LE HAVRE	LOVE AIR	S	83	0	5	63	24	13	0	0	0	15	0	0	0
<b>TOTAL LE HAVRE</b>			<b>83</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>24</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	DUO AIRWAYS LTD	S	60	0	0	43	30	23	3	0	0	20	93	11	60
<b>TOTAL LYON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>30</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>93</b>	<b>11</b>	<b>60</b>
NICE	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	50	0	0	0
<b>TOTAL NICE</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>50</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	272	1	1	72	14	8	4	2	0	17	66	13	276
	FLYBE.BRITISH EUROPEAN	S	335	0	1	69	12	12	7	0	0	17	78	9	278
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>607</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>11</b>	<b>557</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	52	0	0	71	23	6	0	0	0	9	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>814</b>	<b>1</b>	<b>8</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>11</b>	<b>617</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	52	0	0	85	12	4	0	0	0	3	88	5	52
<b>TOTAL BERLIN (TEGEL)</b>			<b>52</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>3</b>	<b>88</b>	<b>5</b>	<b>52</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	213	1	2	80	10	6	5	0	0	8	64	12	216
	LUFTHANSA	S	52	0	0	94	4	2	0	0	0	0	0	0	0
	LUFTHANSA CITY LINE	S	96	0	0	55	20	14	11	0	0	19	36	24	137
	ROYAL AIRLINES	C	2	0	0	0	100	0	0	0	0	22	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>363</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>17</b>	<b>353</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	203	0	2	69	13	13	5	0	0	13	79	8	156

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FRANKFURT MAIN	LUFTHANSA	S	119	0	1	80	10	8	3	0	0	10	91	5	112
<b>TOTAL FRANKFURT MAIN</b>			<b>322</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>268</b>
HANOVER	BRITISH AIRWAYS PLC	S	44	0	0	93	5	0	2	0	0	2	73	24	22
<b>TOTAL HANOVER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>24</b>	<b>22</b>
MUNICH	BRITISH AIRWAYS PLC	S	100	0	4	35	37	20	8	0	0	27	80	5	60
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	LUFTHANSA	S	120	0	0	38	31	28	4	0	0	25	100	-2	6
	LUFTHANSA CITY LINE	S	86	0	2	57	20	17	6	0	0	16	52	18	106
<b>TOTAL MUNICH</b>			<b>308</b>	<b>0</b>	<b>6</b>	<b>42</b>	<b>30</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>13</b>	<b>172</b>
STUTTGART	DUO AIRWAYS LTD	S	146	0	2	75	17	8	0	0	0	9	69	10	94
<b>TOTAL STUTTGART</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>10</b>	<b>94</b>
<b>TOTAL GERMANY</b>			<b>1235</b>	<b>1</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>12</b>	<b>983</b>
<b>GREECE</b>															
CORFU	AIR 2000	C	8	0	0	88	13	0	0	0	0	0	100	-19	8
	BRITANNIA AIRWAYS	C	18	1	0	33	28	33	6	0	0	30	30	62	20
	MONARCH AIRLINES	C	17	1	0	59	29	6	6	0	0	16	55	17	20
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	11	33	11	0	0	32	80	20	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	25	13	50	0	0	54	0	0	0
<b>TOTAL CORFU</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>23</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>28</b>	<b>58</b>
HERAKLION	AIR 2000	C	10	0	0	80	20	0	0	0	0	4	100	-8	9
	BRITANNIA AIRWAYS	C	8	0	0	38	13	25	0	25	0	73	10	171	10
	MONARCH AIRLINES	C	10	0	0	40	20	30	10	0	0	29	90	3	10
<b>TOTAL HERAKLION</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>18</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>66</b>	<b>58</b>	<b>29</b>
KAVALLA	BRITANNIA AIRWAYS	C	8	0	0	50	0	0	25	25	0	97	60	11	10
<b>TOTAL KAVALLA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>97</b>	<b>60</b>	<b>11</b>	<b>10</b>
KEFALLINIA	AIR 2000	C	10	0	0	40	0	0	50	10	0	72	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	17	63	21	8
	EXCEL AIRWAYS LTD	C	8	0	0	50	0	13	25	0	13	112	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>8</b>	<b>12</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>67</b>	<b>63</b>	<b>21</b>	<b>8</b>
KOS	AIR 2000	C	9	0	0	67	33	0	0	0	0	10	75	25	8
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	4	50	44	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	24	18	0	0	0	11	50	67	8
<b>TOTAL KOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>45</b>	<b>24</b>
RHODES	AIR 2000	C	9	0	0	33	11	56	0	0	0	32	100	-5	8
	BRITANNIA AIRWAYS	C	10	0	0	50	30	10	10	0	0	31	50	31	16
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	44	22	0	0	22	134	88	-6	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	22	0	0	0	17	0	0	0
	TRANSAER	C	8	0	0	75	0	25	0	0	0	8	0	0	0
<b>TOTAL RHODES</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>72</b>	<b>13</b>	<b>32</b>
SALONIKA	BRITANNIA AIRWAYS	C	9	0	0	22	33	44	0	0	0	28	50	15	10
<b>TOTAL SALONIKA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>15</b>	<b>10</b>
SKIATHOS	BRITANNIA AIRWAYS	C	10	0	0	30	20	30	20	0	0	43	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SKIATHOS			10	0	0	30	20	30	20	0	0	43	75	11	8
ZAKINTHOS	AIR 2000	C	10	0	0	90	10	0	0	0	0	-2	60	10	10
	BRITANNIA AIRWAYS	C	16	0	0	38	25	25	13	0	0	26	40	24	10
	MONARCH AIRLINES	C	8	0	0	13	50	38	0	0	0	28	50	15	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	30	0	0	0	18	100	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	25	0	63	0	0	69	0	0	0
TOTAL ZAKINTHOS			52	0	0	44	23	19	13	0	0	26	61	13	36
TOTAL GREECE			272	2	0	48	20	19	10	2	1	34	62	27	215
IRISH REPUBLIC															
CONNAUGHT	AER LINGUS	S	5	0	0	100	0	0	0	0	0	0	63	7	8
TOTAL CONNAUGHT			5	0	0	100	0	0	0	0	0	0	63	7	8
CORK	AER LINGUS	S	84	0	0	94	5	1	0	0	0	3	86	7	81
TOTAL CORK			84	0	0	94	5	1	0	0	0	3	86	7	99
DUBLIN	AER LINGUS	S	317	0	0	90	7	3	1	0	0	5	87	5	294
	RYANAIR	S	240	0	0	88	10	3	0	0	0	3	77	10	300
TOTAL DUBLIN			557	0	0	89	8	3	1	0	0	4	82	8	594
TOTAL IRISH REPUBLIC			646	0	0	90	7	2	0	0	0	4	81	8	761
ITALY															
MILAN (LINATE)	DUO AIRWAYS LTD	S	147	0	1	42	22	28	8	0	0	26	63	13	143
TOTAL MILAN (LINATE)			147	0	1	42	22	28	8	0	0	26	63	13	143
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	38	0	50	13	0	0	29	25	36	8
TOTAL NAPLES			8	0	0	38	0	50	13	0	0	29	25	36	8
VENICE	DUO AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	21	0	0	0
TOTAL VENICE			8	0	0	63	13	13	13	0	0	21	0	90	1
VERONA	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	13	13	0	55	6	111	16
	BRITISH AIRWAYS PLC	C	8	0	0	38	50	13	0	0	0	15	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	0	40	10	0	0	31	0	0	0
TOTAL VERONA			26	0	0	50	15	23	8	4	0	33	6	111	16
TOTAL ITALY			189	0	1	44	20	28	8	1	0	27	53	26	175
KYRGYZSTAN															
BISHKEK (FRUNZE)	KYRGYZSTAN AIRLINES	S	8	0	0	0	0	0	25	50	25	301	0	0	0
TOTAL BISHKEK (FRUNZE)			8	0	0	0	0	0	25	50	25	301	0	0	0
TOTAL KYRGYZSTAN			8	0	0	0	0	0	25	50	25	301	0	0	0
MALTA															
MALTA	AIR MALTA	S	8	0	0	38	25	13	25	0	0	44	33	51	9
	AIR MALTA	C	8	0	0	25	50	25	0	0	0	26	40	110	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	0	20	0	0	23	30	53	10
TOTAL MALTA			26	0	0	42	31	12	15	0	0	30	38	60	37
TOTAL MALTA			26	0	0	42	31	12	15	0	0	30	38	60	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)											
<b>MEXICO</b>															
CANCUN	AIR 2000	C	9	0	0	22	33	11	22	11	0	65	0	0	0
TOTAL CANCUN			9	0	0	22	33	11	22	11	0	65	0	0	0
TOTAL MEXICO			9	0	0	22	33	11	22	11	0	65	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	DUO AIRWAYS LTD	S	223	0	0	82	9	5	4	0	0	9	54	21	197
	KLM UK LTD	S	333	0	3	83	9	5	3	0	0	6	52	28	330
TOTAL AMSTERDAM			556	0	3	83	9	5	3	0	0	7	52	25	529
EINDHOVEN	B A S E BUSINESS AIRLINES	S	80	0	16	56	23	18	4	0	0	20	33	35	75
TOTAL EINDHOVEN			80	0	16	56	23	18	4	0	0	20	33	35	75
TOTAL NETHERLANDS			636	0	19	79	11	7	3	0	0	9	50	26	604
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	24	0	0	71	8	13	8	0	0	18	79	6	24
	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	30	38	21	8
	DUO AIRWAYS LTD	C	8	0	0	50	0	25	25	0	0	34	88	5	8
	MONARCH AIRLINES	C	40	0	0	38	35	18	5	5	0	36	53	22	40
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	25	0	0	32	70	39	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	36	0	0	0
TOTAL FARO			96	0	0	50	19	17	13	2	0	31	63	18	91
TOTAL PORTUGAL(EXCLUDING MADEIRA)			96	0	0	50	19	17	13	2	0	31	63	18	91
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	0	0	25	309	0	0	0
TOTAL FUNCHAL			8	0	0	63	0	13	0	0	25	309	90	5	10
TOTAL PORTUGAL(MADEIRA)			8	0	0	63	0	13	0	0	25	309	90	5	10
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	88	13	0	0	0	0	1	50	28	8
	BRITANNIA AIRWAYS	C	18	0	0	61	17	11	11	0	0	25	0	79	8
	BRITISH AIRWAYS PLC	C	8	0	0	63	13	25	0	0	0	14	50	16	8
	MONARCH AIRLINES	C	26	0	0	65	12	19	4	0	0	16	50	17	26
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	40	0	0	0	0	13	80	10	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	25	25	0	0	49	0	0	0
TOTAL ALICANTE			78	0	0	62	18	14	6	0	0	19	48	25	60
ALMERIA	BRITANNIA AIRWAYS	C	16	0	0	75	25	0	0	0	0	10	75	48	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	32	0	0	0
TOTAL ALMERIA			24	0	0	67	21	4	8	0	0	17	75	48	16
BARCELONA	BRITISH AIRWAYS PLC	S	60	0	0	75	12	13	0	0	0	10	88	5	60
TOTAL BARCELONA			60	0	0	75	12	13	0	0	0	10	88	5	60
GERONA	BRITANNIA AIRWAYS	C	8	0	0	0	50	25	25	0	0	40	38	65	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	38	0	25	0	0	33	0	0	0
TOTAL GERONA			16	0	0	19	44	13	25	0	0	36	38	65	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
IBIZA	AIR 2000	C	8	0	0	13	13	50	25	0	0	52	100	1	8
	BRITANNIA AIRWAYS	C	33	0	0	55	12	24	9	0	0	20	45	55	42
	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	-1	0	34	2
	MONARCH AIRLINES	C	24	1	0	75	4	13	8	0	0	11	75	8	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	25	0	0	48	88	12	17
	SPANAIR	C	8	0	0	0	0	75	25	0	0	60	0	0	0
<b>TOTAL IBIZA</b>			<b>89</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>9</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>25</b>	<b>64</b>	<b>32</b>	<b>85</b>	
MADRID	BRITISH AIRWAYS PLC	S	60	0	0	48	23	17	12	0	0	25	0	0	0
<b>TOTAL MADRID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MAHON	AIR 2000	C	16	0	0	31	13	25	25	0	6	80	78	9	18
	BRITANNIA AIRWAYS	C	26	0	0	46	19	31	4	0	23	46	66	26	
	MONARCH AIRLINES	C	24	0	0	29	17	42	13	0	33	23	28	26	
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	38	50	0	0	55	13	118	8
<b>TOTAL MAHON</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>15</b>	<b>34</b>	<b>16</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>46</b>	<b>78</b>	
MALAGA	AIR 2000	C	8	0	0	50	38	0	13	0	0	18	63	19	8
	BRITANNIA AIRWAYS	C	16	0	0	38	13	25	25	0	0	53	73	21	15
	BRITISH AIRWAYS PLC	C	24	0	0	25	25	25	25	0	0	41	88	7	24
	DUO AIRWAYS LTD	C	16	0	0	44	6	25	25	0	0	30	63	10	16
	FUTURA AIRLINES	C	8	0	0	88	0	13	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	16	0	0	25	25	25	19	0	6	63	19	47	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	13	25	25	0	88	100	-5	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL MALAGA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>18</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>44</b>	<b>63</b>	<b>18</b>	<b>95</b>	
MURCIA SAN JAVIER	DUO AIRWAYS LTD	C	8	0	0	38	38	25	0	0	0	20	88	7	8
<b>TOTAL MURCIA SAN JAVIER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>10</b>	<b>9</b>	
PALMA DE MALLORCA	AIR 2000	C	42	0	0	57	19	19	5	0	0	16	74	7	42
	AIR EUROPA	C	8	0	0	25	38	38	0	0	0	26	25	25	8
	BRITANNIA AIRWAYS	C	74	0	0	55	19	8	15	1	1	34	51	41	73
	BRITISH AIRWAYS PLC	C	8	0	0	0	0	13	88	0	0	103	13	47	8
	DUO AIRWAYS LTD	C	15	0	1	0	0	7	93	0	0	97	63	13	16
	MONARCH AIRLINES	C	10	0	0	60	30	10	0	0	0	11	74	10	19
	MY TRAVEL AIRWAYS UK	C	33	0	0	39	3	12	30	12	3	87	61	24	33
	SPANAIR	C	8	0	0	0	25	25	50	0	0	62	40	41	15
	THOMAS COOK AIRLINES LTD	C	26	0	0	38	4	15	38	0	4	67	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>224</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>14</b>	<b>13</b>	<b>26</b>	<b>2</b>	<b>49</b>	<b>56</b>	<b>26</b>	<b>222</b>	
REUS	AIR 2000	C	10	0	0	50	10	10	30	0	0	34	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	72	22	6	0	0	0	10	56	11	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	0	50	0	0	48	70	45	10
<b>TOTAL REUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>23</b>	<b>28</b>	
<b>TOTAL SPAIN</b>			<b>767</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>1</b>	<b>34</b>	<b>59</b>	<b>27</b>	<b>661</b>	
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	8	0	0	100	0	0	0	0	0	-3	88	4	16
	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	24	63	59	8
	MONARCH AIRLINES	C	16	0	0	38	50	13	0	0	0	18	94	-2	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	-4	63	7	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
ARRECIFE	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	13	0	0	0
<b>TOTAL ARRECIFE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>12</b>	<b>48</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	6	30	60	10	
	FUTURA AIRLINES	C	10	0	0	100	0	0	0	0	-5	0	0	0	
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	20	0	0	17	50	32	8	
<b>TOTAL FUERTEVENTURA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>39</b>	<b>48</b>	<b>18</b>	
LAS PALMAS	AIR 2000	C	8	0	0	25	13	13	50	0	61	67	11	9	
	BRITANNIA AIRWAYS	C	17	0	0	65	6	18	0	12	36	65	62	17	
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	16	25	27	8	
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	6	19	25	13	64	81	14	16	
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	25	25	0	44	0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>12</b>	<b>16</b>	<b>18</b>	<b>7</b>	<b>45</b>	<b>64</b>	<b>32</b>	<b>50</b>	
TENERIFE (SURREINA SOFIA)	AIR 2000	C	16	0	0	44	6	31	6	0	13	68	25	22	16
	BRITANNIA AIRWAYS	C	18	0	0	61	17	6	6	11	0	35	61	69	18
	EXCEL AIRWAYS LTD	C	8	0	0	0	0	38	63	0	83	0	0	0	
	MONARCH AIRLINES	C	18	0	0	61	28	11	0	0	9	36	30	25	
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	11	6	0	0	1	71	22	17	
	SPANAIR	C	10	1	0	50	40	10	0	0	10	38	13	8	
	THOMAS COOK AIRLINES LTD	C	16	0	0	31	0	13	38	19	86	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>14</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>39</b>	<b>48</b>	<b>33</b>	<b>94</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>239</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>31</b>	<b>59</b>	<b>29</b>	<b>210</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	97	0	1	28	39	25	8	0	28	41	23	51	
<b>TOTAL BASLE MULHOUSE</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>39</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>28</b>	<b>41</b>	<b>23</b>	<b>51</b>	
GENEVA	DUO AIRWAYS LTD	S	100	0	4	32	33	29	6	0	27	0	0	0	
<b>TOTAL GENEVA</b>			<b>100</b>	<b>0</b>	<b>4</b>	<b>32</b>	<b>33</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZURICH	SWISS AIRLINES	S	156	0	0	46	23	28	3	0	23	41	23	104	
<b>TOTAL ZURICH</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>23</b>	<b>104</b>	
<b>TOTAL SWITZERLAND</b>			<b>353</b>	<b>0</b>	<b>5</b>	<b>37</b>	<b>30</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>41</b>	<b>23</b>	<b>155</b>	
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	8	0	0	100	0	0	0	0	-1	100	-3	8	
	BRITANNIA AIRWAYS	C	8	0	1	13	25	25	25	0	13	144	29	41	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	38	25	25	0	101	75	10	8
	NOUVELAIR TUNISIE	C	8	0	0	50	0	25	25	0	50	88	0	8	
<b>TOTAL MONASTIR</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>6</b>	<b>22</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>73</b>	<b>74</b>	<b>11</b>	<b>31</b>
<b>TOTAL TUNISIA</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>6</b>	<b>22</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>73</b>	<b>74</b>	<b>11</b>	<b>31</b>
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	-8	50	104	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	50	0	40	0	0	0	
<b>TOTAL ANTALYA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>52</b>	<b>19</b>	
BODRUM (MILAS)	AIR 2000	C	18	0	0	56	6	6	22	6	6	98	80	9	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>6</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>98</b>	<b>60</b>	<b>21</b>	<b>30</b>
<b>DALAMAN</b>	AIR 2000	C	8	0	0	75	13	13	0	0	0	-3	83	-8	18
	BRITANNIA AIRWAYS	C	17	0	0	65	24	12	0	0	0	10	38	48	16
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	13	44	8
	MY TRAVEL AIRWAYS UK	C	10	1	0	60	40	0	0	0	0	6	33	49	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	22	0	33	33	11	0	78	0	0	0
<b>TOTAL DALAMAN</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>28</b>	<b>51</b>
<b>IZMIR (ADNAM MENDERES)</b>	AIR 2000	C	8	0	0	50	50	0	0	0	0	14	60	10	10
<b>TOTAL IZMIR (ADNAM MENDERES)</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>14</b>	<b>60</b>	<b>10</b>	<b>10</b>
<b>TOTAL TURKEY</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>7</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>57</b>	<b>28</b>	<b>110</b>
<b>TURKMENISTAN</b>															
<b>ASHKHABAD</b>	TURKMENISTAN AIRLINES	S	24	0	0	50	13	29	8	0	0	20	50	8	8
<b>TOTAL ASHKHABAD</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>8</b>	<b>8</b>
<b>TOTAL TURKMENISTAN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>8</b>	<b>8</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	154	0	2	90	6	1	3	0	0	6	85	8	119
<b>TOTAL ABERDEEN</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>8</b>	<b>141</b>
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	262	0	2	81	13	3	3	0	0	8	85	7	253
<b>TOTAL BELFAST CITY</b>			<b>262</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>253</b>
<b>BELFAST INTERNATIONAL</b>	DUO AIRWAYS LTD	S	284	0	0	89	7	2	2	0	0	4	88	5	224
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>224</b>
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	426	0	5	71	17	10	2	0	0	12	85	6	458
<b>TOTAL EDINBURGH</b>			<b>426</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>6</b>	<b>458</b>
<b>EXETER</b>	FLYBE.BRITISH EUROPEAN	S	190	2	3	76	13	9	2	0	0	10	83	7	126
<b>TOTAL EXETER</b>			<b>190</b>	<b>2</b>	<b>3</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>7</b>	<b>126</b>
<b>GATWICK</b>	FLYBE.BRITISH EUROPEAN	S	4	0	0	50	25	25	0	0	0	20	75	18	4
<b>TOTAL GATWICK</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>18</b>	<b>4</b>
<b>GLASGOW</b>	AIR 2000	C	3	0	1	100	0	0	0	0	0	2	0	0	0
	BRITISH AIRWAYS PLC	S	346	0	7	81	11	6	3	0	0	9	90	6	392
	FLYBE.BRITISH EUROPEAN	S	163	1	4	56	24	13	6	1	0	23	76	9	212
<b>TOTAL GLASGOW</b>			<b>512</b>	<b>2</b>	<b>12</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>604</b>
<b>GUERNSEY</b>	FLYBE.BRITISH EUROPEAN	S	61	0	1	31	33	15	18	3	0	43	71	15	65
<b>TOTAL GUERNSEY</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>33</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>71</b>	<b>15</b>	<b>65</b>
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	106	0	2	87	8	4	1	1	0	8	84	12	110
<b>TOTAL ISLE OF MAN</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>12</b>	<b>110</b>
<b>JERSEY</b>	BMI BRITISH MIDLAND	S	12	5	0	58	25	0	17	0	0	24	73	10	89
	BRITISH REGIONAL AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	10	0	0	0
	CITY FLYER EXPRESS	C	8	0	0	75	13	13	0	0	0	5	0	0	0
	FLYBE.BRITISH EUROPEAN	S	88	0	0	35	25	22	18	0	0	34	64	17	99



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL JERSEY			117	5	0	44	24	17	15	0	0	29	69	14	196
MANCHESTER	BRITANNIA AIRWAYS	C	4	0	0	50	25	0	25	0	0	18	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	7	0	0	0
TOTAL MANCHESTER			6	0	0	50	33	0	17	0	0	15	100	0	1
NEWCASTLE	DUO AIRWAYS LTD	S	172	0	4	91	1	3	5	0	0	4	85	8	157
TOTAL NEWCASTLE			172	0	4	91	1	3	5	0	0	4	85	8	157
TOTAL UNITED KINGDOM			2295	13	31	76	13	7	4	0	0	11	84	8	2343
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	60	12	13	12	3	0	20	58	20	60
TOTAL CHICAGO (O'HARE)			60	0	0	60	12	13	12	3	0	20	58	20	60
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	48	8	22	20	0	2	38	58	28	59
TOTAL NEW YORK (NEWARK)			60	0	0	48	8	22	20	0	2	38	58	28	59
ORLANDO	BRITANNIA AIRWAYS	C	12	0	0	58	8	25	8	0	0	19	0	0	0
TOTAL ORLANDO			12	0	0	58	8	25	8	0	0	19	0	0	0
SANFORD	AIR 2000	C	8	0	0	13	13	50	25	0	0	53	0	0	0
	MONARCH AIRLINES	C	6	0	0	50	17	17	0	17	0	56	0	141	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	38	0	0	0	28	25	88	8
TOTAL SANFORD			22	0	0	32	18	36	9	5	0	45	33	71	30
TOTAL USA			154	0	0	51	11	21	14	2	1	31	53	33	149
TOTAL BIRMINGHAM			8879	25	100	67	15	11	6	1	0	17	70	16	8028

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 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	BRAATHENS ASA	C	5	0	0	20	40	20	20	0	0	33	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>42</b>	<b>5</b>
<b>VIENNA</b>															
	AIR HOLLAND	C	2	0	0	0	50	0	50	0	0	49	0	0	0
	TYROLEAN AIRWAYS	S	26	0	0	42	46	12	0	0	0	17	0	0	0
<b>TOTAL VIENNA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>46</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>45</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>42</b>	<b>5</b>
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	170	0	2	46	29	22	3	0	0	20	51	23	172
<b>TOTAL BRUSSELS</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>29</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>23</b>	<b>172</b>
<b>TOTAL BELGIUM</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>29</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>23</b>	<b>172</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	50	0	50	0	0	0	10	56	21	9
<b>TOTAL BURGAS</b>			<b>8</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>10</b>	<b>56</b>	<b>21</b>	<b>9</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	25	13	25	38	0	0	39	88	-4	8
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>88</b>	<b>-4</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>38</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>9</b>	<b>17</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	25	25	25	25	0	0	42	0	100	8
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>100</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>100</b>	<b>8</b>
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	C	8	0	0	38	0	38	0	25	0	66	0	0	0
<b>TOTAL LARNACA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CYPRUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>66</b>	<b>50</b>	<b>14</b>	<b>4</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	82	0	0	73	18	9	0	0	0	8	80	10	82
<b>TOTAL COPENHAGEN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	<b>82</b>
<b>TOTAL DENMARK</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	<b>82</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	172	0	8	17	22	42	17	1	1	47	16	35	44
	AOM FRENCH AIRLINES	C	2	1	0	50	0	50	0	0	0	16	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	25	0	0	60	20	16	4	0	0	20	85	6	62
	BRITISH REGIONAL AIRLINES LTD	S	162	0	2	19	20	39	22	0	0	41	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>361</b>	<b>2</b>	<b>10</b>	<b>21</b>	<b>21</b>	<b>39</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>67</b>	<b>14</b>	<b>214</b>
<b>TOTAL FRANCE</b>			<b>362</b>	<b>3</b>	<b>10</b>	<b>21</b>	<b>21</b>	<b>39</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>67</b>	<b>14</b>	<b>215</b>
<b>GERMANY</b>															

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUSSELDORF	BRITISH AIRWAYS PLC	S	48	0	1	54	23	21	2	0	0	17	78	9	108
<b>TOTAL DUSSELDORF</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>23</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>9</b>	<b>108</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	-2	0	0	0
	LUFTHANSA	S	119	0	3	72	15	9	3	0	0	1	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>123</b>	<b>2</b>	<b>3</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>171</b>	<b>4</b>	<b>4</b>	<b>68</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	<b>134</b>
<b>GREECE</b>															
ZAKINTHOS	MONARCH AIRLINES	C	5	3	3	80	0	20	0	0	0	0	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>5</b>	<b>3</b>	<b>3</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>5</b>	<b>3</b>	<b>3</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	284	0	0	83	13	2	1	0	0	8	78	10	226
<b>TOTAL DUBLIN</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>226</b>
SHANNON	EUROPEAN AIR CHARTER	C	2	0	0	0	100	0	0	0	0	23	0	0	0
<b>TOTAL SHANNON</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>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>226</b>
<b>ITALY</b>															
MILAN (MALPENSA)	EUROFLY SPA	C	3	0	9	33	33	33	0	0	0	19	100	-17	2
<b>TOTAL MILAN (MALPENSA)</b>			<b>4</b>	<b>0</b>	<b>9</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>50</b>	<b>49</b>	<b>4</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	14	0	0	57	29	14	0	0	0	17	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>20</b>	<b>1</b>
<b>TOTAL ITALY</b>			<b>20</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>25</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>33</b>	<b>40</b>	<b>9</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	2	0	4	0	50	50	0	0	0	43	67	11	3
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>67</b>	<b>11</b>	<b>3</b>
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>67</b>	<b>11</b>	<b>3</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	281	0	3	60	20	12	7	1	0	19	25	40	282
<b>TOTAL AMSTERDAM</b>			<b>282</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>40</b>	<b>282</b>
<b>TOTAL NETHERLANDS</b>			<b>282</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>40</b>	<b>282</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	C	16	0	0	19	56	0	25	0	0	41	50	16	8
	SATA	C	8	0	0	25	50	25	0	0	0	22	0	0	0
<b>TOTAL FARO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>15</b>	<b>16</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>15</b>	<b>16</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	15	30	104	10

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)										
ALICANTE	MONARCH AIRLINES	C	10	0	0	60	20	0	20	0	0	35	63	9	8
<b>TOTAL ALICANTE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>62</b>	<b>18</b>
IBIZA	AIR EUROPA	C	8	0	0	0	13	38	38	13	0	85	0	108	10
<b>TOTAL IBIZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>108</b>	<b>10</b>
MADRID	AER LEISURE	C	3	0	3	0	0	67	33	0	0	53	0	0	0
	BRITISH AIRWAYS PLC	S	48	0	1	65	25	10	0	0	0	12	0	0	0
<b>TOTAL MADRID</b>			<b>51</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>24</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>13</b>	<b>2</b>
MAHON	FUTURA AIRLINES	C	8	0	0	13	63	25	0	0	0	25	25	39	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	25	38	0	0	39	63	4	8
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>21</b>	<b>16</b>
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	0	25	38	38	0	0	70	0	0	0
<b>TOTAL MALAGA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>50</b>	<b>18</b>	<b>10</b>
PALMA DE MALLORCA	AIR EUROPA	C	26	0	0	12	4	15	58	12	0	98	0	74	18
	BMI BRITISH MIDLAND	C	8	0	0	0	0	13	75	13	0	102	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	38	0	0	42	100	6	8
	FUTURA AIRLINES	C	8	0	0	0	25	50	25	0	0	52	75	5	8
	SPANAIR	C	8	0	0	13	13	38	38	0	0	72	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>22</b>	<b>50</b>	<b>7</b>	<b>0</b>	<b>81</b>	<b>43</b>	<b>39</b>	<b>42</b>
REUS	SPANAIR	C	8	0	0	0	0	38	63	0	0	83	0	0	0
<b>TOTAL REUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>169</b>	<b>0</b>	<b>4</b>	<b>32</b>	<b>17</b>	<b>21</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>49</b>	<b>42</b>	<b>44</b>	<b>100</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FUTURA AIRLINES	C	8	0	0	38	13	25	25	0	0	34	0	0	0
<b>TOTAL ARRECIFE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>100</b>	<b>-4</b>	<b>1</b>
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	0	25	13	63	0	0	68	0	0	0
	SPANAIR	C	8	0	0	50	25	25	0	0	0	8	100	-14	8
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>21</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	11	1	0	27	18	18	18	0	18	127	80	-7	10
	FUTURA AIRLINES	C	8	0	0	88	0	13	0	0	0	4	38	67	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>58</b>	<b>24</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>14</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>60</b>	<b>22</b>	<b>43</b>
<b>SWEDEN</b>															
GOTEBORG	BRAATHENS ASA	C	5	2	0	40	0	20	40	0	0	59	0	0	0
<b>TOTAL GOTEBORG</b>			<b>5</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	SAS	S	8	0	0	100	0	0	0	0	0	0	88	8	8
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>TOTAL SWEDEN</b>			<b>13</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>8</b>	<b>8</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	16	0	0	6	50	31	13	0	0	38	0	0	0

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				Actual (7)	Plan (8)										
TOTAL BASLE MULHOUSE			16	0	0	6	50	31	13	0	0	38	0	0	0
ZURICH	SWISS AIRLINES	S	68	0	0	16	28	38	18	0	0	40	33	29	60
TOTAL ZURICH			68	0	0	16	28	38	18	0	0	40	54	23	104
TOTAL SWITZERLAND			84	0	0	14	32	37	17	0	0	40	54	23	104
TURKEY															
DALAMAN	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	14	0	0	0
TOTAL DALAMAN			8	0	0	50	25	25	0	0	0	14	63	-2	8
TOTAL TURKEY			8	0	0	50	25	25	0	0	0	14	63	-2	8
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	15	0	45	67	13	7	13	0	0	22	0	0	0
TOTAL ABERDEEN			15	0	45	67	13	7	13	0	0	22	62	15	103
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	156	0	0	81	14	3	1	0	0	9	84	10	153
TOTAL BELFAST CITY			156	0	0	81	14	3	1	0	0	9	84	10	153
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	112	0	0	65	27	4	4	0	0	16	83	8	52
TOTAL BELFAST INTERNATIONAL			112	0	0	65	27	4	4	0	0	16	83	8	52
BIRMINGHAM	BRITISH AIRWAYS PLC	S	328	1	2	69	18	9	3	0	0	15	91	6	216
TOTAL BIRMINGHAM			328	1	2	69	18	9	3	0	0	15	91	6	216
BOURNEMOUTH	GILL AIRWAYS	S	34	0	0	59	32	3	6	0	0	16	0	0	0
TOTAL BOURNEMOUTH			34	0	0	59	32	3	6	0	0	16	68	12	34
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	272	0	3	68	23	6	3	0	0	12	85	5	242
TOTAL BRISTOL			272	0	3	68	23	6	3	0	0	12	85	5	242
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	131	0	1	62	24	8	5	1	0	17	80	7	132
TOTAL CARDIFF WALES			131	0	1	62	24	8	5	1	0	17	80	7	132
EAST MIDLANDS	BMI BRITISH MIDLAND	S	198	0	2	77	9	12	3	0	0	12	76	11	200
TOTAL EAST MIDLANDS			198	0	2	77	9	12	3	0	0	12	76	11	200
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	325	0	3	76	14	6	3	0	0	10	73	10	326
TOTAL GATWICK			325	0	3	76	14	6	3	0	0	10	73	10	326
GLASGOW	BMI BRITISH MIDLAND	S	82	0	0	93	2	5	0	0	0	2	84	5	82
TOTAL GLASGOW			82	0	0	93	2	5	0	0	0	2	84	5	82
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	3	0	0	67	33	0	0	0	0	12	50	24	2
TOTAL GUERNSEY			3	0	0	67	33	0	0	0	0	12	50	24	2
HEATHROW	BMI BRITISH MIDLAND	S	490	0	3	58	24	13	5	0	0	18	67	13	464
	BRITISH AIRWAYS PLC	S	643	0	1	72	17	7	4	0	0	13	74	12	640
TOTAL HEATHROW			1133	1	4	66	20	10	4	0	0	15	71	13	1104
JERSEY	BMI BRITISH MIDLAND	S	6	2	0	0	0	67	33	0	0	57	0	41	8
	BRITISH AIRWAYS CITIEXPRESS L	S	4	0	0	25	50	25	0	0	0	24	67	34	3
	BRITISH REGIONAL AIRLINES LTD	C	8	0	0	25	63	13	0	0	0	20	50	25	8
TOTAL JERSEY			18	2	0	17	39	33	11	0	0	33	48	24	27

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KINROSS	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL KINROSS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>0</b>
KIRKWALL	LOGANAIR	S	52	0	0	69	15	10	6	0	0	14	0	0	0
<b>TOTAL KIRKWALL</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>22</b>	<b>51</b>
LEEDS BRADFORD	GILL AIRWAYS	S	88	0	0	88	10	2	0	0	0	5	91	5	88
<b>TOTAL LEEDS BRADFORD</b>			<b>88</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>88</b>
LONDON CITY	KLM UK LTD	S	156	0	0	87	10	3	0	0	0	3	75	11	195
<b>TOTAL LONDON CITY</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>195</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	268	0	0	73	14	6	6	0	0	12	54	23	256
<b>TOTAL LUTON</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>23</b>	<b>256</b>
MANCHESTER	BMI REGIONAL	S	146	0	2	73	17	8	3	0	0	13	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	148	0	0	85	9	3	3	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	100	0	3	72	21	5	2	0	0	13	85	9	241
<b>TOTAL MANCHESTER</b>			<b>394</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>387</b>
NORWICH	SCOT AIRWAYS	S	96	0	0	63	19	9	9	0	0	20	76	10	96
<b>TOTAL NORWICH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>10</b>	<b>96</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	0	80	20	0	0	0	0	6	0	0	0
<b>TOTAL PLYMOUTH</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	195	0	5	73	13	11	2	1	0	14	76	14	92
<b>TOTAL SOUTHAMPTON</b>			<b>195</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>14</b>	<b>92</b>
STANSTED	GO FLY LTD	S	273	0	3	77	11	8	5	0	0	9	0	0	0
	KLM UK LTD	S	359	3	8	84	7	4	4	0	0	8	57	26	311
<b>TOTAL STANSTED</b>			<b>632</b>	<b>3</b>	<b>11</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>26</b>	<b>311</b>
SUMBURGH	LOGANAIR	S	51	0	1	65	25	8	2	0	0	11	0	0	0
<b>TOTAL SUMBURGH</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>25</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>23</b>	<b>50</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4746</b>	<b>8</b>	<b>82</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>4242</b>
<b>TOTAL EDINBURGH</b>			<b>6540</b>	<b>21</b>	<b>122</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	<b>5679</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 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	18	0	0	67	11	22	0	0	0	9	63	12	16
	EXCEL AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	-3	86	9	7
<b>TOTAL HASSI MESSAOUD</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>11</b>	<b>23</b>
<b>TOTAL ALGERIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>11</b>	<b>23</b>
<b>ANTIGUA AND BARBUDA</b>															
<b>ANTIGUA</b>															
	BRITISH AIRWAYS PLC	S	26	0	0	54	15	19	12	0	0	23	73	1	26
	CALEDONIAN AIRWAYS	C	15	0	0	73	20	0	7	0	0	11	78	7	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	47	29	18	6	0	0	21	0	0	0
<b>TOTAL ANTIGUA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>29</b>	<b>41</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>29</b>	<b>41</b>
<b>AUSTRIA</b>															
<b>INNSBRUCK</b>															
	AIR 2000	C	8	0	0	38	13	0	25	25	0	93	0	0	0
	CALEDONIAN AIRWAYS	C	18	0	0	83	6	11	0	0	0	2	100	-4	8
<b>TOTAL INNSBRUCK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>30</b>	<b>94</b>	<b>0</b>	<b>16</b>
<b>SALZBURG</b>															
	AIR 2000	C	18	0	0	39	33	28	0	0	0	20	56	14	16
	CALEDONIAN AIRWAYS	C	26	0	0	65	19	15	0	0	0	7	50	16	16
<b>TOTAL SALZBURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>52</b>	<b>19</b>	<b>120</b>
<b>VIENNA</b>															
	BRITISH AIRWAYS (EURO OPS) LG	S	119	0	1	56	24	17	3	0	0	15	59	17	120
	LAUDA-AIR	S	34	0	0	29	29	15	21	6	0	45	35	22	34
<b>TOTAL VIENNA</b>			<b>153</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>54</b>	<b>18</b>	<b>155</b>
<b>TOTAL AUSTRIA</b>			<b>223</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>23</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>17</b>	<b>291</b>
<b>AZERBAIJAN</b>															
<b>BAKU</b>															
	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	33	44	17	6	0	0	22	67	13	18
	BRITISH AIRWAYS PLC	S	26	0	0	77	15	4	0	0	4	17	72	0	36
<b>TOTAL BAKU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>70</b>	<b>4</b>	<b>54</b>
<b>TOTAL AZERBAIJAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>70</b>	<b>4</b>	<b>54</b>
<b>BAHAMAS</b>															
<b>NASSAU</b>															
	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	20	25	59	4
<b>TOTAL NASSAU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>20</b>	<b>17</b>
<b>TOTAL BAHAMAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>20</b>	<b>17</b>
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>															
	AIR 2000	C	8	0	0	50	25	13	13	0	0	31	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	25	25	25	25	0	0	36	50	43	10
	CALEDONIAN AIRWAYS	C	9	0	0	78	11	0	11	0	0	20	89	10	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	37	78	6	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	36	20	16	24	4	0	40	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>11</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>22</b>	<b>32</b>
<b>TOTAL BARBADOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>11</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>22</b>	<b>32</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	19	65	15	0	0	0	23	29	34	24
TOTAL MINSK			26	0	0	19	65	15	0	0	0	23	29	34	24
TOTAL BELARUS			26	0	0	19	65	15	0	0	0	23	29	34	24
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	67	13	16	4	0	0	15	80	6	184
	SABENA	S	224	0	0	81	13	5	1	0	0	9	76	14	219
TOTAL BRUSSELS			410	0	0	75	13	10	2	0	0	12	78	10	403
TOTAL BELGIUM			410	0	0	75	13	10	2	0	0	12	78	10	403
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	34	0	0	79	12	6	3	0	0	8	91	21	33
TOTAL BERMUDA			34	0	0	79	12	6	3	0	0	8	91	21	33
TOTAL BERMUDA			34	0	0	79	12	6	3	0	0	8	91	21	33
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	25	0	0	52	16	20	8	0	4	52	74	10	27
TOTAL RIO DE JANEIRO (GALEAO)			25	0	0	52	16	20	8	0	4	52	74	10	27
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	16	0	0	69	6	25	0	0	0	5	56	11	16
TOTAL SAO PAULO (GUARULHOS)			16	0	0	69	6	25	0	0	0	5	56	14	32
TOTAL BRAZIL			41	0	0	59	12	22	5	0	2	34	64	12	59
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	12	57	16	7
TOTAL BURGAS			8	0	0	63	25	13	0	0	0	12	57	16	7
SOFIA	BRITISH AIRWAYS (EURO OPS) LG	S	52	0	0	29	25	37	10	0	0	30	34	21	44
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	3	0	0	0
TOTAL SOFIA			54	0	0	30	26	35	9	0	0	29	34	21	44
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	63	13	25	0	0	0	14	88	7	8
TOTAL VARNA			8	0	0	63	13	25	0	0	0	14	79	8	14
TOTAL BULGARIA			70	0	0	37	24	31	7	0	0	25	46	17	65
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	9	1	2	0	22	33	44	0	0	55	11	211	9
TOTAL DOUALA			9	1	2	0	22	33	44	0	0	55	11	211	9
TOTAL CAMEROON			9	1	2	0	22	33	44	0	0	55	11	211	9
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	36	0	0	44	19	25	8	3	0	30	44	26	36
	CANADA 3000 AIRLINES	C	55	3	2	58	15	20	4	0	4	39	67	12	60
	ROYAL AIRLINES	C	23	1	1	43	17	26	9	4	0	28	0	0	0
TOTAL TORONTO			114	4	3	51	17	23	6	2	2	34	58	17	96



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VANCOUVER	AIR TRANSAT	C	18	0	0	50	6	22	17	6	0	37	28	164	18
	CANADA 3000 AIRLINES	C	28	0	0	61	18	18	4	0	0	15	43	52	28
	ROYAL AIRLINES	C	2	0	0	0	0	0	50	50	0	178	0	0	0
<b>TOTAL VANCOUVER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>37</b>	<b>96</b>	<b>46</b>
<b>TOTAL CANADA</b>			<b>162</b>	<b>4</b>	<b>3</b>	<b>52</b>	<b>15</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>51</b>	<b>42</b>	<b>142</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	18	0	0	72	17	6	6	0	0	9	77	10	13
<b>TOTAL GRAND CAYMAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>13</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>13</b>
<b>CHILE</b>															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	51	1	0	82	12	6	0	0	0	0	71	51	35
<b>TOTAL SANTIAGO DE CHILE</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>51</b>	<b>35</b>
<b>TOTAL CHILE</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>51</b>	<b>35</b>
<b>COLOMBIA</b>															
BOGOTA	BRITISH AIRWAYS PLC	S	25	0	0	40	4	44	12	0	0	32	60	14	25
<b>TOTAL BOGOTA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>4</b>	<b>44</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>14</b>	<b>25</b>
<b>TOTAL COLOMBIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>4</b>	<b>44</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>14</b>	<b>25</b>
<b>COSTA RICA</b>															
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	8	0	0	13	0	25	63	0	0	71	0	0	0
<b>TOTAL SAN JOSE COST RICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL COSTA RICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	18	0	0	67	17	0	6	11	0	28	60	39	10
<b>TOTAL DUBROVNIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>45</b>	<b>18</b>
PULA	BRITANNIA AIRWAYS	C	10	0	0	40	20	0	30	10	0	48	60	52	10
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>48</b>	<b>60</b>	<b>52</b>	<b>10</b>
SPLIT	CROATIA AIRLINES	S	16	0	0	38	31	6	25	0	0	42	0	25	8
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>25</b>	<b>8</b>
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	55	13	25	3	3	0	25	60	20	58
<b>TOTAL ZAGREB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>25</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>20</b>	<b>58</b>
<b>TOTAL CROATIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>52</b>	<b>28</b>	<b>94</b>
<b>CUBA</b>															
HAVANA	BRITISH AIRWAYS PLC	S	8	0	0	38	0	63	0	0	0	31	0	0	0
	CUBANA	S	26	0	0	77	15	4	4	0	0	11	31	53	26
<b>TOTAL HAVANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>31</b>	<b>53</b>	<b>26</b>
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	5	0	0	0	20	20	60	0	0	59	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>53</b>	<b>4</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VARADERO	MONARCH AIRLINES	C	12	0	0	25	17	33	17	8	0	50	0	0	0
<b>TOTAL VARADERO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>50</b>	<b>75</b>	<b>8</b>	<b>4</b>
<b>TOTAL CUBA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>22</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>35</b>	<b>47</b>	<b>34</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	52	0	1	44	12	21	21	2	0	41	53	41	32
	CALEDONIAN AIRWAYS	C	32	0	0	38	13	22	25	3	0	46	46	64	24
	CYPRUS AIRWAYS	S	20	0	0	20	30	40	10	0	0	34	33	42	24
	EUROCYPRIA AIRLINES LTD	C	8	1	0	0	25	50	25	0	0	41	63	11	8
	MONARCH AIRLINES	C	11	0	0	18	27	36	18	0	0	46	38	57	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	33	20	49	10
	THOMAS COOK AIRLINES LTD	C	28	0	0	54	18	18	11	0	0	26	63	11	8
<b>TOTAL LARNACA</b>			<b>159</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>17</b>	<b>25</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>44</b>	<b>44</b>	<b>122</b>
PAPHOS	AIR 2000	S	31	0	0	61	16	10	13	0	0	20	39	29	33
	AIR 2000	C	4	0	0	50	50	0	0	0	0	17	38	18	8
	BRITANNIA AIRWAYS	C	19	0	0	16	32	42	11	0	0	29	13	78	8
	CALEDONIAN AIRWAYS	C	26	0	0	58	12	23	8	0	0	23	42	87	24
	EUROCYPRIA AIRLINES LTD	C	6	0	2	17	17	33	17	17	0	77	100	-6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	0	13	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	55	5	0	40	0	0	42	0	0	0
<b>TOTAL PAPHOS</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>45</b>	<b>89</b>
<b>TOTAL CYPRUS</b>			<b>273</b>	<b>1</b>	<b>3</b>	<b>43</b>	<b>17</b>	<b>21</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>44</b>	<b>44</b>	<b>211</b>
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	172	0	0	48	34	17	2	0	0	19	48	20	170
<b>TOTAL BILLUND</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>34</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>48</b>	<b>20</b>	<b>170</b>
COPENHAGEN	MAERSK AIR	S	60	0	0	70	23	7	0	0	0	11	69	14	83
<b>TOTAL COPENHAGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>15</b>	<b>203</b>
<b>TOTAL DENMARK</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>31</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>17</b>	<b>373</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	10	0	0	40	30	10	20	0	0	29	47	21	15
	MONARCH AIRLINES	C	14	0	0	21	21	14	43	0	0	61	50	27	10
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>11</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>58</b>	<b>18</b>	<b>33</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	13	13	25	50	0	0	78	33	56	9
	MONARCH AIRLINES	C	5	0	0	20	20	60	0	0	0	30	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>38</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>50</b>	<b>44</b>	<b>18</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>22</b>	<b>20</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>59</b>	<b>24</b>	<b>58</b>
<b>EGYPT</b>															
HURGHADA	MONARCH AIRLINES	C	8	0	0	0	13	50	38	0	0	66	75	17	8
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>75</b>	<b>17</b>	<b>8</b>
LUXOR	BRITANNIA AIRWAYS	C	10	0	0	0	40	30	30	0	0	48	13	37	8
	CALEDONIAN AIRWAYS	C	8	0	0	13	25	13	50	0	0	48	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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 LUXOR			18	0	0	6	33	22	39	0	0	48	13	37	8
SHARM EL SHEIKH (OPHIRA)	CALEDONIAN AIRWAYS	C	8	0	0	25	0	38	38	0	0	69	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	25	13	13	50	0	0	80	0	0	0
	MONARCH AIRLINES	C	8	0	0	13	25	50	13	0	0	39	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			24	0	0	21	13	33	33	0	0	63	75	42	8
TOTAL EGYPT			50	0	0	12	20	32	36	0	0	58	54	32	24
ESTONIA															
TALLIN	ESTONIAN AIR	S	52	0	0	77	12	8	4	0	0	12	69	14	52
TOTAL TALLIN			52	0	0	77	12	8	4	0	0	12	69	14	52
TOTAL ESTONIA			52	0	0	77	12	8	4	0	0	12	69	14	52
FINLAND															
HELSINKI	FINNAIR	S	120	0	0	84	10	6	0	0	0	6	0	0	0
TOTAL HELSINKI			120	0	0	84	10	6	0	0	0	6	37	25	120
TOTAL FINLAND			120	0	0	84	10	6	0	0	0	6	37	25	120
FRANCE															
AJACCIO	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	8	50	25	8
TOTAL AJACCIO			8	0	0	75	13	13	0	0	0	8	50	25	8
BASTIA	EUROPEAN AIR CHARTER	C	8	0	0	13	38	13	38	0	0	55	13	45	8
	MONARCH AIRLINES	C	8	0	0	0	13	50	38	0	0	58	50	22	8
TOTAL BASTIA			17	0	0	6	24	29	41	0	0	60	31	33	16
BORDEAUX	AIR LIB	S	180	0	0	56	24	17	3	0	0	17	72	16	180
TOTAL BORDEAUX			180	0	0	56	24	17	3	0	0	17	72	16	180
BREST	BRIT AIR	S	170	0	2	79	19	2	0	0	0	9	77	12	170
TOTAL BREST			170	0	2	79	19	2	0	0	0	9	77	12	170
CALVI	AIR 2000	C	8	0	0	13	13	25	50	0	0	48	50	44	8
TOTAL CALVI			8	0	0	13	13	25	50	0	0	48	50	44	8
FIGARI	MONARCH AIRLINES	C	8	0	0	0	13	25	63	0	0	69	38	33	8
TOTAL FIGARI			8	0	0	0	13	25	63	0	0	69	38	33	8
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	204	0	0	61	22	13	4	0	0	15	68	11	180
TOTAL MARSEILLE			204	0	0	61	22	13	4	0	0	15	68	11	182
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	68	0	0	72	15	12	1	0	0	11	72	12	68
TOTAL MONTPELLIER			68	0	0	72	15	12	1	0	0	11	72	12	68
NICE	AB AIRLINES	S	60	0	0	13	22	40	22	3	0	56	0	0	0
TOTAL NICE			62	0	0	15	21	39	21	5	0	57	40	41	10
PARIS (CHARLES DE GAULLE)	AIR GABON	S	4	0	1	25	25	25	25	0	0	34	33	52	9
	BRITISH AIRWAYS (EURO OPS) LG	S	284	0	0	53	20	19	8	0	0	22	64	17	284
	CAMEROON AIRLINES	S	7	1	2	14	14	29	43	0	0	58	44	203	9
TOTAL PARIS (CHARLES DE GAULLE)			295	1	3	52	20	19	9	0	0	23	63	23	303

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				Actual (7)	Plan (8)										
RENNES	BRIT AIR	S	104	0	0	65	30	5	0	0	0	12	75	10	102
<b>TOTAL RENNES</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>102</b>
TARBES-LOURDES INTERNATIONAL	CALEDONIAN AIRWAYS	C	2	0	0	0	50	0	50	0	0	49	0	0	0
	EUROPEAN AIR CHARTER	C	14	0	0	50	29	7	0	14	0	45	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>46</b>	<b>64</b>	<b>24</b>	<b>14</b>
TOULOUSE (BLAGNAC)	AIR LIB	S	180	0	0	71	18	9	2	0	0	13	71	13	180
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>183</b>
<b>TOTAL FRANCE</b>			<b>1320</b>	<b>1</b>	<b>6</b>	<b>59</b>	<b>21</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>16</b>	<b>1261</b>
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	8	0	0	38	13	25	25	0	0	33	22	57	9
<b>TOTAL LIBREVILLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>57</b>	<b>9</b>
<b>TOTAL GABON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>57</b>	<b>9</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	0	0	25	75	0	0	73	25	69	8
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>69</b>	<b>8</b>
<b>TOTAL GAMBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>69</b>	<b>8</b>
<b>GERMANY</b>															
BREMEN	CITY FLYER EXPRESS	S	179	0	1	84	12	3	1	0	0	5	63	14	224
<b>TOTAL BREMEN</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>14</b>	<b>224</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	104	0	0	66	18	14	1	0	0	13	69	12	216
<b>TOTAL COLOGNE (BONN)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>12</b>	<b>216</b>
DUSSELDORF	CITY FLYER EXPRESS	S	232	0	0	78	16	6	1	0	0	8	65	14	205
<b>TOTAL DUSSELDORF</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>14</b>	<b>205</b>
FRANKFURT MAIN	AIR ZIMBABWE	S	8	0	0	25	13	63	0	0	0	32	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	172	0	0	66	16	12	5	1	0	17	64	20	172
<b>TOTAL FRANKFURT MAIN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>20</b>	<b>174</b>
HAMBURG	DEUTSCHE BA	S	128	0	0	83	9	8	0	0	0	5	73	9	112
<b>TOTAL HAMBURG</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>9</b>	<b>112</b>
MUNICH	DEUTSCHE BA	S	172	0	0	42	29	25	4	0	0	23	49	20	112
<b>TOTAL MUNICH</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>29</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>19</b>	<b>122</b>
<b>TOTAL GERMANY</b>			<b>995</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>17</b>	<b>1107</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	38	0	0	76	5	11	8	0	0	14	72	12	29
<b>TOTAL ACCRA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>29</b>
<b>TOTAL GHANA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>29</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	100	0	7	82	13	1	1	3	0	12	81	12	94

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GIBRALTAR			100	0	7	82	13	1	1	3	0	12	81	12	94
TOTAL GIBRALTAR			100	0	7	82	13	1	1	3	0	12	81	12	94
GREECE															
ATHENS	AIR 2000	C	20	0	1	50	30	10	0	10	0	31	50	19	32
	BRITANNIA AIRWAYS (EURO OPS) LG	S	60	0	0	47	18	23	10	2	0	28	48	14	60
	CALEDONIAN AIRWAYS	C	25	0	0	44	20	20	12	0	4	71	72	9	18
	MONARCH AIRLINES	C	14	0	0	29	14	21	36	0	0	40	44	32	25
	THOMAS COOK AIRLINES LTD	C	16	0	0	19	6	13	56	6	0	87	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	0	52	16	20	12	0	0	19	70	3	50
TOTAL ATHENS			185	0	1	44	18	19	16	2	1	38	56	14	193
CHANIA	AIR 2000	C	10	0	0	80	0	20	0	0	0	13	20	69	10
	CALEDONIAN AIRWAYS	C	20	0	0	65	20	5	10	0	0	20	75	5	20
	EXCEL AIRWAYS LTD	C	8	0	2	63	13	0	0	25	0	79	0	0	0
	MONARCH AIRLINES	C	10	0	0	30	20	40	10	0	0	32	40	16	10
TOTAL CHANIA			48	0	2	60	15	15	6	4	0	31	53	24	40
CORFU	AIR 2000	C	58	0	0	33	17	31	16	3	0	44	46	18	28
	BRITANNIA AIRWAYS	C	44	1	0	52	20	20	7	0	0	26	40	61	25
	CALEDONIAN AIRWAYS	C	32	0	0	34	25	22	19	0	0	30	53	57	36
	EXCEL AIRWAYS LTD	C	9	2	3	11	0	22	22	22	22	227	90	-2	10
	MONARCH AIRLINES	C	17	1	0	53	0	29	18	0	0	31	61	21	28
	MY TRAVEL AIRWAYS UK	C	16	0	0	6	13	19	31	31	0	134	17	62	18
	THOMAS COOK AIRLINES LTD	C	32	0	0	44	9	13	22	13	0	60	75	14	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	1	0	50	13	13	25	0	0	54	0	0	0
TOTAL CORFU			216	5	3	38	15	23	17	6	1	54	49	41	197
HERAKLION	AIR 2000	C	48	0	0	54	4	21	15	2	4	46	44	40	27
	BRITANNIA AIRWAYS	C	17	0	0	29	6	35	18	0	12	87	33	74	18
	CALEDONIAN AIRWAYS	C	18	0	0	44	22	0	28	6	0	44	38	71	26
	MONARCH AIRLINES	C	10	0	0	10	40	40	10	0	0	34	50	43	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	27	50	25	8
	THOMAS COOK AIRLINES LTD	C	20	0	0	45	25	10	10	10	0	47	100	-3	9
	VIRGIN ATLANTIC AIRWAYS LTD	C	18	0	0	72	22	6	0	0	0	8	0	0	0
TOTAL HERAKLION			139	0	0	47	15	18	14	3	3	44	44	48	126
KALAMATA	AIR 2000	C	8	0	0	13	13	13	63	0	0	81	25	60	8
	CALEDONIAN AIRWAYS	C	8	0	0	38	38	25	0	0	0	20	88	3	8
	MONARCH AIRLINES	C	8	0	0	13	0	38	50	0	0	58	50	16	8
TOTAL KALAMATA			24	0	0	21	17	25	38	0	0	53	54	26	24
KAVALLA	BRITANNIA AIRWAYS	C	8	0	0	13	50	13	25	0	0	44	60	43	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	10	10	0	0	17	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	20	0	20	60	0	0	59	0	0	0
TOTAL KAVALLA			28	0	0	32	21	14	32	0	0	40	42	35	26
KEFALLINIA	AIR 2000	C	16	0	0	25	31	25	19	0	0	32	25	39	8
	BRITANNIA AIRWAYS	C	8	0	0	38	25	25	13	0	0	34	13	47	8
	CALEDONIAN AIRWAYS	C	16	0	0	19	31	31	19	0	0	40	13	34	8
	EXCEL AIRWAYS LTD	C	5	0	0	60	20	0	20	0	0	25	75	14	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	20	0	0	0	19	40	44	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KEFALLINIA	THOMAS COOK AIRLINES LTD	C	16	0	0	6	31	19	44	0	0	58	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>23</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>33</b>	<b>58</b>
KOS	AIR 2000	C	35	0	0	51	14	20	14	0	0	25	50	56	16
	BRITANNIA AIRWAYS	C	16	0	0	19	13	19	50	0	0	53	13	63	16
	CALEDONIAN AIRWAYS	C	28	0	0	36	21	18	21	4	0	39	44	27	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	25	0	0	0	23	25	37	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	39	22	17	22	0	0	46	75	9	8
<b>TOTAL KOS</b>			<b>105</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>20</b>	<b>19</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>40</b>	<b>40</b>	<b>82</b>
LEMNOS	CALEDONIAN AIRWAYS	C	8	0	0	25	25	0	50	0	0	53	88	25	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	3	0	0	0
<b>TOTAL LEMNOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>32</b>	<b>12</b>
MIKONOS	AIR 2000	C	10	0	0	10	20	10	0	10	50	247	0	0	0
	CALEDONIAN AIRWAYS	C	18	0	0	61	6	22	11	0	0	18	81	15	16
<b>TOTAL MIKONOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>11</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>18</b>	<b>100</b>	<b>81</b>	<b>15</b>	<b>16</b>
MITILINI	AIR 2000	C	16	0	0	50	31	19	0	0	0	20	63	16	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	25	13	0	0	22	0	0	0
<b>TOTAL MITILINI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>24</b>	<b>16</b>
PREVEZA	AIR 2000	C	10	0	0	70	0	10	20	0	0	27	75	15	8
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	13	25	0	0	42	13	119	8
	EXCEL AIRWAYS LTD	C	13	0	0	46	15	8	15	15	0	58	33	61	15
	MONARCH AIRLINES	C	18	0	0	39	22	0	33	0	6	74	63	16	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	9	0	0	0
<b>TOTAL PREVEZA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>7</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>48</b>	<b>49</b>	<b>45</b>	<b>47</b>
RHODES	AIR 2000	C	25	0	0	40	20	16	20	4	0	48	42	48	24
	BRITANNIA AIRWAYS	C	17	0	0	47	12	18	12	12	0	59	55	43	20
	CALEDONIAN AIRWAYS	C	38	0	0	34	16	18	24	5	3	61	25	53	24
	MONARCH AIRLINES	C	20	0	0	45	25	30	0	0	0	17	31	62	16
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	11	11	0	0	17	88	9	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	0	22	11	0	0	25	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	25	25	25	25	0	0	61	0	0	0
<b>TOTAL RHODES</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>45</b>	<b>41</b>	<b>48</b>	<b>100</b>
SALONIKA	AIR 2000	C	17	0	0	24	18	12	41	6	0	84	63	38	8
	BRITANNIA AIRWAYS	C	8	0	0	38	13	50	0	0	0	25	30	96	10
	MONARCH AIRLINES	C	8	0	0	25	50	13	13	0	0	31	67	9	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	22	11	56	0	0	77	86	-13	7
<b>TOTAL SALONIKA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>19</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>59</b>	<b>37</b>	<b>34</b>
SAMOS	BRITANNIA AIRWAYS	C	8	0	0	13	13	25	50	0	0	56	25	28	8
	EXCEL AIRWAYS LTD	C	8	0	0	25	38	25	13	0	0	32	0	0	0
<b>TOTAL SAMOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>25</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>28</b>	<b>8</b>
SKIATHOS	AIR 2000	C	36	0	0	50	19	14	14	0	3	41	63	5	8
	CALEDONIAN AIRWAYS	C	24	0	0	63	25	8	4	0	0	10	57	28	14
	THOMAS COOK AIRLINES LTD	C	14	0	0	43	21	29	7	0	0	24	0	0	0
<b>TOTAL SKIATHOS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>50</b>	<b>28</b>	<b>68</b>
THIRA (SANTORINI)	CALEDONIAN AIRWAYS	C	10	0	0	80	20	0	0	0	0	2	75	7	4

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL THIRA (SANTORINI)			10	0	0	80	20	0	0	0	0	2	75	7	4
VOLOS	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	0	0	0	38	63	0	195	0	0	0
TOTAL VOLOS			8	0	0	0	0	0	38	63	0	195	63	13	8
ZAKINTHOS	AIR 2000	C	36	0	0	53	19	11	17	0	0	26	62	23	26
	BRITANNIA AIRWAYS	C	16	0	0	31	13	31	25	0	0	48	39	33	18
	CALEDONIAN AIRWAYS	C	8	0	0	88	0	13	0	0	0	9	80	2	15
	EXCEL AIRWAYS LTD	C	16	0	0	75	13	13	0	0	0	-3	44	77	16
	MONARCH AIRLINES	C	24	0	0	50	25	13	13	0	0	21	63	15	24
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	10	20	20	0	85	25	34	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
TOTAL ZAKINTHOS			118	0	0	56	16	14	13	2	0	26	57	28	115
TOTAL GREECE			1331	5	11	43	18	18	17	3	1	43	50	33	1174
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	76	18	6	0	0	0	7	100	-5	12
	CALEDONIAN AIRWAYS	C	5	0	0	40	40	0	20	0	0	28	50	20	4
TOTAL GRENADA			22	0	0	68	23	5	5	0	0	12	88	1	16
TOTAL GRENADA			22	0	0	68	23	5	5	0	0	12	88	1	16
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	58	0	2	62	19	16	3	0	0	15	82	5	50
TOTAL BUDAPEST			58	0	2	62	19	16	3	0	0	15	82	5	50
TOTAL HUNGARY			58	0	2	62	19	16	3	0	0	15	82	5	50
ICELAND															
KEFLAVIK	EXCEL AIRWAYS LTD	C	9	0	0	67	0	11	22	0	0	36	0	0	0
TOTAL KEFLAVIK			9	0	0	67	0	11	22	0	0	36	0	0	0
TOTAL ICELAND			9	0	0	67	0	11	22	0	0	36	0	0	0
INDONESIA															
BALI INTERNATIONAL	GARUDA INDONESIA	S	26	0	0	42	8	31	19	0	0	37	0	0	0
TOTAL BALI INTERNATIONAL			26	0	0	42	8	31	19	0	0	37	0	0	0
TOTAL INDONESIA			26	0	0	42	8	31	19	0	0	37	46	51	26
IRISH REPUBLIC															
CORK	CITY FLYER EXPRESS	S	144	0	0	71	19	8	3	0	0	13	59	19	136
TOTAL CORK			144	0	0	71	19	8	3	0	0	13	59	19	136
DUBLIN	CITY FLYER EXPRESS	S	308	0	0	71	21	6	2	0	0	12	55	20	253
	RYANAIR	S	240	0	0	86	10	1	2	1	0	11	83	8	240
TOTAL DUBLIN			548	0	0	77	16	4	2	1	0	11	69	14	495
SHANNON	AB AIRLINES	S	161	0	3	63	19	7	6	4	1	27	71	18	171
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL SHANNON			163	0	3	63	19	7	6	4	1	27	71	18	171
TOTAL IRISH REPUBLIC			855	0	3	74	17	5	3	1	0	14	68	16	802

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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>ISRAEL</b>															
TEL AVIV	AIR 2000	C	14	0	0	21	0	21	57	0	0	88	38	33	16
	BRITISH AIRWAYS PLC	S	60	0	0	35	20	33	10	0	2	44	40	27	60
	CALEDONIAN AIRWAYS	C	6	0	0	67	33	0	0	0	0	9	50	19	6
	EL AL	C	10	0	0	40	50	10	0	0	0	18	90	9	10
	MONARCH AIRLINES	C	26	0	0	8	4	46	38	4	0	62	15	33	26
<b>TOTAL TEL AVIV</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>17</b>	<b>31</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>39</b>	<b>27</b>	<b>118</b>
<b>TOTAL ISRAEL</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>17</b>	<b>31</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>39</b>	<b>45</b>	<b>128</b>
<b>ITALY</b>															
BOLOGNA	ALITALIA	S	114	0	6	6	17	39	39	0	0	54	70	11	60
<b>TOTAL BOLOGNA</b>			<b>114</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>17</b>	<b>39</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>70</b>	<b>11</b>	<b>60</b>
BRINDISI	AIR 2000	C	8	0	0	50	13	25	13	0	0	19	13	61	8
<b>TOTAL BRINDISI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>61</b>	<b>8</b>
CAGLIARI (ELMAS)	MONARCH AIRLINES	C	8	0	0	13	13	50	25	0	0	46	25	70	8
<b>TOTAL CAGLIARI (ELMAS)</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>0</b>	<b>46</b>	<b>25</b>	<b>70</b>	<b>8</b>
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	8	0	0	0	25	38	38	0	0	63	25	48	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	13	25	38	13	0	73	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>19</b>	<b>31</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>35</b>	<b>21</b>
FLORENCE	MERIDIANA AIR	S	169	0	1	50	21	17	12	0	0	23	53	20	120
<b>TOTAL FLORENCE</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>21</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>20</b>	<b>120</b>
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	45	18	23	13	2	0	28	68	21	120
<b>TOTAL GENOA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>18</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>21</b>	<b>120</b>
MILAN (MALPENSA)	BRITISH AIRWAYS (EURO OPS) LG	S	111	0	0	50	20	21	9	1	0	24	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	25	13	50	13	0	0	38	50	48	8
	EUROPEAN AIR CHARTER	C	25	0	1	24	16	16	28	16	0	73	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>144</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>19</b>	<b>22</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>55</b>	<b>26</b>	<b>40</b>
NAPLES	AIR 2000	C	8	0	0	50	13	38	0	0	0	22	38	49	8
	BRITANNIA AIRWAYS	C	16	0	0	25	19	31	13	13	0	65	39	47	18
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	56	15	17	12	1	0	22	75	8	130
	CALEDONIAN AIRWAYS	C	16	0	0	44	6	13	25	13	0	74	50	-1	8
	EXCEL AIRWAYS LTD	C	8	0	0	38	25	0	25	13	0	85	75	36	8
	MONARCH AIRLINES	C	14	0	0	14	21	57	7	0	0	39	25	129	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	11	25	53	8
<b>TOTAL NAPLES</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>16</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>65</b>	<b>21</b>	<b>188</b>
OLBIA	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	63	9	8
	MERIDIANA AIR	S	18	0	0	0	39	28	28	0	6	73	33	47	18
	MONARCH AIRLINES	C	8	0	0	13	38	38	13	0	0	39	25	41	8
<b>TOTAL OLBIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>32</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>38</b>	<b>36</b>	<b>34</b>
PALERMO	CALEDONIAN AIRWAYS	C	8	0	0	13	13	50	25	0	0	45	0	95	6
<b>TOTAL PALERMO</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>0</b>	<b>45</b>	<b>33</b>	<b>44</b>	<b>61</b>
PISA	ALITALIA	S	60	0	0	2	20	33	40	5	0	65	40	26	60



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PISA	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	47	20	25	8	0	0	23	68	15	144
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	12	0	70	6	
	EUROPEAN AIR CHARTER	C	8	0	0	63	25	0	13	0	35	25	23	8	
	MONARCH AIRLINES	C	8	0	0	13	25	38	25	0	39	33	21	24	
<b>TOTAL PISA</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>20</b>	<b>26</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>54</b>	<b>20</b>	<b>243</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	10	0	0	50	0	30	0	0	20	107	60	51	10
<b>TOTAL RIMINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>107</b>	<b>60</b>	<b>51</b>	<b>10</b>
ROME (CIAMPINO)	EUROPEAN AIR CHARTER	C	16	0	1	19	6	19	31	25	0	106	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>6</b>	<b>18</b>	<b>29</b>	<b>24</b>	<b>0</b>	<b>100</b>	<b>76</b>	<b>11</b>	<b>42</b>
ROME (FIUMICINO)	ALITALIA	S	60	0	0	35	23	22	20	0	0	35	57	17	58
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	55	25	12	8	0	0	19	75	11	120
<b>TOTAL ROME (FIUMICINO)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>12</b>	<b>178</b>
TRIESTE (RONCHI DEI LEGIONARI)	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	0	5	9	26	57	3	0	76	90	-1	60
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>26</b>	<b>57</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>90</b>	<b>-1</b>	<b>60</b>
VENICE	AIR 2000	C	8	0	0	13	50	13	25	0	0	33	38	58	8
	ALITALIA	S	118	2	2	9	21	36	33	1	0	50	43	18	118
	BRITANNIA AIRWAYS	C	8	0	0	25	13	50	13	0	0	47	63	14	8
	MONARCH AIRLINES	C	8	0	0	0	38	25	38	0	0	56	0	67	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	38	25	13	170	50	136	8
<b>TOTAL VENICE</b>			<b>150</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>22</b>	<b>33</b>	<b>32</b>	<b>2</b>	<b>1</b>	<b>56</b>	<b>42</b>	<b>29</b>	<b>155</b>
VERONA	AIR 2000	C	18	0	0	50	6	28	6	6	6	59	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	164	0	0	27	24	27	22	0	0	37	57	16	159
	CALEDONIAN AIRWAYS	C	3	0	0	100	0	0	0	0	0	-12	0	0	0
	EUROPEAN AIR CHARTER	C	12	0	2	33	0	25	25	17	0	79	0	0	0
	MONARCH AIRLINES	C	18	0	0	72	17	0	11	0	0	18	44	17	16
MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	13	50	13	188	50	26	8	
<b>TOTAL VERONA</b>			<b>223</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>20</b>	<b>23</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>44</b>	<b>54</b>	<b>21</b>	<b>223</b>
<b>TOTAL ITALY</b>			<b>1653</b>	<b>2</b>	<b>13</b>	<b>35</b>	<b>19</b>	<b>24</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>55</b>	<b>22</b>	<b>1777</b>
<b>IVORY COAST</b>															
ABIDJAN	BRITISH AIRWAYS PLC	S	4	0	0	0	50	50	0	0	0	32	100	4	4
<b>TOTAL ABIDJAN</b>			<b>4</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>32</b>	<b>100</b>	<b>4</b>	<b>4</b>
<b>TOTAL IVORY COAST</b>			<b>4</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>32</b>	<b>100</b>	<b>4</b>	<b>4</b>
<b>JAMAICA</b>															
MONTEGO BAY	BRITISH AIRWAYS PLC	S	34	0	0	47	35	12	6	0	0	17	50	12	34
	MONARCH AIRLINES	C	8	0	0	13	13	38	38	0	0	56	33	13	3
	MY TRAVEL AIRWAYS UK	C	13	0	0	15	8	38	38	0	0	48	20	31	10
<b>TOTAL MONTEGO BAY</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>22</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>16</b>	<b>51</b>
<b>TOTAL JAMAICA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>22</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>16</b>	<b>51</b>
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	8	0	0	0	25	63	13	0	0	45	33	105	9
	MONARCH AIRLINES	C	9	0	0	78	11	0	11	0	0	12	20	60	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

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				Actual (7)	Plan (8)										
TOTAL MOMBASA			17	0	0	41	18	29	12	0	0	28	26	81	19
NAIROBI	BRITISH AIRWAYS PLC	S	17	0	0	100	0	0	0	0	0	-1	88	2	17
TOTAL NAIROBI			17	0	0	100	0	0	0	0	0	-1	88	2	17
TOTAL KENYA			34	0	0	71	9	15	6	0	0	13	56	44	36
LATVIA															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	60	28	12	0	0	0	12	58	10	43
TOTAL RIGA			60	0	0	60	28	12	0	0	0	12	58	25	79
TOTAL LATVIA			60	0	0	60	28	12	0	0	0	12	58	25	79
LIBYA															
TRIPOLI	BRITISH AIRWAYS (EURO OPS) LG	S	16	0	0	75	19	6	0	0	0	13	0	0	0
TOTAL TRIPOLI			16	0	0	75	19	6	0	0	0	13	0	0	0
TOTAL LIBYA			16	0	0	75	19	6	0	0	0	13	0	0	0
LITHUANIA															
VILNIUS	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	86	7	7	0	0	0	1	65	11	34
TOTAL VILNIUS			44	0	0	86	7	7	0	0	0	1	65	11	34
TOTAL LITHUANIA			44	0	0	86	7	7	0	0	0	1	65	11	34
LUXEMBOURG															
LUXEMBOURG	CITY FLYER EXPRESS	S	192	0	0	77	16	6	1	0	0	7	62	15	156
TOTAL LUXEMBOURG			192	0	0	77	16	6	1	0	0	7	62	15	156
TOTAL LUXEMBOURG			192	0	0	77	16	6	1	0	0	7	62	15	156
MALAWI															
LILONGWE	AIR MALAWI	S	5	0	5	60	20	20	0	0	0	19	70	13	10
	BRITISH AIRWAYS PLC	S	8	0	0	88	0	0	13	0	0	14	94	1	17
TOTAL LILONGWE			13	0	5	77	8	8	8	0	0	16	85	5	27
TOTAL MALAWI			13	0	5	77	8	8	8	0	0	16	85	5	27
MALDIVE ISLANDS															
MALE INTERNATIONAL	MONARCH AIRLINES	C	17	1	2	47	12	24	6	12	0	49	33	26	9
TOTAL MALE INTERNATIONAL			17	1	2	47	12	24	6	12	0	49	58	16	19
TOTAL MALDIVE ISLANDS			17	1	2	47	12	24	6	12	0	49	58	16	19
MALTA															
MALTA	AIR 2000	C	10	0	0	60	30	10	0	0	0	16	61	54	18
	AIR MALTA	S	78	0	0	51	26	19	4	0	0	17	60	10	83
	AIR MALTA	C	11	0	2	73	0	18	9	0	0	18	50	36	8
	BRITANNIA AIRWAYS	C	18	0	0	44	33	22	0	0	0	17	29	36	17
	CALEDONIAN AIRWAYS	C	8	0	0	75	25	0	0	0	0	11	0	0	0
	GB AIRWAYS LTD	S	60	0	0	77	12	5	7	0	0	12	65	16	60
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	1	60	46	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	0	13	0	0	15	100	-10	8

## 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 MALTA			211	0	2	64	19	12	5	0	0	15	59	21	212
TOTAL MALTA			211	0	2	64	19	12	5	0	0	15	59	21	212
MAURITIUS															
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	0	96	4	0	0	0	0	0	85	4	26
TOTAL MAURITIUS			26	0	0	96	4	0	0	0	0	0	85	4	26
TOTAL MAURITIUS			26	0	0	96	4	0	0	0	0	0	85	4	26
MEXICO															
CANCUN	AIR 2000	C	10	0	0	40	0	40	20	0	0	49	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	25	13	13	50	0	0	64	50	11	8
	BRITISH AIRWAYS PLC	S	17	0	0	47	24	12	18	0	0	29	70	15	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	11	11	33	0	0	46	13	30	8
TOTAL CANCUN			44	0	0	41	14	18	27	0	0	44	41	23	34
PUERTO VALLARTA	AIR 2000	C	9	0	0	44	22	11	22	0	0	45	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	0	44	33	22	0	0	47	75	-5	4
TOTAL PUERTO VALLARTA			18	0	0	22	33	22	22	0	0	46	67	10	9
TOTAL MEXICO			62	0	0	35	19	19	26	0	0	44	47	21	43
MOROCCO															
AGADIR	GB AIRWAYS LTD	S	5	0	0	40	20	20	20	0	0	41	0	0	0
	MONARCH AIRLINES	C	8	0	0	0	0	38	63	0	0	70	0	0	0
TOTAL AGADIR			13	0	0	15	8	31	46	0	0	59	100	-1	8
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	60	0	0	58	20	18	3	0	0	16	82	5	60
	ROYAL AIR MAROC	C	2	0	0	0	50	0	50	0	0	57	0	0	0
TOTAL CASABLANCA MOHAMED V			62	0	0	56	21	18	5	0	0	17	82	5	60
MARRAKESH	GB AIRWAYS LTD	S	13	0	0	69	8	0	8	15	0	48	0	0	0
TOTAL MARRAKESH			13	0	0	69	8	0	8	15	0	48	50	0	2
TOTAL MOROCCO			88	0	1	52	17	17	11	2	0	28	83	4	71
NEPAL															
KATHMANDU	ROYAL NEPAL AIRLINES	S	4	0	4	75	0	25	0	0	0	13	19	35	16
TOTAL KATHMANDU			4	0	4	75	0	25	0	0	0	13	19	35	16
TOTAL NEPAL			4	0	4	75	0	25	0	0	0	13	19	35	16
NETHERLANDS															
AMSTERDAM	CITY FLYER EXPRESS	S	268	0	0	61	26	9	4	0	0	15	32	31	260
	TRANSAVIA	S	210	0	6	45	28	20	6	1	0	23	20	36	214
TOTAL AMSTERDAM			478	0	6	54	27	14	5	0	0	19	26	34	490
EINDHOVEN	B A S E BUSINESS AIRLINES	S	52	0	0	69	27	4	0	0	0	10	50	18	42
TOTAL EINDHOVEN			52	0	0	69	27	4	0	0	0	10	50	18	42
ROTTERDAM	CITY FLYER EXPRESS	S	148	0	0	82	12	5	1	0	0	5	72	12	170
TOTAL ROTTERDAM			148	0	0	82	12	5	1	0	0	5	72	12	171

