

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**September 1999**

**Disclaimer**

The information contained in this report will be compiled from various sources and it will not be possible for the CAA to check and verify whether it is accurate and correct nor does the CAA undertake to do so. Consequently the CAA cannot accept any liability for any financial loss caused by the persons reliance on it.

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

Tel: 020-7453-6258  
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Please note that we are unable to publish statistics or provide ad hoc data extracts at lower than monthly aggregate level.

2.3 **Website** Our tables are available on the Internet free of charge, address  
[www.caaerg.co.uk](http://www.caaerg.co.uk)

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
SALZBURG	AIR 2000	C	8	0	0	75	0	13	13	0	0	14	50	42	8
	MONARCH AIRLINES	C	8	0	0	38	50	13	0	0	0	18	50	20	8
<b>TOTAL SALZBURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>31</b>	<b>16</b>
<b>VIENNA</b>	DUO AIRWAYS LTD	S	104	0	0	36	34	24	6	1	0	30	0	0	0
<b>TOTAL VIENNA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>34</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>23</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>30</b>	<b>25</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	138	1	2	67	22	4	7	0	0	13	45	29	138
	BRITISH AIRWAYS PLC	S	140	0	8	74	13	10	4	0	0	14	58	18	148
	SABENA	S	218	0	5	55	25	18	2	0	0	17	51	24	208
<b>TOTAL BRUSSELS</b>			<b>496</b>	<b>1</b>	<b>15</b>	<b>63</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>24</b>	<b>497</b>
<b>TOTAL BELGIUM</b>			<b>496</b>	<b>1</b>	<b>15</b>	<b>63</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>24</b>	<b>497</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	7	0	1	71	29	0	0	0	0	6	0	71	8
<b>TOTAL BURGAS</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>71</b>	<b>8</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	13	38	25	25	0	0	41	38	25	8
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>38</b>	<b>25</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>33</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>19</b>	<b>48</b>	<b>16</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	16	0	0	63	25	0	6	6	0	31	50	38	18
	CANADA 3000 AIRLINES	C	8	0	0	75	25	0	0	0	0	-4	63	45	8
	ROYAL AIRLINES	C	10	0	0	100	0	0	0	0	0	-1	10	85	10
<b>TOTAL TORONTO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>28</b>	<b>94</b>
<b>TOTAL CANADA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>28</b>	<b>94</b>
<b>CROATIA</b>															
PULA	BRITANNIA AIRWAYS	C	8	0	1	88	13	0	0	0	0	-7	0	0	0
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>70</b>	<b>5</b>	<b>10</b>
<b>TOTAL CROATIA</b>			<b>9</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>10</b>	<b>12</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	10	0	0	30	50	10	10	0	0	23	50	16	10
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	38	32	8
	CYPRUS AIRWAYS	S	19	0	1	47	26	21	5	0	0	17	35	52	20
	EUROCYPRIA AIRLINES LTD	C	10	0	0	10	40	50	0	0	0	31	0	50	10
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	5	50	11	10
	THOMAS COOK AIRLINES LTD	C	19	0	0	42	32	21	5	0	0	21	0	0	0
<b>TOTAL LARNACA</b>			<b>76</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>26</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>34</b>	<b>35</b>	<b>58</b>
<b>PAPHOS</b>	AIR 2000	S	18	0	0	44	28	6	11	11	0	45	67	8	18
	BRITANNIA AIRWAYS	C	20	1	0	25	45	10	20	0	0	39	16	62	19
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PAPHOS			48	1	0	44	33	6	13	4	0	33	49	31	45
TOTAL CYPRUS			124	1	1	48	29	14	7	2	0	24	41	33	103
DENMARK															
COPENHAGEN	DUO AIRWAYS LTD	S	199	0	1	84	9	4	3	0	0	7	90	3	148
TOTAL COPENHAGEN			199	0	1	84	9	4	3	0	0	7	90	3	148
TOTAL DENMARK			199	0	1	84	9	4	3	0	0	7	90	3	148
DOMINICAN REPUBLIC															
PUERTO PLATA	AIR 2000	C	8	0	0	50	0	0	13	38	0	107	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	-5	33	17	9
TOTAL PUERTO PLATA			12	0	0	67	0	0	8	25	0	70	35	105	17
TOTAL DOMINICAN REPUBLIC			12	0	0	67	0	0	8	25	0	70	48	75	25
FRANCE															
BASTIA	BRITISH AIRWAYS PLC	C	8	0	0	38	38	25	0	0	0	18	0	0	0
TOTAL BASTIA			8	0	0	38	38	25	0	0	0	18	0	0	0
TOTAL BIARRITZ			2	0	0	50	50	0	0	0	0	13	0	0	0
LE HAVRE	LOVE AIR	S	80	0	6	64	25	8	4	0	0	15	0	0	0
TOTAL LE HAVRE			80	0	6	64	25	8	4	0	0	15	72	14	46
LYON	DUO AIRWAYS LTD	S	60	0	0	60	22	17	2	0	0	14	73	11	60
TOTAL LYON			60	0	0	60	22	17	2	0	0	14	73	11	60
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	268	1	7	67	16	6	11	0	0	19	60	18	276
	FLYBE.BRITISH EUROPEAN	S	332	1	3	75	9	9	6	0	0	13	64	15	282
TOTAL PARIS (CHARLES DE GAULLE)			600	2	10	72	12	8	9	0	0	16	62	16	558
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	52	0	0	88	8	2	2	0	0	6	0	0	0
TOTAL TOULOUSE (BLAGNAC)			52	0	0	88	8	2	2	0	0	6	0	0	0
TOTAL FRANCE			802	2	16	71	14	8	7	0	0	15	64	16	666
GERMANY															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	52	0	0	90	8	2	0	0	0	5	94	4	52
TOTAL BERLIN (TEGEL)			52	0	0	90	8	2	0	0	0	5	94	4	52
DUSSELDORF	BRITISH AIRWAYS PLC	S	216	0	0	75	12	8	5	0	0	12	69	12	215
	LUFTHANSA	S	89	0	7	60	19	18	3	0	0	14	0	0	0
	LUFTHANSA CITY LINE	S	50	0	2	90	8	0	2	0	0	2	63	15	147
TOTAL DUSSELDORF			355	0	9	74	13	9	4	0	0	11	67	13	362
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	208	0	0	59	20	10	11	0	0	21	77	10	156
	LUFTHANSA	S	120	0	0	73	17	11	0	0	0	10	69	13	111
TOTAL FRANKFURT MAIN			328	0	0	64	19	10	7	0	0	17	74	11	267
HAMBURG	BRITISH AIRWAYS PLC	S	22	0	0	86	9	5	0	0	0	8	95	4	22
TOTAL HAMBURG			22	0	0	86	9	5	0	0	0	8	95	4	22
HANOVER	BRITISH AIRWAYS PLC	S	22	0	0	91	5	5	0	0	0	2	86	6	22

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 HANOVER</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>6</b>	<b>26</b>
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	102	0	2	42	40	12	6	0	0	23	85	4	60
	LUFTHANSA	S	118	3	2	54	25	16	4	0	0	19	75	11	8
	LUFTHANSA CITY LINE	S	86	0	2	71	20	8	1	0	0	7	65	14	111
	WDL FLUGDIENST	C	67	1	1	57	22	15	6	0	0	7	0	0	0
<b>TOTAL MUNICH</b>			<b>374</b>	<b>4</b>	<b>7</b>	<b>55</b>	<b>28</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>11</b>	<b>179</b>
<b>STUTTGART</b>	DUO AIRWAYS LTD	S	147	0	1	73	16	7	3	0	0	11	78	9	145
<b>TOTAL STUTTGART</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>147</b>
<b>TOTAL GERMANY</b>			<b>1300</b>	<b>4</b>	<b>17</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>11</b>	<b>1057</b>
<b>GREECE</b>															
<b>CORFU</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	-4	100	-18	8
	BRITANNIA AIRWAYS	C	16	0	0	38	25	25	13	0	0	29	45	30	22
	MONARCH AIRLINES	C	16	0	0	88	6	6	0	0	0	3	71	12	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	43	88	37	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	16	0	0	0
<b>TOTAL CORFU</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>18</b>	<b>55</b>
<b>HERAKLION</b>	AIR 2000	C	9	0	0	89	11	0	0	0	0	1	100	-13	10
	BRITANNIA AIRWAYS	C	16	0	0	88	0	0	13	0	0	12	13	48	8
	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	28	100	-10	10
<b>TOTAL HERAKLION</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>5</b>	<b>28</b>
<b>KAVALLA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-9	30	73	10
<b>TOTAL KAVALLA</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>-9</b>	<b>30</b>	<b>73</b>	<b>10</b>
<b>KEFALLINIA</b>	AIR 2000	C	8	0	0	25	0	63	13	0	0	37	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	50	30	20	0	0	0	16	13	62	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	0	0	25	0	46	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>27</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>32</b>	<b>13</b>	<b>62</b>	<b>8</b>
<b>KOS</b>	AIR 2000	C	10	0	0	90	10	0	0	0	0	1	89	-4	9
	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	0	10	100	-2	8
	MY TRAVEL AIRWAYS UK	C	18	0	2	94	6	0	0	0	0	-8	25	20	8
<b>TOTAL KOS</b>			<b>37</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>74</b>	<b>5</b>	<b>34</b>
<b>RHODES</b>	AIR 2000	C	10	0	0	50	10	20	20	0	0	32	67	13	9
	BRITANNIA AIRWAYS	C	10	0	0	40	50	10	0	0	0	16	20	62	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	-12	78	4	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	20	0	0	0	14	0	0	0
	TRANSAER	C	8	0	0	50	50	0	0	0	0	7	0	0	0
<b>TOTAL RHODES</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>37</b>	<b>38</b>
<b>SALONIKA</b>	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	18	33	41	9
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>33</b>	<b>41</b>	<b>9</b>
<b>SKIATHOS</b>	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	10	0	0	0
<b>TOTAL SKIATHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>-1</b>	<b>10</b>
<b>ZAKINTHOS</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	-5	90	-2	10
	BRITANNIA AIRWAYS	C	16	0	0	50	31	19	0	0	0	17	0	88	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ZAKINTHOS	MONARCH AIRLINES	C	8	0	1	25	13	13	13	38	0	111	63	13	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	30	10	10	0	0	20	40	22	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	-3	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>28</b>	<b>36</b>
<b>TOTAL GREECE</b>			<b>277</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>23</b>	<b>228</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	AER LINGUS	S	8	0	0	75	13	13	0	0	0	8	100	4	8
<b>TOTAL CONNAUGHT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>4</b>	<b>8</b>
CORK	AER LINGUS	S	81	0	1	86	6	1	6	0	0	9	88	7	78
	FLYBE.BRITISH EUROPEAN	S	75	0	0	37	21	31	11	0	0	29	83	5	18
<b>TOTAL CORK</b>			<b>156</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>7</b>	<b>96</b>
DUBLIN	AER LINGUS	S	311	0	3	84	11	5	0	0	0	7	77	12	290
	RYANAIR	S	240	0	0	83	9	6	1	2	0	10	63	19	298
<b>TOTAL DUBLIN</b>			<b>551</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>16</b>	<b>590</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>715</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>14</b>	<b>754</b>
<b>ITALY</b>															
MILAN (LINATE)	DUO AIRWAYS LTD	S	148	0	0	66	20	9	3	1	0	15	62	13	148
<b>TOTAL MILAN (LINATE)</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>13</b>	<b>148</b>
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	13	13	36	8
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>36</b>	<b>8</b>
VENICE	DUO AIRWAYS LTD	C	8	0	0	38	38	25	0	0	0	21	0	0	0
<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>21</b>	<b>13</b>	<b>40</b>	<b>8</b>
VERONA	BRITANNIA AIRWAYS	C	8	0	0	38	25	38	0	0	0	22	39	24	18
	BRITISH AIRWAYS PLC	C	8	0	0	75	13	13	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	3	0	0	0
<b>TOTAL VERONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>39</b>	<b>24</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>16</b>	<b>192</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	KYRGYZSTAN AIRLINES	S	8	0	0	13	13	13	63	0	0	78	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KYRGYZSTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	20	0	0	50	15	20	15	0	0	24	43	16	14
	AIR MALTA	C	16	0	0	63	19	6	13	0	0	14	20	27	20
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	0	63	0	0	64	70	31	10
<b>TOTAL MALTA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>18</b>	<b>11</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>25</b>	<b>52</b>
<b>TOTAL MALTA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>18</b>	<b>11</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>25</b>	<b>52</b>
<b>MEXICO</b>															
CANCUN	AIR 2000	C	8	0	0	13	25	13	38	13	0	84	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL CANCUN			8	0	0	13	25	13	38	13	0	84	0	0	0
TOTAL MEXICO			8	0	0	13	25	13	38	13	0	84	0	0	0
NETHERLANDS															
AMSTERDAM	DUO AIRWAYS LTD	S	258	0	8	81	9	7	3	0	0	9	60	22	208
	KLM UK LTD	S	331	0	5	78	11	8	3	0	0	8	58	22	322
TOTAL AMSTERDAM			589	0	13	79	10	7	3	0	0	9	58	22	536
EINDHOVEN	B A S E BUSINESS AIRLINES	S	86	0	2	51	26	17	6	0	0	22	63	15	83
TOTAL EINDHOVEN			86	0	2	51	26	17	6	0	0	22	63	15	83
TOTAL NETHERLANDS			675	0	15	76	12	9	3	0	0	10	59	21	619
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	26	1	0	73	8	0	12	8	0	27	67	14	24
	BRITANNIA AIRWAYS	C	9	0	1	89	11	0	0	0	0	4	63	9	8
	DUO AIRWAYS LTD	C	8	0	0	50	13	25	13	0	0	25	88	8	8
	MONARCH AIRLINES	C	44	0	0	52	16	9	9	11	2	56	40	23	40
	MY TRAVEL AIRWAYS UK	C	8	1	0	75	0	0	0	25	0	68	100	-1	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL FARO			104	2	1	66	11	6	8	9	1	37	57	16	96
TOTAL PORTUGAL(EXCLUDING MADEIRA)			104	2	1	66	11	6	8	9	1	37	57	16	96
PORTUGAL(MADEIRA)															
FUNCHAL	BRITANNIA AIRWAYS	C	8	0	0	25	13	38	25	0	0	43	0	0	0
TOTAL FUNCHAL			8	0	0	25	13	38	25	0	0	43	75	9	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	25	13	38	25	0	0	43	75	9	8
SPAIN															
ALICANTE	AIR 2000	C	8	0	0	75	25	0	0	0	0	6	88	5	8
	BRITANNIA AIRWAYS	C	16	0	0	69	0	19	13	0	0	16	50	19	8
	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	4	63	12	8
	MONARCH AIRLINES	C	24	0	0	71	13	17	0	0	0	15	69	13	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	0	63	0	0	51	70	45	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	1	0	0	0
TOTAL ALICANTE			72	0	0	69	11	10	10	0	0	15	60	19	68
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	67	11	11	11	0	0	18	56	22	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	6	0	0	0
TOTAL ALMERIA			28	0	0	71	11	11	7	0	0	14	56	22	16
BARCELONA	BRITISH AIRWAYS PLC	S	60	0	0	80	13	3	3	0	0	9	68	11	60
TOTAL BARCELONA			60	0	0	80	13	3	3	0	0	9	66	13	62
GERONA	BRITANNIA AIRWAYS	C	8	0	0	25	25	50	0	0	0	24	75	21	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL GERONA			16	0	0	63	13	25	0	0	0	11	75	21	8
IBIZA	AIR 2000	C	8	0	0	38	13	0	25	25	0	72	100	4	8
	BRITANNIA AIRWAYS	C	44	0	0	64	18	14	5	0	0	14	68	26	41
	BRITISH AIRWAYS PLC	C	7	0	1	71	29	0	0	0	0	9	100	6	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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)
IBIZA	MONARCH AIRLINES	C	24	0	0	67	8	4	21	0	0	32	63	15	16
	MY TRAVEL AIRWAYS UK	C	8	1	0	25	13	13	13	25	13	125	81	5	16
	SPANAIR	C	8	0	0	75	25	0	0	0	0	10	0	0	0
<b>TOTAL IBIZA</b>			<b>99</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>31</b>	<b>75</b>	<b>16</b>	<b>93</b>
MADRID	BRITISH AIRWAYS PLC	S	60	0	0	57	25	12	7	0	0	19	0	0	0
<b>TOTAL MADRID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>17</b>	<b>2</b>
MAHON	AIR 2000	C	16	0	0	38	19	13	31	0	0	51	69	8	16
	BRITANNIA AIRWAYS	C	26	0	0	58	19	19	4	0	0	17	42	63	26
	MONARCH AIRLINES	C	24	0	0	38	4	8	42	8	0	61	33	23	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	13	63	0	0	71	38	38	8
<b>TOTAL MAHON</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>14</b>	<b>14</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>45</b>	<b>36</b>	<b>74</b>
MALAGA	AIR 2000	C	8	0	0	63	13	0	25	0	0	45	75	17	8
	BRITANNIA AIRWAYS	C	18	0	0	39	28	28	6	0	0	28	25	187	16
	BRITISH AIRWAYS PLC	C	24	0	0	50	17	33	0	0	0	23	67	13	24
	DUO AIRWAYS LTD	C	24	0	0	38	29	29	4	0	0	26	69	19	16
	FUTURA AIRLINES	C	8	0	0	88	0	13	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	24	0	0	46	17	21	17	0	0	36	28	31	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	50	25	0	0	57	75	7	8
<b>TOTAL MALAGA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>18</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>51</b>	<b>49</b>	<b>100</b>
MURCIA SAN JAVIER	DUO AIRWAYS LTD	C	10	0	0	70	0	30	0	0	0	17	50	18	8
<b>TOTAL MURCIA SAN JAVIER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>18</b>	<b>8</b>
PALMA DE MALLORCA	AIR 2000	C	40	0	1	53	30	10	5	3	0	24	90	0	42
	AIR EUROPA	C	8	0	0	50	25	0	13	13	0	57	25	33	8
	BRITANNIA AIRWAYS	C	76	0	0	72	9	12	7	0	0	15	49	42	74
	BRITISH AIRWAYS PLC	C	8	0	0	38	13	25	25	0	0	35	13	37	8
	DUO AIRWAYS LTD	C	14	0	0	7	21	50	21	0	0	42	38	27	16
	MONARCH AIRLINES	C	9	0	0	78	0	0	0	22	0	50	89	-4	18
	MY TRAVEL AIRWAYS UK	C	40	2	1	38	13	13	23	15	0	70	47	24	32
	SPANAIR	C	8	1	0	63	38	0	0	0	0	12	7	55	15
	THOMAS COOK AIRLINES LTD	C	24	0	0	92	4	0	4	0	0	1	0	0	0
	<b>TOTAL PALMA DE MALLORCA</b>			<b>227</b>	<b>3</b>	<b>2</b>	<b>59</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>52</b>	<b>34</b>
REUS	AIR 2000	C	8	0	0	75	0	0	0	25	0	44	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	88	13	0	0	0	0	1	56	53	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	67	63	7	8
<b>TOTAL REUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>28</b>	<b>58</b>	<b>39</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>792</b>	<b>4</b>	<b>3</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>30</b>	<b>678</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	10	0	0	50	50	0	0	0	0	13	88	3	16
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	100	-2	8
	MONARCH AIRLINES	C	19	0	1	32	21	0	32	16	0	89	81	5	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	13	13	0	42	88	-1	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	10	0	0	0
<b>TOTAL ARRECIFE</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>22</b>	<b>4</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>84</b>	<b>3</b>	<b>56</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	16	0	0	63	31	0	6	0	0	12	10	25	10

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				Actual (7)	Plan (8)										
FUERTEVENTURA	FUTURA AIRLINES	C	10	0	0	100	0	0	0	0	0	-12	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	0	90	7	10
<b>TOTAL FUERTEVENTURA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>16</b>	<b>20</b>
LAS PALMAS	AIR 2000	C	8	0	0	50	0	25	25	0	0	51	75	12	8
	BRITANNIA AIRWAYS	C	17	0	0	88	0	6	6	0	0	7	65	20	17
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	9	13	31	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	71	6	12	12	0	0	14	50	25	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>22</b>	<b>49</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	16	0	0	69	13	6	13	0	0	27	94	3	16
	BRITANNIA AIRWAYS	C	27	0	0	70	7	11	11	0	0	19	67	34	18
	EXCEL AIRWAYS LTD	C	8	0	0	0	0	13	88	0	0	108	0	0	0
	FUTURA AIRLINES	C	8	0	0	38	13	38	13	0	0	32	90	3	10
	MONARCH AIRLINES	C	25	0	0	52	20	20	8	0	0	18	42	28	26
	MY TRAVEL AIRWAYS UK	C	17	0	0	53	6	12	29	0	0	31	61	30	18
	SPANAIR	C	8	0	0	100	0	0	0	0	0	-1	50	51	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	13	13	0	0	0	8	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>125</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>14</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>38</b>	<b>106</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>274</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>25</b>	<b>231</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	100	0	0	41	38	21	0	0	0	19	37	23	52
<b>TOTAL BASLE MULHOUSE</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>38</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>37</b>	<b>23</b>	<b>52</b>
GENEVA	DUO AIRWAYS LTD	S	100	0	4	53	32	15	0	0	0	16	0	0	0
<b>TOTAL GENEVA</b>			<b>100</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>32</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	SWISS AIRLINES	S	154	1	0	44	34	18	4	0	0	20	37	23	102
<b>TOTAL ZURICH</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>34</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>37</b>	<b>23</b>	<b>102</b>
<b>TOTAL SWITZERLAND</b>			<b>354</b>	<b>1</b>	<b>4</b>	<b>46</b>	<b>34</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>37</b>	<b>23</b>	<b>154</b>
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	8	0	0	88	13	0	0	0	0	0	75	2	8
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	9	50	21	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	25	0	0	39	100	-14	9
	NOUVELAIR TUNISIE	C	8	0	0	38	13	25	25	0	0	31	25	39	8
<b>TOTAL MONASTIR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>12</b>	<b>35</b>
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>12</b>	<b>35</b>
<b>TURKEY</b>															
ANTALYA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	9	60	17	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	5	0	0	0
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>5</b>	<b>18</b>
BODRUM (MILAS)	AIR 2000	C	16	0	0	69	6	0	25	0	0	20	100	-6	9
	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	25	0	0	38	22	58	9
<b>TOTAL BODRUM (MILAS)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>18</b>	<b>27</b>

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	AIR 2000	C	7	0	2	71	29	0	0	0	0	2	82	-13	17
	BRITANNIA AIRWAYS	C	18	0	0	78	6	6	11	0	0	16	24	51	17
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	11	13	50	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	-5	80	40	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL DALAMAN</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>28</b>	<b>52</b>
IZMIR (ADNAM MENDERES)	AIR 2000	C	8	0	0	50	50	0	0	0	0	15	75	1	8
<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>15</b>	<b>75</b>	<b>1</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>19</b>	<b>105</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	26	0	0	42	8	23	27	0	0	33	50	16	8
<b>TOTAL ASHKHABAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>23</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>16</b>	<b>8</b>
<b>TOTAL TURKMENISTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>23</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>16</b>	<b>8</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	156	0	0	74	17	6	4	0	0	13	79	13	152
<b>TOTAL ABERDEEN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>152</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	268	0	2	79	10	7	4	0	0	11	73	18	257
<b>TOTAL BELFAST CITY</b>			<b>268</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>18</b>	<b>257</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	280	0	4	82	9	5	4	0	0	8	86	7	282
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>280</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>282</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	434	0	4	71	17	9	4	0	0	13	86	6	459
<b>TOTAL EDINBURGH</b>			<b>434</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>6</b>	<b>459</b>
EXETER	FLYBE.BRITISH EUROPEAN	S	197	0	9	83	12	2	3	1	0	7	73	12	124
<b>TOTAL EXETER</b>			<b>197</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>12</b>	<b>124</b>
GATWICK	FLYBE.BRITISH EUROPEAN	S	4	0	0	50	0	25	25	0	0	48	50	10	2
<b>TOTAL GATWICK</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>50</b>	<b>10</b>	<b>2</b>
GLASGOW	BRITANNIA AIRWAYS	C	10	0	0	80	10	0	10	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	346	1	10	71	17	7	4	0	0	12	89	5	395
	FLYBE.BRITISH EUROPEAN	S	161	0	2	52	27	14	6	0	0	20	55	20	212
<b>TOTAL GLASGOW</b>			<b>518</b>	<b>1</b>	<b>15</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>11</b>	<b>607</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	38	0	0	24	50	21	5	0	0	25	48	29	61
<b>TOTAL GUERNSEY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>29</b>	<b>61</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	104	0	0	77	15	3	5	0	0	13	77	9	104
<b>TOTAL ISLE OF MAN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>9</b>	<b>104</b>
JERSEY	BMI BRITISH MIDLAND	S	16	1	8	94	6	0	0	0	0	4	65	15	43
	BRITISH REGIONAL AIRLINES LTD	C	2	6	0	100	0	0	0	0	0	8	0	0	0
	CITY FLYER EXPRESS	C	8	0	0	75	13	13	0	0	0	8	0	0	0
	FLYBE.BRITISH EUROPEAN	S	128	0	0	45	30	15	9	1	0	26	45	32	98
<b>TOTAL JERSEY</b>			<b>154</b>	<b>7</b>	<b>8</b>	<b>53</b>	<b>26</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>25</b>	<b>149</b>
MANCHESTER	BRITANNIA AIRWAYS	C	16	0	0	63	25	6	6	0	0	12	0	0	0