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL NETHERLANDS			678	0	6	61	24	11	4	0	0	15	39	27	703
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	17	1	0	53	24	12	12	0	0	22	0	0	0
TOTAL ABUJA			17	1	0	53	24	12	12	0	0	22	0	0	0
LAGOS	BRITISH AIRWAYS PLC	S	42	0	0	62	7	14	17	0	0	22	0	0	0
TOTAL LAGOS			42	0	0	62	7	14	17	0	0	22	0	0	0
TOTAL NIGERIA			59	1	0	59	12	14	15	0	0	22	0	0	0
<b>NORWAY</b>															
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	52	0	0	54	35	12	0	0	0	16	53	19	51
TOTAL KRISTIANSAND (KJEVIK)			52	0	0	54	35	12	0	0	0	16	53	19	51
OSLO (GARDERMOEN)	BRITISH AIRWAYS (EURO OPS) LG	S	112	0	0	63	23	11	2	1	0	16	0	0	0
TOTAL OSLO (GARDERMOEN)			112	0	0	63	23	11	2	1	0	16	0	0	0
TOTAL NORWAY			164	0	0	60	27	11	1	1	0	16	58	18	165
<b>POLAND</b>															
GDANSK	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	73	12	12	4	0	0	13	0	0	0
TOTAL GDANSK			26	0	0	73	12	12	4	0	0	13	78	7	18
KRAKOW	LOT-POLISH AIRLINES	S	50	0	0	54	22	22	2	0	0	17	68	12	34
TOTAL KRAKOW			50	0	0	54	22	22	2	0	0	17	52	19	69
TOTAL POLAND			76	0	0	61	18	18	3	0	0	15	57	17	87
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	56	0	0	45	16	11	21	7	0	50	29	67	48
	BRITANNIA AIRWAYS	C	16	0	0	63	13	13	13	0	0	22	38	83	16
	CALEDONIAN AIRWAYS	C	41	0	0	44	27	10	15	0	5	69	45	31	31
	EUROPEAN AIR CHARTER	C	4	0	0	75	25	0	0	0	7	0	0	0	0
	EXCEL AIRWAYS LTD	C	9	0	1	44	22	33	0	0	19	63	10	8	
	GB AIRWAYS LTD	S	86	0	0	56	13	10	19	2	0	32	61	30	75
	MONARCH AIRLINES	C	56	0	0	23	29	34	14	0	0	40	34	35	56
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	50	50	0	0	77	10	50	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	25	25	19	25	0	6	83	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	44	0	0	0
TOTAL FARO			300	0	1	43	19	17	18	2	1	45	48	42	292
LISBON	GB AIRWAYS LTD	S	109	2	3	66	17	14	3	1	0	15	87	11	60
TOTAL LISBON			109	2	3	66	17	14	3	1	0	15	73	20	128
OPORTO	GB AIRWAYS LTD	S	110	0	2	74	9	7	6	3	1	21	82	7	112
TOTAL OPORTO			110	0	2	74	9	7	6	3	1	21	82	7	112
TOTAL PORTUGAL(EXCLUDING MADEIRA)			519	2	6	54	17	14	12	2	1	33	61	29	532
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	8	0	0	100	0	0	0	0	0	-2	100	1	10
	CALEDONIAN AIRWAYS	C	24	0	0	50	8	17	13	8	4	79	62	18	29
	GB AIRWAYS LTD	S	26	0	0	65	15	12	4	4	0	23	69	11	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	MONARCH AIRLINES	C	8	0	0	25	50	0	0	25	0	86	100	1	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	40	20	0	0	0	15	0	0	0
<b>TOTAL FUNCHAL</b>			<b>76</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>43</b>	<b>74</b>	<b>22</b>	<b>85</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>76</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>43</b>	<b>74</b>	<b>22</b>	<b>85</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	14	0	0	7	14	57	21	0	0	49	31	37	16
<b>TOTAL SANAA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>57</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>31</b>	<b>37</b>	<b>16</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>57</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>31</b>	<b>37</b>	<b>16</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	76	0	0	46	21	28	5	0	0	23	74	13	86
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>13</b>	<b>86</b>
<b>TOTAL RUMANIA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>13</b>	<b>86</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	93	2	5	0	0	0	-4	85	6	60
	TRANSAERO AIRLINES	S	34	0	0	79	12	3	6	0	0	11	0	0	0
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>6</b>	<b>60</b>
ST PETERSBURG	AEROFLOT	S	24	0	0	75	21	4	0	0	0	7	64	15	22
	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	74	10	17	0	0	0	5	56	14	41
<b>TOTAL ST PETERSBURG</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>14</b>	<b>63</b>
<b>TOTAL RUSSIA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>10</b>	<b>123</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	CALEDONIAN AIRWAYS	C	4	0	0	100	0	0	0	0	0	-5	100	-37	4
<b>TOTAL ST KITTS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>100</b>	<b>-37</b>	<b>4</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>100</b>	<b>-37</b>	<b>4</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	BRITISH AIRWAYS PLC	S	50	0	0	76	8	6	2	8	0	25	86	-5	51
<b>TOTAL DHAHRAN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>86</b>	<b>-5</b>	<b>51</b>
<b>TOTAL SAUDI ARABIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>86</b>	<b>-5</b>	<b>51</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	16	0	2	44	38	6	0	13	0	36	31	33	16
	BRITISH AIRWAYS PLC	S	17	0	0	82	18	0	0	0	0	2	88	3	17
<b>TOTAL SEYCHELLES</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>18</b>	<b>33</b>
<b>TOTAL SEYCHELLES</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>18</b>	<b>33</b>
<b>SLOVENIA</b>															
LJUBLJANA	BRITISH AIRWAYS (EURO OPS) LG	S	36	0	0	67	28	3	3	0	0	9	73	10	26
<b>TOTAL LJUBLJANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>10</b>	<b>26</b>
<b>TOTAL SLOVENIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>10</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	70	0	0	50	19	23	4	4	0	31	69	28	35
	BRITANNIA AIRWAYS	C	18	0	0	78	17	6	0	0	0	10	50	24	18
	CALEDONIAN AIRWAYS	C	34	0	1	41	12	18	29	0	0	38	37	55	41
	CITY FLYER EXPRESS	C	2	0	2	100	0	0	0	0	0	6	0	0	0
	EXCEL AIRWAYS LTD	C	6	1	4	100	0	0	0	0	0	-3	0	0	0
	GB AIRWAYS LTD	S	60	0	0	53	22	17	8	0	0	25	0	0	0
	MONARCH AIRLINES	C	44	0	0	32	32	30	7	0	0	27	53	43	40
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	0	10	78	36	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	0	38	25	0	0	40	38	35	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	38	38	25	0	0	0	22	0	0	0
<b>TOTAL ALICANTE</b>			<b>260</b>	<b>1</b>	<b>7</b>	<b>50</b>	<b>19</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>49</b>	196
<b>ALMERIA</b>	BRITANNIA AIRWAYS	C	16	0	0	88	0	0	13	0	0	22	44	82	16
	CALEDONIAN AIRWAYS	C	3	0	1	33	0	0	67	0	0	56	100	-12	3
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	13	100	4	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	7	0	0	0
<b>TOTAL ALMERIA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>47</b>	43
<b>ASTURIAS</b>	IBERIA	S	26	0	0	50	27	23	0	0	0	18	77	1	26
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>1</b>	26
<b>BARCELONA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	73	17	7	3	0	0	11	73	11	120
	DEBONAIR AIRWAYS LTD	S	60	0	0	55	15	5	23	2	0	33	0	0	0
<b>TOTAL BARCELONA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>13</b>	128
<b>GERONA</b>	AIR 2000	C	16	0	0	100	0	0	0	0	0	-5	38	76	16
	BRITANNIA AIRWAYS	C	18	0	0	50	39	11	0	0	0	12	35	57	17
	CALEDONIAN AIRWAYS	C	8	0	0	25	13	25	38	0	0	41	50	40	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	6	75	10	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	13	0	25	0	0	28	81	16	16
<b>TOTAL GERONA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>44</b>	65
<b>IBIZA</b>	AIR 2000	C	60	0	1	60	7	3	28	2	0	30	58	58	24
	BRITANNIA AIRWAYS	C	58	0	0	33	24	17	12	9	5	79	28	69	69
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	7	67	24	9
	EXCEL AIRWAYS LTD	C	10	0	0	80	0	10	0	0	10	64	0	0	0
	MONARCH AIRLINES	C	25	0	0	68	8	24	0	0	0	11	72	9	32
	MY TRAVEL AIRWAYS UK	C	25	0	0	36	28	16	12	8	0	48	73	20	26
	THOMAS COOK AIRLINES LTD	C	25	0	0	44	24	4	20	8	0	44	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	30	20	50	0	0	0	30	0	0	0
<b>TOTAL IBIZA</b>			<b>221</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>16</b>	<b>14</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>45</b>	<b>54</b>	<b>42</b>	223
<b>LA CORUNA</b>	EUROPEAN REGIONS AIRLINES	S	18	0	8	94	6	0	0	0	0	-9	0	0	0
<b>TOTAL LA CORUNA</b>			<b>18</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>0</b>	<b>0</b>	0
<b>MADRID</b>	AIR EUROPA	S	52	0	0	38	29	21	12	0	0	28	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	178	0	0	61	17	16	6	0	0	18	71	12	180
	SPANAIR	S	16	0	0	0	31	50	19	0	0	50	19	29	16
<b>TOTAL MADRID</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>23</b>	246
<b>MAHON</b>	AIR 2000	C	42	0	0	40	24	19	17	0	0	28	65	16	34

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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>MAHON</b>	BRITANNIA AIRWAYS	C	34	0	0	38	26	26	9	0	0	26	21	81	34
	CALEDONIAN AIRWAYS	C	24	0	0	75	13	4	8	0	0	14	73	29	15
	CITY FLYER EXPRESS	C	8	0	0	25	50	25	0	0	0	25	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-3	13	32	8
	MONARCH AIRLINES	C	40	0	0	50	13	20	18	0	0	29	25	36	32
	MY TRAVEL AIRWAYS UK	C	16	1	0	56	6	19	13	6	0	40	38	36	16
	THOMAS COOK AIRLINES LTD	C	32	0	0	41	6	28	25	0	0	41	94	3	18
	TRANSAER	C	8	0	6	0	38	13	25	25	0	104	42	24	12
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL MAHON</b>			<b>214</b>	<b>1</b>	<b>6</b>	<b>48</b>	<b>17</b>	<b>19</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>31</b>	<b>199</b>
<b>MALAGA</b>	AIR 2000	C	66	0	0	45	11	8	29	6	2	54	44	46	32
	BRITANNIA AIRWAYS	C	16	0	0	25	25	19	31	0	0	48	31	72	16
	CALEDONIAN AIRWAYS	C	51	1	0	63	20	8	10	0	0	16	50	42	54
	EXCEL AIRWAYS LTD	C	8	1	0	75	0	25	0	0	0	14	0	101	2
	GB AIRWAYS LTD	S	94	1	0	60	16	11	14	0	0	25	77	13	102
	MONARCH AIRLINES	C	72	0	0	32	25	24	19	0	0	37	61	33	70
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	0	0	38	6	6	84	81	9	16
	THOMAS COOK AIRLINES LTD	C	30	0	0	23	10	23	43	0	0	54	38	40	8
	TRANSAER	C	16	0	0	75	19	6	0	0	0	6	91	4	22
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	10	0	0	0
<b>TOTAL MALAGA</b>			<b>379</b>	<b>3</b>	<b>1</b>	<b>49</b>	<b>16</b>	<b>13</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>64</b>	<b>28</b>	<b>383</b>
<b>MURCIA SAN JAVIER</b>	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	2	88	6	8
	GB AIRWAYS LTD	S	25	0	1	28	12	24	36	0	0	54	63	10	35
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	50	13	25	0	0	53	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>20</b>	<b>17</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>67</b>	<b>9</b>	<b>43</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	94	0	0	45	13	17	18	6	1	51	54	35	63
	BRITANNIA AIRWAYS	C	92	2	0	39	23	23	10	5	0	41	35	87	102
	CALEDONIAN AIRWAYS	C	26	0	0	65	0	15	19	0	0	27	13	78	16
	CITY FLYER EXPRESS	C	10	0	0	40	0	30	30	0	0	42	0	0	0
	FUTURA AIRLINES	S	42	0	0	38	21	21	19	0	0	30	73	23	26
	GB AIRWAYS LTD	S	59	0	1	68	14	2	17	0	0	24	86	14	42
	MONARCH AIRLINES	C	57	3	3	54	18	16	12	0	0	23	74	14	53
	MY TRAVEL AIRWAYS UK	C	48	0	0	42	10	10	17	17	4	84	59	21	58
	THOMAS COOK AIRLINES LTD	C	60	1	0	43	13	12	23	8	0	52	100	-1	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	18	0	0	56	17	6	22	0	0	23	0	0	0
	VIRGIN EXPRESS	C	8	0	0	63	25	13	0	0	0	14	63	20	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>514</b>	<b>6</b>	<b>4</b>	<b>48</b>	<b>15</b>	<b>15</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>42</b>	<b>52</b>	<b>41</b>	<b>459</b>
<b>REUS</b>	AIR 2000	C	10	0	0	100	0	0	0	0	0	-5	70	12	10
	BRITANNIA AIRWAYS	C	18	0	0	56	28	17	0	0	0	17	12	120	17
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	-12	100	-11	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	25	25	0	88	60	39	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	20	30	20	10	0	60	0	0	0
<b>TOTAL REUS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>53</b>	<b>46</b>
<b>VALENCIA</b>	GB AIRWAYS LTD	S	52	0	0	50	12	19	12	8	0	43	43	34	51
<b>TOTAL VALENCIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>43</b>	<b>43</b>	<b>34</b>	<b>51</b>
<b>ZARAGOZA</b>	IBERIA	S	26	0	0	46	23	31	0	0	0	19	62	16	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ZARAGOZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>16</b>	26
<b>TOTAL SPAIN</b>			<b>2335</b>	<b>11</b>	<b>29</b>	<b>52</b>	<b>17</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>57</b>	<b>33</b>	2153
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	24	0	0	67	8	0	25	0	0	32	67	51	18
	BRITANNIA AIRWAYS	C	18	0	0	50	22	17	11	0	0	25	75	12	8
	CALEDONIAN AIRWAYS	C	8	0	0	88	0	13	0	0	0	6	75	21	8
	MONARCH AIRLINES	C	8	0	0	38	38	13	13	0	0	26	75	10	16
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	6	19	0	0	0	8	94	-6	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	5	75	6	8
<b>TOTAL ARRECIFE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>14</b>	92
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	10	0	0	40	20	20	20	0	0	32	10	128	10
	MONARCH AIRLINES	C	20	0	0	45	30	25	0	0	0	18	75	15	16
	MY TRAVEL AIRWAYS UK	C	17	0	0	24	18	41	18	0	0	35	31	47	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	22	0	78	0	0	0	39	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>20</b>	<b>38</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>52</b>	<b>46</b>	50
<b>LAS PALMAS</b>	AIR 2000	C	16	0	0	38	25	19	13	0	6	74	44	32	18
	BRITANNIA AIRWAYS	C	16	0	0	63	25	0	0	13	0	32	11	97	18
	CALEDONIAN AIRWAYS	C	16	0	0	75	0	0	25	0	0	25	63	38	8
	MONARCH AIRLINES	C	8	0	0	38	38	25	0	0	0	21	55	25	20
	MY TRAVEL AIRWAYS UK	C	33	0	1	64	15	15	3	3	0	18	67	14	33
	THOMAS COOK AIRLINES LTD	C	48	0	0	48	10	19	23	0	0	27	78	14	27
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	38	13	0	25	0	25	153	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>145</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>15</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>57</b>	<b>34</b>	152
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	52	0	0	54	25	13	8	0	0	25	73	23	40
	BRITANNIA AIRWAYS	C	26	0	0	50	31	15	4	0	0	19	30	81	27
	CALEDONIAN AIRWAYS	C	18	0	0	67	28	6	0	0	0	2	56	11	16
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	40	38	28	8
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	-12	0	0	0
	MONARCH AIRLINES	C	42	0	0	50	12	21	17	0	0	30	77	40	43
	MY TRAVEL AIRWAYS UK	C	28	0	0	43	7	18	21	4	7	81	54	20	26
	THOMAS COOK AIRLINES LTD	C	36	0	0	50	25	22	0	0	3	25	89	4	18
	TRANSAER	C	8	0	0	63	13	25	0	0	0	13	13	32	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	13	13	13	50	13	0	86	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>60</b>	<b>35</b>	204
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>513</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>62</b>	<b>32</b>	498
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	BRITANNIA AIRWAYS	C	5	0	0	40	20	20	20	0	0	44	38	27	8
	BRITISH AIRWAYS PLC	S	17	0	0	47	18	12	18	6	0	41	94	-3	18
	CALEDONIAN AIRWAYS	C	12	0	0	67	17	0	0	17	0	41	75	12	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	25	0	38	38	0	0	62	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>14</b>	<b>14</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>45</b>	<b>76</b>	<b>8</b>	34
<b>TOTAL ST LUCIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>14</b>	<b>14</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>45</b>	<b>76</b>	<b>8</b>	34



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	66	19	12	3	0	0	14	77	8	60
<b>TOTAL GOTEBORG</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>8</b>	<b>61</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	81	13	5	2	0	0	7	75	10	180
	CALEDONIAN AIRWAYS	C	2	0	0	0	50	0	50	0	0	103	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>10</b>	<b>180</b>
<b>TOTAL SWEDEN</b>			<b>362</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>9</b>	<b>241</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	170	0	0	72	14	10	4	1	0	13	88	4	170
<b>TOTAL GENEVA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>4</b>	<b>170</b>
ZURICH	CITY FLYER EXPRESS	S	180	0	0	41	31	24	4	0	0	22	53	21	179
<b>TOTAL ZURICH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>31</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>21</b>	<b>179</b>
<b>TOTAL SWITZERLAND</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>13</b>	<b>349</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	17	0	0	82	18	0	0	0	0	5	100	-5	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>-5</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>-5</b>	<b>26</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	9	0	0	33	44	22	0	0	0	22	0	77	3
<b>TOTAL PHUKET</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>77</b>	<b>3</b>
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>77</b>	<b>3</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	8	0	0	25	50	0	25	0	0	48	88	9	8
	CALEDONIAN AIRWAYS	C	9	0	0	33	11	22	33	0	0	44	89	-3	9
<b>TOTAL TOBAGO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>12</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>88</b>	<b>3</b>	<b>17</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>12</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>88</b>	<b>3</b>	<b>17</b>
<b>TUNISIA</b>															
MONASTIR	MONARCH AIRLINES	C	8	0	0	0	13	13	63	13	0	92	13	30	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	38	8	27	19	4	4	57	64	27	25
	NOUVELAIR TUNISIE	C	13	1	0	46	15	23	15	0	0	23	50	33	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	38	0	0	0	19	0	0	0
<b>TOTAL MONASTIR</b>			<b>55</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>11</b>	<b>25</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>48</b>	<b>49</b>	<b>29</b>	<b>49</b>
SFAX	MONARCH AIRLINES	C	5	0	0	0	20	80	0	0	0	38	0	0	0
<b>TOTAL SFAX</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>88</b>	<b>10</b>	<b>8</b>
TABARKA	MONARCH AIRLINES	C	5	0	0	20	40	40	0	0	0	28	0	0	0
<b>TOTAL TABARKA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
TUNIS	GB AIRWAYS LTD	S	34	0	0	26	21	29	24	0	0	37	41	24	34
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>21</b>	<b>29</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>41</b>	<b>24</b>	<b>34</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TUNISIA</b>			<b>99</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>16</b>	<b>30</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>49</b>	<b>25</b>	<b>91</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	AIR 2000	C	8	0	0	38	13	25	25	0	0	37	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	40	30	10	20	0	0	31	40	84	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	33	11	22	33	0	0	45	0	0	0
<b>TOTAL ANTALYA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>17</b>	<b>19</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>49</b>	<b>55</b>	<b>37</b>
<b>BODRUM (MILAS)</b>	AIR 2000	C	25	0	0	60	16	4	20	0	0	23	67	7	30
	CALEDONIAN AIRWAYS	C	9	0	0	78	11	0	11	0	0	4	45	26	22
	ISTANBUL HAVA YOLLARI	C	8	0	0	13	25	50	13	0	0	46	0	0	0
	MONARCH AIRLINES	C	9	0	0	11	56	11	0	22	0	83	80	4	10
	MY TRAVEL AIRWAYS UK	C	17	0	0	18	47	24	12	0	0	28	33	26	18
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	22	0	44	0	0	58	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	0	0	25	75	0	0	76	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>26</b>	<b>14</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>54</b>	<b>23</b>	<b>106</b>
<b>DALAMAN</b>	AIR 2000	C	24	0	0	42	13	17	21	8	0	52	57	26	30
	BRITANNIA AIRWAYS	C	18	0	0	22	22	17	39	0	0	46	0	150	16
	CALEDONIAN AIRWAYS	C	21	0	0	38	24	19	19	0	0	35	34	57	32
	MONARCH AIRLINES	C	8	0	0	0	13	13	75	0	0	85	31	22	26
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	30	30	10	0	0	29	22	43	18
	ONUR AIR	C	7	0	1	86	0	0	0	0	14	129	75	11	8
	THOMAS COOK AIRLINES LTD	C	19	0	3	37	11	11	37	5	0	72	78	20	18
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	0	0	0	0	88	13	351	0	0	0
<b>TOTAL DALAMAN</b>			<b>115</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>16</b>	<b>15</b>	<b>26</b>	<b>9</b>	<b>2</b>	<b>77</b>	<b>46</b>	<b>43</b>	<b>211</b>
<b>IZMIR (ADNAM MENDERES)</b>	MONARCH AIRLINES	C	8	0	0	50	25	0	0	25	0	87	80	11	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	47	18	18	18	0	0	25	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>45</b>	<b>50</b>	<b>37</b>	<b>38</b>
<b>TOTAL TURKEY</b>			<b>261</b>	<b>0</b>	<b>22</b>	<b>36</b>	<b>20</b>	<b>15</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>56</b>	<b>48</b>	<b>39</b>	<b>400</b>
<b>UGANDA</b>															
<b>ENTEBBE</b>	BRITISH AIRWAYS PLC	S	8	0	0	50	38	13	0	0	0	10	0	0	0
<b>TOTAL ENTEBBE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UGANDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	36	21	31	12	0	0	30	70	12	44
	UKRAINE INTERNATIONAL AIRLINE	S	42	0	0	40	17	33	7	2	0	33	76	9	42
<b>TOTAL KIEV (BORISPOL)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>32</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>73</b>	<b>11</b>	<b>86</b>
<b>LVOV</b>	UKRAINE INTERNATIONAL AIRLINE	C	4	0	0	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL LVOV</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>31</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>73</b>	<b>11</b>	<b>86</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	60	0	0	58	13	27	2	0	0	13	52	17	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>17</b>	<b>60</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL UNITED ARAB EMIRATES			60	0	0	58	13	27	2	0	0	13	52	17	60
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	222	0	0	87	10	2	0	0	0	6	87	7	224
TOTAL ABERDEEN			222	0	0	87	10	2	0	0	0	6	87	7	224
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	290	0	1	80	13	6	1	0	0	8	82	9	342
TOTAL BELFAST CITY			290	0	1	80	13	6	1	0	0	8	82	9	342
BELFAST INTERNATIONAL	EUROPEAN AIR CHARTER	C	2	0	0	0	0	50	50	0	0	55	0	0	0
TOTAL BELFAST INTERNATIONAL			3	0	0	0	0	67	33	0	0	51	0	0	0
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	57	27	16	0	0	0	15	63	17	40
TOTAL BRISTOL			44	0	0	57	27	16	0	0	0	15	63	17	40
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	326	0	2	78	14	6	2	0	0	9	78	10	326
TOTAL EDINBURGH			326	0	2	78	14	6	2	0	0	9	78	10	326
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	332	0	0	87	7	4	2	1	0	7	82	10	326
TOTAL GLASGOW			332	0	0	87	7	4	2	1	0	7	82	10	327
GUERNSEY	CITY FLYER EXPRESS	S	240	0	0	91	6	2	1	0	0	2	84	6	220
	FLYBE.BRITISH EUROPEAN	S	271	0	10	87	7	4	1	0	0	4	89	8	233
TOTAL GUERNSEY			511	0	10	89	7	3	1	0	0	3	86	7	461
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	180	0	0	76	18	5	1	0	0	8	75	12	180
TOTAL INVERNESS			180	0	0	76	18	5	1	0	0	8	75	12	180
JERSEY	CITY FLYER EXPRESS	S	264	0	0	77	16	6	1	0	0	9	67	15	273
	FLYBE.BRITISH EUROPEAN	S	270	0	3	74	11	10	5	0	0	13	79	10	266
TOTAL JERSEY			534	0	3	76	13	8	3	0	0	11	73	12	539
MANCHESTER	BRITANNIA AIRWAYS	C	25	0	1	40	16	12	32	0	0	35	18	239	11
	BRITISH AIRWAYS (EURO OPS) LG	S	386	0	0	85	11	4	1	0	0	7	77	12	326
	MONARCH AIRLINES	C	9	0	0	78	11	0	11	0	0	-1	22	45	9
TOTAL MANCHESTER			421	0	1	82	11	4	3	0	0	8	74	22	356
NEWCASTLE	CITY FLYER EXPRESS	S	372	0	0	76	18	5	1	0	0	7	75	8	318
TOTAL NEWCASTLE			372	0	0	76	18	5	1	0	0	7	75	8	318
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	132	0	2	58	33	8	1	0	0	14	66	18	89
TOTAL NEWQUAY			132	0	2	58	33	8	1	0	0	14	66	18	89
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	106	0	0	66	20	12	2	0	0	15	70	17	148
TOTAL PLYMOUTH			106	0	0	66	20	12	2	0	0	15	70	17	148
TOTAL UNITED KINGDOM			3473	2	19	79	13	5	2	0	0	8	78	11	3351
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	53	28	8	8	2	0	23	78	6	60
	DELTA AIRLINES	S	120	0	0	36	25	20	16	3	0	40	63	20	120
TOTAL ATLANTA			180	0	0	42	26	16	13	3	0	34	68	15	180
BALTIMORE	BRITISH AIRWAYS PLC	S	57	1	1	70	18	5	4	4	0	19	63	18	60
TOTAL BALTIMORE			57	1	1	70	18	5	4	4	0	19	63	18	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BOSTON	AMERICAN AIRLINES	S	60	0	0	65	20	13	2	0	0	13	60	19	30
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	42	33	15	10	0	0	22	72	11	60
<b>TOTAL BOSTON</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>14</b>	<b>90</b>
CHARLOTTE	BRITISH AIRWAYS PLC	S	60	0	0	62	22	12	3	2	0	20	58	18	60
	US AIRWAYS	S	36	0	0	78	17	3	3	0	0	7	0	0	0
<b>TOTAL CHARLOTTE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>18</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	34	5	0	59	6	15	18	3	0	33	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>34</b>	<b>5</b>	<b>0</b>	<b>59</b>	<b>6</b>	<b>15</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
CINCINNATI	DELTA AIRLINES	S	60	0	0	47	27	20	7	0	0	22	62	19	60
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>19</b>	<b>60</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	117	1	2	45	12	16	21	6	0	48	83	4	120
	BRITISH AIRWAYS PLC	S	60	0	0	57	23	10	10	0	0	20	77	9	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>177</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>16</b>	<b>14</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>81</b>	<b>6</b>	<b>180</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	65	13	15	7	0	0	12	0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
DETROIT	AMERICAN TRANS AIR	C	3	0	1	33	33	33	0	0	0	19	13	113	8
	NORTHWEST AIRLINES	S	117	1	3	74	8	11	7	0	0	9	22	62	115
<b>TOTAL DETROIT</b>			<b>120</b>	<b>1</b>	<b>4</b>	<b>73</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>21</b>	<b>65</b>	<b>123</b>
HOUSTON	BRITISH AIRWAYS PLC	S	59	0	1	46	24	8	14	2	7	89	55	25	60
	CONTINENTAL AIRLINES	S	120	0	0	48	27	14	11	0	0	22	78	14	120
<b>TOTAL HOUSTON</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>26</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>44</b>	<b>70</b>	<b>17</b>	<b>180</b>
INDIANAPOLIS	AMERICAN TRANS AIR	C	2	0	0	50	50	0	0	0	0	13	100	12	1
<b>TOTAL INDIANAPOLIS</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>13</b>	<b>100</b>	<b>12</b>	<b>1</b>
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	63	17	10	10	0	0	19	68	17	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>5</b>	<b>119</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	60	0	0	75	12	7	5	2	0	9	55	29	60
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>29</b>	<b>60</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	62	23	5	8	2	0	21	73	28	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>28</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	120	0	0	66	16	10	6	2	1	20	68	28	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	1	1	25	17	34	22	0	2	51	47	28	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>179</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>16</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>61</b>	<b>28</b>	<b>180</b>
ORLANDO	BRITANNIA AIRWAYS	C	12	0	0	17	0	33	50	0	0	80	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	47	28	13	12	0	0	24	70	14	50
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	35	26	13	25	1	0	42	75	12	60
<b>TOTAL ORLANDO</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>15</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>73</b>	<b>13</b>	<b>110</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	118	1	2	69	13	10	7	1	0	13	77	13	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>118</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>13</b>	<b>60</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	60	0	0	78	5	12	5	0	0	11	80	12	60
<b>TOTAL PITTSBURGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>12</b>	<b>60</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
RALEIGH	AMERICAN AIRLINES	S	60	0	0	62	20	12	7	0	0	17	92	-3	60
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>92</b>	<b>-3</b>	<b>60</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	60	0	0	72	15	10	3	0	0	2	77	2	60
<b>TOTAL SAN DIEGO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>2</b>	<b>60</b>
SANFORD	AIR 2000	C	24	0	0	58	17	13	4	0	8	51	0	0	0
	MONARCH AIRLINES	C	16	0	0	19	6	44	25	6	0	51	43	56	7
	MY TRAVEL AIRWAYS UK	C	43	0	0	19	16	30	28	2	5	107	24	44	42
<b>TOTAL SANFORD</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>14</b>	<b>28</b>	<b>20</b>	<b>2</b>	<b>5</b>	<b>80</b>	<b>40</b>	<b>37</b>	<b>134</b>
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	118	0	2	50	11	19	19	1	0	33	66	15	116
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>11</b>	<b>19</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>66</b>	<b>15</b>	<b>116</b>
TAMPA	BRITISH AIRWAYS PLC	S	44	0	0	52	11	14	20	2	0	32	74	21	43
<b>TOTAL TAMPA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>14</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>74</b>	<b>21</b>	<b>43</b>
<b>TOTAL USA</b>			<b>2180</b>	<b>10</b>	<b>13</b>	<b>55</b>	<b>18</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>20</b>	<b>1996</b>
VENEZUELA															
PORLAMAR	AIR 2000	C	5	0	0	40	20	40	0	0	0	29	0	0	0
<b>TOTAL PORLAMAR</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>29</b>	<b>75</b>	<b>10</b>	<b>4</b>
<b>TOTAL VENEZUELA</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>29</b>	<b>75</b>	<b>10</b>	<b>4</b>
VIRGIN ISLANDS (U.S.A)															
ST THOMAS ISLANDS	CALEDONIAN AIRWAYS	C	2	0	0	50	0	0	50	0	0	42	0	0	0
<b>TOTAL ST THOMAS ISLANDS</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>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL VIRGIN ISLANDS (U.S.A)</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>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	62	35	4	0	0	0	10	84	5	25
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>5</b>	<b>25</b>
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>5</b>	<b>25</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	29	0	11	34	24	10	31	0	0	40	79	5	34
<b>TOTAL HARARE</b>			<b>29</b>	<b>0</b>	<b>11</b>	<b>34</b>	<b>24</b>	<b>10</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>79</b>	<b>5</b>	<b>34</b>
<b>TOTAL ZIMBABWE</b>			<b>29</b>	<b>0</b>	<b>11</b>	<b>34</b>	<b>24</b>	<b>10</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>79</b>	<b>5</b>	<b>34</b>
<b>TOTAL GATWICK</b>			<b>21373</b>	<b>47</b>	<b>175</b>	<b>59</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>21</b>	<b>20859</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	-2	50	27	8
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>50</b>	<b>27</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>50</b>	<b>27</b>	<b>8</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	20	0	0	50	10	20	20	0	0	33	0	0	0
	SABENA	S	172	0	0	72	16	10	2	0	0	12	62	13	172
<b>TOTAL BRUSSELS</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>13</b>	<b>172</b>
<b>TOTAL BELGIUM</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>13</b>	<b>172</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	-10	50	1	8
<b>TOTAL BURGAS</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>50</b>	<b>1</b>	<b>8</b>
<b>TOTAL BULGARIA</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>50</b>	<b>1</b>	<b>8</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	60	0	0	78	8	10	3	0	0	10	61	20	59
	AIR TRANSAT	C	18	0	0	50	22	22	6	0	0	14	58	23	24
	CANADA 3000 AIRLINES	C	19	0	1	79	11	5	5	0	0	4	54	19	24
	ROYAL AIRLINES	C	12	0	0	50	25	8	17	0	0	24	10	43	20
<b>TOTAL TORONTO</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>51</b>	<b>24</b>	<b>127</b>
VANCOUVER	AIR TRANSAT	C	8	0	0	50	25	0	0	0	25	209	25	37	8
	CANADA 3000 AIRLINES	C	10	0	0	100	0	0	0	0	0	-11	31	78	16
<b>TOTAL VANCOUVER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>22</b>	<b>66</b>	<b>32</b>
<b>TOTAL CANADA</b>			<b>127</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>45</b>	<b>32</b>	<b>159</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	C	5	0	2	60	0	20	20	0	0	29	0	54	3
<b>TOTAL SPLIT</b>			<b>5</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>54</b>	<b>3</b>
<b>TOTAL CROATIA</b>			<b>5</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>54</b>	<b>3</b>
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	8	0	0	0	25	50	25	0	0	63	25	26	8
	CALEDONIAN AIRWAYS	C	8	0	0	0	13	25	25	25	13	149	13	49	8
	EUROCYPRIA AIRLINES LTD	C	3	0	1	33	0	67	0	0	0	33	13	39	8
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	-24	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	25	25	25	25	0	99	40	45	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	10	20	20	50	0	0	59	75	5	8
<b>TOTAL LARNACA</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>17</b>	<b>25</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>61</b>	<b>33</b>	<b>33</b>	<b>42</b>
PAPHOS	AIR 2000	S	10	0	0	60	20	10	10	0	0	17	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	40	0	20	40	0	0	39	0	0	0
	EUROCYPRIA AIRLINES LTD	C	10	0	0	10	20	50	20	0	0	44	25	31	8
<b>TOTAL PAPHOS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>13</b>	<b>27</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>38</b>	<b>36</b>	<b>16</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CYPRUS			78	0	1	29	15	26	23	5	1	50	34	34	58
<b>CZECH REPUBLIC</b>															
PRAGUE	CALEDONIAN AIRWAYS	C	4	0	0	0	75	25	0	0	0	28	0	0	0
TOTAL PRAGUE			4	0	0	0	75	25	0	0	0	28	0	0	0
TOTAL CZECH REPUBLIC			4	0	0	0	75	25	0	0	0	28	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	104	0	0	92	5	3	0	0	0	-1	88	2	104
TOTAL COPENHAGEN			104	0	0	92	5	3	0	0	0	-1	88	2	104
TOTAL DENMARK			104	0	0	92	5	3	0	0	0	-1	88	2	104
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	AIR 2000	C	8	0	0	50	0	25	25	0	0	28	0	0	0
TOTAL PUERTO PLATA			8	0	0	50	0	25	25	0	0	28	50	49	12
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	25	13	0	74	0	0	0
TOTAL SANTO DOMINGO			8	0	0	38	13	13	25	13	0	74	0	0	0
TOTAL DOMINICAN REPUBLIC			16	0	0	44	6	19	25	6	0	51	50	49	12
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	6	0	0	50	17	0	0	33	0	109	33	29	6
	ATLANTIC AIRWAYS	C	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL VAGAR			8	0	0	50	25	0	0	25	0	86	33	29	6
TOTAL FAROE ISLANDS			8	0	0	50	25	0	0	25	0	86	33	29	6
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	89	4	6	88	8	4	0	0	0	5	73	18	26
	FLYBE.BRITISH EUROPEAN	S	167	0	13	41	21	29	8	1	0	27	79	6	112
TOTAL PARIS (CHARLES DE GAULLE)			256	4	19	57	16	21	5	0	0	19	77	9	144
PARIS (LE BOURGET)	GILL AIRWAYS	C	2	1	2	50	50	0	0	0	0	12	0	0	0
TOTAL PARIS (LE BOURGET)			2	1	2	50	50	0	0	0	0	12	0	0	0
TOTAL FRANCE			258	5	21	57	17	21	5	0	0	19	73	11	159
<b>GERMANY</b>															
HAMBURG	BRITISH AIRWAYS PLC	S	22	0	0	95	0	5	0	0	0	3	86	9	22
TOTAL HAMBURG			22	0	0	95	0	5	0	0	0	3	86	9	22
MUNICH	ROYAL AIRLINES	C	6	0	0	50	17	17	17	0	0	27	0	0	0
TOTAL MUNICH			6	0	0	50	17	17	17	0	0	27	0	0	0
TOTAL GERMANY			28	2	0	86	4	7	4	0	0	8	81	12	54
<b>GREECE</b>															
CORFU	AIR 2000	C	8	0	0	25	13	38	13	13	0	59	88	0	8
	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	38	0	0	50	60	20	10
	MONARCH AIRLINES	C	8	0	0	13	63	13	13	0	0	40	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	22	11	22	44	0	0	58	50	11	10

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL CORFU</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>24</b>	<b>21</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>64</b>	<b>11</b>	<b>28</b>
<b>HERAKLION</b>	AIR 2000	C	10	0	0	70	10	20	0	0	0	12	70	38	10
	BRITANNIA AIRWAYS	C	9	0	0	44	22	33	0	0	0	19	30	22	10
	MONARCH AIRLINES	C	10	0	0	60	20	0	0	20	0	63	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	0	30	50	0	0	65	70	13	10
	TRANSAER	C	8	0	0	25	63	13	0	0	0	18	25	296	8
<b>TOTAL HERAKLION</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>47</b>	<b>76</b>	<b>43</b>
<b>RHODES</b>	AIR 2000	C	9	0	0	33	22	22	22	0	0	42	63	112	8
	BRITANNIA AIRWAYS	C	9	0	0	56	11	33	0	0	0	20	88	4	8
	TRANSAER	C	18	0	0	61	17	6	17	0	0	27	0	0	0
<b>TOTAL RHODES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>48</b>	<b>20</b>
<b>ZAKINTHOS</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	4	63	16	8
	BRITANNIA AIRWAYS	C	8	0	0	38	0	25	38	0	0	50	0	0	0
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	-4	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	38	13	0	13	110	88	-9	8
<b>TOTAL ZAKINTHOS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>75</b>	<b>4</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>18</b>	<b>18</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>60</b>	<b>43</b>	<b>107</b>
<b>ICELAND</b>															
<b>KEFLAVIK</b>	ICELANDAIR	S	60	0	0	78	7	10	2	2	2	19	72	18	60
<b>TOTAL KEFLAVIK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>72</b>	<b>18</b>	<b>60</b>
<b>TOTAL ICELAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>72</b>	<b>18</b>	<b>60</b>
<b>IRISH REPUBLIC</b>															
<b>DUBLIN</b>	AER LINGUS	S	240	1	0	95	3	1	2	0	0	1	93	0	192
<b>TOTAL DUBLIN</b>			<b>240</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>0</b>	<b>192</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>240</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>0</b>	<b>226</b>
<b>ITALY</b>															
<b>MILAN (MALPENSA)</b>	BRITISH AIRWAYS PLC	S	24	0	2	17	33	21	21	8	0	49	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>33</b>	<b>21</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NAPLES</b>	BRITANNIA AIRWAYS	C	16	0	0	25	38	38	0	0	0	26	22	144	18
<b>TOTAL NAPLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>22</b>	<b>144</b>	<b>18</b>
<b>PISA</b>	BMI BRITISH MIDLAND	C	9	0	1	11	0	22	67	0	0	58	13	47	8
<b>TOTAL PISA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>7</b>	<b>56</b>	<b>14</b>
<b>RIMINI</b>	BMI BRITISH MIDLAND	C	8	0	0	50	13	38	0	0	0	20	0	0	0
<b>TOTAL RIMINI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>55</b>	<b>6</b>
<b>VENICE</b>	BMI BRITISH MIDLAND	C	8	0	0	38	38	25	0	0	0	20	88	5	8
<b>TOTAL VENICE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>VERONA</b>	AIR 2000	C	8	0	0	63	0	25	13	0	0	24	0	0	0
	EUROPEAN AIR CHARTER	C	9	1	1	11	0	67	22	0	0	56	0	0	0
<b>TOTAL VERONA</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>25</b>	<b>50</b>	<b>8</b>



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				Actual (7)	Plan (8)										
<b>TOTAL ITALY</b>			<b>83</b>	<b>1</b>	<b>4</b>	<b>27</b>	<b>22</b>	<b>33</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>72</b>	<b>61</b>
<b>MALTA</b>															
<b>MALTA</b>	AIR MALTA	C	18	0	8	22	33	39	6	0	0	31	59	16	22
	AIR MALTA	S	8	0	0	50	25	13	13	0	0	19	80	7	10
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	-3	0	0	0
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>25</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>18</b>	<b>50</b>
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>25</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>18</b>	<b>50</b>
<b>MEXICO</b>															
<b>CANCUN</b>	MONARCH AIRLINES	C	4	0	0	50	0	0	50	0	0	44	0	0	0
<b>TOTAL CANCUN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	KLM UK LTD	S	179	0	1	62	17	13	8	0	0	16	33	38	184
<b>TOTAL AMSTERDAM</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>38</b>	<b>184</b>
<b>TOTAL NETHERLANDS</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>38</b>	<b>185</b>
<b>NORWAY</b>															
<b>BERGEN</b>	WIDEROE FLYVESELSKAP A/S	S	52	0	0	90	6	4	0	0	0	4	0	0	0
<b>TOTAL BERGEN</b>			<b>52</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>52</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>16</b>	<b>40</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR 2000	C	24	0	0	38	21	21	21	0	0	32	79	13	24
	BRITANNIA AIRWAYS	C	8	0	0	13	50	13	0	25	0	95	63	81	8
	BRITISH AIRWAYS PLC	C	8	0	0	75	0	0	25	0	0	28	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	25	63	13	0	0	0	20	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	13	13	0	0	19	64	5	11
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	0	75	13	0	140	75	11	8
<b>TOTAL FARO</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>13</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>61</b>	<b>24</b>	<b>66</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>13</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>61</b>	<b>24</b>	<b>66</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	SATA	C	4	3	0	25	75	0	0	0	0	17	100	-14	9
<b>TOTAL FUNCHAL</b>			<b>4</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>-14</b>	<b>9</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>4</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>-14</b>	<b>9</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	8	0	0	50	0	13	38	0	0	37	63	12	8
	BMI BRITISH MIDLAND	C	7	2	3	14	0	29	57	0	0	86	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	83	6	6	6	0	0	4	50	62	18
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	8	100	-11	4
	MONARCH AIRLINES	C	3	0	0	0	0	33	67	0	0	85	60	38	10
	MY TRAVEL AIRWAYS UK	C	17	1	0	35	6	24	29	6	0	56	50	20	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	0	50	0	0	57	38	15	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 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 ALICANTE</b>			<b>69</b>	<b>3</b>	<b>3</b>	<b>51</b>	<b>6</b>	<b>14</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>55</b>	<b>33</b>	<b>56</b>
BARCELONA	BMI BRITISH MIDLAND	C	4	0	1	50	50	0	0	0	0	14	0	0	0
<b>TOTAL BARCELONA</b>			<b>4</b>	<b>0</b>	<b>1</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>GERONA</b>															
	AIR 2000	C	8	0	0	25	25	38	13	0	0	32	38	17	8
	BMI BRITISH MIDLAND	C	7	0	0	71	14	14	0	0	0	15	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	60	0	20	20	0	0	22	44	90	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	25	13	25	0	81	88	-1	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	38	13	0	0	25	100	-4	8
<b>TOTAL GERONA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>10</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>67</b>	<b>27</b>	<b>33</b>
<b>IBIZA</b>															
	AIR 2000	C	8	0	0	50	0	13	38	0	0	55	88	0	8
	BRITANNIA AIRWAYS	C	25	0	0	60	8	24	8	0	0	19	69	21	16
	CALEDONIAN AIRWAYS	C	8	0	0	13	0	25	25	25	13	150	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	75	0	0	79	22	76	9
	THOMAS COOK AIRLINES LTD	C	8	0	1	100	0	0	0	0	0	-14	100	-19	8
<b>TOTAL IBIZA</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>4</b>	<b>16</b>	<b>23</b>	<b>4</b>	<b>2</b>	<b>46</b>	<b>65</b>	<b>20</b>	<b>49</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	13	0	0	38	8	23	31	0	0	37	0	0	0
<b>TOTAL MADRID</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>23</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MAHON</b>															
	BRITANNIA AIRWAYS	C	8	0	0	0	13	38	50	0	0	52	13	55	8
	CALEDONIAN AIRWAYS	C	10	0	0	50	20	30	0	0	0	18	0	0	0
	FUTURA AIRLINES	C	14	0	0	36	29	21	14	0	0	33	55	42	20
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	38	25	0	0	52	75	12	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-1	100	1	8
<b>TOTAL MAHON</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>16</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>63</b>	<b>27</b>	<b>52</b>
<b>MALAGA</b>															
	AIR 2000	C	16	0	0	69	19	6	0	0	6	39	75	12	16
	BRITANNIA AIRWAYS	C	16	0	0	56	13	19	13	0	0	23	88	1	8
	CALEDONIAN AIRWAYS	C	8	0	0	50	25	13	13	0	0	22	88	7	8
	FUTURA AIRLINES	C	16	0	0	56	6	25	13	0	0	34	38	25	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	0	20	30	0	0	46	63	11	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	38	38	0	0	45	100	4	8
<b>TOTAL MALAGA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>64</b>	<b>19</b>	<b>70</b>
<b>PALMA DE MALLORCA</b>															
	AIR 2000	C	20	0	0	65	20	5	10	0	0	17	50	32	18
	BMI BRITISH MIDLAND	C	10	0	2	10	50	30	10	0	0	31	50	39	8
	BRITANNIA AIRWAYS	C	50	0	0	42	14	24	16	2	2	40	69	18	51
	CALEDONIAN AIRWAYS	C	8	0	0	0	25	0	50	25	0	153	0	32	8
	FUTURA AIRLINES	C	11	0	1	9	27	9	55	0	0	45	38	25	8
	MONARCH AIRLINES	C	18	0	0	56	17	6	22	0	0	21	64	27	22
	MY TRAVEL AIRWAYS UK	C	40	0	0	28	0	3	40	30	0	119	43	25	42
	SPANAIR	C	19	0	1	0	11	5	32	37	16	197	53	76	19
	THOMAS COOK AIRLINES LTD	C	28	0	0	25	4	14	57	0	0	58	73	4	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>204</b>	<b>2</b>	<b>4</b>	<b>31</b>	<b>13</b>	<b>12</b>	<b>31</b>	<b>11</b>	<b>2</b>	<b>73</b>	<b>54</b>	<b>28</b>	<b>218</b>
<b>REUS</b>															
	AIR 2000	C	10	0	0	60	10	30	0	0	0	13	70	33	10
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	15	38	43	8
	EXCEL AIRWAYS LTD	C	10	0	0	70	0	0	10	20	0	62	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-6	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	30	10	0	0	0	8	75	3	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
REUS	THOMAS COOK AIRLINES LTD	C	10	0	0	50	10	20	20	0	0	24	88	-5	8
<b>TOTAL REUS</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>11</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>18</b>	<b>42</b>
<b>TOTAL SPAIN</b>			<b>569</b>	<b>5</b>	<b>10</b>	<b>44</b>	<b>11</b>	<b>16</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>48</b>	<b>59</b>	<b>25</b>	<b>520</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	0	25	38	38	0	0	52	38	85	8
	AIR EUROPA	C	8	0	0	25	38	25	13	0	0	24	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	88	0	8
	FUTURA AIRLINES	C	4	0	0	0	50	0	50	0	0	51	43	22	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	13	25	25	0	106	88	3	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-10	100	-5	8
<b>TOTAL ARRECIFE</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>17</b>	<b>13</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>71</b>	<b>20</b>	<b>42</b>
LAS PALMAS	AIR 2000	C	8	0	0	50	0	0	38	0	13	136	100	-7	9
	BRITANNIA AIRWAYS	C	9	0	0	56	11	22	11	0	0	23	50	34	8
	IBERWORLD	C	8	0	0	0	13	13	75	0	0	63	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	25	38	0	0	0	19	38	28	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	47	24	0	18	12	0	49	78	30	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	50	0	0	45	50	13	8
<b>TOTAL LAS PALMAS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>14</b>	<b>10</b>	<b>29</b>	<b>3</b>	<b>2</b>	<b>54</b>	<b>68</b>	<b>19</b>	<b>62</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	50	25	13	13	0	0	26	75	4	8
	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	11	75	13	12
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	22	63	13	8
	CALEDONIAN AIRWAYS	C	8	0	0	13	13	50	25	0	0	44	38	19	8
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	4	50	28	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	16	38	32	8
	SPANAIR	C	7	0	1	100	0	0	0	0	0	4	77	9	13
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	0	0	19	0	0	14	100	-8	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>12</b>	<b>83</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>173</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>14</b>	<b>11</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>68</b>	<b>16</b>	<b>187</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	7	0	3	86	0	14	0	0	0	2	86	-5	7
<b>TOTAL MONASTIR</b>			<b>7</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>-5</b>	<b>7</b>
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>-5</b>	<b>7</b>
<b>TURKEY</b>															
BODRUM (MILAS)	AIR 2000	C	9	0	0	56	0	22	22	0	0	39	60	45	10
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	0	20	32	10
	ONUR AIR	C	10	0	0	10	20	50	20	0	0	43	0	41	8
<b>TOTAL BODRUM (MILAS)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>25</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>37</b>	<b>31</b>	<b>38</b>
DALAMAN	AIR 2000	C	8	0	0	38	13	13	38	0	0	59	80	11	10
	BRITANNIA AIRWAYS	C	17	1	1	53	6	29	12	0	0	20	38	17	8
	CALEDONIAN AIRWAYS	C	4	0	0	25	25	50	0	0	0	27	13	40	8
	MONARCH AIRLINES	C	8	0	0	88	0	0	0	0	13	120	50	20	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	10	10	0	0	6	71	28	14

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DALAMAN	ONUR AIR	C	10	0	0	30	10	50	10	0	0	35	0	44	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	25	25	0	0	39	60	11	10
<b>TOTAL DALAMAN</b>			<b>65</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>11</b>	<b>25</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>49</b>	<b>23</b>	<b>71</b>
IZMIR (ADNAM MENDERES)	ONUR AIR	C	8	0	0	25	50	0	25	0	0	45	75	12	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>75</b>	<b>12</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>101</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>14</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>47</b>	<b>25</b>	<b>117</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	41	7	17	76	12	7	5	0	0	9	59	29	59
<b>TOTAL BARRA</b>			<b>41</b>	<b>7</b>	<b>17</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>29</b>	<b>59</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	166	0	0	73	14	5	5	2	0	15	77	13	175
<b>TOTAL BELFAST CITY</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>13</b>	<b>175</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	196	0	0	91	3	5	2	0	0	3	90	8	183
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>196</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>8</b>	<b>183</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	50	2	2	84	10	2	4	0	0	7	63	32	52
<b>TOTAL BENBECULA</b>			<b>50</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>32</b>	<b>52</b>
BIRMINGHAM	AIR 2000	C	4	0	0	0	25	25	50	0	0	58	0	0	0
	BRITISH AIRWAYS PLC	S	230	1	6	79	8	8	4	0	0	11	90	6	320
	FLYBE.BRITISH EUROPEAN	S	164	0	6	51	25	16	8	1	0	23	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>398</b>	<b>1</b>	<b>12</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>6</b>	<b>320</b>
BOURNEMOUTH	GILL AIRWAYS	S	96	0	0	78	13	7	1	0	1	12	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>87</b>	<b>3</b>	<b>78</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	280	2	5	77	14	3	6	0	0	12	88	4	290
<b>TOTAL BRISTOL</b>			<b>280</b>	<b>2</b>	<b>5</b>	<b>77</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>4</b>	<b>290</b>
CAMPBELTOWN	LOGANAIR	S	70	12	9	93	6	1	0	0	0	-2	85	8	88
<b>TOTAL CAMPBELTOWN</b>			<b>70</b>	<b>12</b>	<b>9</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>85</b>	<b>8</b>	<b>88</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	113	0	1	74	20	4	1	0	0	10	95	1	112
<b>TOTAL CARDIFF WALES</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>114</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	190	2	2	66	16	12	5	1	0	16	65	13	192
<b>TOTAL EAST MIDLANDS</b>			<b>190</b>	<b>2</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>13</b>	<b>192</b>
EXETER	FUTURA AIRLINES	C	2	0	2	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL EXETER</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	332	0	0	87	7	3	3	1	0	6	80	11	325
<b>TOTAL GATWICK</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>11</b>	<b>331</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	26	0	0	77	19	4	0	0	0	9	92	3	26
<b>TOTAL GUERNSEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>3</b>	<b>51</b>
HEATHROW	BMI BRITISH MIDLAND	S	468	0	2	43	28	21	8	0	0	24	53	20	471
	BRITISH AIRWAYS PLC	S	646	2	1	88	7	4	2	0	0	6	84	8	647
<b>TOTAL HEATHROW</b>			<b>1114</b>	<b>2</b>	<b>3</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>1118</b>
INVERNESS	LOGANAIR	S	86	0	2	86	10	1	2	0	0	5	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL INVERNESS			86	0	2	86	10	1	2	0	0	5	73	9	52
ISLAY	LOGANAIR	S	90	1	6	80	4	8	6	2	0	15	85	8	101
TOTAL ISLAY			90	1	6	80	4	8	6	2	0	15	85	8	101
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	80	0	0	85	11	3	1	0	0	6	71	14	62
TOTAL ISLE OF MAN			80	0	0	85	11	3	1	0	0	6	71	14	62
JERSEY	BMI BRITISH MIDLAND	S	18	6	3	33	17	33	17	0	0	31	31	31	32
	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	0	40	40	0	20	0	0	27	0	0	0
TOTAL JERSEY			23	6	3	35	22	26	17	0	0	30	65	14	115
LEEDS BRADFORD	BMI REGIONAL	S	129	0	11	90	1	2	7	0	0	8	0	0	0
TOTAL LEEDS BRADFORD			129	0	11	90	1	2	7	0	0	8	95	4	138
LONDON CITY	SCOT AIRWAYS	S	189	0	3	77	16	5	2	0	0	10	0	0	0
TOTAL LONDON CITY			189	0	3	77	16	5	2	0	0	10	0	0	0
LONDONDERRY	LOGANAIR	S	58	0	2	66	12	10	12	0	0	20	82	11	60
TOTAL LONDONDERRY			58	0	2	66	12	10	12	0	0	20	82	11	60
LUTON	EASYJET AIRLINE COMPANY LTD	S	216	0	0	93	3	4	0	0	0	1	66	17	216
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	0	50	0	0	80	0	0	0
TOTAL LUTON			218	0	0	92	4	4	0	0	0	2	66	17	216
MANCHESTER	BMI REGIONAL	S	186	0	10	76	13	10	1	0	0	10	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	0	25	0	50	25	0	128	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	192	0	0	82	14	4	1	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	36	2	0	78	6	8	8	0	0	13	75	12	233
	MONARCH AIRLINES	C	3	0	0	0	0	0	100	0	0	107	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	13	13	0	45	0	0	0
TOTAL MANCHESTER			429	2	10	78	12	7	3	0	0	12	75	12	375
TOTAL NEWCASTLE			2	0	3	50	0	50	0	0	0	22	0	0	0
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	22	0	0	68	27	5	0	0	0	11	69	13	16
TOTAL PLYMOUTH			22	0	0	68	27	5	0	0	0	11	69	13	16
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	198	2	2	88	9	2	1	0	0	5	74	18	176
TOTAL SOUTHAMPTON			198	2	2	88	9	2	1	0	0	5	74	18	176
STANSTED	KLM UK LTD	S	206	0	10	80	7	8	6	0	0	9	61	29	256
TOTAL STANSTED			206	0	10	80	7	8	6	0	0	9	61	29	256
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	112	0	0	84	8	4	3	1	0	11	72	18	121
TOTAL STORNOWAY			112	0	0	84	8	4	3	1	0	11	72	18	121
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	51	0	1	82	2	14	2	0	0	9	65	22	107
	LOGANAIR	S	52	0	0	88	6	6	0	0	0	7	0	0	0
TOTAL SUMBURGH			103	0	1	85	4	10	1	0	0	8	65	22	107
TIREE	LOGANAIR	S	48	0	4	77	10	0	6	6	0	28	64	14	50
TOTAL TIREE			48	0	4	77	10	0	6	6	0	28	64	14	50
TOTAL UNITED KINGDOM			5067	40	111	77	12	7	4	0	0	11	76	12	5003

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	65	7	12	15	2	0	25	68	23	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>23</b>	<b>60</b>
LAS VEGAS	MONARCH AIRLINES	C	4	0	0	0	0	0	100	0	0	108	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>4</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>108</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	57	3	3	68	7	9	14	2	0	20	0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>57</b>	<b>3</b>	<b>3</b>	<b>68</b>	<b>7</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
ORLANDO	BRITANNIA AIRWAYS	C	16	0	0	38	31	19	13	0	0	24	0	0	0
<b>TOTAL ORLANDO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD	AIR 2000	C	8	0	0	25	0	38	38	0	0	47	0	0	0
	MONARCH AIRLINES	C	22	0	0	36	36	23	0	0	5	34	48	39	27
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	0	25	0	59	38	40	16
<b>TOTAL SANFORD</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>26</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>42</b>	<b>43</b>	<b>35</b>	<b>67</b>
<b>TOTAL USA</b>			<b>175</b>	<b>3</b>	<b>3</b>	<b>55</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>49</b>	<b>32</b>	<b>173</b>
<b>TOTAL GLASGOW</b>			<b>7800</b>	<b>65</b>	<b>167</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>16</b>	<b>7559</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	12	19	50	19	0	0	43	35	35	26
<b>TOTAL ALGIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>19</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>35</b>	<b>35</b>	<b>26</b>
<b>TOTAL ALGERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>19</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>35</b>	<b>35</b>	<b>26</b>
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	10	0	0	80	10	0	0	10	0	23	78	26	18
<b>TOTAL YEREVAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>26</b>	<b>18</b>
<b>TOTAL ARMENIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>26</b>	<b>18</b>
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	60	0	0	92	7	2	0	0	0	-1	92	1	60
<b>TOTAL BRISBANE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>92</b>	<b>1</b>	<b>60</b>
MELBOURNE	QANTAS	S	60	0	0	72	18	7	2	2	0	7	79	6	39
<b>TOTAL MELBOURNE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>5</b>	<b>99</b>
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	60	0	0	68	15	15	2	0	0	10	63	13	60
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>13</b>	<b>60</b>
SYDNEY	BRITISH AIRWAYS PLC	S	86	0	0	93	5	0	2	0	0	0	0	0	0
	QANTAS	S	60	0	0	75	13	7	3	2	0	14	72	9	81
<b>TOTAL SYDNEY</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>9</b>	<b>81</b>
<b>TOTAL AUSTRALIA</b>			<b>326</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>7</b>	<b>300</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	204	0	0	67	20	9	4	0	0	13	57	17	215
	BRITISH AIRWAYS PLC	S	180	0	0	71	18	8	3	1	0	13	68	14	180
<b>TOTAL VIENNA</b>			<b>384</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>16</b>	<b>395</b>
<b>TOTAL AUSTRIA</b>			<b>386</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>16</b>	<b>395</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	44	1	2	77	9	7	7	0	0	11	60	11	63
<b>TOTAL BAHRAIN</b>			<b>44</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>11</b>	<b>63</b>
<b>TOTAL BAHRAIN</b>			<b>44</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>11</b>	<b>63</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	46	0	0	33	22	20	17	9	0	47	30	54	44
	BRITISH AIRWAYS PLC	S	43	0	0	93	5	2	0	0	0	0	84	25	43
<b>TOTAL DACCA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>39</b>	<b>87</b>
<b>TOTAL BANGLADESH</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>39</b>	<b>87</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	310	0	6	62	24	10	4	0	0	15	63	14	357
	BRITISH AIRWAYS PLC	S	280	0	2	77	14	5	5	0	0	10	76	10	280
	SABENA	S	506	0	0	54	24	17	5	0	0	19	56	21	484
	UNITED AIRLINES	S	55	0	7	58	25	9	7	0	0	15	83	4	58

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BRUSSELS			1151	0	15	62	22	12	5	0	0	16	64	15	1179
TOTAL BELGIUM			1151	0	15	62	22	12	5	0	0	16	64	15	1179
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	47	0	1	62	23	13	0	0	2	35	34	43	32
TOTAL RIO DE JANEIRO (GALEAO)			47	0	1	62	23	13	0	0	2	35	34	43	32
SAO PAULO (GUARULHOS)	VARIG	S	12	0	0	58	25	8	8	0	0	21	75	14	8
TOTAL SAO PAULO (GUARULHOS)			12	0	0	58	25	8	8	0	0	21	75	14	8
TOTAL BRAZIL			59	0	1	61	24	12	2	0	2	32	43	37	40
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	67	27	3	2	2	0	14	72	31	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	67	27	3	2	2	0	14	72	31	60
TOTAL BRUNEI			60	0	0	67	27	3	2	2	0	14	72	31	60
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	42	0	0	17	19	38	26	0	0	47	52	24	42
TOTAL SOFIA			42	0	0	17	19	38	26	0	0	47	52	24	42
TOTAL BULGARIA			42	0	0	17	19	38	26	0	0	47	52	24	42
<b>CANADA</b>															
CALGARY	AIR CANADA	S	42	0	0	74	17	10	0	0	0	8	40	30	42
	CANADIAN AIRLINES INT/L	S	72	0	0	78	13	7	1	1	0	11	58	16	60
TOTAL CALGARY			114	0	0	76	14	8	1	1	0	10	51	22	102
EDMONTON	AIR CANADA	S	18	0	0	67	28	0	6	0	0	12	46	28	24
TOTAL EDMONTON			18	0	0	67	28	0	6	0	0	12	46	28	24
HALIFAX INT	AIR CANADA	S	59	1	1	63	22	12	3	0	0	13	53	27	60
TOTAL HALIFAX INT			59	1	1	63	22	12	3	0	0	13	53	27	60
MONTREAL (DORVAL)	AIR CANADA	S	60	0	0	58	28	12	0	2	0	19	28	29	60
	BRITISH AIRWAYS PLC	S	60	0	0	68	20	10	2	0	0	10	60	20	60
TOTAL MONTREAL (DORVAL)			120	0	0	63	24	11	1	1	0	15	44	25	120
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	75	17	8	0	0	0	6	81	8	47
	CANADIAN AIRLINES INT/L	S	35	0	0	77	20	3	0	0	0	7	68	17	25
TOTAL OTTAWA INTERNATIONAL			95	0	0	76	18	6	0	0	0	6	76	11	72
TORONTO	AIR CANADA	S	217	0	0	70	15	12	4	0	0	11	56	21	234
	BRITISH AIRWAYS PLC	S	94	0	0	67	15	11	7	0	0	16	49	26	85
	CANADIAN AIRLINES INT/L	S	145	0	0	63	26	9	1	1	0	14	55	20	155
TOTAL TORONTO			456	0	0	67	18	11	4	0	0	13	55	22	474
VANCOUVER	AIR CANADA	S	118	0	0	83	14	2	1	1	0	6	44	30	99
	BRITISH AIRWAYS PLC	S	60	0	0	77	10	7	5	2	0	13	67	20	60
	CANADIAN AIRLINES INT/L	S	32	0	0	69	16	9	6	0	0	14	71	16	58
TOTAL VANCOUVER			210	0	0	79	13	4	3	1	0	9	58	24	217



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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL CANADA			1072	1	1	71	18	9	3	1	0	11	55	22	1069
<b>CHINA</b>															
BEIJING	AIR CHINA	S	25	1	1	92	0	8	0	0	0	-11	85	0	26
	BRITISH AIRWAYS PLC	S	34	0	0	85	6	9	0	0	0	5	74	16	34
TOTAL BEIJING			59	1	1	88	3	8	0	0	0	-2	78	9	60
SHANGHAI	VIRGIN ATLANTIC AIRWAYS LTD	S	17	1	0	41	24	18	6	12	0	52	0	0	0
TOTAL SHANGHAI			17	1	0	41	24	18	6	12	0	52	0	0	0
TOTAL CHINA			76	2	1	78	8	11	1	3	0	10	78	9	60
<b>COLOMBIA</b>															
BOGOTA	AVIANCA COLOMBIA	S	21	1	1	19	24	10	33	14	0	82	22	36	18
TOTAL BOGOTA			21	1	1	19	24	10	33	14	0	82	22	36	18
TOTAL COLOMBIA			21	1	1	19	24	10	33	14	0	82	22	36	18
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	8	0	0	0	13	50	38	0	0	51	0	66	8
TOTAL SPLIT			8	0	0	0	13	50	38	0	0	51	0	66	8
ZAGREB	CROATIA AIRLINES	S	60	0	0	53	20	15	12	0	0	22	33	30	60
TOTAL ZAGREB			60	0	0	53	20	15	12	0	0	22	33	30	60
TOTAL CROATIA			68	0	0	47	19	19	15	0	0	26	29	34	68
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	76	0	0	62	20	8	9	1	0	22	43	30	76
	CYPRUS AIRWAYS	S	120	0	0	19	19	40	19	3	0	46	44	24	80
TOTAL LARNACA			196	0	0	36	19	28	15	2	0	36	44	27	156
TOTAL CYPRUS			196	0	0	36	19	28	15	2	0	36	44	27	156
<b>CZECH REPUBLIC</b>															
PRAGUE	BMI BRITISH MIDLAND	S	76	0	0	76	20	1	3	0	0	11	45	20	78
	BRITISH AIRWAYS PLC	S	120	0	0	78	13	6	3	0	0	12	56	15	120
	CSA	S	120	0	0	59	30	9	2	0	0	14	46	20	120
TOTAL PRAGUE			316	0	0	71	21	6	3	0	0	13	49	18	318
TOTAL CZECH REPUBLIC			316	0	0	71	21	6	3	0	0	13	49	18	318
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	60	0	0	80	8	8	3	0	0	11	58	20	60
TOTAL AARHUS (TIRSTRUP)			60	0	0	80	8	8	3	0	0	11	58	20	60
COPENHAGEN	BRITISH AIRWAYS PLC	S	292	0	0	79	12	5	3	0	0	8	67	16	232
	SAS	S	300	0	0	66	18	12	5	0	0	14	59	18	296
	VARIG	S	25	0	1	64	16	8	8	0	4	59	17	53	24
TOTAL COPENHAGEN			617	0	1	72	15	9	4	0	0	13	61	18	610
TOTAL DENMARK			677	0	1	73	14	9	4	0	0	13	61	18	670

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>EGYPT</b>															
ALEXANDRIA ( NOUZHA )	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	76	24	0	0	0	0	1	78	9	18
TOTAL ALEXANDRIA ( NOUZHA )			17	0	0	76	24	0	0	0	0	1	78	9	18
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	70	15	10	5	0	0	13	85	0	60
	EGYPT AIR	S	60	0	3	15	18	40	20	7	0	55	22	41	60
TOTAL CAIRO			120	0	3	43	17	25	13	3	0	34	53	21	120
LUXOR	EGYPT AIR	S	8	0	0	0	50	13	13	25	0	115	90	10	10
TOTAL LUXOR			8	0	0	0	50	13	13	25	0	115	90	10	10
TOTAL EGYPT			145	0	3	44	19	21	11	4	0	34	57	19	155
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	26	0	0	42	15	12	31	0	0	37	58	18	26
TOTAL ADDIS ABABA			26	0	0	42	15	12	31	0	0	37	58	18	26
TOTAL ETHIOPIA			26	0	0	42	15	12	31	0	0	37	58	18	26
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	119	0	0	65	20	11	4	0	0	14	40	23	120
	FINNAIR	S	180	0	0	69	19	9	3	0	0	12	56	17	180
TOTAL HELSINKI			299	0	0	67	19	10	4	0	0	13	49	20	300
TOTAL FINLAND			299	0	0	67	19	10	4	0	0	13	49	20	300
<b>FRANCE</b>															
AJACCIO	BMI BRITISH MIDLAND	C	8	0	0	13	0	38	50	0	0	86	88	7	8
TOTAL AJACCIO			8	0	0	13	0	38	50	0	0	86	88	7	8
LYON	BRITISH AIRWAYS PLC	S	180	0	0	77	14	7	3	0	0	7	71	14	180
	FLYBE.BRITISH EUROPEAN	S	160	0	2	81	12	7	1	0	0	5	75	8	164
TOTAL LYON			340	0	2	79	13	7	2	0	0	6	73	11	345
NICE	BMI BRITISH MIDLAND	S	120	0	0	31	21	34	13	1	0	35	46	23	120
	BRITISH AIRWAYS PLC	S	256	0	0	54	18	21	7	0	0	19	56	20	256
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	50	50	0	0	69	0	0	0
TOTAL NICE			378	0	0	47	19	25	9	0	0	24	53	21	376
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	789	0	7	54	20	17	8	0	0	21	51	21	470
	BMI BRITISH MIDLAND	S	412	0	0	56	24	14	5	0	0	19	58	16	422
	BRITISH AIRWAYS PLC	C	2	0	2	50	0	50	0	0	0	22	0	0	0
	BRITISH AIRWAYS PLC	S	386	0	0	70	12	13	5	0	0	13	60	16	390
TOTAL PARIS (CHARLES DE GAULLE)			1589	0	9	59	19	16	7	0	0	18	56	18	1283
PARIS (ORLY)	AIR LIB	S	180	0	0	66	17	10	7	0	0	16	67	14	175
	BRITISH AIRWAYS PLC	S	169	0	0	80	14	5	1	0	0	4	78	8	171
TOTAL PARIS (ORLY)			349	0	2	73	15	8	4	0	0	10	72	11	347
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	180	0	0	84	8	7	2	0	0	5	64	13	179
TOTAL TOULOUSE (BLAGNAC)			180	0	0	84	8	7	2	0	0	5	63	13	180
TOTAL FRANCE			2845	0	13	63	17	14	6	0	0	16	61	16	2540

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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>GEORGIA</b>																
TBILISI	BRITISH MEDITERRANEAN AIRWA	S	5	0	2	80	0	0	0	20	0	40	75	32	4	
TOTAL TBILISI			<b>5</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>75</b>	<b>32</b>	<b>4</b>	
TOTAL GEORGIA			<b>5</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>75</b>	<b>32</b>	<b>4</b>	
<b>GERMANY</b>																
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	306	0	1	83	10	4	3	0	0	4	60	15	306	
TOTAL BERLIN (TEGEL)			<b>306</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>15</b>	<b>306</b>	
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	75	1	0	72	12	8	8	0	0	14	82	8	76	
	BRITISH AIRWAYS PLC	S	120	0	0	78	13	5	3	0	0	9	69	11	116	
TOTAL COLOGNE (BONN)			<b>195</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>10</b>	<b>192</b>	
DRESDEN	BMI BRITISH MIDLAND	S	44	0	0	66	23	5	7	0	0	16	36	19	44	
TOTAL DRESDEN			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>43</b>	<b>19</b>	<b>67</b>	
DUSSELDORF	BRITISH AIRWAYS PLC	S	232	0	0	71	17	7	4	0	0	13	55	18	232	
	LUFTHANSA	S	180	0	0	86	8	4	2	0	0	5	61	15	207	
TOTAL DUSSELDORF			<b>412</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>16</b>	<b>439</b>	
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	240	0	0	70	15	11	4	0	0	15	66	12	239	
	BRITISH AIRWAYS PLC	S	283	0	1	68	20	8	3	0	0	12	60	14	283	
	LUFTHANSA	S	480	0	0	59	25	11	5	0	0	16	70	14	477	
TOTAL FRANKFURT MAIN			<b>1003</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>13</b>	<b>999</b>	
HAMBURG	BRITISH AIRWAYS PLC	S	180	0	0	80	11	7	2	0	0	6	66	13	180	
	LUFTHANSA	S	178	0	0	80	12	4	4	0	0	8	69	11	180	
TOTAL HAMBURG			<b>358</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>12</b>	<b>360</b>	
HANOVER	BMI BRITISH MIDLAND	S	180	0	0	86	6	8	1	0	0	3	0	0	0	
	BRITISH AIRWAYS PLC	S	102	0	1	76	10	13	1	0	0	7	71	9	105	
TOTAL HANOVER			<b>282</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>11</b>	<b>224</b>	
MUNICH	BRITISH AIRWAYS PLC	S	292	0	0	66	19	9	6	0	0	15	59	15	292	
	LUFTHANSA	S	299	0	0	63	25	9	3	0	0	14	51	20	273	
TOTAL MUNICH			<b>591</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>17</b>	<b>565</b>	
NUREMBERG	LUFTHANSA	S	60	0	0	87	10	3	0	0	0	5	81	6	59	
TOTAL NUREMBERG			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>6</b>	<b>59</b>	
STUTTART	BMI BRITISH MIDLAND	S	176	0	3	59	26	11	5	1	0	15	0	0	0	
	BRITISH AIRWAYS PLC	S	180	0	0	77	17	5	2	0	0	6	67	13	180	
TOTAL STUTTART			<b>356</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>12</b>	<b>300</b>	
TOTAL GERMANY			<b>3607</b>	<b>1</b>	<b>6</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>14</b>	<b>3603</b>	
<b>GHANA</b>																
ACCRA	GHANA AIRWAYS	S	32	1	1	25	28	19	25	3	0	43	13	45	31	
TOTAL ACCRA			<b>32</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>28</b>	<b>19</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>45</b>	<b>31</b>	
TOTAL GHANA			<b>32</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>28</b>	<b>19</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>45</b>	<b>31</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>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	42	0	0	33	31	31	5	0	0	25	86	3	42
	BRITISH AIRWAYS PLC	S	120	0	0	48	20	23	8	1	0	26	61	14	120
	OLYMPIC AIRWAYS	S	175	1	1	14	27	37	19	2	0	45	42	40	175
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	57	12	13	18	0	0	25	77	5	60
<b>TOTAL ATHENS</b>			<b>397</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>23</b>	<b>29</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>58</b>	<b>23</b>	<b>397</b>
PREVEZA	BMI BRITISH MIDLAND	C	8	0	0	13	0	38	50	0	0	75	13	65	8
<b>TOTAL PREVEZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>65</b>	<b>8</b>
<b>TOTAL GREECE</b>			<b>405</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>23</b>	<b>29</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>58</b>	<b>23</b>	<b>421</b>
<b>GREENLAND</b>															
SONDRE STROMFJORD	BRITISH AIRWAYS PLC	C	2	0	1	0	0	0	100	0	0	80	50	5	2
<b>TOTAL SONDRE STROMFJORD</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>50</b>	<b>5</b>	<b>2</b>
<b>TOTAL GREENLAND</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>50</b>	<b>5</b>	<b>2</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	60	0	0	90	7	3	0	0	0	-1	87	0	60
	CATHAY PACIFIC AIRWAYS	S	92	0	3	83	10	8	0	0	0	1	82	1	101
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	83	12	3	2	0	0	-1	82	0	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>212</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>2</b>	<b>280</b>
<b>TOTAL HONG KONG</b>			<b>212</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>2</b>	<b>280</b>
<b>HUNGARY</b>															
BUDAPEST	BMI BRITISH MIDLAND	S	59	1	1	54	27	15	2	2	0	20	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	48	27	17	8	0	0	22	64	13	120
	MALEV (HUNGARIAN AIRLINES)	S	120	0	0	34	30	25	11	0	0	29	61	13	120
<b>TOTAL BUDAPEST</b>			<b>299</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>28</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>13</b>	<b>240</b>
<b>TOTAL HUNGARY</b>			<b>299</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>28</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>13</b>	<b>240</b>
<b>ICELAND</b>															
KEFLAVIK	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	ICELANDAIR	S	84	0	0	50	25	18	7	0	0	21	53	18	76
<b>TOTAL KEFLAVIK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>18</b>	<b>76</b>
<b>TOTAL ICELAND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>18</b>	<b>76</b>
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	17	0	0	88	6	6	0	0	0	2	82	3	17
<b>TOTAL CALCUTTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>3</b>	<b>17</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	18	0	0	61	28	6	6	0	0	6	56	17	18
<b>TOTAL MADRAS/CHENNAI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>17</b>	<b>18</b>
MUMBAI	AIR INDIA	S	86	0	0	23	22	27	27	1	0	42	25	43	85
	BRITISH AIRWAYS PLC	S	60	0	0	67	15	10	8	0	0	10	60	12	60
<b>TOTAL MUMBAI</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>19</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>39</b>	<b>30</b>	<b>145</b>
<b>TOTAL INDIA</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>17</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>26</b>	<b>180</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	17	0	0	82	12	0	6	0	0	7	80	-4	50
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			17	0	0	82	12	0	6	0	0	7	80	-4	50
TOTAL INDONESIA			17	0	0	82	12	0	6	0	0	7	80	-4	50
<b>IRAN</b>															
TEHRAN	BRITISH AIRWAYS PLC	S	34	0	0	85	9	3	3	0	0	3	69	19	26
	IRAN AIR	S	26	0	0	54	27	19	0	0	0	13	62	22	29
TOTAL TEHRAN			60	0	0	72	17	10	2	0	0	7	65	21	55
TOTAL IRAN			60	0	0	72	17	10	2	0	0	7	65	21	55
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	259	5	5	64	20	11	4	0	0	16	64	14	275
TOTAL CORK			259	5	5	64	20	11	4	0	0	16	64	14	275
DUBLIN	AER LINGUS	S	814	1	4	62	20	13	5	0	0	17	67	13	796
	BMI BRITISH MIDLAND	S	474	0	0	49	22	18	10	1	0	24	46	24	488
TOTAL DUBLIN			1288	1	4	57	21	15	7	0	0	20	59	17	1284
SHANNON	AER LINGUS	S	240	0	0	60	15	18	8	0	0	21	75	9	240
TOTAL SHANNON			240	0	0	60	15	18	8	0	0	21	75	9	240
TOTAL IRISH REPUBLIC			1787	6	9	59	20	15	6	0	0	19	62	16	1799
<b>ISRAEL</b>															
TEL AVIV	ARKIA	C	10	0	0	90	0	0	10	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	68	0	0	93	3	4	0	0	0	-2	90	-2	60
	EL AL	S	62	0	2	63	19	15	3	0	0	13	70	28	61
TOTAL TEL AVIV			140	0	2	79	10	9	2	0	0	5	80	13	121
TOTAL ISRAEL			140	0	2	79	10	9	2	0	0	5	80	13	122
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	115	0	1	8	6	23	61	2	0	72	58	17	118
TOTAL BOLOGNA			115	0	1	8	6	23	61	2	0	72	58	17	118
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	7	1	0	0	0	43	57	0	0	92	0	71	8
TOTAL CAGLIARI (ELMAS)			7	1	0	0	0	43	57	0	0	92	0	71	8
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	0	25	38	38	0	0	74	25	32	8
TOTAL CATANIA (FONTANAROSSA)			8	0	0	0	25	38	38	0	0	74	25	32	8
MILAN (LINATE)	ALITALIA	S	168	0	0	38	21	32	8	0	0	26	45	23	417
	BRITISH AIRWAYS PLC	S	184	0	0	51	21	21	7	0	0	23	53	19	294
TOTAL MILAN (LINATE)			352	0	0	45	21	26	8	0	0	24	49	21	711
MILAN (MALPENSA)	ALITALIA	S	295	0	3	17	21	39	22	1	0	44	0	0	0
	BRITISH AIRWAYS PLC	S	116	0	0	37	18	34	10	0	0	30	0	0	0
TOTAL MILAN (MALPENSA)			411	0	3	22	20	38	19	1	0	40	0	0	0
NAPLES	BMI BRITISH MIDLAND	C	8	0	3	0	0	13	88	0	0	115	50	17	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NAPLES</b>			<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>50</b>	<b>17</b>	<b>8</b>
<b>ROME (FIUMICINO)</b>	ALITALIA	S	308	0	0	26	30	30	15	0	0	34	51	20	365
	BRITISH AIRWAYS PLC	S	300	0	0	51	25	20	4	0	0	21	57	20	297
<b>TOTAL ROME (FIUMICINO)</b>			<b>608</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>27</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>20</b>	<b>662</b>
<b>VENICE</b>	BMI BRITISH MIDLAND	C	8	0	0	25	38	38	0	0	0	26	25	42	8
	BRITISH AIRWAYS PLC	S	127	0	1	41	10	28	21	0	0	34	55	15	128
	QANTAS	C	2	0	0	0	0	100	0	0	0	45	0	0	0
<b>TOTAL VENICE</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>12</b>	<b>29</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>54</b>	<b>17</b>	<b>136</b>
<b>TOTAL ITALY</b>			<b>1646</b>	<b>1</b>	<b>8</b>	<b>33</b>	<b>21</b>	<b>29</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>51</b>	<b>21</b>	<b>1651</b>
<b>JAMAICA</b>															
<b>KINGSTON</b>	AIR JAMAICA	S	38	0	0	45	34	13	8	0	0	21	38	50	34
<b>TOTAL KINGSTON</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>34</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>50</b>	<b>34</b>
<b>TOTAL JAMAICA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>34</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>50</b>	<b>34</b>
<b>JAPAN</b>															
<b>NAGOYA (AFB)</b>	JAPAN AIRLINES	S	18	0	0	83	17	0	0	0	0	5	63	14	19
<b>TOTAL NAGOYA (AFB)</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>5</b>	<b>75</b>	<b>7</b>	<b>44</b>
<b>OSAKA (KANSAI)</b>	ALL NIPPON AIRWAYS	S	44	0	0	57	32	9	2	0	0	16	80	3	44
	JAPAN AIRLINES	S	60	0	0	60	28	8	3	0	0	14	65	5	52
<b>TOTAL OSAKA (KANSAI)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>3</b>	<b>138</b>
<b>TOKYO (NARITA)</b>	AEROFLOT	S	13	2	0	62	15	23	0	0	0	10	52	26	25
	ALL NIPPON AIRWAYS	S	60	0	0	78	17	2	0	2	2	15	78	6	60
	BRITISH AIRWAYS PLC	S	120	0	0	87	11	2	1	0	0	0	83	4	112
	JAPAN AIRLINES	S	73	0	1	77	8	10	5	0	11	62	14	79	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	73	10	15	2	0	0	10	67	8	52
<b>TOTAL TOKYO (NARITA)</b>			<b>326</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>9</b>	<b>328</b>
<b>TOTAL JAPAN</b>			<b>448</b>	<b>2</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>73</b>	<b>7</b>	<b>510</b>
<b>JORDAN</b>															
<b>AMMAN</b>	BRITISH MEDITERRANEAN AIRWA	S	68	0	0	71	18	6	3	3	0	16	74	5	50
	ROYAL JORDANIAN	S	60	0	0	37	23	15	20	3	2	52	58	17	60
<b>TOTAL AMMAN</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>65</b>	<b>12</b>	<b>110</b>
<b>TOTAL JORDAN</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>65</b>	<b>12</b>	<b>110</b>
<b>KAZAKHSTAN</b>															
<b>ALMA ATA</b>	BRITISH AIRWAYS PLC	S	15	0	0	100	0	0	0	0	0	-4	72	84	18
<b>TOTAL ALMA ATA</b>			<b>15</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>72</b>	<b>84</b>	<b>18</b>
<b>TOTAL KAZAKHSTAN</b>			<b>15</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>72</b>	<b>84</b>	<b>18</b>
<b>KENYA</b>															
<b>NAIROBI</b>	KENYA AIRWAYS	S	66	0	0	73	18	6	2	0	2	17	51	39	65
<b>TOTAL NAIROBI</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>51</b>	<b>39</b>	<b>65</b>
<b>TOTAL KENYA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>51</b>	<b>39</b>	<b>65</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	93	7	0	0	0	0	-1	88	-5	60
KUWAIT	KUWAIT AIRWAYS	S	61	0	4	56	20	13	11	0	0	19	58	36	64
<b>TOTAL KUWAIT</b>			<b>121</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>16</b>	<b>124</b>
<b>TOTAL KUWAIT</b>			<b>121</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>16</b>	<b>124</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	9	0	0	44	0	22	11	11	11	92	25	44	4
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>92</b>	<b>25</b>	<b>44</b>	<b>4</b>
<b>TOTAL KYRGYZSTAN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>92</b>	<b>25</b>	<b>44</b>	<b>4</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	57	0	0	61	23	9	7	0	0	11	58	17	64
	MEA	S	76	0	0	59	17	20	4	0	0	16	50	20	48
<b>TOTAL BEIRUT</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>18</b>	<b>112</b>
<b>TOTAL LEBANON</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>18</b>	<b>112</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	60	0	0	83	10	0	7	0	0	9	88	4	52
<b>TOTAL VILNIUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>4</b>	<b>52</b>
<b>TOTAL LITHUANIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>4</b>	<b>52</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	52	0	0	87	6	4	4	0	0	7	77	10	52
	LUXAIR	S	120	0	0	81	13	4	2	0	0	8	66	11	120
<b>TOTAL LUXEMBOURG</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>11</b>	<b>172</b>
<b>TOTAL LUXEMBOURG</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>11</b>	<b>172</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	120	0	0	63	21	11	5	0	0	13	77	11	120
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>120</b>
<b>TOTAL MALAYSIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>120</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	120	0	0	62	17	14	8	0	0	17	58	24	120
<b>TOTAL MALTA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>24</b>	<b>120</b>
<b>TOTAL MALTA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>24</b>	<b>120</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	16	0	0	50	31	19	0	0	0	15	81	6	16
<b>TOTAL MAURITIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>6</b>	<b>16</b>
<b>TOTAL MAURITIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>6</b>	<b>16</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	32	0	0	84	9	3	3	0	0	5	81	3	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MEXICO CITY			32	0	0	84	9	3	3	0	0	5	81	3	26
TOTAL MEXICO			32	0	0	84	9	3	3	0	0	5	81	3	26
MOROCCO															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	60	0	0	62	13	12	10	3	0	26	57	19	60
TOTAL CASABLANCA MOHAMED V			60	0	0	62	13	12	10	3	0	26	57	19	60
TOTAL MOROCCO			60	0	0	62	13	12	10	3	0	26	57	19	60
NAMIBIA															
WINDHOEK	AIR NAMIBIA	S	8	0	0	50	38	13	0	0	0	19	72	10	18
TOTAL WINDHOEK			8	0	0	50	38	13	0	0	0	19	72	10	18
TOTAL NAMIBIA			8	0	0	50	38	13	0	0	0	19	72	10	18
NATIONALIST CHINA (TAIWAN)															
TAIPEI	BRITISH AIRWAYS PLC	S	25	0	0	80	8	8	4	0	0	3	69	-5	26
	EVA AIR	S	26	0	0	81	12	8	0	0	0	5	96	-2	26
TOTAL TAIPEI			51	0	0	80	10	8	2	0	0	4	83	-4	52
TOTAL NATIONALIST CHINA (TAIWAN)			51	0	0	80	10	8	2	0	0	4	83	-4	52
NETHERLANDS															
AMSTERDAM	BMI BRITISH MIDLAND	S	462	0	2	66	16	12	6	0	0	17	40	29	462
	BRITISH AIRWAYS PLC	S	404	0	0	80	9	5	6	0	0	8	35	35	404
	KLM	S	522	0	0	77	10	8	4	0	0	10	48	24	536
	UNITED AIRLINES	S	60	0	0	68	18	7	7	0	0	14	13	23	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0	0	100	0	0	0	33	0	0	0
TOTAL AMSTERDAM			1450	0	2	74	12	8	5	0	0	12	41	29	1410
EINDHOVEN	B A S E BUSINESS AIRLINES	S	93	0	1	76	17	2	4	0	0	12	0	0	0
	KLM	S	86	0	0	83	9	6	2	0	0	8	42	21	84
TOTAL EINDHOVEN			179	0	1	79	13	4	3	0	0	10	42	21	84
ROTTERDAM	KLM	S	216	0	0	81	11	6	2	0	0	3	57	17	204
TOTAL ROTTERDAM			216	0	0	81	11	6	2	0	0	3	57	17	204
TOTAL NETHERLANDS			1845	0	3	75	12	8	5	0	0	11	43	27	1698
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	60	0	0	73	13	13	0	0	0	2	64	18	50
TOTAL AUCKLAND INTERNATIONAL			60	0	0	73	13	13	0	0	0	2	64	18	50
TOTAL NEW ZEALAND			60	0	0	73	13	13	0	0	0	2	64	18	50
NIGERIA															
LAGOS	BRITISH AIRWAYS PLC	S	26	0	0	73	15	4	8	0	0	17	0	0	0
TOTAL LAGOS			26	0	0	73	15	4	8	0	0	17	0	0	0
TOTAL NIGERIA			26	0	0	73	15	4	8	0	0	17	0	0	0
NORWAY															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	295	0	2	63	21	10	5	0	0	14	0	0	0



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
OSLO (GARDERMOEN)	SAS	S	342	0	0	57	23	15	5	0	0	18	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>637</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>22</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAVANGER	SAS	S	120	0	0	78	12	7	3	0	0	8	71	11	100
<b>TOTAL STAVANGER</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>32</b>	<b>144</b>
TROMSOE	SAS	S	16	0	0	75	19	6	0	0	0	10	65	9	17
<b>TOTAL TROMSOE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>9</b>	<b>17</b>
<b>TOTAL NORWAY</b>			<b>773</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>21</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>21</b>	<b>684</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	83	8	2	5	2	0	7	82	0	60
	GULF AIR	S	88	1	3	44	27	20	8	0	0	23	78	8	86
<b>TOTAL MUSCAT</b>			<b>148</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>5</b>	<b>146</b>
<b>TOTAL OMAN</b>			<b>148</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>5</b>	<b>146</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	25	0	0	80	12	0	8	0	0	9	0	0	0
	PAKISTAN INTL AIRLINES	S	4	0	0	0	75	25	0	0	0	27	17	39	18
<b>TOTAL ISLAMABAD</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>17</b>	<b>39</b>	<b>18</b>
KARACHI	PAKISTAN INTL AIRLINES	S	44	0	0	39	25	20	14	2	0	35	31	27	16
<b>TOTAL KARACHI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>31</b>	<b>27</b>	<b>16</b>
LAHORE	PAKISTAN INTL AIRLINES	S	14	0	0	43	21	21	14	0	0	36	25	69	8
<b>TOTAL LAHORE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>21</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>69</b>	<b>8</b>
<b>TOTAL PAKISTAN</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>23</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>24</b>	<b>40</b>	<b>42</b>
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	35	0	0	63	26	9	0	0	3	23	94	-3	34
<b>TOTAL MANILA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>87</b>	<b>1</b>	<b>38</b>
<b>TOTAL PHILIPPINES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>87</b>	<b>1</b>	<b>38</b>
<b>POLAND</b>															
WARSAW	BMI BRITISH MIDLAND	S	120	0	0	84	9	5	2	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	73	14	10	3	0	0	9	69	16	120
	LOT-POLISH AIRLINES	S	180	0	0	77	12	8	3	0	0	9	69	10	146
<b>TOTAL WARSAW</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>13</b>	<b>266</b>
<b>TOTAL POLAND</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>13</b>	<b>266</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	60	0	0	77	18	3	2	0	0	8	58	13	60
	GB AIRWAYS LTD	S	50	0	0	54	16	18	12	0	0	25	61	16	41
<b>TOTAL FARO</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>14</b>	<b>101</b>
LISBON	AIR PORTUGAL	S	180	0	0	51	23	16	10	1	0	23	77	7	179
	BRITISH AIRWAYS PLC	S	187	0	1	70	18	8	5	0	0	13	76	8	188
<b>TOTAL LISBON</b>			<b>367</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>8</b>	<b>367</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	120	0	0	83	8	7	3	0	0	11	92	2	60
<b>TOTAL OPORTO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>2</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>597</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>8</b>	<b>528</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	16	0	0	50	13	38	0	0	0	18	75	5	16
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>5</b>	<b>16</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>5</b>	<b>16</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	77	17	3	2	2	0	8	87	-1	60
	GULF AIR	S	8	0	0	100	0	0	0	0	0	-4	50	16	8
	QATAR AIRWAYS	S	60	0	0	75	17	8	0	0	0	6	73	13	60
<b>TOTAL DOHA</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>7</b>	<b>128</b>
<b>TOTAL QATAR</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>7</b>	<b>128</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	KOREAN AIR	S	42	0	0	76	19	2	2	0	0	5	76	4	46
<b>TOTAL SEOUL (KIMPO)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>4</b>	<b>46</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>4</b>	<b>46</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	51	0	0	80	12	8	0	0	0	5	88	5	43
	SOUTH AFRICAN AIRWAYS	S	60	0	0	87	7	5	2	0	0	4	83	9	29
<b>TOTAL CAPE TOWN</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>72</b>
<b>JOHANNESBURG</b>															
	BRITISH AIRWAYS PLC	S	104	3	2	86	5	8	2	0	0	4	90	7	60
	SOUTH AFRICAN AIRWAYS	S	102	0	0	67	22	10	2	0	0	10	49	22	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	82	10	5	3	0	0	8	88	24	60
<b>TOTAL JOHANNESBURG</b>			<b>266</b>	<b>3</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>18</b>	<b>181</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>377</b>	<b>3</b>	<b>2</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>14</b>	<b>310</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	68	0	0	44	25	28	3	0	0	20	41	25	68
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>41</b>	<b>25</b>	<b>68</b>
<b>TOTAL RUMANIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>41</b>	<b>25</b>	<b>68</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	85	1	5	55	34	7	4	0	0	16	52	29	82
	BRITISH AIRWAYS PLC	S	60	0	0	92	7	2	0	0	0	-5	75	5	60
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>145</b>	<b>1</b>	<b>5</b>	<b>70</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>19</b>	<b>142</b>
ST PETERSBURG	AEROFLOT	S	8	0	0	100	0	0	0	0	0	-4	63	13	8
<b>TOTAL ST PETERSBURG</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>-4</b>	<b>63</b>	<b>13</b>	<b>8</b>
<b>TOTAL RUSSIA</b>			<b>153</b>	<b>1</b>	<b>5</b>	<b>72</b>	<b>22</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>18</b>	<b>150</b>

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>SAUDI ARABIA</b>															
DHAHRAN	SAUDI ARABIAN AIRLINES	S	16	1	0	63	25	6	6	0	0	12	63	19	16
<b>TOTAL DHAHRAN</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>19</b>	
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	91	3	6	0	0	0	1	82	4	34
	SAUDI ARABIAN AIRLINES	S	60	0	0	45	32	20	3	0	0	20	66	12	38
<b>TOTAL JEDDAH</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>8</b>	<b>72</b>
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	62	23	12	4	0	0	11	85	2	26
	SAUDI ARABIAN AIRLINES	S	31	0	1	65	26	6	0	3	0	16	45	16	22
<b>TOTAL RIYADH</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>25</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>8</b>	<b>48</b>
<b>TOTAL SAUDI ARABIA</b>			<b>168</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>10</b>	<b>136</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	180	0	0	63	25	12	1	0	0	9	67	10	144
<b>TOTAL SINGAPORE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>10</b>	<b>144</b>
<b>TOTAL SINGAPORE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>10</b>	<b>144</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	60	0	0	35	18	23	20	3	0	48	57	17	60
<b>TOTAL LJUBLJANA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>23</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>57</b>	<b>17</b>	<b>60</b>
<b>TOTAL SLOVENIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>23</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>57</b>	<b>17</b>	<b>60</b>
<b>SPAIN</b>															
ALICANTE	IBERIA	S	60	0	0	77	15	8	0	0	0	7	40	31	60
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>40</b>	<b>31</b>	<b>60</b>
BARCELONA	BRITISH AIRWAYS PLC	C	8	0	0	0	25	63	13	0	0	42	0	0	0
	BRITISH AIRWAYS PLC	S	196	0	0	72	13	10	5	0	0	11	76	10	196
	IBERIA	S	178	0	0	74	12	8	6	0	0	13	81	6	180
<b>TOTAL BARCELONA</b>			<b>382</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>8</b>	<b>378</b>
BILBAO	BRITISH AIRWAYS PLC	S	118	0	0	84	7	8	2	0	0	7	84	5	120
	IBERIA	S	60	0	0	83	10	7	0	0	0	3	83	10	60
<b>TOTAL BILBAO</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>180</b>
MADRID	BRITISH AIRWAYS PLC	S	240	0	0	55	18	22	5	0	0	19	48	20	240
	IBERIA	S	300	0	0	56	26	16	2	0	0	16	57	22	267
<b>TOTAL MADRID</b>			<b>540</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>21</b>	<b>507</b>
MALAGA	GB AIRWAYS LTD	S	60	0	0	42	30	17	12	0	0	27	68	17	60
	IBERIA	S	60	0	0	12	22	45	22	0	0	45	37	43	60
<b>TOTAL MALAGA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>26</b>	<b>31</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>53</b>	<b>30</b>	<b>120</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	68	0	0	32	19	34	15	0	0	36	49	21	68
<b>TOTAL PALMA DE MALLORCA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>19</b>	<b>34</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>49</b>	<b>21</b>	<b>68</b>
SANTIAGO DE COMPOSTELA	BMI BRITISH MIDLAND	C	2	1	1	50	0	0	50	0	0	42	0	56	6
	IBERIA	S	60	0	0	47	22	25	7	0	0	22	53	27	60
<b>TOTAL SANTIAGO DE COMPOSTELA</b>			<b>62</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>21</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>29</b>	<b>66</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	60	0	0	47	22	22	10	0	0	22	37	36	60
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>36</b>	<b>60</b>
VALENCIA	IBERIA	S	60	0	0	62	20	13	5	0	0	14	83	15	60
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>15</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>1531</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>18</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>18</b>	<b>1499</b>
<b>SPAIN(CANARY ISLANDS)</b>															
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	4	100	6	2
<b>TOTAL TENERIFE (SURREINA SOFIA)</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>100</b>	<b>6</b>	<b>2</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</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>53</b>	<b>21</b>	<b>32</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	60	0	0	57	7	17	13	7	0	37	55	23	44
<b>TOTAL COLOMBO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>37</b>	<b>55</b>	<b>23</b>	<b>44</b>
<b>TOTAL SRI LANKA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>37</b>	<b>55</b>	<b>23</b>	<b>44</b>
<b>SUDAN</b>															
KHARTOUM	SUDAN AIRWAYS	S	8	0	0	38	38	13	13	0	0	22	38	34	8
<b>TOTAL KHARTOUM</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>22</b>	<b>38</b>	<b>34</b>	<b>8</b>
<b>TOTAL SUDAN</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>22</b>	<b>38</b>	<b>34</b>	<b>8</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	S	120	0	0	70	21	8	2	0	0	11	61	18	133
<b>TOTAL GOTEBORG</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>14</b>	<b>258</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	300	0	0	76	17	6	1	0	0	7	61	15	300
	SAS	S	292	0	0	74	15	10	2	0	0	10	58	18	290
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>592</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>17</b>	<b>590</b>
<b>TOTAL SWEDEN</b>			<b>713</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>16</b>	<b>848</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	120	0	0	61	23	14	2	0	0	14	52	16	118
	SWISS AIRLINES	S	177	0	1	36	34	27	3	0	0	22	58	15	180
<b>TOTAL BASLE MULHOUSE</b>			<b>297</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>30</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>16</b>	<b>298</b>
GENEVA	BRITISH AIRWAYS PLC	S	290	0	0	78	10	10	2	0	0	9	72	10	270
	SWISSAIR	S	240	0	0	83	11	6	1	0	0	3	81	6	240
<b>TOTAL GENEVA</b>			<b>530</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>8</b>	<b>510</b>
ZURICH	BRITISH AIRWAYS PLC	S	283	0	1	59	24	11	6	0	0	18	64	13	273
	SWISSAIR	S	417	0	3	40	29	21	10	0	0	27	62	15	360
<b>TOTAL ZURICH</b>			<b>700</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>27</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>14</b>	<b>633</b>
<b>TOTAL SWITZERLAND</b>			<b>1527</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>12</b>	<b>1441</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	29	0	0	14	21	31	28	7	0	61	35	26	26

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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 DAMASCUS			29	0	0	14	21	31	28	7	0	61	35	26	26
TOTAL SYRIA			29	0	0	14	21	31	28	7	0	61	35	26	26
TANZANIA															
DAR-ES-SALAAM	ALLIANCE	S	16	0	0	88	13	0	0	0	0	-2	59	81	17
TOTAL DAR-ES-SALAAM			16	0	0	88	13	0	0	0	0	-2	59	81	17
TOTAL TANZANIA			16	0	0	88	13	0	0	0	0	-2	46	63	26
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	85	0	1	71	20	8	1	0	0	7	65	33	60
TOTAL BANGKOK			85	0	1	71	20	8	1	0	0	7	65	33	60
TOTAL THAILAND			85	0	1	71	20	8	1	0	0	7	65	33	60
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	60	0	0	28	30	27	13	2	0	36	48	27	56
TOTAL PORT OF SPAIN			60	0	0	28	30	27	13	2	0	36	48	27	56
TOTAL TRINIDAD AND TOBAGO			60	0	0	28	30	27	13	2	0	36	48	27	56
TUNISIA															
JERBA	TUNISAIR	S	8	0	0	100	0	0	0	0	0	-5	63	10	8
TOTAL JERBA			8	0	0	100	0	0	0	0	0	-5	63	10	8
TUNIS	TUNISAIR	S	34	0	0	35	24	35	6	0	0	25	44	36	34
TOTAL TUNIS			34	0	0	35	24	35	6	0	0	25	44	36	34
TOTAL TUNISIA			42	0	0	48	19	29	5	0	0	20	48	31	42
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	119	0	0	66	22	9	2	0	1	18	56	16	120
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	0	0	100	0	193	0	0	0
	ISTANBUL HAVA YOLLARI	S	36	0	0	14	25	33	28	0	0	46	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	180	0	0	64	26	9	1	0	0	13	58	18	145
TOTAL ISTANBUL			337	0	0	59	24	12	4	1	0	19	55	19	281
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	16	0	0	19	38	25	19	0	0	42	50	20	18
TOTAL IZMIR (ADNAM MENDERES)			16	0	0	19	38	25	19	0	0	42	50	20	18
TOTAL TURKEY			353	0	0	57	25	12	5	1	0	20	55	19	299
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	2	2	81	0	13	6	0	0	-21	88	-8	8
TOTAL ASHKHABAD			16	2	2	81	0	13	6	0	0	-21	88	-8	8
TOTAL TURKMENISTAN			16	2	2	81	0	13	6	0	0	-21	88	-8	8
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	GULF AIR	S	44	0	3	52	18	20	9	0	0	23	56	19	39
TOTAL ABU DHABI INTERNATIONAL			44	0	3	52	18	20	9	0	0	23	56	19	39
DUBAI	BRITISH AIRWAYS PLC	S	60	0	0	83	8	7	2	0	0	7	80	4	60

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				Actual (7)	Plan (8)										
DUBAI	EMIRATES	S	120	0	0	65	13	13	8	0	0	15	51	24	120
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>17</b>	<b>180</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>224</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>18</b>	<b>219</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	377	0	0	85	9	5	1	0	0	6	72	10	378
<b>TOTAL ABERDEEN</b>			<b>377</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>10</b>	<b>378</b>
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	472	0	0	75	13	8	3	0	0	10	74	11	480
	BRITISH AIRWAYS PLC	S	358	0	0	80	10	6	3	1	0	11	76	8	358
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>830</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>838</b>
BOURNEMOUTH	BRITISH AIRWAYS PLC	C	2	0	0	0	50	0	50	0	0	43	0	0	0
<b>TOTAL BOURNEMOUTH</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>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BMI BRITISH MIDLAND	S	490	0	2	67	17	11	5	0	0	14	67	13	464
	BRITISH AIRWAYS PLC	S	642	0	2	79	11	6	3	0	0	9	76	9	639
<b>TOTAL EDINBURGH</b>			<b>1132</b>	<b>1</b>	<b>4</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>11</b>	<b>1103</b>
EXETER	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL EXETER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	BMI BRITISH MIDLAND	S	468	0	2	51	24	16	8	0	0	21	52	20	471
	BRITISH AIRWAYS PLC	S	646	0	3	87	8	4	2	0	0	5	77	8	639
<b>TOTAL GLASGOW</b>			<b>1114</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>13</b>	<b>1110</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	164	0	0	80	10	6	3	1	0	11	76	13	164
<b>TOTAL ISLE OF MAN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>164</b>
JERSEY	BRITISH AIRWAYS PLC	S	239	0	1	79	11	6	3	0	0	9	90	4	236
<b>TOTAL JERSEY</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>4</b>	<b>236</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	270	0	4	84	9	4	2	0	0	6	59	17	270
<b>TOTAL LEEDS BRADFORD</b>			<b>270</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>17</b>	<b>270</b>
MANCHESTER	BMI BRITISH MIDLAND	S	444	0	4	83	9	5	2	0	0	7	84	5	456
	BRITISH AIRWAYS PLC	S	589	0	1	86	7	4	2	0	0	5	82	7	596
<b>TOTAL MANCHESTER</b>			<b>1034</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>6</b>	<b>1052</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	320	0	2	90	5	3	2	0	0	3	86	6	326
<b>TOTAL NEWCASTLE</b>			<b>320</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>6</b>	<b>326</b>
TEESSIDE	BMI BRITISH MIDLAND	S	273	0	2	81	11	4	3	0	0	7	74	9	276
<b>TOTAL TEESSIDE</b>			<b>273</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>9</b>	<b>276</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5758</b>	<b>1</b>	<b>23</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>10</b>	<b>5755</b>
<b>USA</b>															
BOSTON	AMERICAN AIRLINES	S	120	0	0	68	18	8	6	0	1	21	68	19	120
	BRITISH AIRWAYS PLC	S	180	0	0	77	14	6	2	0	0	9	74	10	180
	UNITED AIRLINES	S	60	0	0	78	12	7	3	0	0	8	0	0	0
<b>TOTAL BOSTON</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>300</b>
CHICAGO (O'HARE)	AIR INDIA	S	26	0	0	42	15	27	12	4	0	32	36	44	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	227	3	4	55	15	12	15	2	0	33	61	25	239
	BRITISH AIRWAYS PLC	S	120	0	0	67	15	10	8	0	0	13	56	16	120
	UNITED AIRLINES	S	180	1	0	47	18	18	13	4	1	37	29	46	128
<b>TOTAL CHICAGO (O'HARE)</b>			<b>553</b>	<b>4</b>	<b>4</b>	<b>54</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>51</b>	<b>29</b>	512
DETROIT	BRITISH AIRWAYS PLC	S	60	0	0	77	15	5	2	2	0	5	62	26	60
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>26</b>	60
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	73	18	2	7	0	0	9	75	0	60
	BRITISH AIRWAYS PLC	S	179	0	0	75	15	5	5	1	0	10	77	8	179
	UNITED AIRLINES	S	119	1	0	72	15	10	3	0	0	8	48	26	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	80	10	6	3	1	0	-1	73	6	120
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>478</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>9</b>	419
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	58	2	2	47	21	22	5	3	2	36	75	10	60
	BRITISH AIRWAYS PLC	S	60	0	0	65	22	8	5	0	0	12	75	5	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	58	22	15	5	0	0	18	72	11	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>178</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>21</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>74</b>	<b>9</b>	180
NEW YORK (JF KENNEDY)	AIR INDIA	S	60	0	0	30	17	35	18	0	0	36	32	35	60
	AMERICAN AIRLINES	S	364	0	2	62	19	13	3	1	0	18	72	16	359
	BRITISH AIRWAYS PLC	S	416	0	1	77	13	6	4	0	0	10	71	16	418
	KUWAIT AIRWAYS	S	26	0	0	77	12	12	0	0	0	7	56	74	25
	UNITED AIRLINES	S	178	0	0	70	16	10	4	0	0	10	66	22	178
	VIRGIN ATLANTIC AIRWAYS LTD	S	158	0	2	63	27	8	2	0	0	11	44	31	120
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1202</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>21</b>	1160
NEW YORK (NEWARK)	AMERICAN AIRLINES	S	58	0	0	50	21	19	9	2	0	28	55	25	60
	BRITISH AIRWAYS PLC	S	117	2	1	79	16	3	1	0	0	5	64	20	118
	UNITED AIRLINES	S	59	1	1	63	10	10	8	7	2	44	36	60	59
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	50	27	23	0	0	0	17	58	22	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>294</b>	<b>3</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>29</b>	297
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	0	78	11	9	1	1	0	8	57	18	120
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>18</b>	120
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	120	0	0	78	13	8	2	0	0	4	58	30	120
	UNITED AIRLINES	S	120	0	0	83	11	3	3	0	0	4	60	26	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	75	17	7	2	0	0	5	48	20	60
<b>TOTAL SAN FRANCISCO</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>26</b>	300
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	85	0	0	78	18	4	1	0	0	5	56	32	84
<b>TOTAL SEATTLE (TACOMA)</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>32</b>	84
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	120	0	0	63	18	10	7	3	0	23	53	25	120
	UNITED AIRLINES	S	179	4	1	44	26	19	9	2	1	31	42	37	179
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	55	27	12	7	0	0	17	48	22	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>359</b>	<b>4</b>	<b>1</b>	<b>52</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>47</b>	<b>30</b>	359
<b>TOTAL USA</b>			<b>3989</b>	<b>14</b>	<b>14</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>22</b>	3791
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	34	0	2	88	9	3	0	0	0	-6	94	-10	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 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 TASHKENT		34	0	2	88	9	3	0	0	0	-6	94	-10	34
TOTAL UZBEKISTAN		34	0	2	88	9	3	0	0	0	-6	94	-10	34
TOTAL HEATHROW		37640	42	146	66	17	11	5	0	0	15	63	16	36481



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 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	242	2	2	69	19	6	5	0	0	15	73	10	244
TOTAL ANWERP			<b>242</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>10</b>	<b>244</b>
BRUSSELS	SABENA	S	275	0	11	65	23	9	2	0	0	13	52	18	287
TOTAL BRUSSELS			<b>275</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>18</b>	<b>287</b>
TOTAL BELGIUM			<b>517</b>	<b>2</b>	<b>13</b>	<b>67</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>15</b>	<b>531</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	166	6	8	57	21	16	6	0	0	19	75	9	172
TOTAL PARIS (CHARLES DE GAULLE)			<b>166</b>	<b>6</b>	<b>8</b>	<b>57</b>	<b>21</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>9</b>	<b>172</b>
STRASBOURG	AIR FRANCE	S	138	1	10	33	23	30	13	0	0	29	51	21	136
TOTAL STRASBOURG			<b>138</b>	<b>1</b>	<b>10</b>	<b>33</b>	<b>23</b>	<b>30</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>51</b>	<b>21</b>	<b>136</b>
TOTAL FRANCE			<b>304</b>	<b>7</b>	<b>18</b>	<b>46</b>	<b>22</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>14</b>	<b>308</b>
<b>GERMANY</b>															
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	44	1	0	59	30	7	5	0	0	18	0	0	0
	LUFTHANSA CITY LINE	S	94	1	2	40	29	23	7	0	0	23	24	34	96
TOTAL FRANKFURT MAIN			<b>138</b>	<b>2</b>	<b>2</b>	<b>46</b>	<b>29</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>24</b>	<b>34</b>	<b>96</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	202	0	6	63	28	7	2	0	0	15	38	24	208
TOTAL MOENCHENGLADBACH			<b>202</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>28</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>24</b>	<b>208</b>
TOTAL GERMANY			<b>340</b>	<b>2</b>	<b>8</b>	<b>56</b>	<b>28</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>34</b>	<b>27</b>	<b>304</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	291	8	57	66	16	10	8	0	0	16	76	10	366
TOTAL DUBLIN			<b>291</b>	<b>8</b>	<b>57</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>10</b>	<b>366</b>
TOTAL IRISH REPUBLIC			<b>291</b>	<b>8</b>	<b>57</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>10</b>	<b>366</b>
<b>ITALY</b>															
MILAN (LINATE)	ALITALIA	S	93	0	3	25	32	29	14	0	0	33	43	26	82
TOTAL MILAN (LINATE)			<b>93</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>32</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>43</b>	<b>26</b>	<b>82</b>
TOTAL ITALY			<b>93</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>32</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>42</b>	<b>26</b>	<b>130</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	VLM (BELGIUM)	S	144	5	6	72	20	3	5	0	0	13	0	0	0
TOTAL LUXEMBOURG			<b>144</b>	<b>5</b>	<b>6</b>	<b>72</b>	<b>20</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL LUXEMBOURG			<b>144</b>	<b>5</b>	<b>6</b>	<b>72</b>	<b>20</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	226	0	10	68	16	10	6	0	0	15	20	45	230
TOTAL AMSTERDAM			<b>226</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>20</b>	<b>45</b>	<b>230</b>
ROTTERDAM	VLM (BELGIUM)	S	239	0	5	84	10	3	3	0	0	10	59	17	242
TOTAL ROTTERDAM			<b>239</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>17</b>	<b>242</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			465	0	15	76	13	6	5	0	0	12	40	30	472
SWEDEN															
MALMO	BRAATHENS ASA	S	102	0	2	47	31	12	10	0	0	22	0	0	0
TOTAL MALMO			102	0	2	47	31	12	10	0	0	22	31	25	96
TOTAL SWEDEN			102	0	2	47	31	12	10	0	0	22	35	29	281
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	152	0	2	30	28	34	8	0	0	29	0	0	0
TOTAL BASLE MULHOUSE			152	0	2	30	28	34	8	0	0	29	0	0	0
BERNE	AIR ENGIADINA	S	136	0	0	26	28	35	10	0	0	32	37	25	104
TOTAL BERNE			136	0	0	26	28	35	10	0	0	32	37	25	104
GENEVA	SWISS AIRLINES	S	150	0	3	49	21	24	7	0	0	22	71	11	154
TOTAL GENEVA			150	0	3	49	21	24	7	0	0	22	71	11	154
ZURICH	SWISS AIRLINES	S	259	4	3	24	29	37	10	0	0	33	27	25	156
TOTAL ZURICH			259	4	3	24	29	37	10	0	0	33	27	25	156
TOTAL SWITZERLAND			697	4	8	31	27	33	9	0	0	29	46	20	414
UNITED KINGDOM															
DUNDEE	SCOT AIRWAYS	S	188	0	4	52	34	10	4	1	0	21	0	0	0
TOTAL DUNDEE			188	0	4	52	34	10	4	1	0	21	0	0	0
EDINBURGH	KLM UK LTD	S	156	0	0	86	12	3	0	0	0	3	64	15	196
TOTAL EDINBURGH			156	0	0	86	12	3	0	0	0	3	64	15	196
GLASGOW	SCOT AIRWAYS	S	189	0	4	76	20	3	2	0	0	9	0	0	0
TOTAL GLASGOW			189	0	4	76	20	3	2	0	0	9	0	0	0
JERSEY	VLM (BELGIUM)	S	38	0	6	79	16	5	0	0	0	9	0	0	0
TOTAL JERSEY			38	0	6	79	16	5	0	0	0	9	0	0	0
MANCHESTER	KLM UK LTD	S	137	0	3	93	5	1	1	0	0	-1	90	2	184
TOTAL MANCHESTER			137	0	3	93	5	1	1	0	0	-1	90	2	184
TOTAL UNITED KINGDOM			708	0	17	75	19	5	2	0	0	9	77	9	380
TOTAL LONDON CITY			3661	28	147	59	22	14	6	0	0	18	54	19	3186

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							JUNE 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>BULGARIA</b>															
SOFIA	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	-14	0	0	0
TOTAL SOFIA			3	1	1	100	0	0	0	0	0	-8	0	0	0
TOTAL BULGARIA			3	1	1	100	0	0	0	0	0	-8	0	0	0
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	16	0	0	38	13	38	13	0	0	39	29	26	7
	EUROCYPRIA AIRLINES LTD	C	16	0	0	19	31	13	38	0	0	44	81	30	16
	MONARCH AIRLINES	C	10	0	0	20	30	30	0	20	0	63	20	29	5
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	38	0	38	25	0	121	0	69	10
TOTAL LARNACA			50	0	0	22	26	22	22	8	0	58	42	39	38
PAPHOS	BRITANNIA AIRWAYS	C	26	0	0	54	12	12	15	8	0	42	19	76	16
	EUROCYPRIA AIRLINES LTD	C	14	0	2	0	7	29	36	21	7	175	100	-20	10
	MONARCH AIRLINES	C	18	0	0	67	17	17	0	0	0	11	63	8	16
TOTAL PAPHOS			58	0	2	45	12	17	16	9	2	64	55	27	42
TOTAL CYPRUS			108	0	2	34	19	19	19	8	1	62	49	33	80
<b>FRANCE</b>															
NICE	DEBONAIR AIRWAYS LTD	S	59	0	1	36	22	31	10	2	0	35	0	298	60
	EASYJET AIRLINE COMPANY LTD	S	246	0	0	76	13	7	3	1	0	7	49	34	223
TOTAL NICE			305	0	1	69	14	11	5	1	0	13	39	90	283
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	186	0	6	31	38	24	7	1	0	28	52	20	181
TOTAL PARIS (CHARLES DE GAULLE)			186	0	6	31	38	24	7	1	0	28	52	20	181
PONTOISE	DEBONAIR AIRWAYS LTD	S	94	4	32	61	19	9	12	0	0	21	0	0	0
TOTAL PONTOISE			94	4	32	61	19	9	12	0	0	21	0	0	0
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	7	0	1	57	14	29	0	0	0	20	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			7	0	1	57	14	29	0	0	0	20	60	14	5
TOTAL FRANCE			595	5	40	55	23	15	7	1	0	19	44	61	498
<b>GERMANY</b>															
MOENCHENGLADBACH	DEBONAIR AIRWAYS LTD	S	91	1	7	58	10	21	10	1	0	27	28	33	76
TOTAL MOENCHENGLADBACH			91	1	7	58	10	21	10	1	0	27	28	33	76
MUNICH	DEBONAIR AIRWAYS LTD	S	102	3	8	24	37	22	18	0	0	35	38	43	55
TOTAL MUNICH			102	3	8	24	37	22	18	0	0	35	38	43	55
TOTAL GERMANY			193	7	15	40	24	21	14	1	0	31	32	37	131
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	52	0	0	79	8	8	6	0	0	8	79	9	34
TOTAL GIBRALTAR			52	0	0	79	8	8	6	0	0	8	79	9	34
TOTAL GIBRALTAR			52	0	0	79	8	8	6	0	0	8	79	9	34
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	120	0	0	58	14	18	8	2	0	23	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ATHENS			120	1	0	58	14	18	8	2	0	23	0	0	0
CORFU	BRITANNIA AIRWAYS	C	18	1	0	22	17	56	6	0	0	34	41	59	17
	MONARCH AIRLINES	C	9	0	0	44	22	22	11	0	0	19	80	0	10
TOTAL CORFU			27	1	0	30	19	44	7	0	0	29	56	37	27
HERAKLION	BRITANNIA AIRWAYS	C	9	0	0	11	33	44	11	0	0	37	38	49	8
TOTAL HERAKLION			9	0	0	11	33	44	11	0	0	37	38	49	8
KEFALLINIA	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	21	50	43	8
TOTAL KEFALLINIA			8	0	0	50	25	25	0	0	0	21	50	43	8
KOS	BRITANNIA AIRWAYS	C	8	0	0	0	25	0	63	13	0	98	0	91	8
TOTAL KOS			8	0	0	0	25	0	63	13	0	98	0	91	8
RHODES	BRITANNIA AIRWAYS	C	9	0	0	44	11	33	11	0	0	27	0	87	8
TOTAL RHODES			9	0	0	44	11	33	11	0	0	27	0	87	8
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	50	0	38	13	0	0	27	60	146	10
TOTAL SALONIKA			8	0	0	50	0	38	13	0	0	27	60	146	10
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	13	25	50	13	0	0	34	75	8	8
	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	33	0	0	0
TOTAL ZAKINTHOS			16	0	0	38	19	25	19	0	0	33	75	8	8
TOTAL GREECE			205	2	0	47	16	24	11	1	0	29	44	61	77
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	280	4	0	79	11	9	1	0	0	9	63	16	282
TOTAL DUBLIN			280	4	0	79	11	9	1	0	0	9	63	16	282
TOTAL IRISH REPUBLIC			280	4	0	79	11	9	1	0	0	9	63	16	282
ITALY															
NAPLES	BMI BRITISH MIDLAND	C	8	0	0	0	13	63	25	0	0	49	38	45	8
	BRITANNIA AIRWAYS	C	8	0	0	38	0	38	25	0	0	40	0	115	8
TOTAL NAPLES			16	0	0	19	6	50	25	0	0	44	21	114	24
PALERMO	BMI BRITISH MIDLAND	C	8	0	0	0	13	38	38	13	0	89	0	88	8
TOTAL PALERMO			8	0	0	0	13	38	38	13	0	89	0	88	8
PERUGIA	DEBONAIR AIRWAYS LTD	S	11	2	2	0	0	27	64	9	0	96	0	0	0
TOTAL PERUGIA			11	2	2	0	0	27	64	9	0	96	0	0	0
ROME (FIUMICINO)	DEBONAIR AIRWAYS LTD	S	43	4	4	7	26	40	28	0	0	50	0	0	0
TOTAL ROME (FIUMICINO)			43	4	4	7	26	40	28	0	0	50	0	0	0
TOTAL ITALY			78	7	6	8	17	40	33	3	0	59	26	78	188
MALTA															
MALTA	AIR MALTA	C	8	0	2	38	13	38	13	0	0	31	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	50	30	10	0	0	10	90	0	86	8
TOTAL MALTA			18	0	2	44	22	22	6	0	6	64	0	86	8
TOTAL MALTA			18	0	2	44	22	22	6	0	6	64	0	86	8

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			MATCHED	Actual (7)											Plan (8)
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	164	0	0	84	6	5	4	1	0	9	47	29	163
TOTAL AMSTERDAM			<b>164</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>29</b>	<b>163</b>
TOTAL NETHERLANDS			<b>164</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>29</b>	<b>163</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	13	43	97	7
	MONARCH AIRLINES	C	16	0	0	56	19	13	13	0	0	19	56	24	16
	SATA	C	15	0	1	47	27	20	7	0	0	23	63	13	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-4	0	0	0
TOTAL FARO			<b>47</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>41</b>	<b>39</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>47</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>41</b>	<b>39</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	8	0	0	50	0	25	25	0	0	40	50	14	10
TOTAL FUNCHAL			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>14</b>	<b>10</b>
TOTAL PORTUGAL(MADEIRA)			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>14</b>	<b>10</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	20	40	20	20	0	0	31	44	16	9
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	15	88	10	8
	MONARCH AIRLINES	S	44	0	0	75	20	5	0	0	0	10	62	12	42
TOTAL ALICANTE			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>12</b>	<b>59</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	14	67	18	6
TOTAL ALMERIA			<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>67</b>	<b>18</b>	<b>6</b>
BARCELONA	DEBONAIR AIRWAYS LTD	S	72	1	4	43	17	19	19	1	0	35	39	56	100
	EASYJET AIRLINE COMPANY LTD	S	187	4	5	78	12	7	3	0	0	6	43	39	136
TOTAL BARCELONA			<b>259</b>	<b>5</b>	<b>9</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>46</b>	<b>236</b>
GERONA	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	8	50	74	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-11	100	-5	8
TOTAL GERONA			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>72</b>	<b>39</b>	<b>18</b>
IBIZA	BRITANNIA AIRWAYS	C	35	0	0	40	23	26	11	0	0	26	27	64	33
	MONARCH AIRLINES	C	8	0	0	88	0	0	13	0	0	9	100	-2	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-2	44	74	9
TOTAL IBIZA			<b>51</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>56</b>	<b>49</b>
MADRID	DEBONAIR AIRWAYS LTD	S	59	0	1	66	10	10	14	0	0	20	22	119	58
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	10	7	3	0	0	10	0	0	0
TOTAL MADRID			<b>119</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>22</b>	<b>119</b>	<b>58</b>
MAHON	BRITANNIA AIRWAYS	C	26	1	0	62	8	12	19	0	0	27	31	85	26
	MONARCH AIRLINES	S	26	0	0	65	23	8	4	0	0	15	62	9	26
	MONARCH AIRLINES	C	8	0	0	25	38	25	0	0	13	67	38	19	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	63	0	0	0	33	38	60	8
TOTAL MAHON			<b>68</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>44</b>	<b>45</b>	<b>68</b>

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				Actual (7)	Plan (8)										
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	17	38	50	8
	MONARCH AIRLINES	S	68	0	0	74	12	3	12	0	0	13	92	-1	60
	MY TRAVEL AIRWAYS UK	C	7	0	1	0	14	14	43	14	14	156	14	59	7
<b>TOTAL MALAGA</b>			<b>83</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>74</b>	<b>17</b>	<b>89</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	50	0	0	46	22	22	10	0	0	28	42	41	59
	EASYJET AIRLINE COMPANY LTD	S	76	0	0	64	13	9	13	0	0	17	64	28	75
	IBERWORLD	C	7	1	1	57	29	14	0	0	0	15	0	0	0
	MONARCH AIRLINES	C	8	0	0	0	50	0	50	0	0	49	63	18	16
	MY TRAVEL AIRWAYS UK	C	24	0	1	17	4	8	54	17	0	102	54	34	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>165</b>	<b>1</b>	<b>2</b>	<b>48</b>	<b>17</b>	<b>13</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>54</b>	<b>31</b>	<b>194</b>
REUS	BRITANNIA AIRWAYS	C	10	0	0	60	20	10	10	0	0	17	40	29	10
<b>TOTAL REUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>40</b>	<b>29</b>	<b>10</b>
<b>TOTAL SPAIN</b>			<b>843</b>	<b>8</b>	<b>13</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>42</b>	<b>788</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	15	50	44	8
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	8	50	20	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	1	88	1	8
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>22</b>	<b>24</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	70	0	30	0	0	0	16	50	19	10
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-13	100	-11	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	0	10	40	0	0	57	88	0	8
<b>TOTAL FUERTEVENTURA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>4</b>	<b>26</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	16	0	0	88	0	13	0	0	0	10	38	74	16
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	8	60	44	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	13	63	0	25	343	50	49	8
<b>TOTAL LAS PALMAS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>44</b>	<b>60</b>	<b>36</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	25	0	0	39	53	84	19
	MONARCH AIRLINES	C	8	0	0	75	0	0	0	25	0	58	75	10	8
	MONARCH AIRLINES	S	18	0	0	44	44	11	0	0	0	13	78	5	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	14	75	39	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>39</b>	<b>53</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>63</b>	<b>35</b>	<b>139</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET SWITZERLAND	S	120	0	0	88	8	3	3	0	0	1	0	0	0
<b>TOTAL GENEVA</b>			<b>120</b>	<b>1</b>	<b>60</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>24</b>	<b>60</b>
ZURICH	EASYJET SWITZERLAND	S	172	0	0	51	24	17	7	0	0	20	0	0	0
<b>TOTAL ZURICH</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>13</b>	<b>32</b>
<b>TOTAL SWITZERLAND</b>			<b>292</b>	<b>1</b>	<b>60</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>20</b>	<b>92</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	50	10	10	10	20	0	60	25	63	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	10	10	60	0	0	81	29	64	7

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MONASTIR			20	0	0	35	10	10	35	10	0	70	27	63	15
TOTAL TUNISIA			20	0	0	35	10	10	35	10	0	70	27	63	15
TURKEY															
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	13	30	96	10
	PEGASUS AIRLINES	C	8	0	0	75	25	0	0	0	0	4	0	0	0
TOTAL BODRUM (MILAS)			16	0	0	63	31	6	0	0	0	9	30	96	10
DALAMAN	BRITANNIA AIRWAYS	C	18	0	0	61	22	17	0	0	0	12	38	80	16
	MONARCH AIRLINES	C	9	1	0	44	33	11	11	0	0	18	60	40	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	10	30	0	0	45	33	30	9
	PEGASUS AIRLINES	C	8	0	0	63	38	0	0	0	0	-2	0	0	0
TOTAL DALAMAN			45	1	0	53	27	11	9	0	0	18	43	56	35
TOTAL TURKEY			61	1	0	56	28	10	7	0	0	16	40	65	45
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	120	0	0	85	11	2	3	0	0	3	67	16	60
TOTAL ABERDEEN			120	0	0	85	11	2	3	0	0	3	67	16	60
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	172	0	0	89	6	5	1	0	0	0	0	0	0
TOTAL BELFAST INTERNATIONAL			172	0	0	89	6	5	1	0	0	0	0	0	0
BIRMINGHAM	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	16	0	0	0
TOTAL BIRMINGHAM			8	0	0	50	38	13	0	0	0	16	0	0	0
CARDIFF WALES	BRITANNIA AIRWAYS	C	2	1	0	100	0	0	0	0	0	-15	0	0	0
TOTAL CARDIFF WALES			2	1	0	100	0	0	0	0	0	-15	0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	268	0	0	82	6	6	6	0	0	9	56	22	257
TOTAL EDINBURGH			268	0	0	82	6	6	6	0	0	9	56	22	257
GLASGOW	BRITANNIA AIRWAYS	C	10	1	0	80	20	0	0	0	0	-1	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	216	0	0	92	4	4	0	0	0	0	65	18	215
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	0	50	0	0	79	0	0	0
TOTAL GLASGOW			228	1	0	90	5	4	0	0	0	1	65	18	215
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	2	0	0	100	0	0	0	0	0	0	100	5	5
TOTAL GUERNSEY			2	0	0	100	0	0	0	0	0	0	100	5	5
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	93	3	3	0	0	0	3	35	33	60
TOTAL INVERNESS			60	0	0	93	3	3	0	0	0	3	35	33	60
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	63	0	0	84	6	2	8	0	0	4	88	5	66
TOTAL ISLE OF MAN			63	0	0	84	6	2	8	0	0	4	88	4	69
JERSEY	FLYBE.BRITISH EUROPEAN	S	68	0	0	69	16	10	4	0	0	14	50	23	20
TOTAL JERSEY			68	0	0	69	16	10	4	0	0	14	50	23	20
NORWICH	SCOT AIRWAYS	S	52	0	0	29	35	29	6	2	0	32	55	19	47
TOTAL NORWICH			52	0	0	29	35	29	6	2	0	32	55	19	47
TOTAL UNITED KINGDOM			1043	2	0	83	9	6	3	0	0	6	62	20	792
TOTAL LUTON			4139	42	140	65	15	12	7	1	0	18	51	38	3420

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 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	8	0	0	50	0	13	0	38	0	97	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	50	0	30	20	0	0	26	63	12	8
<b>TOTAL INNSBRUCK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>58</b>	<b>60</b>	<b>20</b>	<b>20</b>
<b>SALZBURG</b>															
	CALEDONIAN AIRWAYS	C	16	0	0	50	13	6	31	0	0	31	63	20	16
	MONARCH AIRLINES	C	10	0	0	40	10	30	20	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	25	0	0	33	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	60	20	10	10	0	0	13	0	0	0
<b>TOTAL SALZBURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>14</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>25</b>	<b>30</b>
<b>VIENNA</b>															
	LAUDA-AIR	S	94	0	2	35	34	26	5	0	0	25	46	22	96
<b>TOTAL VIENNA</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>34</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>22</b>	<b>96</b>
<b>TOTAL AUSTRIA</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>24</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>49</b>	<b>22</b>	<b>146</b>
<b>BAHAMAS</b>															
<b>NASSAU</b>															
	BRITANNIA AIRWAYS	C	8	0	0	25	38	25	13	0	0	32	50	53	4
<b>TOTAL NASSAU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>53</b>	<b>4</b>
<b>TOTAL BAHAMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>53</b>	<b>4</b>
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>															
	BRITANNIA AIRWAYS	C	6	0	0	83	17	0	0	0	0	-1	17	65	6
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	11	11	0	28	60	65	10
<b>TOTAL BRIDGETOWN</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>44</b>	<b>65</b>	<b>16</b>
<b>TOTAL BARBADOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>44</b>	<b>65</b>	<b>16</b>
<b>BELGIUM</b>															
<b>ANTWERP</b>															
	VLM (BELGIUM)	C	2	0	0	100	0	0	0	0	0	6	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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BRUSSELS</b>															
	BRITISH AIRWAYS PLC	S	184	3	4	54	21	16	8	0	0	20	50	22	198
	SABENA	S	283	0	9	71	18	7	3	0	0	12	72	12	224
<b>TOTAL BRUSSELS</b>			<b>467</b>	<b>3</b>	<b>13</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>17</b>	<b>422</b>
<b>TOTAL BELGIUM</b>			<b>469</b>	<b>3</b>	<b>13</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>17</b>	<b>422</b>
<b>BULGARIA</b>															
<b>BURGAS</b>															
	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	38	50	13	0	0	0	16	63	-2	8
<b>TOTAL BURGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>-2</b>	<b>8</b>
<b>VARNA</b>															
	AIR VIA BULGARIAN AIRWAYS	C	11	0	1	73	18	9	0	0	0	-3	89	-10	18
<b>TOTAL VARNA</b>			<b>11</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>78</b>	<b>-3</b>	<b>23</b>
<b>TOTAL BULGARIA</b>			<b>20</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>-3</b>	<b>31</b>
<b>CANADA</b>															
<b>TORONTO</b>															
	AIR CANADA	S	60	0	0	68	22	10	0	0	0	9	47	27	57
	AIR TRANSAT	C	18	0	0	44	28	17	11	0	0	30	25	35	28
	CANADA 3000 AIRLINES	C	6	2	14	17	17	0	67	0	0	95	25	19	8
	ROYAL AIRLINES	C	16	0	0	50	13	19	19	0	0	23	43	24	14



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TORONTO</b>			<b>100</b>	<b>2</b>	<b>14</b>	<b>58</b>	<b>21</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>39</b>	<b>28</b>	<b>107</b>
<b>VANCOUVER</b>	AIR TRANSAT	C	12	0	0	8	25	25	42	0	0	48	38	50	8
	CANADA 3000 AIRLINES	C	5	0	8	60	0	0	40	0	0	63	63	60	8
	ROYAL AIRLINES	C	2	0	0	0	0	0	100	0	0	153	50	28	8
<b>TOTAL VANCOUVER</b>			<b>19</b>	<b>0</b>	<b>8</b>	<b>21</b>	<b>16</b>	<b>16</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>50</b>	<b>46</b>	<b>24</b>
<b>TOTAL CANADA</b>			<b>120</b>	<b>2</b>	<b>22</b>	<b>52</b>	<b>20</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>41</b>	<b>31</b>	<b>131</b>
<b>CROATIA</b>															
<b>DUBROVNIK</b>	CROATIA AIRLINES	S	8	0	0	13	50	25	13	0	0	29	40	27	10
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>40</b>	<b>27</b>	<b>10</b>
<b>PULA</b>	BRITANNIA AIRWAYS	C	10	0	0	40	20	10	30	0	0	43	0	0	0
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>55</b>	<b>104</b>	<b>20</b>
<b>SPLIT</b>	CROATIA AIRLINES	C	2	0	2	0	100	0	0	0	0	17	0	0	0
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>40</b>	<b>15</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>55</b>	<b>64</b>	<b>38</b>
<b>CUBA</b>															
<b>VARADERO</b>	MY TRAVEL AIRWAYS UK	C	4	0	0	0	0	25	50	25	0	123	20	28	5
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>123</b>	<b>20</b>	<b>28</b>	<b>5</b>
<b>TOTAL CUBA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>123</b>	<b>8</b>	<b>40</b>	<b>13</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	AIR 2000	S	25	0	0	68	0	12	20	0	0	26	53	88	17
	AIR FOYLE PASSENGER AIRLINES	C	8	0	1	38	13	0	50	0	0	59	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	44	19	31	6	0	0	25	35	99	17
	CALEDONIAN AIRWAYS	C	17	0	0	47	6	12	29	0	6	100	31	51	16
	CYPRUS AIRWAYS	S	17	0	1	29	18	35	6	12	0	55	50	19	16
	EGYPT AIR	C	2	0	1	50	0	50	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	18	0	0	39	17	0	22	22	0	91	62	24	26
	MY TRAVEL AIRWAYS UK	C	25	0	0	32	16	20	24	8	0	60	29	44	28
	THOMAS COOK AIRLINES LTD	C	28	0	0	43	7	11	25	14	0	54	39	22	18
<b>TOTAL LARNACA</b>			<b>156</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>11</b>	<b>16</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>56</b>	<b>44</b>	<b>44</b>	<b>154</b>
<b>PAPHOS</b>	AIR 2000	S	19	0	0	68	21	0	11	0	0	18	38	55	16
	BRITANNIA AIRWAYS	C	27	0	0	30	15	19	30	7	0	63	31	78	32
	CALEDONIAN AIRWAYS	C	8	0	0	38	13	13	38	0	0	58	0	110	8
	MONARCH AIRLINES	C	9	0	1	22	22	33	22	0	0	31	63	10	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	63	13	0	92	22	81	9
	THOMAS COOK AIRLINES LTD	C	20	0	0	60	25	10	5	0	0	13	0	0	0
<b>TOTAL PAPHOS</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>18</b>	<b>12</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>78</b>	<b>97</b>
<b>TOTAL CYPRUS</b>			<b>247</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>13</b>	<b>15</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>51</b>	<b>39</b>	<b>57</b>	<b>251</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	CSA	S	52	0	0	35	40	23	2	0	0	22	27	27	52
<b>TOTAL PRAGUE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>40</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>27</b>	<b>27</b>	<b>52</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CZECH REPUBLIC</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>40</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>27</b>	<b>27</b>	<b>52</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	96	0	0	86	11	2	0	0	0	2	61	13	94
<b>TOTAL BILLUND</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>13</b>	<b>94</b>
COPENHAGEN	SAS	S	173	0	0	82	12	3	3	1	0	7	84	6	164
<b>TOTAL COPENHAGEN</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>164</b>
<b>TOTAL DENMARK</b>			<b>270</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>8</b>	<b>258</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	AIR 2000	C	2	0	0	0	0	100	0	0	0	41	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	20	0	40	20	20	0	86	33	111	15
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	33	11	0	0	0	14	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>14</b>	<b>33</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>51</b>	<b>28</b>	<b>129</b>	<b>29</b>
SANTO DOMINGO	AIR 2000	C	2	0	0	0	0	0	100	0	0	83	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	13	19	25	31	6	6	86	22	60	9
<b>TOTAL SANTO DOMINGO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>17</b>	<b>22</b>	<b>39</b>	<b>6</b>	<b>6</b>	<b>86</b>	<b>22</b>	<b>60</b>	<b>9</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>28</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>67</b>	<b>31</b>	<b>105</b>	<b>42</b>
<b>EGYPT</b>															
CAIRO	EGYPT AIR	C	2	0	0	0	50	50	0	0	0	30	0	0	0
<b>TOTAL CAIRO</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>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUXOR	BRITANNIA AIRWAYS	C	10	0	0	30	20	30	20	0	0	37	63	28	8
	CALEDONIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	12	0	0	0
<b>TOTAL LUXOR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>28</b>	<b>8</b>
<b>TOTAL EGYPT</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>26</b>	<b>63</b>	<b>28</b>	<b>8</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	104	0	0	84	9	6	2	0	0	6	50	24	60
<b>TOTAL HELSINKI</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>24</b>	<b>60</b>
<b>TOTAL FINLAND</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>24</b>	<b>60</b>
<b>FRANCE</b>															
BASTIA	EUROPEAN AIR CHARTER	C	8	0	0	0	25	25	25	25	0	89	38	21	8
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>89</b>	<b>38</b>	<b>21</b>	<b>8</b>
NICE	EUROPEAN AIR CHARTER	C	8	0	0	13	13	0	25	38	13	191	0	0	0
<b>TOTAL NICE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>191</b>	<b>38</b>	<b>29</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	298	0	2	55	21	17	6	0	0	19	65	13	152
	AIR TRANSAT	C	2	0	0	0	50	0	50	0	0	47	0	0	0
	BRITISH AIRWAYS PLC	S	314	0	2	54	13	23	10	0	0	23	60	17	267
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>614</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>17</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>16</b>	<b>419</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	17	0	1	53	29	6	0	12	0	47	67	40	18
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>47</b>	<b>67</b>	<b>40</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FRANCE</b>			<b>647</b>	<b>0</b>	<b>5</b>	<b>53</b>	<b>17</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>18</b>	<b>473</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	73	19	8	0	0	0	10	67	18	92
<b>TOTAL BERLIN (TEGEL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>18</b>	<b>92</b>
DUSSELDORF	BMI BRITISH MIDLAND	S	154	0	2	73	13	8	5	0	0	10	0	0	0
	BRITISH AIRWAYS PLC	S	156	0	0	81	9	6	4	0	0	6	61	17	164
<b>TOTAL DUSSELDORF</b>			<b>310</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>17</b>	<b>258</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	197	0	0	73	15	7	5	0	0	8	63	16	170
	LUFTHANSA	S	180	0	0	79	13	6	2	0	0	8	93	1	176
<b>TOTAL FRANKFURT MAIN</b>			<b>377</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>346</b>
HAMBURG	LUFTHANSA CITY LINE	S	104	0	0	81	9	7	4	0	0	6	81	4	100
<b>TOTAL HAMBURG</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>4</b>	<b>100</b>
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	77	15	8	0	0	0	7	75	9	60
<b>TOTAL HANOVER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>9</b>	<b>60</b>
MUNICH	LUFTHANSA	S	172	0	1	39	28	23	10	1	0	27	0	0	0
<b>TOTAL MUNICH</b>			<b>172</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>28</b>	<b>23</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>17</b>	<b>166</b>
STUTTART	LUFTHANSA CITY LINE	S	44	0	0	77	20	2	0	0	0	7	68	9	44
<b>TOTAL STUTTART</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>9</b>	<b>44</b>
<b>TOTAL GERMANY</b>			<b>1119</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>12</b>	<b>1066</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	13	38	50	0	0	0	29	75	17	8
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>17</b>	<b>8</b>
<b>TOTAL GIBRALTAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>17</b>	<b>8</b>
<b>GREECE</b>															
ATHENS	CALEDONIAN AIRWAYS	C	8	0	0	25	63	0	13	0	0	25	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	1	43	29	14	0	14	0	61	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	13	13	25	0	0	30	63	34	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	13	13	0	0	14	0	0	0
<b>TOTAL ATHENS</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>32</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>63</b>	<b>19</b>	<b>24</b>
CHANIA	AIR 2000	C	10	0	0	40	10	20	30	0	0	45	40	79	10
	CALEDONIAN AIRWAYS	C	10	0	0	70	20	0	10	0	0	15	40	19	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	13	0	0	0
<b>TOTAL CHANIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>40</b>	<b>49</b>	<b>20</b>
<b>CORFU</b>															
	AIR 2000	C	50	0	0	30	22	14	26	4	4	69	71	45	28
	BRITANNIA AIRWAYS	C	26	0	0	31	19	38	12	0	0	35	60	75	42
	CALEDONIAN AIRWAYS	C	24	0	0	54	17	13	4	13	0	44	73	16	26
	EXCEL AIRWAYS LTD	C	8	0	0	25	13	13	25	0	25	129	0	0	0
	MONARCH AIRLINES	C	17	0	0	24	12	47	18	0	0	39	35	24	20
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	25	25	50	0	159	28	107	18
	THOMAS COOK AIRLINES LTD	C	34	0	0	35	24	29	6	6	0	34	70	29	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	0	44	22	33	0	0	0	18	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CORFU</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>25</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>55</b>	<b>53</b>	<b>56</b>	<b>182</b>
<b>HERAKLION</b>	AIR 2000	C	28	0	0	57	18	18	0	7	0	31	61	18	18
	BRITANNIA AIRWAYS	C	17	0	0	29	18	35	18	0	0	34	33	58	18
	CALEDONIAN AIRWAYS	C	18	0	0	50	11	28	11	0	0	31	43	34	35
	MONARCH AIRLINES	C	10	0	0	10	20	20	50	0	0	55	60	116	10
	MY TRAVEL AIRWAYS UK	C	20	0	0	15	35	20	20	0	10	74	44	37	9
	THOMAS COOK AIRLINES LTD	C	30	0	0	67	3	27	3	0	0	14	70	11	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	1	0	0	0
<b>TOTAL HERAKLION</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>17</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>48</b>	<b>41</b>	<b>117</b>
<b>KALAMATA</b>	CALEDONIAN AIRWAYS	C	8	0	0	25	13	38	25	0	0	38	75	17	8
<b>TOTAL KALAMATA</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>38</b>	<b>75</b>	<b>17</b>	<b>8</b>
<b>KAVALLA</b>	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	20	40	20	10
	CALEDONIAN AIRWAYS	C	10	0	0	40	20	10	30	0	0	41	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	0	10	50	0	0	46	0	0	0
<b>TOTAL KAVALLA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>11</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>33</b>	<b>21</b>	<b>18</b>
<b>KEFALLINIA</b>	AIR 2000	C	8	0	0	63	0	0	38	0	0	46	75	8	8
	AIR FOYLE PASSENGER AIRLINES	C	8	0	2	0	0	63	25	0	13	147	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	17	88	5	8
	EXCEL AIRWAYS LTD	C	12	0	0	58	17	8	8	0	8	72	63	14	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	5	60	32	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	15	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>57</b>	<b>38</b>	<b>42</b>
<b>KOS</b>	AIR 2000	C	10	0	0	50	10	0	40	0	0	44	63	13	8
	BRITANNIA AIRWAYS	C	16	0	0	44	19	25	13	0	0	27	50	47	16
	CALEDONIAN AIRWAYS	C	18	0	0	28	11	28	33	0	0	46	0	79	16
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	6	6	13	0	0	19	31	36	16
	THOMAS COOK AIRLINES LTD	C	21	0	1	52	24	5	19	0	0	30	88	-8	8
<b>TOTAL KOS</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>15</b>	<b>14</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>38</b>	<b>72</b>
<b>MIKONOS</b>	CALEDONIAN AIRWAYS	C	8	0	0	63	38	0	0	0	0	8	0	0	0
<b>TOTAL MIKONOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MITILINI</b>	AIR 2000	C	8	0	0	13	13	0	50	25	0	123	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	1	67	0	0	33	0	0	32	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	38	25	0	0	33	0	0	0
<b>TOTAL MITILINI</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>11</b>	<b>16</b>	<b>37</b>	<b>11</b>	<b>0</b>	<b>71</b>	<b>44</b>	<b>26</b>	<b>16</b>
<b>PREVEZA</b>	AIR 2000	C	18	0	0	72	11	17	0	0	0	9	25	46	8
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	10	38	46	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	5	0	0	0
<b>TOTAL PREVEZA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>31</b>	<b>72</b>	<b>32</b>
<b>RHODES</b>	AIR 2000	C	35	0	0	57	3	9	26	6	0	40	58	24	24
	AIR FOYLE PASSENGER AIRLINES	C	10	0	0	10	10	80	0	0	0	43	0	0	0
	BRITANNIA AIRWAYS	C	35	0	0	51	3	17	29	0	0	34	42	37	36
	CALEDONIAN AIRWAYS	C	8	0	0	0	0	25	75	0	0	94	25	66	16
	MONARCH AIRLINES	C	13	0	0	31	46	23	0	0	0	16	33	43	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	33	22	22	0	0	35	88	5	8

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				Actual (7)	Plan (8)										
RHODES	THOMAS COOK AIRLINES LTD	C	28	0	0	32	18	21	21	7	0	46	88	-8	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL RHODES</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>12</b>	<b>21</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>51</b>	<b>31</b>	<b>117</b>
SALONIKA	AIR 2000	C	16	0	0	13	13	13	25	38	0	136	0	206	8
	BRITANNIA AIRWAYS	C	16	0	0	31	13	31	25	0	0	41	33	46	18
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	0	0	33	44	0	178	75	15	8
<b>TOTAL SALONIKA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>10</b>	<b>17</b>	<b>27</b>	<b>24</b>	<b>0</b>	<b>108</b>	<b>35</b>	<b>76</b>	<b>34</b>
SAMOS	BRITANNIA AIRWAYS	C	7	0	1	71	29	0	0	0	0	8	75	8	8
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	48	0	0	0
<b>TOTAL SAMOS</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>8</b>	<b>8</b>
SKIATHOS	AIR 2000	C	28	0	0	46	14	7	25	7	0	57	0	0	0
	CALEDONIAN AIRWAYS	C	16	0	0	38	19	38	6	0	0	25	39	61	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	39	17	33	11	0	0	27	0	0	0
<b>TOTAL SKIATHOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>23</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>46</b>	<b>40</b>	<b>52</b>
THIRA (SANTORINI)	CALEDONIAN AIRWAYS	C	10	0	0	30	20	40	0	0	10	123	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	AIR 2000	C	18	0	0	67	11	6	17	0	0	15	50	53	18
	BRITANNIA AIRWAYS	C	16	0	0	25	38	13	13	13	0	59	33	48	18
	CALEDONIAN AIRWAYS	C	16	0	0	50	13	13	25	0	0	33	75	15	16
	MONARCH AIRLINES	C	24	0	0	79	8	13	0	0	0	3	56	7	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	22	11	0	11	0	33	25	55	8
	THOMAS COOK AIRLINES LTD	C	48	0	0	56	13	10	19	2	0	27	94	-3	17
<b>TOTAL ZAKINTHOS</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>26</b>	<b>117</b>
<b>TOTAL GREECE</b>			<b>1008</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>16</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>50</b>	<b>41</b>	<b>859</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	32	0	28	59	28	9	3	0	0	12	60	14	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>32</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>28</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>14</b>	<b>60</b>
<b>TOTAL HONG KONG</b>			<b>32</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>28</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>14</b>	<b>60</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	44	0	0	64	14	5	18	0	0	23	66	18	44
<b>TOTAL CONNAUGHT</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>18</b>	<b>44</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	140	0	6	79	14	6	1	0	0	8	78	9	147
<b>TOTAL CORK</b>			<b>140</b>	<b>0</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>78</b>	<b>9</b>	<b>147</b>
DUBLIN	AER LINGUS	S	344	0	0	91	4	3	2	0	0	2	86	7	336
	LUXAIR	S	44	0	0	93	2	5	0	0	0	3	0	0	0
	RYANAIR	S	122	0	0	84	6	7	3	0	0	7	92	0	300
<b>TOTAL DUBLIN</b>			<b>510</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>636</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	104	0	0	77	13	6	5	0	0	12	80	13	99
<b>TOTAL SHANNON</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>99</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	8	0	0	75	0	13	0	13	0	33	100	-4	8

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 WATERFORD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>-4</b>	<b>8</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>806</b>	<b>1</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>5</b>	<b>993</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	16	0	0	75	19	6	0	0	0	6	83	7	18
<b>TOTAL TEL AVIV</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>89</b>	<b>28</b>
<b>ITALY</b>															
CATANIA (FONTANAROSSA)	CALEDONIAN AIRWAYS	C	8	0	0	50	25	0	13	13	0	50	25	46	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>46</b>	<b>8</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	153	0	3	47	20	19	12	3	0	33	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	75	0	0	25	0	0	28	63	18	8
	EUROPEAN AIR CHARTER	C	10	0	0	0	0	10	70	20	0	104	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>171</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>18</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>56</b>	<b>35</b>	<b>16</b>
NAPLES	AIR 2000	C	7	0	1	0	14	43	43	0	0	55	13	38	8
	BRITANNIA AIRWAYS	C	16	0	0	44	31	6	6	13	0	44	28	65	18
	EXCEL AIRWAYS LTD	C	7	0	1	43	43	0	0	14	0	39	50	16	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	25	31	0	0	0	23	50	66	8
<b>TOTAL NAPLES</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>28</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>37</b>	<b>33</b>	<b>51</b>	<b>42</b>
PISA	EUROPEAN AIR CHARTER	C	24	0	0	8	8	25	42	17	0	101	21	41	24
	MONARCH AIRLINES	C	8	0	0	0	63	13	25	0	0	57	13	62	8
<b>TOTAL PISA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>22</b>	<b>22</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>90</b>	<b>17</b>	<b>45</b>	<b>36</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	10	0	0	0	10	10	60	0	20	213	40	29	10
<b>TOTAL RIMINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>213</b>	<b>40</b>	<b>29</b>	<b>10</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	52	0	0	33	29	27	10	2	0	34	24	35	33
<b>TOTAL ROME (FIUMICINO)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>29</b>	<b>27</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>24</b>	<b>35</b>	<b>33</b>
VENICE	BRITANNIA AIRWAYS	C	8	0	0	0	25	25	50	0	0	69	13	44	8
	MONARCH AIRLINES	C	8	0	0	25	38	25	13	0	0	35	0	106	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	31	0	31	25	13	0	62	0	0	0
<b>TOTAL VENICE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>16</b>	<b>28</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>62</b>	<b>32</b>
VERONA	BRITISH AIRWAYS PLC	C	16	0	0	6	31	13	50	0	0	56	50	16	8
	EUROPEAN AIR CHARTER	C	10	0	0	20	40	10	20	10	0	57	38	63	8
	MONARCH AIRLINES	C	18	0	0	28	33	17	22	0	0	36	31	41	16
<b>TOTAL VERONA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>36</b>	<b>13</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>35</b>	<b>37</b>	<b>48</b>
<b>TOTAL ITALY</b>			<b>396</b>	<b>0</b>	<b>5</b>	<b>34</b>	<b>22</b>	<b>19</b>	<b>20</b>	<b>5</b>	<b>1</b>	<b>48</b>	<b>40</b>	<b>36</b>	<b>345</b>
<b>JAMAICA</b>															
MONTEGO BAY	MONARCH AIRLINES	C	9	0	0	11	11	11	67	0	0	70	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	38	38	25	0	134	44	54	9
<b>TOTAL MONTEGO BAY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>24</b>	<b>53</b>	<b>12</b>	<b>0</b>	<b>100</b>	<b>44</b>	<b>54</b>	<b>9</b>
<b>TOTAL JAMAICA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>24</b>	<b>53</b>	<b>12</b>	<b>0</b>	<b>100</b>	<b>44</b>	<b>54</b>	<b>9</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>JORDAN</b>															
AMMAN	ROYAL JORDANIAN	C	2	0	1	0	0	100	0	0	0	50	0	0	0
TOTAL AMMAN			2	0	1	0	0	100	0	0	0	50	0	0	0
TOTAL JORDAN			2	0	1	0	0	100	0	0	0	50	0	0	0
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	25	0	0	22	0	0	0
	MONARCH AIRLINES	C	9	0	0	89	0	0	11	0	0	-5	11	46	9
TOTAL MOMBASA			17	0	0	71	6	6	18	0	0	7	11	46	9
TOTAL KENYA			17	0	0	71	6	6	18	0	0	7	11	46	9
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	44	0	0	75	18	7	0	0	0	7	75	11	44
TOTAL LUXEMBOURG			44	0	0	75	18	7	0	0	0	7	75	11	44
TOTAL LUXEMBOURG			44	0	0	75	18	7	0	0	0	7	75	11	44
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	26	0	0	65	15	19	0	0	0	11	0	0	0
TOTAL KUALA LUMPUR (SEPANG)			26	0	0	65	15	19	0	0	0	11	0	0	0
TOTAL MALAYSIA			26	0	0	65	15	19	0	0	0	11	0	0	0
<b>MALTA</b>															
MALTA	AIR 2000	C	9	1	0	67	33	0	0	0	0	10	50	30	18
	AIR MALTA	S	30	0	0	37	27	27	10	0	0	24	54	13	28
	AIR MALTA	C	24	0	2	54	8	8	21	8	0	39	71	6	28
	BRITANNIA AIRWAYS	C	18	0	0	56	22	11	11	0	0	20	33	65	18
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	13	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	13	88	-2	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	20	70	0	0	0	35	30	34	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	6	19	13	0	0	14	100	-9	16
TOTAL MALTA			123	1	2	50	18	20	11	2	0	23	60	19	126
TOTAL MALTA			123	1	2	50	18	20	11	2	0	23	60	19	126
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	8	0	0	75	25	0	0	0	0	5	50	155	10
TOTAL MAURITIUS			8	0	0	75	25	0	0	0	0	5	50	155	10
TOTAL MAURITIUS			8	0	0	75	25	0	0	0	0	5	50	155	10
<b>MEXICO</b>															
CANCUN	AIR 2000	C	8	0	0	63	13	0	0	25	0	60	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	11	11	56	0	22	0	93	20	34	10
	MY TRAVEL AIRWAYS UK	C	12	0	0	33	8	42	17	0	0	43	11	55	9
TOTAL CANCUN			29	0	0	34	10	34	7	14	0	63	29	41	28
Puerto Vallarta	AIR 2000	C	10	0	0	30	30	10	20	10	0	40	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	11	22	11	56	0	0	55	100	-6	3