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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MANCHESTER			17	0	0	65	24	6	6	0	0	10	0	0	0
NEWCASTLE	DUO AIRWAYS LTD	S	138	0	6	93	3	2	2	0	0	0	96	1	174
TOTAL NEWCASTLE			138	0	6	93	3	2	2	0	0	0	96	1	175
WICK	GILL AIRWAYS	C	2	0	0	0	50	50	0	0	0	32	0	0	0
TOTAL WICK			2	0	0	0	50	50	0	0	0	32	50	10	2
TOTAL UNITED KINGDOM			2310	12	48	73	16	7	4	0	0	12	78	11	2413
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	78	8	7	3	3	0	13	75	18	60
TOTAL CHICAGO (O'HARE)			60	0	0	78	8	7	3	3	0	13	75	18	60
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	58	0	2	66	12	12	7	3	0	20	70	11	60
TOTAL NEW YORK (NEWARK)			58	0	2	66	12	12	7	3	0	20	70	11	60
ORLANDO	BRITANNIA AIRWAYS	C	13	0	0	54	31	8	8	0	0	22	0	0	0
TOTAL ORLANDO			13	0	0	54	31	8	8	0	0	22	0	0	0
SANFORD	AIR 2000	C	8	0	0	25	25	0	25	25	0	87	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	0	25	13	0	0	21	0	287	7
	MY TRAVEL AIRWAYS UK	C	7	1	0	43	14	0	29	0	14	99	38	67	8
TOTAL SANFORD			23	1	0	43	13	9	22	9	4	68	39	97	31
TOTAL USA			154	1	2	66	12	9	8	4	1	25	66	31	151
TOTAL BIRMINGHAM			9183	29	137	68	16	9	5	1	0	16	67	17	8373

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BRAATHENS ASA	C	5	0	1	60	20	20	0	0	0	5	0	0	0
TOTAL INNSBRUCK			5	0	1	60	20	20	0	0	0	5	0	93	4
VIENNA	TYROLEAN AIRWAYS	S	26	0	2	50	38	0	12	0	0	21	0	0	0
TOTAL VIENNA			26	1	2	50	38	0	12	0	0	21	0	0	0
TOTAL AUSTRIA			31	1	3	52	35	3	10	0	0	19	0	93	4
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	171	0	1	56	25	13	6	0	0	19	58	16	168
TOTAL BRUSSELS			171	0	1	56	25	13	6	0	0	19	58	16	168
TOTAL BELGIUM			171	0	1	56	25	13	6	0	0	19	58	16	168
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	5	0	1	60	20	0	20	0	0	22	60	3	5
TOTAL BURGAS			5	0	1	60	20	0	20	0	0	22	60	3	5
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	63	0	13	25	0	0	25	83	-4	6
TOTAL VARNA			8	0	0	63	0	13	25	0	0	25	83	-4	6
TOTAL BULGARIA			13	0	1	62	8	8	23	0	0	24	73	-1	11
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	8	0	0	25	63	13	0	0	0	19	25	37	8
TOTAL TORONTO			8	0	0	25	63	13	0	0	0	19	25	37	8
TOTAL CANADA			8	0	0	25	63	13	0	0	0	19	25	37	8
<b>CYPRUS</b>															
LARNACA	MONARCH AIRLINES	C	7	0	1	43	14	29	14	0	0	35	0	0	0
TOTAL LARNACA			7	0	1	43	14	29	14	0	0	35	0	0	0
TOTAL CYPRUS			8	0	1	38	13	25	25	0	0	43	50	17	4
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	83	0	0	82	12	4	0	2	0	12	71	13	82
TOTAL COPENHAGEN			83	0	0	82	12	4	0	2	0	12	71	13	82
TOTAL DENMARK			83	0	0	82	12	4	0	2	0	12	71	13	83
<b>FRANCE</b>															
NICE	AERIS	C	2	0	0	0	0	50	0	50	0	142	0	0	0
TOTAL NICE			4	0	0	0	50	25	0	25	0	81	0	0	0
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	177	0	3	33	19	28	17	3	0	43	30	25	60
	BRITISH AIRWAYS CITIEXPRESS L	S	68	3	0	71	19	4	6	0	0	15	63	34	38
	BRITISH REGIONAL AIRLINES LTD	S	158	0	6	42	20	23	10	4	0	37	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			404	3	9	43	20	22	12	3	0	36	59	19	197
TOTAL FRANCE			408	3	9	43	20	22	12	3	0	36	59	19	197

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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	BRITISH AIRWAYS PLC	S	30	2	0	70	20	7	3	0	0	11	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>30</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	21	0	1	67	24	5	5	0	0	16	0	0	0
	LUFTHANSA	S	119	0	1	80	14	5	1	0	0	-2	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>16</b>	<b>5</b>	<b>1</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>2</b>	<b>2</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GREECE</b>															
ZAKINTHOS	MONARCH AIRLINES	C	10	0	0	40	10	10	40	0	0	43	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	272	0	0	78	15	5	1	0	0	9	81	9	230
<b>TOTAL DUBLIN</b>			<b>272</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>231</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>272</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>231</b>
<b>ITALY</b>															
MILAN (MALPENSA)	EUROFLY SPA	C	2	1	2	100	0	0	0	0	0	-8	100	-17	2
<b>TOTAL MILAN (MALPENSA)</b>			<b>3</b>	<b>1</b>	<b>2</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>-10</b>	<b>4</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	21	0	1	71	29	0	0	0	0	13	0	0	0
	EUROFLY SPA	C	3	0	0	67	0	0	33	0	0	37	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>25</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>28</b>	<b>1</b>	<b>3</b>	<b>75</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>-4</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	283	0	1	71	12	8	6	1	0	18	47	23	283
<b>TOTAL AMSTERDAM</b>			<b>284</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>47</b>	<b>23</b>	<b>283</b>
ROTTERDAM	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	100	-21	1
	DEBONAIR AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	58	0	0	0
	EUROPEAN AIR CHARTER	C	4	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>-21</b>	<b>1</b>
<b>TOTAL NETHERLANDS</b>			<b>293</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>48</b>	<b>23</b>	<b>284</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	C	18	0	0	56	28	6	0	0	11	96	29	62	7
	SATA	C	10	0	0	60	10	10	0	0	20	88	0	0	0
<b>TOTAL FARO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>33</b>	<b>42</b>	<b>15</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>33</b>	<b>42</b>	<b>15</b>
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	12	30	30	10
	MONARCH AIRLINES	C	9	0	1	44	11	11	11	22	0	63	100	2	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ALICANTE			17	0	1	53	24	6	6	12	0	39	65	16	20
IBIZA	AIR EUROPA	C	8	0	0	50	25	25	0	0	0	13	14	52	7
TOTAL IBIZA			8	0	0	50	25	25	0	0	0	13	14	52	7
MADRID	AER LEISURE	C	3	0	0	0	33	33	33	0	0	58	0	0	0
	BRITISH AIRWAYS PLC	S	56	0	0	79	11	11	0	0	0	9	0	0	0
	FUTURA AIRLINES	C	3	0	0	0	0	67	33	0	0	61	0	0	0
	SPANAIR	C	4	0	0	0	0	0	100	0	0	90	0	0	0
TOTAL MADRID			66	0	0	67	11	14	9	0	0	18	67	2	6
MAHON	FUTURA AIRLINES	C	8	0	0	88	13	0	0	0	0	3	75	6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	38	38	0	0	0	24	38	22	8
TOTAL MAHON			16	0	0	56	25	19	0	0	0	14	56	14	16
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	0	13	50	38	0	0	49	0	0	0
TOTAL MALAGA			8	0	0	0	13	50	38	0	0	49	50	30	8
PALMA DE MALLORCA	AIR EUROPA	C	32	0	0	28	31	22	16	3	0	38	19	51	16
	BMI BRITISH MIDLAND	C	7	0	1	29	29	29	14	0	0	35	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	60	40	0	0	0	0	12	13	27	8
	FUTURA AIRLINES	C	8	0	0	63	0	25	13	0	0	18	50	14	8
	SPANAIR	C	8	4	0	25	13	50	13	0	0	34	0	0	0
TOTAL PALMA DE MALLORCA			65	4	1	37	26	23	12	2	0	31	31	31	42
REUS	SPANAIR	C	8	0	0	25	25	25	25	0	0	33	0	0	0
TOTAL REUS			8	0	0	25	25	25	25	0	0	33	0	0	0
TOTAL SPAIN			188	4	2	49	20	19	11	2	0	26	44	25	99
SPAIN(CANARY ISLANDS)															
ARRECIFE	FUTURA AIRLINES	C	10	0	0	40	10	10	40	0	0	39	0	0	0
TOTAL ARRECIFE			10	0	0	40	10	10	40	0	0	39	0	0	0
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	63	13	0	13	13	0	51	0	0	0
	SPANAIR	C	8	1	0	50	13	38	0	0	0	23	75	9	8
TOTAL LAS PALMAS			16	1	0	56	13	19	6	6	0	37	63	25	16
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	88	13	0	0	0	0	-2	100	-9	10
	FUTURA AIRLINES	C	8	0	0	100	0	0	0	0	0	-4	50	16	8
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	6	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			24	0	0	88	8	4	0	0	0	0	69	8	26
TOTAL SPAIN(CANARY ISLANDS)			50	1	0	68	10	10	10	2	0	20	67	14	42
SWEDEN															
GOTEBORG	BRAATHENS ASA	C	8	0	0	75	0	0	25	0	0	19	0	0	0
TOTAL GOTEBORG			9	0	0	78	0	0	22	0	0	17	0	0	0
KRISTIANSTAD	SAE (SWE AVIATION EUROPE )	C	2	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL KRISTIANSTAD			2	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL SWEDEN			12	0	0	67	0	17	17	0	0	19	88	3	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	14	0	0	21	36	43	0	0	0	26	0	0	0
TOTAL BASLE MULHOUSE			<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>36</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	SWISS AIRLINES	S	68	0	0	31	29	31	9	0	0	27	22	36	60
TOTAL ZURICH			<b>68</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>29</b>	<b>31</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>24</b>	<b>102</b>
TOTAL SWITZERLAND			<b>82</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>30</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>24</b>	<b>102</b>
<b>TURKEY</b>															
DALAMAN	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	2	0	0	0
TOTAL DALAMAN			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>-1</b>	<b>8</b>
TOTAL TURKEY			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>-1</b>	<b>8</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	16	1	44	88	0	13	0	0	0	5	0	0	0
TOTAL ABERDEEN			<b>16</b>	<b>5</b>	<b>44</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>5</b>	<b>16</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	156	0	0	88	6	3	3	1	0	7	88	6	155
TOTAL BELFAST CITY			<b>156</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>155</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	94	0	2	71	28	0	1	0	0	12	90	3	52
TOTAL BELFAST INTERNATIONAL			<b>94</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>3</b>	<b>52</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	345	1	7	71	19	6	4	0	0	13	88	6	358
TOTAL BIRMINGHAM			<b>345</b>	<b>1</b>	<b>7</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>358</b>
BOURNEMOUTH	GILL AIRWAYS	S	39	1	3	90	0	0	8	3	0	11	93	0	59
TOTAL BOURNEMOUTH			<b>39</b>	<b>1</b>	<b>3</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>0</b>	<b>59</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	217	1	15	79	12	6	3	0	0	9	58	23	236
TOTAL BRISTOL			<b>217</b>	<b>1</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>23</b>	<b>236</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	132	0	0	70	24	2	3	0	0	13	91	5	129
TOTAL CARDIFF WALES			<b>132</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>5</b>	<b>129</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	199	0	1	79	10	10	2	0	0	8	74	10	199
TOTAL EAST MIDLANDS			<b>199</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>10</b>	<b>199</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	328	1	0	80	13	5	2	0	0	7	74	11	328
TOTAL GATWICK			<b>328</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>11</b>	<b>328</b>
GLASGOW	BMI BRITISH MIDLAND	S	80	1	1	91	4	3	1	1	0	4	85	6	81
TOTAL GLASGOW			<b>80</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>81</b>
HEATHROW	BMI BRITISH MIDLAND	S	490	1	2	71	14	9	6	0	0	14	59	17	463
	BRITISH AIRWAYS PLC	S	644	0	2	79	13	5	3	0	0	10	71	15	648
TOTAL HEATHROW			<b>1134</b>	<b>1</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>16</b>	<b>1111</b>
JERSEY	BMI BRITISH MIDLAND	S	8	0	0	25	0	0	75	0	0	60	25	45	8
	BRITISH AIRWAYS CITIEXPRESS L	S	2	0	0	0	0	100	0	0	0	47	40	26	5
	BRITISH REGIONAL AIRLINES LTD	C	6	0	2	33	50	17	0	0	0	17	67	15	3
TOTAL JERSEY			<b>16</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>19</b>	<b>19</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>52</b>	<b>23</b>	<b>29</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KIRKWALL	LOGANAIR	S	61	1	0	59	13	18	10	0	0	23	0	0	0
<b>TOTAL KIRKWALL</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>13</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>45</b>	<b>36</b>	51
LEEDS BRADFORD	BMI REGIONAL	S	115	1	5	87	10	2	2	0	0	6	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>115</b>	<b>1</b>	<b>5</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>13</b>	76
LONDON CITY	KLM UK LTD	S	152	0	4	84	11	3	3	0	0	7	81	5	188
<b>TOTAL LONDON CITY</b>			<b>152</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>5</b>	188
LUTON	EASYJET AIRLINE COMPANY LTD	S	268	0	0	81	13	3	3	0	0	6	42	31	260
<b>TOTAL LUTON</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>42</b>	<b>31</b>	260
MANCHESTER	BMI REGIONAL	S	144	0	4	67	8	14	12	0	0	19	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	136	0	4	73	16	10	1	0	0	11	0	0	0
	BRITISH AIRWAYS PLC	S	77	1	5	61	14	14	8	3	0	27	78	15	242
<b>TOTAL MANCHESTER</b>			<b>357</b>	<b>2</b>	<b>13</b>	<b>68</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>16</b>	386
NORWICH	SCOT AIRWAYS	S	93	0	3	87	3	5	2	2	0	7	79	10	96
<b>TOTAL NORWICH</b>			<b>93</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>10</b>	96
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	4	0	6	100	0	0	0	0	0	-14	100	9	2
<b>TOTAL PLYMOUTH</b>			<b>4</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-14</b>	<b>100</b>	<b>9</b>	2
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	194	0	6	80	10	4	6	0	0	11	77	9	93
<b>TOTAL SOUTHAMPTON</b>			<b>194</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>9</b>	93
STANSTED	GO FLY LTD	S	285	0	5	82	10	3	5	0	0	7	84	4	118
	KLM UK LTD	S	317	0	13	80	9	6	4	0	0	8	67	15	347
<b>TOTAL STANSTED</b>			<b>602</b>	<b>1</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>13</b>	465
SUMBURGH	LOGANAIR	S	61	1	4	51	31	8	10	0	0	20	0	0	0
<b>TOTAL SUMBURGH</b>			<b>61</b>	<b>1</b>	<b>7</b>	<b>51</b>	<b>31</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>32</b>	49
<b>TOTAL UNITED KINGDOM</b>			<b>4663</b>	<b>17</b>	<b>142</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>14</b>	4426
<b>TOTAL EDINBURGH</b>			<b>6527</b>	<b>30</b>	<b>166</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>15</b>	5702

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	50	6	6	6	33	0	95	61	3	18
	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	-5	78	2	9
<b>TOTAL HASSI MESSAOUD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>59</b>	<b>67</b>	<b>3</b>	<b>27</b>
<b>TOTAL ALGERIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>59</b>	<b>67</b>	<b>3</b>	<b>27</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITISH AIRWAYS PLC	S	26	0	0	62	23	12	4	0	0	16	54	25	26
	CALEDONIAN AIRWAYS	C	16	0	0	75	19	6	0	0	0	6	63	15	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	61	6	17	11	0	6	44	0	0	0
<b>TOTAL ANTIGUA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>57</b>	<b>22</b>	<b>37</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>57</b>	<b>22</b>	<b>37</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	9	0	0	100	0	0	0	0	0	-5	71	6	7
<b>TOTAL BUENOS AIRES</b>			<b>9</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>71</b>	<b>6</b>	<b>7</b>
<b>TOTAL ARGENTINA</b>			<b>9</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>71</b>	<b>6</b>	<b>7</b>
<b>AUSTRIA</b>															
INNSBRUCK	AIR 2000	C	7	0	0	57	14	14	14	0	0	38	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	80	0	0	0	0	20	91	63	10	8
<b>TOTAL INNSBRUCK</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>44</b>	<b>53</b>	<b>16</b>
SALZBURG	AIR 2000	C	18	0	0	50	28	6	17	0	0	25	56	28	18
	CALEDONIAN AIRWAYS	C	23	0	1	70	9	9	13	0	0	14	88	-2	16
<b>TOTAL SALZBURG</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>21</b>	<b>135</b>
VIENNA	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	53	24	18	5	0	0	19	43	25	120
	LAUDA-AIR	S	32	0	0	38	28	28	6	0	0	30	15	30	34
<b>TOTAL VIENNA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>25</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>37</b>	<b>26</b>	<b>154</b>
<b>TOTAL AUSTRIA</b>			<b>210</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>22</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>44</b>	<b>26</b>	<b>305</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	16	0	0	25	38	31	6	0	0	29	56	22	18
	BRITISH AIRWAYS PLC	S	26	0	0	69	8	15	8	0	0	10	82	-3	34
<b>TOTAL BAKU</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>5</b>	<b>52</b>
<b>TOTAL AZERBAIJAN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>5</b>	<b>52</b>
<b>BAHAMAS</b>															
NASSAU	BRITANNIA AIRWAYS	C	9	0	0	56	11	33	0	0	0	21	50	89	4
<b>TOTAL NASSAU</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>41</b>	<b>47</b>	<b>17</b>
<b>TOTAL BAHAMAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>41</b>	<b>47</b>	<b>17</b>
<b>BARBADOS</b>															
BRIDGETOWN	AIR 2000	C	8	0	0	50	38	13	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	5	0	0	40	40	20	0	0	0	15	100	-3	9
	CALEDONIAN AIRWAYS	C	10	0	0	40	20	10	10	20	0	80	88	15	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BRIDGETOWN	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	0	0	25	122	50	9	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	24	24	24	28	0	0	43	0	20	1
<b>TOTAL BRIDGETOWN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>54</b>	<b>67</b>	<b>11</b>	<b>30</b>
<b>TOTAL BARBADOS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>54</b>	<b>67</b>	<b>11</b>	<b>30</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	24	0	0	33	58	8	0	0	0	21	35	25	26
<b>TOTAL MINSK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>58</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>35</b>	<b>25</b>	<b>26</b>
<b>TOTAL BELARUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>58</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>35</b>	<b>25</b>	<b>26</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	192	0	0	69	16	11	3	0	0	14	72	8	188
	SABENA	S	222	0	2	72	15	9	3	0	0	14	62	18	222
<b>TOTAL BRUSSELS</b>			<b>414</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>14</b>	<b>410</b>
<b>TOTAL BELGIUM</b>			<b>414</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>14</b>	<b>410</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	32	0	1	78	9	6	6	0	0	10	79	5	34
<b>TOTAL BERMUDA</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>5</b>	<b>34</b>
<b>TOTAL BERMUDA</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>5</b>	<b>34</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	24	0	0	83	8	8	0	0	0	3	64	10	25
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>9</b>	<b>28</b>
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	17	0	0	47	18	29	6	0	0	16	50	43	16
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>32</b>	<b>31</b>
<b>TOTAL BRAZIL</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>21</b>	<b>59</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	25	73	8
<b>TOTAL BURGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>73</b>	<b>8</b>
SOFIA	BRITISH AIRWAYS (EURO OPS) LG	S	50	0	0	42	34	20	2	0	2	32	40	39	42
<b>TOTAL SOFIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>34</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>40</b>	<b>39</b>	<b>42</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	75	25	0	0	0	0	6	88	6	8
<b>TOTAL VARNA</b>			<b>8</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>6</b>	<b>81</b>	<b>6</b>	<b>16</b>
<b>TOTAL BULGARIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>48</b>	<b>35</b>	<b>66</b>
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	8	0	0	0	50	25	25	0	0	41	0	47	8
<b>TOTAL DOUALA</b>			<b>8</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>41</b>	<b>0</b>	<b>47</b>	<b>8</b>
<b>TOTAL CAMEROON</b>			<b>8</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>41</b>	<b>0</b>	<b>47</b>	<b>8</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	42	0	0	50	21	14	14	0	0	27	39	42	33



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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)										
TORONTO	CANADA 3000 AIRLINES	C	60	0	0	48	15	17	18	0	2	39	66	15	61
	ROYAL AIRLINES	C	22	0	0	50	23	23	5	0	0	14	0	0	0
<b>TOTAL TORONTO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>56</b>	<b>24</b>	<b>97</b>
VANCOUVER	AIR TRANSAT	C	26	0	0	50	27	12	12	0	0	19	38	43	24
	CANADA 3000 AIRLINES	C	34	0	0	41	24	21	12	0	3	39	58	21	26
	ROYAL AIRLINES	C	4	0	0	25	75	0	0	0	0	19	0	0	0
<b>TOTAL VANCOUVER</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>48</b>	<b>32</b>	<b>50</b>
<b>TOTAL CANADA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>53</b>	<b>27</b>	<b>147</b>
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	18	0	0	56	22	11	0	0	11	121	85	4	13
<b>TOTAL GRAND CAYMAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>121</b>	<b>85</b>	<b>4</b>	<b>13</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>121</b>	<b>85</b>	<b>4</b>	<b>13</b>
CHILE															
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	51	0	0	92	2	4	2	0	0	1	85	36	34
<b>TOTAL SANTIAGO DE CHILE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>36</b>	<b>34</b>
<b>TOTAL CHILE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>36</b>	<b>34</b>
COLOMBIA															
BOGOTA	BRITISH AIRWAYS PLC	S	25	1	0	48	12	28	12	0	0	21	36	37	25
<b>TOTAL BOGOTA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>12</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>36</b>	<b>37</b>	<b>25</b>
<b>TOTAL COLOMBIA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>12</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>36</b>	<b>37</b>	<b>25</b>
COSTA RICA															
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	8	0	0	38	25	38	0	0	0	20	0	0	0
<b>TOTAL SAN JOSE COST RICA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</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>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
CROATIA															
DUBROVNIK	CROATIA AIRLINES	S	16	0	0	94	0	6	0	0	0	-4	60	19	10
<b>TOTAL DUBROVNIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>44</b>	<b>49</b>	<b>18</b>
PULA	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	17	50	41	10
<b>TOTAL PULA</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>17</b>	<b>50</b>	<b>41</b>	<b>10</b>
SPLIT	CROATIA AIRLINES	S	18	0	0	33	28	33	6	0	0	27	50	40	8
<b>TOTAL SPLIT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>28</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>40</b>	<b>8</b>
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	63	22	13	2	0	0	13	52	23	58
<b>TOTAL ZAGREB</b>			<b>60</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>13</b>	<b>52</b>	<b>23</b>	<b>58</b>
<b>TOTAL CROATIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>32</b>	<b>94</b>
CUBA															
HAVANA	BRITISH AIRWAYS PLC	S	8	0	0	50	13	25	13	0	0	19	0	0	0
	CUBANA	S	26	0	3	54	15	8	8	4	12	153	27	238	26