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				Actual (7)	Plan (8)										
TOTAL PUERTO VALLARTA			19	0	0	21	26	11	37	5	0	47	60	8	5
TOTAL MEXICO			48	0	0	29	17	25	19	10	0	57	33	36	33
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	242	1	8	69	10	13	8	0	0	16	39	32	196
	KLM UK LTD	S	390	0	6	79	10	7	3	0	0	7	51	27	388
TOTAL AMSTERDAM			632	1	14	75	10	9	5	0	0	10	47	29	584
EINDHOVEN	B A S E BUSINESS AIRLINES	S	80	0	8	69	24	8	0	0	0	8	59	17	76
TOTAL EINDHOVEN			80	0	8	69	24	8	0	0	0	8	59	17	76
ROTTERDAM	VLM (BELGIUM)	S	138	1	2	93	4	4	0	0	0	0	0	0	0
TOTAL ROTTERDAM			138	1	2	93	4	4	0	0	0	0	0	0	0
TOTAL NETHERLANDS			850	2	24	77	10	8	4	0	0	8	48	27	660
NORWAY															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	104	0	0	48	23	22	7	0	0	22	0	0	0
	SAS	S	52	0	0	71	13	15	0	0	0	12	0	0	0
TOTAL OSLO (GARDERMOEN)			156	0	0	56	20	20	4	0	0	19	50	23	4
TOTAL NORWAY			156	0	0	56	20	20	4	0	0	19	83	7	48
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	25	0	0	64	20	4	12	0	0	15	58	25	26
	PAKISTAN INTL AIRLINES	S	2	0	0	50	50	0	0	0	0	0	69	19	16
TOTAL ISLAMABAD			27	0	0	63	22	4	11	0	0	14	62	23	42
KARACHI	PAKISTAN INTL AIRLINES	S	27	0	4	48	15	19	15	4	0	37	0	26	1
TOTAL KARACHI			27	0	4	48	15	19	15	4	0	37	0	26	1
LAHORE	PAKISTAN INTL AIRLINES	S	7	0	4	29	43	14	14	0	0	30	11	83	9
TOTAL LAHORE			7	0	4	29	43	14	14	0	0	30	11	83	9
TOTAL PAKISTAN			61	0	8	52	21	11	13	2	0	26	52	33	52
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	52	0	0	33	38	21	8	0	0	25	69	13	26
TOTAL WARSAW			52	0	0	33	38	21	8	0	0	25	60	21	52
TOTAL POLAND			52	0	0	33	38	21	8	0	0	25	60	21	52
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	48	0	0	56	8	21	10	0	4	34	43	44	40
	BRITANNIA AIRWAYS	C	16	0	0	44	19	13	13	13	0	53	40	97	25
	BRITISH AIRWAYS PLC	C	8	0	0	63	13	13	13	0	0	20	0	0	0
	CALEDONIAN AIRWAYS	C	24	0	0	13	21	33	29	4	0	59	25	91	24
	MONARCH AIRLINES	C	40	0	0	55	38	5	3	0	0	15	46	24	48
	MY TRAVEL AIRWAYS UK	C	16	0	0	44	6	19	31	0	0	41	100	-2	18
	PORTUGALIA	S	8	0	0	13	38	38	13	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	48	0	0	52	8	10	21	6	2	65	83	9	24
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	-3	0	0	0



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FARO			216	0	0	49	17	16	15	3	1	40	54	40	195
LISBON	PORTUGALIA	S	50	0	0	92	8	0	0	0	0	0	92	3	50
TOTAL LISBON			50	0	0	92	8	0	0	0	0	0	92	21	58
OPORTO	PORTUGALIA	S	2	0	0	100	0	0	0	0	0	-2	100	-5	2
TOTAL OPORTO			2	0	0	100	0	0	0	0	0	-2	100	-5	2
TOTAL PORTUGAL(EXCLUDING MADEIRA)			268	0	0	57	15	13	12	2	1	32	61	35	255
PORTUGAL(MADEIRA)															
FUNCHAL	CALEDONIAN AIRWAYS	C	8	0	0	75	0	0	25	0	0	13	80	46	10
	MONARCH AIRLINES	C	18	0	0	67	22	0	6	6	0	26	100	-5	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-5	0	0	0
TOTAL FUNCHAL			34	0	0	76	12	0	9	3	0	16	78	40	40
TOTAL PORTUGAL(MADEIRA)			34	0	0	76	12	0	9	3	0	16	78	40	40
SAINT KITTS AND NEVIS															
ST KITTS	AIR 2000	C	3	0	0	0	0	33	67	0	0	98	0	0	0
TOTAL ST KITTS			3	0	0	0	0	33	67	0	0	98	0	0	0
TOTAL SAINT KITTS AND NEVIS			3	0	0	0	0	33	67	0	0	98	0	0	0
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	50	0	0	38	16	30	16	0	0	29	45	28	44
TOTAL SINGAPORE			50	0	0	38	16	30	16	0	0	29	45	28	44
TOTAL SINGAPORE			50	0	0	38	16	30	16	0	0	29	45	28	44
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	10	0	0	10	20	0	70	0	0	74	63	14	8
TOTAL LJUBLJANA			10	0	0	10	20	0	70	0	0	74	63	14	8
TOTAL SLOVENIA			10	0	0	10	20	0	70	0	0	74	63	14	8
SPAIN															
ALICANTE	AIR 2000	C	54	0	0	65	11	11	13	0	0	21	62	20	34
	AIR FOYLE PASSENGER AIRLINES	C	16	0	0	13	38	25	25	0	0	42	6	77	16
	BRITANNIA AIRWAYS	C	34	0	0	56	21	15	9	0	0	21	52	38	60
	CALEDONIAN AIRWAYS	C	10	0	0	70	10	10	10	0	0	14	100	-6	8
	MONARCH AIRLINES	C	46	0	0	41	30	15	13	0	0	26	34	34	32
	MY TRAVEL AIRWAYS UK	C	37	2	0	30	32	27	11	0	0	30	71	27	45
	THOMAS COOK AIRLINES LTD	C	44	0	0	70	9	11	9	0	0	15	79	26	34
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL ALICANTE			249	2	0	53	20	15	12	0	0	23	56	35	269
ALMERIA	BRITANNIA AIRWAYS	C	16	0	0	13	50	13	25	0	0	36	31	95	16
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	-1	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	29	12	35	24	0	0	37	0	0	0
TOTAL ALMERIA			41	0	0	34	27	20	20	0	0	29	50	55	32
BARCELONA	BRITISH AIRWAYS PLC	C	8	0	0	38	25	38	0	0	0	27	0	0	0
	IBERIA	S	60	0	0	50	20	22	8	0	0	21	57	17	60

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BARCELONA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>17</b>	<b>60</b>
<b>GERONA</b>	AIR 2000	C	16	0	0	69	0	31	0	0	0	12	53	34	15
	BRITANNIA AIRWAYS	C	18	0	0	39	6	33	22	0	0	38	42	37	26
	CALEDONIAN AIRWAYS	C	8	0	0	63	38	0	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	75	0	0	78	13	37	8
	THOMAS COOK AIRLINES LTD	C	24	0	0	71	13	0	17	0	0	11	88	-4	16
<b>TOTAL GERONA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>9</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>52</b>	<b>26</b>	<b>65</b>
<b>IBIZA</b>	AIR 2000	C	45	0	0	51	13	18	9	7	2	52	75	12	16
	BRITANNIA AIRWAYS	C	50	0	0	54	18	10	18	0	0	27	37	110	84
	BRITISH AIRWAYS PLC	C	6	0	0	33	33	33	0	0	0	24	50	37	8
	CALEDONIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	4	82	18	17
	EXCEL AIRWAYS LTD	C	7	1	0	86	0	14	0	0	0	-4	50	27	6
	MONARCH AIRLINES	C	29	0	0	62	17	17	3	0	0	13	62	33	26
	MY TRAVEL AIRWAYS UK	C	37	0	0	46	11	8	27	8	0	60	58	45	43
	SPANAIR	C	11	0	0	27	9	18	18	9	18	136	0	0	0
	THOMAS COOK AIRLINES LTD	C	69	0	1	26	19	23	23	9	0	68	94	-5	32
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	10	0	0	0
<b>TOTAL IBIZA</b>			<b>272</b>	<b>1</b>	<b>1</b>	<b>46</b>	<b>16</b>	<b>17</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>47</b>	<b>59</b>	<b>51</b>	<b>264</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	104	0	0	64	15	16	4	0	0	15	59	17	104
<b>TOTAL MADRID</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>19</b>	<b>163</b>
<b>MAHON</b>	AIR 2000	C	40	0	0	43	18	13	13	13	3	73	67	27	18
	BRITANNIA AIRWAYS	C	34	0	0	35	18	24	24	0	0	42	28	103	50
	CALEDONIAN AIRWAYS	C	16	0	0	50	31	6	13	0	0	16	88	-1	16
	MONARCH AIRLINES	C	24	0	0	67	8	21	4	0	0	15	50	28	16
	MY TRAVEL AIRWAYS UK	C	24	0	0	54	17	8	4	8	8	84	77	12	31
	SPANAIR	C	8	0	0	50	0	25	13	13	0	75	0	0	0
	THOMAS COOK AIRLINES LTD	C	40	0	0	75	5	13	5	0	3	19	72	7	18
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	0	81	19	0	0	0	0	5	0	0	0
<b>TOTAL MAHON</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>41</b>	<b>59</b>	<b>39</b>	<b>199</b>
<b>MALAGA</b>	AIR 2000	C	44	1	0	52	14	14	20	0	0	25	41	30	32
	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	0	0	0	100	0	0	156	0	0	0
	BMI BRITISH MIDLAND	C	4	0	0	100	0	0	0	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	25	13	38	25	0	0	40	55	24	33
	BRITISH AIRWAYS PLC	C	24	0	0	38	17	29	13	0	4	46	0	0	0
	CALEDONIAN AIRWAYS	C	42	0	0	62	19	7	10	2	0	21	44	60	18
	EXCEL AIRWAYS LTD	C	10	1	0	70	10	0	0	20	0	50	0	0	0
	MONARCH AIRLINES	C	42	0	0	43	26	14	17	0	0	25	43	36	42
	MY TRAVEL AIRWAYS UK	C	24	0	0	50	17	17	8	8	0	39	47	25	17
	THOMAS COOK AIRLINES LTD	C	40	0	0	70	10	8	13	0	0	14	79	4	24
	TRANSAER	C	8	0	0	50	25	0	25	0	0	36	53	20	34
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	50	30	20	0	0	0	16	0	0	0
<b>TOTAL MALAGA</b>			<b>258</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>26</b>	<b>250</b>
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS PLC	C	8	0	0	13	50	38	0	0	0	28	75	0	8
<b>TOTAL MURCIA SAN JAVIER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>0</b>	<b>8</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	54	0	0	48	17	19	7	9	0	37	43	52	44
	AIR EUROPA	C	16	0	0	13	13	6	44	25	0	124	38	35	34

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	107	0	0	53	15	16	12	2	2	37	38	78	138
	BRITISH AIRWAYS PLC	C	23	2	1	0	30	22	39	4	4	117	38	33	8
	CALEDONIAN AIRWAYS	C	14	0	0	14	21	14	50	0	0	65	13	99	8
	IBERWORLD	C	8	0	0	25	0	13	63	0	0	65	0	0	0
	MONARCH AIRLINES	C	52	0	1	52	12	13	19	4	0	32	61	24	44
	MY TRAVEL AIRWAYS UK	C	80	0	0	54	10	9	16	11	0	48	47	52	109
	SPANAIR	C	33	0	0	6	15	12	48	18	0	96	25	87	32
	THOMAS COOK AIRLINES LTD	C	128	1	0	52	18	19	9	3	0	27	75	10	44
	VIRGIN ATLANTIC AIRWAYS LTD	C	18	0	0	44	11	44	0	0	0	21	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>534</b>	<b>3</b>	<b>2</b>	<b>44</b>	<b>15</b>	<b>16</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>46</b>	<b>47</b>	<b>53</b>	<b>560</b>
REUS	AIR 2000	C	21	0	1	76	19	5	0	0	0	-6	65	54	20
	BRITANNIA AIRWAYS	C	18	0	0	50	22	11	17	0	0	24	51	30	37
	EXCEL AIRWAYS LTD	C	10	0	0	50	30	0	0	20	0	62	0	0	0
	MY TRAVEL AIRWAYS UK	C	24	0	0	58	4	0	21	8	8	98	63	23	16
	THOMAS COOK AIRLINES LTD	C	28	0	0	36	18	7	36	4	0	43	88	-3	8
<b>TOTAL REUS</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>17</b>	<b>5</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>44</b>	<b>59</b>	<b>29</b>	<b>116</b>
<b>TOTAL SPAIN</b>			<b>1912</b>	<b>8</b>	<b>4</b>	<b>50</b>	<b>17</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>54</b>	<b>39</b>	<b>1986</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	24	0	0	58	4	13	25	0	0	34	73	26	26
	BRITANNIA AIRWAYS	C	18	0	0	56	11	11	22	0	0	23	25	59	16
	CALEDONIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	5	50	39	8
	MONARCH AIRLINES	C	16	0	0	44	25	19	6	6	0	39	75	5	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	17	75	4	8
	THOMAS COOK AIRLINES LTD	C	24	0	0	58	13	13	17	0	0	28	88	2	16
<b>TOTAL ARRECIFE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>29</b>	<b>105</b>
FUERTEVENTURA	AIR 2000	C	9	0	0	78	11	0	11	0	0	-1	88	10	8
	BRITANNIA AIRWAYS	C	10	0	0	70	30	0	0	0	0	10	20	37	10
	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	0	35	75	6	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	56	17	28	0	0	0	18	38	31	24
	THOMAS COOK AIRLINES LTD	C	19	0	0	63	0	26	11	0	0	22	100	5	8
<b>TOTAL FUERTEVENTURA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>20</b>	<b>66</b>
LAS PALMAS	AIR 2000	C	8	0	0	63	13	25	0	0	0	6	57	58	28
	BRITANNIA AIRWAYS	C	33	0	0	30	15	39	15	0	0	33	36	58	36
	CALEDONIAN AIRWAYS	C	9	0	0	100	0	0	0	0	0	-1	30	50	10
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	33	0	0	33	12	24	24	6	0	46	54	40	24
	THOMAS COOK AIRLINES LTD	C	73	0	0	55	14	11	18	0	3	33	67	25	46
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	12	0	0	0
	<b>TOTAL LAS PALMAS</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>20</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>54</b>	<b>42</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	42	0	0	71	19	7	2	0	0	4	79	22	33
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	75	0	13	13	0	0	15	50	24	8
	BRITANNIA AIRWAYS	C	16	0	0	50	0	38	13	0	0	29	50	43	42
	CALEDONIAN AIRWAYS	C	26	0	0	46	8	38	0	8	0	39	38	71	26
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	MONARCH AIRLINES	C	60	0	0	77	15	8	0	0	0	4	63	27	51
	MY TRAVEL AIRWAYS UK	C	20	0	0	50	15	25	0	10	0	37	42	37	19

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	SPANAIR	C	9	0	1	11	44	22	0	22	0	70	50	11	8
	THOMAS COOK AIRLINES LTD	C	50	0	0	80	0	6	10	4	0	16	91	0	34
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	0	69	13	19	0	0	0	10	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>249</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>11</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>29</b>	<b>229</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>585</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>12</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>32</b>	<b>572</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	4	0	0	25	0	0	25	50	0	164	25	22	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>164</b>	<b>25</b>	<b>22</b>	<b>4</b>
<b>TOTAL ST LUCIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>164</b>	<b>25</b>	<b>22</b>	<b>4</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	50	0	0	90	8	2	0	0	0	1	90	3	52
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>50</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>1</b>	<b>90</b>	<b>3</b>	<b>52</b>
<b>TOTAL SWEDEN</b>			<b>50</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>1</b>	<b>89</b>	<b>4</b>	<b>54</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	101	0	0	27	36	29	9	0	0	30	18	32	51
<b>TOTAL BASLE MULHOUSE</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>36</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>18</b>	<b>32</b>	<b>51</b>
GENEVA	BRITISH AIRWAYS PLC	S	104	0	0	55	23	21	1	0	0	16	75	10	106
<b>TOTAL GENEVA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>12</b>	<b>188</b>
ZURICH	SWISS AIRLINES	S	51	0	0	37	39	16	8	0	0	24	51	17	51
	SWISSAIR	S	180	0	0	62	20	12	5	0	1	18	80	8	120
<b>TOTAL ZURICH</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>11</b>	<b>171</b>
<b>TOTAL SWITZERLAND</b>			<b>436</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>27</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>14</b>	<b>410</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	9	0	0	78	0	22	0	0	0	3	20	71	5
<b>TOTAL PHUKET</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>3</b>	<b>20</b>	<b>71</b>	<b>5</b>
<b>TOTAL THAILAND</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>3</b>	<b>20</b>	<b>71</b>	<b>5</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	1	25	0	0	75	0	0	105	100	1	8
	MONARCH AIRLINES	C	8	0	0	25	25	38	13	0	0	41	13	65	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	38	8	15	23	12	4	79	63	5	24
<b>TOTAL MONASTIR</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>10</b>	<b>17</b>	<b>31</b>	<b>7</b>	<b>2</b>	<b>77</b>	<b>60</b>	<b>16</b>	<b>40</b>
<b>TOTAL TUNISIA</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>10</b>	<b>17</b>	<b>31</b>	<b>7</b>	<b>2</b>	<b>77</b>	<b>60</b>	<b>16</b>	<b>40</b>
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS	C	20	0	0	70	25	5	0	0	0	8	40	86	10
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-4	0	134	9
	THOMAS COOK AIRLINES LTD	C	30	0	0	77	10	13	0	0	0	6	0	0	0
<b>TOTAL ANTALYA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>35</b>	<b>70</b>	<b>46</b>
BODRUM (MILAS)	AIR 2000	C	17	0	0	59	24	18	0	0	0	15	44	78	18
	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	13	0	0	25	40	154	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	CALEDONIAN AIRWAYS	C	8	0	0	50	13	13	25	0	0	37	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	22	11	11	17	0	63	18	41	28
	ONUR AIR	C	14	1	1	50	0	36	7	7	0	36	50	24	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	40	10	0	0	0	11	94	-4	18
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	0	25	50	25	0	0	38	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>83</b>	<b>1</b>	<b>9</b>	<b>45</b>	<b>19</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>42</b>	<b>130</b>
DALAMAN	AIR 2000	C	42	0	0	57	12	14	12	5	0	31	63	77	46
	BRITANNIA AIRWAYS	C	18	0	0	33	11	33	22	0	0	40	56	18	32
	MONARCH AIRLINES	C	17	0	0	71	12	6	12	0	0	11	44	55	18
	MY TRAVEL AIRWAYS UK	C	26	0	0	19	19	23	31	8	0	64	54	26	37
	ONUR AIR	C	20	1	1	40	20	20	20	0	0	35	35	26	20
	THOMAS COOK AIRLINES LTD	C	50	0	0	58	18	12	12	0	0	18	94	-7	18
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	6	0	0	0
<b>TOTAL DALAMAN</b>			<b>181</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>57</b>	<b>36</b>	<b>251</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	S	16	0	0	31	19	50	0	0	0	26	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	34	0	0	47	32	12	9	0	0	20	77	12	26
<b>TOTAL ISTANBUL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>28</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>22</b>	<b>46</b>
IZMIR (ADNAM MENDERES)	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	50	34	10
	ONUR AIR	C	9	0	0	67	33	0	0	0	0	11	50	22	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	47	12	24	18	0	0	26	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>35</b>	<b>55</b>
<b>TOTAL TURKEY</b>			<b>406</b>	<b>2</b>	<b>10</b>	<b>52</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>53</b>	<b>39</b>	<b>528</b>
<b>UKRAINE</b>															
IVANO-FRANKOVSK	UKRAINE INTERNATIONAL AIRLINE	C	2	0	0	100	0	0	0	0	0	-17	50	19	2
<b>TOTAL IVANO-FRANKOVSK</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>-17</b>	<b>50</b>	<b>19</b>	<b>2</b>
LVOV	UKRAINE INTERNATIONAL AIRLINE	C	2	0	0	100	0	0	0	0	0	-9	100	-3	4
<b>TOTAL LVOV</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>100</b>	<b>-3</b>	<b>4</b>
<b>TOTAL UKRAINE</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>-13</b>	<b>83</b>	<b>4</b>	<b>6</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	78	10	5	3	3	0	12	68	14	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	144	0	4	87	6	4	3	0	0	4	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	302	0	2	91	6	2	1	0	0	1	85	8	304
<b>TOTAL ABERDEEN</b>			<b>446</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>495</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	224	0	0	89	4	3	4	0	0	6	84	8	232
<b>TOTAL BELFAST CITY</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>232</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	208	0	0	88	6	5	1	0	0	3	77	12	208
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	6	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>12</b>	<b>208</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BRITANNIA AIRWAYS	C	4	0	2	75	0	25	0	0	0	7	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>4</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-3</b>	<b>1</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	95	2	0	2	0	0	0	88	9	8
	THOMAS COOK AIRLINES LTD	C	6	0	0	17	0	33	50	0	0	55	0	0	0
<b>TOTAL BRISTOL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>9</b>	<b>8</b>
EDINBURGH	BMI REGIONAL	S	130	0	2	77	15	8	0	0	0	6	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	146	0	3	91	3	4	1	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	114	2	2	74	18	6	2	0	0	10	88	5	242
<b>TOTAL EDINBURGH</b>			<b>390</b>	<b>2</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>5</b>	<b>242</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	386	0	0	90	7	2	1	0	0	2	79	9	326
	EUROPEAN AIR CHARTER	C	2	0	0	0	0	100	0	0	0	50	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	4	63	25	0	13	0	0	15	0	0	0
<b>TOTAL GATWICK</b>			<b>396</b>	<b>5</b>	<b>4</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>354</b>
GLASGOW	BMI REGIONAL	S	186	0	10	82	10	8	1	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	20	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	190	0	6	87	9	3	1	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	95	2	0	54	14	17	14	2	0	29	77	10	233
<b>TOTAL GLASGOW</b>			<b>477</b>	<b>3</b>	<b>16</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>374</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	42	4	4	79	7	12	2	0	0	9	77	15	71
	CITY FLYER EXPRESS	C	8	0	0	88	13	0	0	0	0	-3	81	-2	16
<b>TOTAL GUERNSEY</b>			<b>50</b>	<b>4</b>	<b>4</b>	<b>80</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>87</b>
HEATHROW	BMI BRITISH MIDLAND	S	444	1	19	82	11	5	2	0	0	8	85	4	457
	BRITISH AIRWAYS PLC	S	613	2	2	87	7	4	2	0	0	5	84	6	596
<b>TOTAL HEATHROW</b>			<b>1058</b>	<b>3</b>	<b>21</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>6</b>	<b>1054</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	171	0	1	91	3	4	1	1	1	6	76	13	172
<b>TOTAL ISLE OF MAN</b>			<b>171</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>76</b>	<b>13</b>	<b>172</b>
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	38	13	13	38	0	0	54	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	165	1	0	73	17	5	5	0	0	11	73	16	164
	BRITISH REGIONAL AIRLINES LTD	C	39	0	1	54	13	10	10	13	0	59	0	0	0
	CITY FLYER EXPRESS	C	16	0	0	44	13	31	13	0	0	28	0	0	0
<b>TOTAL JERSEY</b>			<b>228</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>20</b>	<b>220</b>
LONDON CITY	KLM UK LTD	S	138	0	2	97	2	1	0	0	0	-6	96	-3	184
<b>TOTAL LONDON CITY</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>96</b>	<b>-3</b>	<b>184</b>
LONDONDERRY	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	77	10	12	2	0	0	7	65	17	66
<b>TOTAL LONDONDERRY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>17</b>	<b>66</b>
NEWCASTLE	BRITANNIA AIRWAYS	C	7	0	1	57	14	29	0	0	0	16	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	SCOT AIRWAYS	S	88	0	0	80	8	6	7	0	0	10	95	0	88
<b>TOTAL NORWICH</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>0</b>	<b>88</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	136	0	4	74	18	4	4	0	0	9	73	13	132
<b>TOTAL SOUTHAMPTON</b>			<b>136</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>18</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>132</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	140	0	0	92	4	3	1	0	0	1	77	10	134
<b>TOTAL STANSTED</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>134</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4274</b>	<b>19</b>	<b>70</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>8</b>	<b>4183</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	60	0	0	52	18	13	8	8	0	43	77	18	60
<b>TOTAL ATLANTA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>43</b>	<b>77</b>	<b>18</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	63	8	8	15	5	0	30	55	28	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>8</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>55</b>	<b>28</b>	<b>60</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	60	0	0	53	20	15	10	2	0	27	0	0	0
<b>TOTAL DALLAS/FORT WORTH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAS VEGAS	MONARCH AIRLINES	C	10	0	0	0	0	0	90	0	10	204	33	54	9
<b>TOTAL LAS VEGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>204</b>	<b>33</b>	<b>54</b>	<b>9</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	57	1	1	60	18	14	7	2	0	20	57	32	60
	DELTA AIRLINES	S	57	1	1	77	12	9	2	0	0	4	77	8	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>114</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>20</b>	<b>120</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	58	2	2	64	14	12	10	0	0	14	45	38	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>58</b>	<b>2</b>	<b>2</b>	<b>64</b>	<b>14</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>38</b>	<b>60</b>
ORLANDO	BRITANNIA AIRWAYS	C	16	1	0	56	31	6	0	0	6	37	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	51	0	0	69	18	8	6	0	0	11	56	61	50
<b>TOTAL ORLANDO</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>56</b>	<b>61</b>	<b>50</b>
SANFORD	AIR 2000	C	28	0	1	39	18	11	18	7	7	77	0	0	0
	MONARCH AIRLINES	C	39	1	0	51	23	15	3	5	3	42	63	42	49
	MY TRAVEL AIRWAYS UK	C	35	0	4	43	9	3	26	17	3	89	36	66	36
<b>TOTAL SANFORD</b>			<b>102</b>	<b>1</b>	<b>5</b>	<b>45</b>	<b>17</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>68</b>	<b>45</b>	<b>47</b>	<b>142</b>
<b>TOTAL USA</b>			<b>531</b>	<b>6</b>	<b>9</b>	<b>58</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>34</b>	<b>56</b>	<b>35</b>	<b>505</b>
<b>TOTAL MANCHESTER</b>			<b>15659</b>	<b>47</b>	<b>235</b>	<b>65</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>22</b>	<b>15084</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	CALEDONIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	-9	100	-9	8
TOTAL SALZBURG			10	0	0	90	10	0	0	0	0	-9	100	-9	8
TOTAL AUSTRIA			10	0	0	90	10	0	0	0	0	-9	100	-9	8
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	210	0	6	56	25	13	5	1	0	20	72	12	216
TOTAL BRUSSELS			210	0	6	56	25	13	5	1	0	20	72	12	216
TOTAL BELGIUM			210	0	6	56	25	13	5	1	0	20	72	12	216
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	7	1	1	71	0	14	14	0	0	18	63	24	8
TOTAL BURGAS			7	1	1	71	0	14	14	0	0	18	63	24	8
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	4	100	-13	8
TOTAL VARNA			8	0	0	75	13	13	0	0	0	4	100	-13	8
TOTAL BULGARIA			15	1	1	73	7	13	7	0	0	10	81	6	16
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	12	0	0	50	8	33	8	0	0	23	25	42	12
TOTAL TORONTO			12	0	0	50	8	33	8	0	0	23	40	34	15
TOTAL CANADA			12	0	0	50	8	33	8	0	0	23	40	34	15
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	8	0	0	75	0	25	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	10	75	9	8
	EUROCYPRIA AIRLINES LTD	C	16	0	0	13	31	31	25	0	0	50	13	43	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	40	0	0	0	17	63	17	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	10	10	40	0	0	39	63	5	8
TOTAL LARNACA			52	0	0	42	15	27	15	0	0	29	53	18	32
PAPHOS	AIR 2000	C	10	0	0	50	20	0	30	0	0	25	63	33	8
	BRITANNIA AIRWAYS	C	10	0	0	40	40	20	0	0	0	19	50	16	8
TOTAL PAPHOS			20	0	0	45	30	10	15	0	0	22	56	24	16
TOTAL CYPRUS			72	0	0	43	19	22	15	0	0	27	54	20	48
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS CITIEXPRESS L	S	50	0	2	78	12	10	0	0	0	4	0	0	0
TOTAL COPENHAGEN			50	0	2	78	12	10	0	0	0	4	0	0	0
TOTAL DENMARK			50	0	9	78	12	10	0	0	0	4	100	8	1
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	GILL AIRWAYS	S	156	0	6	35	16	22	25	2	0	42	85	5	104
TOTAL PARIS (CHARLES DE GAULLE)			156	0	6	35	16	22	25	2	0	42	64	14	224
TOTAL FRANCE			156	0	6	35	16	22	25	2	0	42	64	14	224



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Reporting Airport: NEWCASTLE (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>GERMANY</b>															
DUSSELDORF	CITY FLYER EXPRESS	S	56	0	0	86	13	2	0	0	0	3	0	0	0
	GILL AIRWAYS	S	52	0	0	67	21	10	2	0	0	13	24	34	50
<b>TOTAL DUSSELDORF</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>24</b>	<b>34</b>	<b>50</b>
<b>TOTAL GERMANY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>30</b>	<b>31</b>	<b>54</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	C	8	0	0	13	25	38	13	13	0	71	0	0	0
<b>TOTAL ATHENS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORFU	AIR 2000	C	8	0	0	63	25	13	0	0	0	14	100	-23	8
	BRITANNIA AIRWAYS	C	8	0	0	38	0	38	25	0	0	57	50	49	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	13	38	13	0	84	60	66	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	22	0	0	11	0	27	50	30	10
<b>TOTAL CORFU</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>45</b>	<b>64</b>	<b>32</b>	<b>36</b>
HERAKLION	AIR 2000	C	10	0	0	40	20	30	10	0	0	24	67	13	9
	BRITANNIA AIRWAYS	C	8	0	0	13	0	50	38	0	0	52	0	145	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	20	10	40	0	0	47	56	18	9
	TRANSAER	C	18	0	0	11	22	33	33	0	0	56	25	29	8
<b>TOTAL HERAKLION</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>17</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>38</b>	<b>49</b>	<b>34</b>
KOS	AEGEAN AIRLINES	C	8	1	0	13	0	25	50	13	0	104	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	38	13	0	0	35	100	-14	8
<b>TOTAL KOS</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>31</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>69</b>	<b>100</b>	<b>-14</b>	<b>8</b>
RHODES	AEGEAN AIRLINES	C	7	0	1	14	14	29	29	14	0	78	0	0	0
	AIR 2000	C	9	0	0	100	0	0	0	0	0	-6	50	30	8
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	4	88	-7	8
	TRANSAER	C	10	0	0	70	10	0	20	0	0	35	0	0	0
<b>TOTAL RHODES</b>			<b>34</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>8</b>	<b>24</b>
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	19	50	119	10
<b>TOTAL SALONIKA</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>19</b>	<b>50</b>	<b>119</b>	<b>10</b>
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	17	30	29	10
	CALEDONIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	14	63	16	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	8	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>23</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>169</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>17</b>	<b>20</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>57</b>	<b>35</b>	<b>130</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	164	0	0	91	4	4	1	0	0	3	96	0	164
<b>TOTAL DUBLIN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>0</b>	<b>164</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>96</b>	<b>0</b>	<b>164</b>
<b>ITALY</b>															
VERONA	AIR 2000	C	10	0	0	40	10	20	10	0	20	94	0	0	0
<b>TOTAL VERONA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>94</b>	<b>0</b>	<b>95</b>	<b>8</b>

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
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				Actual (7)	Plan (8)										
TOTAL ITALY			10	0	0	40	10	20	10	0	20	94	0	95	8
MALTA															
MALTA	AIR MALTA	C	17	0	0	59	29	12	0	0	0	11	88	-3	8
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	15	63	21	8
TOTAL MALTA			25	0	0	60	24	16	0	0	0	12	73	17	26
TOTAL MALTA			25	0	0	60	24	16	0	0	0	12	73	17	26
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	287	1	5	83	9	4	5	0	0	9	37	43	221
TOTAL AMSTERDAM			289	1	5	82	9	4	4	0	0	9	37	43	221
TOTAL NETHERLANDS			289	1	5	82	9	4	4	0	0	9	37	43	221
NORWAY															
OSLO (GARDERMOEN)	BRAATHENS ASA	S	52	0	0	73	10	13	4	0	0	13	0	0	0
TOTAL OSLO (GARDERMOEN)			52	0	0	73	10	13	4	0	0	13	0	0	0
STAVANGER	BRAATHENS ASA	S	53	0	0	79	15	6	0	0	0	6	0	0	0
	EUROPEAN AIR CHARTER	C	7	0	0	43	43	0	0	14	0	40	0	0	0
TOTAL STAVANGER			60	0	0	75	18	5	0	2	0	10	0	0	0
TOTAL NORWAY			112	8	0	74	14	9	2	1	0	11	55	33	98
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	16	0	0	50	6	25	19	0	0	33	81	7	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	0	63	25	0	144	38	16	8
	SATA	C	8	0	0	50	25	25	0	0	0	15	100	-3	6
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	38	0	0	0	12	75	10	8
TOTAL FARO			40	0	0	43	10	23	20	5	0	47	72	10	46
TOTAL PORTUGAL(EXCLUDING MADEIRA)			40	0	0	43	10	23	20	5	0	47	72	10	46
PORTUGAL(MADEIRA)															
FUNCHAL	SATA	C	8	0	0	88	13	0	0	0	0	5	100	-10	10
TOTAL FUNCHAL			8	0	0	88	13	0	0	0	0	5	100	-10	10
TOTAL PORTUGAL(MADEIRA)			8	0	0	88	13	0	0	0	0	5	100	-10	10
SPAIN															
ALICANTE	AIR 2000	C	7	0	1	14	57	29	0	0	0	24	100	-7	8
	BRITANNIA AIRWAYS	C	18	0	0	61	17	11	11	0	0	18	88	13	17
	MONARCH AIRLINES	C	8	0	0	25	25	13	25	13	0	76	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	33	11	11	33	11	0	71	59	13	17
	THOMAS COOK AIRLINES LTD	C	17	1	1	65	18	6	12	0	0	19	72	9	18
TOTAL ALICANTE			68	1	2	46	21	12	18	4	0	40	77	9	60
GERONA	BRITANNIA AIRWAYS	C	8	0	0	0	25	25	50	0	0	65	25	32	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	25	0	0	38	100	-4	8
	THOMAS COOK AIRLINES LTD	C	7	1	1	57	14	0	29	0	0	32	100	-10	8
TOTAL GERONA			23	1	1	30	22	13	35	0	0	45	75	6	24

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				Actual (7)	Plan (8)										
IBIZA	AIR 2000	C	8	0	0	63	13	13	13	0	0	26	100	-17	8
	AIR EUROPA	C	8	0	0	0	0	13	88	0	0	95	0	0	0
	BRITANNIA AIRWAYS	C	25	0	0	60	8	16	8	8	0	31	35	80	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	63	25	0	0	0	24	63	37	19
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	0	0	33	0	0	15	63	6	8
<b>TOTAL IBIZA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>14</b>	<b>14</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>56</b>	<b>44</b>	<b>61</b>
MAHON	AIR 2000	C	8	0	0	88	13	0	0	0	5	50	20	8	
	BRITANNIA AIRWAYS	C	18	0	0	72	28	0	0	0	8	56	15	16	
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	75	0	0	32	63	11	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	33	100	-8	8	
<b>TOTAL MAHON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>11</b>	<b>48</b>	
MALAGA	AIR 2000	C	8	0	0	0	25	50	13	13	0	88	13	32	8
	BRITANNIA AIRWAYS	C	16	0	0	38	25	19	19	0	0	30	44	64	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	13	75	0	0	99	75	9	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	25	13	0	0	19	88	1	8
<b>TOTAL MALAGA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>20</b>	<b>25</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>53</b>	<b>34</b>	<b>40</b>
PALMA DE MALLORCA	AIR 2000	C	18	0	0	44	22	33	0	0	0	20	67	11	18
	BRITANNIA AIRWAYS	C	50	0	0	54	20	12	10	4	0	32	50	76	52
	IBERWORLD	C	15	1	1	47	20	13	20	0	0	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	25	0	0	44	0	20	28	8	0	56	75	6	24
	SPANAIR	C	16	0	0	13	19	13	44	6	6	90	31	46	26
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	11	6	28	0	0	27	78	6	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>142</b>	<b>1</b>	<b>1</b>	<b>46</b>	<b>15</b>	<b>15</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>40</b>	<b>57</b>	<b>41</b>	<b>138</b>
REUS	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	7	80	10	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	25	0	0	23	80	-2	10
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>1</b>	<b>28</b>
<b>TOTAL SPAIN</b>			<b>391</b>	<b>3</b>	<b>4</b>	<b>45</b>	<b>17</b>	<b>16</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>63</b>	<b>27</b>	<b>399</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	50	25	25	0	0	0	16	88	-7	8
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-1	75	40	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	5	100	-3	8
<b>TOTAL ARRECIFE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>32</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	70	30	0	0	0	0	3	67	82	9
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>82</b>	<b>9</b>
LAS PALMAS	AIR 2000	C	8	0	0	100	0	0	0	0	0	-8	78	13	9
	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	1	60	180	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	25	75	0	0	139	88	10	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	89	3	9
<b>TOTAL LAS PALMAS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>3</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>82</b>	<b>43</b>	<b>44</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	100	0	0	0	0	0	-3	75	21	8
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	9	56	29	9
	FUTURA AIRLINES	C	16	0	0	50	19	6	19	0	6	64	75	66	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	38	13	0	0	32	88	3	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	0	13	6	0	0	-2	75	6	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TENERIFE (SURREINA SOFIA)			56	0	0	68	11	11	9	0	2	23	74	28	57
TOTAL SPAIN(CANARY ISLANDS)			125	0	0	70	10	10	9	0	1	21	79	31	142
TURKEY															
BODRUM (MILAS)	AIR 2000	C	8	0	0	88	13	0	0	0	0	-8	50	23	10
	BRITANNIA AIRWAYS	C	5	1	1	80	0	0	20	0	0	21	90	-2	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	0	22	44	33	0	115	0	0	0
TOTAL BODRUM (MILAS)			22	1	1	50	5	9	23	14	0	49	65	15	40
DALAMAN	AIR 2000	C	9	0	0	100	0	0	0	0	0	-10	30	20	10
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	5	38	21	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	10	20	0	0	21	53	62	15
	ONUR AIR	C	8	0	0	63	13	0	25	0	0	24	17	43	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	0	0	0	0
TOTAL DALAMAN			43	0	0	79	9	2	9	0	0	8	42	35	59
IZMIR (ADNAM MENDERES)	ISTANBUL HAVA YOLLARI	C	8	0	0	25	25	50	0	0	0	24	50	2	10
	ONUR AIR	C	8	0	0	38	25	25	13	0	0	25	88	-3	8
TOTAL IZMIR (ADNAM MENDERES)			16	0	0	31	25	38	6	0	0	25	67	0	18
TOTAL TURKEY			81	1	1	62	11	11	12	4	0	23	54	23	117
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	215	0	1	77	15	6	0	1	0	11	69	15	190
TOTAL ABERDEEN			215	1	1	77	15	6	0	1	0	11	74	12	234
BELFAST CITY	GILL AIRWAYS	S	177	0	1	79	11	8	2	0	0	9	89	3	274
TOTAL BELFAST CITY			177	0	1	79	11	8	2	0	0	9	89	3	274
BELFAST INTERNATIONAL	BRITISH AIRWAYS CITIEXPRESS L	S	156	0	0	83	8	7	1	0	0	8	0	0	0
	GILL AIRWAYS	S	138	4	26	80	16	3	1	0	0	6	0	0	0
TOTAL BELFAST INTERNATIONAL			294	4	26	82	12	5	1	0	0	7	0	0	0
BIRMINGHAM	DUO AIRWAYS LTD	S	172	0	4	92	0	3	5	0	0	3	87	8	156
TOTAL BIRMINGHAM			172	0	4	92	0	3	5	0	0	3	87	8	156
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	156	0	0	73	17	8	2	0	0	11	82	8	148
TOTAL BRISTOL			156	0	0	73	17	8	2	0	0	11	82	8	148
GATWICK	CITY FLYER EXPRESS	S	294	0	0	89	9	1	1	0	0	1	85	4	259
TOTAL GATWICK			294	0	0	89	9	1	1	0	0	1	85	4	259
HEATHROW	BRITISH AIRWAYS PLC	S	320	0	2	92	4	2	2	0	0	4	89	5	326
TOTAL HEATHROW			320	0	2	92	4	2	2	0	0	4	89	5	326
JERSEY	BRITISH REGIONAL AIRLINES LTD	C	8	0	0	38	25	13	25	0	0	39	0	0	0
	CITY FLYER EXPRESS	S	30	0	0	63	17	17	3	0	0	14	74	9	53
	KLM UK LTD	C	8	0	0	38	0	25	25	13	0	63	0	69	8
TOTAL JERSEY			46	0	0	54	15	17	11	2	0	27	67	16	73
MANCHESTER	AIR 2000	C	7	0	1	57	0	29	14	0	0	22	0	0	0
TOTAL MANCHESTER			7	0	1	57	0	29	14	0	0	22	17	63	6
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	80	12	2	0	7	0	22	0	0	0

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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)										
TOTAL SOUTHAMPTON			60	0	0	80	12	2	0	7	0	22	95	-2	86
STANSTED	KLM UK LTD	S	136	0	4	93	1	1	5	0	0	4	82	7	138
TOTAL STANSTED			136	0	4	93	1	1	5	0	0	4	82	7	138
WICK	GILL AIRWAYS	S	44	0	0	95	5	0	0	0	0	1	89	6	44
TOTAL WICK			44	0	0	95	5	0	0	0	0	1	89	6	44
TOTAL UNITED KINGDOM			1922	8	39	84	9	4	2	0	0	7	84	7	1755
USA															
ORLANDO	BRITANNIA AIRWAYS	C	8	0	0	13	25	38	25	0	0	49	0	0	0
TOTAL ORLANDO			8	0	0	13	25	38	25	0	0	49	0	0	0
SANFORD	AIR 2000	C	15	0	1	33	20	7	40	0	0	42	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	20	30	40	0	0	51	13	52	8
TOTAL SANFORD			25	0	1	24	20	16	40	0	0	46	30	41	27
TOTAL USA			33	0	1	21	21	21	36	0	0	46	30	41	27
TOTAL NEWCASTLE			4003	24	73	72	12	9	7	1	0	15	73	16	3751

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ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: STANSTED (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	AIR 2000	C	10	0	0	30	10	40	20	0	0	36	0	0	0
	GO FLY LTD	C	6	2	1	83	17	0	0	0	0	-9	0	0	0
<b>TOTAL SALZBURG</b>			<b>16</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>10</b>	<b>48</b>	<b>10</b>
<b>TOTAL AUSTRIA</b>			<b>17</b>	<b>2</b>	<b>1</b>	<b>47</b>	<b>12</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>22</b>	<b>39</b>
<b>BELGIUM</b>															
BRUSSELS	KLM UK LTD	S	191	5	0	63	16	6	13	2	0	30	60	21	180
	SABENA	S	153	0	0	78	14	7	2	0	0	10	64	19	146
<b>TOTAL BRUSSELS</b>			<b>344</b>	<b>5</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>20</b>	<b>326</b>
<b>TOTAL BELGIUM</b>			<b>344</b>	<b>5</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>20</b>	<b>327</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	11	0	1	36	0	45	18	0	0	37	88	5	16
	ROYAL AIRLINES	C	12	0	0	17	8	33	33	8	0	68	23	99	31
<b>TOTAL TORONTO</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>4</b>	<b>39</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>45</b>	<b>65</b>	<b>49</b>
VANCOUVER	ROYAL AIRLINES	C	4	0	0	75	25	0	0	0	0	-1	36	32	11
<b>TOTAL VANCOUVER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>36</b>	<b>32</b>	<b>11</b>
<b>TOTAL CANADA</b>			<b>27</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>7</b>	<b>33</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>45</b>	<b>44</b>	<b>58</b>	<b>61</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	27	0	0	26	11	30	30	0	4	71	56	27	18
<b>TOTAL LARNACA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>11</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>56</b>	<b>27</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>11</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>56</b>	<b>27</b>	<b>18</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	52	0	0	48	27	25	0	0	0	18	38	27	50
<b>TOTAL PRAGUE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>27</b>	<b>50</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>27</b>	<b>50</b>
<b>DENMARK</b>															
COPENHAGEN	GO FLY LTD	S	164	0	0	88	7	2	2	0	0	1	73	11	96
	MYTRAVEL AIRWAYS (DENMARK)	C	7	0	0	43	29	14	14	0	0	25	50	23	12
	SAS	S	169	0	1	82	12	5	0	1	0	9	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>340</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>12</b>	<b>108</b>
<b>TOTAL DENMARK</b>			<b>340</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>12</b>	<b>114</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	8	0	0	13	13	0	75	0	0	84	38	31	16
<b>TOTAL HELSINKI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>38</b>	<b>31</b>	<b>16</b>
<b>TOTAL FINLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>33</b>	<b>33</b>	<b>18</b>
<b>FRANCE</b>															
BASTIA	EUROPEAN AIR CHARTER	C	2	0	0	0	0	0	100	0	0	86	0	0	0

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				Actual (7)	Plan (8)										
TOTAL BASTIA			2	0	0	0	0	0	100	0	0	86	0	0	0
BIARRITZ	RYANAIR	S	60	0	0	78	7	5	7	3	0	14	0	0	0
TOTAL BIARRITZ			60	0	0	78	7	5	7	3	0	14	0	0	0
CALVI	KLM UK LTD	C	8	1	0	25	13	13	50	0	0	72	38	20	8
TOTAL CALVI			8	1	0	25	13	13	50	0	0	72	38	20	8
CARCASSONNE	RYANAIR	S	60	0	0	38	28	17	15	2	0	37	54	23	54
TOTAL CARCASSONNE			60	0	0	38	28	17	15	2	0	37	54	24	56
DINARD	RYANAIR	S	60	0	0	85	3	12	0	0	0	1	0	0	0
TOTAL DINARD			60	0	0	85	3	12	0	0	0	1	0	0	0
FIGARI	EUROPEAN AIR CHARTER	C	8	0	0	0	13	0	88	0	0	71	38	18	8
TOTAL FIGARI			8	0	0	0	13	0	88	0	0	71	38	18	8
LE MANS	AIR JET	C	2	0	0	50	0	0	50	0	0	44	0	0	0
TOTAL LE MANS			3	0	0	33	0	33	33	0	0	40	0	0	0
PARIS (CHARLES DE GAULLE)	BEL AIR - ILE DE FRANCE	C	2	0	0	0	50	50	0	0	0	31	0	0	0
	KLM UK LTD	S	239	0	1	45	18	30	7	0	0	23	47	29	238
TOTAL PARIS (CHARLES DE GAULLE)			241	0	1	44	18	30	7	0	0	23	46	29	247
ST ETIENNE	RYANAIR	S	57	3	0	61	16	18	2	4	0	20	62	19	94
TOTAL ST ETIENNE			57	3	3	61	16	18	2	4	0	20	60	21	98
STRASBOURG	BRITISH WORLD AIRLINES LTD	C	4	0	0	25	0	75	0	0	0	40	0	0	0
TOTAL STRASBOURG			4	0	0	25	0	75	0	0	0	40	0	0	0
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	2	0	2	50	0	50	0	0	0	32	100	6	1
TOTAL TARBES-LOURDES INTERNATIONAL			2	0	2	50	0	50	0	0	0	32	100	6	1
TOTAL FRANCE			506	4	6	53	15	22	9	1	0	23	46	30	497
GERMANY															
DORTMUND	EUROWINGS LUFTVERKEHRS	S	95	1	3	94	3	0	3	0	0	4	0	0	0
TOTAL DORTMUND			95	1	3	94	3	0	3	0	0	4	0	0	0
DUSSELDORF	KLM UK LTD	S	163	0	0	94	2	1	2	0	0	0	49	30	156
	ROYAL AIRLINES	C	2	0	0	0	0	0	100	0	0	95	0	0	0
TOTAL DUSSELDORF			165	0	0	93	2	1	4	0	0	1	49	30	156
FRANKFURT MAIN	KLM UK LTD	S	159	0	3	77	13	5	3	3	0	10	66	21	201
	LUFTHANSA	S	180	0	0	78	13	7	2	0	0	7	0	0	0
TOTAL FRANKFURT MAIN			339	0	3	78	13	6	2	1	0	9	66	21	201
HAHN	RYANAIR	S	104	0	0	87	7	5	2	0	0	-1	0	0	0
TOTAL HAHN			104	0	0	87	7	5	2	0	0	-1	0	0	0
MUNICH	GO FLY LTD	S	160	0	0	79	7	8	6	0	0	8	0	0	0
	LUFTHANSA	S	184	0	0	66	24	8	2	0	0	11	0	0	0
	ROYAL AIRLINES	C	2	0	0	0	100	0	0	0	0	21	0	0	0
TOTAL MUNICH			346	0	0	72	17	8	4	0	0	10	100	9	2
NUREMBERG	EUROWINGS LUFTVERKEHRS	S	104	0	0	50	29	18	3	0	0	17	27	27	99

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NUREMBERG			104	0	0	50	29	18	3	0	0	17	27	27	99
STUTTGART	RYANAIR	C	7	2	0	29	0	43	14	14	0	76	0	0	0
TOTAL STUTTGART			7	2	0	29	0	43	14	14	0	76	0	0	0
TOTAL GERMANY			1160	5	6	78	13	6	3	0	0	8	50	26	621
GREECE															
CORFU	AIR 2000	C	9	0	0	22	11	44	0	22	0	63	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	0	38	0	0	0	20	50	14	8
	EXCEL AIRWAYS LTD	C	7	1	1	43	0	29	14	0	14	119	0	0	0
TOTAL CORFU			24	1	1	42	4	38	4	8	4	65	43	92	14
HERAKLION	BRITANNIA AIRWAYS	C	8	0	0	25	0	50	25	0	0	39	63	24	8
	EXCEL AIRWAYS LTD	C	10	0	0	30	20	20	30	0	0	50	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	1	1	63	0	0	13	25	0	94	56	50	9
TOTAL HERAKLION			26	1	1	38	8	23	23	8	0	60	59	38	17
RHODES	BRITANNIA AIRWAYS	C	8	0	0	38	25	25	13	0	0	27	38	63	8
	EXCEL AIRWAYS LTD	C	9	0	1	0	22	33	11	0	33	199	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	22	33	33	0	0	67	38	30	8
TOTAL RHODES			26	0	1	15	23	31	19	0	12	100	38	46	16
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	50	25	0	0	48	38	21	8
TOTAL ZAKINTHOS			8	0	0	25	0	50	25	0	0	48	38	21	8
TOTAL GREECE			84	2	3	31	11	32	17	5	5	73	45	52	55
ICELAND															
KEFLAVIK	AIR ATLANTA ICELANDIC	C	8	0	0	38	0	25	38	0	0	42	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	47	0	0	0
TOTAL KEFLAVIK			10	0	0	40	0	20	40	0	0	43	0	0	0
TOTAL ICELAND			10	0	0	40	0	20	40	0	0	43	0	0	0
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	120	0	0	53	23	15	7	1	1	26	41	30	130
TOTAL CONNAUGHT			120	0	2	53	23	15	7	1	1	26	42	30	134
CORK	BRITISH WORLD AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	9	0	43	2
	RYANAIR	S	222	0	2	74	14	6	5	0	0	13	44	31	248
TOTAL CORK			226	0	8	74	15	6	5	0	0	13	43	31	251
DUBLIN	AER LINGUS	S	352	0	1	86	10	3	2	0	0	6	79	11	352
	RYANAIR	S	653	3	9	80	13	5	2	0	0	10	57	22	754
TOTAL DUBLIN			1005	3	18	82	12	4	2	0	0	8	64	18	1107
KERRY COUNTY	RYANAIR	S	60	0	0	75	12	7	7	0	0	14	26	53	70
TOTAL KERRY COUNTY			60	0	2	75	12	7	7	0	0	14	27	51	74
SHANNON	EUROPEAN AIR CHARTER	C	3	0	0	33	67	0	0	0	0	14	0	0	0
	VIRGIN EXPRESS	S	144	0	0	92	3	3	1	0	0	2	0	0	0
TOTAL SHANNON			148	0	0	91	5	3	1	0	0	3	50	28	58
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	85	10	3	0	2	0	9	76	11	59



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: STANSTED (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL WATERFORD			60	0	0	85	10	3	0	2	0	9	76	11	59
TOTAL IRISH REPUBLIC			1619	3	30	79	12	5	3	0	0	10	57	23	1683
ISRAEL															
TEL AVIV	EL AL	S	33	0	10	70	15	12	3	0	0	9	60	19	45
	ISRAIR LTD	C	4	0	0	75	25	0	0	0	0	10	0	0	0
TOTAL TEL AVIV			37	0	10	70	16	11	3	0	0	9	60	19	45
TOTAL ISRAEL			37	0	10	70	16	11	3	0	0	9	60	19	45
ITALY															
ALGHERO/SASSARI	EUROPEAN AIR CHARTER	C	8	0	0	25	13	0	63	0	0	52	0	27	6
TOTAL ALGHERO/SASSARI			8	0	0	25	13	0	63	0	0	52	0	27	6
BERGAMO	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	82	0	0	0
TOTAL BERGAMO			2	0	0	0	0	50	50	0	0	82	0	0	0
BOLOGNA	GO FLY LTD	S	111	0	1	59	15	15	10	1	0	18	0	0	0
TOTAL BOLOGNA			113	0	1	58	15	15	12	1	0	19	0	0	0
BRESCIA/MONTICHIARI	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	34	0	0	0
TOTAL BRESCIA/MONTICHIARI			2	0	0	0	50	50	0	0	0	34	0	0	0
GENOA	RYANAIR	S	60	0	0	3	22	48	25	2	0	51	0	0	0
TOTAL GENOA			60	0	0	3	22	48	25	2	0	51	0	0	0
MILAN (LINATE)	KLM UK LTD	S	155	0	1	40	25	23	11	1	0	30	20	65	167
TOTAL MILAN (LINATE)			155	0	1	40	25	23	11	1	0	30	36	42	357
MILAN (MALPENSA)	EUROFLY SPA	C	4	0	0	25	25	50	0	0	0	26	25	74	4
	GO FLY LTD	S	162	0	2	60	20	10	9	1	0	21	71	10	108
	KLM UK LTD	S	20	0	0	50	25	25	0	0	0	16	0	0	0
TOTAL MILAN (MALPENSA)			186	0	2	59	21	12	8	1	0	21	70	12	112
NAPLES	AIR TRANSPORT INTERNATIONAL	C	2	0	0	0	50	0	50	0	0	56	0	0	0
TOTAL NAPLES			2	0	0	0	50	0	50	0	0	56	0	0	0
OLBIA	EUROPEAN AIR CHARTER	C	7	1	1	0	14	29	43	14	0	83	0	0	0
TOTAL OLBIA			7	1	1	0	14	29	43	14	0	83	0	65	1
PISA	RYANAIR	S	120	0	0	43	28	25	5	0	0	22	33	33	103
TOTAL PISA			120	0	0	43	28	25	5	0	0	22	33	33	103
RIMINI	RYANAIR	S	60	0	0	30	17	25	25	3	0	50	28	50	54
TOTAL RIMINI			60	0	0	30	17	25	25	3	0	50	28	50	54
ROME (CIAMPINO)	GO FLY LTD	S	180	0	0	73	13	10	4	0	0	8	75	12	110
TOTAL ROME (CIAMPINO)			180	0	0	73	13	10	4	0	0	8	75	12	110
ROME (FIUMICINO)	KLM UK LTD	S	116	0	2	22	28	30	20	0	0	40	0	0	0
TOTAL ROME (FIUMICINO)			116	0	2	22	28	30	20	0	0	40	0	0	0
TREVISO	RYANAIR	S	120	0	0	28	27	38	8	0	0	30	41	34	119
TOTAL TREVISO			120	0	0	28	27	38	8	0	0	30	41	34	119

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: STANSTED (Full Analysis)

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				Actual (7)	Plan (8)										
TURIN	ALITALIA	S	112	0	0	20	29	29	14	9	0	53	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	33	0	0	0
<b>TOTAL TURIN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE	AIR 2000	C	3	0	0	0	33	67	0	0	0	38	0	0	0
	BRITISH WORLD AIRLINES LTD	C	8	0	0	0	0	38	63	0	0	71	25	52	8
	GO FLY LTD	S	165	2	5	54	18	15	12	1	1	25	0	0	0
<b>TOTAL VENICE</b>			<b>176</b>	<b>2</b>	<b>5</b>	<b>51</b>	<b>18</b>	<b>16</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>25</b>	<b>52</b>	<b>8</b>
VERONA	EUROPEAN AIR CHARTER	C	7	0	1	29	29	43	0	0	0	25	0	0	0
<b>TOTAL VERONA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>29</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>1429</b>	<b>3</b>	<b>13</b>	<b>43</b>	<b>22</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>45</b>	<b>33</b>	876
KAZAKHSTAN															
URALSK	EUROFLY SPA	C	4	0	0	0	50	25	25	0	0	37	25	79	4
<b>TOTAL URALSK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>79</b>	<b>4</b>
<b>TOTAL KAZAKHSTAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>79</b>	<b>4</b>
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	93	0	2	73	16	10	1	0	0	11	69	10	96
<b>TOTAL LUXEMBOURG</b>			<b>93</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>10</b>	<b>96</b>
<b>TOTAL LUXEMBOURG</b>			<b>93</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>10</b>	<b>96</b>
MALTA															
MALTA	AIR MALTA	C	8	0	0	63	13	25	0	0	0	22	25	33	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	-2	30	70	10
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>28</b>	<b>53</b>	<b>18</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>28</b>	<b>53</b>	<b>18</b>
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	437	0	2	78	10	8	4	0	0	10	35	45	433
<b>TOTAL AMSTERDAM</b>			<b>438</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>35</b>	<b>45</b>	<b>433</b>
EINDHOVEN	KLM EXEL	S	140	0	0	87	10	2	1	0	0	2	29	32	121
<b>TOTAL EINDHOVEN</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>29</b>	<b>160</b>
MAASTRICHT	KLM EXEL	S	148	0	0	74	19	3	3	0	0	10	46	21	138
<b>TOTAL MAASTRICHT</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>21</b>	<b>138</b>
<b>TOTAL NETHERLANDS</b>			<b>726</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>37</b>	<b>37</b>	<b>734</b>
NORWAY															
BERGEN	BRAATHENS ASA	S	60	0	0	72	12	13	3	0	0	13	30	35	53
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>30</b>	<b>35</b>	<b>53</b>
OSLO (GARDERMOEN)	AIR FOYLE PASSENGER AIRLINES	S	52	0	0	60	25	12	4	0	0	16	0	0	0
	BRAATHENS ASA	S	120	0	0	37	28	27	8	0	0	26	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>33</b>	<b>2</b>
SANDEFJORD(TORP)	RYANAIR	S	104	0	0	71	13	13	3	1	0	11	46	27	98

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL SANDEFJORD(TORP)			104	0	0	71	13	13	3	1	0	11	46	27	98
TOTAL NORWAY			336	0	0	57	20	18	5	0	0	18	39	35	212
POLAND															
KRAKOW	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	20	0	0	0
TOTAL KRAKOW			2	0	0	0	100	0	0	0	0	20	0	0	0
TOTAL POLAND			2	0	0	0	100	0	0	0	0	20	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	32	0	0	59	25	13	3	0	0	16	50	58	8
	BRITANNIA AIRWAYS	C	8	0	0	0	63	38	0	0	0	30	63	47	8
	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	9	0	0	0
	DUO AIRWAYS LTD	C	8	0	0	0	13	63	25	0	0	49	0	0	0
	EXCEL AIRWAYS LTD	C	24	0	0	42	25	13	13	0	8	60	0	0	0
	GO FLY LTD	S	34	0	0	56	24	6	6	9	0	29	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	73	38	97	8
TOTAL FARO			118	0	0	47	25	14	7	4	2	36	33	58	45
LISBON	GO FLY LTD	S	120	0	0	79	11	5	5	0	0	5	0	0	0
TOTAL LISBON			120	1	0	79	11	5	5	0	0	5	0	203	1
TOTAL PORTUGAL(EXCLUDING MADEIRA)			238	1	0	63	18	10	6	2	1	20	33	61	46
SPAIN															
ALICANTE	AIR 2000	C	10	0	0	0	20	60	0	20	0	74	0	0	0
	KLM UK LTD	C	16	0	0	25	6	19	44	6	0	75	13	66	16
	VIRGIN EXPRESS	C	8	0	0	0	13	63	25	0	0	53	0	0	0
TOTAL ALICANTE			34	0	0	12	12	41	26	9	0	70	18	99	34
ASTURIAS	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	96	0	0	0
TOTAL ASTURIAS			2	0	0	0	0	50	50	0	0	96	0	0	0
BARCELONA	BRITISH WORLD AIRLINES LTD	C	2	0	1	50	50	0	0	0	0	12	0	0	0
TOTAL BARCELONA			4	0	1	75	25	0	0	0	0	1	0	0	0
BILBAO	GO FLY LTD	S	60	0	0	68	7	15	10	0	0	15	0	0	0
TOTAL BILBAO			60	0	0	68	7	15	10	0	0	15	0	0	0
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-3	25	65	8
TOTAL GERONA			8	0	0	100	0	0	0	0	0	-3	25	65	8
IBIZA	BRITANNIA AIRWAYS	C	34	0	0	41	18	18	24	0	0	36	32	99	31
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	0	100	6	8
TOTAL IBIZA			42	0	0	50	17	14	19	0	0	29	46	80	39
MAHON	AIR 2000	C	16	0	0	38	13	13	25	6	6	85	50	18	10
	BRITANNIA AIRWAYS	C	16	0	0	31	38	25	6	0	0	26	22	45	18
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	19	31	6	13	0	51	25	86	16
TOTAL MAHON			48	0	0	33	23	23	13	6	2	54	25	65	52
MALAGA	AIR 2000	C	16	0	0	56	25	19	0	0	0	16	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	0	50	0	0	0	29	88	9	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
MALAGA	EXCEL AIRWAYS LTD	C	6	0	2	33	33	17	17	0	0	27	0	0	0
	GO FLY LTD	S	42	0	0	60	24	14	2	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	14	29	0	0	14	92	43	81	7
	VIRGIN EXPRESS	C	9	0	0	67	11	11	11	0	0	19	0	0	0
<b>TOTAL MALAGA</b>			<b>88</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>20</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>50</b>	<b>59</b>	<b>32</b>
PALMA DE MALLORCA	AIR 2000	C	34	0	0	44	15	35	0	6	0	33	40	26	10
	BRITANNIA AIRWAYS	C	32	0	0	38	31	25	6	0	0	24	56	57	41
	BRITISH WORLD AIRLINES LTD	C	8	0	0	0	0	75	25	0	0	53	25	27	8
	FUTURA AIRLINES	C	8	0	0	25	63	13	0	0	0	19	38	23	8
	MY TRAVEL AIRWAYS UK	C	25	0	0	68	20	4	8	0	0	13	37	79	27
<b>TOTAL PALMA DE MALLORCA</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>23</b>	<b>26</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>38</b>	<b>58</b>	<b>113</b>
REUS	BRITANNIA AIRWAYS	C	10	0	0	30	50	20	0	0	0	25	30	121	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-13	20	90	10
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>105</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>413</b>	<b>0</b>	<b>4</b>	<b>48</b>	<b>18</b>	<b>21</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>35</b>	<b>70</b>	<b>300</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	13	63	25	0	0	0	27	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	6	89	18	9
	EXCEL AIRWAYS LTD	C	8	0	0	25	13	25	38	0	0	43	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	13	50	0	0	52	50	23	8
	SPANAIR	C	8	0	0	25	13	13	25	25	0	113	0	0	0
<b>TOTAL ARRECIFE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>21</b>	<b>14</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>58</b>	<b>20</b>	<b>33</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	20	30	0	0	48	50	36	8
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>50</b>	<b>36</b>	<b>8</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	9	0	0	56	44	0	0	0	0	11	0	246	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	0	25	0	69	29	132	7
<b>TOTAL LAS PALMAS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>199</b>	<b>17</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	63	38	0	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	44	39	17	0	0	0	18	33	57	9
	EXCEL AIRWAYS LTD	C	8	0	0	0	25	38	25	13	0	84	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	13	31	0	0	0	8	13	55	8
	SPANAIR	C	8	0	0	75	0	25	0	0	0	19	50	14	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>22</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>24</b>	<b>64</b>	<b>33</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>36</b>	<b>71</b>	<b>91</b>
<b>SWEDEN</b>															
BORLANGE	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	22	0	0	0
<b>TOTAL BORLANGE</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>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
GOTEBORG	BRAATHENS ASA	C	2	0	2	0	50	50	0	0	0	37	0	0	0
	BRITISH WORLD AIRLINES LTD	C	6	0	0	67	17	17	0	0	0	18	0	0	0
<b>TOTAL GOTEBORG</b>			<b>9</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>58</b>	<b>13</b>	<b>12</b>
KRISTIANSTAD	RYANAIR	S	60	0	0	55	15	23	5	2	0	20	41	34	81
<b>TOTAL KRISTIANSTAD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>41</b>	<b>34</b>	<b>81</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	12	0	0	75	8	8	8	0	0	20	40	23	10
	SAS	S	119	0	0	86	12	3	0	0	6	67	12	111	
	SAS	C	2	0	0	50	50	0	0	0	11	0	0	0	
	STERLING EUROPEAN AIRLINES	C	2	0	0	0	0	0	0	100	0	218	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>13</b>	<b>121</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	179	0	1	59	26	14	2	0	16	42	33	172	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>33</b>	<b>172</b>	
<b>TOTAL SWEDEN</b>			<b>386</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>27</b>	<b>388</b>
<b>SWITZERLAND</b>															
ZURICH	SWISSAIR	S	120	0	0	21	43	27	8	1	1	35	0	0	0
<b>TOTAL ZURICH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>27</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>40</b>	<b>32</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>27</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>41</b>	<b>30</b>	<b>86</b>
<b>TURKEY</b>															
ANTALYA	AIR 2000	C	8	0	0	38	0	50	13	0	0	43	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	44	22	33	0	0	0	18	0	0	0
<b>TOTAL ANTALYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>15</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>38</b>	<b>29</b>	<b>24</b>
DALAMAN	AIR 2000	C	8	0	0	38	25	13	0	25	0	69	0	0	0
	BRITANNIA AIRWAYS	C	8	0	2	13	38	13	38	0	0	41	25	67	8
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	25	25	25	25	0	0	47	0	0	0
<b>TOTAL DALAMAN</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>29</b>	<b>17</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>89</b>	<b>24</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	S	16	0	0	25	19	50	6	0	0	30	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	38	50	13	0	0	0	15	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	C	8	0	0	50	38	13	0	0	0	15	0	0	0
<b>TOTAL ISTANBUL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>31</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>11</b>	<b>44</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>26</b>	<b>29</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>30</b>	<b>50</b>	<b>74</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	KLM UK LTD	S	193	0	2	88	4	6	3	0	0	1	44	39	163
<b>TOTAL ABERDEEN</b>			<b>193</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>39</b>	<b>163</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	223	0	2	75	13	5	7	0	0	12	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>223</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	GO FLY LTD	S	273	0	3	79	8	8	4	0	0	7	0	0	0
	KLM UK LTD	S	362	0	8	83	9	4	3	0	0	8	55	29	313
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL EDINBURGH</b>			<b>637</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>29</b>	<b>313</b>
GLASGOW	BRITANNIA AIRWAYS	C	5	1	3	20	0	40	40	0	0	49	0	0	0
	KLM UK LTD	S	206	0	4	77	9	8	6	0	0	10	57	31	254
<b>TOTAL GLASGOW</b>			<b>211</b>	<b>1</b>	<b>7</b>	<b>76</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>31</b>	<b>254</b>
GUERNSEY	AURIGNY AIR SERVICES	S	135	0	13	95	4	0	1	0	0	0	0	0	0
<b>TOTAL GUERNSEY</b>			<b>135</b>	<b>0</b>	<b>13</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>179</b>
INVERNESS	BRITISH WORLD AIRLINES LTD	C	7	0	1	0	0	29	71	0	0	69	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JUNE 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL INVERNESS			7	0	1	0	0	29	71	0	0	69	0	0	0
JERSEY	KLM UK LTD	S	197	0	1	71	15	9	5	1	0	16	40	29	179
TOTAL JERSEY			197	0	1	71	15	9	5	1	0	16	40	29	179
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	140	0	0	91	2	5	1	0	0	3	73	12	134
TOTAL MANCHESTER			140	0	0	91	2	5	1	0	0	3	73	12	134
NEWCASTLE	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	KLM UK LTD	S	136	0	2	91	3	1	4	0	0	3	82	6	138
TOTAL NEWCASTLE			138	0	2	91	3	1	4	0	0	3	82	6	138
PRESTWICK	RYANAIR	S	260	0	4	89	7	3	0	0	0	2	56	18	256
TOTAL PRESTWICK			260	0	4	89	7	3	0	0	0	2	56	18	258
TOTAL UNITED KINGDOM			2141	1	43	83	8	5	4	0	0	7	61	22	1849
TOTAL STANSTED			10348	28	127	68	14	11	6	1	0	16	51	29	8354

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
AALBORG																			
AARHUS (TIRSTRUP)																			
	HEATHROW	SAS	S	A	30	0	0	87	10	3	0	0	0	7	67	21	30		
	HEATHROW	SAS	S	D	30	0	0	73	7	13	7	0	0	14	50	20	30		
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>20</b>	<b>20</b>		
ABERDEEN																			
	EDINBURGH	BMI REGIONAL	S	A	7	0	45	86	0	14	0	0	0	11	0	0	0		
	EDINBURGH	BMI REGIONAL	S	D	8	0	0	50	25	0	25	0	0	32	0	0	0		
	MANCHESTER	BMI REGIONAL	S	A	72	0	2	88	6	4	3	0	0	4	0	0	0		
	MANCHESTER	BMI REGIONAL	S	D	72	0	2	86	7	4	3	0	0	5	0	0	0		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	111	0	0	87	9	3	0	1	0	7	89	5	112		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	111	0	0	86	12	2	0	0	0	6	84	9	112		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	1	91	5	1	3	0	0	3	87	8	60		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	1	88	8	1	3	0	0	8	83	9	59		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	151	0	1	88	9	2	1	0	0	3	82	10	152		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	151	0	1	94	2	2	2	0	0	0	87	6	152		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	108	0	0	80	12	6	0	2	0	11	73	15	95		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	107	0	1	75	19	5	1	1	0	10	65	14	95		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	188	0	0	80	12	6	2	1	0	9	63	15	189		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	189	0	0	90	5	3	1	0	0	3	81	5	189		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	97	0	2	2	0	0	-5	70	13	30		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	73	22	2	3	0	0	11	63	19	30		
	STANSTED	KLM UK LTD	S	A	97	0	1	91	2	5	2	0	0	-7	54	30	82		
	STANSTED	KLM UK LTD	S	D	96	0	1	84	5	7	3	0	0	9	35	47	81		
<b>TOTAL ABERDEEN</b>					<b>1742</b>	<b>1</b>	<b>56</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>12</b>	<b>12</b>		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	4	0	0	0	50	50	0	0	0	32	100	4	4	
<b>TOTAL ABIDJAN</b>					<b>4</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>32</b>	<b>100</b>	<b>4</b>	<b>4</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	GULF AIR	S	A	20	0	2	45	15	25	15	0	0	30	78	3	23	
	HEATHROW	GULF AIR	S	D	24	0	1	58	21	17	4	0	0	18	25	41	16	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>44</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>18</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>19</b>	<b>19</b>	
ABUJA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	1	0	75	13	13	0	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	33	33	11	22	0	0	33	0	0	0	
<b>TOTAL ABUJA</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ACCRA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	81	5	14	0	0	0	7	65	11	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	71	6	6	18	0	0	21	83	13	12	
	HEATHROW	GHANA AIRWAYS	S	A	16	0	0	31	25	19	25	0	0	35	25	41	16	
	HEATHROW	GHANA AIRWAYS	S	D	16	1	1	19	31	19	25	6	0	52	0	48	15	
<b>TOTAL ACCRA</b>					<b>70</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>16</b>	<b>14</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>29</b>	<b>29</b>	
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	13	0	0	23	8	15	54	0	0	55	46	25	13	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	13	0	0	62	23	8	8	0	0	19	69	11	13	
<b>TOTAL ADDIS ABABA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>15</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>58</b>	<b>18</b>	<b>18</b>	
AGADIR																		
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	40	20	20	20	0	0	41	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	74	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	50	50	0	0	67	0	0	0	
<b>TOTAL AGADIR</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>31</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>100</b>	<b>-1</b>	<b>-1</b>	
AGEN																		
AHMEDABAD																		
AJACCIO																		



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
AJACCIO	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	25	75	0	0	112	75	8	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	0	50	25	0	0	60	100	5	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	14	25	31	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	19	4	
<b>TOTAL AJACCIO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>69</b>	<b>16</b>	<b>16</b>	
ALEXANDRIA ( NOUZHA )	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	100	0	0	0	0	0	-17	89	-3	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	56	44	0	0	0	0	17	67	21	9	
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>9</b>	
ALGHERO/SASSARI	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	0	100	0	0	75	0	27	3	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	0	25	0	0	30	0	26	3	
<b>TOTAL ALGHERO/SASSARI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>27</b>	<b>27</b>	
ALGIERS	HEATHROW	AIR ALGERIE	S	A	13	0	0	23	31	46	0	0	0	28	54	24	13	
	HEATHROW	AIR ALGERIE	S	D	13	0	0	0	8	54	38	0	0	58	15	46	13	
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>19</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>35</b>	<b>35</b>	<b>35</b>	
ALICANTE	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-5	50	18	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	6	50	38	4	
	GATWICK	AIR 2000	C	A	35	0	0	49	17	26	3	6	0	31	53	33	17	
	GATWICK	AIR 2000	C	D	35	0	0	51	20	20	6	3	0	31	83	24	18	
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	0	50	0	0	43	75	10	4	
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	30	50	14	4	
	MANCHESTER	AIR 2000	C	A	27	0	0	63	15	7	15	0	0	18	71	12	17	
	MANCHESTER	AIR 2000	C	D	27	0	0	67	7	15	11	0	0	24	53	27	17	
	NEWCASTLE	AIR 2000	C	A	4	0	0	25	25	50	0	0	0	26	100	-10	4	
	NEWCASTLE	AIR 2000	C	D	3	0	1	0	100	0	0	0	0	21	100	-4	4	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	AIR 2000	C	A	5	0	0	0	20	60	0	20	0	75	0	0	0
	STANSTED	AIR 2000	C	D	5	0	0	0	20	60	0	20	0	73	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	8	0	0	0	38	38	25	0	0	49	13	81	8
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	8	0	0	25	38	13	25	0	0	35	0	74	8
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	1	0	0	25	75	0	0	118	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	2	2	33	0	33	33	0	0	45	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	22	0	80	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	11	11	0	0	28	0	79	4
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	12	20	106	5
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	19	40	101	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	16	33	30	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4	67	17	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	3	44	65	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	5	56	58	9
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	32	50	15	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	30	40	17	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	59	12	18	12	0	0	20	53	41	30
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	53	29	12	6	0	0	22	50	35	30
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	10	88	12	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	22	11	0	0	26	89	14	9
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	25	25	50	0	0	0	24	50	16	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	5	50	16	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	17	0	1	18	18	29	35	0	0	43	30	52	20
	GATWICK	CALEDONIAN AIRWAYS	C	D	17	0	0	65	6	6	24	0	0	33	43	57	21
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	16	100	-8	2
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	0	100	-14	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	10	100	-10	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	18	100	-2	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	2	100	0	0	0	0	0	-7	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	EXCEL AIRWAYS LTD	C	D	2	1	2	100	0	0	0	0	0	7	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	33	30	27	10	0	0	30	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	73	13	7	7	0	0	20	0	0	0
	HEATHROW	IBERIA	S	A	30	0	0	63	23	13	0	0	13	37	34	30	
	HEATHROW	IBERIA	S	D	30	0	0	90	7	3	0	0	2	43	28	30	
	STANSTED	KLM UK LTD	C	A	8	0	0	25	0	25	38	13	0	88	13	74	8
	STANSTED	KLM UK LTD	C	D	8	0	0	25	13	13	50	0	0	62	13	58	8
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	69	8	15	8	0	0	17	54	16	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	62	15	23	0	0	0	16	46	17	13
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	39	75	0	4
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	31	50	18	4
	GATWICK	MONARCH AIRLINES	C	A	22	0	0	41	27	27	5	0	0	23	45	47	20
	GATWICK	MONARCH AIRLINES	C	D	22	0	0	23	36	32	9	0	0	31	60	40	20
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	0	0	50	50	0	0	81	67	29	6
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	75	12	4
	LUTON	MONARCH AIRLINES	S	A	22	0	0	59	32	9	0	0	0	15	38	18	21
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	21	100	9	4
	LUTON	MONARCH AIRLINES	S	D	22	0	0	91	9	0	0	0	0	4	86	6	21
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	0	39	26	17	17	0	0	28	31	39	16
	MANCHESTER	MONARCH AIRLINES	C	D	23	0	0	43	35	13	9	0	0	24	38	28	16
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	50	0	0	25	25	0	107	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	0	50	25	25	0	0	44	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	12	60	9	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	15	100	11	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	-1	75	31	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	20	80	40	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	1	0	50	0	13	38	0	0	47	50	12	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	11	33	22	11	0	64	50	28	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	1	0	21	47	21	11	0	0	32	55	48	22
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	1	0	39	17	33	11	0	0	28	87	8	23

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	0	11	22	22	0	74	63	4	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	22	11	44	0	0	68	56	21	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	46	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	51	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	45	0	52	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	36	75	18	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	58	50	12	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	50	0	0	56	25	18	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	64	9	18	9	0	0	15	82	24	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	77	9	5	9	0	0	15	76	28	17
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	20	56	13	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	1	1	63	25	0	13	0	0	18	89	5	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	50	50	0	0	0	30	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	13	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	VIRGIN EXPRESS	C	A	4	0	0	0	0	50	50	0	0	63	0	0	0
	STANSTED	VIRGIN EXPRESS	C	D	4	0	0	0	25	75	0	0	0	44	0	0	0
<b>TOTAL ALICANTE</b>					<b>900</b>	<b>7</b>	<b>12</b>	<b>53</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>37</b>	<b>37</b>
ALMA ATA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	-9	78	150	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	0	100	0	0	0	0	0	1	67	17	9
<b>TOTAL ALMA ATA</b>					<b>15</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>72</b>	<b>84</b>	<b>84</b>
ALMERIA																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	63	38	0	0	0	0	12	75	45	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	7	75	50	8
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	0	13	0	0	20	50	79	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	23	38	85	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	67	17	3

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ALMERIA	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	67	20	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	13	38	25	25	0	0	39	25	96	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	13	63	0	25	0	0	33	38	95	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	46	100	-16	2	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	100	9	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	15	100	-1	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-2	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	48	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	11	33	33	0	0	44	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	38	13	0	0	28	0	0	0	
<b>TOTAL ALMERIA</b>					<b>108</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>48</b>	<b>48</b>	
AMMAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	34	0	0	91	6	3	0	0	0	-7	100	-6	25	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	34	0	0	50	29	9	6	6	0	38	48	16	25	
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	43	20	10	17	7	3	62	70	13	30	
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	30	27	20	23	0	0	41	47	22	30	
<b>TOTAL AMMAN</b>					<b>130</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>20</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>65</b>	<b>12</b>	<b>12</b>	
AMSTERDAM	HEATHROW	BMI BRITISH MIDLAND	S	A	231	0	1	67	16	11	6	0	0	17	41	30	231	
	HEATHROW	BMI BRITISH MIDLAND	S	D	231	0	1	66	16	13	6	0	0	16	39	28	231	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	0	79	11	4	6	0	0	8	30	39	202	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	202	0	0	82	7	5	5	0	0	8	40	30	202	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	121	0	4	70	9	12	8	0	0	17	37	36	98	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	121	1	4	67	11	14	8	0	0	15	41	29	98	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						MATCHED	Plan (8)											
AMSTERDAM																		
	GATWICK	CITY FLYER EXPRESS	S	A	134	0	0	53	31	10	7	0	0	18	21	37	130	
	GATWICK	CITY FLYER EXPRESS	S	D	134	0	0	69	22	7	1	0	0	12	43	25	130	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	111	0	0	79	10	7	4	0	0	10	46	21	98	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	112	0	0	84	9	4	4	0	0	8	62	21	99	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	80	9	6	4	1	0	9	48	33	81	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	88	4	4	5	0	0	10	46	24	82	
	HEATHROW	KLM	S	A	261	0	0	77	11	8	4	0	0	9	52	22	269	
	HEATHROW	KLM	S	D	261	0	0	77	9	9	5	0	0	12	43	27	267	
	BIRMINGHAM	KLM UK LTD	S	A	166	0	2	84	9	4	2	0	0	3	61	23	165	
	BIRMINGHAM	KLM UK LTD	S	D	167	0	1	82	9	5	4	0	0	9	42	33	165	
	EDINBURGH	KLM UK LTD	S	A	140	0	2	72	16	7	4	1	0	11	33	37	141	
	EDINBURGH	KLM UK LTD	S	D	141	0	1	48	25	18	9	1	0	26	17	42	141	
	GLASGOW	KLM UK LTD	S	A	90	0	0	77	4	12	7	0	0	7	52	33	92	
	GLASGOW	KLM UK LTD	S	D	89	0	1	47	29	13	10	0	0	24	13	43	92	
	LONDON CITY	KLM UK LTD	S	A	113	0	5	79	10	10	2	0	0	7	32	36	115	
	LONDON CITY	KLM UK LTD	S	D	113	0	5	58	23	10	10	0	0	22	9	53	115	
	MANCHESTER	KLM UK LTD	S	A	195	0	3	82	8	7	3	0	0	3	53	24	194	
	MANCHESTER	KLM UK LTD	S	D	195	0	3	76	12	8	4	1	0	10	49	29	194	
	NEWCASTLE	KLM UK LTD	S	A	143	1	3	84	8	4	4	0	0	6	32	46	111	
	NEWCASTLE	KLM UK LTD	S	D	144	0	2	81	10	4	5	0	0	11	41	39	110	
	STANSTED	KLM UK LTD	S	A	218	0	1	81	8	8	3	0	0	6	37	47	214	
	STANSTED	KLM UK LTD	S	D	219	0	1	75	12	8	5	0	0	13	32	43	219	
	GATWICK	TRANSAVIA	S	A	105	0	3	32	36	23	8	1	0	28	19	37	107	
	GATWICK	TRANSAVIA	S	D	105	0	3	58	20	17	4	1	0	18	21	35	107	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	47	33	10	10	0	0	22	0	25	4	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	90	3	3	3	0	0	5	25	21	4	
<b>TOTAL AMSTERDAM</b>					<b>4694</b>	<b>2</b>	<b>46</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>39</b>	<b>33</b>	<b>33</b>	
ANKARA (ESENBOGA)																		
ANTALYA																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ANTALYA																		
	GATWICK	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	39	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	36	0	0	0	
	STANSTED	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	53	0	0	0	
	STANSTED	AIR 2000	C	D	4	0	0	25	0	75	0	0	0	34	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-16	40	28	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	60	180	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	20	20	0	0	39	20	89	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	24	60	78	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	50	40	10	0	0	0	10	60	9	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	90	10	0	0	0	0	6	20	163	5	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	67	11	22	0	0	0	6	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	22	33	44	0	0	0	29	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-5	0	121	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-3	0	149	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	42	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	39	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	0	33	33	0	0	52	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	22	11	33	0	0	37	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	67	13	20	0	0	0	12	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	87	7	7	0	0	0	1	0	0	0	
<b>TOTAL ANTALYA</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>45</b>	<b>55</b>	<b>55</b>	
ANTIGUA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	15	8	0	0	13	100	-13	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	15	23	15	0	0	34	46	15	13	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	67	22	0	11	0	0	13	78	7	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	83	17	0	0	0	0	8	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	13	13	0	0	0	5	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	22	44	22	11	0	0	36	0	0	0	
<b>TOTAL ANTIGUA</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>29</b>	<b>29</b>	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					120	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	120	1	2	83	7	6	4	0	0	9	86	5	122
	LONDON CITY	VLM (BELGIUM)	S	D	122	1	0	55	32	7	7	0	0	21	61	15	122
<b>TOTAL ANTWERP</b>					<b>244</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>10</b>	<b>10</b>
ARRECIFE	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-4	100	-8	8
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-2	75	15	8
	GATWICK	AIR 2000	C	A	12	0	0	75	0	0	25	0	0	22	56	49	9
	GATWICK	AIR 2000	C	D	12	0	0	58	17	0	25	0	0	42	78	52	9
	GLASGOW	AIR 2000	C	A	4	0	0	0	50	25	25	0	0	43	50	75	4
	GLASGOW	AIR 2000	C	D	4	0	0	0	0	50	50	0	0	61	25	94	4
	MANCHESTER	AIR 2000	C	A	12	0	0	58	0	17	25	0	0	33	77	21	13
	MANCHESTER	AIR 2000	C	D	12	0	0	58	8	8	25	0	0	35	69	32	13
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	15	100	-17	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	17	75	2	4
	STANSTED	AIR 2000	C	A	4	0	0	25	50	25	0	0	0	23	0	0	0
	STANSTED	AIR 2000	C	D	4	0	0	0	75	25	0	0	0	30	0	0	0
	GLASGOW	AIR EUROPA	C	A	4	0	0	50	50	0	0	0	0	4	0	0	0
	GLASGOW	AIR EUROPA	C	D	4	0	0	0	25	50	25	0	0	44	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	20	75	54	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	28	50	63	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	22	75	14	4
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	22	11	0	0	27	75	9	4
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-5	100	-10	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	75	10	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	17	50	44	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	50	44	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	11	22	0	0	25	38	57	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	11	22	0	0	21	13	61	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-4	75	41	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	75	39	4



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	5	80	28	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	7	100	5	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	9	50	33	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	8	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	50	41	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	22	50	37	4	
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	38	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	0	25	25	50	0	0	49	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	0	25	0	0	0	7	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	0	25	25	50	0	0	60	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	0	67	0	33	0	0	41	25	31	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	38	50	13	0	0	0	16	88	-5	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	38	50	13	0	0	0	20	100	1	8	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	24	88	5	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	27	63	15	8	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-12	75	8	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	0	29	25	33	4	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	63	13	13	13	0	0	33	75	-2	12	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	25	38	25	0	13	0	45	75	12	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	-9	100	-8	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	25	22	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	25	0	0	0	11	100	-14	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	6	88	1	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	25	0	99	100	-9	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	25	25	0	114	75	15	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-4	75	0	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	100	2	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	20	100	-2	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	50	9	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	31	75	14	4	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ARRECIFE																		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	74	25	33	4	
	STANSTED	SPANAIR	C	A	4	0	0	25	0	25	25	25	0	111	0	0	0	
	STANSTED	SPANAIR	C	D	4	0	0	25	25	0	25	25	0	116	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	4	75	5	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	7	75	7	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-15	100	-6	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-6	100	-3	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	58	8	17	17	0	0	31	88	0	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	17	8	17	0	0	25	88	5	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	100	1	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	-4	100	-7	4	
<b>TOTAL ARRECIFE</b>					<b>383</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>19</b>	<b>19</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	12	0	0	67	8	17	8	0	0	8	75	-11	4	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	12	0	0	33	17	42	8	0	0	33	25	27	4	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	7	2	2	100	0	0	0	0	0	-43	100	-18	4	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	67	0	22	11	0	0	-5	75	3	4	
<b>TOTAL ASHKHABAD</b>					<b>40</b>	<b>2</b>	<b>2</b>	<b>63</b>	<b>8</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>0</b>	<b>0</b>	
ASTURIAS																		
	GATWICK	IBERIA	S	A	13	0	0	85	8	8	0	0	0	10	100	-21	13	
	GATWICK	IBERIA	S	D	13	0	0	15	46	38	0	0	0	26	54	22	13	
<b>TOTAL ASTURIAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>1</b>	<b>1</b>	
ATHENS																		
	HEATHROW	AEGEAN AIRLINES	S	A	21	0	0	14	38	38	10	0	0	32	86	3	21	
	HEATHROW	AEGEAN AIRLINES	S	D	21	0	0	52	24	24	0	0	0	19	86	2	21	
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	0	25	50	0	25	0	74	0	0	0	
	NEWCASTLE	AEGEAN AIRLINES	C	D	4	0	0	25	25	25	25	0	0	68	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	AIR 2000	C	A	10	0	1	50	40	0	0	10	0	27	63	11	16
	GATWICK	AIR 2000	C	D	10	0	0	50	20	20	0	10	0	35	38	26	16
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	47	20	27	3	3	0	26	83	-4	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	47	17	20	17	0	0	30	13	33	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	38	23	25	12	2	0	32	58	15	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	57	17	22	5	0	0	19	63	13	60
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	8	33	33	17	0	8	133	78	4	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	77	8	8	8	0	0	14	67	13	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	32	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	18	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	68	12	15	3	2	0	15	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	48	17	22	12	2	0	32	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	0	50	25	0	25	0	105	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	0	2	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	29	0	29	43	0	0	47	33	41	12
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	29	29	14	29	0	0	32	54	24	13
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	0	50	0	0	45	75	35	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	14	50	34	4
	HEATHROW	OLYMPIC AIRWAYS	S	A	87	1	1	5	33	38	22	2	0	48	42	41	88
	HEATHROW	OLYMPIC AIRWAYS	S	D	88	0	0	24	22	36	17	1	0	42	43	39	87
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	0	0	13	75	13	0	111	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	13	38	0	0	64	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	25	25	0	0	36	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-8	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	88	8	4	0	0	0	-4	92	-14	25
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	0	16	24	36	24	0	0	43	48	20	25
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	53	23	7	17	0	0	23	80	1	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	60	0	20	20	0	0	27	73	9	30
<b>TOTAL ATHENS</b>					<b>741</b>	<b>2</b>	<b>3</b>	<b>40</b>	<b>21</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>57</b>	<b>20</b>	<b>20</b>

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	67	13	3	13	3	0	26	83	2	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	40	43	13	3	0	0	21	73	10	30	
	GATWICK	DELTA AIRLINES	S	A	60	0	0	27	22	25	23	3	0	47	55	23	60	
	GATWICK	DELTA AIRLINES	S	D	60	0	0	45	28	15	8	3	0	32	72	16	60	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	47	20	17	7	10	0	43	67	24	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	57	17	10	10	7	0	43	87	12	30	
<b>TOTAL ATLANTA</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>70</b>	<b>16</b>	<b>16</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	30	0	0	93	7	0	0	0	0	-15	76	16	25	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	30	0	0	53	20	27	0	0	0	19	52	19	25	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>18</b>	
AUGSBURG/MUELHAUSEN																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	24	1	2	71	13	4	13	0	0	14	76	2	29	
	HEATHROW	GULF AIR	S	D	20	0	0	85	5	10	0	0	0	7	47	18	34	
<b>TOTAL BAHRAIN</b>					<b>44</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>11</b>	<b>11</b>	
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	9	0	0	33	33	22	11	0	0	23	78	3	9	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	9	0	0	33	56	11	0	0	0	21	56	22	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-11	89	-23	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	31	8	0	0	8	46	56	23	18	
<b>TOTAL BAKU</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>70</b>	<b>4</b>	<b>4</b>	
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	13	0	0	8	8	46	38	0	0	62	0	0	0	
	GATWICK	GARUDA INDONESIA	S	D	13	0	0	77	8	15	0	0	0	13	0	0	0	
<b>TOTAL BALI INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	1	1	75	14	0	7	4	0	16	70	20	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	66	21	10	0	3	0	21	57	15	30	
<b>TOTAL BALTIMORE</b>					<b>57</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>18</b>	<b>18</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	77	17	0	3	3	0	13	83	5	30	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	57	37	7	0	0	0	15	60	57	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>31</b>	<b>31</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	43	0	0	79	19	2	0	0	0	-2	77	32	30	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	42	0	1	62	21	14	2	0	0	15	53	34	30	
<b>TOTAL BANGKOK</b>					<b>85</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>33</b>	<b>33</b>	
BANJUL																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	0	100	0	0	88	0	103	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	50	50	0	0	57	50	35	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BANJUL																	
<b>TOTAL BANJUL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>69</b>	<b>69</b>
BARCELONA																	
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	33	67	0	0	0	0	20	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	68	23	5	3	0	0	11	83	6	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	78	10	8	3	0	0	12	62	16	60
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	70	13	17	0	0	0	11	90	2	30
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	10	0	0	0	8	87	8	30
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0	0	75	25	0	0	54	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	98	0	0	70	14	7	8	0	0	12	78	6	98
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0	50	50	0	0	0	30	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	98	0	0	74	12	12	1	0	0	10	73	13	98
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	0	50	50	0	0	0	37	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	17	0	0	0
	GATWICK	DEBONAIR AIRWAYS LTD	S	A	30	0	0	57	17	3	23	0	0	26	0	0	0
	GATWICK	DEBONAIR AIRWAYS LTD	S	D	30	0	0	53	13	7	23	3	0	40	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	A	34	1	4	21	21	26	29	3	0	50	35	58	51
	LUTON	DEBONAIR AIRWAYS LTD	S	D	38	0	0	63	13	13	11	0	0	21	43	55	49
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	91	4	5	82	10	5	2	0	0	-2	62	27	68
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	96	0	0	74	14	8	4	0	0	14	25	50	68
	HEATHROW	IBERIA	S	A	89	0	0	67	15	11	7	0	0	17	77	9	90
	HEATHROW	IBERIA	S	D	89	0	0	80	9	6	6	0	0	10	84	3	90
	MANCHESTER	IBERIA	S	A	30	0	0	53	23	17	7	0	0	16	63	15	30
	MANCHESTER	IBERIA	S	D	30	0	0	47	17	27	10	0	0	25	50	20	30
<b>TOTAL BARCELONA</b>					<b>957</b>	<b>5</b>	<b>11</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>20</b>	<b>20</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	23	2	12	78	4	13	4	0	0	10	68	7	28
	GLASGOW	LOGANAIR	S	D	18	5	5	72	22	0	6	0	0	9	52	50	31
<b>TOTAL BARRA</b>					<b>41</b>	<b>7</b>	<b>17</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>29</b>	<b>29</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 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)												
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	55	30	12	3	0	0	17	59	15	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	17	17	0	0	0	11	44	17	59	
	BIRMINGHAM	SWISS AIRLINES	S	A	49	0	0	45	37	10	8	0	0	23	72	9	25	
	BIRMINGHAM	SWISS AIRLINES	S	D	48	0	1	10	42	40	8	0	0	33	12	37	26	
	EDINBURGH	SWISS AIRLINES	S	A	8	0	0	0	88	0	13	0	0	35	0	0	0	
	EDINBURGH	SWISS AIRLINES	S	D	8	0	0	13	13	63	13	0	0	42	0	0	0	
	HEATHROW	SWISS AIRLINES	S	A	89	0	0	24	42	30	4	0	0	28	56	18	90	
	HEATHROW	SWISS AIRLINES	S	D	88	0	1	49	27	23	1	0	0	16	61	13	90	
	LONDON CITY	SWISS AIRLINES	S	A	76	0	1	55	24	18	3	0	0	18	0	0	0	
	LONDON CITY	SWISS AIRLINES	S	D	76	0	1	5	32	50	13	0	0	40	0	0	0	
	MANCHESTER	SWISS AIRLINES	S	A	51	0	0	31	33	25	10	0	0	30	15	34	26	
	MANCHESTER	SWISS AIRLINES	S	D	50	0	0	22	38	32	8	0	0	30	20	29	25	
<b>TOTAL BASLE MULHOUSE</b>					<b>663</b>	<b>0</b>	<b>4</b>	<b>36</b>	<b>32</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>49</b>	<b>19</b>	<b>19</b>	
BASTIA																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	3	0	1	33	0	0	67	0	0	89	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	0	0	25	75	0	0	79	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	0	25	25	50	0	0	74	0	62	4	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	0	25	0	0	37	25	27	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	0	25	0	50	25	0	99	50	24	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	0	25	50	0	25	0	79	25	18	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	70	25	28	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	46	75	16	4	
<b>TOTAL BASTIA</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>18</b>	<b>24</b>	<b>47</b>	<b>6</b>	<b>0</b>	<b>73</b>	<b>33</b>	<b>29</b>	<b>29</b>	
BEAUVAIS																		
BEIJING																		
	HEATHROW	AIR CHINA	S	A	12	1	1	100	0	0	0	0	0	-28	77	2	13	
	HEATHROW	AIR CHINA	S	D	13	0	0	85	0	15	0	0	0	4	92	-3	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	6	12	0	0	0	4	76	7	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	88	6	6	0	0	0	6	71	25	17	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
BEIJING																	
<b>TOTAL BEIJING</b>					<b>59</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>78</b>	<b>9</b>	<b>9</b>
BEIRUT																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	29	0	0	83	3	7	7	0	0	-3	75	6	32
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	28	0	0	39	43	11	7	0	0	25	41	28	32
	HEATHROW	MEA	S	A	38	0	0	71	18	8	3	0	0	9	58	13	24
	HEATHROW	MEA	S	D	38	0	0	47	16	32	5	0	0	23	42	26	24
<b>TOTAL BEIRUT</b>					<b>133</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>18</b>	<b>18</b>
BELFAST CITY																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	78	0	0	87	10	1	1	0	0	5	84	8	75
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	78	0	0	76	18	5	1	0	0	13	85	12	78
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	83	0	0	75	12	6	6	1	0	13	78	11	86
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	83	0	0	72	16	5	5	2	0	17	76	14	89
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	112	0	0	89	6	2	3	0	0	6	84	9	116
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	112	0	0	88	3	4	5	0	0	5	84	8	116
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	133	0	1	86	11	1	2	0	0	5	90	3	127
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	129	0	1	76	15	6	3	0	0	11	80	11	126
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	146	0	0	77	14	8	1	0	0	9	82	8	171
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	144	0	1	82	13	4	1	0	0	8	82	9	171
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	111	0	1	77	13	6	4	0	0	8	0	0	0
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	112	0	1	72	14	4	10	0	0	15	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	99	0	1	77	10	12	1	0	0	8	90	0	136
	NEWCASTLE	GILL AIRWAYS	S	D	78	0	0	82	12	4	3	0	0	9	88	6	138
<b>TOTAL BELFAST CITY</b>					<b>1498</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>8</b>
BELFAST INTERNATIONAL																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	236	0	0	79	11	6	3	0	0	9	72	13	240
	HEATHROW	BMI BRITISH MIDLAND	S	D	236	0	0	72	15	10	3	0	0	12	76	9	240
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	78	0	0	79	12	8	1	0	0	11	0	0	0



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	78	0	0	87	5	6	1	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	179	0	0	76	13	7	3	2	0	15	73	11	179	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	179	0	0	84	7	4	3	1	0	6	79	5	179	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	56	0	0	71	23	2	4	0	0	13	92	4	26	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	56	0	0	59	30	7	4	0	0	18	73	12	26	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	98	0	0	92	3	4	1	0	0	-1	92	5	90	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	98	0	0	90	3	5	2	0	0	7	88	10	93	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	104	0	0	89	6	4	0	1	0	0	73	12	104	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	104	0	0	86	7	6	2	0	0	7	82	13	104	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	142	0	0	94	4	1	2	0	0	0	94	-1	112	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	142	0	0	85	11	3	2	0	0	8	83	11	112	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	94	1	5	0	0	0	-8	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	84	10	5	1	0	0	8	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	A	56	4	0	95	5	0	0	0	0	1	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	82	0	26	71	23	5	1	0	0	10	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2101</b>	<b>5</b>	<b>27</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>9</b>	
BELGRADE																		
BENBECULA																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	25	1	1	92	4	0	4	0	0	3	73	28	26	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	25	1	1	76	16	4	4	0	0	11	54	36	26	
<b>TOTAL BENBECULA</b>					<b>50</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>32</b>	<b>32</b>	
BERGAMO																		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	0	0	50	50	0	0	82	0	0	0	
<b>TOTAL BERGAMO</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>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BERGEN																		
	STANSTED	BRAATHENS ASA	S	A	30	0	0	73	10	13	3	0	0	14	56	29	27	
	STANSTED	BRAATHENS ASA	S	D	30	0	0	70	13	13	3	0	0	12	4	41	26	
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	A	26	0	0	81	12	8	0	0	0	5	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BERGEN	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	D	26	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL BERGEN</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>	<b>25</b>	<b>25</b>
BERLIN (SCHONEFELD)																	
BERLIN (TEGEL)	HEATHROW	BRITISH AIRWAYS PLC	S	A	153	0	0	88	7	3	3	0	0	2	47	19	153
	HEATHROW	BRITISH AIRWAYS PLC	S	D	153	0	1	78	14	6	2	0	0	7	74	10	153
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	58	31	12	0	0	0	16	52	24	46
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	88	8	4	0	0	0	4	83	12	46
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	88	8	4	0	0	0	0	88	4	26
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	81	15	4	0	0	0	7	88	5	26
<b>TOTAL BERLIN (TEGEL)</b>					<b>410</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>14</b>	<b>14</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	88	6	0	6	0	0	6	94	35	16
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	71	18	12	0	0	0	10	88	9	17
<b>TOTAL BERMUDA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>21</b>	<b>21</b>
BERNE	LONDON CITY	AIR ENGIADINA	S	A	68	0	0	46	32	16	6	0	0	20	60	14	52
	LONDON CITY	AIR ENGIADINA	S	D	68	0	0	7	24	54	15	0	0	44	13	36	52
<b>TOTAL BERNE</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>28</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>37</b>	<b>25</b>	<b>25</b>
BIARRITZ	STANSTED	RYANAIR	S	A	30	0	0	87	0	3	7	3	0	6	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	70	13	7	7	3	0	22	0	0	0
<b>TOTAL BIARRITZ</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
BILBAO	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	81	7	10	2	0	0	7	88	3	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	86	7	5	2	0	0	6	80	7	60
	STANSTED	GO FLY LTD	S	A	30	0	0	80	7	3	10	0	0	6	0	0	0
	STANSTED	GO FLY LTD	S	D	30	0	0	57	7	27	10	0	0	25	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
BILBAO	HEATHROW	IBERIA	S	A	30	0	0	90	10	0	0	0	0	0	87	-1	30
	HEATHROW	IBERIA	S	D	30	0	0	77	10	13	0	0	0	6	80	22	30
<b>TOTAL BILBAO</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>7</b>
BILLUND	GATWICK	MAERSK AIR	S	A	86	0	0	43	36	21	0	0	0	20	36	21	85
	GATWICK	MAERSK AIR	S	D	86	0	0	52	31	13	3	0	0	18	59	18	85
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	48	0	0	81	17	2	0	0	0	4	51	17	47
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	48	0	0	92	6	2	0	0	0	1	70	10	47
<b>TOTAL BILLUND</b>					<b>268</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>17</b>	<b>17</b>
BIRMINGHAM	GLASGOW	AIR 2000	C	D	4	0	0	0	25	25	50	0	0	58	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	15	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	1	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	1	50	0	50	0	0	0	14	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	179	1	1	79	13	6	2	0	0	9	94	3	95
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	149	0	1	57	25	13	5	1	0	22	88	7	121
	GLASGOW	BRITISH AIRWAYS PLC	S	A	128	1	4	74	9	11	6	0	0	14	85	9	153
	GLASGOW	BRITISH AIRWAYS PLC	S	D	102	0	2	85	8	5	2	0	0	7	95	3	167
	NEWCASTLE	DUO AIRWAYS LTD	S	A	86	0	2	93	0	2	5	0	0	4	87	9	78
	NEWCASTLE	DUO AIRWAYS LTD	S	D	86	0	2	91	0	3	6	0	0	3	86	8	78
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	82	0	3	49	23	18	10	0	0	25	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	82	0	3	52	27	13	6	1	0	21	0	0	0
<b>TOTAL BIRMINGHAM</b>					<b>910</b>	<b>3</b>	<b>20</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>6</b>	<b>6</b>
BISHKEK (FRUNZE)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	0	75	0	0	0	25	0	45	50	-4	2
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	5	0	0	20	0	40	20	0	20	131	0	92	2
	BIRMINGHAM	KYRGYZSTAN AIRLINES	S	A	4	0	0	0	0	0	25	50	25	302	0	0	0

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

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
BISHKEK (FRUNZE)	BIRMINGHAM	KYRGYZSTAN AIRLINES	S	D	4	0	0	0	0	0	25	50	25	300	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>12</b>	<b>18</b>	<b>29</b>	<b>18</b>	<b>190</b>	<b>25</b>	<b>44</b>	<b>44</b>
BODRUM (MILAS)	BIRMINGHAM	AIR 2000	C	A	10	0	0	60	0	10	20	0	10	125	80	9	5
	BIRMINGHAM	AIR 2000	C	D	8	0	0	50	13	0	25	13	0	64	80	9	5
	GATWICK	AIR 2000	C	A	13	0	0	62	15	8	15	0	0	19	60	7	15
	GATWICK	AIR 2000	C	D	12	0	0	58	17	0	25	0	0	28	73	8	15
	GLASGOW	AIR 2000	C	A	5	0	0	60	0	20	20	0	0	29	60	41	5
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	52	60	48	5
	MANCHESTER	AIR 2000	C	A	9	0	0	67	22	11	0	0	0	9	44	72	9
	MANCHESTER	AIR 2000	C	D	8	0	0	50	25	25	0	0	0	22	44	83	9
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-5	60	23	5
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	-10	40	23	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-2	20	33	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	20	31	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	16	20	170	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	11	40	21	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	21	40	90	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	28	40	218	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	33	0	0	32	100	-14	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	1	1	100	0	0	0	0	0	5	80	9	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-9	36	31	11
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	21	55	21	11
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	27	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	48	0	0	0
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	4	0	0	0	50	50	0	0	0	30	0	0	0
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	4	0	0	25	0	50	25	0	0	62	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	80	0	0	20	0	76	60	3	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	25	0	92	100	5	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	11	44	22	0	0	36	44	26	9

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					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
BODRUM (MILAS)																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	13	88	0	0	0	0	20	22	27	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	11	11	22	0	78	7	47	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	22	11	11	11	0	48	29	35	14	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	40	40	0	117	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	50	25	0	113	0	0	0	
	GLASGOW	ONUR AIR	C	A	5	0	0	20	20	60	0	0	0	34	0	34	4	
	GLASGOW	ONUR AIR	C	D	5	0	0	0	20	40	40	0	0	52	0	48	4	
	MANCHESTER	ONUR AIR	C	A	6	1	0	83	0	17	0	0	0	1	100	-3	4	
	MANCHESTER	ONUR AIR	C	D	8	0	1	25	0	50	13	13	0	63	0	52	4	
	LUTON	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-7	0	0	0	
	LUTON	PEGASUS AIRLINES	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	40	0	40	0	0	60	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	55	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	10	89	-4	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	20	0	0	0	12	100	-4	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	0	25	75	0	0	82	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	0	25	75	0	0	69	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	50	25	25	0	0	35	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	0	75	25	0	0	42	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>					<b>252</b>	<b>2</b>	<b>10</b>	<b>44</b>	<b>19</b>	<b>16</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>53</b>	<b>32</b>	<b>32</b>	
BOGOTA																		
	HEATHROW	AVIANCA COLOMBIA	S	A	10	1	1	10	30	0	40	20	0	105	11	36	9	
	HEATHROW	AVIANCA COLOMBIA	S	D	11	0	0	27	18	18	27	9	0	62	33	35	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	75	0	17	8	0	0	17	85	-5	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	8	8	69	15	0	0	45	33	35	12	
<b>TOTAL BOGOTA</b>					<b>46</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>13</b>	<b>28</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>55</b>	<b>44</b>	<b>23</b>	<b>23</b>	
BOLOGNA																		
	GATWICK	ALITALIA	S	A	57	0	3	7	21	40	32	0	0	51	60	13	30	
	GATWICK	ALITALIA	S	D	57	0	3	5	12	37	46	0	0	57	80	8	30	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
BOLOGNA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	2	0	9	88	2	0	91	61	18	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	1	14	12	39	33	2	0	53	56	16	59	
	STANSTED	GO FLY LTD	S	A	55	0	1	75	7	15	2	2	0	8	0	0	0	
	STANSTED	GO FLY LTD	S	D	56	0	0	43	23	16	18	0	0	27	0	0	0	
<b>TOTAL BOLOGNA</b>					<b>343</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>13</b>	<b>26</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>61</b>	<b>16</b>	<b>16</b>	
BORDEAUX																		
	GATWICK	AIR LIB	S	A	90	0	0	60	23	14	2	0	0	13	70	17	90	
	GATWICK	AIR LIB	S	D	90	0	0	51	26	19	4	0	0	21	74	14	90	
<b>TOTAL BORDEAUX</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>16</b>	<b>16</b>	
BORLANGE																		
<b>TOTAL BORLANGE</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>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BOSTON																		
	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	43	33	20	3	0	0	17	47	27	15	
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	87	7	7	0	0	0	9	73	11	15	
	HEATHROW	AMERICAN AIRLINES	S	A	60	0	0	62	20	10	7	0	2	28	57	23	60	
	HEATHROW	AMERICAN AIRLINES	S	D	60	0	0	73	17	5	5	0	0	13	78	16	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	81	12	6	1	0	0	4	78	8	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	73	17	7	3	0	0	13	70	12	90	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	80	10	7	3	0	0	4	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	77	13	7	3	0	0	12	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	70	13	17	0	0	0	7	77	5	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	13	53	13	20	0	0	36	67	17	30	
<b>TOTAL BOSTON</b>					<b>480</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>15</b>	<b>15</b>	
BOURNEMOUTH																		
	EDINBURGH	GILL AIRWAYS	S	A	17	0	0	71	24	0	6	0	0	13	0	0	0	
	EDINBURGH	GILL AIRWAYS	S	D	17	0	0	47	41	6	6	0	0	20	0	0	0	
	GLASGOW	GILL AIRWAYS	S	A	48	0	0	77	15	6	0	0	2	16	0	0	0	
	GLASGOW	GILL AIRWAYS	S	D	48	0	0	79	10	8	2	0	0	9	0	0	0	
<b>TOTAL BOURNEMOUTH</b>					<b>132</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>81</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)										
BREMEN	GATWICK	CITY FLYER EXPRESS	S	A	89	0	1	87	11	2	0	0	0	2	61	14	112
	GATWICK	CITY FLYER EXPRESS	S	D	90	0	0	82	12	3	2	0	0	8	65	14	112
<b>TOTAL BREMEN</b>					<b>179</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>14</b>	<b>14</b>
BRESCIA/MONTICHIARI																	
<b>TOTAL BRESCIA/MONTICHIARI</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREST	GATWICK	BRIT AIR	S	A	85	0	1	71	28	1	0	0	0	12	75	13	85
	GATWICK	BRIT AIR	S	D	85	0	1	88	9	2	0	0	0	5	79	11	85
<b>TOTAL BREST</b>					<b>170</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>12</b>
BRIDGETOWN	GATWICK	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	41	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	22	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	36	40	40	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	-7	33	61	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	5	0	70	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	20	89	10	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	29	60	7	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	45	100	6	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	32	60	65	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	23	60	65	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	54	8	23	8	8	0	33	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	17	33	8	42	0	0	47	0	0	0
<b>TOTAL BRIDGETOWN</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>9</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>56</b>	<b>37</b>	<b>37</b>
BRINDISI	GATWICK	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	32	0	70	4
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	6	25	53	4
<b>TOTAL BRINDISI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>61</b>	<b>61</b>
BRISBANE	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	-3	87	4	30

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)										
BRISBANE	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	13	0	0	0	0	2	97	-2	30
<b>TOTAL BRISBANE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>92</b>	<b>1</b>	<b>1</b>
BRISTOL	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	129	0	1	83	11	5	2	0	0	5	88	-1	113
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	143	0	2	54	34	8	5	0	0	18	81	10	129
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	50	27	23	0	0	0	17	60	18	20
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	64	27	9	0	0	0	12	65	16	20
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	136	1	2	76	14	3	7	0	0	13	88	2	144
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	144	1	3	78	14	2	6	0	0	11	88	7	146
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	95	0	0	5	0	0	2	100	10	4
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	95	5	0	0	0	0	-3	75	8	4
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	78	0	0	74	17	6	3	0	0	11	77	10	74
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	78	0	0	72	18	9	1	0	0	11	86	6	74
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	33	33	0	0	38	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	0	0	33	67	0	0	72	0	0	0
<b>TOTAL BRISTOL</b>					<b>802</b>	<b>2</b>	<b>8</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>6</b>	<b>6</b>
BRUGGEN																	
BRUSSELS	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	67	0	3	76	9	7	6	1	0	14	67	14	66
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	68	0	2	69	16	9	4	1	0	18	68	14	66
	HEATHROW	BMI BRITISH MIDLAND	S	A	155	0	3	60	24	11	5	1	0	16	52	18	178
	HEATHROW	BMI BRITISH MIDLAND	S	D	155	0	3	65	25	8	3	0	0	14	74	11	179



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

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
BRUSSELS	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	63	12	20	4	0	0	17	90	1	92
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	70	15	11	4	0	0	13	71	11	92
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	70	0	3	77	14	6	3	0	0	8	59	16	68
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	70	0	3	86	6	7	1	0	0	8	84	8	69
	GLASGOW	BRITISH AIRWAYS PLC	S	D	20	0	0	50	10	20	20	0	0	33	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	0	74	16	5	6	0	0	11	68	13	140
	HEATHROW	BRITISH AIRWAYS PLC	S	D	140	0	2	80	11	5	4	0	0	10	84	7	140
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	92	1	1	51	26	16	7	0	0	21	41	25	99
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	92	2	3	58	16	16	10	0	0	19	59	19	99
	STANSTED	KLM UK LTD	S	A	98	0	0	84	9	5	2	0	0	3	69	17	90
	STANSTED	KLM UK LTD	S	D	93	5	0	42	24	6	24	4	0	58	51	25	90
	BIRMINGHAM	SABENA	S	A	109	0	3	62	27	11	0	0	0	12	66	13	103
	BIRMINGHAM	SABENA	S	D	108	0	4	68	19	12	1	0	0	13	53	16	103
	EDINBURGH	SABENA	S	A	85	0	1	68	21	11	0	0	0	11	67	17	86
	EDINBURGH	SABENA	S	D	85	0	1	24	38	33	6	0	0	29	35	30	86
	GATWICK	SABENA	S	A	112	0	0	74	17	8	1	0	0	10	73	14	110
	GATWICK	SABENA	S	D	112	0	0	88	9	2	1	0	0	8	80	14	109
	GLASGOW	SABENA	S	A	86	0	0	84	8	7	1	0	0	7	73	8	86
	GLASGOW	SABENA	S	D	86	0	0	60	23	13	3	0	0	17	50	18	86
	HEATHROW	SABENA	S	A	253	0	0	42	31	20	7	0	0	23	49	24	241
	HEATHROW	SABENA	S	D	253	0	0	66	17	13	4	0	0	15	64	17	243
	LONDON CITY	SABENA	S	A	138	0	5	74	18	7	1	0	0	11	59	16	144
	LONDON CITY	SABENA	S	D	137	0	6	57	28	12	3	0	0	16	45	21	143
	MANCHESTER	SABENA	S	A	142	0	4	79	13	6	3	0	0	8	70	12	112
	MANCHESTER	SABENA	S	D	141	0	5	64	24	9	4	0	0	15	75	12	112
	NEWCASTLE	SABENA	S	A	105	0	3	56	27	10	6	1	0	19	70	12	108
	NEWCASTLE	SABENA	S	D	105	0	3	56	24	15	4	1	0	20	74	12	108
	STANSTED	SABENA	S	A	77	0	0	74	16	9	1	0	0	9	75	11	73
	STANSTED	SABENA	S	D	76	0	0	82	12	4	3	0	0	10	53	26	73

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BRUSSELS	HEATHROW	UNITED AIRLINES	S	A	27	0	7	85	4	4	7	0	0	7	76	7	29	
	HEATHROW	UNITED AIRLINES	S	D	28	0	0	32	46	14	7	0	0	22	90	1	29	
<b>TOTAL BRUSSELS</b>					<b>3711</b>	<b>8</b>	<b>65</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>16</b>	<b>16</b>	
BUCHAREST (OTOPENI)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	38	0	0	53	26	18	3	0	0	17	77	9	43	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	38	0	0	39	16	37	8	0	0	29	72	17	43	
	HEATHROW	TAROM	S	A	34	0	0	71	18	9	3	0	0	10	26	31	34	
	HEATHROW	TAROM	S	D	34	0	0	18	32	47	3	0	0	30	56	19	34	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>18</b>	<b>18</b>	
BUCHEL																		
BUDAPEST	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	60	17	17	3	3	0	23	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	29	1	1	48	38	14	0	0	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	52	22	15	12	0	0	22	70	10	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	45	32	18	5	0	0	22	58	16	60	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	29	0	1	66	24	7	3	0	0	9	100	-1	25	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	29	0	1	59	14	24	3	0	0	20	64	11	25	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	60	0	0	40	17	23	20	0	0	33	48	19	60	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	28	43	27	2	0	0	26	73	8	60	
<b>TOTAL BUDAPEST</b>					<b>357</b>	<b>1</b>	<b>3</b>	<b>47</b>	<b>27</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>12</b>	<b>12</b>	
BUENOS AIRES																		
BURGAS	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	100	6	4	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	50	13	4	
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-18	50	15	4	
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	0	0	100	0	0	0	37	60	25	5	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-2	100	-7	3	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	25	25	33	4	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
BURGAS																		
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-26	100	-20	4	
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	0	22	4	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	100	-23	4	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	0	75	25	0	0	0	27	25	20	4	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	75	23	4	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	3	1	1	67	0	0	33	0	0	26	50	26	4	
<b>TOTAL BURGAS</b>					<b>47</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>12</b>	<b>12</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	4	0	0	0	0	25	75	0	0	108	0	81	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	3	1	0	0	0	67	33	0	0	71	0	61	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	62	0	79	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	29	50	61	4		
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>15</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>47</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>60</b>	<b>60</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	70	20	10	0	0	9	93	-11	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	10	10	10	0	17	77	12	30		
	HEATHROW	EGYPT AIR	S	A	30	0	0	17	27	37	13	7	50	40	31	30		
	HEATHROW	EGYPT AIR	S	D	30	0	3	13	10	43	27	7	59	3	51	30		
	MANCHESTER	EGYPT AIR	C	A	2	0	0	0	50	50	0	0	30	0	0	0		
<b>TOTAL CAIRO</b>					<b>122</b>	<b>0</b>	<b>3</b>	<b>42</b>	<b>17</b>	<b>25</b>	<b>12</b>	<b>3</b>	<b>34</b>	<b>53</b>	<b>21</b>	<b>21</b>		
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	-8	100	-12	8		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	75	13	13	0	0	13	67	16	9		
<b>TOTAL CALCUTTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>3</b>	<b>3</b>		
CALGARY																		
	HEATHROW	AIR CANADA	S	A	21	0	0	76	14	10	0	0	3	29	32	21		
	HEATHROW	AIR CANADA	S	D	21	0	0	71	19	10	0	0	13	52	29	21		
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	38	0	0	84	11	3	0	3	5	37	22	30		
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	34	0	0	71	15	12	3	0	17	80	10	30		
<b>TOTAL CALGARY</b>					<b>115</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>51</b>	<b>22</b>	<b>22</b>		
CALVI																		
	GATWICK	AIR 2000	C	A	4	0	0	25	0	25	50	0	45	50	36	4		
	GATWICK	AIR 2000	C	D	4	0	0	0	25	25	50	0	51	50	52	4		
	STANSTED	KLM UK LTD	C	A	4	0	0	25	0	0	75	0	105	25	29	4		
	STANSTED	KLM UK LTD	C	D	4	1	0	25	25	25	25	0	39	50	12	4		
<b>TOTAL CALVI</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>19</b>	<b>50</b>	<b>0</b>	<b>60</b>	<b>44</b>	<b>32</b>	<b>32</b>		
CAMPBELTOWN																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	29	11	6	93	7	0	0	0	0	-4	89	5	44	
	GLASGOW	LOGANAIR	S	D	41	1	3	93	5	2	0	0	0	-1	82	12	44	
<b>TOTAL CAMPBELTOWN</b>					<b>70</b>	<b>12</b>	<b>9</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>85</b>	<b>8</b>	<b>8</b>	
CANCUN																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	20	20	20	20	20	0	83	0	0	0	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	50	0	25	0	0	42	0	0	0	
	GATWICK	AIR 2000	C	A	5	0	0	40	0	40	20	0	0	51	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	40	0	40	20	0	0	47	0	0	0	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	0	0	25	0	41	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	0	0	25	0	79	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	67	50	10	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	62	50	12	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	40	0	20	0	79	40	17	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	75	0	25	0	109	0	50	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	33	33	11	22	0	0	36	80	2	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	13	13	13	0	0	22	60	29	5	
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	50	0	0	50	0	0	29	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	60	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	49	0	43	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	45	25	16	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	17	0	67	17	0	0	42	0	46	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	17	17	17	0	0	43	20	63	5	
<b>TOTAL CANCUN</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>14</b>	<b>22</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>35</b>	<b>31</b>	<b>31</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	84	8	8	0	0	0	3	95	-1	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	77	15	8	0	0	0	8	81	11	21	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	30	0	0	83	10	7	0	0	0	2	83	4	12	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	90	3	3	3	0	0	5	82	13	17	
<b>TOTAL CAPE TOWN</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>7</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
CARCASSONNE	STANSTED	RYANAIR	S	A	30	0	0	43	20	17	17	3	0	40	56	20	27
	STANSTED	RYANAIR	S	D	30	0	0	33	37	17	13	0	0	33	52	27	27
<b>TOTAL CARCASSONNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>28</b>	<b>17</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>54</b>	<b>24</b>	<b>24</b>
CARDIFF WALES	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	65	0	1	65	18	9	6	2	0	17	83	3	66
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	66	0	0	59	30	8	3	0	0	18	77	12	66
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	57	0	0	65	30	4	2	0	0	14	95	1	56
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	56	0	1	84	11	5	0	0	0	6	95	2	56
<b>TOTAL CARDIFF WALES</b>					<b>246</b>	<b>3</b>	<b>2</b>	<b>68</b>	<b>22</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>6</b>	<b>6</b>
CASABLANCA MOHAMED V	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	67	13	17	3	0	0	13	83	0	30
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	50	27	20	3	0	0	19	80	11	30
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	60	17	10	10	3	0	23	57	16	30
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	63	10	13	10	3	0	28	57	22	30
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>12</b>	<b>12</b>
CATANIA (FONTANAROSSA)	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	50	50	0	0	92	0	44	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	0	50	25	25	0	0	56	50	20	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	0	0	25	0	57	0	55	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	42	50	37	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	57	25	42	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	69	25	53	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	25	50	25	0	94	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	52	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>22</b>	<b>25</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>37</b>	<b>37</b>
CHANIA	GATWICK	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	12	20	61	5
	GATWICK	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	14	20	76	5
	MANCHESTER	AIR 2000	C	A	5	0	0	40	0	20	40	0	0	47	60	68	5

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
CHANIA																		
	MANCHESTER	AIR 2000	C	D	5	0	0	40	20	20	20	0	0	43	20	90	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	70	10	10	10	0	0	19	60	3	10	
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	60	30	0	10	0	0	20	90	7	10	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	19	40	14	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	10	40	25	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	1	75	0	0	0	25	0	70	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	1	50	25	0	0	25	0	88	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	60	20	0	0	44	40	16	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	20	40	16	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	20	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
<b>TOTAL CHANIA</b>					<b>78</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>32</b>	<b>32</b>	
CHARLEROI																		
CHARLOTTE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	53	30	10	3	3	0	25	63	20	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	70	13	13	3	0	0	16	53	16	30	
	GATWICK	US AIRWAYS	S	A	18	0	0	72	17	6	6	0	0	5	0	0	0	
	GATWICK	US AIRWAYS	S	D	18	0	0	83	17	0	0	0	0	9	0	0	0	
<b>TOTAL CHARLOTTE</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>18</b>	<b>18</b>	
CHATEAUROUX																		
CHERBOURG																		
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	13	0	0	54	23	15	0	8	0	21	46	21	13	
	HEATHROW	AIR INDIA	S	D	13	0	0	31	8	38	23	0	0	43	25	68	12	
	BIRMINGHAM	AMERICAN AIRLINES	S	A	30	0	0	50	10	20	17	3	0	25	43	28	30	
	BIRMINGHAM	AMERICAN AIRLINES	S	D	30	0	0	70	13	7	7	3	0	15	73	13	30	
	GATWICK	AMERICAN AIRLINES	S	A	15	5	0	20	13	27	33	7	0	62	0	0	0	
	GATWICK	AMERICAN AIRLINES	S	D	19	0	0	89	0	5	5	0	0	10	0	0	0	
	GLASGOW	AMERICAN AIRLINES	S	A	30	0	0	43	7	20	27	3	0	37	57	33	30	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
CHICAGO (O'HARE)	GLASGOW	AMERICAN AIRLINES	S	D	30	0	0	87	7	3	3	0	0	13	80	12	30
	HEATHROW	AMERICAN AIRLINES	S	A	115	2	4	45	10	17	23	3	1	45	52	32	120
	HEATHROW	AMERICAN AIRLINES	S	D	112	1	0	64	21	7	7	1	0	20	71	18	119
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	60	7	13	17	3	0	20	50	24	30
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	67	10	3	13	7	0	39	60	31	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	65	13	7	15	0	0	12	77	8	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	68	17	13	2	0	0	14	35	24	60
	HEATHROW	UNITED AIRLINES	S	A	90	0	0	39	17	17	19	8	1	54	27	60	64
	HEATHROW	UNITED AIRLINES	S	D	90	1	0	56	19	19	7	0	0	21	31	31	64
<b>TOTAL CHICAGO (O'HARE)</b>					<b>767</b>	<b>9</b>	<b>4</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>53</b>	<b>28</b>	<b>28</b>
CINCINNATI	GATWICK	DELTA AIRLINES	S	A	30	0	0	33	33	27	7	0	0	21	53	20	30
	GATWICK	DELTA AIRLINES	S	D	30	0	0	60	20	13	7	0	0	22	70	18	30
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>19</b>	<b>19</b>
CLERMONT FERRAND																	
COLOGNE (BONN)	HEATHROW	BMI BRITISH MIDLAND	S	A	37	1	0	76	16	5	3	0	0	10	95	2	38
	HEATHROW	BMI BRITISH MIDLAND	S	D	38	0	0	68	8	11	13	0	0	18	68	14	38
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	73	17	5	5	0	0	12	53	17	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	83	10	5	2	0	0	6	84	6	58
	GATWICK	CITY FLYER EXPRESS	S	A	52	0	0	48	23	27	2	0	0	19	65	12	108
	GATWICK	CITY FLYER EXPRESS	S	D	52	0	0	85	13	2	0	0	0	7	72	13	108
<b>TOTAL COLOGNE (BONN)</b>					<b>299</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>11</b>	<b>11</b>
COLOMBO	HEATHROW	SRILANKAN AIRLINES	S	A	30	0	0	70	3	10	10	7	0	26	68	16	22
	HEATHROW	SRILANKAN AIRLINES	S	D	30	0	0	43	10	23	17	7	0	47	41	30	22
<b>TOTAL COLOMBO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>37</b>	<b>55</b>	<b>23</b>	<b>23</b>
CONNAUGHT	BIRMINGHAM	AER LINGUS	S	D	4	0	0	100	0	0	0	0	0	1	50	15	4



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)										
CONNAUGHT																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	22	0	0	64	18	0	18	0	0	19	77	8	22
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	22	0	0	64	9	9	18	0	0	27	55	27	22
	STANSTED	RYANAIR	S	A	60	0	0	70	13	8	7	2	0	19	46	27	65
	STANSTED	RYANAIR	S	D	60	0	0	37	33	22	7	0	2	33	35	33	65
<b>TOTAL CONNAUGHT</b>					<b>169</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>20</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>48</b>	<b>26</b>	<b>26</b>
COPENHAGEN																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	52	0	0	88	8	4	0	0	0	1	85	7	52
	EDINBURGH	BMI BRITISH MIDLAND	S	D	30	0	0	47	37	17	0	0	0	19	73	16	30
	GLASGOW	BMI BRITISH MIDLAND	S	A	52	0	0	92	4	4	0	0	0	-5	85	2	52
	GLASGOW	BMI BRITISH MIDLAND	S	D	52	0	0	92	6	2	0	0	0	2	92	3	52
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	1	80	8	12	0	0	0	0	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	25	0	1	76	16	8	0	0	0	7	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	77	14	5	4	0	0	9	53	21	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	82	10	5	2	0	0	8	80	10	116
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	99	1	1	94	3	3	0	0	0	-1	91	5	69
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	100	0	0	80	7	10	3	0	0	12	90	7	69
	STANSTED	GO FLY LTD	S	A	82	0	0	98	1	0	1	0	0	-7	79	8	48
	STANSTED	GO FLY LTD	S	D	82	0	0	79	13	5	2	0	0	9	67	13	48
	GATWICK	MAERSK AIR	S	A	30	0	0	73	23	3	0	0	0	10	71	13	42
	GATWICK	MAERSK AIR	S	D	30	0	0	67	23	10	0	0	0	11	66	14	41
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	3	0	0	33	67	0	0	0	0	20	67	15	6
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	4	0	0	50	0	25	25	0	0	30	33	31	6
	HEATHROW	SAS	S	A	150	0	0	59	23	11	7	0	0	15	50	20	146
	HEATHROW	SAS	S	D	150	0	0	73	13	12	2	0	0	12	67	15	150
	MANCHESTER	SAS	S	A	87	0	0	84	10	2	2	1	0	4	79	6	82
	MANCHESTER	SAS	S	D	86	0	0	79	14	3	3	0	0	10	88	5	82
	STANSTED	SAS	S	A	84	0	1	82	13	4	0	1	0	6	0	0	0
	STANSTED	SAS	S	D	85	0	0	81	11	7	0	1	0	11	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						JUNE 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)											
COPENHAGEN																	
	HEATHROW	VARIG	S	A	12	0	1	83	17	0	0	0	0	4	25	37	12
	HEATHROW	VARIG	S	D	13	0	0	46	15	15	15	0	8	109	8	70	12
<b>TOTAL COPENHAGEN</b>					<b>1625</b>	<b>1</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>13</b>	<b>13</b>
CORFU																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	6	100	-35	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-6	100	-2	4
	GATWICK	AIR 2000	C	A	30	0	0	17	13	47	20	3	0	53	36	21	14
	GATWICK	AIR 2000	C	D	28	0	0	50	21	14	11	4	0	34	57	15	14
	GLASGOW	AIR 2000	C	A	4	0	0	25	0	50	0	25	0	64	100	-6	4
	GLASGOW	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	54	75	6	4
	MANCHESTER	AIR 2000	C	A	26	0	0	23	23	15	31	4	4	75	79	42	14
	MANCHESTER	AIR 2000	C	D	24	0	0	38	21	13	21	4	4	62	64	47	14
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	12	100	-40	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	16	100	-6	4
	STANSTED	AIR 2000	C	A	5	0	0	20	20	40	0	20	0	58	0	0	0
	STANSTED	AIR 2000	C	D	4	0	0	25	0	50	0	25	0	70	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	1	0	11	22	56	11	0	0	42	40	63	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	11	0	0	0	17	20	60	10
	GATWICK	BRITANNIA AIRWAYS	C	A	22	1	0	32	23	36	9	0	0	35	31	83	13
	GATWICK	BRITANNIA AIRWAYS	C	D	22	0	0	73	18	5	5	0	0	17	50	37	12
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	68	80	12	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	31	40	28	5
	LUTON	BRITANNIA AIRWAYS	C	A	9	1	0	11	0	78	11	0	0	45	38	62	8
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	33	0	0	0	22	44	57	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	23	8	62	8	0	0	40	57	76	21
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	38	31	15	15	0	0	29	62	74	21
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	80	25	73	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	34	75	25	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	35	75	9	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	25	19	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	CALEDONIAN AIRWAYS	C	A	16	0	0	31	25	13	31	0	0	35	44	59	18
	GATWICK	CALEDONIAN AIRWAYS	C	D	16	0	0	38	25	31	6	0	0	25	61	55	18
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	12	0	0	42	17	17	8	17	0	57	77	14	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	12	0	0	67	17	8	0	8	0	30	69	17	13
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	1	1	0	0	20	40	20	20	226	100	-6	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	1	2	25	0	25	0	25	25	229	80	3	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	25	50	0	25	148	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	0	25	109	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	50	25	0	25	202	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	3	1	1	100	0	0	0	0	0	9	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	1	0	44	44	0	11	0	0	20	50	19	10
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	12	60	16	10
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	0	33	22	0	0	39	50	29	14
	GATWICK	MONARCH AIRLINES	C	D	8	1	0	63	0	25	13	0	0	22	71	12	14
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	0	75	0	25	0	0	59	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	22	0	0	0
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	25	80	-6	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	13	80	7	5
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	0	11	56	33	0	0	51	40	25	10
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	50	13	38	0	0	0	25	30	23	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	20	0	0	49	80	12	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	80	27	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	0	13	50	38	0	171	11	70	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	13	25	25	13	25	0	97	22	55	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	25	50	0	165	33	105	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	25	50	0	152	22	109	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	50	25	0	124	80	58	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	44	40	73	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	0	75	0	0	70	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	39	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	THOMAS COOK AIRLINES LTD	C	A	16	0	0	25	13	19	25	19	0	82	75	11	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	63	6	6	19	6	0	38	75	16	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	20	60	0	0	75	40	16	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	36	60	7	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	17	22	44	11	6	0	45	60	34	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	56	25	13	0	6	0	21	80	23	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	0	20	0	44	60	25	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	40	36	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	1	0	50	0	25	25	0	0	56	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	51	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	17	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0	
<b>TOTAL CORFU</b>					<b>570</b>	<b>9</b>	<b>4</b>	<b>37</b>	<b>17</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>50</b>	<b>53</b>	<b>44</b>	<b>44</b>	
CORK																		
	BIRMINGHAM	AER LINGUS	S	A	31	0	0	97	3	0	0	0	0	-1	87	2	30	
	BIRMINGHAM	AER LINGUS	S	D	53	0	0	92	6	2	0	0	0	6	86	10	51	
	HEATHROW	AER LINGUS	S	A	121	5	5	71	16	11	2	0	0	12	62	15	138	
	HEATHROW	AER LINGUS	S	D	138	0	0	58	25	12	6	0	0	18	66	14	137	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	3	83	10	7	0	0	0	4	73	10	73	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	3	76	17	4	3	0	0	11	82	8	74	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	15	0	63	1	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	22	1	
	GATWICK	CITY FLYER EXPRESS	S	A	72	0	0	72	19	7	1	0	0	11	57	16	68	
	GATWICK	CITY FLYER EXPRESS	S	D	72	0	0	69	18	8	4	0	0	15	60	22	68	
	STANSTED	RYANAIR	S	A	111	0	2	78	12	6	4	0	0	9	47	29	124	
	STANSTED	RYANAIR	S	D	111	0	0	70	17	6	6	0	0	16	41	33	124	
<b>TOTAL CORK</b>					<b>853</b>	<b>5</b>	<b>19</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)											
DACCA																	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	23	0	0	35	22	26	9	9	0	42	27	62	22
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	23	0	0	30	22	13	26	9	0	53	32	45	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	95	5	0	0	0	0	-7	95	38	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	91	5	5	0	0	0	7	71	10	21
<b>TOTAL DACCA</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>39</b>	<b>39</b>
DALAMAN																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-14	100	-26	9
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	7	67	10	9
	GATWICK	AIR 2000	C	A	12	0	0	50	8	17	17	8	0	43	73	21	15
	GATWICK	AIR 2000	C	D	12	0	0	33	17	17	25	8	0	61	40	32	15
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	56	80	14	5
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	0	50	0	0	62	80	9	5
	MANCHESTER	AIR 2000	C	A	22	0	0	64	9	14	9	5	0	22	70	52	23
	MANCHESTER	AIR 2000	C	D	20	0	0	50	15	15	15	5	0	41	57	103	23
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-20	40	12	5
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	20	28	5
	STANSTED	AIR 2000	C	A	4	0	0	50	25	0	0	25	0	63	0	0	0
	STANSTED	AIR 2000	C	D	4	0	0	25	25	25	0	25	0	75	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	25	0	0	0	13	50	44	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	8	25	52	8
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	22	22	44	0	0	51	0	128	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	11	33	0	0	41	0	173	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	1	1	63	13	25	0	0	0	6	50	11	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	44	0	33	22	0	0	34	25	24	4
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	22	0	0	0	12	38	77	8
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	12	38	83	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	11	22	44	22	0	0	43	63	13	16
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	22	22	0	0	37	50	24	16
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	50	17	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	25	25	4

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JUNE 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)											
DALAMAN	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	1	25	25	25	25	0	0	34	25	67	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	1	0	50	0	50	0	0	48	25	67	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	30	40	10	20	0	0	37	6	68	16
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	45	9	27	18	0	0	33	63	47	16
	GLASGOW	CALEDONIAN AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	20	25	42	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	2	0	0	0	0	100	0	0	0	34	0	38	4
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	0	25	50	25	0	0	53	0	0	0
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	50	25	0	25	0	0	41	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	5	25	40	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	0	49	4
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	0	28	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	92	31	25	13
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	0	75	0	0	77	31	18	13
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	0	25	234	75	9	4
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	25	31	4
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	22	60	35	5
	LUTON	MONARCH AIRLINES	C	D	4	1	0	50	25	25	0	0	0	14	60	45	5
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	89	0	0	11	0	0	2	44	56	9
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	50	25	13	13	0	0	20	44	55	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	1	0	60	40	0	0	0	0	2	50	58	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	11	20	41	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	40	20	0	0	36	33	48	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	22	11	39	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	-8	83	16	6
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	20	63	36	8
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	20	60	0	0	75	50	13	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	14	20	45	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	15	15	15	46	8	0	73	50	28	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	23	23	31	15	8	0	54	58	24	19

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					Actual (7)	Plan (8)												
DALAMAN																		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	37	50	58	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	5	57	66	7	
	GATWICK	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	-6	75	8	4	
	GATWICK	ONUR AIR	C	D	3	0	1	67	0	0	0	0	33	309	75	13	4	
	GLASGOW	ONUR AIR	C	A	5	0	0	40	0	60	0	0	0	28	0	46	5	
	GLASGOW	ONUR AIR	C	D	5	0	0	20	20	40	20	0	0	41	0	43	5	
	MANCHESTER	ONUR AIR	C	A	11	0	1	64	18	18	0	0	0	10	70	5	10	
	MANCHESTER	ONUR AIR	C	D	9	1	0	11	22	22	44	0	0	65	0	46	10	
	NEWCASTLE	ONUR AIR	C	A	4	0	0	50	25	0	25	0	0	25	22	40	9	
	NEWCASTLE	ONUR AIR	C	D	4	0	0	75	0	0	25	0	0	23	11	47	9	
	LUTON	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-23	0	0	0	
	LUTON	PEGASUS AIRLINES	C	D	4	0	0	25	75	0	0	0	0	19	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	20	40	20	0	89	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	65	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	40	10	10	30	10	0	81	78	15	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	3	33	11	11	44	0	0	62	78	25	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	31	60	8	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	47	60	14	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	26	0	0	54	15	8	23	0	0	26	100	-8	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	24	0	0	63	21	17	0	0	0	9	89	-7	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	0	0	0	100	0	282	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	0	0	0	75	25	420	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	-12	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	23	0	0	0	
<b>TOTAL DALAMAN</b>					<b>533</b>	<b>4</b>	<b>8</b>	<b>48</b>	<b>17</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>49</b>	<b>38</b>	<b>38</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	59	0	0	24	14	27	25	10	0	66	88	-5	60	
	GATWICK	AMERICAN AIRLINES	S	D	58	1	2	67	10	5	16	2	0	29	77	14	60	

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																	Actual (7)
DALLAS/FORT WORTH																	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	67	17	3	10	3	0	21	0	0	0
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	40	23	27	10	0	0	33	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	50	27	13	10	0	0	18	93	2	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	7	10	0	0	21	60	16	30
<b>TOTAL DALLAS/FORT WORTH</b>					<b>237</b>	<b>1</b>	<b>2</b>	<b>50</b>	<b>17</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>81</b>	<b>6</b>	<b>6</b>
DAMASCUS																	
	HEATHROW	SYRIANAIR	S	A	15	0	0	13	27	20	33	7	0	67	54	17	13
	HEATHROW	SYRIANAIR	S	D	14	0	0	14	14	43	21	7	0	55	15	35	13
<b>TOTAL DAMASCUS</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>21</b>	<b>31</b>	<b>28</b>	<b>7</b>	<b>0</b>	<b>61</b>	<b>35</b>	<b>26</b>	<b>26</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	8	0	0	88	13	0	0	0	0	-11	88	33	8
	HEATHROW	ALLIANCE	S	D	8	0	0	88	13	0	0	0	0	7	33	124	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	3	100	-10	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	25	0	0	0	0	7	100	0	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>29</b>	<b>29</b>
DEAUVILLE																	
<b>TOTAL DEAUVILLE</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
DENVER INTERNATIONAL																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	83	0	10	7	0	0	-1	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	27	20	7	0	0	26	0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
DETROIT																	
	GATWICK	AMERICAN TRANS AIR	C	A	2	0	1	50	0	50	0	0	0	15	25	112	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	0	3	0	-7	73	18	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	30	10	3	0	0	16	50	33	30
	GATWICK	NORTHWEST AIRLINES	S	A	58	1	2	67	3	16	14	0	0	9	14	83	58
	GATWICK	NORTHWEST AIRLINES	S	D	59	0	1	81	12	7	0	0	0	8	30	40	57
<b>TOTAL DETROIT</b>					<b>180</b>	<b>1</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>34</b>	<b>52</b>	<b>52</b>



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					Actual (7)	Plan (8)											
DHAHRAN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	92	0	0	0	8	0	6	96	-22	26
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	60	16	12	4	8	0	43	76	13	25
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	8	1	0	50	38	0	13	0	0	18	63	31	8
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	8	0	0	75	13	13	0	0	0	7	63	8	8
<b>TOTAL DHAHRAN</b>					<b>66</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>1</b>	<b>1</b>
DINARD																	
	STANSTED	RYANAIR	S	A	30	0	0	87	7	7	0	0	0	-9	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	83	0	17	0	0	0	11	0	0	0
<b>TOTAL DINARD</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
DOHA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	-6	100	-11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	30	7	3	3	0	22	73	10	30
	HEATHROW	GULF AIR	S	A	4	0	0	100	0	0	0	0	0	-7	25	22	4
	HEATHROW	GULF AIR	S	D	4	0	0	100	0	0	0	0	0	-1	75	11	4
	HEATHROW	QATAR AIRWAYS	S	A	30	0	0	77	17	7	0	0	0	5	57	21	30
	HEATHROW	QATAR AIRWAYS	S	D	30	0	0	73	17	10	0	0	0	8	90	4	30
<b>TOTAL DOHA</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>7</b>	<b>7</b>
DONEGAL																	
DORTMUND																	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	47	1	2	96	2	0	2	0	0	2	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	48	0	1	92	4	0	4	0	0	6	0	0	0
<b>TOTAL DORTMUND</b>					<b>95</b>	<b>1</b>	<b>3</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
DOUALA																	
	GATWICK	CAMEROON AIRLINES	S	A	4	1	2	0	50	25	25	0	0	44	20	192	5
	GATWICK	CAMEROON AIRLINES	S	D	5	0	0	0	0	40	60	0	0	64	0	235	4
<b>TOTAL DOUALA</b>					<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>11</b>	<b>211</b>	<b>211</b>
DRESDEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	0	64	32	0	5	0	0	13	32	23	22

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					Actual (7)	Plan (8)											
DRESDEN	HEATHROW	BMI BRITISH MIDLAND	S	D	22	0	0	68	14	9	9	0	0	19	41	14	22
<b>TOTAL DRESDEN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>39</b>	<b>25</b>	<b>25</b>
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	-3	100	-4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	17	13	3	0	0	17	60	12	30
	GATWICK	EMIRATES	S	A	30	0	0	83	7	10	0	0	0	-2	67	6	30
	GATWICK	EMIRATES	S	D	30	0	0	33	20	43	3	0	0	28	37	28	30
	HEATHROW	EMIRATES	S	A	60	0	0	77	10	10	3	0	0	6	57	21	60
	HEATHROW	EMIRATES	S	D	60	0	0	53	17	17	13	0	0	25	45	28	60
	MANCHESTER	EMIRATES	S	A	30	0	0	90	0	3	3	3	0	1	73	9	30
	MANCHESTER	EMIRATES	S	D	30	0	0	67	20	7	3	3	0	23	63	19	30
<b>TOTAL DUBAI</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>17</b>	<b>17</b>
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	171	0	0	90	6	3	1	0	0	3	90	2	158
	BIRMINGHAM	AER LINGUS	S	D	146	0	0	89	8	3	1	0	0	6	85	8	136
	EDINBURGH	AER LINGUS	S	A	142	0	0	89	8	1	1	0	0	5	82	7	113
	EDINBURGH	AER LINGUS	S	D	142	0	0	77	18	4	1	0	0	12	73	14	113
	GLASGOW	AER LINGUS	S	A	120	1	0	94	3	1	2	0	0	0	93	-2	96
	GLASGOW	AER LINGUS	S	D	120	0	0	95	2	2	2	0	0	2	93	2	96
	HEATHROW	AER LINGUS	S	A	414	1	1	62	20	13	5	0	0	17	59	16	403
	HEATHROW	AER LINGUS	S	D	400	0	3	61	21	14	5	0	0	16	75	10	393
	MANCHESTER	AER LINGUS	S	A	172	0	0	92	5	2	2	0	0	1	87	5	168
	MANCHESTER	AER LINGUS	S	D	172	0	0	91	3	4	2	1	0	4	85	8	168
	NEWCASTLE	AER LINGUS	S	A	82	0	0	95	2	2	0	0	0	-1	95	-2	82
	NEWCASTLE	AER LINGUS	S	D	82	0	0	88	6	5	1	0	0	7	98	2	82
	STANSTED	AER LINGUS	S	A	176	0	0	90	7	1	2	0	0	3	85	7	176
	STANSTED	AER LINGUS	S	D	176	0	1	81	13	5	2	0	0	10	72	15	176
	HEATHROW	BMI BRITISH MIDLAND	S	A	237	0	0	54	22	16	8	1	0	23	42	27	244
	HEATHROW	BMI BRITISH MIDLAND	S	D	237	0	0	45	23	20	11	1	0	26	50	21	244

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
DUBLIN																	
	GATWICK	CITY FLYER EXPRESS	S	A	154	0	0	71	20	6	3	0	0	10	58	20	127
	GATWICK	CITY FLYER EXPRESS	S	D	154	0	0	71	21	6	2	0	0	13	52	20	126
	LONDON CITY	CITY JET	S	A	145	4	29	76	9	8	7	0	0	11	87	5	184
	LONDON CITY	CITY JET	S	D	146	4	28	55	24	12	8	0	0	22	65	16	182
	MANCHESTER	LUXAIR	S	A	22	0	0	100	0	0	0	0	0	-1	0	0	0
	MANCHESTER	LUXAIR	S	D	22	0	0	86	5	9	0	0	0	7	0	0	0
	BIRMINGHAM	RYANAIR	S	A	120	0	0	93	5	2	0	0	0	-1	83	6	150
	BIRMINGHAM	RYANAIR	S	D	120	0	0	83	14	3	0	0	0	8	70	14	150
	GATWICK	RYANAIR	S	A	120	0	0	85	12	0	3	1	0	9	83	8	120
	GATWICK	RYANAIR	S	D	120	0	0	87	8	2	2	2	0	12	83	8	120
	LUTON	RYANAIR	S	A	138	4	0	76	13	9	1	0	0	8	64	16	142
	LUTON	RYANAIR	S	D	142	0	0	81	9	9	1	0	0	10	62	17	140
	MANCHESTER	RYANAIR	S	A	61	0	0	90	3	5	2	0	0	3	95	0	150
	MANCHESTER	RYANAIR	S	D	61	0	0	79	8	8	5	0	0	10	89	1	150
	STANSTED	RYANAIR	S	A	327	1	9	85	10	2	2	0	0	6	67	16	378
	STANSTED	RYANAIR	S	D	326	2	0	75	15	7	2	0	0	13	47	27	376
<b>TOTAL DUBLIN</b>					<b>5167</b>	<b>18</b>	<b>79</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>13</b>	<b>13</b>
DUBROVNIK																	
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	89	0	0	0	11	0	13	60	35	5
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	44	33	0	11	11	0	43	60	44	5
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	25	75	0	0	0	0	19	60	17	5
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	0	25	50	25	0	0	39	20	38	5
<b>TOTAL DUBROVNIK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>28</b>	<b>28</b>
DUNDEE																	
	LONDON CITY	SCOT AIRWAYS	S	A	94	0	2	71	21	3	4	0	0	15	0	0	0
	LONDON CITY	SCOT AIRWAYS	S	D	94	0	2	32	46	17	4	1	0	26	0	0	0
<b>TOTAL DUNDEE</b>					<b>188</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>34</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>8</b>	<b>8</b>
DURBAN																	
DUSSELDORF																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	BMI BRITISH MIDLAND	S	A	77	0	1	75	14	6	4	0	0	7	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	77	0	1	71	12	10	6	0	0	13	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	106	1	1	88	6	5	2	0	0	2	56	13	108
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	107	0	1	72	14	7	7	0	0	15	72	12	108
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	23	0	1	78	17	4	0	0	0	7	79	8	52
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	25	0	0	32	28	36	4	0	0	25	77	10	56
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	0	66	22	7	4	1	0	15	50	20	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	76	12	8	4	0	0	11	60	15	116
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	78	0	0	86	4	5	5	0	0	3	59	18	82
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	78	0	0	76	14	8	3	0	0	9	63	17	82
	GATWICK	CITY FLYER EXPRESS	S	A	116	0	0	77	15	8	1	0	0	7	70	12	102
	GATWICK	CITY FLYER EXPRESS	S	D	116	0	0	78	16	3	2	0	0	9	61	16	103
	NEWCASTLE	CITY FLYER EXPRESS	S	A	26	0	0	73	23	4	0	0	0	5	0	0	0
	NEWCASTLE	CITY FLYER EXPRESS	S	D	30	0	0	97	3	0	0	0	0	1	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	26	0	0	58	23	15	4	0	0	18	20	40	25
	NEWCASTLE	GILL AIRWAYS	S	D	26	0	0	77	19	4	0	0	0	9	28	28	25
	STANSTED	KLM UK LTD	S	A	81	0	0	96	1	0	2	0	0	-6	54	27	78
	STANSTED	KLM UK LTD	S	D	82	0	0	93	4	1	2	0	0	6	45	34	78
	BIRMINGHAM	LUFTHANSA	S	A	26	0	0	100	0	0	0	0	0	-8	0	0	0
	BIRMINGHAM	LUFTHANSA	S	D	26	0	0	88	8	4	0	0	0	8	0	0	0
	HEATHROW	LUFTHANSA	S	A	90	0	0	81	12	4	2	0	0	8	56	16	113
	HEATHROW	LUFTHANSA	S	D	90	0	0	91	3	4	1	0	0	2	67	13	94
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	48	0	0	56	21	15	8	0	0	15	48	20	69
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	48	0	0	54	19	13	15	0	0	23	24	28	68
<b>TOTAL DUSSELDORF</b>					<b>1638</b>	<b>1</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					99	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	99	0	1	84	3	10	3	0	0	8	80	9	100
	EDINBURGH	BMI BRITISH MIDLAND	S	D	99	0	1	70	15	13	2	0	0	16	71	14	100
	GLASGOW	BMI BRITISH MIDLAND	S	A	95	1	1	66	17	12	5	0	0	15	64	12	96
	GLASGOW	BMI BRITISH MIDLAND	S	D	95	1	1	65	16	13	5	1	0	17	67	14	96
<b>TOTAL EAST MIDLANDS</b>					<b>389</b>	<b>4</b>	<b>5</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>12</b>	<b>12</b>
EDINBURGH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	245	0	1	64	18	13	6	0	0	16	59	15	232
	HEATHROW	BMI BRITISH MIDLAND	S	D	245	0	1	70	17	10	4	0	0	12	75	10	232
	MANCHESTER	BMI REGIONAL	S	A	65	0	1	68	20	12	0	0	0	12	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	65	0	1	86	9	5	0	0	0	1	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	162	0	2	73	16	7	2	1	0	10	73	11	163
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	0	82	12	4	2	0	0	9	82	9	163
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	2	88	5	5	1	0	0	6	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	73	0	1	95	1	3	1	0	0	1	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	202	0	3	68	17	11	3	0	0	15	93	2	229
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	224	0	2	74	17	8	1	0	0	10	78	9	229
	HEATHROW	BRITISH AIRWAYS PLC	S	A	320	0	2	74	15	6	5	0	0	13	74	11	319
	HEATHROW	BRITISH AIRWAYS PLC	S	D	322	0	0	85	7	7	2	0	0	4	79	8	320
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	67	1	1	69	24	6	1	0	0	12	83	8	121
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	47	1	1	81	11	6	2	0	0	8	93	3	121
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	134	0	0	84	7	4	5	0	0	6	67	16	129
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	134	0	0	81	5	7	7	0	0	12	44	29	128
	STANSTED	GO FLY LTD	S	A	137	0	1	82	7	7	4	0	0	4	0	0	0
	STANSTED	GO FLY LTD	S	D	136	0	2	76	10	10	4	0	0	10	0	0	0
	LONDON CITY	KLM UK LTD	S	A	78	0	0	92	5	3	0	0	0	-4	79	7	98
	LONDON CITY	KLM UK LTD	S	D	78	0	0	79	18	3	0	0	0	11	50	23	98
	STANSTED	KLM UK LTD	S	A	181	0	4	87	6	4	2	1	0	5	55	29	155