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 HAVANA</b>			<b>34</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>121</b>	<b>27</b>	<b>238</b>	<b>26</b>
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	5	0	0	0	20	40	40	0	0	81	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>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>67</b>	<b>6</b>	<b>3</b>
VARADERO	MONARCH AIRLINES	C	13	0	0	54	23	8	15	0	0	29	0	0	0
<b>TOTAL VARADERO</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>15</b>	<b>6</b>
<b>TOTAL CUBA</b>			<b>52</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>6</b>	<b>95</b>	<b>37</b>	<b>180</b>	<b>35</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	56	0	0	50	21	7	11	11	0	47	49	19	43
	CALEDONIAN AIRWAYS	C	62	1	0	58	21	11	3	6	0	32	27	101	52
	CYPRUS AIRWAYS	S	18	0	0	44	44	11	0	0	0	17	27	35	26
	EUROCYPRIA AIRLINES LTD	C	12	0	0	67	17	17	0	0	0	14	50	15	8
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	24	56	8	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	0	63	25	0	160	38	21	8
	THOMAS COOK AIRLINES LTD	C	28	0	0	36	21	14	29	0	0	38	50	23	10
<b>TOTAL LARNACA</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>51</b>	<b>164</b>
PAPHOS	AIR 2000	S	37	0	0	43	22	32	0	0	3	45	26	79	35
	BRITANNIA AIRWAYS	C	20	0	0	20	10	25	45	0	0	65	0	58	10
	CALEDONIAN AIRWAYS	C	26	0	0	35	15	12	23	8	8	93	28	115	25
	EUROCYPRIA AIRLINES LTD	C	8	0	0	63	0	13	25	0	0	44	63	11	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	89	11	0	0	0	0	4	0	0	0
<b>TOTAL PAPHOS</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>18</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>50</b>	<b>29</b>	<b>75</b>	<b>97</b>
<b>TOTAL CYPRUS</b>			<b>303</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>44</b>	<b>36</b>	<b>60</b>	<b>261</b>
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	172	0	0	53	28	18	0	0	0	17	51	22	172
<b>TOTAL BILLUND</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>28</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>22</b>	<b>172</b>
COPENHAGEN	MAERSK AIR	S	61	0	0	74	20	7	0	0	0	11	72	19	82
<b>TOTAL COPENHAGEN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>18</b>	<b>202</b>
<b>TOTAL DENMARK</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>20</b>	<b>374</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	BRITANNIA AIRWAYS	C	9	0	0	78	22	0	0	0	0	7	36	34	14
	MONARCH AIRLINES	C	13	0	0	23	15	8	31	23	0	82	88	2	8
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	50	0	0	0	0	-11	50	84	2
<b>TOTAL PUERTO PLATA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>4</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>42</b>	<b>45</b>	<b>34</b>	<b>33</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	38	25	0	38	0	0	61	33	47	6
	MONARCH AIRLINES	C	4	0	0	0	50	25	0	25	0	83	0	0	0
<b>TOTAL SANTO DOMINGO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>8</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>68</b>	<b>30</b>	<b>42</b>	<b>10</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>26</b>	<b>5</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>50</b>	<b>42</b>	<b>41</b>	<b>48</b>
<b>EGYPT</b>															
ASWAN	MONARCH AIRLINES	C	4	0	0	0	0	50	50	0	0	56	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ASWAN			4	0	0	0	0	50	50	0	0	56	0	0	0
HURGHADA	MONARCH AIRLINES	C	8	0	0	25	38	38	0	0	0	25	75	4	8
TOTAL HURGHADA			8	0	0	25	38	38	0	0	0	25	75	4	8
LUXOR	BRITANNIA AIRWAYS	C	10	1	0	40	50	0	10	0	0	20	13	23	8
	CALEDONIAN AIRWAYS	C	9	0	0	78	0	11	11	0	0	18	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	25	50	25	0	0	51	0	0	0
TOTAL LUXOR			23	1	0	48	26	13	13	0	0	24	13	23	8
SHARM EL SHEIKH (OPHIRA)	CALEDONIAN AIRWAYS	C	9	0	0	56	0	22	22	0	0	25	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	38	25	25	13	0	0	30	0	0	0
	MONARCH AIRLINES	C	10	0	0	20	40	20	20	0	0	30	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			27	0	0	37	22	22	19	0	0	28	50	21	8
TOTAL EGYPT			62	1	0	37	24	23	16	0	0	28	46	16	24
ESTONIA															
TALLIN	ESTONIAN AIR	S	52	0	0	81	17	2	0	0	0	4	67	16	52
TOTAL TALLIN			52	0	0	81	17	2	0	0	0	4	67	16	52
TOTAL ESTONIA			52	0	0	81	17	2	0	0	0	4	67	16	52
FINLAND															
HELSINKI	FINNAIR	S	120	0	0	83	12	4	2	0	0	6	0	0	0
TOTAL HELSINKI			120	0	0	83	12	4	2	0	0	6	39	31	120
TOTAL FINLAND			120	0	0	83	12	4	2	0	0	6	39	31	120
FRANCE															
AJACCIO	CALEDONIAN AIRWAYS	C	8	0	0	25	0	38	13	25	0	96	75	84	8
TOTAL AJACCIO			8	0	0	25	0	38	13	25	0	96	75	84	8
BASTIA	EUROPEAN AIR CHARTER	C	8	0	0	25	25	25	25	0	0	45	25	52	8
	MONARCH AIRLINES	C	8	0	0	0	38	38	25	0	0	65	38	27	8
TOTAL BASTIA			16	0	0	13	31	31	25	0	0	55	31	39	16
BORDEAUX	AIR LIB	S	180	0	0	66	16	16	2	0	0	13	53	25	180
TOTAL BORDEAUX			180	0	0	66	16	16	2	0	0	13	53	25	180
BREST	BRIT AIR	S	166	0	0	80	16	4	1	0	0	9	0	0	0
TOTAL BREST			166	0	0	80	16	4	1	0	0	9	0	0	0
CALVI	AIR 2000	C	8	0	0	75	13	13	0	0	0	4	38	66	8
TOTAL CALVI			8	0	0	75	13	13	0	0	0	4	38	66	8
FIGARI	MONARCH AIRLINES	C	8	0	0	50	0	38	13	0	0	29	38	39	8
TOTAL FIGARI			8	0	0	50	0	38	13	0	0	29	38	39	8
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	204	0	0	74	14	11	1	0	0	9	74	14	180
TOTAL MARSEILLE			204	0	0	74	14	11	1	0	0	9	74	14	180
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	68	0	0	76	18	6	0	0	0	6	75	6	68
TOTAL MONTPELLIER			68	0	0	76	18	6	0	0	0	6	75	6	68

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NICE	AB AIRLINES	S	16	0	8	56	31	13	0	0	0	13	60	16	60
	CITY FLYER EXPRESS	S	82	0	0	27	20	30	21	2	0	45	0	0	0
<b>TOTAL NICE</b>			<b>98</b>	<b>0</b>	<b>8</b>	<b>32</b>	<b>21</b>	<b>28</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>56</b>	<b>17</b>	<b>68</b>
PARIS (CHARLES DE GAULLE)	AIR GABON	S	6	0	2	0	0	67	33	0	0	66	50	26	8
	BRITISH AIRWAYS (EURO OPS) LG	S	278	0	2	63	16	13	8	0	0	17	63	18	282
	CAMEROON AIRLINES	S	8	0	0	25	0	50	25	0	0	54	13	40	8
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>292</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>15</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>18</b>	<b>299</b>
RENNES	BRIT AIR	S	104	0	0	60	34	7	0	0	0	14	71	16	102
<b>TOTAL RENNES</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>34</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>16</b>	<b>102</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	14	0	0	57	14	14	14	0	0	18	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>43</b>	<b>22</b>	<b>14</b>
TOULOUSE (BLAGNAC)	AIR LIB	S	180	0	0	71	21	7	2	0	0	13	60	19	178
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>19</b>	<b>178</b>
<b>TOTAL FRANCE</b>			<b>1346</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>18</b>	<b>1307</b>
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	6	0	2	50	0	17	33	0	0	45	25	28	8
<b>TOTAL LIBREVILLE</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>28</b>	<b>8</b>
<b>TOTAL GABON</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>28</b>	<b>8</b>
<b>GAMBIA</b>															
BANJUL	MONARCH AIRLINES	C	8	0	0	0	25	13	63	0	0	88	0	54	8
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>54</b>	<b>8</b>
<b>TOTAL GAMBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>54</b>	<b>8</b>
<b>GERMANY</b>															
<b>TOTAL BERLIN (TEGEL)</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>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREMEN	CITY FLYER EXPRESS	S	172	0	0	69	17	10	4	0	0	15	58	24	179
<b>TOTAL BREMEN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>24</b>	<b>179</b>
COLOGNE (BONN)	CITY FLYER EXPRESS	S	104	0	0	61	17	17	5	0	0	19	61	22	216
<b>TOTAL COLOGNE (BONN)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>22</b>	<b>217</b>
DUSSELDORF	CITY FLYER EXPRESS	S	231	0	1	55	23	17	5	0	0	19	55	22	207
<b>TOTAL DUSSELDORF</b>			<b>231</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>23</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>22</b>	<b>207</b>
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	170	0	0	61	19	15	4	1	0	18	55	20	172
<b>TOTAL FRANKFURT MAIN</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>20</b>	<b>172</b>
HAMBURG	DEUTSCHE BA	S	128	0	0	75	16	6	2	0	0	9	75	9	112
<b>TOTAL HAMBURG</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>9</b>	<b>112</b>
MUNICH	DEUTSCHE BA	S	172	0	0	34	38	23	5	0	0	24	33	25	112
<b>TOTAL MUNICH</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>38</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>35</b>	<b>25</b>	<b>119</b>
<b>TOTAL GERMANY</b>			<b>981</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>22</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>22</b>	<b>1109</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	39	0	0	69	23	8	0	0	0	9	76	4	29
TOTAL ACCRA			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>4</b>	<b>29</b>
TOTAL GHANA			<b>39</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>4</b>	<b>29</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	101	0	5	75	19	2	4	0	0	10	83	9	92
TOTAL GIBRALTAR			<b>101</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>92</b>	
TOTAL GIBRALTAR			<b>101</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>92</b>	
<b>GREECE</b>															
ATHENS	AIR 2000	C	33	0	0	55	6	12	21	6	0	40	44	62	34
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	50	22	25	3	0	0	20	43	25	60
	CALEDONIAN AIRWAYS	C	24	0	0	29	8	21	25	17	0	74	50	37	20
	MONARCH AIRLINES	C	38	1	0	55	8	5	29	3	0	41	63	51	41
	THOMAS COOK AIRLINES LTD	C	16	0	0	31	19	19	19	13	0	55	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	54	15	15	13	2	0	23	60	15	48
TOTAL ATHENS			<b>224</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>14</b>	<b>17</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>51</b>	<b>37</b>	<b>214</b>
CHANIA	AIR 2000	C	8	0	0	50	25	0	25	0	0	38	60	30	10
	CALEDONIAN AIRWAYS	C	16	0	0	75	6	13	6	0	0	14	60	27	20
	EXCEL AIRWAYS LTD	C	8	0	0	25	0	0	25	25	188	0	0	0	0
	MONARCH AIRLINES	C	8	0	0	13	38	38	13	0	0	33	20	31	10
TOTAL CHANIA			<b>40</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>15</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>57</b>	<b>50</b>	<b>29</b>	<b>40</b>
CORFU	AIR 2000	C	72	0	0	43	21	15	19	1	0	35	32	101	34
	BRITANNIA AIRWAYS	C	41	1	0	61	7	22	5	5	0	27	50	73	26
	CALEDONIAN AIRWAYS	C	43	3	0	49	23	23	2	0	2	27	54	60	41
	EXCEL AIRWAYS LTD	C	30	1	2	53	7	13	20	7	0	44	15	109	33
	MONARCH AIRLINES	C	24	0	0	54	25	4	8	8	0	31	58	13	26
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	0	19	31	6	6	95	56	40	16
	THOMAS COOK AIRLINES LTD	C	31	0	1	52	19	10	19	0	0	29	100	-2	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	VIRGIN EXPRESS	C	8	0	0	75	25	0	0	0	0	8	0	0	0
TOTAL CORFU			<b>273</b>	<b>5</b>	<b>3</b>	<b>52</b>	<b>16</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>46</b>	<b>59</b>	<b>225</b>
HERAKLION	AIR 2000	C	41	0	0	61	10	7	17	5	0	34	57	20	28
	BRITANNIA AIRWAYS	C	18	0	0	67	17	11	6	0	0	17	47	35	17
	CALEDONIAN AIRWAYS	C	41	0	0	78	5	7	10	0	0	8	64	66	42
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	13	60	7	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	22	50	18	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	22	0	11	0	0	13	70	5	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	0	63	19	6	13	0	0	24	0	0	0
TOTAL HERAKLION			<b>150</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>38</b>	<b>151</b>
KALAMATA	AIR 2000	C	8	0	0	50	13	38	0	0	0	21	0	102	8
	CALEDONIAN AIRWAYS	C	8	0	0	38	25	13	0	25	0	94	38	116	8
	MONARCH AIRLINES	C	8	0	0	25	13	38	25	0	0	36	25	19	8
TOTAL KALAMATA			<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>17</b>	<b>29</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>79</b>	<b>24</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KAVALLA	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	15	20	57	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	40	10	0	0	0	14	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	40	40	20	0	0	0	24	0	0	0
<b>TOTAL KAVALLA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>36</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>27</b>	<b>34</b>	<b>30</b>
KEFALLINIA	AIR 2000	C	16	0	0	56	31	0	13	0	0	22	25	37	8
	BRITANNIA AIRWAYS	C	10	0	0	60	30	10	0	0	0	18	0	413	8
	CALEDONIAN AIRWAYS	C	16	0	0	44	13	6	25	13	0	65	25	110	8
	EXCEL AIRWAYS LTD	C	5	0	0	0	40	40	0	0	20	140	44	83	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	40	42	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	19	6	44	31	0	0	51	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>44</b>	<b>29</b>	<b>106</b>	<b>59</b>
KOS	AIR 2000	C	45	0	0	60	18	11	9	2	0	23	50	37	18
	BRITANNIA AIRWAYS	C	17	0	0	6	41	12	24	12	6	111	20	48	15
	CALEDONIAN AIRWAYS	C	38	1	0	71	13	3	13	0	0	18	42	41	36
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	40	20	0	0	0	18	38	22	8
	THOMAS COOK AIRLINES LTD	C	20	0	0	55	15	30	0	0	0	20	78	11	9
	<b>TOTAL KOS</b>			<b>131</b>	<b>11</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>46</b>	<b>51</b>
LEMNOS	CALEDONIAN AIRWAYS	C	10	0	0	60	10	20	10	0	0	20	50	18	8
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL LEMNOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>42</b>	<b>12</b>
MIKONOS	AIR 2000	C	10	0	0	40	40	10	10	0	0	31	0	0	0
	CALEDONIAN AIRWAYS	C	18	0	0	50	39	11	0	0	0	12	67	11	18
<b>TOTAL MIKONOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>39</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>11</b>	<b>18</b>
MITILINI	AIR 2000	C	20	0	0	55	10	15	15	5	0	34	25	75	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	40	20	0	0	0	18	0	0	0
<b>TOTAL MITILINI</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>31</b>	<b>163</b>	<b>16</b>
PREVEZA	AIR 2000	C	10	0	0	10	20	50	20	0	0	38	90	52	10
	CALEDONIAN AIRWAYS	C	8	0	0	50	13	25	13	0	0	29	75	24	8
	EXCEL AIRWAYS LTD	C	8	0	4	75	13	0	13	0	0	19	63	41	16
	MONARCH AIRLINES	C	18	0	0	33	17	11	11	28	0	78	38	26	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	13	0	0	0	10	0	0	0
	<b>TOTAL PREVEZA</b>			<b>52</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>17</b>	<b>19</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>67</b>	<b>34</b>
RHODES	AIR 2000	C	32	0	1	44	13	19	22	3	0	42	52	16	27
	BRITANNIA AIRWAYS	C	18	0	0	39	22	6	17	17	0	73	8	101	24
	CALEDONIAN AIRWAYS	C	56	0	0	59	14	7	7	5	7	56	41	100	46
	MONARCH AIRLINES	C	30	0	0	53	13	17	17	0	0	28	45	17	29
	MY TRAVEL AIRWAYS UK	C	10	0	0	0	20	10	50	20	0	129	67	14	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	0	40	0	0	43	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	0	56	11	11	22	0	0	25	0	0	0
	<b>TOTAL RHODES</b>			<b>165</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>14</b>	<b>11</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>52</b>	<b>40</b>	<b>60</b>
SALONIKA	AIR 2000	C	19	0	1	21	21	16	32	11	0	67	89	0	9
	BRITANNIA AIRWAYS	C	8	0	0	25	25	25	0	0	25	124	63	15	8
	MONARCH AIRLINES	C	17	0	0	47	18	18	18	0	0	36	50	10	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	10	10	0	0	4	56	9	9

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL SALONIKA</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>19</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>54</b>	<b>59</b>	<b>37</b>	<b>54</b>
<b>SAMOS</b>	BRITANNIA AIRWAYS	C	8	0	0	0	0	75	25	0	0	54	25	31	8
	EXCEL AIRWAYS LTD	C	10	0	0	30	30	30	10	0	0	29	0	0	0
<b>TOTAL SAMOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>25</b>	<b>31</b>	<b>8</b>
<b>SKIATHOS</b>	AIR 2000	C	34	0	0	47	21	6	21	6	0	38	86	0	7
	CALEDONIAN AIRWAYS	C	26	0	0	62	23	12	4	0	0	15	42	146	12
	THOMAS COOK AIRLINES LTD	C	14	1	0	57	21	14	7	0	0	19	0	0	0
<b>TOTAL SKIATHOS</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>44</b>	<b>67</b>
<b>THIRA (SANTORINI)</b>	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	-4	25	63	4
<b>TOTAL THIRA (SANTORINI)</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>-4</b>	<b>25</b>	<b>63</b>	<b>4</b>
<b>VOLOS</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	0	0	13	88	0	0	103	0	0	0
<b>TOTAL VOLOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>13</b>	<b>89</b>	<b>8</b>
<b>ZAKINTHOS</b>	AIR 2000	C	32	0	0	53	25	9	13	0	0	24	50	38	26
	BRITANNIA AIRWAYS	C	16	0	0	6	56	19	6	0	13	201	13	83	16
	CALEDONIAN AIRWAYS	C	8	0	0	75	0	13	13	0	0	16	75	6	16
	EXCEL AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	-1	25	235	16
	MONARCH AIRLINES	C	26	0	1	15	12	23	38	4	8	110	46	68	24
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	30	0	0	0	20	30	29	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	30	10	10	0	0	20	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>24</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>63</b>	<b>41</b>	<b>74</b>	<b>116</b>
<b>TOTAL GREECE</b>			<b>1511</b>	<b>18</b>	<b>10</b>	<b>50</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>47</b>	<b>53</b>	<b>1349</b>
<b>GRENADA</b>															
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	18	0	0	61	28	11	0	0	0	12	62	9	13
	CALEDONIAN AIRWAYS	C	5	0	0	60	40	0	0	0	0	11	33	32	6
<b>TOTAL GRENADA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>30</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>16</b>	<b>19</b>
<b>TOTAL GRENADA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>30</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>16</b>	<b>19</b>
<b>HUNGARY</b>															
<b>BUDAPEST</b>	MALEV (HUNGARIAN AIRLINES)	S	60	0	0	82	15	3	0	0	0	6	67	7	52
<b>TOTAL BUDAPEST</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>7</b>	<b>52</b>
<b>TOTAL HUNGARY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>7</b>	<b>52</b>
<b>ICELAND</b>															
<b>KEFLAVIK</b>	EXCEL AIRWAYS LTD	C	7	0	1	71	14	14	0	0	0	8	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>INDONESIA</b>															
<b>BALI INTERNATIONAL</b>	GARUDA INDONESIA	S	26	0	0	42	19	23	15	0	0	32	62	34	26
<b>TOTAL BALI INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>34</b>	<b>26</b>
<b>TOTAL INDONESIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>34</b>	<b>26</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>IRISH REPUBLIC</b>															
CORK	CITY FLYER EXPRESS	S	187	0	1	57	21	18	4	0	0	17	47	25	152
TOTAL CORK			<b>187</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>21</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>25</b>	<b>152</b>
DUBLIN	CITY FLYER EXPRESS	S	412	1	0	39	25	28	7	0	0	27	49	29	343
	RYANAIR	S	240	0	0	68	20	6	6	0	0	15	62	20	240
TOTAL DUBLIN			<b>652</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>25</b>	<b>583</b>
SHANNON	AB AIRLINES	S	44	0	20	45	18	23	14	0	0	26	59	27	170
TOTAL SHANNON			<b>44</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>18</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>27</b>	<b>170</b>
TOTAL IRISH REPUBLIC			<b>883</b>	<b>1</b>	<b>21</b>	<b>51</b>	<b>22</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>54</b>	<b>26</b>	<b>907</b>
<b>ISRAEL</b>															
TEL AVIV	AIR 2000	C	13	0	0	62	0	15	23	0	0	25	31	40	13
	ARKIA	C	8	0	0	25	38	25	13	0	0	30	100	-11	2
	BRITISH AIRWAYS PLC	S	56	0	0	48	16	29	5	2	0	28	30	34	56
	CALEDONIAN AIRWAYS	C	27	0	0	70	11	4	15	0	0	13	61	28	18
	EL AL	C	6	0	0	33	50	17	0	0	0	15	50	22	6
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	MONARCH AIRLINES	C	35	0	0	14	20	23	37	6	0	71	17	78	42
TOTAL TEL AVIV			<b>147</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>20</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>31</b>	<b>46</b>	<b>143</b>
TOTAL ISRAEL			<b>147</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>20</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>33</b>	<b>44</b>	<b>151</b>
<b>ITALY</b>															
BOLOGNA	ALITALIA	S	117	0	3	56	22	17	5	0	0	21	57	22	60
TOTAL BOLOGNA			<b>117</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>22</b>	<b>60</b>
BRINDISI	AIR 2000	C	8	0	0	63	25	0	13	0	0	18	13	50	8
TOTAL BRINDISI			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>13</b>	<b>50</b>	<b>8</b>
CAGLIARI (ELMAS)	MONARCH AIRLINES	C	8	0	0	0	0	50	50	0	0	68	50	19	8
TOTAL CAGLIARI (ELMAS)			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>50</b>	<b>19</b>	<b>8</b>
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	8	0	0	50	0	0	38	13	0	82	25	91	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	13	50	13	0	80	0	0	0
TOTAL CATANIA (FONTANAROSSA)			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>6</b>	<b>44</b>	<b>13</b>	<b>0</b>	<b>81</b>	<b>26</b>	<b>62</b>	<b>23</b>
FLORENCE	MERIDIANA AIR	S	167	1	5	38	20	28	10	4	0	37	32	34	118
TOTAL FLORENCE			<b>167</b>	<b>1</b>	<b>5</b>	<b>38</b>	<b>20</b>	<b>28</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>32</b>	<b>34</b>	<b>118</b>
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	118	0	0	73	13	10	4	0	0	13	67	15	120
	EUROPEAN AIR CHARTER	C	7	0	1	14	29	14	29	14	0	103	0	0	0
	TRANSAER	C	2	0	0	0	0	0	0	50	50	355	0	0	0
TOTAL GENOA			<b>127</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>67</b>	<b>15</b>	<b>120</b>
MILAN (MALPENSA)	BRITISH AIRWAYS (EURO OPS) LG	S	112	0	0	64	16	13	5	2	0	18	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	25	0	50	25	0	0	46	0	0	0
	EUROFLY SPA	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	EUROPEAN AIR CHARTER	C	22	0	0	50	9	18	18	5	0	46	0	59	1
TOTAL MILAN (MALPENSA)			<b>144</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>39</b>	<b>64</b>	<b>41</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NAPLES	AIR 2000	C	8	0	0	88	0	0	13	0	0	12	38	28	8
	BRITANNIA AIRWAYS	C	16	0	0	31	13	38	13	6	0	53	44	35	16
	BRITISH AIRWAYS (EURO OPS) LG	S	119	0	1	60	17	15	8	0	0	18	59	14	128
	CALEDONIAN AIRWAYS	C	16	0	0	44	19	13	13	6	6	65	29	4	7
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	38	0	0	0	23	43	48	7
	MONARCH AIRLINES	C	8	0	0	50	0	25	25	0	0	29	63	116	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	22	25	28	8
<b>TOTAL NAPLES</b>			<b>183</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>26</b>	<b>54</b>	<b>23</b>	<b>184</b>	
OLBIA	CALEDONIAN AIRWAYS	C	10	0	0	70	10	0	20	0	0	31	50	24	8
	MERIDIANA AIR	S	24	0	0	33	25	42	0	0	0	24	50	34	26
	MONARCH AIRLINES	C	8	0	0	50	0	0	25	25	0	85	38	90	8
<b>TOTAL OLBIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>48</b>	<b>43</b>	<b>42</b>
PALERMO	CALEDONIAN AIRWAYS	C	6	0	0	33	17	17	0	33	0	102	0	203	7
	EUROPEAN AIR CHARTER	C	2	0	0	0	0	100	0	0	0	52	0	0	0
<b>TOTAL PALERMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>90</b>	<b>30</b>	<b>73</b>	<b>56</b>
PISA	ALITALIA	S	60	0	0	33	18	35	13	0	0	35	18	32	60
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	67	17	10	7	0	0	15	66	14	146
	CALEDONIAN AIRWAYS	C	8	0	0	50	0	25	0	25	0	81	88	-7	8
	EUROPEAN AIR CHARTER	C	8	0	0	63	13	13	0	13	0	41	38	17	8
	MONARCH AIRLINES	C	8	0	0	50	13	25	13	0	0	24	50	32	24
<b>TOTAL PISA</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>53</b>	<b>19</b>	<b>246</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	7	0	1	71	0	29	0	0	0	14	100	2	10
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>2</b>	<b>10</b>
ROME (CIAMPINO)	EUROPEAN AIR CHARTER	C	14	0	0	64	7	0	29	0	0	20	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>60</b>	<b>40</b>
ROME (FIUMICINO)	ALITALIA	S	58	0	2	66	21	9	5	0	0	15	45	19	60
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	66	19	8	6	1	0	16	55	20	120
<b>TOTAL ROME (FIUMICINO)</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>19</b>	<b>180</b>
TRIESTE (RONCHI DEI LEGIONARI)	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	28	33	35	3	0	0	28	88	-2	60
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>-2</b>	<b>60</b>
VENICE	AIR 2000	C	10	0	0	60	40	0	0	0	0	13	13	74	8
	ALITALIA	S	117	0	3	35	26	25	12	2	0	32	27	32	120
	BRITANNIA AIRWAYS	C	7	0	1	43	14	29	14	0	0	27	17	39	6
	MONARCH AIRLINES	C	8	0	0	13	13	38	38	0	0	59	0	75	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	63	13	0	0	0	13	50	23	8
<b>TOTAL VENICE</b>			<b>150</b>	<b>1</b>	<b>4</b>	<b>35</b>	<b>28</b>	<b>23</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>26</b>	<b>38</b>	<b>159</b>
VERONA	AIR 2000	C	18	0	0	56	11	22	0	11	0	36	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	163	0	1	39	31	22	6	2	0	29	52	25	164
	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
	EUROPEAN AIR CHARTER	C	8	0	0	50	25	25	0	0	0	20	0	0	0
	MONARCH AIRLINES	C	18	0	0	44	0	0	39	17	0	80	28	36	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	12	75	29	8
<b>TOTAL VERONA</b>			<b>217</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>25</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>47</b>	<b>31</b>	<b>232</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ITALY			1650	4	18	51	19	19	9	2	0	28	49	28	1802
IVORY COAST															
ABIDJAN	BRITISH AIRWAYS PLC	S	4	0	0	100	0	0	0	0	0	2	25	19	4
TOTAL ABIDJAN			4	0	0	100	0	0	0	0	0	2	25	19	4
TOTAL IVORY COAST			4	0	0	100	0	0	0	0	0	2	25	19	4
JAMAICA															
MONTEGO BAY	BRITISH AIRWAYS PLC	S	34	0	0	62	15	15	6	3	0	20	32	73	34
	MONARCH AIRLINES	C	8	0	0	38	0	50	13	0	0	31	60	-12	5
	MY TRAVEL AIRWAYS UK	C	11	1	0	18	18	27	18	0	18	103	44	29	9
TOTAL MONTEGO BAY			53	1	0	49	13	23	9	2	4	39	36	56	53
TOTAL JAMAICA			53	1	0	49	13	23	9	2	4	39	36	56	53
KENYA															
MOMBASA	BRITANNIA AIRWAYS	C	8	0	0	25	50	13	13	0	0	27	63	11	8
	MONARCH AIRLINES	C	8	0	0	63	0	13	25	0	0	26	13	37	8
TOTAL MOMBASA			16	0	0	44	25	13	19	0	0	26	40	56	20
NAIROBI	BRITISH AIRWAYS PLC	S	18	0	0	83	6	0	6	6	0	22	71	17	17
TOTAL NAIROBI			18	0	0	83	6	0	6	6	0	22	71	17	17
TOTAL KENYA			34	0	0	65	15	6	12	3	0	24	54	38	37
LATVIA															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	75	17	5	3	0	0	10	48	15	42
TOTAL RIGA			60	0	0	75	17	5	3	0	0	10	50	22	76
TOTAL LATVIA			60	0	0	75	17	5	3	0	0	10	50	22	76
LIBYA															
TRIPOLI	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	38	31	23	8	0	0	23	0	0	0
TOTAL TRIPOLI			26	0	0	38	31	23	8	0	0	23	0	0	0
TOTAL LIBYA			26	0	0	38	31	23	8	0	0	23	0	0	0
LITHUANIA															
VILNIUS	BRITISH AIRWAYS (EURO OPS) LG	S	43	0	0	79	19	2	0	0	0	4	74	11	35
TOTAL VILNIUS			43	0	0	79	19	2	0	0	0	4	74	11	35
TOTAL LITHUANIA			43	0	0	79	19	2	0	0	0	4	74	11	35
LUXEMBOURG															
LUXEMBOURG	CITY FLYER EXPRESS	S	148	0	0	51	22	18	9	0	0	22	53	22	198
TOTAL LUXEMBOURG			148	0	0	51	22	18	9	0	0	22	53	22	198
TOTAL LUXEMBOURG			148	0	0	51	22	18	9	0	0	22	53	22	198
MALAWI															
LILONGWE	BRITISH AIRWAYS PLC	S	8	0	0	100	0	0	0	0	0	-2	80	14	10
TOTAL LILONGWE			8	0	0	100	0	0	0	0	0	-2	50	21	20