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
EDINBURGH	STANSTED	KLM UK LTD	S	D	181	0	4	79	12	4	4	0	0	11	54	30	158	
<b>TOTAL EDINBURGH</b>					<b>3335</b>	<b>3</b>	<b>29</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>13</b>	
EDMONTON	HEATHROW	AIR CANADA	S	A	9	0	0	56	44	0	0	0	7	33	36	12		
	HEATHROW	AIR CANADA	S	D	9	0	0	78	11	0	11	0	18	58	20	12		
<b>TOTAL EDMONTON</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>28</b>	<b>28</b>		
EINDHOVEN	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	40	0	8	43	30	23	5	0	23	35	36	37		
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	40	0	8	70	15	13	3	0	17	32	35	38		
	GATWICK	B A S E BUSINESS AIRLINES	S	A	26	0	0	69	31	0	0	0	11	29	27	21		
	GATWICK	B A S E BUSINESS AIRLINES	S	D	26	0	0	69	23	8	0	0	10	71	9	21		
	HEATHROW	B A S E BUSINESS AIRLINES	S	A	47	0	0	62	28	4	6	0	19	0	0	0		
	HEATHROW	B A S E BUSINESS AIRLINES	S	D	46	0	1	91	7	0	2	0	5	0	0	0		
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	40	0	4	70	23	8	0	0	8	61	16	38		
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	40	0	4	68	25	8	0	0	8	58	18	38		
	HEATHROW	KLM	S	A	43	0	0	84	9	5	2	0	7	50	18	42		
	HEATHROW	KLM	S	D	43	0	0	81	9	7	2	0	9	33	25	42		
	STANSTED	KLM EXEL	S	A	70	0	0	83	13	4	0	0	2	23	34	61		
	STANSTED	KLM EXEL	S	D	70	0	0	91	7	0	1	0	2	35	30	60		
<b>TOTAL EINDHOVEN</b>					<b>531</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>41</b>	<b>25</b>	<b>25</b>		
ENTEBBE	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	5	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	75	0	0	0	15	0	0	0		
<b>TOTAL ENTEBBE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>		
ESBJERG																		
EXETER	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	96	0	1	88	4	7	1	0	5	92	3	63		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	94	2	2	65	21	12	2	0	15	75	11	63		
	GLASGOW	FUTURA AIRLINES	C	A	2	0	2	100	0	0	0	0	-3	0	0	0		

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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																	
TOTAL EXETER					194	2	5	76	13	9	2	0	0	10	83	7	7

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO	BIRMINGHAM	AIR 2000	C	A	12	0	0	75	8	8	8	0	0	14	75	6	12
	BIRMINGHAM	AIR 2000	C	D	12	0	0	67	8	17	8	0	0	22	83	7	12
	GATWICK	AIR 2000	C	A	28	0	0	46	14	7	25	7	0	53	21	73	24
	GATWICK	AIR 2000	C	D	28	0	0	43	18	14	18	7	0	47	38	60	24
	GLASGOW	AIR 2000	C	A	12	0	0	33	25	25	17	0	0	31	75	16	12
	GLASGOW	AIR 2000	C	D	12	0	0	42	17	17	25	0	0	33	83	11	12
	MANCHESTER	AIR 2000	C	A	24	0	0	67	8	17	4	0	4	24	50	37	20
	MANCHESTER	AIR 2000	C	D	24	0	0	46	8	25	17	0	4	44	35	51	20
	NEWCASTLE	AIR 2000	C	A	8	0	0	50	13	25	13	0	0	31	88	1	8
	NEWCASTLE	AIR 2000	C	D	8	0	0	50	0	25	25	0	0	36	75	12	8
	STANSTED	AIR 2000	C	A	16	0	0	69	19	13	0	0	0	11	75	16	4
	STANSTED	AIR 2000	C	D	16	0	0	50	31	13	6	0	0	21	25	101	4
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	63	30	3	3	0	0	10	70	7	30
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	90	7	3	0	0	0	6	47	19	30
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	30	0	27	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	31	75	15	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	13	0	0	20	38	81	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	24	38	84	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	0	25	0	96	75	74	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	0	25	0	94	50	89	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	15	0	30	3
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	75	146	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	38	25	13	13	13	0	51	38	93	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	13	13	13	13	0	56	42	102	12
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	25	0	0	0	25	50	43	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	35	75	51	4
	GLASGOW	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	0	25	0	0	12	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	0	25	0	0	43	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	50	25	0	25	0	0	27	0	0	0



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	-5	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	21	0	0	48	24	10	14	0	5	59	67	21	15
	GATWICK	CALEDONIAN AIRWAYS	C	D	20	0	0	40	30	10	15	0	5	79	25	41	16
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	75	25	0	0	0	27	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	12	0	0	17	25	33	25	0	0	50	50	68	12
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	12	0	0	8	17	33	33	8	0	69	0	114	12
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	0	0	50	50	0	0	64	75	4	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	5	4
	STANSTED	DUO AIRWAYS LTD	C	A	4	0	0	0	25	75	0	0	0	42	0	0	0
	STANSTED	DUO AIRWAYS LTD	C	D	4	0	0	0	0	50	50	0	0	56	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	50	50	0	0	0	0	7	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	15	75	3	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	1	40	20	40	0	0	0	22	50	17	4
	STANSTED	EXCEL AIRWAYS LTD	C	A	12	0	0	50	17	8	17	0	8	58	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	12	0	0	33	33	17	8	0	8	62	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	43	0	0	65	12	7	16	0	0	21	68	33	37
	GATWICK	GB AIRWAYS LTD	S	D	43	0	0	47	14	14	21	5	0	44	55	26	38
	HEATHROW	GB AIRWAYS LTD	S	A	25	0	0	48	24	16	12	0	0	27	75	4	20
	HEATHROW	GB AIRWAYS LTD	S	D	25	0	0	60	8	20	12	0	0	23	48	28	21
	STANSTED	GO FLY LTD	S	A	17	0	0	76	6	6	0	12	0	23	0	0	0
	STANSTED	GO FLY LTD	S	D	17	0	0	35	41	6	12	6	0	35	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	20	0	0	40	35	20	0	5	0	33	55	20	20
	BIRMINGHAM	MONARCH AIRLINES	C	D	20	0	0	35	35	15	10	5	0	39	50	23	20
	EDINBURGH	MONARCH AIRLINES	C	A	8	0	0	13	50	0	38	0	0	45	25	20	4
	EDINBURGH	MONARCH AIRLINES	C	D	8	0	0	25	63	0	13	0	0	38	75	13	4
	GATWICK	MONARCH AIRLINES	C	A	28	0	0	18	29	43	11	0	0	42	25	37	28
	GATWICK	MONARCH AIRLINES	C	D	28	0	0	29	29	25	18	0	0	38	43	33	28

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
FARO	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	16	100	-7	5
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	23	33	15	6
	LUTON	MONARCH AIRLINES	C	A	8	0	0	50	38	0	13	0	0	15	63	23	8
	LUTON	MONARCH AIRLINES	C	D	8	0	0	63	0	25	13	0	0	22	50	24	8
	MANCHESTER	MONARCH AIRLINES	C	A	20	0	0	45	45	10	0	0	0	16	50	24	24
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	65	30	0	5	0	0	13	42	25	24
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	29	80	33	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	36	60	45	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	74	0	51	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	50	0	0	80	20	48	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	25	0	117	50	19	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	100	0	0	163	100	3	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	13	25	25	0	0	41	100	-4	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	13	38	0	0	40	100	-1	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	75	25	0	162	25	21	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	50	25	0	127	50	11	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	63	25	98	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	84	50	96	4
	MANCHESTER	PORTUGALIA	S	A	4	0	0	25	50	25	0	0	0	18	0	0	0
	MANCHESTER	PORTUGALIA	S	D	4	0	0	0	25	50	25	0	0	41	0	0	0
	EDINBURGH	SATA	C	A	4	0	0	50	50	0	0	0	0	16	0	0	0
	EDINBURGH	SATA	C	D	4	0	0	0	50	50	0	0	0	28	0	0	0
	LUTON	SATA	C	A	8	0	0	63	25	13	0	0	0	16	75	6	4
	LUTON	SATA	C	D	7	0	1	29	29	29	14	0	0	31	50	19	4
	NEWCASTLE	SATA	C	A	4	0	0	50	25	25	0	0	0	10	100	-3	4
	NEWCASTLE	SATA	C	D	4	0	0	50	25	25	0	0	0	19	100	-2	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	32	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	40	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	13	50	13	25	0	0	48	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	0	25	25	0	13	117	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-3	0	0	0	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	24	0	0	50	8	13	21	4	4	76	83	7	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	24	0	0	54	8	8	21	8	0	53	83	10	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	15	75	8	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	9	75	12	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	33	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	55	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-10	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 FARO</b>					<b>1015</b>	<b>1</b>	<b>2</b>	<b>48</b>	<b>20</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>54</b>	<b>33</b>	<b>33</b>	
FIGARI																		
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	0	100	0	0	89	25	20	4	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	0	25	0	75	0	0	53	50	17	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	87	0	55	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	51	75	12	4	
<b>TOTAL FIGARI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>38</b>	<b>26</b>	<b>26</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	85	0	0	68	20	7	5	0	0	10	57	18	60	
	GATWICK	MERIDIANA AIR	S	D	84	0	1	31	23	27	19	0	0	36	50	22	60	
<b>TOTAL FLORENCE</b>					<b>169</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>21</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>20</b>	<b>20</b>	
FORLI																		
FORT WAYNE																		
FRANKFURT MAIN																		
	GATWICK	AIR ZIMBABWE	S	A	4	0	0	50	25	25	0	0	0	21	0	0	0	
	GATWICK	AIR ZIMBABWE	S	D	4	0	0	0	0	100	0	0	0	43	0	0	0	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	22	1	0	55	36	9	0	0	0	16	0	0	0	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	22	0	0	64	23	5	9	0	0	20	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	0	71	12	12	6	0	0	15	67	13	119	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)											
FRANKFURT MAIN	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	68	18	10	3	1	0	15	65	11	120
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	86	0	0	74	14	7	3	1	0	14	74	12	86
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	86	0	0	58	19	17	6	0	0	20	53	28	86
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	101	0	1	78	9	10	3	0	0	6	73	9	78
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	102	0	1	61	17	16	7	0	0	21	86	8	78
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	1	73	16	7	4	0	0	11	57	14	141
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	63	25	10	2	0	0	14	62	15	142
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	98	0	0	79	11	6	4	0	0	2	68	11	85
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	99	0	0	67	19	8	6	0	0	14	58	22	85
	STANSTED	KLM UK LTD	S	A	79	0	2	87	5	3	3	3	0	1	78	17	100
	STANSTED	KLM UK LTD	S	D	80	0	1	66	20	8	4	3	0	19	53	25	101
	BIRMINGHAM	LUFTHANSA	S	A	59	0	1	83	8	7	2	0	0	9	86	6	56
	BIRMINGHAM	LUFTHANSA	S	D	60	0	0	77	12	8	3	0	0	11	96	4	56
	EDINBURGH	LUFTHANSA	S	A	59	0	2	98	2	0	0	0	0	-20	0	0	0
	EDINBURGH	LUFTHANSA	S	D	60	0	1	47	28	18	7	0	0	22	0	0	0
	HEATHROW	LUFTHANSA	S	A	240	0	0	50	28	15	7	0	0	21	63	16	239
	HEATHROW	LUFTHANSA	S	D	240	0	0	68	21	8	3	0	0	11	76	11	238
	MANCHESTER	LUFTHANSA	S	A	90	0	0	81	11	6	2	0	0	7	98	-3	88
	MANCHESTER	LUFTHANSA	S	D	90	0	0	77	16	6	2	0	0	9	88	4	88
	STANSTED	LUFTHANSA	S	A	90	0	0	88	8	3	1	0	0	3	0	0	0
	STANSTED	LUFTHANSA	S	D	90	0	0	69	19	10	2	0	0	11	0	0	0
	LONDON CITY	LUFTHANSA CITY LINE	S	A	46	1	2	67	15	13	4	0	0	13	40	27	48
	LONDON CITY	LUFTHANSA CITY LINE	S	D	48	0	0	15	42	33	10	0	0	33	8	40	48
<b>TOTAL FRANKFURT MAIN</b>					<b>2482</b>	<b>5</b>	<b>12</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>14</b>
FUERTEVENTURA	MANCHESTER	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-34	75	8	4
	MANCHESTER	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	26	100	13	4

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
FUERTEVENTURA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	7	0	71	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	60	50	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	36	0	145	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	28	20	110	5	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	60	0	0	0	30	40	20	5	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	60	18	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	12	20	37	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9	20	36	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	6	60	131	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	0	75	20	4	
	BIRMINGHAM	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-13	0	0	0	
	BIRMINGHAM	FUTURA AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	50	30	20	0	0	0	16	75	14	8	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	40	30	30	0	0	0	20	75	16	8	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-19	100	-22	4	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-6	100	-1	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	41	75	1	8	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	28	75	11	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	13	50	30	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	21	50	35	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	25	38	0	0	0	21	38	44	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	11	11	44	33	0	0	48	25	49	8	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	39	100	-10	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	20	40	0	0	75	75	10	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	33	0	0	0	15	42	29	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	22	22	0	0	0	21	33	32	12	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	37	50	36	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	20	40	0	0	58	50	36	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	75	0	0	0	37	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	80	0	0	0	40	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	33	0	0	0	16	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	0	20	20	0	0	27	100	8	4
<b>TOTAL FUERTEVENTURA</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>32</b>	<b>32</b>
FUNCHAL	GATWICK	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-7	100	5	5
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	100	-3	5
	HEATHROW	AIR PORTUGAL	S	A	8	0	0	63	0	38	0	0	0	14	63	5	8
	HEATHROW	AIR PORTUGAL	S	D	8	0	0	38	25	38	0	0	0	22	88	5	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	288	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	0	25	329	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	58	8	8	8	8	8	108	64	11	14
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	42	8	25	17	8	0	49	60	25	15
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	4	80	44	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	23	80	49	5
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	69	8	15	0	8	0	27	62	11	13
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	62	23	8	8	0	0	18	77	11	13
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	75	0	0	25	0	92	100	3	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	80	100	0	5
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	36	40	12	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	44	60	15	5
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	67	22	0	11	0	0	25	100	-7	5
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	22	0	0	11	0	28	100	-2	5
	GLASGOW	SATA	C	A	4	0	0	25	75	0	0	0	0	17	100	-17	5
	NEWCASTLE	SATA	C	A	4	0	0	75	25	0	0	0	0	3	100	-13	5
	NEWCASTLE	SATA	C	D	4	0	0	100	0	0	0	0	0	6	100	-6	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	60	40	0	0	0	26	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-4	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL FUNCHAL</b>					<b>154</b>	<b>5</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>46</b>	<b>77</b>	<b>20</b>	<b>20</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

		Origin / Destinations: G																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JUNE 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	163	0	1	86	10	2	2	0	0	3	80	5	163	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	162	0	2	66	19	10	4	0	0	17	66	15	163	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	166	0	0	86	8	2	3	1	0	6	74	11	164	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	166	0	0	89	5	3	2	1	0	7	86	10	161	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	193	0	0	88	9	2	1	0	0	2	78	6	164	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	193	0	0	92	5	3	1	0	0	3	80	11	162	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	160	0	0	89	10	1	0	0	0	-1	81	5	118	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	134	0	0	89	7	1	2	0	0	4	89	2	141	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	50	25	25	0	0	0	20	75	18	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	4	100	0	0	0	0	0	-4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	34	0	0	0	
<b>TOTAL GATWICK</b>					<b>1351</b>	<b>6</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>9</b>	<b>9</b>	
GDANSK																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	69	8	23	0	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	77	15	0	8	0	0	14	0	0	0	
<b>TOTAL GDANSK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>7</b>	<b>7</b>	
GENEVA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	85	0	0	71	15	11	2	1	0	13	88	1	85	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	85	0	0	74	12	9	5	0	0	13	87	7	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	76	10	12	2	0	0	9	65	11	135	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	80	10	8	1	0	0	8	79	8	135	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
GENEVA																	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	0	58	23	19	0	0	0	14	79	5	53
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	52	23	23	2	0	0	17	70	14	53
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	50	0	2	26	36	32	6	0	0	28	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	50	0	2	38	30	26	6	0	0	25	0	0	0
	LUTON	EASYJET SWITZERLAND	S	A	60	0	0	80	15	2	3	0	0	2	0	0	0
	LUTON	EASYJET SWITZERLAND	S	D	60	0	0	95	0	3	2	0	0	1	0	0	0
	LONDON CITY	SWISS AIRLINES	S	A	75	0	2	61	17	17	4	0	0	15	87	6	77
	LONDON CITY	SWISS AIRLINES	S	D	75	0	1	36	24	31	9	0	0	29	56	17	77
	HEATHROW	SWISSAIR	S	A	120	0	0	85	8	6	1	0	0	1	82	6	120
	HEATHROW	SWISSAIR	S	D	120	0	0	80	13	6	1	0	0	5	81	5	120
<b>TOTAL GENEVA</b>					<b>1174</b>	<b>1</b>	<b>67</b>	<b>69</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>9</b>	<b>9</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	53	18	13	13	2	0	22	78	17	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	37	17	32	13	2	0	35	57	26	60
	STANSTED	RYANAIR	S	A	30	0	0	3	30	40	23	3	0	52	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	3	13	57	27	0	0	50	0	0	0
<b>TOTAL GENOA</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>31</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>68</b>	<b>21</b>	<b>21</b>
GERONA																	
	GATWICK	AIR 2000	C	A	8	0	0	100	0	0	0	0	0	-10	25	79	8
	GATWICK	AIR 2000	C	D	8	0	0	100	0	0	0	0	0	0	50	74	8
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	50	0	0	0	23	50	8	4
	GLASGOW	AIR 2000	C	D	4	0	0	0	50	25	25	0	0	41	25	25	4
	MANCHESTER	AIR 2000	C	A	8	0	0	75	0	25	0	0	0	4	57	29	7
	MANCHESTER	AIR 2000	C	D	8	0	0	63	0	38	0	0	0	19	50	39	8
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	0	0	67	0	33	0	0	0	18	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	41	25	65	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	25	0	0	39	50	65	4



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	44	11	0	0	0	12	38	58	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	11	0	0	0	12	33	56	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	19	50	88	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	26	40	92	5
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	6	60	71	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	9	40	77	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	33	11	33	22	0	0	36	38	35	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	0	33	22	0	0	40	46	39	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	75	0	0	85	25	29	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	25	0	0	45	25	35	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-8	25	63	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	25	67	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	37	50	38	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	44	50	43	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	6	75	8	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	75	11	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	25	25	0	97	100	-6	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	66	75	4	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-23	100	-13	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	100	3	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	73	25	34	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	82	0	40	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	24	100	-3	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	52	100	-6	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	30	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	36	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	0	25	0	0	30	88	11	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	0	25	0	0	25	75	22	8

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 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)												
GERONA																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	13	100	-9	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	38	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	17	0	17	0	0	13	88	-6	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	8	0	17	0	0	9	88	-2	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	31	100	-11	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	1	1	67	0	0	33	0	0	33	100	-10	4	
<b>TOTAL GERONA</b>					<b>247</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>13</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>33</b>	<b>33</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	50	0	1	80	16	0	0	4	0	10	85	8	47	
	GATWICK	GB AIRWAYS LTD	S	D	50	0	6	84	10	2	2	2	0	14	77	16	47	
	MANCHESTER	GB AIRWAYS LTD	S	A	4	0	0	25	25	50	0	0	0	30	75	17	4	
	MANCHESTER	GB AIRWAYS LTD	S	D	4	0	0	0	50	50	0	0	0	29	75	16	4	
	LUTON	MONARCH AIRLINES	S	A	26	0	0	85	4	8	4	0	0	1	76	5	17	
	LUTON	MONARCH AIRLINES	S	D	26	0	0	73	12	8	8	0	0	14	82	13	17	
<b>TOTAL GIBRALTAR</b>					<b>160</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>11</b>	
GLASGOW																		
	BIRMINGHAM	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	30	0	0	90	3	7	0	0	0	10	90	8	30	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	52	0	0	94	2	4	0	0	0	-3	81	4	52	
	HEATHROW	BMI BRITISH MIDLAND	S	A	234	0	2	50	26	15	9	0	0	22	46	22	235	
	HEATHROW	BMI BRITISH MIDLAND	S	D	234	0	0	53	22	18	7	0	0	20	57	18	236	
	MANCHESTER	BMI REGIONAL	S	A	95	0	5	77	13	9	1	0	0	9	0	0	0	
	MANCHESTER	BMI REGIONAL	S	D	91	0	5	87	7	7	0	0	0	3	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	2	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	5	1	0	80	20	0	0	0	0	-3	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	1	0	0	33	67	0	0	71	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	D	2	1	2	50	0	50	0	0	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	166	0	0	89	5	4	2	1	0	5	86	8	162	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)											
GLASGOW	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	166	0	0	85	8	3	3	1	0	9	78	12	164
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	95	0	5	91	8	1	0	0	0	2	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	95	0	1	83	11	5	1	0	0	5	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	173	0	3	87	8	3	1	0	0	4	92	4	196
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	173	0	4	75	13	8	4	0	0	13	88	8	196
	HEATHROW	BRITISH AIRWAYS PLC	S	A	324	0	0	85	9	3	2	0	0	5	72	10	319
	HEATHROW	BRITISH AIRWAYS PLC	S	D	322	0	3	88	7	5	1	0	0	4	83	7	320
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	47	1	0	68	6	15	11	0	0	20	76	12	117
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	48	1	0	40	21	19	17	4	0	37	78	8	116
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	93	5	3	0	0	0	-4	78	10	107
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	91	4	6	0	0	0	5	52	26	108
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	81	0	2	54	25	16	4	1	0	21	85	4	106
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	82	1	2	57	23	10	9	1	0	25	68	14	106
	STANSTED	KLM UK LTD	S	A	103	0	2	83	7	6	4	0	0	3	71	23	127
	STANSTED	KLM UK LTD	S	D	103	0	2	71	11	10	9	0	0	16	43	38	127
	LONDON CITY	SCOT AIRWAYS	S	A	94	0	2	90	9	0	1	0	0	3	0	0	0
	LONDON CITY	SCOT AIRWAYS	S	D	95	0	2	61	31	6	2	0	0	14	0	0	0
<b>TOTAL GLASGOW</b>					<b>3145</b>	<b>8</b>	<b>44</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>13</b>	<b>13</b>
GOTEBORG	EDINBURGH	BRAATHENS ASA	C	A	3	1	0	67	0	33	0	0	0	10	0	0	0
	EDINBURGH	BRAATHENS ASA	C	D	2	1	0	0	0	0	100	0	0	133	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	60	24	14	1	0	0	13	83	2	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	71	14	9	6	0	0	15	70	13	30
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	15	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0
	HEATHROW	SAS	S	A	60	0	0	62	27	10	2	0	0	14	50	22	64

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GOTEBORG	HEATHROW	SAS	S	D	60	0	0	78	15	5	2	0	0	8	71	13	69
<b>TOTAL GOTEBORG</b>					<b>315</b>	<b>5</b>	<b>2</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>17</b>	<b>17</b>
GOTEBORG (SAVE)																	
GRAND CAYMAN	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-2	77	10	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	33	11	11	0	0	21	0	0	0
<b>TOTAL GRAND CAYMAN</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>10</b>
GRAZ																	
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	0	100	-13	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	11	0	0	0	14	100	10	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	40	40	0	20	0	0	28	50	20	4
<b>TOTAL GRENADA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>1</b>	<b>1</b>
GUERNSEY																	
	STANSTED	AURIGNY AIR SERVICES	S	A	68	0	6	99	0	0	1	0	0	-6	0	0	0
	STANSTED	AURIGNY AIR SERVICES	S	D	67	0	7	91	7	0	1	0	0	6	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	3	0	0	67	33	0	0	0	0	12	50	24	2
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	13	0	0	100	0	0	0	0	0	5	92	0	13
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	13	0	0	54	38	8	0	0	0	13	92	6	13
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	9	3	3	78	11	11	0	0	0	6	74	12	34
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	33	1	1	79	6	12	3	0	0	9	81	18	37
	GATWICK	CITY FLYER EXPRESS	S	A	120	0	0	94	3	2	1	0	0	-2	86	2	110
	GATWICK	CITY FLYER EXPRESS	S	D	120	0	0	88	9	2	1	0	0	6	81	9	110
	MANCHESTER	CITY FLYER EXPRESS	C	A	4	0	0	100	0	0	0	0	0	-9	100	-11	8
	MANCHESTER	CITY FLYER EXPRESS	C	D	4	0	0	75	25	0	0	0	0	3	63	6	8
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	32	0	0	34	31	9	22	3	0	43	73	10	30
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	29	0	1	28	34	21	14	3	0	44	69	20	35
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	135	0	4	93	4	4	0	0	0	91	5	116	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JUNE 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)										
GUERNSEY	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	136	0	6	82	11	5	2	0	0	8	88	10	117	
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	2	0	0	100	0	0	0	0	0	0	100	6	1	
<b>TOTAL GUERNSEY</b>					<b>788</b>	<b>4</b>	<b>28</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>9</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
HAHN																		
	STANSTED	RYANAIR	S	A	52	0	0	92	6	2	0	0	0	-14	0	0	0	
	STANSTED	RYANAIR	S	D	52	0	0	81	8	8	4	0	0	11	0	0	0	
<b>TOTAL HAHN</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	29	1	1	52	17	24	7	0	0	17	33	43	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	73	27	0	0	0	0	9	73	12	30	
<b>TOTAL HALIFAX INT</b>					<b>59</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>27</b>	<b>27</b>	
HAMBURG																		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	22	0	0	95	0	5	0	0	0	3	86	9	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	82	9	7	2	0	0	4	60	15	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	78	12	8	2	0	0	8	71	11	90	
	GATWICK	DEUTSCHE BA	S	A	64	0	0	88	9	3	0	0	0	0	73	7	56	
	GATWICK	DEUTSCHE BA	S	D	64	0	0	78	9	13	0	0	0	11	73	12	56	
	HEATHROW	LUFTHANSA	S	A	89	0	0	72	18	6	4	0	0	11	58	15	90	
	HEATHROW	LUFTHANSA	S	D	89	0	0	88	6	3	3	0	0	4	81	7	90	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	52	0	0	90	4	2	4	0	0	-2	94	-2	50	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	52	0	0	71	13	12	4	0	0	15	68	11	50	
<b>TOTAL HAMBURG</b>					<b>612</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>13</b>	<b>13</b>	
HANOVER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	90	0	0	90	4	6	0	0	0	-2	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	90	0	0	81	8	10	1	0	0	8	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	22	0	0	91	5	0	5	0	0	2	73	24	22	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	22	0	0	95	5	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	92	0	8	0	0	0	-1	70	11	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	1	61	20	18	2	0	0	14	73	7	52	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	83	10	7	0	0	0	3	83	2	30	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	70	20	10	0	0	0	11	67	17	30	
<b>TOTAL HANOVER</b>					<b>386</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>11</b>	<b>11</b>	
HARARE																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)												
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	17	0	4	47	24	6	24	0	0	32	82	0	17	
	GATWICK	AIR ZIMBABWE	S	D	12	0	7	17	25	17	42	0	0	52	76	9	17	
<b>TOTAL HARARE</b>					<b>29</b>	<b>0</b>	<b>11</b>	<b>34</b>	<b>24</b>	<b>10</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>83</b>	<b>2</b>	<b>2</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	9	0	0	100	0	0	0	0	0	-12	75	6	8	
	GATWICK	AIR ALGERIE	C	D	9	0	0	33	22	44	0	0	0	30	50	18	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	-4	67	17	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	-2	100	3	4	
<b>TOTAL HASSI MESSAOUD</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>13</b>	<b>13</b>	
HAVANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	0	50	0	0	0	27	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	0	75	0	0	0	36	0	0	0	
	GATWICK	CUBANA	S	A	13	0	0	85	15	0	0	0	0	6	38	50	13	
	GATWICK	CUBANA	S	D	13	0	0	69	15	8	8	0	0	16	23	55	13	
<b>TOTAL HAVANA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>24</b>	<b>52</b>	<b>52</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	245	0	2	64	21	11	4	0	0	16	67	12	232	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	245	0	1	52	27	15	5	0	0	21	67	14	232	
	GLASGOW	BMI BRITISH MIDLAND	S	A	235	0	1	40	28	24	9	0	0	26	44	22	236	
	GLASGOW	BMI BRITISH MIDLAND	S	D	233	0	1	46	29	18	7	0	0	23	62	17	235	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	222	0	9	75	17	6	2	0	0	11	81	8	228	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	222	1	10	89	6	4	2	0	0	5	89	1	229	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	322	0	0	82	10	5	3	0	0	7	77	9	320	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	321	0	1	62	24	10	4	0	0	18	71	15	320	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	322	2	1	85	9	4	2	0	0	7	79	11	324	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	324	0	0	92	4	3	2	0	0	4	89	6	323	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	308	0	0	89	6	3	2	0	0	4	81	7	298	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	305	2	2	85	9	4	2	0	0	6	86	6	298	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	160	0	1	88	6	3	3	0	0	6	87	8	163	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	1	95	2	1	2	0	0	2	91	3	163
<b>TOTAL HEATHROW</b>					<b>3625</b>	<b>6</b>	<b>30</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>10</b>	<b>10</b>
HELSINKI	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	54	25	15	5	0	0	18	30	25	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	75	15	7	3	0	0	11	50	21	60
	GATWICK	FINNAIR	S	A	60	0	0	85	13	2	0	0	0	2	0	0	0
	GATWICK	FINNAIR	S	D	60	0	0	83	7	10	0	0	0	9	0	0	0
	HEATHROW	FINNAIR	S	A	90	0	0	64	24	9	2	0	0	12	42	20	90
	HEATHROW	FINNAIR	S	D	90	0	0	73	13	9	4	0	0	11	69	15	90
	MANCHESTER	FINNAIR	S	A	52	0	0	92	4	4	0	0	0	0	60	18	30
	MANCHESTER	FINNAIR	S	D	52	0	0	75	13	8	4	0	0	12	40	30	30
	STANSTED	FINNAIR	C	A	4	0	0	25	0	0	75	0	0	78	50	18	8
	STANSTED	FINNAIR	C	D	4	0	0	0	25	0	75	0	0	91	25	43	8
<b>TOTAL HELSINKI</b>					<b>531</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>46</b>	<b>22</b>	<b>22</b>
HERAKLION	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	40	0	0	0	0	8	100	-18	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-1	100	0	5
	GATWICK	AIR 2000	C	A	24	0	0	46	4	25	17	4	4	52	54	33	13
	GATWICK	AIR 2000	C	D	24	0	0	63	4	17	13	0	4	41	36	46	14
	GLASGOW	AIR 2000	C	A	5	0	0	40	20	40	0	0	0	19	80	34	5
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	4	60	42	5
	MANCHESTER	AIR 2000	C	A	14	0	0	43	14	36	0	7	0	38	67	16	9
	MANCHESTER	AIR 2000	C	D	14	0	0	71	21	0	0	7	0	24	56	21	9
	NEWCASTLE	AIR 2000	C	A	5	0	0	40	0	40	20	0	0	27	100	-8	4
	NEWCASTLE	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	20	40	30	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	0	25	0	78	20	175	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	68	0	167	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	11	44	33	0	11	101	22	98	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	0	25	0	0	13	72	44	49	9



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
HERAKLION	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	40	0	0	0	26	40	18	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	20	27	5
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	60	20	0	0	45	50	44	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	28	25	54	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	22	11	33	33	0	0	41	11	42	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	38	25	38	0	0	0	25	56	75	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	75	0	0	71	0	160	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	75	0	0	0	33	0	129	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	42	50	36	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	37	75	12	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	44	11	0	33	11	0	48	54	95	13
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	44	33	0	22	0	0	39	23	48	13
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	67	0	22	11	0	0	24	47	29	17
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	33	22	33	11	0	0	38	39	38	18
	STANSTED	EXCEL AIRWAYS LTD	C	A	5	0	0	40	0	20	40	0	0	62	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	37	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	31	100	-3	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	26	80	10	5
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	60	20	0	0	41	60	32	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	80	20	0	0	0	28	40	53	5
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	20	0	53	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	40	40	0	0	20	0	72	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	0	20	60	0	0	64	60	112	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	40	20	40	0	0	46	60	120	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	36	50	29	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	19	50	21	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	10	30	20	30	0	10	81	50	40	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	20	40	20	10	0	10	66	40	35	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	1	50	0	0	25	25	0	106	75	28	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	1	0	75	0	0	0	25	0	81	40	67	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
HERAKLION	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	20	40	20	10	10	0	55	100	-11	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	10	0	10	10	0	39	100	3	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	20	60	0	0	69	60	15	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	40	40	0	0	62	80	11	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	60	7	27	7	0	0	17	80	-2	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	73	0	27	0	0	0	11	60	23	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	20	40	0	0	55	50	24	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	0	40	0	0	38	60	13	5	
	GLASGOW	TRANSAER	C	A	4	0	0	25	75	0	0	0	0	15	25	292	4	
	GLASGOW	TRANSAER	C	D	4	0	0	25	50	25	0	0	0	22	25	301	4	
	NEWCASTLE	TRANSAER	C	A	9	0	0	0	44	33	22	0	0	54	25	29	4	
	NEWCASTLE	TRANSAER	C	D	9	0	0	22	0	33	44	0	0	58	25	28	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	-1	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	56	33	11	0	0	0	17	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	-5	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
<b>TOTAL HERAKLION</b>					<b>428</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>17</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>47</b>	<b>49</b>	<b>49</b>	
HOLGUIN (FRANK PAIS)	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	20	60	0	0	59	0	0	0	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>53</b>	<b>53</b>	
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	7	0	0	0	-5	87	-3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	13	0	0	0	0	3	87	4	30	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	46	0	3	91	9	0	0	0	0	-9	86	-8	50	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	46	0	0	74	11	15	0	0	0	10	78	10	51	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	16	0	14	75	13	13	0	0	0	4	97	-3	30	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	16	0	14	44	44	6	6	0	0	21	23	31	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	10	7	0	0	0	-11	77	-6	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	13	0	3	0	0	9	87	6	30	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HONG KONG (CHEP LAP KOK)					<b>244</b>	<b>0</b>	<b>31</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>4</b>	<b>4</b>
HOUSTON																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	48	14	14	14	3	7	90	73	20	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	43	33	3	13	0	7	87	37	29	30
	GATWICK	CONTINENTAL AIRLINES	S	A	60	0	0	42	25	18	15	0	0	23	68	18	60
	GATWICK	CONTINENTAL AIRLINES	S	D	60	0	0	55	28	10	7	0	0	20	87	9	60
<b>TOTAL HOUSTON</b>					<b>179</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>26</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>44</b>	<b>70</b>	<b>17</b>	<b>17</b>
HUMBERSIDE																	
HURGHADA																	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	75	75	18	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	57	75	15	4
<b>TOTAL HURGHADA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>75</b>	<b>17</b>	<b>17</b>

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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	0	25	0	50	25	0	0	52	100	-1	4		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	0	25	50	25	0	0	53	100	4	4		
	GATWICK	AIR 2000	C	A	29	0	1	59	7	3	31	0	0	26	67	51	12		
	GATWICK	AIR 2000	C	D	31	0	0	61	6	3	26	3	0	34	50	66	12		
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	47	100	-8	4		
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	0	50	0	0	64	75	9	4		
	MANCHESTER	AIR 2000	C	A	22	0	0	50	9	23	9	5	5	67	75	8	8		
	MANCHESTER	AIR 2000	C	D	23	0	0	52	17	13	9	9	0	38	75	16	8		
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	27	100	-26	4		
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	26	100	-8	4		
	EDINBURGH	AIR EUROPA	C	A	4	0	0	0	25	25	25	25	0	107	0	117	5		
	EDINBURGH	AIR EUROPA	C	D	4	0	0	0	0	50	50	0	0	64	0	99	5		
	NEWCASTLE	AIR EUROPA	C	A	4	0	0	0	0	0	100	0	0	87	0	0	0		
	NEWCASTLE	AIR EUROPA	C	D	4	0	0	0	0	25	75	0	0	103	0	0	0		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	16	0	0	56	6	25	13	0	0	21	48	53	21		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	17	0	0	53	18	24	6	0	0	20	43	57	21		
	GATWICK	BRITANNIA AIRWAYS	C	A	29	0	0	28	21	24	10	10	7	99	11	79	35		
	GATWICK	BRITANNIA AIRWAYS	C	D	29	0	0	38	28	10	14	7	3	59	44	59	34		
	GLASGOW	BRITANNIA AIRWAYS	C	A	12	0	0	58	8	17	17	0	0	19	75	19	8		
	GLASGOW	BRITANNIA AIRWAYS	C	D	13	0	0	62	8	31	0	0	0	19	63	23	8		
	LUTON	BRITANNIA AIRWAYS	C	A	18	0	0	28	28	33	11	0	0	34	24	71	17		
	LUTON	BRITANNIA AIRWAYS	C	D	17	0	0	53	18	18	12	0	0	18	31	56	16		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	25	0	0	44	24	12	20	0	0	33	31	126	42		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	25	0	0	64	12	8	16	0	0	21	43	94	42		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	12	0	0	58	8	17	8	8	0	34	31	96	13		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	62	8	15	8	8	0	28	38	63	13		
	STANSTED	BRITANNIA AIRWAYS	C	A	17	0	0	29	29	18	24	0	0	41	33	70	15		
	STANSTED	BRITANNIA AIRWAYS	C	D	17	0	0	53	6	18	24	0	0	31	31	126	16		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	-5	0	0	0		
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	3	0	34	2		

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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																			
	MANCHESTER			BRITISH AIRWAYS PLC	C	A	3	0	0	33	33	33	0	0	0	24	0	95	4
	MANCHESTER			BRITISH AIRWAYS PLC	C	D	3	0	0	33	33	33	0	0	0	23	100	-21	4
	GATWICK			CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	8	60	28	5	
	GATWICK			CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	7	75	19	4	
	GLASGOW			CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	25	25	25	0	114	0	0	0
	GLASGOW			CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	25	25	25	25	186	0	0	0
	MANCHESTER			CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	-12	78	27	9	
	MANCHESTER			CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	20	88	8	8	
	GATWICK			EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	20	0	0	20	128	0	0	0
	GATWICK			EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	-1	0	0	0	0
	MANCHESTER			EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	-18	67	21	3	
	MANCHESTER			EXCEL AIRWAYS LTD	C	D	3	1	0	67	0	33	0	0	16	33	33	3	
	BIRMINGHAM			MONARCH AIRLINES	C	A	12	1	0	67	8	17	8	0	10	75	8	8	
	BIRMINGHAM			MONARCH AIRLINES	C	D	12	0	0	83	0	8	8	0	13	75	9	8	
	GATWICK			MONARCH AIRLINES	C	A	12	0	0	83	0	17	0	0	2	81	1	16	
	GATWICK			MONARCH AIRLINES	C	D	13	0	0	54	15	31	0	0	20	63	17	16	
	LUTON			MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	25	100	-3	3	
	LUTON			MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	-8	100	-1	4	
	MANCHESTER			MONARCH AIRLINES	C	A	14	0	0	86	14	0	0	0	0	62	37	13	
	MANCHESTER			MONARCH AIRLINES	C	D	15	0	0	40	20	33	7	0	25	62	29	13	
	BIRMINGHAM			MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	74	78	25	9	
	BIRMINGHAM			MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	23	100	-3	8	
	GATWICK			MY TRAVEL AIRWAYS UK	C	A	13	0	0	62	15	8	8	8	33	64	31	14	
	GATWICK			MY TRAVEL AIRWAYS UK	C	D	12	0	0	8	42	25	17	8	63	83	8	12	
	GLASGOW			MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	73	20	97	5	
	GLASGOW			MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	84	25	50	4	
	LUTON			MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	-4	40	92	5	
	LUTON			MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	50	52	4	
	MANCHESTER			MY TRAVEL AIRWAYS UK	C	A	20	0	0	55	0	10	30	5	54	55	47	22	
	MANCHESTER			MY TRAVEL AIRWAYS UK	C	D	17	0	0	35	24	6	24	12	67	62	43	21	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
IBIZA	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	0	19	50	39	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	50	0	0	0	29	78	34	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	1	100	6	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	6	4
	BIRMINGHAM	SPANAIR	C	A	4	0	0	0	0	75	25	0	0	62	0	0	0
	BIRMINGHAM	SPANAIR	C	D	4	0	0	0	0	75	25	0	0	58	0	0	0
	MANCHESTER	SPANAIR	C	A	6	0	0	33	0	17	17	17	17	134	0	0	0
	MANCHESTER	SPANAIR	C	D	5	0	0	20	20	20	20	0	20	140	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	50	17	0	25	8	0	45	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	38	31	8	15	8	0	42	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	-24	100	-27	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-7	100	-11	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	34	0	0	29	21	21	21	9	0	68	94	-8	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	35	0	1	23	17	26	26	9	0	69	94	-2	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	0	75	-3	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	40	0	0	27	50	15	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	20	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	20	20	60	0	0	0	39	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	4	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	16	0	0	0
<b>TOTAL IBIZA</b>					<b>798</b>	<b>2</b>	<b>3</b>	<b>49</b>	<b>14</b>	<b>17</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>56</b>	<b>47</b>	<b>47</b>
INDIANAPOLIS																	
<b>TOTAL INDIANAPOLIS</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>13</b>	<b>100</b>	<b>12</b>	<b>12</b>
INNSBRUCK																	
	GATWICK	AIR 2000	C	A	4	0	0	50	0	0	25	25	0	99	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	25	25	0	25	25	0	86	0	0	0
	MANCHESTER	AIR 2000	C	A	4	0	0	50	0	25	0	25	0	70	0	0	0
	MANCHESTER	AIR 2000	C	D	4	0	0	50	0	0	0	50	0	124	0	0	0
	EDINBURGH	BRAATHENS ASA	C	A	2	0	0	50	0	0	50	0	0	44	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		Origin / Destinations: I											
										NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
INNSBRUCK		EDINBURGH	BRAATHENS ASA	C	D	3	0	0	0	67	33	0	0	0	26	0	0	0			
		GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	89	0	11	0	0	0	-8	100	-8	4			
		GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	12	100	-1	4			
		MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	15	50	16	4			
		MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	40	0	20	40	0	0	37	75	8	4			
		BIRMINGHAM	TYROLEAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	0	33	18	3			
		BIRMINGHAM	TYROLEAN AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	4	33	34	3			
<b>TOTAL INNSBRUCK</b>						<b>55</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>36</b>	<b>62</b>	<b>16</b>	<b>16</b>			
INVERNESS		GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	90	0	0	67	27	6	1	0	0	10	71	13	90			
		GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	90	0	0	86	10	4	0	0	0	7	79	10	90			
		STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	1	0	0	0	100	0	0	81	0	0	0			
		STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	0	0	50	50	0	0	61	0	0	0			
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	3	3	0	0	0	-3	37	31	30			
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	3	3	0	0	0	9	33	34	30			
		GLASGOW	LOGANAIR	S	A	43	0	1	98	0	0	2	0	0	-2	0	0	0			
		GLASGOW	LOGANAIR	S	D	43	0	1	74	21	2	2	0	0	11	0	0	0			
<b>TOTAL INVERNESS</b>						<b>333</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>15</b>	<b>15</b>			
ISLAMABAD		HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	83	8	0	8	0	0	7	0	0	0			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	0	8	0	0	11	0	0	0			
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	12	0	0	83	8	0	8	0	0	-3	77	4	13			
		MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	8	15	0	0	31	38	45	13			
		HEATHROW	PAKISTAN INTL AIRLINES	S	A	3	0	0	0	67	33	0	0	0	30	0	45	9			
<b>TOTAL ISLAMABAD</b>						<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>26</b>	<b>26</b>			
ISLAY		GLASGOW	LOGANAIR	S	A	45	1	3	78	2	11	7	2	0	15	86	7	51			
		GLASGOW	LOGANAIR	S	D	45	0	3	82	7	4	4	2	0	15	84	10	50			
<b>TOTAL ISLAY</b>						<b>90</b>	<b>1</b>	<b>6</b>	<b>80</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>8</b>	<b>8</b>			

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
ISLE OF MAN																					
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	53	0	1	94	2	4	0	0	0	2	87	8	55				
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	53	0	1	79	13	4	2	2	0	15	80	16	55				
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	40	0	0	85	8	5	3	0	0	6	73	15	30				
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	40	0	0	85	15	0	0	0	0	6	69	14	32				
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	82	0	0	84	7	6	2	0	0	9	72	17	82				
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	82	0	0	76	13	6	4	1	0	12	79	10	82				
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	87	3	3	6	0	0	-2	91	3	33				
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	32	0	0	81	9	0	9	0	0	11	85	7	33				
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	86	0	0	92	3	3	0	0	1	9	77	14	86				
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	85	0	1	89	2	5	2	1	0	3	76	12	86				
<b>TOTAL ISLE OF MAN</b>					<b>584</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>13</b>	<b>13</b>				
ISTANBUL																					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	69	19	7	3	0	2	26	35	22	60				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	63	25	12	0	0	0	10	77	10	60				
	HEATHROW	ISTANBUL HAVA YOLLARI	S	A	18	0	0	11	39	28	22	0	0	38	0	0	0				
	HEATHROW	ISTANBUL HAVA YOLLARI	S	D	18	0	0	17	11	39	33	0	0	55	0	0	0				
	MANCHESTER	ISTANBUL HAVA YOLLARI	S	A	8	0	0	25	25	50	0	0	0	29	0	0	0				
	MANCHESTER	ISTANBUL HAVA YOLLARI	S	D	8	0	0	38	13	50	0	0	0	22	0	0	0				
	STANSTED	ISTANBUL HAVA YOLLARI	S	A	8	0	0	25	38	38	0	0	0	24	0	0	0				
	STANSTED	ISTANBUL HAVA YOLLARI	S	D	8	0	0	25	0	63	13	0	0	37	0	0	0				
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	50	25	25	0	0	0	10	0	0	0				
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0				
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	25	75	0	0	0	0	20	0	0	0				
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0				
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	90	0	0	62	22	14	1	0	0	12	54	19	72				
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	90	0	0	66	29	4	1	0	0	13	62	17	73				
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	17	0	0	65	18	18	0	0	0	12	85	6	13				



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	Origin / Destinations: I		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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)
ISTANBUL	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	17	0	0	29	47	6	18	0	0	28	69	18	13
<b>TOTAL ISTANBUL</b>					<b>419</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>25</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>22</b>	<b>22</b>
IVANO-FRANKOVSK					<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>-17</b>	<b>50</b>	<b>19</b>	<b>19</b>
<b>TOTAL IVANO-FRANKOVSK</b>																	
IZMIR (ADNAM MENDERES)	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	10	60	6	5
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	75	0	0	0	0	19	60	14	5
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	A	4	0	0	50	25	25	0	0	0	15	100	-34	5
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	D	4	0	0	0	25	75	0	0	0	33	0	39	5
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	86	80	9	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	88	80	13	5
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-1	60	31	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	16	40	36	5
	GLASGOW	ONUR AIR	C	A	4	0	0	25	50	0	25	0	0	45	100	9	4
	GLASGOW	ONUR AIR	C	D	4	0	0	25	50	0	25	0	0	45	50	15	4
	MANCHESTER	ONUR AIR	C	A	5	0	0	80	20	0	0	0	0	6	100	8	4
	MANCHESTER	ONUR AIR	C	D	4	0	0	50	50	0	0	0	0	18	0	35	4
	NEWCASTLE	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	-3	100	-19	4
	NEWCASTLE	ONUR AIR	C	D	4	0	0	0	25	50	25	0	0	54	75	12	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	11	22	33	33	0	0	45	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	22	22	33	0	0	43	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	25	0	0	0	6	0	0	0
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	8	0	0	38	38	13	13	0	0	34	56	14	9
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	8	0	0	0	38	38	25	0	0	51	44	26	9
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>28</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>56</b>	<b>26</b>	<b>26</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
JAKARTA (SOEKARNO-HATT)	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	-5	100	-23	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	0	11	0	0	18	62	14	26
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>15</b>	<b>15</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	100	0	0	0	0	0	-6	100	-7	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	6	11	0	0	0	8	65	15	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	33	33	30	3	0	0	26	89	4	19
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	57	30	10	3	0	0	15	42	20	19
<b>TOTAL JEDDAH</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>8</b>	<b>8</b>
JERBA	HEATHROW	TUNISAIR	S	A	4	0	0	100	0	0	0	0	0	-2	50	19	4
	HEATHROW	TUNISAIR	S	D	4	0	0	100	0	0	0	0	0	-8	75	2	4
<b>TOTAL JERBA</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>63</b>	<b>10</b>	<b>10</b>
JEREZ																	
JERSEY	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	6	3	0	83	0	0	17	0	0	14	63	11	43
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	6	2	0	33	50	0	17	0	0	34	83	10	46
	EDINBURGH	BMI BRITISH MIDLAND	S	A	3	1	0	0	0	100	0	0	0	52	0	38	4
	EDINBURGH	BMI BRITISH MIDLAND	S	D	3	1	0	0	0	33	67	0	0	63	0	44	4
	GLASGOW	BMI BRITISH MIDLAND	S	A	9	3	3	33	0	44	22	0	0	30	25	36	16
	GLASGOW	BMI BRITISH MIDLAND	S	D	9	3	0	33	33	22	11	0	0	31	38	26	16
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	25	50	25	0	0	0	24	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	2	0	0	0	50	0	50	0	0	62	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	3	0	0	67	33	0	0	0	0	4	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	0	0	25	75	0	0	96	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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
JERSEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	78	13	5	3	1	0	10	89	5	118
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	81	9	7	3	0	0	7	92	4	118
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	10	0	0	0
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	C	A	4	0	0	0	75	25	0	0	0	25	50	34	4
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	15	50	16	4
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	93	1	0	70	19	6	4	0	0	11	69	20	84
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	A	19	0	1	32	16	16	11	26	0	98	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	72	0	0	76	14	4	6	0	0	10	78	11	80
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	D	20	0	0	75	10	5	10	0	0	23	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	39	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	40	0	0	0
	BIRMINGHAM	CITY FLYER EXPRESS	C	A	4	0	0	100	0	0	0	0	0	-12	0	0	0
	BIRMINGHAM	CITY FLYER EXPRESS	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	A	132	0	0	80	13	5	2	0	0	10	64	14	136
	GATWICK	CITY FLYER EXPRESS	S	D	132	0	0	74	20	6	0	0	0	9	71	16	137
	MANCHESTER	CITY FLYER EXPRESS	C	A	8	0	0	50	13	25	13	0	0	28	0	0	0
	MANCHESTER	CITY FLYER EXPRESS	C	D	8	0	0	38	13	38	13	0	0	28	0	0	0
	NEWCASTLE	CITY FLYER EXPRESS	S	A	4	0	0	0	50	50	0	0	0	31	74	9	34
	NEWCASTLE	CITY FLYER EXPRESS	S	D	26	0	0	73	12	12	4	0	0	11	74	9	19
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	43	0	0	26	21	26	28	0	0	42	67	17	52
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	45	0	0	44	29	18	9	0	0	26	60	18	47
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	135	0	2	73	13	8	5	0	0	10	80	9	133
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	135	0	1	76	8	11	4	1	0	15	78	10	133
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	33	0	0	67	12	15	6	0	0	15	64	15	11
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	35	0	0	71	20	6	3	0	0	13	33	33	9
	NEWCASTLE	KLM UK LTD	C	A	4	0	0	50	0	25	25	0	0	31	0	64	4
	NEWCASTLE	KLM UK LTD	C	D	4	0	0	25	0	25	25	25	0	95	0	74	4
	STANSTED	KLM UK LTD	S	A	99	0	0	78	11	6	3	2	0	14	55	23	89
	STANSTED	KLM UK LTD	S	D	98	0	1	63	18	12	6	0	0	17	26	35	90

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
JERSEY	LONDON CITY	VLM (BELGIUM)	S	A	19	0	3	84	11	5	0	0	0	7	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	19	0	3	74	21	5	0	0	0	12	0	0	0
<b>TOTAL JERSEY</b>					<b>1508</b>	<b>14</b>	<b>15</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>15</b>	<b>15</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	3	2	84	8	6	2	0	0	3	93	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	87	2	9	2	0	0	5	87	8	30
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	51	0	0	55	33	12	0	0	10	24	35	34	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	51	0	0	78	10	8	4	0	0	9	81	5	27
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	3	7	0	0	0	80	18	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	17	3	7	0	0	17	97	29	30
<b>TOTAL JOHANNESBURG</b>					<b>266</b>	<b>3</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>18</b>	<b>18</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 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	0	25	0	0	75	0	0	81	0	67	4
	GATWICK	AIR 2000	C	D	4	0	0	0	25	25	50	0	0	81	50	53	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	22	100	-2	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	18	75	8	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	30	75	6	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	46	75	27	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	62	25	19	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	25	50	0	0	54	75	14	4
<b>TOTAL KALAMATA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>16</b>	<b>28</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>59</b>	<b>24</b>	<b>24</b>
KARACHI																	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	19	0	0	42	21	11	21	5	0	40	38	34	8
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	25	0	0	36	28	28	8	0	0	31	25	20	8
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	0	2	71	6	0	18	6	0	31	0	26	1
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	10	0	2	10	30	50	10	0	0	46	0	0	0
<b>TOTAL KARACHI</b>					<b>71</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>21</b>	<b>20</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>26</b>	<b>26</b>
KATHMANDU																	
	GATWICK	ROYAL NEPAL AIRLINES	S	A	2	0	2	50	0	50	0	0	0	23	13	39	8
	GATWICK	ROYAL NEPAL AIRLINES	S	D	2	0	2	100	0	0	0	0	0	4	25	30	8
<b>TOTAL KATHMANDU</b>					<b>4</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>35</b>	<b>35</b>
KAVALLA																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	25	25	0	96	60	10	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	25	25	0	99	60	13	5
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	46	60	35	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	43	60	51	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	27	60	11	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	20	28	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	0	40	20	40	0	0	56	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	26	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	29	0	0	0

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	0	60	0	0	49	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	40	0	0	43	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	20	0	20	60	0	0	58	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	20	0	20	60	0	0	61	0	0	0
<b>TOTAL KAVALLA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>16</b>	<b>11</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>43</b>	<b>26</b>	<b>26</b>
KEFALLINIA																	
	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	0	0	40	20	0	77	0	0	0
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	0	0	60	0	0	66	0	0	0
	GATWICK	AIR 2000	C	A	8	0	0	25	38	25	13	0	0	25	0	45	4
	GATWICK	AIR 2000	C	D	8	0	0	25	25	25	25	0	0	39	50	32	4
	MANCHESTER	AIR 2000	C	A	4	0	0	50	0	0	50	0	0	51	75	14	4
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	41	75	3	4
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	1	0	0	25	50	0	25	253	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	1	0	0	100	0	0	0	41	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	22	50	26	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	12	75	15	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	58	0	57	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	9	25	38	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	23	50	41	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	19	50	45	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	17	75	8	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	100	2	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	13	38	25	25	0	0	46	0	41	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	25	25	38	13	0	0	35	25	26	4
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	34	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	25	0	25	189	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	26	75	14	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
KEFALLINIA																		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	0	0	20	144	50	15	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	57	14	14	14	0	0	21	75	13	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	0	22	20	53	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	16	60	35	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-4	60	18	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	13	60	46	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	0	25	25	50	0	0	64	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	13	38	13	38	0	0	52	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	22	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
<b>TOTAL KEFALLINIA</b>					<b>159</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>20</b>	<b>19</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>47</b>	<b>34</b>	<b>34</b>	
KEFLAVIK																		
	STANSTED	AIR ATLANTA ICELANDIC	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0	
	STANSTED	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	0	50	50	0	0	66	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	0	78	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	ICELANDAIR	S	A	30	0	0	60	13	20	3	0	3	27	57	29	30	
	GLASGOW	ICELANDAIR	S	D	30	0	0	97	0	0	0	3	0	10	87	7	30	
	HEATHROW	ICELANDAIR	S	A	42	0	0	60	24	12	5	0	0	17	66	14	38	
	HEATHROW	ICELANDAIR	S	D	42	0	0	40	26	24	10	0	0	25	39	22	38	
<b>TOTAL KEFLAVIK</b>					<b>165</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>61</b>	<b>18</b>	<b>18</b>	
KERRY COUNTY																		
	STANSTED	RYANAIR	S	A	30	0	0	70	10	7	13	0	0	18	35	52	34	
	STANSTED	RYANAIR	S	D	30	0	0	80	13	7	0	0	0	11	17	55	36	
<b>TOTAL KERRY COUNTY</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>27</b>	<b>51</b>	<b>51</b>	
KHARTOUM																		
	HEATHROW	SUDAN AIRWAYS	S	A	4	0	0	75	25	0	0	0	0	1	50	28	4	
	HEATHROW	SUDAN AIRWAYS	S	D	4	0	0	0	50	25	25	0	0	42	25	41	4	
<b>TOTAL KHARTOUM</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>22</b>	<b>38</b>	<b>34</b>	<b>34</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KIEL																		
KIEV (BORISPOL)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	48	24	14	14	0	0	26	86	3	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	24	19	48	10	0	0	35	55	21	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	21	0	0	62	19	14	5	0	0	18	81	8	21	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	21	0	0	19	14	52	10	5	0	47	71	10	21	
<b>TOTAL KIEV (BORISPOL)</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>32</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>72</b>	<b>11</b>	<b>11</b>	
KILIMANJARO																		
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	19	0	0	42	32	21	5	0	0	20	53	44	17	
	HEATHROW	AIR JAMAICA	S	D	19	0	0	47	37	5	11	0	0	22	24	57	17	
<b>TOTAL KINGSTON</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>34</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>50</b>	<b>50</b>	
KINROSS																		
	EDINBURGH	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	-5	0	0	0	
<b>TOTAL KINROSS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	26	0	0	88	0	0	12	0	0	8	0	0	0	
	EDINBURGH	LOGANAIR	S	D	26	0	0	50	31	19	0	0	0	19	0	0	0	
<b>TOTAL KIRKWALL</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>23</b>	<b>23</b>	
KISHINEV																		
KOS																		
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	0	0	25	50	25	0	117	0	0	0	
	NEWCASTLE	AEGEAN AIRLINES	C	D	4	1	0	25	0	25	50	0	0	91	0	0	0	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	5	75	12	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	13	75	38	4	
	GATWICK	AIR 2000	C	A	17	0	0	53	12	12	24	0	0	26	38	46	8	
	GATWICK	AIR 2000	C	D	18	0	0	50	17	28	6	0	0	25	63	67	8	



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)										
KOS	MANCHESTER	AIR 2000	C	A	5	0	0	60	0	0	40	0	0	40	100	8	4
	MANCHESTER	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	47	25	17	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	7	50	40	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	50	49	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	25	0	63	0	0	60	13	60	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	25	0	38	38	0	0	46	13	65	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	50	25	0	106	0	89	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	0	75	0	0	90	0	92	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	13	38	38	13	0	0	34	50	44	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	21	50	50	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	0	29	21	21	29	0	0	38	22	38	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	14	0	0	43	21	14	14	7	0	40	67	15	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	22	11	33	33	0	0	45	0	84	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	33	11	22	33	0	0	47	0	73	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	25	0	0	0	0	2	50	121	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	22	33	0	0	0	19	50	13	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	75	25	0	0	0	26	0	37	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	20	50	36	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	13	13	0	0	11	50	30	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	0	27	13	42	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	36	100	-25	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	34	100	-3	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	13	25	38	25	0	0	66	50	17	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	20	0	20	0	0	30	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	1	11	56	11	22	0	0	44	75	-5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	0	0	17	0	0	19	100	-12	4
<b>TOTAL KOS</b>					<b>244</b>	<b>1</b>	<b>6</b>	<b>43</b>	<b>18</b>	<b>16</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>44</b>	<b>40</b>	<b>40</b>
KRAKOW	GATWICK	LOT-POLISH AIRLINES	S	A	25	0	0	88	12	0	0	0	0	71	9	17	
	GATWICK	LOT-POLISH AIRLINES	S	D	25	0	0	20	32	44	4	0	0	33	65	14	17

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KRAKOW																	
<b>TOTAL KRAKOW</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>19</b>	<b>19</b>
KRISTIANSAND (KJEVIK)																	
	GATWICK	MAERSK AIR	S	A	26	0	0	62	27	12	0	0	0	15	56	18	25
	GATWICK	MAERSK AIR	S	D	26	0	0	46	42	12	0	0	0	18	50	21	26
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>35</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>19</b>	<b>19</b>
KRISTIANSTAD																	
	STANSTED	RYANAIR	S	A	30	0	0	80	7	7	7	0	0	7	55	23	40
	STANSTED	RYANAIR	S	D	30	0	0	30	23	40	3	3	0	34	27	45	41
<b>TOTAL KRISTIANSTAD</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>41</b>	<b>34</b>	<b>34</b>
KUALA LUMPUR (SEPANG)																	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	60	0	0	68	17	10	5	0	0	8	80	8	60
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	60	0	0	58	25	12	5	0	0	18	73	13	60
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	13	0	0	77	15	8	0	0	0	2	0	0	0
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	13	0	0	54	15	31	0	0	0	21	0	0	0
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>11</b>
KUWAIT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	-12	97	-18	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	13	0	0	0	0	10	80	9	30
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	1	84	6	10	0	0	0	2	81	2	32
	HEATHROW	KUWAIT AIRWAYS	S	D	30	0	3	27	33	17	23	0	0	35	34	69	32
<b>TOTAL KUWAIT</b>					<b>121</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>16</b>	<b>16</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LA CORUNA																		
	GATWICK	EUROPEAN REGIONS AIRLINES	S	A	9	0	4	89	11	0	0	0	0	-12	0	0	0	
	GATWICK	EUROPEAN REGIONS AIRLINES	S	D	9	0	4	100	0	0	0	0	0	-5	0	0	0	
<b>TOTAL LA CORUNA</b>					<b>19</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LAGOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	86	5	0	10	0	0	8	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	38	10	29	24	0	0	35	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	0	8	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	8	0	0	20	0	0	0	
<b>TOTAL LAGOS</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	33	33	11	22	0	0	43	0	111	4	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	5	0	0	60	0	40	0	0	0	22	50	27	4	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	7	0	2	29	43	14	14	0	0	30	20	112	5	
<b>TOTAL LAHORE</b>					<b>21</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>29</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>18</b>	<b>77</b>	<b>77</b>	
LARNACA																		
	BIRMINGHAM	AIR 2000	S	A	5	0	0	60	0	20	20	0	0	24	75	16	4	
	BIRMINGHAM	AIR 2000	S	D	5	0	0	20	80	0	0	0	0	19	50	23	4	
	GATWICK	AIR 2000	S	A	25	0	1	44	12	24	16	4	0	43	38	45	16	
	GATWICK	AIR 2000	S	D	27	0	0	44	11	19	26	0	0	38	69	37	16	
	MANCHESTER	AIR 2000	S	A	12	0	0	67	0	8	25	0	0	24	56	150	9	
	MANCHESTER	AIR 2000	S	D	13	0	0	69	0	15	15	0	0	27	50	18	8	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	6	0	0	0	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	1	25	25	0	50	0	0	61	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	50	0	0	50	0	0	57	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	31	50	64	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	24	25	20	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	67	25	24	4	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
LARNACA	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	60	25	29	4	
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	38	13	0	0	42	25	25	4	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	50	0	38	13	0	0	36	33	26	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	25	13	0	0	24	44	154	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	38	25	38	0	0	0	27	25	38	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	75	7	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	4	75	11	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	0	0	63	18	8	8	3	0	23	53	27	38	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	38	0	0	61	21	8	11	0	0	20	34	32	38	
	GATWICK	CALEDONIAN AIRWAYS	C	A	16	0	0	19	19	38	19	6	0	52	42	62	12	
	GATWICK	CALEDONIAN AIRWAYS	C	D	16	0	0	56	6	6	31	0	0	41	50	65	12	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	0	50	0	25	167	25	70	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	50	0	50	0	131	0	29	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	63	0	0	25	0	13	160	50	49	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	33	11	22	33	0	0	46	13	53	8	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	4	0	0	50	50	0	0	0	0	20	0	30	4	
	GATWICK	CYPRUS AIRWAYS	S	A	10	0	0	30	30	40	0	0	0	30	42	37	12	
	GATWICK	CYPRUS AIRWAYS	S	D	10	0	0	10	30	40	20	0	0	39	25	47	12	
	HEATHROW	CYPRUS AIRWAYS	S	A	59	0	0	22	20	29	27	2	0	46	40	27	40	
	HEATHROW	CYPRUS AIRWAYS	S	D	61	0	0	16	18	51	11	3	0	45	48	21	40	
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	56	0	22	11	11	0	51	75	9	8	
	MANCHESTER	CYPRUS AIRWAYS	S	D	8	0	1	0	38	50	0	13	0	60	25	30	8	
	STANSTED	CYPRUS AIRWAYS	S	A	14	0	0	36	14	29	14	0	7	82	89	10	9	
	STANSTED	CYPRUS AIRWAYS	S	D	13	0	0	15	8	31	46	0	0	59	22	44	9	
	MANCHESTER	EGYPT AIR	C	D	2	0	1	50	0	50	0	0	0	7	0	0	0	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	4	1	0	0	0	75	25	0	0	47	75	2	4	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	50	25	25	0	0	36	50	21	4	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	24	0	55	4	
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	25	25	25	25	0	0	35	88	24	8	
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	13	38	0	50	0	0	53	75	36	8	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
LARNACA																		
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	13	38	25	25	0	0	48	0	41	4	
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	13	25	38	25	0	0	51	25	45	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	17	100	-13	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	25	75	6	4	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	0	25	0	25	0	57	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	25	0	50	0	25	0	76	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	40	20	0	0	46	50	53	4	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	17	33	33	17	0	0	47	25	62	4	
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	-6	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-42	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	20	40	0	20	0	68	0	32	2	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	20	40	20	0	20	0	57	33	28	3	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	56	0	0	22	22	0	81	64	30	14	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	22	33	0	22	22	0	101	58	17	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	30	20	59	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	36	20	38	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	0	25	25	0	92	60	37	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	25	25	0	107	20	53	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	0	50	25	0	138	0	72	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	0	25	25	0	104	0	66	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	31	15	31	15	8	0	55	13	58	15	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	33	17	8	33	8	0	66	46	28	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	13	25	39	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	60	0	0	0	22	100	-6	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	27	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	7	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	43	14	29	14	0	0	33	25	23	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	21	7	7	0	0	19	100	0	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	20	40	0	0	53	75	3	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0	20	20	60	0	0	66	75	8	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	THOMAS COOK AIRLINES LTD	C	A	14	0	0	36	14	7	29	14	0	53	44	20	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	50	0	14	21	14	0	55	33	24	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	40	0	0	37	75	3	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	40	0	0	40	50	6	4	
<b>TOTAL LARNACA</b>					<b>739</b>	<b>4</b>	<b>5</b>	<b>37</b>	<b>17</b>	<b>23</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>36</b>	<b>36</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	0	25	50	0	0	73	60	11	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	25	0	50	0	0	49	75	11	4	
	GATWICK	AIR 2000	C	A	8	0	0	25	50	0	13	0	13	123	50	27	10	
	GATWICK	AIR 2000	C	D	8	0	0	50	0	38	13	0	0	26	38	39	8	
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	0	25	0	25	214	100	-6	5	
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	0	50	0	0	58	100	-7	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	-4	53	58	15	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	15	62	59	13	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-8	80	12	5	
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-7	75	15	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	22	0	11	0	36	67	105	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	13	0	13	0	35	63	14	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	50	0	0	13	0	37	11	106	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	0	13	0	26	11	88	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	31	50	34	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	50	35	4	
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	11	38	75	8	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	8	38	74	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	29	12	53	6	0	0	30	39	58	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	0	31	19	25	25	0	0	36	33	59	18	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	60	250	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	2	60	109	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	13	0	241	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	0	251	5	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
LAS PALMAS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	75	0	0	25	0	0	20	67	32	3	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	75	0	0	25	0	0	31	60	42	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-5	20	54	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	40	46	5	
	GLASGOW	IBERWORLD	C	A	4	0	0	0	25	0	75	0	0	60	0	0	0	
	GLASGOW	IBERWORLD	C	D	4	0	0	0	0	25	75	0	0	66	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	20	25	29	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	12	25	26	4	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	57	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	0	25	0	75	0	0	80	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	12	50	24	10	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	31	60	26	10	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	19	50	25	4	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	20	25	31	4	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	40	48	5	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	10	80	41	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	0	13	38	0	0	51	88	12	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	13	25	13	25	0	77	75	16	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	16	0	1	75	6	13	6	0	0	10	75	2	16	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	17	0	0	53	24	18	0	6	0	25	59	25	17	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	33	0	22	11	0	54	78	35	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	0	13	13	0	43	78	25	9	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	50	0	25	330	50	49	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	75	0	25	356	50	49	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	29	24	18	24	6	0	43	42	52	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	38	0	31	25	6	0	49	67	27	12	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	75	0	0	141	75	20	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	136	100	1	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
LAS PALMAS																		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	25	0	57	25	155	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	0	25	0	80	33	101	3	
	EDINBURGH	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	-13	100	-22	4	
	EDINBURGH	SPANAIR	C	D	4	0	0	25	25	50	0	0	0	29	100	-7	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	42	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	46	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	42	17	21	21	0	0	27	86	8	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	24	0	0	54	4	17	25	0	0	26	69	21	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	36	50	11	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	54	50	16	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	37	0	0	57	14	11	16	0	3	32	63	41	24	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	36	0	0	53	14	11	19	0	3	33	73	9	22	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	80	2	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	11	100	3	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	25	25	0	25	0	25	157	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	0	0	25	0	25	148	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	13	0	0	0		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	11	0	0	0		
<b>TOTAL LAS PALMAS</b>					<b>530</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>13</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>41</b>	<b>58</b>	<b>42</b>	<b>42</b>	
LAS VEGAS																		
	GLASGOW	MONARCH AIRLINES	C	D	3	0	0	0	0	0	100	0	0	103	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	0	80	0	20	298	50	43	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	0	0	100	0	0	109	20	62	5	
<b>TOTAL LAS VEGAS</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>176</b>	<b>33</b>	<b>54</b>	<b>54</b>	
LE HAVRE																		
	BIRMINGHAM	LOVE AIR	S	A	42	0	2	71	24	5	0	0	13	0	0	0		
	BIRMINGHAM	LOVE AIR	S	D	41	0	3	54	24	22	0	0	17	0	0	0		
<b>TOTAL LE HAVRE</b>					<b>83</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>24</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LE MANS																		



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LE MANS																		
<b>TOTAL LE MANS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LEEDS BRADFORD																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	136	0	2	87	9	1	3	0	4	57	18	137		
	HEATHROW	BMI BRITISH MIDLAND	S	D	134	0	2	82	10	7	1	1	8	62	15	133		
	GLASGOW	BMI REGIONAL	S	A	64	0	6	91	0	3	6	0	6	0	0	0		
	GLASGOW	BMI REGIONAL	S	D	65	0	5	89	2	2	8	0	9	0	0	0		
	EDINBURGH	GILL AIRWAYS	S	A	44	0	0	95	5	0	0	0	2	91	4	44		
	EDINBURGH	GILL AIRWAYS	S	D	44	0	0	80	16	5	0	0	8	91	6	44		
<b>TOTAL LEEDS BRADFORD</b>					<b>487</b>	<b>1</b>	<b>15</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>11</b>	<b>11</b>		
LEIPZIG																		
LEMNOS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	0	50	0	57	100	-1	4		
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	0	50	0	49	75	51	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	3	0	0	0		
<b>TOTAL LEMNOS</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>32</b>	<b>32</b>		
LIBREVILLE																		
	GATWICK	AIR GABON	S	A	4	0	0	0	0	50	50	0	60	20	79	5		
	GATWICK	AIR GABON	S	D	4	0	0	75	25	0	0	0	6	25	29	4		
<b>TOTAL LIBREVILLE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>57</b>	<b>57</b>		
LILLE																		
LILONGWE																		
	GATWICK	AIR MALAWI	S	D	5	0	0	60	20	20	0	0	19	80	9	5		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	-4	100	-2	9		
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	25	0	31	88	5	8		
<b>TOTAL LILONGWE</b>					<b>13</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>5</b>	<b>5</b>		
LINZ																		
LISBON																		
	HEATHROW	AIR PORTUGAL	S	A	90	0	0	42	28	19	11	0	25	79	5	89		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	90	0	0	59	19	12	9	1	0	21	76	10	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	1	71	16	9	4	0	0	12	81	6	94	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	0	68	19	7	5	0	0	14	70	11	94	
	GATWICK	GB AIRWAYS LTD	S	A	55	1	1	73	13	13	2	0	0	9	93	8	30	
	GATWICK	GB AIRWAYS LTD	S	D	54	1	2	59	20	15	4	2	0	21	80	14	30	
	STANSTED	GO FLY LTD	S	A	60	0	0	85	8	3	3	0	0	-4	0	0	0	
	STANSTED	GO FLY LTD	S	D	60	0	0	73	13	7	7	0	0	15	0	0	0	
	MANCHESTER	PORTUGALIA	S	A	26	0	0	88	12	0	0	0	0	2	92	3	26	
	MANCHESTER	PORTUGALIA	S	D	24	0	0	96	4	0	0	0	0	-2	92	3	24	
<b>TOTAL LISBON</b>					<b>646</b>	<b>3</b>	<b>4</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>12</b>	
LIVERPOOL																		
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	30	0	0	43	13	23	17	3	0	43	50	19	30	
	HEATHROW	ADRIA AIRWAYS	S	D	30	0	0	27	23	23	23	3	0	52	63	15	30	
	MANCHESTER	ADRIA AIRWAYS	S	A	5	0	0	20	20	0	60	0	0	55	75	4	4	
	MANCHESTER	ADRIA AIRWAYS	S	D	5	0	0	0	20	0	80	0	0	92	50	23	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	61	39	0	0	0	0	6	92	1	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	72	17	6	6	0	0	12	54	19	13	
<b>TOTAL LJUBLJANA</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>22</b>	<b>14</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>62</b>	<b>15</b>	<b>15</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD	S	A	78	0	0	96	4	0	0	0	0	-4	80	6	97	
	EDINBURGH	KLM UK LTD	S	D	78	0	0	78	17	5	0	0	0	10	69	15	98	
	MANCHESTER	KLM UK LTD	S	A	69	0	1	99	1	0	0	0	0	-11	97	-6	92	
	MANCHESTER	KLM UK LTD	S	D	69	0	1	96	3	1	0	0	0	-1	95	0	92	
	GLASGOW	SCOT AIRWAYS	S	A	95	0	1	59	29	8	3	0	0	17	0	0	0	
	GLASGOW	SCOT AIRWAYS	S	D	94	0	2	95	2	2	1	0	0	3	0	0	0	
<b>TOTAL LONDON CITY</b>					<b>483</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>4</b>	<b>4</b>	
LONDONDERRY																		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
LONDONDERRY		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	80	7	13	0	0	0	5	67	12	33
		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	73	13	10	3	0	0	10	64	22	33
		GLASGOW	LOGANAIR	S	A	29	0	1	66	17	7	10	0	0	17	83	9	30
		GLASGOW	LOGANAIR	S	D	29	0	1	66	7	14	14	0	0	23	80	13	30
<b>TOTAL LONDONDERRY</b>						<b>118</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>14</b>
LOS ANGELES INTERNATIONAL		HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	77	10	0	13	0	0	4	93	-17	30
		HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	70	27	3	0	0	0	13	57	17	30
		HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	87	6	4	3	0	0	-1	92	-3	89
		HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	63	23	6	7	1	0	20	61	18	90
		HEATHROW	UNITED AIRLINES	S	A	59	1	0	88	8	3	0	0	0	-7	57	19	30
		HEATHROW	UNITED AIRLINES	S	D	60	0	0	57	22	17	5	0	0	23	40	33	30
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	93	2	0	5	0	0	-18	88	-7	60
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	67	18	12	2	2	0	16	57	19	60
<b>TOTAL LOS ANGELES INTERNATIONAL</b>						<b>478</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>9</b>	<b>9</b>
LUSAKA		GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	23	0	0	0	0	3	92	2	12
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	46	8	0	0	0	16	77	9	13
<b>TOTAL LUSAKA</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>5</b>	<b>5</b>
LUTON		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	134	0	0	86	4	5	4	0	0	3	56	20	128
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	134	0	0	60	24	7	8	0	0	20	51	25	128
		GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	108	0	0	94	3	4	0	0	0	-3	66	17	108
		GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	108	0	0	93	4	4	0	0	0	5	66	17	108
<b>TOTAL LUTON</b>						<b>487</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>20</b>	<b>20</b>
LUXEMBOURG		HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	85	4	8	4	0	0	8	65	16	26
		HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	88	8	0	4	0	0	6	88	4	26
		GATWICK	CITY FLYER EXPRESS	S	A	96	0	0	73	18	8	1	0	0	8	59	16	78