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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 MALAWI			8	0	8	100	0	0	0	0	0	-2	50	21	20
MALDIVE ISLANDS															
MALE INTERNATIONAL	MONARCH AIRLINES	C	24	1	1	29	8	8	46	8	0	78	13	68	8
TOTAL MALE INTERNATIONAL			24	1	1	29	8	8	46	8	0	78	18	67	17
TOTAL MALDIVE ISLANDS			24	1	1	29	8	8	46	8	0	78	18	67	17
MALTA															
MALTA	AIR 2000	C	8	0	0	75	25	0	0	0	0	10	56	16	18
	AIR MALTA	C	40	0	2	88	3	3	8	0	0	5	71	13	31
	AIR MALTA	S	87	0	0	66	15	20	0	0	0	9	63	16	90
	BRITANNIA AIRWAYS	C	17	0	0	29	24	18	29	0	0	41	28	41	18
	CALEDONIAN AIRWAYS	C	8	0	0	63	0	38	0	0	0	14	100	4	8
	GB AIRWAYS LTD	S	60	0	0	65	12	12	12	0	0	19	67	14	60
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	0	50	0	0	53	90	4	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	0	18	18	0	0	21	100	-5	8
TOTAL MALTA			245	0	2	66	11	14	9	0	0	16	64	17	251
TOTAL MALTA			245	0	2	66	11	14	9	0	0	16	64	17	251
MAURITIUS															
MAURITIUS	BRITISH AIRWAYS PLC	S	24	1	1	75	8	4	13	0	0	14	85	8	26
TOTAL MAURITIUS			24	1	1	75	8	4	13	0	0	14	85	8	26
TOTAL MAURITIUS			24	1	1	75	8	4	13	0	0	14	85	8	26
MEXICO															
CANCUN	AIR 2000	C	9	0	0	44	22	11	11	0	11	161	0	0	0
	BRITANNIA AIRWAYS	C	5	0	0	60	0	20	20	0	0	46	88	9	8
	BRITISH AIRWAYS PLC	S	16	0	0	94	0	6	0	0	0	-3	56	133	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	10	20	10	20	10	108	67	3	9
TOTAL CANCUN			40	0	0	63	8	13	8	5	5	68	65	44	34
PUERTO VALLARTA	AIR 2000	C	8	0	0	38	13	13	38	0	0	56	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	38	13	25	25	0	0	38	50	15	4
TOTAL PUERTO VALLARTA			16	0	0	38	13	19	31	0	0	47	62	5	13
TOTAL MEXICO			56	0	0	55	9	14	14	4	4	62	64	33	47
MOROCCO															
AGADIR	GB AIRWAYS LTD	S	4	0	0	75	0	25	0	0	0	20	0	0	0
	MONARCH AIRLINES	C	8	0	0	0	13	63	13	13	0	90	0	0	0
TOTAL AGADIR			12	0	0	25	8	50	8	8	0	67	56	101	9
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	60	0	0	60	23	10	7	0	0	16	55	19	60
TOTAL CASABLANCA MOHAMED V			60	0	0	60	23	10	7	0	0	16	55	19	60
MARRAKESH	GB AIRWAYS LTD	S	10	0	0	60	20	20	0	0	0	11	0	0	0
TOTAL MARRAKESH			10	0	0	60	20	20	0	0	0	11	0	0	0
TOTAL MOROCCO			82	0	0	55	21	17	6	1	0	23	55	29	69

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	16	0	0	31	13	25	31	0	0	48	6	34	16
TOTAL KATHMANDU			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>25</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>6</b>	<b>34</b>	<b>16</b>
TOTAL NEPAL			<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>25</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>6</b>	<b>34</b>	<b>16</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	304	1	0	55	26	13	7	0	0	20	29	33	251
	TRANSAVIA	C	2	0	4	50	50	0	0	0	0	15	0	0	0
	TRANSAVIA	S	212	0	0	31	21	26	20	2	0	41	32	44	214
TOTAL AMSTERDAM			<b>518</b>	<b>1</b>	<b>4</b>	<b>45</b>	<b>24</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>31</b>	<b>38</b>	<b>465</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	52	0	0	71	21	8	0	0	0	11	68	11	50
TOTAL EINDHOVEN			<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>11</b>	<b>50</b>
ROTTERDAM	CITY FLYER EXPRESS	S	185	0	5	84	10	4	2	0	0	7	69	16	162
TOTAL ROTTERDAM			<b>185</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>16</b>	<b>162</b>
TOTAL NETHERLANDS			<b>755</b>	<b>1</b>	<b>9</b>	<b>56</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>31</b>	<b>677</b>
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	17	0	0	35	18	24	24	0	0	41	0	0	0
TOTAL ABUJA			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAGOS	BRITISH AIRWAYS PLC	S	43	0	0	53	21	23	0	2	0	16	53	25	58
TOTAL LAGOS			<b>43</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>25</b>	<b>58</b>
TOTAL NIGERIA			<b>60</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>25</b>	<b>58</b>
<b>NORWAY</b>															
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	51	0	0	73	24	2	2	0	0	12	62	25	52
TOTAL KRISTIANSAND (KJEVIK)			<b>51</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>25</b>	<b>52</b>
OSLO (GARDERMOEN)	BRITISH AIRWAYS (EURO OPS) LG	S	112	0	0	63	21	12	4	0	0	16	0	0	0
TOTAL OSLO (GARDERMOEN)			<b>112</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL NORWAY			<b>163</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>16</b>	<b>181</b>
<b>POLAND</b>															
GDANSK	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	92	4	4	0	0	0	5	0	0	0
TOTAL GDANSK			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>3</b>	<b>12</b>
KRAKOW	LOT-POLISH AIRLINES	S	60	0	0	58	25	15	2	0	0	14	56	11	32
TOTAL KRAKOW			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>21</b>	<b>66</b>
TOTAL POLAND			<b>86</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>19</b>	<b>78</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	71	0	0	44	21	11	18	4	1	57	41	29	71
	BRITANNIA AIRWAYS	C	18	0	0	50	28	0	11	11	0	44	19	65	16
	CALEDONIAN AIRWAYS	C	54	0	0	54	6	9	15	15	2	67	48	37	65
	EXCEL AIRWAYS LTD	C	13	1	0	54	15	31	0	0	0	17	50	97	16
	GB AIRWAYS LTD	S	86	1	0	77	9	10	3	0	0	11	61	17	76

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	MONARCH AIRLINES	C	70	1	1	31	14	23	19	11	1	67	23	40	56
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	38	38	13	0	88	25	26	8
	SATA	C	2	0	0	100	0	0	0	0	0	-7	60	18	5
	THOMAS COOK AIRLINES LTD	C	16	0	0	50	13	0	38	0	0	42	0	0	0
	TRANSAER	C	10	0	0	40	20	20	10	10	0	50	50	20	4
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	16	0	0	0
<b>TOTAL FARO</b>			<b>358</b>	<b>4</b>	<b>1</b>	<b>52</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>46</b>	<b>46</b>	<b>33</b>	<b>371</b>
LISBON	GB AIRWAYS LTD	S	112	0	0	61	21	12	7	0	0	18	67	19	60
<b>TOTAL LISBON</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>18</b>	<b>128</b>
OPORTO	GB AIRWAYS LTD	S	112	0	0	82	10	7	1	0	0	6	63	21	112
<b>TOTAL OPORTO</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>21</b>	<b>112</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>582</b>	<b>4</b>	<b>1</b>	<b>59</b>	<b>14</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>33</b>	<b>53</b>	<b>27</b>	<b>611</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	8	0	0	63	13	0	0	25	0	55	75	9	8
	CALEDONIAN AIRWAYS	C	17	0	1	47	0	29	24	0	0	36	73	24	26
	GB AIRWAYS LTD	S	23	0	1	57	26	13	4	0	0	13	73	11	26
	MONARCH AIRLINES	C	8	0	0	50	25	0	0	25	0	67	63	14	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	15	0	0	0
<b>TOTAL FUNCHAL</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>19</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>72</b>	<b>16</b>	<b>78</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>19</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>72</b>	<b>16</b>	<b>78</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	15	1	0	13	20	27	13	20	7	155	33	42	18
<b>TOTAL SANAA</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>20</b>	<b>27</b>	<b>13</b>	<b>20</b>	<b>7</b>	<b>155</b>	<b>33</b>	<b>42</b>	<b>18</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>20</b>	<b>27</b>	<b>13</b>	<b>20</b>	<b>7</b>	<b>155</b>	<b>33</b>	<b>42</b>	<b>18</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	76	0	0	58	21	17	4	0	0	16	57	15	86
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>15</b>	<b>86</b>
<b>TOTAL RUMANIA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>15</b>	<b>86</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	0	86	10	2	0	2	0	5	82	6	60
	TRANSAERO AIRLINES	S	34	0	0	74	15	0	12	0	0	12	0	0	0
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>6</b>	<b>60</b>
ST PETERSBURG	AEROFLOT	S	17	2	2	82	12	0	6	0	0	10	75	15	20
	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	67	26	7	0	0	0	10	79	7	42
<b>TOTAL ST PETERSBURG</b>			<b>59</b>	<b>2</b>	<b>2</b>	<b>71</b>	<b>22</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>10</b>	<b>62</b>
<b>TOTAL RUSSIA</b>			<b>151</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>8</b>	<b>122</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	CALEDONIAN AIRWAYS	C	4	0	0	75	0	0	25	0	0	42	60	23	5
<b>TOTAL ST KITTS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>60</b>	<b>23</b>	<b>5</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SAINT KITTS AND NEVIS			4	0	0	75	0	0	25	0	0	42	60	23	5
SAUDI ARABIA															
DHAHRAN	BRITISH AIRWAYS PLC	S	48	1	1	85	8	6	0	0	0	-2	74	17	50
TOTAL DHAHRAN			48	1	1	85	8	6	0	0	0	-2	74	17	50
TOTAL SAUDI ARABIA			48	1	1	85	8	6	0	0	0	-2	74	17	50
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	44	33	22	0	0	0	18	7	100	15
	BRITISH AIRWAYS PLC	S	17	0	0	100	0	0	0	0	0	-2	88	5	17
TOTAL SEYCHELLES			35	0	0	71	17	11	0	0	0	8	50	49	32
TOTAL SEYCHELLES			35	0	0	71	17	11	0	0	0	8	50	49	32
SLOVENIA															
LJUBLJANA	BRITISH AIRWAYS (EURO OPS) LG	S	34	0	0	71	9	18	3	0	0	13	81	14	26
TOTAL LJUBLJANA			34	0	0	71	9	18	3	0	0	13	81	14	26
TOTAL SLOVENIA			34	0	0	71	9	18	3	0	0	13	81	14	26
SPAIN															
ALICANTE	AIR 2000	C	76	0	0	54	12	12	18	4	0	38	53	26	36
	BRITANNIA AIRWAYS	C	15	0	1	47	40	0	7	7	0	29	72	19	18
	CALEDONIAN AIRWAYS	C	49	2	4	67	6	16	8	0	2	32	54	47	72
	CITY FLYER EXPRESS	C	2	0	0	50	50	0	0	0	0	16	25	69	4
	EXCEL AIRWAYS LTD	C	13	1	1	46	0	15	0	31	8	112	13	34	8
	GB AIRWAYS LTD	S	58	0	0	62	16	16	7	0	0	18	0	0	0
	MONARCH AIRLINES	C	46	0	0	13	17	26	33	7	4	83	56	42	66
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	22	0	0	0	2	90	-10	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	0	25	63	13	0	0	46	38	33	8
	TRANSAER	C	8	0	0	100	0	0	0	0	0	-3	80	2	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	25	25	13	38	0	0	50	0	0	0
	VIRGIN EXPRESS	C	8	0	0	38	38	0	25	0	0	34	50	24	8
TOTAL ALICANTE			300	3	6	50	15	16	15	4	1	41	56	33	305
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	72	17	11	0	0	0	12	44	34	16
	MONARCH AIRLINES	C	10	0	0	40	0	30	30	0	0	54	63	13	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	0	0	0
TOTAL ALMERIA			38	0	0	66	11	16	8	0	0	22	44	39	41
ASTURIAS	IBERIA	S	26	0	0	65	35	0	0	0	0	12	62	12	26
TOTAL ASTURIAS			26	0	0	65	35	0	0	0	0	12	62	12	26
BARCELONA	BRITISH AIRWAYS (EURO OPS) LG	S	122	0	0	70	17	11	2	0	0	12	59	20	120
	DEBONAIR AIRWAYS LTD	S	60	0	0	73	12	15	0	0	0	0	0	0	0
TOTAL BARCELONA			182	0	0	71	15	12	2	0	0	8	59	20	120
GERONA	AIR 2000	C	17	0	0	94	6	0	0	0	0	-4	69	28	16
	BRITANNIA AIRWAYS	C	17	1	0	47	18	6	24	6	0	48	83	7	18
	CALEDONIAN AIRWAYS	C	8	0	0	50	25	25	0	0	0	20	88	8	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	3	75	5	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	50	6	19	25	0	0	34	75	13	16

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			MATCHED	Actual (7)											Plan (8)
<b>TOTAL GERONA</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>13</b>	<b>66</b>
<b>IBIZA</b>	AIR 2000	C	62	0	0	61	10	10	16	3	0	27	57	58	35
	BRITANNIA AIRWAYS	C	74	0	0	53	18	22	8	0	0	23	36	63	61
	CALEDONIAN AIRWAYS	C	12	0	2	58	17	17	0	8	0	34	50	77	28
	CITY FLYER EXPRESS	C	6	0	2	33	33	17	17	0	0	33	0	0	0
	EXCEL AIRWAYS LTD	C	22	0	0	95	5	0	0	0	0	-10	0	0	0
	MONARCH AIRLINES	C	42	0	0	64	14	5	10	7	0	35	54	40	41
	MY TRAVEL AIRWAYS UK	C	24	0	0	29	13	29	21	8	0	53	71	14	24
	THOMAS COOK AIRLINES LTD	C	26	0	0	62	0	12	19	8	0	39	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	3	0	0	0
<b>TOTAL IBIZA</b>			<b>278</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>12</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>46</b>	<b>265</b>
<b>LA CORUNA</b>	EUROPEAN REGIONS AIRLINES	S	24	0	2	83	8	0	8	0	0	7	0	0	0
<b>TOTAL LA CORUNA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>	AIR EUROPA	S	52	0	0	31	23	21	25	0	0	38	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	64	20	10	6	0	0	17	74	11	180
	SPANAIR	S	18	0	0	6	11	44	28	11	0	90	19	34	16
<b>TOTAL MADRID</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>14</b>	<b>248</b>
<b>MAHON</b>	AER LEISURE	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	AIR 2000	C	41	2	1	27	27	27	10	10	0	59	45	66	31
	BRITANNIA AIRWAYS	C	34	0	0	41	18	15	26	0	0	32	35	63	34
	CALEDONIAN AIRWAYS	C	30	0	0	53	20	17	10	0	0	22	66	21	32
	CITY FLYER EXPRESS	C	16	0	0	13	38	50	0	0	0	30	0	0	0
	EUROPEAN AIR CHARTER	C	3	0	3	0	67	33	0	0	0	25	20	37	5
	EXCEL AIRWAYS LTD	C	4	0	1	50	0	25	25	0	0	26	22	72	9
	FUTURA AIRLINES	C	2	0	0	0	50	50	0	0	0	28	0	54	1
	MONARCH AIRLINES	C	42	0	0	48	21	21	10	0	0	25	31	89	32
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	17	11	17	6	0	37	75	14	16
	THOMAS COOK AIRLINES LTD	C	36	0	2	47	19	28	6	0	0	23	75	17	16
	TRANSAER	C	12	0	0	33	8	25	33	0	0	51	67	16	12
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	-2	0	0	0
<b>TOTAL MAHON</b>			<b>251</b>	<b>2</b>	<b>7</b>	<b>42</b>	<b>21</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>51</b>	<b>44</b>	<b>216</b>
<b>MALAGA</b>	AIR 2000	C	76	0	0	45	11	18	21	5	0	46	45	31	40
	BRITANNIA AIRWAYS	C	18	0	0	22	22	33	17	6	0	59	24	65	25
	CALEDONIAN AIRWAYS	C	58	0	0	50	10	5	24	5	5	64	45	42	76
	EXCEL AIRWAYS LTD	C	11	0	1	45	0	9	27	18	0	67	0	0	0
	GB AIRWAYS LTD	S	96	1	0	58	16	20	6	0	0	20	64	19	102
	MONARCH AIRLINES	C	104	0	1	23	22	23	24	7	1	59	35	44	88
	MY TRAVEL AIRWAYS UK	C	17	0	0	53	0	0	35	12	0	62	81	11	16
	THOMAS COOK AIRLINES LTD	C	34	0	0	32	18	24	26	0	0	44	50	31	8
	TRANSAER	C	33	0	0	82	3	6	9	0	0	15	74	26	42
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	33	0	0	0
<b>TOTAL MALAGA</b>			<b>456</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>14</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>45</b>	<b>52</b>	<b>31</b>	<b>466</b>
<b>MURCIA SAN JAVIER</b>	CALEDONIAN AIRWAYS	C	8	0	0	75	0	0	25	0	0	16	75	14	8
	GB AIRWAYS LTD	S	30	0	0	80	7	13	0	0	0	7	56	15	34
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	13	63	0	0	68	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>4</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>15</b>	<b>42</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	AIR 2000	C	91	0	0	38	22	12	23	4	0	44	42	40	78
	AIR EUROPA	C	2	1	0	0	0	100	0	0	0	49	26	47	23
	BRITANNIA AIRWAYS	C	110	0	0	50	17	22	6	1	4	41	44	42	91
	CALEDONIAN AIRWAYS	C	25	0	0	76	8	8	0	8	0	29	38	64	16
	CITY FLYER EXPRESS	C	22	0	2	36	27	27	9	0	0	27	57	49	7
	EUROPEAN AIR CHARTER	C	5	0	1	20	20	20	40	0	0	49	50	28	2
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	-11	50	27	4
	FUTURA AIRLINES	S	42	0	0	64	12	12	12	0	0	25	35	38	34
	GB AIRWAYS LTD	S	60	0	0	80	12	7	2	0	0	6	62	23	42
	MONARCH AIRLINES	C	61	1	2	28	16	18	25	8	5	78	44	45	57
	MY TRAVEL AIRWAYS UK	C	49	0	0	41	6	31	22	0	0	34	56	21	59
	THOMAS COOK AIRLINES LTD	C	57	2	1	58	11	9	23	0	0	34	60	17	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	17	0	0	53	12	18	18	0	0	29	0	0	0
VIRGIN EXPRESS	C	8	0	0	50	25	13	13	0	0	24	63	15	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>558</b>	<b>4</b>	<b>6</b>	<b>51</b>	<b>15</b>	<b>16</b>	<b>15</b>	<b>2</b>	<b>37</b>	<b>46</b>	<b>36</b>	<b>523</b>	
REUS	AIR 2000	C	8	0	0	88	0	13	0	0	0	-3	70	9	10
	BRITANNIA AIRWAYS	C	16	0	0	88	13	0	0	0	0	4	44	43	18
	MONARCH AIRLINES	C	9	0	0	22	22	33	22	0	0	39	90	-13	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	25	0	0	0	14	63	50	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	4	0	0	0
<b>TOTAL REUS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>25</b>	<b>46</b>	
VALENCIA	GB AIRWAYS LTD	S	52	0	0	71	10	13	6	0	0	20	40	44	52
<b>TOTAL VALENCIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>44</b>	<b>52</b>	
ZARAGOZA	IBERIA	S	26	0	0	62	19	15	4	0	0	16	42	21	26
<b>TOTAL ZARAGOZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>21</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>2607</b>	<b>11</b>	<b>27</b>	<b>54</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>32</b>	<b>54</b>	<b>32</b>	<b>2461</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	28	0	0	54	4	25	18	0	0	29	56	14	16
	BRITANNIA AIRWAYS	C	18	0	0	56	33	6	6	0	0	16	40	16	10
	CALEDONIAN AIRWAYS	C	19	0	1	53	21	0	16	11	0	51	63	20	24
	MONARCH AIRLINES	C	10	0	0	20	30	50	0	0	0	27	44	26	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	0	11	0	0	21	88	-1	16
	THOMAS COOK AIRLINES LTD	C	29	0	0	69	14	17	0	0	0	9	100	-2	8
	TRANSAER	C	9	0	1	0	11	0	67	22	0	112	38	41	8
<b>TOTAL ARRECIFE</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>17</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>30</b>	<b>63</b>	<b>16</b>	<b>107</b>	
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	18	10	39	10
	MONARCH AIRLINES	C	20	0	0	80	20	0	0	0	0	7	55	22	20
	MY TRAVEL AIRWAYS UK	C	18	0	0	33	28	17	22	0	0	34	35	32	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	22	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>21</b>	<b>67</b>	
LAS PALMAS	AIR 2000	C	16	0	0	75	13	13	0	0	0	12	38	69	16
	AIR EUROPA	C	8	0	0	25	25	0	25	25	0	116	38	56	24
	BRITANNIA AIRWAYS	C	17	1	0	65	18	12	6	0	0	16	0	83	16
	CALEDONIAN AIRWAYS	C	16	0	0	63	13	6	6	13	0	39	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	1	71	0	14	14	0	0	4	19	99	16



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	13	13	13	38	25	0	115	31	27	16
	MY TRAVEL AIRWAYS UK	C	43	0	0	53	12	14	14	7	0	44	75	14	32
	THOMAS COOK AIRLINES LTD	C	48	0	0	56	13	8	21	2	0	29	71	19	24
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>171</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>13</b>	<b>10</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>47</b>	<b>44</b>	<b>168</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	49	0	0	41	16	22	16	4	0	43	57	39	42
	BRITANNIA AIRWAYS	C	24	0	0	33	29	25	13	0	0	31	62	29	26
	CALEDONIAN AIRWAYS	C	42	0	0	50	10	19	21	0	0	29	51	13	35
	EXCEL AIRWAYS LTD	C	4	0	7	50	0	25	0	25	0	61	86	34	7
	FUTURA AIRLINES	C	2	0	0	0	0	50	50	0	0	64	33	16	6
	MONARCH AIRLINES	C	49	1	0	18	10	35	24	8	4	85	49	33	47
	MY TRAVEL AIRWAYS UK	C	26	0	0	58	15	8	12	8	0	33	61	28	28
	THOMAS COOK AIRLINES LTD	C	33	0	0	48	15	18	15	0	3	59	72	12	18
	TRANSAER	C	12	0	0	42	17	0	42	0	0	46	100	0	12
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	13	25	25	38	0	0	59	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>251</b>	<b>1</b>	<b>7</b>	<b>39</b>	<b>15</b>	<b>22</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>50</b>	<b>58</b>	<b>26</b>	<b>245</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>610</b>	<b>2</b>	<b>10</b>	<b>50</b>	<b>15</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>55</b>	<b>28</b>	<b>587</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	11	63	27	8
	BRITISH AIRWAYS PLC	S	16	0	0	50	19	19	13	0	0	27	65	31	17
	CALEDONIAN AIRWAYS	C	12	0	0	17	42	17	25	0	0	50	38	72	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	0	25	50	25	0	0	48	50	-5	2
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>28</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>37</b>	<b>35</b>
<b>TOTAL ST LUCIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>28</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>37</b>	<b>35</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	67	21	10	3	0	0	12	75	18	60
<b>TOTAL GOTEBORG</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>18</b>	<b>60</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	84	10	4	1	0	0	5	69	12	178
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>12</b>	<b>178</b>
<b>TOTAL SWEDEN</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>14</b>	<b>238</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	168	0	2	85	10	5	1	0	0	5	75	12	172
<b>TOTAL GENEVA</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>12</b>	<b>172</b>
ZURICH	CITY FLYER EXPRESS	S	178	0	2	49	24	24	3	0	0	21	50	22	179
<b>TOTAL ZURICH</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>24</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>22</b>	<b>179</b>
<b>TOTAL SWITZERLAND</b>			<b>346</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>17</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>17</b>	<b>353</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	18	0	0	83	6	6	6	0	0	11	92	2	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>2</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>2</b>	<b>26</b>

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				Actual (7)	Plan (8)										
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	9	0	0	44	22	22	11	0	0	24	20	78	5
TOTAL PHUKET			9	0	0	44	22	22	11	0	0	24	20	78	5
TOTAL THAILAND			9	0	0	44	22	22	11	0	0	24	20	78	5
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	8	0	0	38	38	13	13	0	0	24	50	44	8
	CALEDONIAN AIRWAYS	C	6	1	0	0	33	67	0	0	0	36	67	10	9
TOTAL TOBAGO			14	1	0	21	36	36	7	0	0	29	59	26	17
TOTAL TRINIDAD AND TOBAGO			14	1	0	21	36	36	7	0	0	29	59	26	17
<b>TUNISIA</b>															
MONASTIR	MONARCH AIRLINES	C	8	0	0	13	0	38	25	25	0	122	38	50	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	38	8	19	19	8	8	73	54	17	26
	NOUVELAIR TUNISIE	C	32	0	0	56	13	16	16	0	0	22	44	34	25
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	4	0	0	0
TOTAL MONASTIR			74	0	0	47	9	19	16	5	3	49	46	31	67
SFAX	MONARCH AIRLINES	C	4	0	0	25	25	0	25	25	0	99	0	0	0
TOTAL SFAX			4	0	0	25	25	0	25	25	0	99	60	57	10
TABARKA	MONARCH AIRLINES	C	4	0	0	50	0	0	25	25	0	86	0	0	0
TOTAL TABARKA			4	0	0	50	0	0	25	25	0	86	0	0	0
TUNIS	GB AIRWAYS LTD	S	36	0	0	39	22	28	11	0	0	30	44	23	34
TOTAL TUNIS			36	0	0	39	22	28	11	0	0	30	44	23	34
TOTAL TUNISIA			118	0	0	44	14	20	15	5	2	46	47	31	115
<b>TURKEY</b>															
ANTALYA	AIR 2000	C	8	0	0	50	25	0	25	0	0	32	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	38	13	38	13	0	0	31	40	34	10
	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	39	25	63	8
	THOMAS COOK AIRLINES LTD	C	20	0	0	15	5	25	55	0	0	63	0	0	0
TOTAL ANTALYA			44	0	0	34	11	18	36	0	0	47	50	44	36
BODRUM (MILAS)	AIR 2000	C	24	0	0	67	8	4	21	0	0	26	56	64	25
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	1	63	12	16
	ISTANBUL HAVA YOLLARI	C	8	0	0	0	13	63	25	0	0	55	0	39	8
	MONARCH AIRLINES	C	8	0	0	63	13	0	0	25	0	64	56	20	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	30	20	20	0	0	33	74	31	19
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	27	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	0	13	50	38	0	0	68	0	0	0
TOTAL BODRUM (MILAS)			74	0	0	47	14	18	19	3	0	36	56	41	109
DALAMAN	AIR 2000	C	32	0	0	47	19	28	6	0	0	27	32	58	25
	BRITANNIA AIRWAYS	C	18	0	0	22	22	22	33	0	0	56	6	87	18
	CALEDONIAN AIRWAYS	C	32	0	0	59	3	16	19	3	0	37	32	86	47
	ISTANBUL HAVA YOLLARI	C	16	0	8	6	19	63	13	0	0	45	0	51	8
	MONARCH AIRLINES	C	24	0	0	25	29	21	17	8	0	52	33	48	24

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	0	25	0	67	11	44	18
	PEGASUS AIRLINES	C	7	0	11	100	0	0	0	0	2	62	13	26	
	THOMAS COOK AIRLINES LTD	C	24	0	4	42	21	13	17	8	54	65	19	17	
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	0	0	0	75	25	0	133	0	0	0
<b>TOTAL DALAMAN</b>			<b>169</b>	<b>0</b>	<b>23</b>	<b>39</b>	<b>15</b>	<b>22</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>40</b>	<b>50</b>	<b>234</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	C	9	1	1	22	11	0	33	33	0	129	0	58	18
<b>TOTAL ISTANBUL</b>			<b>9</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>129</b>	<b>10</b>	<b>54</b>	<b>21</b>
IZMIR (ADNAM MENDERES)	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	18	63	36	8
	THOMAS COOK AIRLINES LTD	C	17	1	0	47	24	24	6	0	0	17	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>53</b>	<b>35</b>
<b>TOTAL TURKEY</b>			<b>321</b>	<b>2</b>	<b>24</b>	<b>41</b>	<b>15</b>	<b>20</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>48</b>	<b>435</b>
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	8	0	0	88	0	0	13	0	0	12	0	0	0
<b>TOTAL ENTEBBE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UGANDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	50	26	24	0	0	0	18	60	12	42
	UKRAINE INTERNATIONAL AIRLINE	S	41	0	0	56	27	12	5	0	0	15	52	19	42
<b>TOTAL KIEV (BORISPOL)</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>16</b>	<b>84</b>
<b>TOTAL UKRAINE</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>16</b>	<b>84</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	42	23	30	5	0	0	23	47	21	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>47</b>	<b>21</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>47</b>	<b>21</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	223	0	1	78	17	3	2	0	0	10	78	9	224
<b>TOTAL ABERDEEN</b>			<b>223</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>224</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	285	0	7	66	19	10	6	0	0	17	62	25	339
<b>TOTAL BELFAST CITY</b>			<b>285</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>25</b>	<b>339</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	55	18	14	14	0	0	23	48	25	42
<b>TOTAL BRISTOL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>25</b>	<b>42</b>
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	328	0	0	81	12	6	1	0	0	8	74	12	327
<b>TOTAL EDINBURGH</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>12</b>	<b>327</b>
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	336	0	0	85	10	3	1	1	0	8	83	8	329
<b>TOTAL GLASGOW</b>			<b>336</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>330</b>
GUERNSEY	CITY FLYER EXPRESS	S	236	1	1	75	17	8	1	0	0	8	68	16	222
	FLYBE.BRITISH EUROPEAN	S	273	0	8	80	11	5	3	0	0	9	71	27	227
<b>TOTAL GUERNSEY</b>			<b>509</b>	<b>1</b>	<b>9</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>22</b>	<b>449</b>
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	179	0	1	67	19	12	2	0	0	15	51	40	180

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 INVERNESS</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>40</b>	184
JERSEY	CITY FLYER EXPRESS	S	303	6	5	57	29	11	2	1	0	16	55	23	280
	FLYBE.BRITISH EUROPEAN	S	265	2	8	62	18	12	8	0	0	22	60	22	267
<b>TOTAL JERSEY</b>			<b>568</b>	<b>8</b>	<b>13</b>	<b>59</b>	<b>24</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>22</b>	547
MANCHESTER	BRITANNIA AIRWAYS	C	24	2	1	42	25	13	21	0	0	29	67	11	9
	BRITISH AIRWAYS (EURO OPS) LG	S	388	0	0	80	12	5	3	0	0	11	75	13	327
	MONARCH AIRLINES	C	7	0	1	71	14	14	0	0	0	-2	40	26	10
	THOMAS COOK AIRLINES LTD	C	10	3	1	20	50	20	10	0	0	26	0	0	0
<b>TOTAL MANCHESTER</b>			<b>431</b>	<b>7</b>	<b>3</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>14</b>	359
NEWCASTLE	CITY FLYER EXPRESS	S	327	0	1	61	23	12	4	0	0	15	66	16	316
<b>TOTAL NEWCASTLE</b>			<b>328</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>16</b>	317
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	134	0	0	61	19	16	4	0	0	18	49	27	86
<b>TOTAL NEWQUAY</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>27</b>	86
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	105	0	1	65	16	15	4	0	0	16	47	26	144
<b>TOTAL PLYMOUTH</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>16</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>26</b>	144
<b>TOTAL UNITED KINGDOM</b>			<b>3471</b>	<b>21</b>	<b>37</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>19</b>	3348
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	73	13	7	7	0	0	11	73	14	60
	DELTA AIRLINES	S	120	0	0	54	22	17	8	0	0	20	68	11	120
<b>TOTAL ATLANTA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>12</b>	180
BALTIMORE	BRITISH AIRWAYS PLC	S	58	0	1	79	14	3	3	0	0	9	83	4	60
<b>TOTAL BALTIMORE</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>4</b>	60
BOSTON	AMERICAN AIRLINES	S	58	0	2	66	21	10	3	0	0	15	72	13	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	62	17	18	2	2	0	15	72	16	60
<b>TOTAL BOSTON</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>19</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>15</b>	120
CHARLOTTE	BRITISH AIRWAYS PLC	S	60	0	0	77	15	8	0	0	0	7	78	6	60
	US AIRWAYS	S	61	0	0	57	21	16	3	2	0	16	0	0	0
<b>TOTAL CHARLOTTE</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>6</b>	60
CINCINNATI	DELTA AIRLINES	S	60	0	0	60	18	13	8	0	0	20	72	23	60
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>23</b>	60
CLEVELAND	CONTINENTAL AIRLINES	S	58	0	2	74	14	5	7	0	0	8	0	0	0
<b>TOTAL CLEVELAND</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	120	0	0	65	19	13	3	0	0	14	83	7	120
	BRITISH AIRWAYS PLC	S	60	0	0	87	10	2	2	0	0	2	70	12	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	180
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	73	17	7	3	0	0	1	76	3	59
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>3</b>	59
DETROIT	NORTHWEST AIRLINES	S	74	0	0	86	7	3	4	0	0	-5	54	20	26
<b>TOTAL DETROIT</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>54</b>	<b>22</b>	37

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
HOUSTON	BRITISH AIRWAYS PLC	S	60	0	0	88	5	7	0	0	0	4	68	40	60
	CONTINENTAL AIRLINES	S	120	0	0	78	11	6	3	2	0	10	76	14	120
<b>TOTAL HOUSTON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>23</b>	<b>180</b>
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	28	30	1	71	18	7	4	0	0	7	69	13	58
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>28</b>	<b>30</b>	<b>1</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>8</b>	<b>117</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	59	0	0	81	5	7	7	0	0	-2	81	14	26
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>81</b>	<b>14</b>	<b>26</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	1	0	77	18	2	3	0	0	7	78	6	59
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>6</b>	<b>59</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	118	0	2	75	12	8	4	0	0	7	68	16	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	45	28	18	5	2	2	33	47	34	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>61</b>	<b>22</b>	<b>180</b>
ORLANDO	AMERICAN TRANS AIR	C	32	0	1	53	22	13	6	3	3	34	83	-12	6
	BRITANNIA AIRWAYS	C	11	0	0	36	36	9	9	9	0	44	0	0	0
	BRITISH AIRWAYS PLC	S	55	1	1	80	5	9	2	4	0	13	61	18	49
	VIRGIN ATLANTIC AIRWAYS LTD	S	114	0	8	56	17	18	6	1	2	31	59	25	120
<b>TOTAL ORLANDO</b>			<b>212</b>	<b>1</b>	<b>10</b>	<b>61</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>61</b>	<b>22</b>	<b>175</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	118	0	0	80	9	4	4	3	0	8	80	6	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>6</b>	<b>60</b>
PITTSBURGH	BRITISH AIRWAYS PLC	S	60	0	0	83	10	5	0	0	2	15	77	18	60
<b>TOTAL PITTSBURGH</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>77</b>	<b>18</b>	<b>60</b>
RALEIGH	AMERICAN AIRLINES	S	60	0	0	72	18	8	2	0	0	6	92	-4	60
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>-4</b>	<b>60</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	60	0	0	80	8	10	2	0	0	-1	62	10	60
<b>TOTAL SAN DIEGO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>62</b>	<b>10</b>	<b>60</b>
SANFORD	AIR 2000	C	25	0	0	76	12	8	4	0	0	6	0	0	0
	MONARCH AIRLINES	C	17	0	0	53	12	18	18	0	0	27	32	52	22
	MY TRAVEL AIRWAYS UK	C	41	1	0	15	12	17	39	15	2	95	42	53	43
<b>TOTAL SANFORD</b>			<b>83</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>12</b>	<b>14</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>55</b>	<b>50</b>	<b>38</b>	<b>149</b>
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	74	0	0	58	20	12	7	3	0	24	83	5	78
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>5</b>	<b>78</b>
TAMPA	BRITISH AIRWAYS PLC	S	42	0	2	67	19	10	5	0	0	9	71	11	42
<b>TOTAL TAMPA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>11</b>	<b>42</b>
<b>TOTAL USA</b>			<b>2125</b>	<b>33</b>	<b>20</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	<b>2002</b>
VENEZUELA															
PORLAMAR	AIR 2000	C	4	0	0	50	25	25	0	0	0	19	0	0	0
<b>TOTAL PORLAMAR</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>19</b>	<b>50</b>	<b>-10</b>	<b>6</b>
<b>TOTAL VENEZUELA</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>19</b>	<b>50</b>	<b>-10</b>	<b>6</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>VIRGIN ISLANDS (U.S.A)</b>															
ST THOMAS ISLANDS	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-10	0	0	0
TOTAL ST THOMAS ISLANDS			2	0	0	100	0	0	0	0	0	-10	0	0	0
TOTAL VIRGIN ISLANDS (U.S.A)			2	0	0	100	0	0	0	0	0	-10	0	0	0
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	25	1	1	76	8	12	4	0	0	12	62	13	26
TOTAL LUSAKA			25	1	1	76	8	12	4	0	0	12	62	13	26
TOTAL ZAMBIA			25	1	1	76	8	12	4	0	0	12	62	13	26
<b>ZIMBABWE</b>															
HARARE	AIR ZIMBABWE	S	58	0	6	52	19	10	12	7	0	37	59	17	34
TOTAL HARARE			58	0	6	52	19	10	12	7	0	37	59	17	34
TOTAL ZIMBABWE			58	0	6	52	19	10	12	7	0	37	59	17	34
TOTAL GATWICK			22215	109	239	60	17	13	8	1	0	23	57	26	21960

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	50	0	25	25	0	0	47	100	-11	8
TOTAL SALZBURG			8	0	0	50	0	25	25	0	0	47	100	-11	8
TOTAL AUSTRIA			8	0	0	50	0	25	25	0	0	47	100	-11	8
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	172	0	0	66	18	10	6	0	0	15	62	16	169
TOTAL BRUSSELS			172	0	0	66	18	10	6	0	0	15	62	16	169
TOTAL BELGIUM			172	0	0	66	18	10	6	0	0	15	62	16	169
<b>BOSNIA-HERZEGOVINA</b>															
SARAJEVO	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL SARAJEVO			2	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL BOSNIA-HERZEGOVINA			2	0	0	50	0	50	0	0	0	22	0	0	0
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	7	1	1	71	0	0	0	0	29	123	50	24	8
TOTAL BURGAS			7	1	1	71	0	0	0	0	29	123	50	24	8
TOTAL BULGARIA			7	1	1	71	0	0	0	0	29	123	50	24	8
<b>CANADA</b>															
TORONTO	AIR CANADA	S	60	0	0	82	10	3	5	0	0	7	66	13	32
	AIR TRANSAT	C	20	0	0	65	10	5	20	0	0	27	60	13	20
	CANADA 3000 AIRLINES	C	25	3	0	68	16	0	12	4	0	25	73	17	26
	ROYAL AIRLINES	C	14	0	0	43	29	21	7	0	0	22	38	202	16
TOTAL TORONTO			119	3	0	71	13	5	9	1	0	16	62	46	94
VANCOUVER	AIR TRANSAT	C	8	0	0	38	13	0	13	25	13	129	38	53	8
	CANADA 3000 AIRLINES	C	14	0	2	64	21	7	7	0	0	5	50	17	8
TOTAL VANCOUVER			22	0	2	55	18	5	9	9	5	50	32	53	22
TOTAL CANADA			141	3	2	69	14	5	9	2	1	21	56	47	116
<b>CYPRUS</b>															
LARNACA	BRITANNIA AIRWAYS	C	8	0	0	25	38	38	0	0	0	25	25	18	8
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	0	0	25	0	70	38	14	8
	MONARCH AIRLINES	C	10	1	0	30	60	10	0	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	25	0	0	41	38	20	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	20	20	0	0	26	80	7	10
TOTAL LARNACA			44	1	0	48	23	16	9	5	0	34	39	19	44
PAPHOS	AIR 2000	S	10	0	0	70	0	10	10	0	10	72	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	0	20	10	30	20	20	268	0	0	0
	EUROCYPRIA AIRLINES LTD	C	10	0	0	30	50	20	0	0	0	23	20	206	10
TOTAL PAPHOS			30	0	0	33	23	13	13	7	10	121	30	110	20
TOTAL CYPRUS			74	1	0	42	23	15	11	5	4	69	36	47	64

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	103	0	1	92	6	1	0	1	0	0	88	2	103
TOTAL COPENHAGEN			103	1	1	92	6	1	0	1	0	0	88	2	103
TOTAL DENMARK			103	1	1	92	6	1	0	1	0	0	88	2	103
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	AIR 2000	C	8	1	0	25	25	0	25	25	0	113	0	0	0
TOTAL PUERTO PLATA			8	1	0	25	25	0	25	25	0	113	31	69	13
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	38	0	13	38	0	13	100	0	0	0
TOTAL SANTO DOMINGO			8	0	0	38	0	13	38	0	13	100	0	0	0
TOTAL DOMINICAN REPUBLIC			16	1	0	31	13	6	31	13	6	107	31	69	13
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	203	1	8	79	10	8	3	0	0	10	94	5	47
	FLYBE.BRITISH EUROPEAN	S	176	0	0	55	15	18	11	1	0	26	57	19	112
TOTAL PARIS (CHARLES DE GAULLE)			379	1	8	68	12	13	7	0	0	17	68	15	159
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	10	0	71	2
TOTAL TARBES-LOURDES INTERNATIONAL			2	0	0	100	0	0	0	0	0	10	0	71	2
TOTAL FRANCE			381	1	8	68	12	13	7	0	0	17	67	15	161
<b>GERMANY</b>															
HANOVER	BRITISH AIRWAYS PLC	S	21	0	1	81	19	0	0	0	0	6	100	4	22
TOTAL HANOVER			21	0	1	81	19	0	0	0	0	6	100	4	22
TOTAL GERMANY			22	0	1	77	23	0	0	0	0	6	86	8	58
<b>GREECE</b>															
CORFU	AIR 2000	C	8	0	0	38	13	0	25	25	0	81	100	1	8
	BRITANNIA AIRWAYS	C	8	0	0	38	38	13	13	0	0	21	60	37	10
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	22	44	19	9
TOTAL CORFU			32	0	0	53	19	6	16	6	0	33	67	20	27
HERAKLION	AIR 2000	C	8	0	0	63	25	13	0	0	0	18	70	5	10
	BRITANNIA AIRWAYS	C	8	0	0	50	0	25	25	0	0	53	44	56	9
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	13	13	0	0	22	50	22	10
	TRANSAER	C	8	0	0	75	0	25	0	0	0	4	38	34	8
TOTAL HERAKLION			40	0	0	60	18	15	8	0	0	20	51	28	37
RHODES	AIR 2000	C	10	0	0	80	0	0	20	0	0	18	67	12	9
	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	19	11	31	9
	TRANSAER	C	17	2	1	65	6	0	29	0	0	38	0	0	0
TOTAL RHODES			37	2	1	70	5	0	24	0	0	27	39	22	18
ZAKINTHOS	AIR 2000	C	8	0	0	100	0	0	0	0	0	-1	100	-1	8
	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	25	0	0	36	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	6	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	25	88	-4	8
<b>TOTAL ZAKINTHOS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>94</b>	<b>-2</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>141</b>	<b>2</b>	<b>1</b>	<b>62</b>	<b>13</b>	<b>8</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>20</b>	<b>98</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	60	0	0	82	8	2	5	3	0	16	71	24	59
<b>TOTAL KEFLAVIK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>24</b>	<b>59</b>
<b>TOTAL ICELAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>24</b>	<b>59</b>
<b>IRISH REPUBLIC</b>															
CORK	FLYBE.BRITISH EUROPEAN	S	62	0	0	39	27	23	11	0	0	29	0	0	0
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>27</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	AER LINGUS	S	240	3	0	90	8	1	1	0	0	2	92	3	240
<b>TOTAL DUBLIN</b>			<b>240</b>	<b>3</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>240</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>302</b>	<b>3</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>92</b>	<b>3</b>	<b>240</b>
<b>ITALY</b>															
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	24	0	1	58	4	17	21	0	0	33	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>4</b>	<b>17</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	BRITANNIA AIRWAYS	C	16	0	0	56	13	13	19	0	0	29	19	51	16
<b>TOTAL NAPLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>19</b>	<b>51</b>	<b>16</b>
PISA	BMI BRITISH MIDLAND	C	11	0	1	27	45	27	0	0	0	22	50	26	8
<b>TOTAL PISA</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>45</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>44</b>	<b>12</b>
RIMINI	BMI BRITISH MIDLAND	C	6	0	0	67	33	0	0	0	0	8	0	0	0
<b>TOTAL RIMINI</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>8</b>	<b>0</b>	<b>57</b>	<b>4</b>
VENICE	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	0	100	3	8
<b>TOTAL VENICE</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>100</b>	<b>3</b>	<b>8</b>
VERONA	AIR 2000	C	8	0	0	25	0	38	25	13	0	70	0	0	0
	EUROPEAN AIR CHARTER	C	10	0	0	10	10	40	40	0	0	72	0	0	0
<b>TOTAL VERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>39</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>71</b>	<b>38</b>	<b>25</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>83</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>13</b>	<b>19</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>35</b>	<b>37</b>	<b>52</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	16	0	0	56	19	13	13	0	0	17	56	15	18
	AIR MALTA	S	12	0	0	50	33	17	0	0	0	18	30	27	10
	BRITANNIA AIRWAYS	C	9	0	0	67	22	0	11	0	0	2	0	0	0
<b>TOTAL MALTA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>19</b>	<b>38</b>
<b>TOTAL MALTA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>19</b>	<b>38</b>
<b>MEXICO</b>															
CANCUN	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL CANCUN</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>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MEXICO</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>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	AIR HOLLAND	C	2	0	0	0	50	0	0	50	0	126	0	0	0
	KLM UK LTD	S	180	0	0	78	11	6	6	0	0	11	37	30	187
<b>TOTAL AMSTERDAM</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>37</b>	<b>30</b>	<b>187</b>
<b>TOTAL NETHERLANDS</b>			<b>183</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>37</b>	<b>30</b>	<b>187</b>
<b>NORWAY</b>															
<b>BERGEN</b>	WIDEROE FLYVESELSKAP A/S	S	52	0	0	94	4	2	0	0	0	3	0	0	0
<b>TOTAL BERGEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>7</b>	<b>44</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR 2000	C	18	0	0	61	6	11	17	0	6	88	63	20	16
	BRITANNIA AIRWAYS	C	10	0	0	40	30	20	0	10	0	44	25	21	8
	BRITISH AIRWAYS PLC	C	8	0	0	75	25	0	0	0	0	0	0	0	0
	CALEDONIAN AIRWAYS	C	10	0	0	30	10	30	30	0	0	59	0	0	0
	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	5	63	8	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	13	50	38	0	151	25	66	8
<b>TOTAL FARO</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>14</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>60</b>	<b>50</b>	<b>26</b>	<b>48</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>11</b>	<b>14</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>60</b>	<b>48</b>	<b>34</b>	<b>50</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	SATA	C	4	2	0	75	0	25	0	0	0	14	63	21	8
<b>TOTAL FUNCHAL</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>21</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>21</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	7	0	1	0	86	14	0	0	0	24	50	27	8
	BMI BRITISH MIDLAND	C	8	0	0	50	25	25	0	0	0	17	0	0	0
	BRITANNIA AIRWAYS	C	16	0	1	75	25	0	0	0	0	4	50	26	18
	CALEDONIAN AIRWAYS	C	8	0	0	88	13	0	0	0	0	-7	0	0	0
	MONARCH AIRLINES	C	7	0	0	57	43	0	0	0	0	11	63	40	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	13	13	13	13	0	60	25	91	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	38	13	25	0	0	27	50	12	8
<b>TOTAL ALICANTE</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>30</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>36</b>	<b>50</b>
<b>GERONA</b>	AIR 2000	C	8	0	0	50	0	0	25	25	0	72	88	-2	8
	BMI BRITISH MIDLAND	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	89	0	0	0	11	0	17	80	8	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	0	75	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	25	0	0	40	75	8	8
<b>TOTAL GERONA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>2</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>6</b>	<b>34</b>
<b>IBIZA</b>	AIR 2000	C	8	0	0	25	50	13	13	0	0	23	50	17	8
	BRITANNIA AIRWAYS	C	26	0	0	50	12	15	15	8	0	44	59	34	17
	CALEDONIAN AIRWAYS	C	8	0	0	0	0	25	50	0	25	246	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	25	25	0	88	38	53	8