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
	GATWICK	CITY FLYER EXPRESS	S	D	96	0	0	81	15	4	0	0	0	6	64	15	78
	HEATHROW	LUXAIR	S	A	60	0	0	72	22	5	2	0	0	13	58	16	60
	HEATHROW	LUXAIR	S	D	60	0	0	90	5	3	2	0	0	4	73	7	60
	MANCHESTER	LUXAIR	S	A	22	0	0	59	27	14	0	0	0	13	68	14	22
	MANCHESTER	LUXAIR	S	D	22	0	0	91	9	0	0	0	0	1	82	8	22
	STANSTED	LUXAIR	S	A	46	0	1	76	13	9	2	0	0	11	71	8	48
	STANSTED	LUXAIR	S	D	47	0	1	70	19	11	0	0	0	10	67	12	48
	LONDON CITY	VLM (BELGIUM)	S	A	73	2	2	89	3	3	5	0	0	9	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	71	3	4	54	38	4	4	0	0	17	0	0	0
<b>TOTAL LUXEMBOURG</b>					<b>645</b>	<b>5</b>	<b>8</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>12</b>	<b>12</b>
LUXOR																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	0	60	40	0	0	64	25	37	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	0	80	0	20	0	0	32	0	38	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	20	40	0	0	52	75	35	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	40	0	0	0	22	50	22	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	0	75	0	0	61	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	34	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	10	0	0	0
	HEATHROW	EGYPT AIR	S	A	4	0	0	0	50	25	0	25	0	99	100	9	5
	HEATHROW	EGYPT AIR	S	D	4	0	0	0	50	0	25	25	0	130	80	11	5
<b>TOTAL LUXOR</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>32</b>	<b>20</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>58</b>	<b>24</b>	<b>24</b>
LVOV																	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-13	0	0	0
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL LVOV</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>100</b>	<b>-3</b>	<b>-3</b>
LYON																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	74	17	6	3	0	0	9	64	16	90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
LYON	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	79	11	8	2	0	0	6	78	12	90	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	30	0	0	40	37	20	3	0	0	19	93	13	30	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	30	0	0	47	23	27	3	0	0	22	93	8	30	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	80	0	1	84	11	5	0	0	3	73	7	82		
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	80	0	1	78	13	9	1	0	0	8	77	8	82	
<b>TOTAL LYON</b>					<b>401</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	74	0	0	72	20	5	3	0	0	12	38	25	69
	STANSTED	KLM EXEL	S	D	74	0	0	77	18	1	4	0	0	9	55	17	69
<b>TOTAL MAASTRICHT</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>46</b>	<b>21</b>	<b>21</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-16	89	-2	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	22	56	11	11	0	0	28	22	36	9
<b>TOTAL MADRAS/CHENNAI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>17</b>	<b>17</b>
MADRID	EDINBURGH	AER LEISURE	C	A	2	0	1	0	0	100	0	0	0	49	0	0	0
	GATWICK	AIR EUROPA	S	A	26	0	0	15	38	27	19	0	0	38	0	0	0
	GATWICK	AIR EUROPA	S	D	26	0	0	62	19	15	4	0	0	18	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	89	0	0	72	12	11	4	0	0	14	80	3	90
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	51	21	21	7	0	0	22	62	20	90
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	33	23	30	13	0	0	31	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	63	23	3	10	0	0	18	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	18	0	1	33	39	28	0	0	0	20	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	30	0	0	83	17	0	0	0	0	7	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	13	0	0	38	8	23	31	0	0	37	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	47	14	32	8	0	0	24	48	21	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	64	23	12	2	0	0	13	48	19	120
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	0	56	19	19	6	0	0	19	62	15	52
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	73	12	13	2	0	0	11	56	19	52
	LUTON	DEBONAIR AIRWAYS LTD	S	A	29	0	1	69	3	10	17	0	0	22	33	112	30
	LUTON	DEBONAIR AIRWAYS LTD	S	D	30	0	0	63	17	10	10	0	0	18	11	127	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	13	7	7	0	0	11	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	7	0	0	0	10	0	0	0
	HEATHROW	IBERIA	S	A	150	0	0	48	27	21	3	0	0	20	54	23	148
	HEATHROW	IBERIA	S	D	150	0	0	64	25	10	1	0	0	12	61	21	119

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MADRID	GATWICK	SPANAIR	S	A	8	0	0	0	13	75	13	0	0	45	13	28	8
	GATWICK	SPANAIR	S	D	8	0	0	0	50	25	25	0	0	54	25	30	8
<b>TOTAL MADRID</b>					<b>1133</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>20</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>27</b>	<b>27</b>
MAHON	BIRMINGHAM	AIR 2000	C	A	8	0	0	25	13	38	25	0	0	53	78	12	9
	BIRMINGHAM	AIR 2000	C	D	8	0	0	38	13	13	25	0	13	107	78	6	9
	GATWICK	AIR 2000	C	A	21	0	0	38	24	24	14	0	0	27	65	16	17
	GATWICK	AIR 2000	C	D	21	0	0	43	24	14	19	0	0	30	65	17	17
	MANCHESTER	AIR 2000	C	A	20	0	0	50	15	15	10	10	0	55	67	24	9
	MANCHESTER	AIR 2000	C	D	20	0	0	35	20	10	15	15	5	90	67	30	9
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	4	50	22	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	7	50	18	4
	STANSTED	AIR 2000	C	A	8	0	0	50	0	13	25	0	13	107	100	3	5
	STANSTED	AIR 2000	C	D	8	0	0	25	25	13	25	13	0	62	0	33	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	38	15	38	8	0	0	25	46	65	13
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	54	23	23	0	0	0	21	46	67	13
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	18	35	35	12	0	0	34	6	90	17
	GATWICK	BRITANNIA AIRWAYS	C	D	17	0	0	59	18	18	6	0	0	17	35	71	17
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	53	25	48	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	25	50	0	0	50	0	62	4
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	46	8	15	31	0	0	37	8	94	13
	LUTON	BRITANNIA AIRWAYS	C	D	13	1	0	77	8	8	8	0	0	16	54	75	13
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	24	29	24	24	0	0	46	28	106	25
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	47	6	24	24	0	0	39	28	100	25
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	67	33	0	0	0	0	15	25	24	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	2	88	6	8
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	13	50	25	13	0	0	32	11	52	9
	STANSTED	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	25	0	0	0	20	33	38	9
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	58	17	8	17	0	0	21	57	41	7
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	92	8	0	0	0	0	6	88	19	8

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	5	0	0	60	20	20	0	0	0	11	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	40	0	0	0	25	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	50	38	13	0	0	0	4	88	-3	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	50	25	0	25	0	0	27	88	0	8	
	GATWICK	CITY FLYER EXPRESS	C	A	4	0	0	25	50	25	0	0	0	27	0	0	0	
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	25	50	25	0	0	0	24	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	25	75	0	0	0	0	18	25	36	4	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	0	50	50	0	0	0	32	25	42	4	
	GLASGOW	FUTURA AIRLINES	C	A	6	0	0	67	17	0	17	0	0	27	56	39	9	
	GLASGOW	FUTURA AIRLINES	C	D	8	0	0	13	38	38	13	0	0	38	55	44	11	
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	33	8	42	17	0	0	36	15	33	13	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	25	25	42	8	0	0	31	31	23	13	
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	45	15	15	25	0	0	29	6	43	16	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	55	10	25	10	0	0	29	44	30	16	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	62	23	8	8	0	0	20	46	14	13	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	50	0	0	0	25	106	25	21	4	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	69	23	8	0	0	0	9	77	5	13	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	28	50	17	4	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	67	8	17	8	0	0	15	38	28	8	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	67	8	25	0	0	0	15	63	28	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	36	0	192	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	73	25	45	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	32	75	0	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	47	50	8	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	0	38	13	13	0	65	50	28	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	1	0	75	13	0	13	0	0	16	25	44	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	77	75	17	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	28	75	8	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	75	0	0	0	37	50	49	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	29	25	70	4	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MAHON	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	50	17	17	0	8	8	84	60	14	15	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	58	17	0	8	8	8	83	94	9	16	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	75	0	0	0	32	50	12	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	75	0	0	0	31	75	9	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	13	50	0	13	0	58	25	89	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	13	13	13	0	44	25	84	8	
	MANCHESTER	SPANAIR	C	A	4	0	0	50	0	25	25	0	0	41	0	0	0	
	MANCHESTER	SPANAIR	C	D	4	0	0	50	0	25	0	25	0	109	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	31	13	25	31	0	0	44	89	5	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	50	0	31	19	0	0	38	100	0	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-8	100	1	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	70	0	20	5	0	5	32	78	0	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	80	10	5	5	0	0	5	67	14	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	32	100	-16	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	35	100	-1	4	
	GATWICK	TRANSAER	C	A	4	0	3	0	0	25	50	25	0	143	50	21	6	
	GATWICK	TRANSAER	C	D	4	0	3	0	75	0	0	25	0	65	33	27	6	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-10	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	6	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	3	0	0	0	
<b>TOTAL MAHON</b>					<b>713</b>	<b>2</b>	<b>6</b>	<b>48</b>	<b>17</b>	<b>20</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>51</b>	<b>37</b>	<b>37</b>	
MALAGA	BIRMINGHAM	AIR 2000	C	A	4	0	0	0	75	0	25	0	0	35	25	31	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	100	7	4	
	GATWICK	AIR 2000	C	A	33	0	0	45	3	12	33	3	3	63	31	50	16	
	GATWICK	AIR 2000	C	D	33	0	0	45	18	3	24	9	0	45	56	42	16	
	GLASGOW	AIR 2000	C	A	8	0	0	75	25	0	0	0	0	10	75	12	8	
	GLASGOW	AIR 2000	C	D	8	0	0	63	13	13	0	0	13	68	75	12	8	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	22	1	0	55	9	27	9	0	0	22	38	32	16	
	MANCHESTER	AIR 2000	C	D	22	0	0	50	18	0	32	0	0	29	44	28	16	
	NEWCASTLE	AIR 2000	C	A	4	0	0	0	25	50	0	25	0	104	25	30	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	0	25	50	25	0	0	72	0	34	4	
	STANSTED	AIR 2000	C	A	8	0	0	63	13	25	0	0	0	17	0	0	0	
	STANSTED	AIR 2000	C	D	8	0	0	50	38	13	0	0	0	15	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	11	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	12	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	38	13	25	25	0	0	54	86	3	7	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	38	13	25	25	0	0	52	63	38	8	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	72	0	0	0	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	67	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	0	25	25	50	0	0	70	13	79	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	13	13	0	0	26	50	65	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	13	25	0	0	32	100	-4	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	25	0	0	0	15	75	7	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	22	0	53	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	75	47	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	41	53	32	17	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	40	56	16	16	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	38	25	13	25	0	0	31	38	67	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	38	25	25	13	0	0	29	50	61	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	100	0	0	0	50	75	15	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	100	3	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	12	0	0	0	33	33	33	0	0	50	83	6	12	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	12	0	0	50	17	17	17	0	0	31	92	8	12	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	12	0	0	25	17	33	17	0	8	66	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	12	0	0	50	17	25	8	0	0	26	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	25	1	0	72	16	4	8	0	0	7	52	42	27	
	GATWICK	CALEDONIAN AIRWAYS	C	D	26	0	0	54	23	12	12	0	0	26	48	41	27	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALAGA	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	32	100	6	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	75	9	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	21	0	0	67	19	5	10	0	0	17	44	44	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	21	0	0	57	19	10	10	5	0	26	44	76	9
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	8	0	0	0	13	50	38	0	0	50	38	16	8
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	10	88	4	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	1	0	75	0	25	0	0	0	9	0	94	1
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	19	0	107	1
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	0	43	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	1	0	80	0	0	0	20	0	57	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	A	3	0	1	33	33	33	0	0	0	25	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	3	0	1	33	33	0	33	0	0	29	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	7	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	8	0	0	63	0	25	13	0	0	32	63	17	8
	GLASGOW	FUTURA AIRLINES	C	D	8	0	0	50	13	25	13	0	0	36	13	34	8
	GATWICK	GB AIRWAYS LTD	S	A	47	0	0	40	19	21	19	0	0	33	78	12	51
	GATWICK	GB AIRWAYS LTD	S	D	47	1	0	79	13	0	9	0	0	16	76	14	51
	HEATHROW	GB AIRWAYS LTD	S	A	30	0	0	50	23	20	7	0	0	21	77	9	30
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	33	37	13	17	0	0	32	60	25	30
	STANSTED	GO FLY LTD	S	A	21	0	0	76	24	0	0	0	0	-1	0	0	0
	STANSTED	GO FLY LTD	S	D	21	0	0	43	24	29	5	0	0	24	0	0	0
	HEATHROW	IBERIA	S	A	30	0	0	13	23	43	20	0	0	44	33	47	30
	HEATHROW	IBERIA	S	D	30	0	0	10	20	47	23	0	0	47	40	39	30
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	0	38	25	25	0	13	101	13	49	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	50	13	25	13	0	0	25	25	45	8
	GATWICK	MONARCH AIRLINES	C	A	36	0	0	31	22	22	25	0	0	40	40	41	35
	GATWICK	MONARCH AIRLINES	C	D	36	0	0	33	28	25	14	0	0	35	83	25	35
	LUTON	MONARCH AIRLINES	S	A	34	0	0	68	18	3	12	0	0	12	97	-7	30
	LUTON	MONARCH AIRLINES	S	D	34	0	0	79	6	3	12	0	0	14	87	5	30

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MALAGA																		
	MANCHESTER	MONARCH AIRLINES	C	A	21	0	0	29	29	24	19	0	0	30	33	42	21	
	MANCHESTER	MONARCH AIRLINES	C	D	21	0	0	57	24	5	14	0	0	20	52	29	21	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	25	25	0	85	100	-8	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	25	25	0	92	100	-3	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	0	0	38	13	0	82	75	12	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	0	38	0	13	86	88	6	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	29	50	8	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	0	17	33	0	0	58	75	14	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	1	0	33	0	67	0	0	91	0	79	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	25	25	25	204	33	32	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	25	33	25	8	8	0	47	33	32	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	75	0	8	8	8	0	31	63	17	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	0	75	0	0	91	75	12	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	107	75	7	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	33	0	0	0	0	15	33	48	3	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	0	0	25	149	50	106	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	20	7	27	47	0	0	57	0	49	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	27	13	20	40	0	0	50	75	31	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	44	100	4	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	50	0	0	46	100	5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	70	10	10	10	0	0	16	67	8	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	70	10	5	15	0	0	11	92	0	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	34	75	11	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	3	100	-9	4	
	GATWICK	TRANSAER	C	A	8	0	0	100	0	0	0	0	0	-1	100	-3	10	
	GATWICK	TRANSAER	C	D	8	0	0	50	38	13	0	0	0	14	83	10	12	
	MANCHESTER	TRANSAER	C	A	4	0	0	25	50	0	25	0	0	38	65	11	17	
	MANCHESTER	TRANSAER	C	D	4	0	0	75	0	0	25	0	0	35	41	29	17	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	8	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	13	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	12	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	19	0	0	0	
	STANSTED	VIRGIN EXPRESS	C	A	4	0	0	50	25	0	25	0	0	31	0	0	0	
	STANSTED	VIRGIN EXPRESS	C	D	5	0	0	80	0	20	0	0	0	9	0	0	0	
<b>TOTAL MALAGA</b>					<b>1149</b>	<b>5</b>	<b>5</b>	<b>47</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>60</b>	<b>26</b>	<b>26</b>	
MALE INTERNATIONAL																		
	GATWICK	MONARCH AIRLINES	C	A	9	1	0	78	0	11	0	11	0	27	60	16	5	
	GATWICK	MONARCH AIRLINES	C	D	8	0	2	13	25	38	13	13	0	74	0	39	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>17</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>49</b>	<b>58</b>	<b>16</b>	<b>16</b>	
MALMO																		
	LONDON CITY	BRAATHENS ASA	S	A	51	0	1	67	20	6	8	0	0	14	0	0	0	
	LONDON CITY	BRAATHENS ASA	S	D	51	0	1	27	43	18	12	0	0	31	0	0	0	
<b>TOTAL MALMO</b>					<b>102</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>31</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>31</b>	<b>25</b>	<b>25</b>	
MALTA																		
	GATWICK	AIR 2000	C	A	5	0	0	20	60	20	0	0	0	23	56	56	9	
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	9	67	51	9	
	MANCHESTER	AIR 2000	C	A	4	1	0	75	25	0	0	0	0	9	56	27	9	
	MANCHESTER	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	10	44	32	9	
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	50	50	0	0	0	0	20	60	96	5	
	BIRMINGHAM	AIR MALTA	S	A	4	0	0	50	25	0	25	0	0	32	50	13	4	
	BIRMINGHAM	AIR MALTA	S	D	4	0	0	25	25	25	25	0	0	56	20	82	5	
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	0	50	50	0	0	0	33	20	123	5	
	EDINBURGH	AIR MALTA	C	D	2	0	1	0	50	50	0	0	0	43	50	20	2	
	GATWICK	AIR MALTA	C	A	6	0	1	83	0	0	17	0	0	20	75	31	4	
	GATWICK	AIR MALTA	S	A	39	0	0	77	10	10	3	0	0	7	81	0	42	
	GATWICK	AIR MALTA	C	D	5	0	1	60	0	40	0	0	0	17	25	41	4	
	GATWICK	AIR MALTA	S	D	39	0	0	26	41	28	5	0	0	27	39	20	41	
	GLASGOW	AIR MALTA	C	A	9	0	4	33	56	11	0	0	0	17	80	5	10	
	GLASGOW	AIR MALTA	S	A	4	0	0	50	25	25	0	0	0	11	100	-2	5	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					JUNE 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)												
MALTA	GLASGOW	AIR MALTA	C	D	9	0	4	11	11	67	11	0	0	45	42	25	12	
	GLASGOW	AIR MALTA	S	D	4	0	0	50	25	0	25	0	0	26	60	15	5	
	HEATHROW	AIR MALTA	S	A	60	0	0	73	13	10	3	0	0	8	75	12	60	
	HEATHROW	AIR MALTA	S	D	60	0	0	50	20	18	12	0	0	26	42	36	60	
	LUTON	AIR MALTA	C	A	5	0	0	40	20	40	0	0	0	24	0	0	0	
	LUTON	AIR MALTA	C	D	3	0	2	33	0	33	33	0	0	43	0	0	0	
	MANCHESTER	AIR MALTA	S	A	15	0	0	53	27	20	0	0	0	10	71	4	14	
	MANCHESTER	AIR MALTA	C	A	12	0	1	58	8	0	25	8	0	38	93	-5	14	
	MANCHESTER	AIR MALTA	C	D	12	0	1	50	8	17	17	8	0	40	50	17	14	
	MANCHESTER	AIR MALTA	S	D	15	0	0	20	27	33	20	0	0	37	36	22	14	
	NEWCASTLE	AIR MALTA	C	A	8	0	0	63	38	0	0	0	0	8	75	1	4	
	NEWCASTLE	AIR MALTA	C	D	9	0	0	56	22	22	0	0	0	13	100	-6	4	
	STANSTED	AIR MALTA	C	A	4	0	0	75	0	25	0	0	0	21	50	22	4	
	STANSTED	AIR MALTA	C	D	4	0	0	50	25	25	0	0	0	23	0	44	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	44	33	0	0	0	22	25	43	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	12	33	30	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-5	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	0	0	20	168	0	84	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	12	0	89	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	22	11	0	0	23	22	76	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	11	0	0	17	44	54	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	15	50	21	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	75	20	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	13	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	11	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	80	13	0	7	0	0	8	77	9	30	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	73	10	10	7	0	0	17	53	23	30	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JUNE 1998					
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	UNMATCHED Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
MALTA																	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	10	75	3	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	100	-6	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	13	20	62	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	32	40	44	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-4	40	75	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	6	80	17	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	100	0	0	0	40	20	38	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	40	0	0	0	29	40	31	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-1	20	65	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-4	40	75	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	14	100	-14	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	16	100	-6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	25	13	0	0	20	100	-13	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	8	100	-5	8
<b>TOTAL MALTA</b>					<b>579</b>	<b>1</b>	<b>18</b>	<b>58</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>25</b>	<b>25</b>
MANCHESTER																	
	NEWCASTLE	AIR 2000	C	A	3	0	1	33	0	33	33	0	0	35	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	222	0	2	86	6	5	3	0	0	6	81	6	229
	HEATHROW	BMI BRITISH MIDLAND	S	D	222	0	2	81	13	4	2	0	0	9	87	4	227
	EDINBURGH	BMI REGIONAL	S	A	73	0	1	84	8	5	3	0	0	8	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	73	0	1	62	26	10	3	0	0	18	0	0	0
	GLASGOW	BMI REGIONAL	S	A	91	0	5	77	13	9	1	0	0	10	0	0	0
	GLASGOW	BMI REGIONAL	S	D	95	0	5	76	13	11	1	0	0	11	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	51	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-14	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	1	25	8	17	50	0	0	53	0	260	5
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	54	23	8	15	0	0	20	33	222	6
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	0	50	25	0	128	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					193	0	0	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MANCHESTER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	193	0	0	84	11	4	1	0	0	6	72	14	162
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	193	0	0	85	10	4	1	0	0	7	83	10	164
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	74	0	0	88	7	4	1	0	0	5	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	74	0	0	82	11	3	4	0	0	14	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	96	0	0	73	19	7	1	0	0	12	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	96	0	0	91	8	1	0	0	0	4	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	47	0	1	68	23	6	2	0	0	13	90	7	120
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	53	0	2	75	19	4	2	0	0	13	81	11	121
	GLASGOW	BRITISH AIRWAYS PLC	S	A	9	2	0	56	11	11	22	0	0	27	71	14	116
	GLASGOW	BRITISH AIRWAYS PLC	S	D	27	0	0	85	4	7	4	0	0	8	79	10	117
	HEATHROW	BRITISH AIRWAYS PLC	S	A	294	0	1	82	10	5	2	0	0	9	77	11	298
	HEATHROW	BRITISH AIRWAYS PLC	S	D	295	0	0	91	5	3	1	0	0	2	86	3	298
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	0	93	0	6	1	0	0	2	79	9	67
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	0	90	4	4	1	0	0	5	67	15	67
	LONDON CITY	KLM UK LTD	S	A	68	0	2	99	1	0	0	0	0	-11	96	-8	92
	LONDON CITY	KLM UK LTD	S	D	69	0	1	88	9	1	1	0	0	9	85	12	92
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-14	0	64	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	9	40	31	5
	GLASGOW	MONARCH AIRLINES	C	A	3	0	0	0	0	0	100	0	0	107	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	48	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	42	0	0	0
<b>TOTAL MANCHESTER</b>					<b>2568</b>	<b>2</b>	<b>25</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>10</b>
MANILA	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	6	6	0	0	6	28	94	-3	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	44	44	11	0	0	0	17	94	-3	17
<b>TOTAL MANILA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>87</b>	<b>1</b>	<b>1</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)												
MARRAKESH																		
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	78	0	0	11	11	0	34	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	50	25	0	0	25	0	80	0	0	0	
<b>TOTAL MARRAKESH</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>48</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	102	0	0	72	19	8	2	0	0	8	79	4	90	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	102	0	0	50	25	19	7	0	0	21	58	18	90	
<b>TOTAL MARSEILLE</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>19</b>	<b>19</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	8	0	0	75	25	0	0	0	0	5	100	-2	8	
	HEATHROW	AIR MAURITIUS LTD	S	D	8	0	0	25	38	38	0	0	0	26	63	14	8	
	MANCHESTER	AIR MAURITIUS LTD	S	A	4	0	0	100	0	0	0	0	0	-4	60	174	5	
	MANCHESTER	AIR MAURITIUS LTD	S	D	4	0	0	50	50	0	0	0	0	14	40	137	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-4	100	-5	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	4	69	14	13	
<b>TOTAL MAURITIUS</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>34</b>	<b>34</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	30	0	0	90	3	0	3	3	0	-3	89	1	9	
	HEATHROW	QANTAS	S	D	30	0	0	53	33	13	0	0	0	16	77	8	30	
<b>TOTAL MELBOURNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>5</b>	<b>5</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	100	0	0	0	0	0	-3	92	-9	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	69	19	6	6	0	0	13	69	14	13	
<b>TOTAL MEXICO CITY</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>2</b>	<b>2</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	28	2	2	46	29	14	7	4	0	27	93	-3	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	47	13	30	3	3	3	44	57	22	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	77	7	3	13	0	0	15	87	9	30	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)												
MIAMI INTERNATIONAL																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	50	27	17	7	0	0	23	50	24	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	10	0	0	0	0	1	87	-3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	40	33	17	10	0	0	24	63	14	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	57	27	13	3	0	0	16	57	15	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	60	17	17	7	0	0	21	87	7	30	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>238</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>7</b>	<b>7</b>	
MIKONOS																		
	GATWICK	AIR 2000	C	A	5	0	0	20	20	0	0	20	40	239	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	0	20	20	0	0	60	255	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	44	11	22	22	0	0	27	75	21	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	78	0	22	0	0	0	10	88	9	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	2	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0	
<b>TOTAL MIKONOS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>17</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>14</b>	<b>79</b>	<b>81</b>	<b>15</b>	<b>15</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA	S	A	79	0	0	22	19	48	11	0	0	33	43	23	208	
	HEATHROW	ALITALIA	S	D	89	0	0	53	24	18	6	0	0	20	47	24	209	
	LONDON CITY	ALITALIA	S	A	46	0	2	37	43	17	2	0	0	21	59	18	41	
	LONDON CITY	ALITALIA	S	D	47	0	1	13	21	40	26	0	0	45	27	34	41	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	41	21	26	12	0	0	28	54	21	147	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	61	21	16	2	0	0	18	52	18	147	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	73	0	1	38	26	30	5	0	0	25	70	10	71	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	74	0	0	46	18	26	11	0	0	28	56	17	72	
	STANSTED	KLM UK LTD	S	A	77	0	1	49	26	13	12	0	0	25	22	63	83	
	STANSTED	KLM UK LTD	S	D	78	0	0	31	24	33	10	1	0	36	18	67	84	
<b>TOTAL MILAN (LINATE)</b>					<b>747</b>	<b>0</b>	<b>5</b>	<b>41</b>	<b>23</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>47</b>	<b>25</b>	<b>25</b>	
MILAN (MALPENSA)																		
	HEATHROW	ALITALIA	S	A	152	0	2	10	20	40	28	1	0	49	0	0	0	
	HEATHROW	ALITALIA	S	D	143	0	1	24	22	38	15	1	0	38	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS (EURO OPS) LGW	S	A	55	0	0	45	22	18	13	2	0	26	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	54	18	23	5	0	0	22	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	24	0	2	17	33	21	21	8	0	49	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	24	17	40	19	0	0	38	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	50	19	29	2	0	0	21	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	75	0	3	35	25	17	19	4	0	44	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	78	0	0	59	14	21	5	1	0	22	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	50	50	48	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	26	50	49	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	51	50	23	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	75	13	4
	EDINBURGH	EUROFLY SPA	C	A	2	0	4	50	50	0	0	0	0	9	100	-20	1
	STANSTED	EUROFLY SPA	C	A	2	0	0	0	50	50	0	0	0	29	50	55	2
	STANSTED	EUROFLY SPA	C	D	2	0	0	50	0	50	0	0	0	24	0	94	2
	GATWICK	EUROPEAN AIR CHARTER	C	A	13	0	0	8	8	23	31	31	0	103	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	12	0	1	42	25	8	25	0	0	41	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	0	0	0	80	20	0	101	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	0	0	20	60	20	0	107	0	0	0
	STANSTED	GO FLY LTD	S	A	81	0	1	58	20	12	10	0	0	23	72	7	54
	STANSTED	GO FLY LTD	S	D	81	0	1	63	21	7	7	1	0	20	70	12	54
	STANSTED	KLM UK LTD	S	A	10	0	0	40	30	30	0	0	0	17	0	0	0
	STANSTED	KLM UK LTD	S	D	10	0	0	60	20	20	0	0	0	14	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>940</b>	<b>1</b>	<b>20</b>	<b>37</b>	<b>20</b>	<b>26</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>65</b>	<b>18</b>	<b>18</b>
MINNEAPOLIS-ST PAUL	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	70	10	10	7	3	0	9	40	31	30
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	0	80	13	3	3	0	0	10	70	28	30
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>29</b>	<b>29</b>
MINSK																	

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Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	15	69	15	0	0	0	23	0	38	12	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	23	62	15	0	0	0	23	58	30	12	
<b>TOTAL MINSK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>29</b>	<b>34</b>	<b>34</b>	
MITILINI																		
	GATWICK	AIR 2000	C	A	8	0	0	38	25	38	0	0	0	26	50	17	4	
	GATWICK	AIR 2000	C	D	8	0	0	63	38	0	0	0	0	15	75	15	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	0	0	0	75	25	0	142	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	0	25	25	0	105	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	1	67	0	0	33	0	0	32	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	41	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	4	0	0	0	25	25	50	0	0	48	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	18	0	0	0	
<b>TOTAL MITILINI</b>					<b>43</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>16</b>	<b>19</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>47</b>	<b>25</b>	<b>25</b>	
MOENCHENGLADBACH																		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	45	1	6	60	9	18	13	0	0	24	15	38	26	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	46	0	1	57	11	24	7	2	0	29	34	30	50	
	LONDON CITY	VLM (BELGIUM)	S	A	101	0	3	70	23	5	2	0	0	12	51	20	104	
	LONDON CITY	VLM (BELGIUM)	S	D	101	0	3	56	33	9	2	0	0	18	25	27	104	
<b>TOTAL MOENCHENGLADBACH</b>					<b>293</b>	<b>1</b>	<b>13</b>	<b>62</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>35</b>	<b>26</b>	<b>26</b>	
MOMBASA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	58	40	96	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	32	25	116	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	35	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	17	20	53	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	20	67	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	1	20	37	5	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MOMBASA	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-14	0	57	4	
<b>TOTAL MOMBASA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>12</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>21</b>	<b>70</b>	<b>70</b>	
MONASTIR	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-3	100	-9	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	1	100	4	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	25	0	25	243	0	59	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	1	25	25	25	25	0	45	50	28	4	4	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	20	20	20	0	78	0	67	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	41	50	59	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	75	0	0	106	100	-1	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	1	25	0	0	75	0	0	104	100	3	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	0	75	25	0	122	0	41	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	63	25	18	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	54	0	82	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	27	25	48	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	25	25	0	95	75	-7	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	25	25	0	106	75	27	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	23	15	31	23	0	8	61	69	21	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	54	0	23	15	8	0	52	58	34	12	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	0	60	0	0	80	67	66	3	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	20	60	0	0	82	0	62	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	38	8	8	23	15	8	98	67	-2	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	38	8	23	23	8	0	61	58	12	12	
	BIRMINGHAM	NOUVELAIR TUNISIE	C	A	4	0	0	50	0	25	25	0	0	45	100	-16	4	
	BIRMINGHAM	NOUVELAIR TUNISIE	C	D	4	0	0	50	0	25	25	0	0	54	75	16	4	
	GATWICK	NOUVELAIR TUNISIE	C	A	8	1	0	63	13	13	13	0	0	11	50	27	4	
	GATWICK	NOUVELAIR TUNISIE	C	D	5	0	0	20	20	40	20	0	0	42	50	40	4	
	GLASGOW	NOUVELAIR TUNISIE	C	A	4	0	0	100	0	0	0	0	0	-6	100	-10	3	
	GLASGOW	NOUVELAIR TUNISIE	C	D	3	0	3	67	0	33	0	0	0	12	75	-1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	19	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MONASTIR	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0
<b>TOTAL MONASTIR</b>					<b>157</b>	<b>1</b>	<b>5</b>	<b>39</b>	<b>9</b>	<b>20</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>62</b>	<b>57</b>	<b>23</b>	<b>23</b>
MONTEGO BAY	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	65	29	0	6	0	0	5	88	-6	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	29	41	24	6	0	0	29	12	29	17
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	0	50	0	0	56	100	-41	1
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	75	25	0	0	56	0	40	2
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	0	100	0	0	95	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	39	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	14	0	29	57	0	0	57	40	37	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	17	17	50	17	0	0	37	0	26	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	25	50	0	169	60	79	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	50	0	0	99	25	22	4
<b>TOTAL MONTEGO BAY</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>21</b>	<b>22</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>43</b>	<b>21</b>	<b>21</b>
MONTPELLIER	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	34	0	0	74	21	6	0	0	0	7	94	0	34
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	34	0	0	71	9	18	3	0	0	15	50	24	34
<b>TOTAL MONTPELLIER</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>12</b>
MONTREAL (DORVAL)	HEATHROW	AIR CANADA	S	A	30	0	0	50	37	10	0	3	0	23	13	33	30
	HEATHROW	AIR CANADA	S	D	30	0	0	67	20	13	0	0	0	15	43	26	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	17	7	3	0	0	8	70	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	23	13	0	0	0	13	50	27	30
<b>TOTAL MONTREAL (DORVAL)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>25</b>	<b>25</b>
MONTREAL (MIRABEL)																	
MOSCOW (SHEREMETYEVO)	HEATHROW	AEROFLOT	S	A	41	1	3	61	29	7	2	0	0	14	43	29	42

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MOSCOW (SHEREMETYEVO)	HEATHROW	AEROFLOT	S	D	44	0	2	50	39	7	5	0	0	17	63	28	40
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	97	0	3	0	0	0	-14	87	2	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	90	3	7	0	0	0	7	83	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	-13	77	2	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	13	0	0	0	0	4	73	8	30
	GATWICK	TRANSAERO AIRLINES	S	A	17	0	0	88	6	0	6	0	0	6	0	0	0
	GATWICK	TRANSAERO AIRLINES	S	D	17	0	0	71	18	6	6	0	0	16	0	0	0
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>239</b>	<b>1</b>	<b>5</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>15</b>	<b>15</b>
MUMBAI	HEATHROW	AIR INDIA	S	A	43	0	0	42	28	19	12	0	0	24	36	37	42
	HEATHROW	AIR INDIA	S	D	43	0	0	5	16	35	42	2	0	59	14	49	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	3	3	0	0	-9	90	-6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	43	27	17	13	0	0	29	30	30	30
<b>TOTAL MUMBAI</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>19</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>39</b>	<b>28</b>	<b>28</b>
MUNICH	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	50	0	2	48	30	12	10	0	0	26	90	-2	30
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	50	0	2	22	44	28	6	0	0	29	70	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	71	17	6	6	0	0	14	58	15	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	62	21	12	5	0	0	17	60	14	146
	LUTON	DEBONAIR AIRWAYS LTD	S	A	49	3	4	18	41	22	18	0	0	39	48	23	27
	LUTON	DEBONAIR AIRWAYS LTD	S	D	53	0	4	28	34	21	17	0	0	32	29	63	28
	GATWICK	DEUTSCHE BA	S	A	86	0	0	30	36	28	6	0	0	27	43	20	56
	GATWICK	DEUTSCHE BA	S	D	86	0	0	53	22	22	2	0	0	19	55	19	56
	STANSTED	GO FLY LTD	S	A	80	0	0	88	5	3	5	0	0	0	0	0	0
	STANSTED	GO FLY LTD	S	D	80	0	0	71	9	13	8	0	0	16	0	0	0
	BIRMINGHAM	LUFTHANSA	S	A	60	0	0	32	25	38	5	0	0	30	100	-6	3
	BIRMINGHAM	LUFTHANSA	S	D	60	0	0	43	37	17	3	0	0	20	100	3	3
	HEATHROW	LUFTHANSA	S	A	149	0	0	57	27	11	5	0	0	16	43	20	147

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MUNICH	HEATHROW	LUFTHANSA	S	D	150	0	0	68	23	7	2	0	0	13	60	18	126
	MANCHESTER	LUFTHANSA	S	A	86	0	1	17	37	31	13	1	0	36	0	0	0
	MANCHESTER	LUFTHANSA	S	D	86	0	0	60	19	14	7	0	0	19	0	0	0
	STANSTED	LUFTHANSA	S	A	92	0	0	84	12	3	1	0	0	4	0	0	0
	STANSTED	LUFTHANSA	S	D	92	0	0	49	37	12	2	0	0	18	0	0	0
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	43	0	1	88	5	5	2	0	0	2	45	20	53
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	43	0	1	26	35	30	9	0	0	29	58	16	53
	GLASGOW	ROYAL AIRLINES	C	A	3	0	0	67	0	0	33	0	0	31	0	0	0
	GLASGOW	ROYAL AIRLINES	C	D	3	0	0	33	33	33	0	0	0	23	0	0	0
<b>TOTAL MUNICH</b>					<b>1697</b>	<b>3</b>	<b>15</b>	<b>55</b>	<b>25</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>18</b>	<b>18</b>
MURCIA SAN JAVIER	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	0	75	25	0	0	0	25	75	-12	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	25	25	50	0	0	0	31	75	12	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-1	100	3	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	75	10	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	27	75	10	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	100	4	4
	GATWICK	GB AIRWAYS LTD	S	A	12	0	1	33	8	17	42	0	0	54	67	9	18
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	23	15	31	31	0	0	55	59	11	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	25	25	0	0	58	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	48	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>26</b>	<b>21</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>69</b>	<b>8</b>	<b>8</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	0	7	0	0	-2	100	-15	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	17	3	3	3	0	15	63	14	30
	HEATHROW	GULF AIR	S	A	43	1	0	51	23	19	7	0	0	17	90	3	42
	HEATHROW	GULF AIR	S	D	45	0	3	38	31	22	9	0	0	29	66	13	44
<b>TOTAL MUSCAT</b>					<b>148</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>5</b>	<b>5</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NAGOYA (AFB)	HEATHROW	JAPAN AIRLINES	S	A	9	0	0	78	22	0	0	0	0	1	67	4	9
	HEATHROW	JAPAN AIRLINES	S	D	9	0	0	89	11	0	0	0	0	9	60	22	10
<b>TOTAL NAGOYA (AFB)</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>5</b>	<b>75</b>	<b>7</b>	<b>7</b>
NAIROBI	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-4	100	-2	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	2	78	5	9
	HEATHROW	KENYA AIRWAYS	S	A	33	0	0	61	30	3	3	0	3	29	42	49	33
	HEATHROW	KENYA AIRWAYS	S	D	33	0	0	85	6	9	0	0	0	5	59	28	32
<b>TOTAL NAIROBI</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>59</b>	<b>31</b>	<b>31</b>
NANTES																	
NAPLES	GATWICK	AIR 2000	C	A	4	0	0	25	25	50	0	0	0	29	0	68	4
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	15	75	30	4
	MANCHESTER	AIR 2000	C	A	3	0	1	0	0	33	67	0	0	59	0	42	4
	MANCHESTER	AIR 2000	C	D	4	0	0	0	25	50	25	0	0	52	25	33	4
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	0	100	0	0	124	0	31	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	3	0	0	25	75	0	0	107	100	4	4
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	50	50	0	0	58	0	60	4
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	0	25	75	0	0	0	39	75	30	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	50	0	51	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	8	50	20	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	13	50	13	13	0	76	22	65	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	38	25	13	13	13	0	55	56	28	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	13	25	63	0	0	0	33	0	159	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	38	50	13	0	0	0	20	44	129	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	58	0	124	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	22	0	106	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	13	13	13	0	50	33	63	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	38	50	0	0	13	0	38	22	66	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
NAPLES																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	68	12	12	7	2	0	16	89	-2	65	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	43	18	22	17	0	0	27	62	17	65	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	25	13	13	38	13	0	88	100	-26	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	63	0	13	13	13	0	61	0	24	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	0	25	25	0	129	75	36	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	41	75	37	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	1	33	67	0	0	0	0	16	25	23	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	56	75	10	4	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	14	29	57	0	0	0	38	25	143	4	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	14	14	57	14	0	0	40	25	114	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	14	0	78	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	50	29	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	38	38	0	0	0	27	50	67	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	25	0	0	0	18	50	65	4	
<b>TOTAL NAPLES</b>					<b>286</b>	<b>0</b>	<b>5</b>	<b>42</b>	<b>18</b>	<b>23</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>52</b>	<b>41</b>	<b>41</b>	
NASSAU																		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	20	50	55	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	46	50	49	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	17	50	56	2	
<b>TOTAL NASSAU</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>27</b>	<b>27</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	30	0	0	47	13	37	3	0	0	19	53	22	30	
	HEATHROW	AIR INDIA	S	D	30	0	0	13	20	33	33	0	0	53	10	49	30	
	HEATHROW	AMERICAN AIRLINES	S	A	179	0	1	53	21	19	5	2	0	19	71	16	180	
	HEATHROW	AMERICAN AIRLINES	S	D	185	0	1	72	17	8	2	1	1	17	74	15	179	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	23	3	0	0	0	8	77	33	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	50	23	7	17	3	0	33	70	23	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	1	76	12	8	3	0	0	7	70	19	208	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)												
NEW YORK (JF KENNEDY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	0	77	13	5	4	1	0	13	72	13	210	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	28	1	1	54	29	18	0	0	0	11	67	19	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	29	0	0	66	7	10	14	3	0	28	47	45	30	
	MANCHESTER	DELTA AIRLINES	S	A	28	1	1	71	11	14	4	0	0	1	73	3	30	
	MANCHESTER	DELTA AIRLINES	S	D	29	0	0	83	14	3	0	0	0	7	80	13	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	69	23	8	0	0	0	7	25	139	12	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	85	0	15	0	0	0	7	85	13	13	
	HEATHROW	UNITED AIRLINES	S	A	90	0	0	61	21	11	7	0	0	13	55	25	89	
	HEATHROW	UNITED AIRLINES	S	D	88	0	0	80	11	8	1	0	0	6	76	18	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	79	0	1	58	25	13	4	0	0	11	33	36	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	79	0	1	67	29	4	0	0	0	10	55	25	60	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1376</b>	<b>2</b>	<b>7</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>22</b>	<b>22</b>	
NEW YORK (NEWARK)																		
	HEATHROW	AMERICAN AIRLINES	S	A	29	0	0	41	14	31	10	3	0	36	50	31	30	
	HEATHROW	AMERICAN AIRLINES	S	D	29	0	0	59	28	7	7	0	0	20	60	18	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	1	1	71	22	5	2	0	0	5	61	22	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	1	0	88	10	2	0	0	0	6	66	17	59	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	0	47	3	27	23	0	0	26	48	27	29	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	0	50	13	17	17	0	3	50	67	28	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	60	0	0	70	10	13	5	2	0	10	65	18	60	
	GATWICK	CONTINENTAL AIRLINES	S	D	60	0	0	62	22	7	7	2	2	30	70	38	60	
	GLASGOW	CONTINENTAL AIRLINES	S	A	27	3	3	67	7	4	19	4	0	19	0	0	0	
	GLASGOW	CONTINENTAL AIRLINES	S	D	30	0	0	70	7	13	10	0	0	21	0	0	0	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	30	0	0	57	7	20	17	0	0	17	30	49	30	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	28	2	2	71	21	4	4	0	0	11	60	26	30	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	57	13	7	7	13	3	67	30	98	30	
	HEATHROW	UNITED AIRLINES	S	D	29	1	1	69	7	14	10	0	0	21	41	21	29	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	1	1	31	17	31	21	0	0	44	23	45	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	20	17	37	23	0	3	58	70	11	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	33	30	37	0	0	0	21	40	29	30	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

		Origin / Destinations: N																
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JUNE 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)												
NEW YORK (NEWARK)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	67	23	10	0	0	0	12	77	16	30	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>648</b>	<b>9</b>	<b>8</b>	<b>60</b>	<b>15</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>56</b>	<b>30</b>	<b>30</b>	
NEWCASTLE	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	1	67	0	33	0	0	0	18	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	160	0	1	91	6	2	2	0	0	4	83	8	163	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	160	0	1	90	5	3	2	0	0	2	88	4	163	
	GATWICK	CITY FLYER EXPRESS	S	A	186	0	0	82	13	3	2	0	0	5	81	4	159	
	GATWICK	CITY FLYER EXPRESS	S	D	186	0	0	69	23	7	1	0	0	10	69	12	159	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	86	0	2	88	1	5	6	0	0	2	86	4	78	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	86	0	2	93	0	2	5	0	0	6	85	11	79	
	STANSTED	KLM UK LTD	S	A	68	0	1	93	0	3	4	0	0	-1	90	1	69	
	STANSTED	KLM UK LTD	S	D	68	0	1	90	6	0	4	0	0	8	74	11	69	
<b>TOTAL NEWCASTLE</b>					<b>1011</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>7</b>	<b>7</b>	
NEWQUAY	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	0	1	55	33	12	0	0	0	16	53	25	30	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	81	0	1	60	32	6	1	0	0	13	73	15	59	
<b>TOTAL NEWQUAY</b>					<b>132</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>33</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>18</b>	<b>18</b>	
NICE	GATWICK	AB AIRLINES	S	A	30	0	0	13	10	43	30	3	0	61	0	0	0	
	GATWICK	AB AIRLINES	S	D	30	0	0	13	33	37	13	3	0	50	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	18	15	47	18	2	0	46	27	31	60	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	43	27	22	8	0	0	24	65	14	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	128	0	0	47	20	23	9	0	0	22	43	23	128	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	128	0	0	62	16	19	4	0	0	15	69	17	128	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	30	0	0	33	23	27	13	3	0	41	0	281	30	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	29	0	1	38	21	34	7	0	0	28	0	314	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	123	0	0	81	10	4	3	2	0	4	67	22	112	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 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)											
NICE	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	123	0	0	72	15	10	3	0	0	11	31	46	111
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	25	0	0	25	25	25	196	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	0	25	0	25	50	0	186	0	0	0
<b>TOTAL NICE</b>					<b>755</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>17</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>50</b>	<b>50</b>
NORWICH	EDINBURGH	SCOT AIRWAYS	S	A	48	0	0	65	15	13	8	0	0	20	75	12	48
	EDINBURGH	SCOT AIRWAYS	S	D	48	0	0	60	23	6	10	0	0	20	77	7	48
	LUTON	SCOT AIRWAYS	S	A	26	0	0	23	31	46	0	0	0	27	38	27	24
	LUTON	SCOT AIRWAYS	S	D	26	0	0	35	38	12	12	4	0	38	74	11	23
	MANCHESTER	SCOT AIRWAYS	S	A	44	0	0	75	11	7	7	0	0	14	93	6	44
	MANCHESTER	SCOT AIRWAYS	S	D	44	0	0	84	5	5	7	0	0	5	98	-6	44
<b>TOTAL NORWICH</b>					<b>236</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>8</b>	<b>8</b>
NUREMBERG	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	52	0	0	52	25	19	4	0	0	15	24	26	49
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	52	0	0	48	33	17	2	0	0	18	30	28	50
	HEATHROW	LUFTHANSA	S	A	30	0	0	90	10	0	0	0	0	4	76	6	29
	HEATHROW	LUFTHANSA	S	D	30	0	0	83	10	7	0	0	0	5	87	6	30
<b>TOTAL NUREMBERG</b>					<b>164</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>47</b>	<b>19</b>	<b>19</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
OLBIA																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	25	21	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	2	100	-3	4
	STANSTED	EUROPEAN AIR CHARTER	C	A	3	1	1	0	0	33	33	33	0	122	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	0	25	25	50	0	0	54	0	0	0
	GATWICK	MERIDIANA AIR	S	A	9	0	0	0	44	33	22	0	0	41	33	45	9
	GATWICK	MERIDIANA AIR	S	D	9	0	0	0	33	22	33	0	11	105	33	48	9
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	53	50	41	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	0	26	0	42	4
<b>TOTAL OLBIA</b>					<b>41</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>29</b>	<b>24</b>	<b>22</b>	<b>2</b>	<b>2</b>	<b>54</b>	<b>37</b>	<b>37</b>	<b>37</b>
OPORTO																	
	HEATHROW	AIR PORTUGAL	S	A	60	0	0	85	10	2	3	0	0	10	90	3	30
	HEATHROW	AIR PORTUGAL	S	D	60	0	0	80	5	12	3	0	0	12	93	2	30
	GATWICK	GB AIRWAYS LTD	S	A	55	0	1	80	11	4	2	2	17	89	-1	56	
	GATWICK	GB AIRWAYS LTD	S	D	55	0	1	67	7	11	11	4	0	26	75	14	56
	MANCHESTER	PORTUGALIA	S	D	2	0	0	100	0	0	0	0	0	-2	100	-5	2
<b>TOTAL OPORTO</b>					<b>232</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>5</b>	<b>5</b>
ORLANDO																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	50	17	17	17	0	0	21	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	6	0	0	67	0	33	0	0	0	16	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	0	38	50	0	0	76	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	88	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	13	25	38	25	0	0	36	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	63	38	0	0	0	0	13	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	0	0	13	63	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	1	0	50	50	0	0	0	0	11	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	64	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	34	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	63	20	10	7	0	0	13	92	3	25
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	30	37	17	17	0	0	34	48	25	25

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
ORLANDO																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	35	22	15	28	0	0	43	53	18	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	35	30	12	22	2	0	41	97	6	30	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	76	4	16	4	0	0	1	60	76	25	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	62	31	0	8	0	0	20	52	46	25	
<b>TOTAL ORLANDO</b>					<b>295</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>67</b>	<b>29</b>	<b>29</b>	
OSAKA (KANSAI)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	22	0	0	64	27	9	0	0	0	9	95	-6	22	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	22	0	0	50	36	9	5	0	0	24	64	13	22	
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	63	30	3	3	0	0	10	88	-10	26	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	57	27	13	3	0	0	18	42	20	26	
<b>TOTAL OSAKA (KANSAI)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>3</b>	<b>3</b>	
OSLO (FORNEBU)																		
OSLO (GARDERMOEN)																		
	STANSTED	AIR FOYLE PASSENGER AIRLINES	S	A	26	0	0	69	19	8	4	0	0	12	0	0	0	
	STANSTED	AIR FOYLE PASSENGER AIRLINES	S	D	26	0	0	50	31	15	4	0	0	19	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	85	8	8	0	0	0	7	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	62	12	19	8	0	0	18	0	0	0	
	STANSTED	BRAATHENS ASA	S	A	60	0	0	48	28	20	3	0	0	21	0	0	0	
	STANSTED	BRAATHENS ASA	S	D	60	0	0	25	28	33	13	0	0	32	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	0	66	23	9	0	2	0	16	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	61	23	13	4	0	0	16	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	1	64	18	11	7	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	1	62	24	9	4	0	0	13	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	0	42	23	23	12	0	0	28	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	54	23	21	2	0	0	16	0	0	0	
	HEATHROW	SAS	S	A	171	0	0	44	28	22	6	0	0	24	0	0	0	
	HEATHROW	SAS	S	D	171	0	0	70	18	8	4	0	0	12	0	0	0	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
OSLO (GARDERMOEN)	MANCHESTER	SAS	S	A	26	0	0	73	12	15	0	0	0	13	0	0	0
	MANCHESTER	SAS	S	D	26	0	0	69	15	15	0	0	0	10	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1129</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>24</b>	<b>33</b>	<b>33</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	30	0	0	60	27	13	0	0	0	8	73	11	22
	HEATHROW	AIR CANADA	S	D	30	0	0	90	7	3	0	0	0	4	88	5	25
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	17	0	0	76	24	0	0	0	0	6	67	24	12
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	18	0	0	78	17	6	0	0	0	7	69	10	13
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>11</b>	<b>11</b>	<b>11</b>
OVDA																	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PALERMO	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	25	25	25	0	90	0	96	4
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	50	50	0	0	89	0	79	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	55	0	157	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	75	0	0	0	35	0	33	3
<b>TOTAL PALERMO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>44</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>67</b>	<b>29</b>	<b>49</b>	<b>49</b>
PALMA DE MALLORCA	BIRMINGHAM	AIR 2000	C	A	21	0	0	48	19	24	10	0	0	17	76	3	21
	BIRMINGHAM	AIR 2000	C	D	21	0	0	67	19	14	0	0	0	14	71	10	21
	GATWICK	AIR 2000	C	A	47	0	0	40	9	23	19	6	2	57	39	40	31
	GATWICK	AIR 2000	C	D	47	0	0	49	17	11	17	6	0	46	69	29	32
	GLASGOW	AIR 2000	C	A	10	0	0	70	10	10	10	0	0	16	56	32	9
	GLASGOW	AIR 2000	C	D	10	0	0	60	30	0	10	0	0	19	44	33	9
	MANCHESTER	AIR 2000	C	A	27	0	0	48	19	15	7	11	0	39	41	53	22
	MANCHESTER	AIR 2000	C	D	27	0	0	48	15	22	7	7	0	35	45	50	22
	NEWCASTLE	AIR 2000	C	A	9	0	0	33	33	33	0	0	0	25	44	18	9
	NEWCASTLE	AIR 2000	C	D	9	0	0	56	11	33	0	0	0	15	89	4	9
	STANSTED	AIR 2000	C	A	17	0	0	47	18	29	0	6	0	29	80	10	5
	STANSTED	AIR 2000	C	D	17	0	0	41	12	41	0	6	0	36	0	42	5
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	50	50	0	0	0	0	16	50	10	4
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	0	25	75	0	0	0	36	0	40	4
	EDINBURGH	AIR EUROPA	C	A	13	0	0	23	8	8	54	8	0	77	0	64	9
	EDINBURGH	AIR EUROPA	C	D	13	0	0	0	0	23	62	15	0	119	0	83	9
	MANCHESTER	AIR EUROPA	C	A	8	0	0	13	13	13	38	25	0	115	47	27	17
	MANCHESTER	AIR EUROPA	C	D	8	0	0	13	13	0	50	25	0	134	29	42	17
	EDINBURGH	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	0	75	25	0	111	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	25	75	0	0	93	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	2	0	50	25	25	0	0	39	50	34	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	6	0	0	17	50	33	0	0	0	27	50	45	4
	HEATHROW	BMI BRITISH MIDLAND	S	A	34	0	0	15	21	44	21	0	0	49	41	24	34
	HEATHROW	BMI BRITISH MIDLAND	S	D	34	0	0	50	18	24	9	0	0	23	56	18	34

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JUNE 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)											
PALMA DE MALLORCA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	37	0	0	46	24	8	19	0	3	41	41	54	37
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	37	0	0	65	14	8	11	3	0	27	61	28	36
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	35	100	6	4
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	50	100	6	4
	GATWICK	BRITANNIA AIRWAYS	C	A	47	0	0	23	26	32	13	6	0	52	27	94	51
	GATWICK	BRITANNIA AIRWAYS	C	D	45	2	0	56	20	13	7	4	0	31	43	79	51
	GLASGOW	BRITANNIA AIRWAYS	C	A	25	0	0	28	20	28	20	0	4	46	58	21	26
	GLASGOW	BRITANNIA AIRWAYS	C	D	25	0	0	56	8	20	12	4	0	35	80	14	25
	LUTON	BRITANNIA AIRWAYS	C	A	25	0	0	36	20	32	12	0	0	33	40	47	30
	LUTON	BRITANNIA AIRWAYS	C	D	25	0	0	56	24	12	8	0	0	22	45	35	29
	MANCHESTER	BRITANNIA AIRWAYS	C	A	54	0	0	52	11	19	15	2	2	39	35	87	69
	MANCHESTER	BRITANNIA AIRWAYS	C	D	53	0	0	55	19	13	9	2	2	35	41	69	69
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	25	0	0	44	20	20	12	4	0	41	42	82	26
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	25	0	0	64	20	4	8	4	0	24	58	71	26
	STANSTED	BRITANNIA AIRWAYS	C	A	16	0	0	13	38	38	13	0	0	35	38	51	21
	STANSTED	BRITANNIA AIRWAYS	C	D	16	0	0	63	25	13	0	0	0	14	75	64	20
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	0	0	0	100	0	0	120	25	46	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	0	0	25	75	0	0	87	0	49	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	11	2	1	0	9	18	55	9	9	198	25	31	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	12	0	0	0	50	25	25	0	0	44	50	34	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	0	0	50	50	0	0	58	25	27	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	0	0	100	0	0	0	48	25	26	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	62	0	15	23	0	0	24	0	96	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	69	0	15	15	0	0	29	25	59	8
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	25	0	50	25	0	163	0	33	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	0	50	25	0	143	0	32	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	7	0	0	29	0	14	57	0	0	68	0	110	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	7	0	0	0	43	14	43	0	0	63	25	89	4
	GATWICK	CITY FLYER EXPRESS	C	A	5	0	0	20	0	40	40	0	0	55	0	0	0
	GATWICK	CITY FLYER EXPRESS	C	D	5	0	0	60	0	20	20	0	0	29	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BIRMINGHAM	DUO AIRWAYS LTD	C	A	8	0	0	0	0	0	100	0	0	103	100	4	8	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	7	0	1	0	0	14	86	0	0	90	25	22	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	66	13	8	13	0	0	11	68	24	37	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	63	13	11	13	0	0	24	61	33	38	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	0	50	50	0	0	0	33	75	1	4	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	0	0	50	50	0	0	71	75	10	4	
	GATWICK	FUTURA AIRLINES	S	A	21	0	0	33	29	24	14	0	0	28	77	23	13	
	GATWICK	FUTURA AIRLINES	S	D	21	0	0	43	14	19	24	0	0	31	69	23	13	
	GLASGOW	FUTURA AIRLINES	C	A	5	0	1	20	20	0	60	0	0	43	50	15	4	
	GLASGOW	FUTURA AIRLINES	C	D	6	0	0	0	33	17	50	0	0	48	25	35	4	
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	50	25	25	0	0	0	17	50	12	4	
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	0	100	0	0	0	0	22	25	33	4	
	GATWICK	GB AIRWAYS LTD	S	A	29	0	1	69	14	0	17	0	0	19	76	15	21	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	67	13	3	17	0	0	28	95	13	21	
	LUTON	IBERWORLD	C	A	3	1	1	67	33	0	0	0	0	2	0	0	0	
	LUTON	IBERWORLD	C	D	4	0	0	50	25	25	0	0	0	25	0	0	0	
	MANCHESTER	IBERWORLD	C	A	4	0	0	25	0	25	50	0	0	49	0	0	0	
	MANCHESTER	IBERWORLD	C	D	4	0	0	25	0	0	75	0	0	81	0	0	0	
	NEWCASTLE	IBERWORLD	C	A	8	0	0	63	0	25	13	0	0	25	0	0	0	
	NEWCASTLE	IBERWORLD	C	D	7	1	1	29	43	0	29	0	0	28	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	6	67	10	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	15	80	9	10	
	GATWICK	MONARCH AIRLINES	C	A	27	3	3	48	19	19	15	0	0	28	69	16	26	
	GATWICK	MONARCH AIRLINES	C	D	30	0	0	60	17	13	10	0	0	19	78	12	27	
	GLASGOW	MONARCH AIRLINES	C	A	9	0	0	56	22	0	22	0	0	17	60	29	10	
	GLASGOW	MONARCH AIRLINES	C	D	9	0	0	56	11	11	22	0	0	25	67	26	12	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	0	0	100	0	0	74	63	23	8	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	100	0	0	0	0	24	63	12	8	
	MANCHESTER	MONARCH AIRLINES	C	A	26	0	1	58	12	8	19	4	0	29	59	25	22	
	MANCHESTER	MONARCH AIRLINES	C	D	26	0	0	46	12	19	19	4	0	35	64	24	22	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JUNE 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	MY TRAVEL AIRWAYS UK	C	A	17	0	0	24	0	12	41	18	6	131	59	27	17	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	16	0	0	56	6	13	19	6	0	40	63	20	16	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	24	0	0	38	8	21	13	17	4	81	59	20	29	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	24	0	0	46	13	0	21	17	4	88	59	21	29	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	20	0	0	30	0	5	30	35	0	123	38	27	21	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	20	0	0	25	0	0	50	25	0	115	48	23	21	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	12	0	1	17	0	8	50	25	0	109	54	31	13	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	12	0	0	17	8	8	58	8	0	95	54	37	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	40	0	0	53	8	5	23	13	0	54	44	54	55	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	40	0	0	55	13	13	10	10	0	41	50	50	54	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	12	0	0	42	0	17	33	8	0	62	67	3	12	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	13	0	0	46	0	23	23	8	0	50	83	8	12	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	8	8	8	0	0	12	29	91	14	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	12	0	0	58	33	0	8	0	0	14	46	66	13	
	BIRMINGHAM	SPANAIR	C	A	4	0	0	0	50	25	25	0	0	46	63	33	8	
	BIRMINGHAM	SPANAIR	C	D	4	0	0	0	0	25	75	0	0	77	14	51	7	
	EDINBURGH	SPANAIR	C	A	4	0	0	0	25	75	0	0	0	39	0	0	0	
	EDINBURGH	SPANAIR	C	D	4	0	0	25	0	0	75	0	0	105	0	0	0	
	GLASGOW	SPANAIR	C	A	9	0	1	0	11	11	33	33	11	177	56	80	9	
	GLASGOW	SPANAIR	C	D	10	0	0	0	10	0	30	40	20	215	50	72	10	
	MANCHESTER	SPANAIR	C	A	17	0	0	6	18	12	47	18	0	95	25	84	16	
	MANCHESTER	SPANAIR	C	D	16	0	0	6	13	13	50	19	0	97	25	89	16	
	NEWCASTLE	SPANAIR	C	A	8	0	0	13	25	25	25	13	0	79	31	43	13	
	NEWCASTLE	SPANAIR	C	D	8	0	0	13	13	0	63	0	13	101	31	50	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	38	8	15	31	0	8	82	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	13	0	0	38	0	15	46	0	0	52	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	30	1	0	33	17	10	30	10	0	62	100	-3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	30	0	0	53	10	13	17	7	0	42	100	1	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	14	0	0	21	7	14	57	0	0	59	77	3	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	14	0	0	29	0	14	57	0	0	57	69	5	13	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	64	1	0	41	22	22	13	3	0	34	71	14	21	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	64	0	0	63	14	16	5	3	0	21	78	7	23	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	11	11	33	0	0	34	67	8	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	22	0	0	21	89	4	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	44	11	11	33	0	0	30	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	15	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	44	0	56	0	0	0	26	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	44	22	33	0	0	0	17	0	0	0	
	GATWICK	VIRGIN EXPRESS	C	A	4	0	0	25	50	25	0	0	0	22	25	32	4	
	GATWICK	VIRGIN EXPRESS	C	D	4	0	0	100	0	0	0	0	0	6	100	8	4	
<b>TOTAL PALMA DE MALLORCA</b>					<b>2016</b>	<b>13</b>	<b>14</b>	<b>43</b>	<b>15</b>	<b>16</b>	<b>20</b>	<b>5</b>	<b>1</b>	<b>46</b>	<b>51</b>	<b>40</b>	<b>40</b>	
PAPHOS	BIRMINGHAM	AIR 2000	S	A	9	0	0	56	22	22	0	0	0	13	100	-4	4	
	BIRMINGHAM	AIR 2000	S	D	9	0	0	44	33	22	0	0	0	24	75	37	8	
	GATWICK	AIR 2000	S	A	17	0	0	71	12	6	12	0	0	16	35	27	17	
	GATWICK	AIR 2000	S	D	14	0	0	50	21	14	14	0	0	26	44	31	16	
	GATWICK	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	17	25	27	4	
	GLASGOW	AIR 2000	S	A	5	0	0	40	40	0	20	0	0	21	0	0	0	
	GLASGOW	AIR 2000	S	D	5	0	0	80	0	20	0	0	0	12	0	0	0	
	MANCHESTER	AIR 2000	S	A	9	0	0	78	11	0	11	0	0	10	38	54	8	
	MANCHESTER	AIR 2000	S	D	10	0	0	60	30	0	10	0	0	25	38	55	8	
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	3	50	61	4	
	NEWCASTLE	AIR 2000	C	D	5	0	0	20	20	0	60	0	0	48	75	5	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	33	0	0	0	25	38	41	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	10	0	0	60	10	30	0	0	0	18	13	52	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	33	44	22	0	0	37	0	94	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	30	30	40	0	0	0	22	25	62	4	
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	54	15	8	15	8	0	42	25	75	8	
	LUTON	BRITANNIA AIRWAYS	C	D	13	0	0	54	8	15	15	8	0	42	13	77	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	31	15	15	31	8	0	62	38	72	16	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PAPHOS	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	29	14	21	29	7	0	63	25	85	16
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	21	75	13	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	20	0	0	0	18	25	18	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	38	23	23	15	0	0	32	50	106	12
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	77	0	23	0	0	0	13	33	69	12
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	10	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	0	0	20	80	0	0	68	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	45	0	120	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	72	0	100	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	3	0	1	33	33	33	0	0	0	25	100	-19	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	3	0	1	0	0	33	33	33	0	129	100	7	4
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	20	20	40	20	0	0	38	50	10	4
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	0	20	60	20	0	0	49	0	52	4
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	7	0	1	0	14	29	29	14	14	226	100	-19	4
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	7	0	1	0	0	29	43	29	0	123	100	-21	6
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	1	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	10	0	0	0
	LUTON	MONARCH AIRLINES	C	A	9	0	0	78	11	11	0	0	0	3	88	-3	8
	LUTON	MONARCH AIRLINES	C	D	9	0	0	56	22	22	0	0	0	19	38	18	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	1	25	25	25	25	0	0	25	75	-4	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	20	40	20	0	0	36	50	24	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	17	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	25	0	94	20	111	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	90	25	45	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	0	0	40	0	0	38	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	10	0	40	0	0	46	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	30	10	10	0	0	22	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	10	0	0	0	5	0	0	0
<b>TOTAL PAPHOS</b>					<b>359</b>	<b>0</b>	<b>5</b>	<b>47</b>	<b>18</b>	<b>17</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>42</b>	<b>50</b>	<b>50</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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)	EDINBURGH	AIR FRANCE	S	A	86	0	4	12	28	41	17	2	0	45	14	32	22
	EDINBURGH	AIR FRANCE	S	D	86	0	4	22	16	43	16	0	2	50	18	38	22
	HEATHROW	AIR FRANCE	S	A	395	0	3	57	19	15	9	0	0	20	41	25	239
	HEATHROW	AIR FRANCE	S	D	394	0	4	52	20	20	8	1	0	21	61	17	231
	LONDON CITY	AIR FRANCE	S	A	84	2	3	71	17	10	2	0	0	12	93	1	86
	LONDON CITY	AIR FRANCE	S	D	82	4	5	41	26	23	10	0	0	26	57	16	86
	MANCHESTER	AIR FRANCE	S	A	149	0	1	53	22	18	7	0	0	21	46	20	76
	MANCHESTER	AIR FRANCE	S	D	149	0	1	57	21	17	5	0	0	17	84	6	76
	GATWICK	AIR GABON	S	D	4	0	0	25	25	25	25	0	0	34	40	63	5
	HEATHROW	BMI BRITISH MIDLAND	S	A	206	0	0	49	26	19	7	0	0	22	48	22	211
	HEATHROW	BMI BRITISH MIDLAND	S	D	206	0	0	64	23	10	3	0	0	15	68	11	211
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	142	0	0	54	23	15	7	0	0	20	58	19	142
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	142	0	0	52	18	22	8	0	0	25	70	14	142
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	17	0	0	71	6	18	6	0	0	21	83	4	41
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	8	0	0	38	50	13	0	0	0	17	90	10	21
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	136	0	0	71	17	5	4	2	0	17	58	16	138
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	136	1	1	72	12	11	4	1	0	18	73	11	138
	GLASGOW	BRITISH AIRWAYS PLC	S	A	43	1	1	86	7	7	0	0	0	7	68	21	22
	GLASGOW	BRITISH AIRWAYS PLC	S	D	46	3	5	89	9	2	0	0	0	3	100	-2	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	192	0	0	73	13	9	5	0	0	11	48	21	195
	HEATHROW	BRITISH AIRWAYS PLC	S	D	194	0	0	66	11	18	5	0	0	15	72	12	195
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	157	0	1	60	10	20	9	1	0	20	59	19	134
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	157	0	1	48	15	25	11	0	0	25	60	16	133
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	81	0	1	19	28	27	26	0	0	39	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	81	0	1	20	12	51	17	0	0	43	0	0	0
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	0	25	25	50	0	0	55	50	221	4
	GATWICK	CAMEROON AIRLINES	S	D	3	1	2	33	0	33	33	0	0	62	40	188	5

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
PARIS (CHARLES DE GAULLE)																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	167	0	1	80	11	4	4	1	0	9	89	4	139	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	168	0	0	58	13	19	10	0	0	25	68	14	139	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	83	0	7	52	14	25	7	1	0	24	80	5	56	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	84	0	6	30	27	33	10	0	0	29	79	8	56	
	NEWCASTLE	GILL AIRWAYS	S	A	78	0	3	28	17	22	31	3	0	50	92	-2	52	
	NEWCASTLE	GILL AIRWAYS	S	D	78	0	3	42	15	22	19	1	0	34	77	11	52	
	STANSTED	KLM UK LTD	S	A	119	0	1	58	14	24	4	0	0	17	50	30	119	
	STANSTED	KLM UK LTD	S	D	120	0	0	32	22	37	10	0	0	30	44	29	119	
	LUTON	SCOT AIRWAYS	S	A	93	0	3	24	45	24	8	0	0	29	38	26	90	
	LUTON	SCOT AIRWAYS	S	D	93	0	3	38	31	24	6	1	0	28	67	14	91	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4471</b>	<b>14</b>	<b>68</b>	<b>53</b>	<b>19</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>17</b>	<b>17</b>	
PARIS (LE BOURGET)																		
<b>TOTAL PARIS (LE BOURGET)</b>					<b>3</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>33</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>	
PARIS (ORLY)																		
	HEATHROW	AIR LIB	S	A	90	0	0	73	17	4	6	0	0	11	74	12	88	
	HEATHROW	AIR LIB	S	D	90	0	0	59	17	16	9	0	0	21	61	17	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	87	8	5	0	0	0	-1	84	6	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	74	19	6	1	0	0	8	72	10	86	
<b>TOTAL PARIS (ORLY)</b>					<b>349</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>11</b>	<b>11</b>	
PERPIGNAN																		
PERTH (AUSTRALIA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	10	3	0	0	0	0	83	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	20	27	3	0	0	21	43	20	30	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>13</b>	<b>13</b>	
PERUGIA																		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	11	0	2	0	0	27	64	9	0	96	0	0	0	
<b>TOTAL PERUGIA</b>					<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>9</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PHILADELPHIA INTERNATION																		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	75	10	13	2	0	0	8	72	10	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	82	12	5	0	2	0	9	42	26	60	
	GATWICK	US AIRWAYS	S	A	58	1	2	79	5	10	5	0	0	1	53	25	30	
	GATWICK	US AIRWAYS	S	D	60	0	0	60	20	10	8	2	0	24	100	1	30	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>238</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>16</b>	<b>16</b>	
PHUKET																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	0	37	1	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	0	60	40	0	0	0	33	0	97	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-21	50	8	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	23	0	112	3	
<b>TOTAL PHUKET</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>73</b>	<b>73</b>	
PISA																		
	GATWICK	ALITALIA	S	A	30	0	0	3	30	23	37	7	0	63	37	31	30	
	GATWICK	ALITALIA	S	D	30	0	0	0	10	43	43	3	0	66	43	21	30	
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	20	80	0	0	66	0	61	4	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	1	25	0	25	50	0	0	49	25	34	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	55	13	23	8	0	0	21	81	6	72	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	38	27	27	8	0	0	26	56	23	72	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	21	0	74	3	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	67	3	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	0	25	0	0	55	50	20	4	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	75	25	0	0	0	0	15	0	26	4	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	12	0	0	0	0	17	58	25	0	138	8	58	12	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	12	0	0	17	17	33	25	8	0	64	33	25	12	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	41	17	26	12	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	38	50	17	12	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	50	25	25	0	0	59	0	79	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	75	0	25	0	0	54	25	46	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PISA																		
	STANSTED	RYANAIR	S	A	60	0	0	45	25	22	8	0	0	21	43	30	51	
	STANSTED	RYANAIR	S	D	60	0	0	40	30	28	2	0	0	23	23	37	52	
<b>TOTAL PISA</b>					<b>365</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>22</b>	<b>25</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>44</b>	<b>27</b>	<b>27</b>	
PITTSBURGH																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	0	13	7	0	0	11	77	12	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	10	10	3	0	0	12	83	13	30	
<b>TOTAL PITTSBURGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>12</b>	<b>12</b>	
PLYMOUTH																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	63	24	10	3	0	0	16	69	16	88	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	38	0	0	71	13	16	0	0	0	14	70	18	60	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	16	0	0	56	38	6	0	0	0	15	56	18	9	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	6	0	0	100	0	0	0	0	0	1	86	6	7	
<b>TOTAL PLYMOUTH</b>					<b>133</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>17</b>	<b>17</b>	
PONTOISE																		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	45	4	29	47	29	13	11	0	0	26	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	49	0	3	73	10	4	12	0	0	17	0	0	0	
<b>TOTAL PONTOISE</b>					<b>94</b>	<b>4</b>	<b>32</b>	<b>61</b>	<b>19</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>10</b>	<b>10</b>	
PORLAMAR																		
	GATWICK	AIR 2000	C	A	2	0	0	0	50	50	0	0	0	37	0	0	0	
	GATWICK	AIR 2000	C	D	3	0	0	67	0	33	0	0	0	23	0	0	0	
<b>TOTAL PORLAMAR</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>69</b>	<b>69</b>	
PORT OF SPAIN																		
	HEATHROW	BWIA	S	A	30	0	0	37	23	23	17	0	0	32	64	21	28	
	HEATHROW	BWIA	S	D	30	0	0	20	37	30	10	3	0	39	32	32	28	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PORT OF SPAIN																	
<b>TOTAL PORT OF SPAIN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>30</b>	<b>27</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>48</b>	<b>27</b>	<b>27</b>
PRAGUE																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	38	0	0	74	21	3	3	0	0	11	36	24	39
	HEATHROW	BMI BRITISH MIDLAND	S	D	38	0	0	79	18	0	3	0	0	12	54	16	39
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	82	12	3	3	0	0	9	63	13	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	75	13	8	3	0	0	14	48	17	60
	GLASGOW	CALEDONIAN AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	38	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	17	0	0	0
	HEATHROW	CSA	S	A	60	0	0	57	30	12	2	0	0	14	37	24	60
	HEATHROW	CSA	S	D	60	0	0	62	30	7	2	0	0	14	55	16	60
	MANCHESTER	CSA	S	A	26	0	0	46	35	19	0	0	0	17	38	29	26
	MANCHESTER	CSA	S	D	26	0	0	23	46	27	4	0	0	26	15	26	26
	STANSTED	CSA	S	A	26	0	0	58	27	15	0	0	0	14	0	46	25
	STANSTED	CSA	S	D	26	0	0	38	27	35	0	0	0	22	76	8	25
<b>TOTAL PRAGUE</b>					<b>424</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>20</b>	<b>20</b>
PRESTWICK																	
	STANSTED	RYANAIR	S	A	130	0	0	93	5	2	0	0	0	-2	64	15	128
	STANSTED	RYANAIR	S	D	130	0	4	85	9	5	0	0	0	6	48	21	128
<b>TOTAL PRESTWICK</b>					<b>260</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>18</b>	<b>18</b>
PREVEZA																	
	GATWICK	AIR 2000	C	A	5	0	0	60	0	20	20	0	0	30	75	17	4
	GATWICK	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	24	75	13	4
	MANCHESTER	AIR 2000	C	A	9	0	0	67	11	22	0	0	0	10	50	44	4
	MANCHESTER	AIR 2000	C	D	9	0	0	78	11	11	0	0	0	7	0	48	4
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	0	100	0	0	115	0	101	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	0	75	0	0	0	35	25	28	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	55	0	116	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	28	25	122	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	50	13	13	13	13	0	47	57	50	7

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	0	20	20	0	75	13	70	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	11	50	44	4	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	22	0	33	0	11	110	50	23	4	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	44	22	0	33	0	0	37	75	10	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	20	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	-1	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	22	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-13	0	0	0	
<b>TOTAL PREVEZA</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>13</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>39</b>	<b>57</b>	<b>57</b>	
PUERTO PLATA																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	0	25	25	50	0	0	58	0	0	0	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	26	0	0	0	
	GLASGOW	AIR 2000	C	A	4	0	0	0	0	50	50	0	0	58	0	0	0	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	MANCHESTER	AIR 2000	C	D	2	0	0	0	0	100	0	0	0	41	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	20	80	3	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	15	60	22	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	33	33	27	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	25	56	17	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	40	20	20	0	83	50	105	6	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	40	20	20	0	90	22	114	9	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	20	30	10	40	0	0	57	100	-30	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	25	50	0	0	69	0	84	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-2	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	18	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	20	0	0	0	24	0	0	0	
<b>TOTAL PUERTO PLATA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>23</b>	<b>20</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>46</b>	<b>64</b>	<b>64</b>	
PUERTO VALLARTA																		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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)											
PUERTO VALLARTA																	
	GATWICK	AIR 2000	C	A	5	0	0	40	20	20	20	0	0	41	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	49	0	0	0
	MANCHESTER	AIR 2000	C	A	5	0	0	40	20	20	20	0	0	20	0	0	0
	MANCHESTER	AIR 2000	C	D	5	0	0	20	40	0	20	20	0	60	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	40	20	40	0	0	57	100	-22	2
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	35	50	11	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	0	40	0	0	41	100	-36	1
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	25	75	0	0	74	100	9	2
<b>TOTAL PUERTO VALLARTA</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>30</b>	<b>16</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>64</b>	<b>9</b>	<b>9</b>
PULA																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	1	50	25	25	0	0	0	18	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	1	75	0	0	25	0	0	24	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	0	40	20	0	71	60	51	5
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	24	60	52	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	22	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	20	20	20	40	0	0	65	0	0	0
<b>TOTAL PULA</b>					<b>28</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>18</b>	<b>7</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>60</b>	<b>58</b>	<b>58</b>
PUNTA CANA																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)										
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	53	20	13	13	0	0	20	90	-11	30
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	70	20	10	0	0	0	14	93	4	30
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>92</b>	<b>-3</b>	<b>-3</b>
RENNES	GATWICK	BRIT AIR	S	A	52	0	0	58	37	6	0	0	0	15	65	13	51
	GATWICK	BRIT AIR	S	D	52	0	0	73	23	4	0	0	0	10	86	6	51
<b>TOTAL RENNES</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>10</b>
REUS	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	0	20	20	0	0	22	0	0	0
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	46	0	0	0
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-14	80	13	5
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	5	60	11	5
	GLASGOW	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	5	80	26	5
	GLASGOW	AIR 2000	C	D	5	0	0	40	0	60	0	0	0	20	60	41	5
	MANCHESTER	AIR 2000	C	A	11	0	0	73	27	0	0	0	0	-14	70	45	10
	MANCHESTER	AIR 2000	C	D	10	0	1	80	10	10	0	0	0	4	60	63	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	11	0	0	0	11	56	7	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	9	56	14	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	22	0	0	0	17	13	117	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	11	0	0	0	16	11	123	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	26	25	43	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	50	43	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	27	40	26	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	40	31	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	22	0	0	21	61	19	18
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	22	11	0	0	26	42	39	19
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	12	80	9	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	2	80	11	5
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	0	80	20	0	0	0	32	20	130	5

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
REUS	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	18	40	112	5
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	54	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	0	20	20	0	71	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	0	43	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	0	0	20	0	81	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-30	100	-31	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	100	5	5
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-10	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	41	60	45	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	55	80	46	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	25	0	82	60	41	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	94	60	37	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	2	75	-8	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	14	75	14	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	54	8	0	23	8	8	94	67	15	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	11	0	0	64	0	0	18	9	9	104	57	32	7
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	25	80	-2	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	21	80	-1	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-22	20	81	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-3	20	98	5
	EDINBURGH	SPANAIR	C	A	4	0	0	0	0	50	50	0	0	83	0	0	0
	EDINBURGH	SPANAIR	C	D	4	0	0	0	0	25	75	0	0	84	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	40	20	0	0	55	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	20	20	20	20	0	65	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	20	100	-9	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	28	75	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	36	14	14	36	0	0	42	100	-14	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	36	21	0	36	7	0	44	75	7	4
<b>TOTAL REUS</b>					<b>304</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>15</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>59</b>	<b>33</b>	<b>33</b>

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
RHODES																		
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	25	25	25	25	0	0	63	0	0	0	
	NEWCASTLE	AEGEAN AIRLINES	C	D	3	0	1	0	0	33	33	33	0	97	0	0	0	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	25	50	0	0	0	27	100	-15	4	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	0	60	0	0	0	36	100	4	4	
	GATWICK	AIR 2000	C	A	12	0	0	50	17	8	17	8	0	50	58	59	12	
	GATWICK	AIR 2000	C	D	13	0	0	31	23	23	23	0	0	47	25	37	12	
	GLASGOW	AIR 2000	C	A	4	0	0	0	25	50	25	0	0	55	50	202	4	
	GLASGOW	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	31	75	21	4	
	MANCHESTER	AIR 2000	C	A	17	0	0	53	6	6	29	6	0	42	58	12	12	
	MANCHESTER	AIR 2000	C	D	18	0	0	61	0	11	22	6	0	39	58	37	12	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-2	50	15	4	
	NEWCASTLE	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-9	50	45	4	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	5	0	0	0	0	100	0	0	0	48	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	20	20	60	0	0	0	39	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	20	20	0	0	55	50	29	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	7	50	33	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	13	25	13	0	70	50	43	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	22	0	11	0	49	60	43	10	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	32	75	4	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	11	100	4	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	49	0	94	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	10	0	81	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	35	6	24	35	0	0	44	50	32	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	67	0	11	22	0	0	24	33	42	18	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-2	100	-15	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	75	2	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	37	50	57	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	25	68	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	19	0	0	26	16	21	26	5	5	74	17	60	12	



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	CALEDONIAN AIRWAYS	C	D	19	0	0	42	16	16	21	5	0	47	33	46	12
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	25	75	0	0	94	38	53	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	25	75	0	0	95	13	79	8
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	1	0	0	50	25	0	25	154	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	5	0	0	0	40	20	0	0	40	235	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	50	20	30	0	0	0	14	38	50	8
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	40	30	30	0	0	0	20	25	74	8
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	17	67	17	0	0	0	19	50	17	4
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	43	29	29	0	0	0	13	20	63	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	0	0	25	147	100	-20	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	60	20	0	0	20	124	75	9	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	17	75	10	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	16	100	9	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	51	75	7	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	23	100	4	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	64	50	24	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	40	20	40	0	0	69	25	35	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	25	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	22	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	28	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	15	23	23	23	15	0	62	100	-8	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	47	13	20	20	0	0	32	75	-7	4
	BIRMINGHAM	TRANSAER	C	A	4	0	0	75	0	25	0	0	0	2	0	0	0
	BIRMINGHAM	TRANSAER	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	GLASGOW	TRANSAER	C	A	9	0	0	67	11	11	11	0	0	20	0	0	0
	GLASGOW	TRANSAER	C	D	9	0	0	56	22	0	22	0	0	33	0	0	0
	NEWCASTLE	TRANSAER	C	A	5	0	0	80	0	0	20	0	0	34	0	0	0
	NEWCASTLE	TRANSAER	C	D	5	0	0	60	20	0	20	0	0	35	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	50	25	25	0	0	70	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)										
RHODES																	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	53	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL RHODES</b>					<b>422</b>	<b>1</b>	<b>2</b>	<b>44</b>	<b>15</b>	<b>20</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>51</b>	<b>36</b>	<b>36</b>
RIGA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	70	30	0	0	0	0	7	91	-3	22
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	50	27	23	0	0	0	17	24	24	21
<b>TOTAL RIGA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>26</b>	<b>26</b>
RIMINI																	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	50	0	50	0	0	0	23	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	0	0	20	111	60	51	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	0	0	20	102	60	52	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	20	60	0	20	224	20	34	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	0	60	0	20	202	60	25	5
	STANSTED	RYANAIR	S	A	30	0	0	47	10	17	23	3	0	44	30	53	27
	STANSTED	RYANAIR	S	D	30	0	0	13	23	33	27	3	0	56	26	47	27
<b>TOTAL RIMINI</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>14</b>	<b>25</b>	<b>24</b>	<b>2</b>	<b>5</b>	<b>72</b>	<b>31</b>	<b>48</b>	<b>48</b>
RIO DE JANEIRO (GALEAO)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	8	8	0	8	72	93	-1	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	25	33	33	8	0	0	30	54	21	13
	HEATHROW	VARIG	S	A	22	0	0	59	18	18	0	0	5	59	25	44	16
	HEATHROW	VARIG	S	D	25	0	1	64	28	8	0	0	0	13	44	43	16
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>72</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>53</b>	<b>28</b>	<b>28</b>
RIYADH																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	1	100	-14	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	38	23	0	0	0	21	69	17	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	16	0	0	81	19	0	0	0	0	5	73	7	11

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	SAUDI ARABIAN AIRLINES	S	D	15	0	1	47	33	13	0	7	0	27	18	25	11
<b>TOTAL RIYADH</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>25</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>8</b>	<b>8</b>
ROME (CIAMPINO)	GATWICK	EUROPEAN AIR CHARTER	C	A	8	0	1	13	0	13	50	25	0	125	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	8	0	0	25	13	25	13	25	0	88	0	0	0
	STANSTED	GO FLY LTD	S	A	90	0	0	80	8	10	2	0	0	1	80	7	55
	STANSTED	GO FLY LTD	S	D	90	0	0	67	18	10	6	0	0	15	69	17	55
<b>TOTAL ROME (CIAMPINO)</b>					<b>197</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>42</b>	<b>42</b>
ROME (FIUMICINO)	GATWICK	ALITALIA	S	A	30	0	0	23	30	23	23	0	0	41	52	17	29
	GATWICK	ALITALIA	S	D	30	0	0	47	17	20	17	0	0	29	62	16	29
	HEATHROW	ALITALIA	S	A	154	0	0	21	36	30	12	0	0	33	49	20	183
	HEATHROW	ALITALIA	S	D	154	0	0	31	23	29	17	0	0	35	53	20	182
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	48	33	8	10	0	0	19	85	7	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	62	17	15	7	0	0	19	65	14	60
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	14	0	0	57	29	14	0	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	45	27	23	5	0	0	23	46	24	148
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	57	23	16	3	0	0	19	67	16	149
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	35	31	27	4	4	0	31	6	40	16
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	31	27	27	15	0	0	36	41	30	17
	LUTON	DEBONAIR AIRWAYS LTD	S	A	16	3	1	0	13	44	44	0	0	61	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	27	1	3	11	33	37	19	0	0	43	0	0	0
	STANSTED	KLM UK LTD	S	A	58	0	1	16	26	38	21	0	0	44	0	0	0
	STANSTED	KLM UK LTD	S	D	58	0	1	29	29	22	19	0	0	35	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>					<b>1015</b>	<b>4</b>	<b>6</b>	<b>37</b>	<b>27</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>55</b>	<b>19</b>	<b>19</b>
ROTTERDAM	GATWICK	CITY FLYER EXPRESS	S	A	74	0	0	82	15	1	1	0	0	5	80	7	85
	GATWICK	CITY FLYER EXPRESS	S	D	74	0	0	81	9	8	1	0	0	6	65	16	85

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JUNE 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)											
ROTTERDAM	HEATHROW	KLM	S	A	108	0	0	79	11	7	3	0	0	5	53	19	102
	HEATHROW	KLM	S	D	108	0	0	84	10	4	2	0	0	0	62	15	102
	LONDON CITY	VLM (BELGIUM)	S	A	120	0	2	87	8	2	3	0	0	7	65	14	121
	LONDON CITY	VLM (BELGIUM)	S	D	119	0	3	81	11	5	3	0	0	13	53	19	121
	MANCHESTER	VLM (BELGIUM)	S	A	69	1	1	90	4	6	0	0	0	3	0	0	0
	MANCHESTER	VLM (BELGIUM)	S	D	69	0	1	96	3	1	0	0	0	-3	0	0	0
<b>TOTAL ROTTERDAM</b>					<b>741</b>	<b>1</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>16</b>	<b>16</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	9	0	0	22	11	22	33	11	0	94	75	30	4	
	GATWICK	AIR 2000	C	D	8	0	0	25	25	0	50	0	0	73	50	46	4	
	MANCHESTER	AIR 2000	C	A	8	0	0	0	13	25	13	50	0	155	0	210	4	
	MANCHESTER	AIR 2000	C	D	8	0	0	25	13	0	38	25	0	117	0	203	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	0	40	60	0	0	0	33	60	15	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	21	40	15	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	100	0	0	0	43	20	100	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	40	92	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	48	60	146	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	60	146	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	0	13	50	38	0	0	61	33	45	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	21	33	47	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	28	60	112	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	40	126	5	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	30	100	-11	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	32	40	25	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	0	50	0	0	61	100	-40	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	20	60	0	0	89	75	7	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	50	50	0	214	75	2	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	0	20	40	0	150	75	27	4	
<b>TOTAL SALONIKA</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>17</b>	<b>22</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>71</b>	<b>56</b>	<b>57</b>	<b>57</b>	
SALT LAKE CITY																		
SALZBURG																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	11	75	11	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	0	25	75	0	0	0	32	50	18	4	
	GATWICK	AIR 2000	C	A	9	0	0	44	33	22	0	0	0	18	50	10	8	
	GATWICK	AIR 2000	C	D	9	0	0	33	33	33	0	0	0	23	63	18	8	
	STANSTED	AIR 2000	C	A	5	0	0	20	20	40	20	0	0	41	0	0	0	
	STANSTED	AIR 2000	C	D	5	0	0	40	0	40	20	0	0	32	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALZBURG																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	62	23	15	0	0	0	2	38	15	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	69	15	15	0	0	0	11	63	17	8	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-9	75	10	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	25	45	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	50	13	13	25	0	0	19	63	13	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	50	13	0	38	0	0	43	63	26	8	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-23	100	-22	4	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6	100	4	4	
	STANSTED	GO FLY LTD	C	A	2	2	1	100	0	0	0	0	0	-41	0	0	0	
	STANSTED	GO FLY LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	0	60	20	0	0	43	25	22	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	28	75	13	4	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	35	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	0	40	20	0	0	46	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	39	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	27	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	4	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	23	0	0	0	
<b>TOTAL SALZBURG</b>					<b>141</b>	<b>2</b>	<b>1</b>	<b>54</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>20</b>	<b>20</b>	
SAMOS																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	69	0	37	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	44	50	19	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	1	67	33	0	0	0	0	12	75	3	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	75	14	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	42	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	0	48	0	0	0	
<b>TOTAL SAMOS</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>22</b>	<b>19</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>18</b>	<b>18</b>	
SAN DIEGO																		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
SAN DIEGO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	-21	97	-13	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	43	30	20	7	0	0	25	57	18	30
<b>TOTAL SAN DIEGO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>2</b>	<b>2</b>
SAN FRANCISCO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	3	5	0	0	0	-7	63	36	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	63	22	12	3	0	0	15	52	23	60
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	85	3	5	7	0	0	2	57	26	60
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	82	18	0	0	0	0	6	63	26	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	3	3	0	0	0	-11	70	10	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	57	30	10	3	0	0	20	27	31	30
<b>TOTAL SAN FRANCISCO</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>26</b>	<b>26</b>
SAN JOSE COST RICA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	25	0	25	50	0	0	55	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	0	0	25	75	0	0	87	0	0	0
<b>TOTAL SAN JOSE COST RICA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAN JUAN (PUERTO RICO)																	
SAN SEBASTIAN																	
SANAA																	
	GATWICK	YEMENIA	S	A	7	0	0	14	29	57	0	0	0	30	13	51	8
	GATWICK	YEMENIA	S	D	7	0	0	0	0	57	43	0	0	68	50	23	8
<b>TOTAL SANAA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>57</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>31</b>	<b>37</b>	<b>37</b>
SANDEFJORD(TORP)																	
	STANSTED	RYANAIR	S	A	52	0	0	83	6	8	4	0	0	2	59	19	49
	STANSTED	RYANAIR	S	D	52	0	0	60	19	17	2	2	0	20	33	35	49
<b>TOTAL SANDEFJORD(TORP)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>46</b>	<b>27</b>	<b>27</b>
SANFORD																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	0	50	25	0	0	53	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	0	25	50	25	0	0	53	0	0	0

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
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					Actual (7)	Plan (8)												
SANFORD																		
	GATWICK	AIR 2000	C	A	12	0	0	58	8	25	0	0	8	49	0	0	0	
	GATWICK	AIR 2000	C	D	12	0	0	58	25	0	8	0	8	52	0	0	0	
	GLASGOW	AIR 2000	C	A	4	0	0	25	0	25	50	0	0	51	0	0	0	
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	50	25	0	0	43	0	0	0	
	MANCHESTER	AIR 2000	C	A	15	0	0	40	13	20	13	7	7	64	0	0	0	
	MANCHESTER	AIR 2000	C	D	13	0	1	38	23	0	23	8	8	93	0	0	0	
	NEWCASTLE	AIR 2000	C	A	8	0	0	50	13	0	38	0	0	36	0	0	0	
	NEWCASTLE	AIR 2000	C	D	7	0	1	14	29	14	43	0	0	50	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	74	0	150	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	20	0	128	3	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	25	0	50	25	0	0	31	0	114	3	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	13	13	38	25	13	0	71	75	13	4	
	GLASGOW	MONARCH AIRLINES	C	A	10	0	0	60	10	30	0	0	0	4	42	45	12	
	GLASGOW	MONARCH AIRLINES	C	D	12	0	0	17	58	17	0	0	8	58	53	34	15	
	MANCHESTER	MONARCH AIRLINES	C	A	19	1	0	53	16	21	5	5	0	31	81	31	26	
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	50	30	10	0	5	5	53	43	54	23	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	24	0	163	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	32	50	13	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	22	0	0	5	9	41	36	5	5	124	5	56	21	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	21	0	0	33	24	19	19	0	5	90	43	32	21	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	0	25	0	52	25	42	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	66	50	37	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	4	53	0	6	24	18	0	71	35	93	17	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	33	17	0	28	17	6	106	37	41	19	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	40	0	0	50	25	34	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	40	40	0	0	52	0	70	4	
<b>TOTAL SANFORD</b>					<b>270</b>	<b>1</b>	<b>6</b>	<b>36</b>	<b>18</b>	<b>20</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>64</b>	<b>41</b>	<b>43</b>	<b>43</b>	
SANTIAGO DE CHILE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	1	0	92	4	4	0	0	0	-6	59	96	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	72	20	8	0	0	0	7	83	8	18	



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					Actual (7)	Plan (8)											
SANTIAGO DE CHILE																	
<b>TOTAL SANTIAGO DE CHILE</b>					<b>51</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>51</b>	<b>51</b>
SANTIAGO DE COMPOSTELA																	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	0	50	0	0	42	0	55	3
	HEATHROW	IBERIA	S	A	30	0	0	33	30	27	10	0	0	27	43	30	30
	HEATHROW	IBERIA	S	D	30	0	0	60	13	23	3	0	0	17	63	23	30
<b>TOTAL SANTIAGO DE COMPOSTELA</b>					<b>64</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>20</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>48</b>	<b>29</b>	<b>29</b>
SANTO DOMINGO																	
	MANCHESTER	AIR 2000	C	A	2	0	0	0	0	0	100	0	0	83	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	74	0	91	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	50	50	0	0	82	75	13	4
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	50	25	0	132	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	0	25	25	38	13	0	92	20	59	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	25	13	25	25	0	13	81	25	60	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	20	60	0	0	0	30	0	0	0
<b>TOTAL SANTO DOMINGO</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>15</b>	<b>26</b>	<b>33</b>	<b>5</b>	<b>3</b>	<b>75</b>	<b>36</b>	<b>51</b>	<b>51</b>
SAO PAULO (GUARULHOS)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	-17	88	-5	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	38	13	50	0	0	0	27	25	26	8
	HEATHROW	VARIG	S	A	8	0	0	50	38	13	0	0	0	11	50	28	4
	HEATHROW	VARIG	S	D	4	0	0	75	0	0	25	0	0	42	100	0	4
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>14</b>	<b>14</b>
SCHWERIN/PARCHIM																	
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	0	95	5	0	0	0	0	-6	74	35	42
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	60	30	7	2	0	0	15	38	30	42
<b>TOTAL SEATTLE (TACOMA)</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>32</b>	<b>32</b>
SEOUL (KIMPO)																	

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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)											
SEOUL (KIMPO)	HEATHROW	KOREAN AIR	S	A	21	0	0	71	29	0	0	0	0	-1	77	-3	22
	HEATHROW	KOREAN AIR	S	D	21	0	0	81	10	5	5	0	0	11	75	10	24
<b>TOTAL SEOUL (KIMPO)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>4</b>	<b>4</b>
SEVILLE	HEATHROW	IBERIA	S	A	30	0	0	40	27	20	13	0	0	26	23	39	30
	HEATHROW	IBERIA	S	D	30	0	0	53	17	23	7	0	0	18	50	34	30
<b>TOTAL SEVILLE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>38</b>	<b>38</b>
SEYCHELLES	GATWICK	AIR SEYCHELLES	S	A	7	0	2	71	29	0	0	0	0	6	0	32	8
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	22	44	11	0	22	0	60	63	35	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	-5	100	-9	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	33	0	0	0	0	7	75	17	8
<b>TOTAL SEYCHELLES</b>					<b>33</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>18</b>	<b>18</b>
SFAX	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	80	0	0	0	38	0	0	0
<b>TOTAL SFAX</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>88</b>	<b>10</b>	<b>10</b>
SHANGHAI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	44	22	11	0	22	0	79	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	1	0	38	25	25	13	0	0	22	0	0	0
<b>TOTAL SHANGHAI</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>24</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	GATWICK	AB AIRLINES	S	A	80	0	2	63	18	10	6	4	0	26	74	16	85
	GATWICK	AB AIRLINES	S	D	81	0	1	64	20	5	6	4	1	27	69	19	86
	HEATHROW	AER LINGUS	S	A	120	0	0	57	19	16	8	0	0	22	72	10	120
	HEATHROW	AER LINGUS	S	D	120	0	0	63	11	19	7	0	0	19	78	9	120
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	0	81	8	8	4	0	0	10	76	14	50
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	52	0	0	73	17	4	6	0	0	13	84	12	49
	EDINBURGH	EUROPEAN AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	23	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
SHANNON	STANSTED	VIRGIN EXPRESS	S	A	72	0	0	94	1	3	1	0	0	-3	0	0	0	
	STANSTED	VIRGIN EXPRESS	S	D	72	0	0	90	6	3	1	0	0	8	0	0	0	
<b>TOTAL SHANNON</b>					<b>657</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>15</b>	<b>15</b>	
SHARM EL SHEIKH (OPHIRA)	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	86	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	53	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	91	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	70	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	42	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	35	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>13</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>53</b>	<b>40</b>	<b>40</b>	
SINGAPORE	HEATHROW	SINGAPORE AIRLINES	S	A	90	0	0	71	17	11	1	0	0	4	86	1	72	
	HEATHROW	SINGAPORE AIRLINES	S	D	90	0	0	54	33	12	0	0	0	14	49	19	72	
	MANCHESTER	SINGAPORE AIRLINES	S	A	25	0	0	48	20	20	12	0	0	16	86	4	22	
	MANCHESTER	SINGAPORE AIRLINES	S	D	25	0	0	28	12	40	20	0	0	41	5	52	22	
<b>TOTAL SINGAPORE</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>14</b>	<b>14</b>	
SKIATHOS	GATWICK	AIR 2000	C	A	18	0	0	39	22	17	17	0	6	62	100	-16	4	
	GATWICK	AIR 2000	C	D	18	0	0	61	17	11	11	0	0	21	25	27	4	
	MANCHESTER	AIR 2000	C	A	14	0	0	43	7	14	29	7	0	56	0	0	0	
	MANCHESTER	AIR 2000	C	D	14	0	0	50	21	0	21	7	0	59	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	60	20	0	0	51	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	20	0	0	34	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	50	33	8	8	0	0	8	33	44	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	75	17	8	0	0	0	11	100	-1	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	25	13	63	0	0	0	29	22	72	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	50	25	13	13	0	0	22	56	51	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	33	33	11	0	0	34	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
SKIATHOS																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	7	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	11	11	67	11	0	0	44	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	10	0	0	0	
<b>TOTAL SKIATHOS</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>19</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>50</b>	<b>32</b>	<b>32</b>	
SKOPJE																		
SOFIA																		
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	21	0	0	0	14	52	33	0	0	57	29	31	21	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	21	0	0	33	24	24	19	0	0	36	76	18	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	35	15	35	15	0	0	33	59	16	22	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	23	35	38	4	0	0	27	9	25	22	
<b>TOTAL SOFIA</b>					<b>100</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>22</b>	<b>35</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>43</b>	<b>22</b>	<b>22</b>	
SONDRE STROMFJORD																		
<b>TOTAL SONDRE STROMFJORD</b>					<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>50</b>	<b>5</b>	<b>5</b>	
SOUTHAMPTON																		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	73	17	3	0	7	0	24	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	87	7	0	0	7	0	19	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	98	0	2	78	9	10	2	1	0	11	78	12	46	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	97	0	3	69	18	11	1	1	0	16	74	17	46	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	99	1	1	83	14	2	1	0	0	7	74	21	88	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	99	1	1	94	4	1	1	0	0	3	74	16	88	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	68	0	2	72	19	4	4	0	0	10	70	14	66	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	68	0	2	75	18	3	4	0	0	9	76	11	66	
<b>TOTAL SOUTHAMPTON</b>					<b>589</b>	<b>2</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>13</b>	<b>13</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	8	0	0	25	38	13	25	0	0	46	0	26	4	
	GATWICK	CROATIA AIRLINES	S	D	8	0	0	50	25	0	25	0	0	37	0	23	4	

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

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					Actual (7)	Plan (8)												
SPLIT																		
	GLASGOW	CROATIA AIRLINES	C	A	3	0	1	67	0	33	0	0	0	24	0	20	1	
	GLASGOW	CROATIA AIRLINES	C	D	2	0	1	50	0	0	50	0	0	37	0	71	2	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	0	25	50	25	0	0	45	0	53	4	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	0	0	50	50	0	0	56	0	79	4	
<b>TOTAL SPLIT</b>					<b>32</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>25</b>	<b>22</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>27</b>	<b>34</b>	<b>34</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	30	0	0	70	10	17	0	3	0	14	70	13	47	
	STANSTED	RYANAIR	S	D	27	3	0	52	22	19	4	4	0	26	53	26	47	
<b>TOTAL ST ETIENNE</b>					<b>57</b>	<b>3</b>	<b>3</b>	<b>61</b>	<b>16</b>	<b>18</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>21</b>	<b>21</b>	
ST KITTS																		
	MANCHESTER	AIR 2000	C	A	2	0	0	0	0	0	100	0	0	119	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-5	100	-37	4	
<b>TOTAL ST KITTS</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>100</b>	<b>-37</b>	<b>-37</b>	
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	59	0	1	24	15	31	29	2	0	50	48	23	58	
	GATWICK	TRANS WORLD AIRLINES	S	D	59	0	1	76	7	8	8	0	0	16	83	8	58	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>118</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>11</b>	<b>19</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>66</b>	<b>15</b>	<b>15</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	44	50	16	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	50	50	0	191	50	23	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	0	50	0	137	0	21	2	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	0	22	0	0	24	100	-14	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	25	25	25	13	13	0	59	89	9	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	46	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	63	25	0	0	13	0	39	75	12	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	50	0	25	25	0	0	35	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0	0	50	50	0	0	89	0	0	0	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>13</b>	<b>13</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>56</b>	<b>71</b>	<b>9</b>	<b>9</b>	
ST NAZAIRE																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ST PETERSBURG																		
	GATWICK	AEROFLOT	S	A	12	0	0	92	8	0	0	0	0	2	91	2	11	
	GATWICK	AEROFLOT	S	D	12	0	0	58	33	8	0	0	0	13	36	28	11	
	HEATHROW	AEROFLOT	S	A	4	0	0	100	0	0	0	0	0	-7	75	10	4	
	HEATHROW	AEROFLOT	S	D	4	0	0	100	0	0	0	0	0	-1	50	17	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	95	0	5	0	0	0	-10	70	6	20	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	52	19	29	0	0	0	19	43	22	21	
<b>TOTAL ST PETERSBURG</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>14</b>	<b>14</b>	
ST THOMAS ISLANDS																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	42	0	0	0	
<b>TOTAL ST THOMAS ISLANDS</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>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	0	91	7	0	1	0	0	0	70	12	67	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	0	93	0	6	1	0	0	2	84	7	67	
	EDINBURGH	GO FLY LTD	S	A	136	0	2	82	10	4	4	0	0	3	0	0	0	
	EDINBURGH	GO FLY LTD	S	D	137	0	1	72	12	11	5	0	0	16	0	0	0	
	EDINBURGH	KLM UK LTD	S	A	179	2	4	87	6	3	4	0	0	2	65	19	158	
	EDINBURGH	KLM UK LTD	S	D	180	1	4	82	8	6	3	1	0	13	50	33	153	
	GLASGOW	KLM UK LTD	S	A	103	0	5	80	6	8	7	0	0	7	53	32	128	
	GLASGOW	KLM UK LTD	S	D	103	0	5	80	8	8	5	0	0	10	70	26	128	
	NEWCASTLE	KLM UK LTD	S	A	68	0	2	94	1	0	4	0	0	2	75	9	69	
	NEWCASTLE	KLM UK LTD	S	D	68	0	2	93	0	1	6	0	0	7	88	5	69	
<b>TOTAL STANSTED</b>					<b>1114</b>	<b>3</b>	<b>25</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>21</b>	<b>21</b>	
STAVANGER																		
	NEWCASTLE	BRAATHENS ASA	S	A	27	0	0	81	11	7	0	0	0	6	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	77	19	4	0	0	0	6	0	0	0	
	NEWCASTLE	EUROPEAN AIR CHARTER	C	A	3	0	0	67	33	0	0	0	0	5	0	0	0	
	NEWCASTLE	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	0	0	25	0	66	0	0	0	
	HEATHROW	SAS	S	A	60	0	0	75	15	8	2	0	0	9	54	16	50	

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

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					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
STAVANGER	HEATHROW	SAS	S	D	60	0	0	82	8	5	5	0	0	7	88	5	50	
<b>TOTAL STAVANGER</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>29</b>	<b>29</b>	
STOCKHOLM (ARLANDA)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	82	16	1	1	0	0	2	78	5	90	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	79	10	9	2	0	0	12	72	15	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	77	16	6	1	0	0	7	47	20	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	75	18	6	1	0	0	8	75	9	150	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	6	0	0	100	0	0	0	0	0	7	60	15	5	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	6	0	0	50	17	17	17	0	0	33	20	31	5	
	EDINBURGH	SAS	S	A	4	0	0	100	0	0	0	0	0	-3	75	9	4	
	EDINBURGH	SAS	S	D	4	0	0	100	0	0	0	0	0	3	100	7	4	
	HEATHROW	SAS	S	A	146	0	0	64	21	12	3	0	0	14	44	20	145	
	HEATHROW	SAS	S	D	146	0	0	83	10	8	0	0	0	7	71	16	145	
	MANCHESTER	SAS	S	A	25	0	0	88	12	0	0	0	0	-2	88	3	26	
	MANCHESTER	SAS	S	D	25	0	0	92	4	4	0	0	0	3	92	3	26	
	STANSTED	SAS	S	A	60	0	0	78	18	3	0	0	0	8	70	8	56	
	STANSTED	SAS	S	D	59	0	0	93	5	2	0	0	0	5	64	17	55	
	STANSTED	STERLING EUROPEAN AIRLINES	C	D	2	0	0	0	0	0	0	100	0	218	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>968</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>15</b>	<b>15</b>	
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	A	89	0	1	66	19	13	1	0	0	13	37	33	86	
	STANSTED	RYANAIR	S	D	90	0	0	51	32	14	2	0	0	19	47	34	86	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>179</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>33</b>	<b>33</b>	
STORD																		
STORNOWAY	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	56	0	0	84	9	4	4	0	0	9	82	14	60	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	56	0	0	84	7	5	2	2	0	13	62	22	61	
<b>TOTAL STORNOWAY</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>18</b>	<b>18</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
STRASBOURG																		
	LONDON CITY	AIR FRANCE	S	A	69	0	5	51	20	26	3	0	0	19	78	10	68	
	LONDON CITY	AIR FRANCE	S	D	69	1	5	16	26	35	23	0	0	39	24	32	68	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	31	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	0	100	0	0	0	49	0	0	0	
<b>TOTAL STRASBOURG</b>					<b>142</b>	<b>1</b>	<b>10</b>	<b>33</b>	<b>23</b>	<b>32</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>51</b>	<b>21</b>	<b>21</b>	
STUTT GART																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	88	0	2	66	20	8	6	0	0	11	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	88	0	1	51	31	14	3	1	0	19	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	79	13	6	2	0	0	6	58	17	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	74	20	4	1	0	0	7	76	9	90	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	72	0	2	86	11	3	0	0	0	4	72	5	47	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	74	0	0	65	23	12	0	0	0	14	66	14	47	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	22	0	0	82	18	0	0	0	0	4	64	10	22	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	22	0	0	73	23	5	0	0	0	9	73	8	22	
	STANSTED	RYANAIR	C	A	3	1	0	0	0	33	33	33	0	142	0	0	0	
	STANSTED	RYANAIR	C	D	4	1	0	50	0	50	0	0	0	27	0	0	0	
<b>TOTAL STUTT GART</b>					<b>553</b>	<b>2</b>	<b>5</b>	<b>70</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>11</b>	<b>11</b>	
SUMBURGH																		
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	25	0	1	100	0	0	0	0	0	0	73	18	55	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	65	4	27	4	0	0	18	58	27	52	
	EDINBURGH	LOGANAIR	S	A	25	0	1	88	8	4	0	0	0	1	0	0	0	
	EDINBURGH	LOGANAIR	S	D	26	0	0	42	42	12	4	0	0	20	0	0	0	
	GLASGOW	LOGANAIR	S	A	26	0	0	92	8	0	0	0	0	5	0	0	0	
	GLASGOW	LOGANAIR	S	D	26	0	0	85	4	12	0	0	0	8	0	0	0	
<b>TOTAL SUMBURGH</b>					<b>154</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>22</b>	<b>22</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	91	5	0	5	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	95	5	0	0	0	0	1	0	0	0	
	HEATHROW	QANTAS	S	A	30	0	0	73	13	7	7	0	0	14	86	-1	51	



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
			MATCHED		UNMATCHED				Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)												
SYDNEY	HEATHROW	QANTAS	S	D	30	0	0	77	13	7	0	3	0	14	47	25	30	
<b>TOTAL SYDNEY</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>9</b>	<b>9</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
TABARKA																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	28	0	0	0	
<b>TOTAL TABARKA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TAIPEI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	-10	92	-29	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	67	8	17	8	0	16	46	20	13		
	HEATHROW	EVA AIR	S	A	13	0	0	85	0	15	0	0	1	92	-1	13		
	HEATHROW	EVA AIR	S	D	13	0	0	77	23	0	0	0	9	100	-3	13		
<b>TOTAL TAIPEI</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>-4</b>	<b>-4</b>		
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	26	0	0	69	15	12	4	0	14	62	18	26		
	GATWICK	ESTONIAN AIR	S	D	26	0	0	85	8	4	4	0	10	77	11	26		
<b>TOTAL TALLIN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>14</b>	<b>14</b>		
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	64	9	14	14	0	23	81	12	21		
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	41	14	14	27	5	41	68	30	22		
<b>TOTAL TAMPA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>14</b>	<b>20</b>	<b>2</b>	<b>32</b>	<b>74</b>	<b>21</b>	<b>21</b>		
TAMPERE																		
TANGIERS (IBN BATUTA)																		
TARBES-LOURDES INTERNA																		
	LUTON	AIR MEDITERRANEE	C	A	4	0	0	75	25	0	0	0	14	0	0	0		
	LUTON	AIR MEDITERRANEE	C	D	3	0	1	33	0	67	0	0	28	0	0	0		
	GATWICK	EUROPEAN AIR CHARTER	C	A	7	0	0	71	0	14	0	14	41	0	0	0		
	GATWICK	EUROPEAN AIR CHARTER	C	D	7	0	0	29	57	0	0	14	49	0	0	0		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	9	0	0	33	44	11	0	11	51	56	70	9		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	8	0	1	75	13	0	0	13	42	78	9	9		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>43</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>28</b>	<b>12</b>	<b>2</b>	<b>9</b>	<b>41</b>	<b>66</b>	<b>29</b>	<b>29</b>		
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	1	94	6	0	0	0	-16	100	-20	17		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	1	82	12	6	0	0	0	5	88	-1	17	
<b>TOTAL TASHKENT</b>					<b>34</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>94</b>	<b>-10</b>	<b>-10</b>	
TBILISI	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	1	100	0	0	0	0	0	-13	0	0	0	
<b>TOTAL TBILISI</b>					<b>5</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>75</b>	<b>32</b>	<b>32</b>	
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	136	0	1	82	10	4	4	0	0	6	72	9	138	
	HEATHROW	BMI BRITISH MIDLAND	S	D	137	0	1	80	12	5	3	0	0	7	76	8	138	
<b>TOTAL TEESSIDE</b>					<b>273</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>8</b>	<b>8</b>	
TEHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	6	6	0	0	0	-5	46	39	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	12	0	6	0	0	12	92	-1	13	
	HEATHROW	IRAN AIR	S	A	13	0	0	69	15	15	0	0	0	4	79	10	14	
	HEATHROW	IRAN AIR	S	D	13	0	0	38	38	23	0	0	0	21	47	34	15	
<b>TOTAL TEHRAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>21</b>	<b>21</b>	
TEL AVIV	GATWICK	AIR 2000	C	A	7	0	0	0	0	43	57	0	0	95	38	30	8	
	GATWICK	AIR 2000	C	D	7	0	0	43	0	0	57	0	0	81	38	36	8	
	HEATHROW	ARKIA	C	A	5	0	0	80	0	0	20	0	0	18	0	0	0	
	HEATHROW	ARKIA	C	D	5	0	0	100	0	0	0	0	0	-10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	20	23	40	13	0	3	63	40	30	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	50	17	27	7	0	0	25	40	24	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	94	3	3	0	0	0	-5	90	-5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	91	3	6	0	0	0	0	90	1	30	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	6	33	21	3	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	12	67	17	3	
	GATWICK	EL AL	C	A	5	0	0	40	40	20	0	0	0	21	100	7	5	
	GATWICK	EL AL	C	D	5	0	0	40	60	0	0	0	0	15	80	12	5	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TEL AVIV																		
	HEATHROW	EL AL	S	A	31	0	0	61	26	6	6	0	0	15	73	7	30	
	HEATHROW	EL AL	S	D	31	0	2	65	13	23	0	0	0	12	68	49	31	
	MANCHESTER	EL AL	S	A	8	0	0	75	13	13	0	0	0	2	89	3	9	
	MANCHESTER	EL AL	S	D	8	0	0	75	25	0	0	0	0	11	78	11	9	
	STANSTED	EL AL	S	A	17	0	5	76	18	6	0	0	0	0	82	3	22	
	STANSTED	EL AL	S	D	16	0	5	63	13	19	6	0	0	18	39	35	23	
	STANSTED	ISRAIR LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	ISRAIR LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	0	0	38	54	8	0	81	15	32	13	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	15	8	54	23	0	0	43	15	34	13	
<b>TOTAL TEL AVIV</b>					<b>309</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>14</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>19</b>	<b>19</b>	
TENERIFE (NORTE LOS ROD																		
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	AIR 2000	C	A	8	0	0	38	0	38	13	0	13	70	38	20	8	
	BIRMINGHAM	AIR 2000	C	D	8	0	0	50	13	25	0	0	13	66	13	23	8	
	GATWICK	AIR 2000	C	A	26	0	0	46	31	15	8	0	0	27	65	25	20	
	GATWICK	AIR 2000	C	D	26	0	0	62	19	12	8	0	0	23	80	21	20	
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	29	75	-1	4	
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	22	75	8	4	
	MANCHESTER	AIR 2000	C	A	21	0	0	86	5	5	5	0	0	-7	81	10	16	
	MANCHESTER	AIR 2000	C	D	21	0	0	57	33	10	0	0	0	15	76	34	17	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-7	75	15	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	1	75	28	4	
	STANSTED	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	7	0	0	0	
	STANSTED	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	EDINBURGH	AIR EUROPA	C	A	5	1	0	40	0	20	20	0	20	126	100	-24	5	
	EDINBURGH	AIR EUROPA	C	D	6	0	0	17	33	17	17	0	17	128	60	9	5	
	GLASGOW	AIR EUROPA	C	D	2	0	0	100	0	0	0	0	0	11	71	15	7	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	75	0	25	0	0	0	8	50	22	4	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
						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
TENERIFE (SURREINA SOFIA)		MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	75	0	0	25	0	0	22	50	26	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	11	11	11	0	38	56	119	9		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	0	0	11	0	32	67	18	9		
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	23	54	23	0	0	0	26	21	91	14		
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	77	8	8	8	0	0	13	38	71	13		
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	21	75	9	4		
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	22	50	17	4		
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	47	60	124	10		
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	31	44	40	9		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	0	38	13	0	0	27	48	48	21		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	0	38	13	0	0	31	52	38	21		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	12	40	30	5		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	75	27	4		
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	22	0	0	0	18	25	53	4		
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	44	44	11	0	0	0	18	40	60	5		
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	67	33	0	0	0	0	-9	75	8	8		
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	12	38	14	8		
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	41	50	17	4		
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	47	25	20	4		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	13	0	0	38	0	54	0	8	0	41	54	72	13		
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	13	0	0	54	15	23	0	8	0	36	23	70	13		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	50	50	0	0	68	0	0	0		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	25	75	0	0	99	0	0	0		
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	25	50	25	0	138	0	0	0		
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	0	50	50	0	0	0	30	0	0	0		
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-10	50	55	4		
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	18	25	79	4		
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0		
	NEWCASTLE	FUTURA AIRLINES	C	A	8	0	0	63	25	0	13	0	0	6	75	48	8		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	NEWCASTLE	FUTURA AIRLINES	C	D	8	0	0	38	13	13	25	0	13	122	75	84	8
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	67	33	0	0	0	0	0	33	32	12
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	56	22	22	0	0	0	18	38	29	13
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	21	0	0	57	10	14	19	0	0	30	77	60	22
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	43	14	29	14	0	0	30	76	20	21
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	2	50	27	4
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	50	29	4
	LUTON	MONARCH AIRLINES	S	A	9	0	0	33	56	11	0	0	0	15	89	2	9
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	49	100	2	4
	LUTON	MONARCH AIRLINES	S	D	9	0	0	56	33	11	0	0	0	12	67	9	9
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	66	50	17	4
	MANCHESTER	MONARCH AIRLINES	C	A	30	0	0	73	20	7	0	0	0	2	50	36	26
	MANCHESTER	MONARCH AIRLINES	C	D	30	0	0	80	10	10	0	0	0	6	76	18	25
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	-8	50	22	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	11	0	0	0	10	89	22	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	43	0	14	36	0	7	83	42	21	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	43	14	21	7	7	7	79	64	20	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	14	50	33	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	19	25	30	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	75	33	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	16	75	45	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	50	20	20	0	10	0	30	33	36	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	50	10	30	0	10	0	45	50	38	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	75	25	0	0	50	75	11	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	14	100	-5	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	0	38	0	0	0	1	25	59	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	25	0	0	0	15	0	51	4
	BIRMINGHAM	SPANAIR	C	A	5	1	0	60	40	0	0	0	0	5	25	12	4

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	SPANAIR	C	D	5	0	0	40	40	20	0	0	0	16	50	14	4
	GLASGOW	SPANAIR	C	A	3	0	1	100	0	0	0	0	0	2	100	3	6
	GLASGOW	SPANAIR	C	D	4	0	0	100	0	0	0	0	5	57	14	7	
	MANCHESTER	SPANAIR	C	A	5	0	0	20	60	0	0	20	0	52	75	5	4
	MANCHESTER	SPANAIR	C	D	4	0	1	0	25	50	0	25	0	94	25	17	4
	STANSTED	SPANAIR	C	A	4	0	0	100	0	0	0	0	8	75	8	4	
	STANSTED	SPANAIR	C	D	4	0	0	50	0	50	0	0	29	25	21	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	0	13	38	13	0	73	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	25	0	13	38	25	0	100	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	33	39	22	0	0	6	39	78	7	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	0	0	67	11	22	0	0	11	100	1	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	24	100	-11	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	4	100	-5	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	25	0	0	80	0	8	8	4	0	17	88	2	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	25	0	0	80	0	4	12	4	0	16	94	-2	17
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	13	13	0	0	6	50	16	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	-9	100	-4	4
	GATWICK	TRANSAER	C	A	4	0	0	50	25	25	0	0	17	25	34	4	
	GATWICK	TRANSAER	C	D	4	0	0	75	0	25	0	0	8	0	30	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	25	0	25	25	25	0	83	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	25	0	75	0	0	89	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	63	13	25	0	0	14	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	7	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>828</b>	<b>2</b>	<b>2</b>	<b>59</b>	<b>16</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>60</b>	<b>31</b>	<b>31</b>
THIRA (SANTORINI)	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	60	40	0	0	0	8	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	-5	75	7	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	0	20	60	0	0	20	228	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	20	0	0	18	0	0	0	
<b>TOTAL THIRA (SANTORINI)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>75</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)											
TIREE	GLASGOW	LOGANAIR	S	A	24	0	2	71	17	0	0	13	0	39	40	35	25
	GLASGOW	LOGANAIR	S	D	24	0	2	83	4	0	13	0	0	17	88	-7	25
<b>TOTAL TIREE</b>					<b>48</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>14</b>	<b>14</b>
TOBAGO	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	0	25	0	0	34	100	0	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	0	75	0	25	0	0	62	75	19	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	33	11	22	33	0	0	44	89	-3	9
<b>TOTAL TOBAGO</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>12</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>88</b>	<b>3</b>	<b>3</b>
TOKYO (NARITA)	HEATHROW	AEROFLOT	S	A	7	1	0	71	29	0	0	0	0	-1	38	31	13
	HEATHROW	AEROFLOT	S	D	6	1	0	50	0	50	0	0	0	22	67	21	12
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	83	10	3	0	0	3	12	87	-5	30
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	73	23	0	0	3	0	19	70	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	98	2	0	0	0	0	-11	91	-7	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	75	20	3	2	0	0	11	75	14	56
	HEATHROW	JAPAN AIRLINES	S	A	36	0	1	78	8	11	3	0	0	7	75	10	40
	HEATHROW	JAPAN AIRLINES	S	D	37	0	0	76	8	8	8	0	0	15	49	19	39
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	97	3	0	0	0	0	-4	88	-12	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	50	17	30	3	0	0	23	46	29	26
<b>TOTAL TOKYO (NARITA)</b>					<b>326</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>9</b>	<b>9</b>
TORONTO	GLASGOW	AIR CANADA	S	A	30	0	0	77	7	13	3	0	0	7	38	29	29
	GLASGOW	AIR CANADA	S	D	30	0	0	80	10	7	3	0	0	12	83	11	30
	HEATHROW	AIR CANADA	S	A	108	0	0	59	21	14	6	0	0	13	44	28	117
	HEATHROW	AIR CANADA	S	D	109	0	0	81	8	9	2	0	0	9	69	14	117
	MANCHESTER	AIR CANADA	S	A	30	0	0	60	27	13	0	0	0	11	34	33	29
	MANCHESTER	AIR CANADA	S	D	30	0	0	77	17	7	0	0	0	7	61	20	28
	BIRMINGHAM	AIR TRANSAT	C	A	9	0	0	56	33	11	0	0	0	10	78	21	9
	BIRMINGHAM	AIR TRANSAT	C	D	9	0	0	33	44	22	0	0	0	21	33	31	9



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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JUNE 1998				
										MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
TORONTO	EDINBURGH	AIR TRANSAT	C	A	4	0	0	50	25	25	0	0	0	15	0	70	4				
	EDINBURGH	AIR TRANSAT	C	D	4	0	0	0	25	25	50	0	0	69	0	130	4				
	GATWICK	AIR TRANSAT	C	A	18	0	0	44	17	22	11	6	0	29	33	29	18				
	GATWICK	AIR TRANSAT	C	D	18	0	0	44	22	28	6	0	0	32	56	22	18				
	GLASGOW	AIR TRANSAT	C	A	9	0	0	67	22	11	0	0	0	3	50	24	12				
	GLASGOW	AIR TRANSAT	C	D	9	0	0	33	22	33	11	0	0	25	67	21	12				
	MANCHESTER	AIR TRANSAT	C	A	9	0	0	67	11	11	11	0	0	22	14	36	14				
	MANCHESTER	AIR TRANSAT	C	D	9	0	0	22	44	22	11	0	0	37	36	34	14				
	NEWCASTLE	AIR TRANSAT	C	A	6	0	0	50	0	33	17	0	0	25	0	49	6				
	NEWCASTLE	AIR TRANSAT	C	D	6	0	0	50	17	33	0	0	0	20	50	35	6				
	STANSTED	AIR TRANSAT	C	A	6	0	0	33	0	50	17	0	0	35	100	-1	8				
	STANSTED	AIR TRANSAT	C	D	5	0	1	40	0	40	20	0	0	39	75	12	8				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	83	6	4	6	0	0	8	62	19	42				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	0	51	23	17	9	0	0	24	37	33	43				
	BIRMINGHAM	CANADA 3000 AIRLINES	C	A	4	0	0	50	25	25	0	0	0	6	0	24	4				
	BIRMINGHAM	CANADA 3000 AIRLINES	C	D	4	0	0	25	50	0	25	0	0	33	75	17	4				
	GATWICK	CANADA 3000 AIRLINES	C	A	28	1	0	68	4	18	4	0	7	56	83	0	30				
	GATWICK	CANADA 3000 AIRLINES	C	D	27	2	2	48	26	22	4	0	0	20	50	23	30				
	GLASGOW	CANADA 3000 AIRLINES	C	A	9	0	1	89	0	0	11	0	0	-1	50	21	12				
	GLASGOW	CANADA 3000 AIRLINES	C	D	10	0	0	70	20	10	0	0	0	9	58	18	12				
	MANCHESTER	CANADA 3000 AIRLINES	C	A	3	1	7	33	0	0	67	0	0	84	25	20	4				
	MANCHESTER	CANADA 3000 AIRLINES	C	D	3	1	7	0	33	0	67	0	0	105	25	18	4				
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	73	0	0	49	33	15	1	1	0	16	40	27	78				
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	72	0	0	76	19	3	0	1	0	11	70	12	77				
	BIRMINGHAM	ROYAL AIRLINES	C	A	5	0	0	60	0	20	20	0	0	13	0	47	4				
	BIRMINGHAM	ROYAL AIRLINES	C	D	5	0	0	40	40	0	20	0	0	29	0	60	4				
	GATWICK	ROYAL AIRLINES	C	A	11	1	1	55	18	27	0	0	0	14	0	0	0				
	GATWICK	ROYAL AIRLINES	C	D	12	0	0	33	17	25	17	8	0	41	0	0	0				
	GLASGOW	ROYAL AIRLINES	C	A	6	0	0	67	17	17	0	0	0	11	10	39	10				
	GLASGOW	ROYAL AIRLINES	C	D	6	0	0	33	33	0	33	0	0	38	10	48	10				

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 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)												
TORONTO																		
	MANCHESTER	ROYAL AIRLINES	C	A	8	0	0	75	0	25	0	0	0	8	57	13	7	
	MANCHESTER	ROYAL AIRLINES	C	D	8	0	0	25	25	13	38	0	0	38	29	34	7	
	STANSTED	ROYAL AIRLINES	C	A	6	0	0	17	0	50	33	0	0	62	20	61	15	
	STANSTED	ROYAL AIRLINES	C	D	6	0	0	17	17	17	33	17	0	73	25	136	16	
<b>TOTAL TORONTO</b>					<b>858</b>	<b>6</b>	<b>19</b>	<b>62</b>	<b>18</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>27</b>	<b>27</b>	
TOULOUSE (BLAGNAC)																		
	GATWICK	AIR LIB	S	A	90	0	0	63	22	12	2	0	0	16	62	15	90	
	GATWICK	AIR LIB	S	D	90	0	0	79	13	7	1	0	0	11	80	11	90	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	26	0	0	81	15	4	0	0	0	6	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	62	31	8	0	0	0	13	0	0	0	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	90	0	0	83	8	6	3	0	0	7	61	15	90	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	90	0	0	84	8	8	0	0	0	3	66	11	89	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>412</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>17</b>	<b>17</b>	
TOURS																		
TREVISO																		
	STANSTED	RYANAIR	S	A	60	0	0	35	25	35	5	0	0	27	39	36	59	
	STANSTED	RYANAIR	S	D	60	0	0	22	28	40	10	0	0	33	43	32	60	
<b>TOTAL TREVISO</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>27</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>39</b>	<b>36</b>	<b>36</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	0	0	3	17	72	7	0	93	97	-9	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	0	10	14	34	41	0	0	60	83	8	30	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>26</b>	<b>57</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>90</b>	<b>-1</b>	<b>-1</b>	
TRIPOLI																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	8	0	0	63	25	13	0	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	8	0	0	88	13	0	0	0	0	13	0	0	0	
<b>TOTAL TRIPOLI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 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
TROMSOE	HEATHROW	SAS	S	A	8	0	0	88	13	0	0	0	0	8	67	14	9
	HEATHROW	SAS	S	D	8	0	0	63	25	13	0	0	0	12	63	4	8
<b>TOTAL TROMSOE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>9</b>	<b>9</b>
TUNIS	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	6	29	41	24	0	0	42	47	22	17
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	47	12	18	24	0	0	31	35	26	17
	HEATHROW	TUNISAIR	S	A	17	0	0	18	35	47	0	0	0	28	47	34	17
	HEATHROW	TUNISAIR	S	D	17	0	0	53	12	24	12	0	0	22	41	37	17
<b>TOTAL TUNIS</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>22</b>	<b>32</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>43</b>	<b>30</b>	<b>30</b>
TURIN	STANSTED	ALITALIA	S	A	56	0	0	34	34	16	11	5	0	39	0	0	0
	STANSTED	ALITALIA	S	D	56	0	0	5	23	41	18	13	0	68	0	0	0
<b>TOTAL TURIN</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>53</b>	<b>32</b>	<b>27</b>	<b>27</b>

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JUNE 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)										
URALSK	STANSTED	EUROFLY SPA	C	A	2	0	0	0	100	0	0	0	0	17	50	53	2	
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	0	50	50	0	0	57	0	106	2	
<b>TOTAL URALSK</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>79</b>	<b>79</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
VAASA																		
VAGAR																		
	GLASGOW	ATLANTIC AIRWAYS	S	A	3	0	0	33	33	0	0	33	0	115	33	37	3	
	GLASGOW	ATLANTIC AIRWAYS	S	D	3	0	0	67	0	0	0	33	0	104	33	21	3	
<b>TOTAL VAGAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>86</b>	<b>33</b>	<b>29</b>	<b>29</b>	
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	50	12	19	12	8	0	42	24	46	25	
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	50	12	19	12	8	0	44	62	23	26	
	HEATHROW	IBERIA	S	A	30	0	0	43	33	17	7	0	0	20	73	30	30	
	HEATHROW	IBERIA	S	D	30	0	0	80	7	10	3	0	0	8	93	0	30	
<b>TOTAL VALENCIA</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>24</b>	<b>24</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	59	0	0	92	8	0	0	0	0	-3	43	25	51	
	HEATHROW	AIR CANADA	S	D	59	0	0	75	19	3	2	2	0	15	46	36	48	
	GATWICK	AIR TRANSAT	C	A	9	0	0	67	0	0	22	11	0	42	33	180	9	
	GATWICK	AIR TRANSAT	C	D	9	0	0	33	11	44	11	0	0	32	22	149	9	
	GLASGOW	AIR TRANSAT	C	A	4	0	0	75	0	0	0	0	25	191	50	44	4	
	GLASGOW	AIR TRANSAT	C	D	4	0	0	25	50	0	0	0	25	226	0	31	4	
	MANCHESTER	AIR TRANSAT	C	A	6	0	0	17	17	33	33	0	0	45	50	49	4	
	MANCHESTER	AIR TRANSAT	C	D	6	0	0	0	33	17	50	0	0	52	25	51	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	3	10	3	0	0	4	83	18	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	3	7	3	0	21	50	21	30	
	GATWICK	CANADA 3000 AIRLINES	C	A	14	0	0	79	7	14	0	0	0	5	36	53	14	
	GATWICK	CANADA 3000 AIRLINES	C	D	14	0	0	43	29	21	7	0	0	25	50	51	14	
	GLASGOW	CANADA 3000 AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-30	50	62	8	
	GLASGOW	CANADA 3000 AIRLINES	C	D	5	0	0	100	0	0	0	0	0	7	13	93	8	
	MANCHESTER	CANADA 3000 AIRLINES	C	A	2	0	4	50	0	0	50	0	0	72	50	54	4	
	MANCHESTER	CANADA 3000 AIRLINES	C	D	3	0	4	67	0	0	33	0	0	57	75	65	4	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	14	0	0	71	7	14	7	0	0	12	66	22	29	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	18	0	0	67	22	6	6	0	0	15	76	10	29	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)												
VANCOUVER																		
	STANSTED	ROYAL AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-17	50	27	6	
	STANSTED	ROYAL AIRLINES	C	D	2	0	0	50	50	0	0	0	0	15	20	38	5	
<b>TOTAL VANCOUVER</b>					<b>299</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>50</b>	<b>40</b>	<b>40</b>	
VARADERO																		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	25	13	38	25	0	0	40	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	25	0	71	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	0	50	50	0	144	0	36	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	50	50	0	0	102	50	16	2	
<b>TOTAL VARADERO</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>31</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>69</b>	<b>44</b>	<b>19</b>	<b>19</b>	
VARNA																		
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	8	25	20	4	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	30	0	59	4	
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	43	100	-16	4	
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	36	75	8	4	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	75	8	4	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	21	100	5	4	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	5	0	1	100	0	0	0	0	0	-23	100	-26	9	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	6	0	0	50	33	17	0	0	0	14	78	6	9	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-7	100	-21	4	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	100	-5	4	
<b>TOTAL VARNA</b>					<b>43</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>19</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>4</b>	<b>4</b>	
VENICE																		
	GATWICK	AIR 2000	C	A	4	0	0	25	50	0	25	0	0	30	50	59	4	
	GATWICK	AIR 2000	C	D	4	0	0	0	50	25	25	0	0	35	25	58	4	
	STANSTED	AIR 2000	C	D	2	0	0	0	50	50	0	0	0	31	0	0	0	
	GATWICK	ALITALIA	S	A	60	0	0	8	28	32	30	2	0	49	49	16	59	
	GATWICK	ALITALIA	S	D	58	2	2	10	14	40	36	0	0	51	37	20	59	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	25	50	25	0	0	0	22	75	6	4	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	18	100	3	4	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
VENICE	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	75	0	0	0	40	0	68	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	11	50	16	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	70	50	20	4		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	23	75	8	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	75	0	85	0	52	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	25	0	52	25	36	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	64	0	0	42	8	23	27	0	35	55	14	64		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	1	40	13	32	16	0	32	56	16	64		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	0	0	25	75	0	79	0	88	4		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	0	0	50	50	0	63	50	16	4		
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	36	0	0	0		
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	6	0	0	0		
	STANSTED	GO FLY LTD	S	A	82	1	3	59	17	7	16	0	24	0	0	0		
	STANSTED	GO FLY LTD	S	D	83	1	2	49	19	22	8	1	27	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	82	0	79	4		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	31	0	56	4		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	75	25	0	0	33	0	118	4		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	36	0	95	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	50	25	153	50	124	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	25	25	188	50	148	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	0	25	38	13	71	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	0	38	13	13	52	0	0	0		
<b>TOTAL VENICE</b>					<b>511</b>	<b>4</b>	<b>8</b>	<b>34</b>	<b>17</b>	<b>25</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>45</b>	<b>27</b>	<b>27</b>	
VERONA	GATWICK	AIR 2000	C	A	9	0	0	44	0	33	11	11	64	0	0	0		
	GATWICK	AIR 2000	C	D	9	0	0	56	11	22	0	0	53	0	0	0		
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	0	25	0	27	0	0	0		
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	50	0	0	21	0	0	0		
	NEWCASTLE	AIR 2000	C	A	5	0	0	40	20	20	0	0	88	0	0	0		
	NEWCASTLE	AIR 2000	C	D	5	0	0	40	0	20	20	0	100	0	0	0		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
VERONA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	63	13	102	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	46	0	119	8
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	82	0	0	12	24	32	32	0	0	48	65	11	79
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	82	0	0	41	24	22	12	0	0	25	50	20	80
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	25	50	25	0	0	0	18	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	8	0	0	0	13	13	75	0	0	76	25	24	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	8	0	0	13	50	13	25	0	0	35	75	8	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-13	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	6	0	1	0	0	33	50	17	0	101	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	6	0	1	67	0	17	0	17	0	57	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	C	A	4	1	1	0	0	75	25	0	0	53	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	C	D	5	0	0	20	0	60	20	0	0	58	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	0	40	20	40	0	0	65	25	78	4
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	40	40	0	0	20	0	49	50	48	4
	STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	1	33	33	33	0	0	0	28	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	50	0	0	0	24	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	0	60	20	0	0	48	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	56	33	0	11	0	0	19	25	23	8
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	89	0	0	11	0	0	18	63	10	8
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	22	22	22	33	0	0	46	0	47	8
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	33	44	11	11	0	0	26	63	35	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	25	25	25	203	50	26	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	0	75	0	172	50	26	4
<b>TOTAL VERONA</b>					<b>328</b>	<b>1</b>	<b>4</b>	<b>33</b>	<b>20</b>	<b>23</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>45</b>	<b>46</b>	<b>31</b>	<b>31</b>
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	102	0	0	73	16	8	4	0	0	9	54	15	106



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 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)										
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	D	102	0	0	62	24	10	5	0	0	16	61	20	109
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	1	75	15	7	3	0	0	9	77	9	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	38	33	27	2	0	0	22	42	25	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	69	19	8	3	1	0	13	66	15	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	72	17	9	2	0	0	14	70	14	90
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	51	0	0	41	33	16	10	0	0	26	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	51	0	0	24	41	24	12	0	0	34	0	0	0
	GATWICK	LAUDA-AIR	S	A	17	0	0	35	18	24	18	6	0	44	47	19	17
	GATWICK	LAUDA-AIR	S	D	17	0	0	24	41	6	24	6	0	45	24	24	17
	MANCHESTER	LAUDA-AIR	S	A	47	0	1	43	36	19	2	0	0	19	58	19	48
	MANCHESTER	LAUDA-AIR	S	D	47	0	1	28	32	32	9	0	0	32	33	25	48
	EDINBURGH	TYROLEAN AIRWAYS	S	A	13	0	0	54	38	8	0	0	0	15	0	0	0
	EDINBURGH	TYROLEAN AIRWAYS	S	D	13	0	0	31	54	15	0	0	0	19	0	0	0
<b>TOTAL VIENNA</b>					<b>762</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>25</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>17</b>	<b>17</b>
VILNIUS	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	100	0	0	0	0	0	-9	76	4	17
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	73	14	14	0	0	0	12	53	18	17
	HEATHROW	LITHUANIA AIRLINES	S	A	30	0	0	93	0	0	7	0	0	1	96	0	26
	HEATHROW	LITHUANIA AIRLINES	S	D	30	0	0	73	20	0	7	0	0	17	81	9	26
<b>TOTAL VILNIUS</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>7</b>	<b>7</b>
VISBY																	
VOLOS	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	0	0	0	100	0	238	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	0	0	75	25	0	153	0	0	0
<b>TOTAL VOLOS</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>0</b>	<b>195</b>	<b>63</b>	<b>13</b>	<b>13</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
WARSAW																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	97	2	0	2	0	0	-5	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	72	17	10	2	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	78	12	7	3	0	0	6	67	17	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	17	13	3	0	0	12	72	14	60
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	38	31	23	8	0	0	24	85	8	13
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	27	46	19	8	0	0	25	54	17	13
	HEATHROW	LOT-POLISH AIRLINES	S	A	90	0	0	79	11	6	4	0	0	8	60	14	73
	HEATHROW	LOT-POLISH AIRLINES	S	D	90	0	0	74	12	11	2	0	0	10	78	7	73
<b>TOTAL WARSAW</b>					<b>472</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>14</b>
WASHINGTON (DULLES)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	63	17	12	5	3	0	21	52	33	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	63	18	8	8	2	0	25	53	18	60
	HEATHROW	UNITED AIRLINES	S	A	90	1	1	39	22	28	8	3	0	30	44	40	89
	HEATHROW	UNITED AIRLINES	S	D	89	3	0	48	29	10	10	0	2	32	40	34	90
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	43	30	13	13	0	0	20	47	25	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	67	23	10	0	0	0	13	50	18	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>359</b>	<b>4</b>	<b>1</b>	<b>52</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>47</b>	<b>30</b>	<b>30</b>
WATERFORD																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	4	0	0	50	0	25	0	25	0	64	100	-11	4
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	1	100	4	4
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	93	7	0	0	0	0	0	83	9	30
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	77	13	7	0	3	0	18	69	14	29
<b>TOTAL WATERFORD</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>10</b>
WICK																	
	NEWCASTLE	GILL AIRWAYS	S	A	22	0	0	95	5	0	0	0	0	0	86	5	22
	NEWCASTLE	GILL AIRWAYS	S	D	22	0	0	95	5	0	0	0	0	1	91	8	22
<b>TOTAL WICK</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>6</b>
WINDHOEK																	
	HEATHROW	AIR NAMIBIA	S	A	4	0	0	50	25	25	0	0	0	19	100	0	9

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JUNE 1998			
			MATCHED		UNMATCHED				Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)												
WINDHOEK																		
	HEATHROW	AIR NAMIBIA	S	D	4	0	0	50	50	0	0	0	0	20	44	19	9	
<b>TOTAL WINDHOEK</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JUNE 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)											
YEREVAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	0	0	75	0	0	0	25	0	47	82	37	11
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	6	0	0	83	17	0	0	0	0	8	71	11	7
<b>TOTAL YEREVAN</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>30</b>	<b>30</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 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)												
ZAGREB																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	67	7	20	3	3	0	18	72	11	29	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	43	20	30	3	3	0	31	48	28	29	
	HEATHROW	CROATIA AIRLINES	S	A	30	0	0	77	7	3	13	0	0	15	40	25	30	
	HEATHROW	CROATIA AIRLINES	S	D	30	0	0	30	33	27	10	0	0	30	27	35	30	
<b>TOTAL ZAGREB</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>25</b>	<b>25</b>	
ZAKINTHOS																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-13	40	12	5	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	9	80	8	5	
	GATWICK	AIR 2000	C	A	18	0	0	61	17	6	17	0	0	21	62	17	13	
	GATWICK	AIR 2000	C	D	18	0	0	44	22	17	17	0	0	31	62	28	13	
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	0	75	12	4	
	GLASGOW	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	8	50	20	4	
	MANCHESTER	AIR 2000	C	A	9	0	0	67	22	0	11	0	0	13	44	58	9	
	MANCHESTER	AIR 2000	C	D	9	0	0	67	0	11	22	0	0	17	56	48	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	25	0	0	0	17	40	24	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	25	25	25	25	0	0	34	40	24	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	25	38	25	0	0	54	22	40	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	0	25	25	0	0	42	56	25	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	78	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	22	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	42	50	12	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	50	0	0	0	26	100	4	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	25	38	13	13	13	0	56	33	51	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	25	38	13	13	13	0	61	33	44	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	24	0	45	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	60	13	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	16	86	-5	7	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	9	8	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JUNE 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	38	25	13	25	0	0	38	63	24	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	63	0	13	25	0	0	27	88	6	8	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	75	13	4	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	21	50	19	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	63	13	25	0	0	0	5	38	77	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	-10	50	78	8	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	31	50	15	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	0	25	50	14	4	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	50	17	17	17	0	0	21	67	10	12	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	50	33	8	8	0	0	20	58	20	12	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-14	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	31	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	35	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	75	17	8	0	0	0	0	38	14	8	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	83	0	17	0	0	0	5	75	1	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	17	100	-3	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	40	0	0	0	20	100	7	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	20	40	20	0	103	0	46	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	0	20	0	67	50	21	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	22	0	11	0	37	25	58	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	33	0	0	11	0	30	25	53	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	64	50	21	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	75	0	0	0	31	25	21	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	0	75	0	0	85	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	50	0	0	53	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	25	25	0	25	192	75	-9	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JUNE 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ZAKINTHOS																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	28	100	-9	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	24	0	0	46	21	8	21	4	0	36	89	8	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	24	0	0	67	4	13	17	0	0	19	100	-15	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	17	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	-2	0	0	0	
<b>TOTAL ZAKINTHOS</b>					<b>395</b>	<b>3</b>	<b>3</b>	<b>54</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>24</b>	<b>24</b>	
ZARAGOZA																		
	GATWICK	IBERIA	S	A	13	0	0	0	38	62	0	0	0	35	31	30	13	
	GATWICK	IBERIA	S	D	13	0	0	92	8	0	0	0	0	3	92	3	13	
<b>TOTAL ZARAGOZA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>16</b>	<b>16</b>	
ZURICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	1	57	22	14	7	0	0	19	65	13	136	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	61	25	8	6	0	0	17	64	13	137	
	GATWICK	CITY FLYER EXPRESS	S	A	90	0	0	32	38	26	4	0	0	24	45	21	89	
	GATWICK	CITY FLYER EXPRESS	S	D	90	0	0	49	23	23	4	0	0	20	60	20	90	
	LUTON	EASYJET SWITZERLAND	S	A	86	0	0	63	16	15	6	0	0	15	0	0	0	
	LUTON	EASYJET SWITZERLAND	S	D	86	0	0	40	33	20	8	0	0	25	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	78	0	0	38	32	26	4	0	0	23	31	31	52	
	BIRMINGHAM	SWISS AIRLINES	S	D	78	0	0	54	14	29	3	0	0	22	52	16	52	
	EDINBURGH	SWISS AIRLINES	S	A	34	0	0	21	29	38	12	0	0	34	47	23	30	
	EDINBURGH	SWISS AIRLINES	S	D	34	0	0	12	26	38	24	0	0	46	20	35	30	
	LONDON CITY	SWISS AIRLINES	S	A	130	2	1	35	27	31	7	0	0	26	40	20	78	
	LONDON CITY	SWISS AIRLINES	S	D	129	2	2	12	32	43	12	1	0	39	14	31	78	
	MANCHESTER	SWISS AIRLINES	S	A	25	0	0	64	32	4	0	0	0	11	80	4	25	
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	12	46	27	15	0	0	37	23	30	26	
	HEATHROW	SWISSAIR	S	A	209	0	1	35	28	24	12	0	0	30	52	17	180	
	HEATHROW	SWISSAIR	S	D	208	0	2	44	30	18	8	0	0	24	72	12	180	
	MANCHESTER	SWISSAIR	S	A	90	0	0	72	14	10	3	0	0	11	70	10	60	
	MANCHESTER	SWISSAIR	S	D	90	0	0	52	26	14	7	0	1	25	90	6	60	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						JUNE 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																		
	STANSTED	SWISSAIR	S	A	60	0	0	13	55	22	8	0	2	36	0	0	0	
	STANSTED	SWISSAIR	S	D	60	0	0	28	30	32	8	2	0	34	0	0	0	
<b>TOTAL ZURICH</b>					<b>1886</b>	<b>4</b>	<b>7</b>	<b>42</b>	<b>28</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>18</b>	<b>18</b>	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	556	0	3	83	9	5	3	0	0	7	52	25	529	
DUBLIN	557	0	0	89	8	3	1	0	0	4	82	7	594	
PALMA DE MALLORCA	224	0	1	43	14	13	26	2	1	48	56	26	222	
PARIS (CHARLES DE GAULLE)	607	1	2	70	13	10	6	1	0	16	72	11	557	
CHARTERED FLIGHTS(ALL ROUTES)	1691	11	6	49	18	17	14	2	1	34	56	30	1540	
SCHEDULED FLIGHTS(ALL ROUTES)	7189	14	94	71	15	10	4	0	0	13	73	12	6488	
AIRPORT TOTAL	8880	25	100	67	15	11	6	1	0	17	70	15	8028	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	282	0	3	60	20	13	7	1	0	18	25	39	282	
DUBLIN	284	0	0	83	13	2	1	0	0	8	78	10	226	
PALMA DE MALLORCA	58	0	0	12	9	22	50	7	0	81	43	38	42	
PARIS (CHARLES DE GAULLE)	361	2	10	21	21	39	18	1	1	42	67	13	214	
CHARTERED FLIGHTS(ALL ROUTES)	277	14	20	30	19	22	25	3	1	49	47	33	223	
SCHEDULED FLIGHTS(ALL ROUTES)	6263	7	102	68	17	10	5	0	0	14	70	14	5456	
AIRPORT TOTAL	6540	21	122	66	17	11	5	0	0	15	69	14	5679	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	478	0	6	54	27	14	5	0	0	18	26	33	490	
ATHENS	185	0	1	44	18	19	16	2	1	37	56	14	193	
DUBLIN	548	0	0	77	16	4	2	1	0	11	69	14	495	
NEW YORK (JF KENNEDY)	60	0	0	62	23	5	8	2	0	20	73	28	60	
PALMA DE MALLORCA	514	6	4	48	15	15	17	5	1	41	52	41	459	
PARIS (CHARLES DE GAULLE)	295	1	3	52	20	19	9	0	0	23	63	23	303	
CHARTERED FLIGHTS(ALL ROUTES)	5258	26	71	44	17	18	17	3	1	41	51	38	5192	
SCHEDULED FLIGHTS(ALL ROUTES)	16115	21	104	64	18	12	6	1	0	17	67	15	15667	
AIRPORT TOTAL	21373	47	175	59	17	13	9	1	0	23	63	21	20859	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	179	0	1	62	17	13	8	0	0	15	33	38	184	
DUBLIN	240	1	0	95	3	1	2	0	0	0	93	0	192	
PALMA DE MALLORCA	204	2	4	31	13	12	31	11	2	72	54	27	218	
PARIS (CHARLES DE GAULLE)	256	4	19	57	16	21	5	0	0	19	77	9	144	
CHARTERED FLIGHTS(ALL ROUTES)	1415	17	37	45	15	17	19	3	1	42	55	29	1441	
SCHEDULED FLIGHTS(ALL ROUTES)	6385	48	130	76	12	8	4	0	0	11	75	12	6118	
AIRPORT TOTAL	7800	65	167	71	12	9	7	1	0	16	71	15	7559	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	1450	0	2	74	12	8	5	0	0	11	41	28	1410	
ATHENS	397	1	1	33	23	29	14	1	0	34	58	22	397	
DUBLIN	1288	1	4	57	21	15	7	0	0	19	59	17	1284	
NEW YORK (JF KENNEDY)	1202	0	5	67	17	11	4	1	0	13	65	20	1160	
PALMA DE MALLORCA	68	0	0	32	19	34	15	0	0	36	49	21	68	
PARIS (CHARLES DE GAULLE)	1589	0	9	59	19	16	7	0	0	18	56	18	1283	
CHARTERED FLIGHTS(ALL ROUTES)	94	3	10	23	13	29	33	2	0	56	30	41	90	
SCHEDULED FLIGHTS(ALL ROUTES)	37546	39	136	66	17	11	5	0	0	14	63	16	36391	
AIRPORT TOTAL	37640	42	146	66	17	11	5	0	0	14	63	16	36481	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	10	68	16	10	6	0	0	14	20	44	230
DUBLIN	291	8	57	66	16	10	8	0	0	16	76	10	366
PARIS (CHARLES DE GAULLE)	166	6	8	57	21	16	6	0	0	19	75	8	172
SCHEDULED FLIGHTS(ALL ROUTES)	3661	28	147	59	22	14	6	0	0	17	54	19	3186
AIRPORT TOTAL	3661	28	147	59	22	14	6	0	0	17	54	19	3186

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	164	0	0	84	6	5	4	1	0	9	47	28	163	
ATHENS	120	1	0	58	14	18	8	2	0	23	0	0	0	
DUBLIN	280	4	0	79	11	9	1	0	0	8	63	16	282	
PALMA DE MALLORCA	165	1	2	48	17	13	19	2	0	34	54	30	194	
PARIS (CHARLES DE GAULLE)	186	0	6	31	38	24	7	1	0	28	52	20	181	
CHARTERED FLIGHTS(ALL ROUTES)	769	19	10	47	18	18	14	3	1	38	46	47	808	
SCHEDULED FLIGHTS(ALL ROUTES)	3371	23	130	69	14	10	6	0	0	13	53	35	2612	
AIRPORT TOTAL	4140	42	140	65	15	12	7	1	0	18	51	38	3420	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	632	1	14	75	10	9	5	0	0	10	47	28	584	
ATHENS	31	0	1	42	32	10	13	3	0	31	63	19	24	
DUBLIN	510	1	0	90	4	4	2	0	0	3	89	3	636	
NEW YORK (JF KENNEDY)	114	2	2	68	15	11	4	1	0	11	67	19	120	
PALMA DE MALLORCA	534	3	2	44	15	16	18	6	1	45	47	52	560	
PARIS (CHARLES DE GAULLE)	614	0	4	54	17	20	8	0	0	21	62	15	419	
CHARTERED FLIGHTS(ALL ROUTES)	5070	26	78	48	16	16	16	4	1	39	51	41	5106	
SCHEDULED FLIGHTS(ALL ROUTES)	10589	21	157	74	13	9	4	0	0	10	72	12	9978	
AIRPORT TOTAL	15659	47	235	65	14	11	8	1	0	20	65	22	15084	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	289	1	5	82	9	4	4	0	0	8	37	42	221	
ATHENS	8	0	0	13	25	38	13	13	0	70	0	0	0	
DUBLIN	164	0	0	91	4	4	1	0	0	2	96	0	164	
PALMA DE MALLORCA	142	1	1	46	15	15	19	4	1	40	57	40	138	
PARIS (CHARLES DE GAULLE)	156	0	6	35	16	22	25	2	0	42	64	14	224	
CHARTERED FLIGHTS(ALL ROUTES)	1025	18	16	50	15	16	16	2	0	33	63	26	1028	
SCHEDULED FLIGHTS(ALL ROUTES)	2978	6	57	80	11	6	3	0	0	9	77	11	2723	
AIRPORT TOTAL	4003	24	73	72	12	9	7	1	0	15	73	15	3751	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 1999

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JUNE 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	438	0	2	78	10	8	4	0	0	9	35	45	433	
DUBLIN	1005	3	18	82	12	4	2	0	0	8	64	18	1107	
PALMA DE MALLORCA	107	0	0	43	23	26	6	2	0	26	38	57	113	
PARIS (CHARLES DE GAULLE)	241	0	1	44	18	30	7	0	0	23	46	29	247	
CHARTERED FLIGHTS(ALL ROUTES)	879	14	42	39	19	23	15	3	1	41	37	52	1027	
SCHEDULED FLIGHTS(ALL ROUTES)	9469	14	85	71	14	10	5	0	0	13	54	25	7327	
AIRPORT TOTAL	10348	28	127	68	14	11	6	1	0	15	51	28	8354	