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
IBIZA	THOMAS COOK AIRLINES LTD	C	9	0	1	100	0	0	0	0	0	-21	89	-12	9
<b>TOTAL IBIZA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>12</b>	<b>12</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>65</b>	<b>64</b>	<b>21</b>	<b>50</b>
MAHON	BRITANNIA AIRWAYS	C	8	0	0	0	0	13	88	0	0	86	0	69	8
	CALEDONIAN AIRWAYS	C	8	0	0	50	38	13	0	0	0	16	0	0	0
	FUTURA AIRLINES	C	8	0	0	100	0	0	0	0	0	-6	88	18	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	38	13	0	0	32	50	21	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	-10	100	-10	8
<b>TOTAL MAHON</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>10</b>	<b>12</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>25</b>	<b>32</b>
MALAGA	AIR 2000	C	16	0	0	69	19	0	0	0	13	55	50	31	16
	BRITANNIA AIRWAYS	C	18	0	0	22	33	33	0	11	0	55	75	10	8
	CALEDONIAN AIRWAYS	C	8	0	0	13	25	38	25	0	0	41	0	115	8
	FUTURA AIRLINES	C	8	0	0	13	38	50	0	0	0	32	88	13	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	0	25	0	80	25	60	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	38	16	8
<b>TOTAL MALAGA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>24</b>	<b>24</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>48</b>	<b>46</b>	<b>39</b>	<b>56</b>
PALMA DE MALLORCA	AIR 2000	C	8	0	0	63	38	0	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	51	0	0	71	4	2	24	0	0	24	46	34	50
	CALEDONIAN AIRWAYS	C	8	0	0	13	0	13	63	0	13	172	0	110	9
	FUTURA AIRLINES	C	8	0	1	25	13	25	38	0	0	38	67	30	18
	MONARCH AIRLINES	C	17	0	0	82	12	6	0	0	0	-4	41	28	17
	MY TRAVEL AIRWAYS UK	C	40	0	0	23	8	3	40	28	0	127	42	66	48
	SPANAIR	C	16	0	0	38	25	13	25	0	0	34	22	41	18
	THOMAS COOK AIRLINES LTD	C	26	1	0	54	19	12	15	0	0	20	79	4	28
<b>TOTAL PALMA DE MALLORCA</b>			<b>174</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>11</b>	<b>6</b>	<b>25</b>	<b>6</b>	<b>1</b>	<b>52</b>	<b>45</b>	<b>43</b>	<b>196</b>
REUS	AIR 2000	C	8	0	0	75	0	25	0	0	0	12	80	4	10
	BRITANNIA AIRWAYS	C	7	0	1	29	29	0	29	14	0	70	25	64	8
	EXCEL AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	-3	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	0	0	30	0	67	56	180	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	10	10	0	0	11	100	-2	10
<b>TOTAL REUS</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>48</b>	<b>45</b>
VALENCIA	BEL AIR - ILE DE FRANCE	C	2	0	0	50	0	0	50	0	0	32	0	0	0
<b>TOTAL VALENCIA</b>			<b>5</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>510</b>	<b>2</b>	<b>6</b>	<b>54</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>41</b>	<b>54</b>	<b>36</b>	<b>465</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	10	0	0	40	10	10	20	20	0	71	63	17	8
	AIR EUROPA	C	10	0	0	70	10	20	0	0	0	7	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	20	0	0	13	70	19	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	60	20	0	0	0	19	50	19	8
	THOMAS COOK AIRLINES LTD	C	9	1	1	100	0	0	0	0	0	-4	100	-10	8
<b>TOTAL ARRECIFE</b>			<b>49</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>16</b>	<b>42</b>
LAS PALMAS	AIR 2000	C	8	0	0	100	0	0	0	0	0	-15	100	-9	8
	BRITANNIA AIRWAYS	C	8	0	0	50	0	25	25	0	0	37	89	1	9
	IBERWORLD	C	8	0	0	0	0	50	50	0	0	75	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	5	0	43	8

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	16	0	0	69	6	0	13	13	0	58	71	35	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	12	71	0	14
<b>TOTAL LAS PALMAS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>5</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>68</b>	<b>16</b>	<b>56</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	38	13	0	38	13	0	79	100	2	8
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	9	75	10	8
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	13	13	0	0	25	0	98	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	17	25	71	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	47	18	18	0	6	12	91	50	74	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	-3	88	2	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>39</b>	<b>65</b>	<b>28</b>	<b>74</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>171</b>	<b>2</b>	<b>1</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>32</b>	<b>66</b>	<b>21</b>	<b>172</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	63	13	0	25	0	0	36	75	9	8
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>TURKEY</b>															
BODRUM (MILAS)	AIR 2000	C	8	0	0	88	13	0	0	0	0	4	100	-9	9
	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	19	25	52	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-1	0	0	0
	ONUR AIR	C	10	0	0	80	20	0	0	0	0	5	20	43	10
<b>TOTAL BODRUM (MILAS)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>20</b>	<b>35</b>
<b>DALAMAN</b>															
DALAMAN	AIR 2000	C	8	0	0	100	0	0	0	0	0	0	88	-1	8
	BRITANNIA AIRWAYS	C	18	0	0	67	17	6	11	0	0	13	30	94	10
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	3	50	53	8
	ONUR AIR	C	10	0	0	50	50	0	0	0	0	10	10	39	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	19	75	7	8
<b>TOTAL DALAMAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>44</b>	<b>50</b>	<b>62</b>
IZMIR (ADNAM MENDERES)	ONUR AIR	C	10	0	0	90	10	0	0	0	0	5	63	15	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>15</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>37</b>	<b>105</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	36	15	15	94	3	3	0	0	0	1	81	12	52
<b>TOTAL BARRA</b>			<b>36</b>	<b>15</b>	<b>15</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>52</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	163	1	1	82	7	11	0	0	0	8	78	12	170
<b>TOTAL BELFAST CITY</b>			<b>163</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>170</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	197	3	1	90	3	5	2	1	0	4	86	6	177
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>197</b>	<b>3</b>	<b>1</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	<b>177</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	87	10	0	4	0	0	8	71	18	52
<b>TOTAL BENBECULA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>18</b>	<b>52</b>
BIRMINGHAM	AIR 2000	C	3	0	1	33	0	0	33	33	0	130	0	0	0
	BRITISH AIRWAYS PLC	S	121	1	2	66	21	8	4	0	0	14	87	6	301

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				Actual (7)	Plan (8)										
BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	98	1	0	66	18	11	4	0	0	16	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>222</b>	<b>2</b>	<b>3</b>	<b>66</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>6</b>	<b>301</b>
BOURNEMOUTH	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-3	0	0	0
	GILL AIRWAYS	S	92	3	4	86	3	7	4	0	0	6	75	9	60
<b>TOTAL BOURNEMOUTH</b>			<b>94</b>	<b>3</b>	<b>4</b>	<b>86</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>9</b>	<b>60</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	257	3	10	81	7	7	5	1	0	11	77	11	286
<b>TOTAL BRISTOL</b>			<b>257</b>	<b>3</b>	<b>10</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>286</b>
CAMPBELTOWN	LOGANAIR	S	87	0	1	93	5	2	0	0	0	-1	77	12	86
<b>TOTAL CAMPBELTOWN</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>77</b>	<b>12</b>	<b>86</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	114	3	4	79	14	6	0	1	0	10	91	4	119
<b>TOTAL CARDIFF WALES</b>			<b>114</b>	<b>3</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>5</b>	<b>122</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	192	0	0	72	9	13	6	0	0	12	71	16	192
<b>TOTAL EAST MIDLANDS</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>16</b>	<b>192</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	336	0	0	90	5	3	0	1	0	4	77	9	328
<b>TOTAL GATWICK</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>328</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	21	0	1	71	19	5	5	0	0	13	100	1	18
<b>TOTAL GUERNSEY</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>7</b>	<b>47</b>
HEATHROW	BMI BRITISH MIDLAND	S	472	1	0	63	20	11	6	0	0	16	57	17	471
	BRITISH AIRWAYS PLC	S	650	0	0	84	8	5	3	0	0	7	80	11	650
<b>TOTAL HEATHROW</b>			<b>1122</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>13</b>	<b>1122</b>
INVERNESS	LOGANAIR	S	86	4	2	78	10	10	1	0	0	9	0	0	0
<b>TOTAL INVERNESS</b>			<b>86</b>	<b>4</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>17</b>	<b>50</b>
ISLAY	LOGANAIR	S	95	0	1	76	17	3	4	0	0	11	71	17	95
<b>TOTAL ISLAY</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>17</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>17</b>	<b>95</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	75	1	1	88	5	3	3	1	0	9	88	7	60
<b>TOTAL ISLE OF MAN</b>			<b>75</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>60</b>
JERSEY	BMI BRITISH MIDLAND	S	16	9	4	69	6	19	6	0	0	14	43	30	30
	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	1	40	20	20	20	0	0	40	0	0	0
<b>TOTAL JERSEY</b>			<b>21</b>	<b>12</b>	<b>17</b>	<b>62</b>	<b>10</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>19</b>	<b>109</b>
KIRKWALL	LOGANAIR	S	45	0	4	69	18	9	4	0	0	17	0	0	0
<b>TOTAL KIRKWALL</b>			<b>45</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD	BMI REGIONAL	S	140	2	0	91	1	7	0	1	0	5	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>140</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>10</b>	<b>138</b>
LONDON CITY	SCOT AIRWAYS	S	190	0	0	82	13	4	1	0	0	6	0	0	0
<b>TOTAL LONDON CITY</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
LONDONDERRY	LOGANAIR	S	58	0	2	78	14	3	5	0	0	14	62	27	58
<b>TOTAL LONDONDERRY</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>27</b>	<b>58</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	224	0	0	92	4	2	2	0	0	2	47	37	216

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 LUTON</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>37</b>	216
<b>MANCHESTER</b>	BMI REGIONAL	S	184	2	0	85	3	7	3	1	0	10	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	0	0	50	25	0	25	170	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	187	2	6	66	12	12	8	2	0	20	0	0	0
	BRITISH AIRWAYS PLC	S	62	2	6	50	19	23	6	2	0	27	72	13	232
<b>TOTAL MANCHESTER</b>			<b>437</b>	<b>6</b>	<b>25</b>	<b>71</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>14</b>	418
<b>NEWCASTLE</b>	SATA	C	2	0	2	50	0	50	0	0	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-18	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>5</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>0</b>	<b>0</b>	0
<b>PLYMOUTH</b>	BRITISH AIRWAYS CITIEXPRESS L	S	35	0	4	86	9	6	0	0	0	7	69	15	16
<b>TOTAL PLYMOUTH</b>			<b>35</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>15</b>	16
<b>SOUTHAMPTON</b>	BRITISH REGIONAL AIRLINES LTD	S	200	2	0	82	8	8	2	0	0	7	74	11	182
<b>TOTAL SOUTHAMPTON</b>			<b>200</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>11</b>	182
<b>STANSTED</b>	KLM UK LTD	S	213	2	3	65	11	17	8	0	0	18	55	26	254
<b>TOTAL STANSTED</b>			<b>213</b>	<b>2</b>	<b>3</b>	<b>65</b>	<b>11</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>26</b>	254
<b>STORNOWAY</b>	BRITISH REGIONAL AIRLINES LTD	S	112	0	0	75	13	8	4	1	0	13	72	21	116
<b>TOTAL STORNOWAY</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>21</b>	116
<b>SUMBURGH</b>	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	56	21	10	8	6	0	31	64	21	102
<b>TOTAL SUMBURGH</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>64</b>	<b>21</b>	102
<b>TIREE</b>	LOGANAIR	S	49	0	3	80	6	4	10	0	0	12	73	21	48
<b>TOTAL TIREE</b>			<b>49</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>21</b>	48
<b>TOTAL UNITED KINGDOM</b>			<b>4930</b>	<b>61</b>	<b>108</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	4961
<b>USA</b>															
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	60	0	0	93	2	2	3	0	0	-1	77	6	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>77</b>	<b>6</b>	60
<b>NEW YORK (NEWARK)</b>	CONTINENTAL AIRLINES	S	58	0	2	81	12	0	2	3	2	11	77	11	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>77</b>	<b>11</b>	60
<b>ORLANDO</b>	BRITANNIA AIRWAYS	C	16	0	0	38	13	13	19	19	0	92	0	0	0
<b>TOTAL ORLANDO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	0
<b>SANFORD</b>	AIR 2000	C	8	0	0	13	0	13	25	50	0	156	0	0	0
	MONARCH AIRLINES	C	22	0	0	68	18	9	5	0	0	10	27	185	26
	MY TRAVEL AIRWAYS UK	C	4	4	0	50	25	0	25	0	0	30	13	60	16
<b>TOTAL SANFORD</b>			<b>34</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>47</b>	<b>28</b>	<b>107</b>	58
<b>TOTAL USA</b>			<b>168</b>	<b>4</b>	<b>2</b>	<b>76</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>22</b>	<b>62</b>	<b>34</b>	222
<b>TOTAL GLASGOW</b>			<b>7740</b>	<b>86</b>	<b>134</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>18</b>	7420

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	24	1	0	8	4	38	38	13	0	84	8	83	26
TOTAL ALGIERS			<b>24</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>83</b>	<b>26</b>
TOTAL ALGERIA			<b>24</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>83</b>	<b>26</b>
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	8	1	1	88	0	13	0	0	0	1	62	2	21
TOTAL YEREVAN			<b>8</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>2</b>	<b>21</b>
TOTAL ARMENIA			<b>8</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>2</b>	<b>21</b>
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	60	0	0	68	15	13	3	0	0	11	87	6	60
TOTAL BRISBANE			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	<b>60</b>
MELBOURNE	QANTAS	S	59	0	0	64	22	10	0	3	0	19	73	13	48
TOTAL MELBOURNE			<b>59</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>11</b>	<b>107</b>
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	60	0	0	53	35	7	3	2	0	19	51	16	59
TOTAL PERTH (AUSTRALIA)			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>35</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>16</b>	<b>59</b>
SYDNEY	BRITISH AIRWAYS PLC	S	87	0	0	79	9	7	5	0	0	7	0	0	0
	QANTAS	S	61	0	0	62	20	10	3	3	2	34	68	12	72
TOTAL SYDNEY			<b>148</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>68</b>	<b>12</b>	<b>72</b>
TOTAL AUSTRALIA			<b>327</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>11</b>	<b>298</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	204	0	0	66	20	10	4	0	0	13	59	16	240
	BRITISH AIRWAYS PLC	S	180	0	0	64	20	13	3	0	0	14	61	16	180
TOTAL VIENNA			<b>385</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>16</b>	<b>420</b>
TOTAL AUSTRIA			<b>385</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>16</b>	<b>420</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	97	1	0	69	18	7	5	1	0	10	61	12	66
TOTAL BAHRAIN			<b>97</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>12</b>	<b>66</b>
TOTAL BAHRAIN			<b>97</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>12</b>	<b>66</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	54	0	0	35	11	11	26	9	7	110	60	31	42
	BRITISH AIRWAYS PLC	S	43	0	0	79	14	2	5	0	0	5	84	6	43
TOTAL DACCA			<b>97</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>7</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>64</b>	<b>72</b>	<b>18</b>	<b>85</b>
TOTAL BANGLADESH			<b>97</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>7</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>64</b>	<b>72</b>	<b>18</b>	<b>85</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	314	0	2	54	26	12	8	0	0	19	60	18	358
	BRITISH AIRWAYS PLC	S	282	0	1	67	13	11	7	1	0	18	64	17	282
	SABENA	S	504	0	1	51	19	18	11	0	0	26	45	27	490
	UNITED AIRLINES	S	55	0	0	65	24	9	2	0	0	11	48	18	56

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BRUSSELS			1155	0	4	57	20	14	9	0	0	21	54	22	1186
TOTAL BELGIUM			1155	0	4	57	20	14	9	0	0	21	54	22	1186
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	43	0	0	63	14	19	5	0	0	17	24	29	34
TOTAL RIO DE JANEIRO (GALEAO)			43	0	0	63	14	19	5	0	0	17	24	29	34
SAO PAULO (GUARULHOS)	VARIG	S	17	0	0	47	35	18	0	0	0	16	50	21	8
TOTAL SAO PAULO (GUARULHOS)			17	0	0	47	35	18	0	0	0	16	50	21	8
TOTAL BRAZIL			60	0	0	58	20	18	3	0	0	17	29	27	42
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	62	30	7	0	2	0	17	68	13	60
TOTAL BANDAR SERI BEGAWAN			60	0	0	62	30	7	0	2	0	17	68	13	60
TOTAL BRUNEI			60	0	0	62	30	7	0	2	0	17	68	13	60
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	42	0	0	33	21	21	24	0	0	41	43	32	42
TOTAL SOFIA			42	0	0	33	21	21	24	0	0	41	43	32	42
TOTAL BULGARIA			42	0	0	33	21	21	24	0	0	41	43	32	42
<b>CANADA</b>															
CALGARY	AIR CANADA	S	35	0	0	83	11	3	0	3	0	7	35	26	17
	CANADIAN AIRLINES INT/L	S	70	2	1	71	14	6	7	0	1	15	40	38	60
TOTAL CALGARY			105	2	1	75	13	5	5	1	1	12	39	36	77
EDMONTON	AIR CANADA	S	24	0	1	75	8	8	4	4	0	22	63	28	16
TOTAL EDMONTON			24	0	1	75	8	8	4	4	0	22	63	28	16
HALIFAX INT	AIR CANADA	S	60	0	0	72	18	7	3	0	0	11	61	11	33
TOTAL HALIFAX INT			60	0	0	72	18	7	3	0	0	11	61	11	33
MONTREAL (DORVAL)	AIR CANADA	S	60	0	0	48	35	13	2	2	0	23	23	28	31
	BRITISH AIRWAYS PLC	S	60	0	0	65	15	15	2	2	2	36	57	16	61
TOTAL MONTREAL (DORVAL)			120	0	0	57	25	14	2	2	1	29	46	20	92
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	85	12	2	2	0	0	2	86	4	22
	CANADIAN AIRLINES INT/L	S	34	0	0	76	21	3	0	0	0	3	81	5	26
TOTAL OTTAWA INTERNATIONAL			94	0	0	82	15	2	1	0	0	2	83	4	48
TORONTO	AIR CANADA	S	228	0	12	81	11	5	3	0	0	7	58	16	116
	BRITISH AIRWAYS PLC	S	94	0	0	67	17	12	3	1	0	13	50	39	92
	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	CANADIAN AIRLINES INT/L	S	146	0	0	66	21	8	4	0	0	13	58	20	156
TOTAL TORONTO			472	0	12	74	15	7	3	0	0	10	56	23	364
VANCOUVER	AIR CANADA	S	99	0	1	76	17	3	2	2	0	8	28	36	40
	BRITISH AIRWAYS PLC	S	60	0	0	65	17	13	5	0	0	10	65	20	60
	CANADIAN AIRLINES INT/L	S	63	0	1	59	22	13	3	3	0	20	62	17	60
TOTAL VANCOUVER			222	0	2	68	18	9	3	2	0	12	54	23	160



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				Actual (7)	Plan (8)										
TOTAL CANADA			1097	2	16	71	17	8	3	1	0	12	55	22	790
CHINA															
BEIJING	AIR CHINA	S	25	1	1	80	20	0	0	0	0	-6	73	9	26
	BRITISH AIRWAYS PLC	S	34	0	0	59	15	15	9	0	3	46	74	10	34
TOTAL BEIJING			59	1	1	68	17	8	5	0	2	24	73	9	60
SHANGHAI	VIRGIN ATLANTIC AIRWAYS LTD	S	15	1	0	80	20	0	0	0	0	3	0	0	0
TOTAL SHANGHAI			15	1	0	80	20	0	0	0	0	3	0	0	0
TOTAL CHINA			74	2	1	70	18	7	4	0	1	20	73	9	60
COLOMBIA															
BOGOTA	AVIANCA COLOMBIA	S	26	0	0	42	8	19	27	4	0	43	28	46	18
TOTAL BOGOTA			26	0	0	42	8	19	27	4	0	43	28	46	18
TOTAL COLOMBIA			26	0	0	42	8	19	27	4	0	43	28	46	18
CROATIA															
SPLIT	CROATIA AIRLINES	S	8	0	0	25	38	13	25	0	0	43	0	159	8
TOTAL SPLIT			8	0	0	25	38	13	25	0	0	43	0	159	8
ZAGREB	CROATIA AIRLINES	S	60	0	0	53	23	15	8	0	0	22	37	30	60
TOTAL ZAGREB			60	0	0	53	23	15	8	0	0	22	37	30	60
TOTAL CROATIA			68	0	0	50	25	15	10	0	0	24	32	45	68
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	76	0	0	70	21	7	3	0	0	11	51	27	76
	CYPRUS AIRWAYS	S	127	1	1	43	31	18	4	2	1	33	31	45	94
TOTAL LARNACA			203	1	1	53	28	14	3	1	0	24	40	37	170
TOTAL CYPRUS			203	1	1	53	28	14	3	1	0	24	40	37	170
CZECH REPUBLIC															
PRAGUE	BMI BRITISH MIDLAND	S	76	0	0	62	21	14	3	0	0	14	47	19	76
	BRITISH AIRWAYS PLC	S	120	0	0	75	18	4	3	0	0	10	43	24	120
	CSA	S	120	1	0	59	25	13	3	0	0	15	56	18	120
TOTAL PRAGUE			316	1	0	66	22	10	3	0	0	13	49	20	316
TOTAL CZECH REPUBLIC			316	1	0	66	22	10	3	0	0	13	49	20	316
DENMARK															
AARHUS (TIRSTRUP)	SAS	S	60	0	0	73	18	5	3	0	0	11	65	15	60
TOTAL AARHUS (TIRSTRUP)			60	0	0	73	18	5	3	0	0	11	65	15	60
COPENHAGEN	BRITISH AIRWAYS PLC	S	291	0	1	82	12	4	1	0	0	6	69	17	231
	SAS	S	300	0	0	72	16	9	3	0	0	11	64	17	295
	VARIG	S	26	0	0	62	15	19	4	0	0	18	38	32	26
TOTAL COPENHAGEN			617	0	1	76	14	7	2	0	0	9	66	17	612
TOTAL DENMARK			677	0	1	76	14	7	2	0	0	9	65	17	672

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				Actual (7)	Plan (8)										
<b>EGYPT</b>															
ALEXANDRIA ( NOUZHA )	BRITISH MEDITERRANEAN AIRWA	S	18	0	0	56	22	11	11	0	0	16	75	50	8
TOTAL ALEXANDRIA ( NOUZHA )			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>50</b>	<b>8</b>
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	75	17	2	7	0	0	7	68	15	60
	EGYPT AIR	S	60	0	0	18	33	33	12	0	3	51	20	37	60
TOTAL CAIRO			<b>120</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>44</b>	<b>26</b>	<b>120</b>
LUXOR	EGYPT AIR	S	8	0	0	13	0	38	25	25	0	100	25	45	8
TOTAL LUXOR			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>100</b>	<b>25</b>	<b>45</b>	<b>8</b>
TOTAL EGYPT			<b>146</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>42</b>	<b>30</b>	<b>144</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	28	0	1	18	11	29	39	4	0	60	65	18	26
TOTAL ADDIS ABABA			<b>28</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>11</b>	<b>29</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>65</b>	<b>18</b>	<b>26</b>
TOTAL ETHIOPIA			<b>28</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>11</b>	<b>29</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>65</b>	<b>18</b>	<b>26</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	75	17	6	3	0	0	11	61	17	119
	FINNAIR	S	180	0	0	72	15	12	1	0	0	10	65	15	180
TOTAL HELSINKI			<b>300</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>16</b>	<b>299</b>
TOTAL FINLAND			<b>300</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>16</b>	<b>299</b>
<b>FRANCE</b>															
AJACCIO	BMI BRITISH MIDLAND	C	8	0	0	25	38	0	38	0	0	40	100	2	8
TOTAL AJACCIO			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>100</b>	<b>2</b>	<b>8</b>
LYON	BRITISH AIRWAYS PLC	S	180	0	0	84	10	3	3	0	0	5	66	15	179
	FLYBE.BRITISH EUROPEAN	S	158	0	2	83	11	4	1	0	0	5	70	9	164
TOTAL LYON			<b>338</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>12</b>	<b>343</b>
NICE	BMI BRITISH MIDLAND	S	120	0	0	49	27	20	4	0	0	20	50	21	120
	BRITISH AIRWAYS PLC	S	256	0	0	64	20	13	3	0	0	14	58	20	256
TOTAL NICE			<b>376</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>20</b>	<b>376</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	786	1	0	57	18	15	9	1	0	23	47	23	763
	BMI BRITISH MIDLAND	S	406	0	3	57	19	15	8	1	0	22	57	20	409
	BRITISH AIRWAYS PLC	C	2	0	4	50	50	0	0	0	0	10	50	40	2
	BRITISH AIRWAYS PLC	S	384	0	0	67	13	10	9	1	0	18	58	22	386
TOTAL PARIS (CHARLES DE GAULLE)			<b>1578</b>	<b>1</b>	<b>7</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>22</b>	<b>1560</b>
PARIS (ORLY)	AIR LIB	S	180	0	0	71	17	10	3	0	0	11	66	12	179
	BRITISH AIRWAYS PLC	S	168	0	0	76	14	8	2	0	0	8	70	13	170
TOTAL PARIS (ORLY)			<b>348</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>13</b>	<b>349</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	173	0	3	84	10	3	2	1	0	7	72	12	180
TOTAL TOULOUSE (BLAGNAC)			<b>173</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>12</b>	<b>180</b>
TOTAL FRANCE			<b>2821</b>	<b>2</b>	<b>12</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>19</b>	<b>2816</b>

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			Actual (7)	Plan (8)												
<b>GEORGIA</b>																
TBILISI	BRITISH MEDITERRANEAN AIRWA	S	7	2	0	57	0	29	0	14	0	64	0	0	0	
TOTAL TBILISI			7	2	0	57	0	29	0	14	0	64	0	195	3	
TOTAL GEORGIA			7	2	0	57	0	29	0	14	0	64	0	195	3	
<b>GERMANY</b>																
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	308	0	0	86	8	3	3	0	0	5	69	13	308	
TOTAL BERLIN (TEGEL)			309	0	0	85	8	3	4	0	0	6	69	13	308	
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	76	0	0	74	14	11	1	0	0	8	70	12	76	
	BRITISH AIRWAYS PLC	S	120	0	0	67	21	12	1	0	0	11	63	19	118	
TOTAL COLOGNE (BONN)			196	0	0	69	18	11	1	0	0	10	65	16	194	
DRESDEN	BMI BRITISH MIDLAND	S	44	0	0	66	18	9	7	0	0	15	27	26	44	
TOTAL DRESDEN			44	0	0	66	18	9	7	0	0	15	24	32	70	
DUSSELDORF	BRITISH AIRWAYS PLC	S	232	0	0	74	13	8	5	0	0	12	62	16	232	
	LUFTHANSA	S	180	0	0	79	11	6	4	1	0	10	72	13	192	
TOTAL DUSSELDORF			412	0	0	76	12	7	4	0	0	11	66	15	424	
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	240	0	0	67	17	12	4	0	0	15	63	14	240	
	BRITISH AIRWAYS PLC	S	283	0	1	64	22	11	2	0	0	16	58	18	284	
	LUFTHANSA	S	480	0	0	60	23	14	3	0	0	16	64	14	480	
TOTAL FRANKFURT MAIN			1003	0	1	63	21	13	3	0	0	16	62	15	1004	
HAMBURG	BRITISH AIRWAYS PLC	S	180	0	0	74	16	4	5	1	1	16	66	14	180	
	LUFTHANSA	S	180	0	0	78	17	4	2	0	0	5	66	16	180	
TOTAL HAMBURG			360	0	0	76	16	4	3	0	0	11	66	15	360	
HANOVER	BMI BRITISH MIDLAND	S	180	0	0	83	9	6	2	0	0	4	0	0	0	
	BRITISH AIRWAYS PLC	S	103	0	0	85	8	4	3	0	0	5	78	20	104	
TOTAL HANOVER			283	0	0	84	9	5	2	0	0	4	68	18	224	
MUNICH	BRITISH AIRWAYS PLC	S	291	0	1	68	20	10	2	0	0	12	60	18	292	
	LUFTHANSA	S	300	0	0	66	20	10	4	0	0	14	48	22	274	
TOTAL MUNICH			591	0	1	67	20	10	3	0	0	13	54	20	566	
NUREMBERG	LUFTHANSA	S	60	0	0	85	3	10	2	0	0	6	73	13	60	
TOTAL NUREMBERG			60	0	0	85	3	10	2	0	0	6	73	13	60	
STUTTART	BMI BRITISH MIDLAND	S	180	0	0	61	22	15	2	0	0	11	0	0	0	
	BRITISH AIRWAYS PLC	S	180	0	0	72	20	6	2	0	0	9	68	12	180	
TOTAL STUTTART			360	0	0	67	21	10	2	0	0	10	66	14	300	
TOTAL GERMANY			3619	0	2	71	17	9	3	0	0	11	63	16	3618	
<b>GHANA</b>																
ACCRA	GHANA AIRWAYS	S	36	0	0	14	8	28	36	6	8	128	6	145	35	
TOTAL ACCRA			36	0	0	14	8	28	36	6	8	128	6	145	35	
TOTAL GHANA			36	0	0	14	8	28	36	6	8	128	6	145	35	

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				Actual (7)	Plan (8)										
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	44	0	0	34	27	36	2	0	0	23	76	7	42
	BRITISH AIRWAYS PLC	S	119	0	1	66	18	11	4	1	0	13	43	32	120
	OLYMPIC AIRWAYS	S	180	1	1	17	21	44	17	1	0	43	30	31	190
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	58	12	18	12	0	0	22	66	16	59
<b>TOTAL ATHENS</b>			<b>403</b>	<b>1</b>	<b>2</b>	<b>39</b>	<b>19</b>	<b>30</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>44</b>	<b>27</b>	<b>411</b>
PREVEZA	BMI BRITISH MIDLAND	C	8	0	0	25	13	25	38	0	0	48	38	43	8
<b>TOTAL PREVEZA</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>48</b>	<b>38</b>	<b>43</b>	<b>8</b>
SALONIKA	QANTAS	C	2	0	0	0	0	0	100	0	0	67	0	0	0
<b>TOTAL SALONIKA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>94</b>	<b>-6</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>413</b>	<b>1</b>	<b>2</b>	<b>39</b>	<b>19</b>	<b>30</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>46</b>	<b>25</b>	<b>437</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	58	1	2	90	7	0	2	0	2	9	88	4	60
	CATHAY PACIFIC AIRWAYS	S	120	0	0	63	20	8	8	0	2	23	75	10	119
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	85	7	5	0	0	3	46	73	14	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>238</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>75</b>	<b>10</b>	<b>299</b>
<b>TOTAL HONG KONG</b>			<b>238</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>75</b>	<b>10</b>	<b>299</b>
<b>HUNGARY</b>															
BUDAPEST	BMI BRITISH MIDLAND	S	60	0	0	75	17	7	2	0	0	9	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	56	22	16	7	0	0	19	44	26	120
	MALEV (HUNGARIAN AIRLINES)	S	119	1	0	46	18	24	8	3	0	29	58	19	120
<b>TOTAL BUDAPEST</b>			<b>299</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>22</b>	<b>240</b>
<b>TOTAL HUNGARY</b>			<b>299</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>22</b>	<b>240</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	86	0	0	48	36	13	3	0	0	19	28	30	76
<b>TOTAL KEFLAVIK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>36</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>28</b>	<b>30</b>	<b>76</b>
<b>TOTAL ICELAND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>36</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>28</b>	<b>30</b>	<b>76</b>
<b>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	17	0	0	82	18	0	0	0	0	2	59	19	17
<b>TOTAL CALCUTTA</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>2</b>	<b>59</b>	<b>19</b>	<b>17</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	17	0	0	76	6	12	6	0	0	9	71	5	17
<b>TOTAL MADRAS/CHENNAI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>5</b>	<b>17</b>
MUMBAI	AIR INDIA	S	85	0	0	38	24	21	16	1	0	35	27	30	86
	BRITISH AIRWAYS PLC	S	60	0	0	75	13	10	2	0	0	2	60	17	60
<b>TOTAL MUMBAI</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>25</b>	<b>146</b>
<b>TOTAL INDIA</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>45</b>	<b>22</b>	<b>180</b>
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	17	0	0	59	24	12	6	0	0	14	49	17	51

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 JAKARTA (SOEKARNO-HATTA INTNL)			17	0	0	59	24	12	6	0	0	14	49	17	51
TOTAL INDONESIA			17	0	0	59	24	12	6	0	0	14	49	17	51
IRAN															
TEHRAN	BRITISH AIRWAYS PLC	S	34	0	0	79	9	6	6	0	0	7	62	11	26
	IRAN AIR	S	27	1	1	59	15	19	7	0	0	24	69	21	26
TOTAL TEHRAN			61	1	1	70	11	11	7	0	0	15	65	16	52
TOTAL IRAN			61	1	1	70	11	11	7	0	0	15	65	16	52
IRISH REPUBLIC															
CORK	AER LINGUS	S	276	0	1	64	17	13	5	0	0	16	62	20	276
TOTAL CORK			276	0	1	64	17	13	5	0	0	16	62	20	276
DUBLIN	AER LINGUS	S	804	0	2	57	23	14	5	0	0	18	61	18	797
	BMI BRITISH MIDLAND	S	472	0	0	62	20	14	4	0	0	15	34	32	472
TOTAL DUBLIN			1276	0	2	59	22	14	5	0	0	17	51	23	1269
SHANNON	AER LINGUS	S	229	1	0	61	19	14	6	0	0	20	57	23	237
TOTAL SHANNON			229	1	0	61	19	14	6	0	0	20	57	23	237
TOTAL IRISH REPUBLIC			1781	1	3	60	21	14	5	0	0	17	53	23	1782
ISRAEL															
OVDA	EL AL	S	8	1	0	100	0	0	0	0	0	-3	67	19	3
TOTAL OVDA			8	1	0	100	0	0	0	0	0	-3	67	19	3
TEL AVIV	BRITISH AIRWAYS PLC	S	66	0	0	92	6	0	2	0	0	-2	76	6	66
	EL AL	S	61	0	1	69	11	18	2	0	0	11	75	5	53
TOTAL TEL AVIV			127	0	1	81	9	9	2	0	0	4	76	6	119
TOTAL ISRAEL			135	1	1	82	8	8	1	0	0	4	75	6	122
ITALY															
BOLOGNA	BRITISH AIRWAYS PLC	S	118	0	1	26	29	37	8	0	0	31	49	22	115
TOTAL BOLOGNA			118	0	1	26	29	37	8	0	0	31	49	22	115
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	8	0	0	13	13	50	25	0	0	61	0	47	8
TOTAL CAGLIARI (ELMAS)			8	0	0	13	13	50	25	0	0	61	0	47	8
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	0	25	38	38	0	0	49	25	36	8
TOTAL CATANIA (FONTANAROSSA)			8	0	0	0	25	38	38	0	0	49	25	36	8
MILAN (LINATE)	ALITALIA	S	177	0	0	47	21	27	5	0	0	22	37	25	418
	BRITISH AIRWAYS PLC	S	184	0	0	66	17	14	3	0	0	15	52	22	298
TOTAL MILAN (LINATE)			361	0	0	57	19	20	4	0	0	18	43	23	716
MILAN (MALPENSA)	ALITALIA	S	295	0	0	25	22	40	12	1	0	35	0	0	0
	BRITISH AIRWAYS PLC	S	114	0	0	50	19	24	5	2	0	26	0	0	0
TOTAL MILAN (MALPENSA)			409	0	0	32	22	35	10	1	0	33	0	0	0
NAPLES	BMI BRITISH MIDLAND	C	8	1	0	0	0	25	75	0	0	87	63	15	8
TOTAL NAPLES			8	1	0	0	0	25	75	0	0	87	63	15	8

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							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>ROME (FIUMICINO)</b>	ALITALIA	S	297	0	4	37	25	26	12	1	0	30	42	26	366
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	0	100	0	0	148	0	0	0
	BRITISH AIRWAYS PLC	S	300	0	0	66	18	10	6	0	0	15	55	20	300
<b>TOTAL ROME (FIUMICINO)</b>			<b>599</b>	<b>0</b>	<b>4</b>	<b>51</b>	<b>21</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>23</b>	<b>666</b>
<b>VENICE</b>	BRITISH AIRWAYS PLC	S	126	0	1	57	22	16	5	0	0	16	40	27	128
<b>TOTAL VENICE</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>40</b>	<b>28</b>	<b>136</b>
<b>TOTAL ITALY</b>			<b>1637</b>	<b>1</b>	<b>6</b>	<b>46</b>	<b>21</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>45</b>	<b>24</b>	<b>1657</b>
<b>JAMAICA</b>															
<b>KINGSTON</b>	AIR JAMAICA	S	24	0	0	54	17	17	13	0	0	25	50	44	40
<b>TOTAL KINGSTON</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>44</b>	<b>40</b>
<b>MONTEGO BAY</b>	AIR JAMAICA	S	18	0	0	44	22	17	17	0	0	26	0	0	0
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JAMAICA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>44</b>	<b>40</b>
<b>JAPAN</b>															
<b>NAGOYA (AFB)</b>	JAPAN AIRLINES	S	16	0	0	38	44	13	6	0	0	22	50	19	18
<b>TOTAL NAGOYA (AFB)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>44</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>11</b>	<b>42</b>
<b>OSAKA (KANSAI)</b>	ALL NIPPON AIRWAYS	S	44	0	0	41	25	27	7	0	0	22	57	13	42
	JAPAN AIRLINES	S	60	0	0	50	28	20	2	0	0	17	62	11	52
<b>TOTAL OSAKA (KANSAI)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>11</b>	<b>136</b>
<b>TOKYO (NARITA)</b>	AEROFLOT	S	16	0	0	19	31	31	19	0	0	37	44	59	25
	ALL NIPPON AIRWAYS	S	60	0	0	65	28	5	0	2	0	10	71	13	73
	BRITISH AIRWAYS PLC	S	120	0	0	82	10	8	1	0	0	5	71	12	111
	JAPAN AIRLINES	S	84	0	0	52	25	18	4	1	0	17	56	19	82
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	75	17	7	2	0	0	5	65	13	51
<b>TOTAL TOKYO (NARITA)</b>			<b>340</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>18</b>	<b>342</b>
<b>TOTAL JAPAN</b>			<b>460</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>15</b>	<b>520</b>
<b>JORDAN</b>															
<b>AMMAN</b>	BRITISH MEDITERRANEAN AIRWA	S	61	2	2	57	23	10	7	3	0	21	75	13	44
	ROYAL JORDANIAN	S	59	1	1	47	27	14	8	3	0	32	53	24	60
<b>TOTAL AMMAN</b>			<b>120</b>	<b>3</b>	<b>3</b>	<b>53</b>	<b>25</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>19</b>	<b>104</b>
<b>TOTAL JORDAN</b>			<b>120</b>	<b>3</b>	<b>3</b>	<b>53</b>	<b>25</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>19</b>	<b>104</b>
<b>KAZAKHSTAN</b>															
<b>ALMA ATA</b>	BRITISH AIRWAYS PLC	S	16	0	0	94	0	0	6	0	0	7	53	23	17
<b>TOTAL ALMA ATA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>53</b>	<b>23</b>	<b>17</b>
<b>TOTAL KAZAKHSTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>53</b>	<b>23</b>	<b>17</b>
<b>KENYA</b>															
<b>NAIROBI</b>	KENYA AIRWAYS	S	68	0	0	60	19	7	13	0	0	22	62	27	68
<b>TOTAL NAIROBI</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>27</b>	<b>68</b>
<b>TOTAL KENYA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>27</b>	<b>68</b>

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			Actual (7)	Plan (8)											
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	73	12	10	5	0	0	10	68	13	60
KUWAIT	KUWAIT AIRWAYS	S	70	0	0	60	16	20	4	0	0	11	42	30	69
<b>TOTAL KUWAIT</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>22</b>	<b>129</b>
<b>TOTAL KUWAIT</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>22</b>	<b>129</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	10	0	0	40	30	10	20	0	0	28	100	-4	5
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>-4</b>	<b>5</b>
<b>TOTAL KYRGYZSTAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>-4</b>	<b>5</b>
<b>LEBANON</b>															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	54	0	0	80	13	7	0	0	0	1	57	21	68
	MEA	S	78	0	0	62	15	18	5	0	0	17	50	20	48
<b>TOTAL BEIRUT</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>21</b>	<b>116</b>
<b>TOTAL LEBANON</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>21</b>	<b>116</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	60	0	0	82	12	7	0	0	0	6	90	2	52
<b>TOTAL VILNIUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>2</b>	<b>52</b>
<b>TOTAL LITHUANIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>2</b>	<b>52</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	48	0	2	67	15	13	6	0	0	16	65	17	52
	LUXAIR	S	120	0	0	68	18	6	8	0	0	15	68	13	120
<b>TOTAL LUXEMBOURG</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>14</b>	<b>172</b>
<b>TOTAL LUXEMBOURG</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>14</b>	<b>172</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	120	0	0	68	23	8	2	1	0	8	54	21	121
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>21</b>	<b>121</b>
<b>TOTAL MALAYSIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>54</b>	<b>21</b>	<b>121</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	122	0	0	66	16	12	6	0	0	14	56	21	122
<b>TOTAL MALTA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>21</b>	<b>122</b>
<b>TOTAL MALTA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>21</b>	<b>122</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	16	0	0	63	25	13	0	0	0	8	44	25	16
<b>TOTAL MAURITIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>25</b>	<b>16</b>
<b>TOTAL MAURITIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>44</b>	<b>25</b>	<b>16</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	34	0	0	62	18	12	9	0	0	15	77	5	26

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			34	0	0	62	18	12	9	0	0	15	77	5	26
TOTAL MEXICO			34	0	0	62	18	12	9	0	0	15	77	5	26
MOROCCO															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	60	0	0	33	37	18	12	0	0	26	30	41	60
TOTAL CASABLANCA MOHAMED V			60	0	0	33	37	18	12	0	0	26	30	41	60
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	7	0	0	29	0	71	0	0	0	29	50	8	2
TOTAL TANGIERS (IBN BATUTA)			7	0	0	29	0	71	0	0	0	29	50	8	2
TOTAL MOROCCO			67	0	0	33	33	24	10	0	0	26	31	40	62
NAMIBIA															
WINDHOEK	AIR NAMIBIA	S	8	0	0	25	50	13	0	0	13	150	33	34	12
TOTAL WINDHOEK			8	0	0	25	50	13	0	0	13	150	33	34	12
TOTAL NAMIBIA			8	0	0	25	50	13	0	0	13	150	33	34	12
NATIONALIST CHINA (TAIWAN)															
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	92	4	4	0	0	0	1	80	8	25
	EVA AIR	S	26	0	0	88	8	4	0	0	0	2	73	21	26
TOTAL TAIPEI			52	0	0	90	6	4	0	0	0	1	76	15	51
TOTAL NATIONALIST CHINA (TAIWAN)			52	0	0	90	6	4	0	0	0	1	76	15	51
NETHERLANDS															
AMSTERDAM	BMI BRITISH MIDLAND	S	464	0	0	64	17	13	6	0	0	16	47	26	464
	BRITISH AIRWAYS PLC	S	404	0	0	76	10	9	4	0	0	9	42	29	404
	KLM	S	522	0	2	71	15	10	4	1	0	13	61	18	530
	UNITED AIRLINES	S	60	0	0	67	18	12	3	0	0	13	0	0	0
TOTAL AMSTERDAM			1450	0	2	70	14	11	4	0	0	13	51	24	1398
EINDHOVEN	B A S E BUSINESS AIRLINES	S	92	0	4	79	13	7	1	0	0	5	0	0	0
	KLM	S	82	0	0	60	17	11	12	0	0	25	52	24	86
TOTAL EINDHOVEN			174	0	4	70	15	9	6	0	0	15	52	24	86
ROTTERDAM	KLM	S	213	0	3	83	9	5	2	0	0	5	62	14	206
TOTAL ROTTERDAM			213	0	3	83	9	5	2	0	0	5	62	14	206
TOTAL NETHERLANDS			1837	0	9	72	14	10	4	0	0	12	52	23	1690
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	60	0	0	75	12	7	7	0	0	4	67	4	49
TOTAL AUCKLAND INTERNATIONAL			60	0	0	75	12	7	7	0	0	4	67	4	49
TOTAL NEW ZEALAND			60	0	0	75	12	7	7	0	0	4	67	4	49
NIGERIA															
LAGOS	BRITISH AIRWAYS PLC	S	26	0	0	38	27	15	19	0	0	30	0	0	0
TOTAL LAGOS			26	0	0	38	27	15	19	0	0	30	0	0	0
TOTAL NIGERIA			26	0	0	38	27	15	19	0	0	30	0	0	0



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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	300	0	0	73	15	10	2	0	0	9	0	0	0
	SAS	S	290	0	1	60	24	12	4	0	0	15	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>590</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAVANGER	SAS	S	120	0	0	77	13	8	2	0	0	7	72	15	120
<b>TOTAL STAVANGER</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>14</b>	<b>178</b>
<b>TOTAL NORWAY</b>			<b>710</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>17</b>	<b>756</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	70	15	10	5	0	0	10	82	7	60
	GULF AIR	S	78	0	3	47	29	14	6	3	0	25	62	10	99
<b>TOTAL MUSCAT</b>			<b>138</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>23</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>9</b>	<b>159</b>
<b>TOTAL OMAN</b>			<b>138</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>23</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>9</b>	<b>159</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	73	12	8	0	8	0	21	0	0	0
	PAKISTAN INTL AIRLINES	S	4	0	0	50	0	50	0	0	0	25	18	28	17
<b>TOTAL ISLAMABAD</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>22</b>	<b>18</b>	<b>28</b>	<b>17</b>
KARACHI	PAKISTAN INTL AIRLINES	S	41	2	1	22	17	32	20	5	5	71	32	37	19
<b>TOTAL KARACHI</b>			<b>41</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>17</b>	<b>32</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>71</b>	<b>32</b>	<b>37</b>	<b>19</b>
LAHORE	PAKISTAN INTL AIRLINES	S	14	0	1	14	14	21	43	7	0	72	0	33	8
<b>TOTAL LAHORE</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>14</b>	<b>21</b>	<b>43</b>	<b>7</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>33</b>	<b>8</b>
<b>TOTAL PAKISTAN</b>			<b>85</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>14</b>	<b>24</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>54</b>	<b>20</b>	<b>33</b>	<b>44</b>
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	34	0	0	76	15	0	3	0	6	61	66	14	35
<b>TOTAL MANILA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>66</b>	<b>14</b>	<b>35</b>
<b>TOTAL PHILIPPINES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>66</b>	<b>14</b>	<b>35</b>
<b>POLAND</b>															
WARSAW	BMI BRITISH MIDLAND	S	119	1	0	81	10	5	4	0	0	7	70	9	60
	BRITISH AIRWAYS PLC	S	120	0	0	68	14	15	3	0	0	10	74	11	120
	LOT-POLISH AIRLINES	S	180	0	0	69	14	13	3	1	0	12	76	13	144
<b>TOTAL WARSAW</b>			<b>419</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>324</b>
<b>TOTAL POLAND</b>			<b>419</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>324</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	60	0	0	67	13	15	5	0	0	16	42	36	60
	GB AIRWAYS LTD	S	52	0	0	71	17	4	8	0	0	13	65	14	40
<b>TOTAL FARO</b>			<b>112</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>15</b>	<b>51</b>	<b>27</b>	<b>100</b>
LISBON	AIR PORTUGAL	S	180	0	0	49	19	22	9	0	0	24	55	24	180
	BRITISH AIRWAYS PLC	S	188	0	0	71	18	9	2	0	0	11	57	18	188
<b>TOTAL LISBON</b>			<b>368</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>21</b>	<b>368</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	77	19	3	1	0	0	8	75	9	60
<b>TOTAL OPORTO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>9</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>600</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>21</b>	<b>528</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	50	39	11	0	0	0	12	31	48	16
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>31</b>	<b>48</b>	<b>16</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>31</b>	<b>48</b>	<b>16</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	75	17	7	2	0	0	6	70	11	60
	GULF AIR	S	9	1	0	56	44	0	0	0	0	3	88	8	8
	QATAR AIRWAYS	S	60	0	0	83	8	7	2	0	0	2	53	14	60
<b>TOTAL DOHA</b>			<b>129</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>12</b>	<b>128</b>
<b>TOTAL QATAR</b>			<b>129</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>12</b>	<b>128</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	KOREAN AIR	S	42	0	0	67	24	2	7	0	0	9	74	9	42
<b>TOTAL SEOUL (KIMPO)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>9</b>	<b>42</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>9</b>	<b>42</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	51	0	0	76	16	4	4	0	0	6	79	10	43
	SOUTH AFRICAN AIRWAYS	S	59	1	0	69	19	10	2	0	0	8	62	44	29
<b>TOTAL CAPE TOWN</b>			<b>110</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>24</b>	<b>72</b>
<b>JOHANNESBURG</b>															
	BRITISH AIRWAYS PLC	S	110	1	0	77	16	5	2	0	0	9	60	15	60
	SOUTH AFRICAN AIRWAYS	S	102	0	0	59	28	8	4	0	1	21	40	28	75
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	85	10	5	0	0	0	6	85	9	60
<b>TOTAL JOHANNESBURG</b>			<b>272</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>18</b>	<b>195</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>382</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>323</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	68	0	0	57	15	22	6	0	0	18	32	35	68
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>32</b>	<b>35</b>	<b>68</b>
<b>TOTAL RUMANIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>32</b>	<b>35</b>	<b>68</b>
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	84	0	10	56	29	12	4	0	0	16	69	23	83
	BRITISH AIRWAYS PLC	S	60	0	0	85	13	2	0	0	0	1	73	6	60
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>144</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>143</b>
<b>ST PETERSBURG</b>															
	AEROFLOT	S	8	0	0	88	0	13	0	0	0	8	63	8	8
<b>TOTAL ST PETERSBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>8</b>	<b>8</b>
<b>TOTAL RUSSIA</b>			<b>152</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>151</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	18	0	0	89	11	0	0	0	0	4	88	7	16
<b>TOTAL DHAHRAN</b>			<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>4</b>	<b>88</b>	<b>7</b>	<b>16</b>
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	86	11	0	3	0	0	3	71	14	35
	SAUDI ARABIAN AIRLINES	S	61	0	1	62	25	13	0	0	0	15	40	22	40
<b>TOTAL JEDDAH</b>			<b>96</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>10</b>	<b>55</b>	<b>18</b>	<b>75</b>
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	81	4	8	8	0	0	16	73	12	26
	SAUDI ARABIAN AIRLINES	S	34	0	0	62	21	15	0	3	0	18	39	30	28
<b>TOTAL RIYADH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>21</b>	<b>54</b>
<b>TOTAL SAUDI ARABIA</b>			<b>174</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>18</b>	<b>145</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	180	0	0	68	24	6	3	0	0	11	72	10	145
<b>TOTAL SINGAPORE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>10</b>	<b>145</b>
<b>TOTAL SINGAPORE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>10</b>	<b>145</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	60	0	0	40	33	23	3	0	0	22	37	28	60
<b>TOTAL LJUBLJANA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>28</b>	<b>60</b>
<b>TOTAL SLOVENIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>37</b>	<b>28</b>	<b>60</b>
<b>SPAIN</b>															
ALICANTE	IBERIA	S	60	0	0	60	18	13	5	3	0	24	63	17	60
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>17</b>	<b>60</b>
BARCELONA	BRITISH AIRWAYS PLC	S	196	0	0	74	15	8	2	1	0	11	67	13	196
	BRITISH AIRWAYS PLC	C	4	0	0	0	75	25	0	0	0	29	100	7	1
	IBERIA	S	179	0	0	73	11	12	4	1	0	13	81	8	180
<b>TOTAL BARCELONA</b>			<b>379</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>11</b>	<b>380</b>
BILBAO	BRITISH AIRWAYS PLC	S	120	0	0	76	13	9	2	0	0	8	77	8	120
	IBERIA	S	59	0	1	61	20	10	7	2	0	17	86	5	59
<b>TOTAL BILBAO</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>7</b>	<b>179</b>
LA CORUNA	BMI BRITISH MIDLAND	C	2	0	0	0	0	100	0	0	0	43	100	12	2
<b>TOTAL LA CORUNA</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>43</b>	<b>100</b>	<b>12</b>	<b>2</b>
MADRID	BRITISH AIRWAYS PLC	S	240	0	0	55	23	15	5	0	0	19	58	17	240
	IBERIA	S	300	0	0	50	21	21	7	1	0	23	70	14	240
<b>TOTAL MADRID</b>			<b>540</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>15</b>	<b>480</b>
MALAGA	GB AIRWAYS LTD	S	60	0	0	43	22	22	13	0	0	29	53	23	60
	IBERIA	S	60	0	0	20	15	37	28	0	0	47	65	17	60
<b>TOTAL MALAGA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>29</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>59</b>	<b>20</b>	<b>120</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	68	0	0	38	24	26	12	0	0	31	43	33	68
<b>TOTAL PALMA DE MALLORCA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>24</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>43</b>	<b>33</b>	<b>68</b>
SANTIAGO DE COMPOSTELA	BMI BRITISH MIDLAND	C	8	0	0	50	38	13	0	0	0	16	50	16	8

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				Actual (7)	Plan (8)										
SANTIAGO DE COMPOSTELA	IBERIA	S	60	0	0	32	23	38	7	0	0	27	68	13	60
<b>TOTAL SANTIAGO DE COMPOSTELA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>13</b>	<b>68</b>
SEVILLE	IBERIA	S	60	0	0	17	15	40	27	2	0	49	47	27	60
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>15</b>	<b>40</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>47</b>	<b>27</b>	<b>60</b>
VALENCIA	IBERIA	S	60	0	0	62	23	13	2	0	0	12	77	14	60
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>14</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>1537</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>19</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>15</b>	<b>1477</b>
<b>SPAIN(CANARY ISLANDS)</b>															
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	C	2	0	0	0	0	100	0	0	0	43	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</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>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</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>43</b>	<b>62</b>	<b>18</b>	<b>60</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	60	0	0	62	12	8	17	2	0	20	57	16	42
<b>TOTAL COLOMBO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>8</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>16</b>	<b>42</b>
<b>TOTAL SRI LANKA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>8</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>16</b>	<b>42</b>
<b>SUDAN</b>															
KHARTOUM	SUDAN AIRWAYS	S	8	0	0	38	13	38	13	0	0	31	57	78	7
<b>TOTAL KHARTOUM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>78</b>	<b>7</b>
<b>TOTAL SUDAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>78</b>	<b>7</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	S	120	0	0	73	19	8	0	0	0	9	63	15	126
<b>TOTAL GOTEBORG</b>			<b>120</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>9</b>	<b>71</b>	<b>12</b>	<b>242</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	300	0	0	85	9	5	1	0	0	5	60	19	293
	SAS	S	343	0	0	74	14	9	3	0	0	10	61	19	290
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>643</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>19</b>	<b>583</b>
<b>TOTAL SWEDEN</b>			<b>763</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>825</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	120	0	0	58	21	16	5	0	0	17	49	20	120
	SWISS AIRLINES	S	180	0	0	49	26	19	5	1	0	21	46	18	180
<b>TOTAL BASLE MULHOUSE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>19</b>	<b>300</b>
GENEVA	BRITISH AIRWAYS PLC	S	290	0	0	80	11	5	3	0	0	8	71	13	270
	SWISSAIR	S	240	0	0	78	13	8	1	0	0	4	78	8	240
<b>TOTAL GENEVA</b>			<b>530</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>10</b>	<b>510</b>
ZURICH	BRITISH AIRWAYS PLC	S	284	0	0	69	20	7	3	0	0	11	59	18	274
	SWISSAIR	S	420	1	0	48	25	18	9	0	0	24	46	25	359
<b>TOTAL ZURICH</b>			<b>704</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>22</b>	<b>633</b>
<b>TOTAL SWITZERLAND</b>			<b>1534</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>17</b>	<b>1443</b>

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			MATCHED	Actual (7)											Plan (8)
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	26	0	1	31	27	19	23	0	0	41	12	44	26
TOTAL DAMASCUS			27	0	1	30	30	19	22	0	0	41	32	35	38
TOTAL SYRIA			27	0	1	30	30	19	22	0	0	41	32	35	38
<b>TANZANIA</b>															
DAR-ES-SALAAM	ALLIANCE	S	18	0	0	67	28	6	0	0	0	8	7	51	15
TOTAL DAR-ES-SALAAM			18	0	0	67	28	6	0	0	0	8	7	51	15
TOTAL TANZANIA			18	0	0	67	28	6	0	0	0	8	4	48	23
<b>THAILAND</b>															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	86	0	0	73	19	6	2	0	0	9	67	10	60
TOTAL BANGKOK			86	0	0	73	19	6	2	0	0	9	67	10	60
TOTAL THAILAND			86	0	0	73	19	6	2	0	0	9	67	10	60
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	58	0	0	24	29	34	12	0	0	32	30	32	54
TOTAL PORT OF SPAIN			58	0	0	24	29	34	12	0	0	32	30	32	54
TOTAL TRINIDAD AND TOBAGO			58	0	0	24	29	34	12	0	0	32	30	32	54
<b>TUNISIA</b>															
JERBA	TUNISAIR	S	10	0	0	70	10	0	20	0	0	14	38	21	8
TOTAL JERBA			10	0	0	70	10	0	20	0	0	14	38	21	8
TUNIS	TUNISAIR	S	32	0	0	34	41	19	6	0	0	21	24	52	34
TOTAL TUNIS			32	0	0	34	41	19	6	0	0	21	24	52	34
TOTAL TUNISIA			42	0	0	43	33	14	10	0	0	19	26	46	42
<b>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	120	0	0	78	16	5	1	0	0	3	56	30	120
	BRITISH AIRWAYS PLC	C	3	1	0	67	0	0	33	0	0	30	0	0	0
	ISTANBUL HAVA YOLLARI	S	34	0	0	15	32	35	18	0	0	37	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	193	4	0	64	13	15	8	0	0	15	58	18	144
TOTAL ISTANBUL			350	5	1	64	16	13	7	0	0	14	52	26	292
TOTAL TURKEY			350	5	1	64	16	13	7	0	0	14	52	27	308
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	15	1	1	80	13	7	0	0	0	-1	100	-8	8
TOTAL ASHKHABAD			15	1	1	80	13	7	0	0	0	-1	100	-8	8
TOTAL TURKMENISTAN			15	1	1	80	13	7	0	0	0	-1	100	-8	8
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	GULF AIR	S	36	0	0	58	28	8	6	0	0	16	50	22	44
TOTAL ABU DHABI INTERNATIONAL			36	0	0	58	28	8	6	0	0	16	50	22	44
DUBAI	BRITISH AIRWAYS PLC	S	60	0	0	80	12	3	3	2	0	11	70	16	60

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				Actual (7)	Plan (8)										
DUBAI	EMIRATES	S	178	0	0	60	19	12	8	0	0	18	58	17	120
<b>TOTAL DUBAI</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>17</b>	<b>180</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>18</b>	<b>224</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	376	0	1	76	13	8	4	0	0	10	76	13	377
<b>TOTAL ABERDEEN</b>			<b>376</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>377</b>
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	470	0	0	76	12	7	4	0	0	10	72	14	472
	BRITISH AIRWAYS PLC	S	360	0	0	75	15	5	6	0	0	13	78	10	358
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>830</b>	<b>0</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>75</b>	<b>12</b>	<b>830</b>
BOURNEMOUTH	BRITISH AIRWAYS PLC	C	2	0	0	50	0	0	50	0	0	63	0	0	0
<b>TOTAL BOURNEMOUTH</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>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL CARDIFF WALES</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>
EDINBURGH	BMI BRITISH MIDLAND	S	490	0	0	69	17	9	5	0	0	13	63	16	464
	BRITISH AIRWAYS PLC	S	645	0	0	76	15	6	4	0	0	9	73	13	648
<b>TOTAL EDINBURGH</b>			<b>1135</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>14</b>	<b>1112</b>
GLASGOW	BMI BRITISH MIDLAND	S	474	1	1	65	18	12	6	0	0	15	58	17	471
	BRITISH AIRWAYS PLC	S	650	0	0	80	11	6	3	0	0	9	77	11	650
<b>TOTAL GLASGOW</b>			<b>1124</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>13</b>	<b>1122</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	163	0	1	58	23	9	10	0	1	24	79	9	164
<b>TOTAL ISLE OF MAN</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>23</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>79</b>	<b>9</b>	<b>164</b>
JERSEY	BRITISH AIRWAYS PLC	S	238	0	0	74	16	8	2	0	0	10	81	9	236
<b>TOTAL JERSEY</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>236</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	268	0	0	76	15	5	4	0	0	10	50	20	271
<b>TOTAL LEEDS BRADFORD</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>271</b>
MANCHESTER	BMI BRITISH MIDLAND	S	454	0	0	77	12	7	4	0	0	9	75	9	457
	BRITISH AIRWAYS PLC	C	3	0	1	33	33	0	33	0	0	40	0	208	1
	BRITISH AIRWAYS PLC	S	592	0	0	72	15	9	4	0	0	12	71	13	594
<b>TOTAL MANCHESTER</b>			<b>1050</b>	<b>0</b>	<b>1</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>12</b>	<b>1052</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	327	0	1	82	9	6	3	0	0	8	83	7	326
<b>TOTAL NEWCASTLE</b>			<b>327</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>327</b>
TEESSIDE	BMI BRITISH MIDLAND	S	270	0	0	81	9	4	6	0	0	7	72	14	276
<b>TOTAL TEESSIDE</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>14</b>	<b>276</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5786</b>	<b>2</b>	<b>5</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>5768</b>
<b>USA</b>															
BOSTON	AMERICAN AIRLINES	S	117	0	1	76	14	6	3	1	0	10	74	11	120
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	50	50	0	0	83	0	0	0
	BRITISH AIRWAYS PLC	S	180	0	0	72	13	10	3	1	1	24	78	10	180
	UNITED AIRLINES	S	60	0	0	80	7	8	5	0	0	9	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BOSTON</b>			<b>359</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>76</b>	<b>10</b>	300
<b>CHICAGO (O'HARE)</b>	AIR INDIA	S	25	0	0	60	20	4	12	4	0	21	62	25	26
	AMERICAN AIRLINES	S	244	0	0	68	18	8	6	0	0	12	76	8	239
	BRITISH AIRWAYS PLC	S	120	0	0	78	12	7	3	0	0	4	65	12	120
	UNITED AIRLINES	S	128	0	0	59	23	9	7	1	0	18	47	23	135
<b>TOTAL CHICAGO (O'HARE)</b>			<b>517</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	520
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	60	0	0	73	20	3	3	0	0	5	62	4	60
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>4</b>	60
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	60	0	0	75	17	8	0	0	0	4	58	14	60
	BRITISH AIRWAYS PLC	S	176	2	0	71	17	7	3	1	1	13	69	10	180
	UNITED AIRLINES	S	120	0	0	73	14	6	7	0	0	9	60	14	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	119	1	1	75	11	7	8	0	0	3	74	3	118
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>475</b>	<b>3</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>9</b>	418
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	59	0	2	56	22	12	10	0	0	20	67	14	60
	BRITISH AIRWAYS PLC	S	57	1	1	70	16	11	4	0	0	14	78	7	58
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	1	48	19	14	9	10	0	39	60	20	57
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>174</b>	<b>1</b>	<b>4</b>	<b>58</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>14</b>	175
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	60	0	0	35	20	27	15	3	0	39	45	21	60
	AMERICAN AIRLINES	S	356	0	1	68	15	11	6	0	0	14	76	11	358
	BRITISH AIRWAYS PLC	C	3	0	3	100	0	0	0	0	0	-2	0	0	0
	BRITISH AIRWAYS PLC	S	409	0	0	73	16	7	3	1	0	15	68	14	414
	KUWAIT AIRWAYS	S	26	0	0	81	8	12	0	0	0	3	54	37	26
	UNITED AIRLINES	S	176	0	1	81	11	5	3	0	0	5	84	8	180
	VIRGIN ATLANTIC AIRWAYS LTD	S	175	2	1	69	22	6	2	1	0	12	69	12	120
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1205</b>	<b>2</b>	<b>6</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	1158
<b>NEW YORK (NEWARK)</b>	AMERICAN AIRLINES	S	59	0	0	64	17	17	2	0	0	15	74	12	58
	BRITISH AIRWAYS PLC	S	120	0	0	84	9	3	1	1	2	30	78	7	118
	UNITED AIRLINES	S	58	0	0	79	10	5	3	2	0	11	68	10	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	78	14	9	0	0	0	7	82	5	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>76</b>	<b>8</b>	296
<b>PHILADELPHIA INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	118	0	0	72	14	4	8	1	0	14	69	24	118
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>24</b>	118
<b>SAN FRANCISCO</b>	BRITISH AIRWAYS PLC	S	120	0	0	72	18	8	3	0	0	9	63	18	118
	UNITED AIRLINES	S	120	0	0	80	9	6	5	0	0	8	73	17	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	1	1	73	20	5	2	0	0	5	60	15	60
<b>TOTAL SAN FRANCISCO</b>			<b>299</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>17</b>	298
<b>SEATTLE (TACOMA)</b>	BRITISH AIRWAYS PLC	S	86	0	0	70	17	10	2	0	0	6	55	15	85
<b>TOTAL SEATTLE (TACOMA)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>15</b>	85
<b>WASHINGTON (DULLES)</b>	BRITISH AIRWAYS PLC	S	126	0	0	67	19	8	4	2	0	14	56	20	119
	UNITED AIRLINES	S	226	0	3	69	14	12	5	0	0	18	56	21	180
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	57	23	12	8	0	0	17	73	10	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>412</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>19</b>	359
<b>TOTAL USA</b>			<b>4000</b>	<b>7</b>	<b>16</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>13</b>	3788

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	42	0	0	21	14	31	29	5	0	49	65	0	34
TOTAL TASHKENT			42	0	0	21	14	31	29	5	0	49	65	0	34
TOTAL UZBEKISTAN			42	0	0	21	14	31	29	5	0	49	65	0	34
TOTAL HEATHROW			37860	45	111	66	17	11	5	0	0	15	61	18	36724



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	235	9	9	67	20	10	3	0	0	13	66	16	238	
<b>TOTAL ANTWERP</b>			<b>235</b>	<b>9</b>	<b>9</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>16</b>	<b>238</b>	
BRUSSELS	SABENA	S	248	0	12	38	27	25	10	0	0	28	50	21	276	
<b>TOTAL BRUSSELS</b>			<b>248</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>27</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>21</b>	<b>276</b>	
<b>TOTAL BELGIUM</b>			<b>483</b>	<b>9</b>	<b>21</b>	<b>52</b>	<b>23</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>19</b>	<b>514</b>	
<b>FRANCE</b>																
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	165	2	10	54	29	10	7	1	0	21	78	10	170	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>165</b>	<b>2</b>	<b>10</b>	<b>54</b>	<b>29</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>10</b>	<b>170</b>	
STRASBOURG	AIR FRANCE	S	122	0	27	43	29	20	9	0	0	26	51	20	139	
<b>TOTAL STRASBOURG</b>			<b>122</b>	<b>0</b>	<b>27</b>	<b>43</b>	<b>29</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>51</b>	<b>20</b>	<b>139</b>	
<b>TOTAL FRANCE</b>			<b>287</b>	<b>2</b>	<b>37</b>	<b>49</b>	<b>29</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>14</b>	<b>309</b>	
<b>GERMANY</b>																
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	42	2	2	24	55	17	5	0	0	23	0	0	0	
	LUFTHANSA CITY LINE	S	86	4	0	42	30	15	13	0	0	23	24	30	90	
<b>TOTAL FRANKFURT MAIN</b>			<b>128</b>	<b>6</b>	<b>2</b>	<b>36</b>	<b>38</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>24</b>	<b>30</b>	<b>90</b>	
MOENCHENGLADBACH	VLM (BELGIUM)	S	198	1	10	29	33	31	7	0	0	28	36	28	204	
<b>TOTAL MOENCHENGLADBACH</b>			<b>198</b>	<b>1</b>	<b>10</b>	<b>29</b>	<b>33</b>	<b>31</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>36</b>	<b>28</b>	<b>204</b>	
<b>TOTAL GERMANY</b>			<b>326</b>	<b>7</b>	<b>12</b>	<b>32</b>	<b>35</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>33</b>	<b>29</b>	<b>294</b>	
<b>IRISH REPUBLIC</b>																
DUBLIN	CITY JET	S	228	2	6	36	32	22	11	0	0	30	68	16	383	
<b>TOTAL DUBLIN</b>			<b>228</b>	<b>2</b>	<b>6</b>	<b>36</b>	<b>32</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>68</b>	<b>16</b>	<b>383</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>228</b>	<b>2</b>	<b>6</b>	<b>36</b>	<b>32</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>68</b>	<b>16</b>	<b>383</b>	
<b>ITALY</b>																
MILAN (LINATE)	ALITALIA	S	94	0	2	49	20	23	7	0	0	21	47	27	88	
<b>TOTAL MILAN (LINATE)</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>20</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>47</b>	<b>27</b>	<b>88</b>	
<b>TOTAL ITALY</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>20</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>24</b>	<b>133</b>	
<b>LUXEMBOURG</b>																
LUXEMBOURG	VLM (BELGIUM)	S	146	0	2	49	25	18	8	0	0	23	0	0	0	
<b>TOTAL LUXEMBOURG</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>25</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LUXEMBOURG</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>25</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																
AMSTERDAM	KLM UK LTD	S	232	0	4	50	22	16	12	1	0	29	30	40	227	
<b>TOTAL AMSTERDAM</b>			<b>232</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>22</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>30</b>	<b>40</b>	<b>227</b>	
ROTTERDAM	VLM (BELGIUM)	S	244	1	2	68	18	11	2	0	0	14	69	13	237	
<b>TOTAL ROTTERDAM</b>			<b>244</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>13</b>	<b>237</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			476	1	6	59	20	13	7	1	0	21	50	26	464
SWEDEN															
MALMO	BRAATHENS ASA	S	104	0	0	53	32	12	4	0	0	16	0	0	0
TOTAL MALMO			104	0	0	53	32	12	4	0	0	16	58	15	102
TOTAL SWEDEN			104	0	0	53	32	12	4	0	0	16	51	20	282
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	149	1	2	43	19	33	5	0	0	23	0	0	0
TOTAL BASLE MULHOUSE			149	1	2	43	19	33	5	0	0	23	0	0	0
BERNE	AIR ENGIADINA	S	134	0	4	34	24	33	10	0	0	26	37	22	103
TOTAL BERNE			134	0	4	34	24	33	10	0	0	26	37	22	103
GENEVA	SWISS AIRLINES	S	149	0	2	71	20	7	2	0	0	11	72	16	155
TOTAL GENEVA			149	0	2	71	20	7	2	0	0	11	72	16	155
ZURICH	SWISS AIRLINES	S	264	1	1	31	39	28	2	0	0	23	23	29	155
TOTAL ZURICH			264	1	1	31	39	28	2	0	0	23	23	29	155
TOTAL SWITZERLAND			696	2	9	43	28	25	4	0	0	21	45	22	413
UNITED KINGDOM															
DUNDEE	SCOT AIRWAYS	S	190	0	2	69	18	10	3	0	0	13	0	0	0
TOTAL DUNDEE			190	0	2	69	18	10	3	0	0	13	0	0	0
EDINBURGH	KLM UK LTD	S	150	0	6	74	21	3	1	0	0	8	71	11	188
TOTAL EDINBURGH			150	0	6	74	21	3	1	0	0	8	71	11	188
GLASGOW	SCOT AIRWAYS	S	190	0	2	75	18	6	1	0	0	11	0	0	0
TOTAL GLASGOW			190	0	2	75	18	6	1	0	0	11	0	0	0
JERSEY	VLM (BELGIUM)	S	44	0	0	36	23	41	0	0	0	26	0	0	0
TOTAL JERSEY			44	0	0	36	23	41	0	0	0	26	0	0	0
MANCHESTER	KLM UK LTD	S	139	1	1	90	6	3	1	0	0	1	92	0	168
TOTAL MANCHESTER			139	1	1	90	6	3	1	0	0	1	92	0	168
TOTAL UNITED KINGDOM			713	5	11	74	17	8	2	0	0	10	81	6	356
TOTAL LONDON CITY			3553	28	106	52	25	17	6	0	0	20	56	19	3149

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CYPRUS</b>															
LARNACA	BMI BRITISH MIDLAND	C	18	0	0	17	44	22	17	0	0	41	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	31	25	19	25	0	0	42	44	37	16
	CALEDONIAN AIRWAYS	C	4	0	0	25	25	25	25	0	0	47	0	67	10
	EUROCYPRIA AIRLINES LTD	C	18	5	4	44	11	33	11	0	0	34	81	4	16
	MONARCH AIRLINES	C	10	0	0	30	30	40	0	0	0	23	22	49	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	38	38	13	0	91	14	69	7
<b>TOTAL LARNACA</b>			<b>74</b>	<b>5</b>	<b>4</b>	<b>27</b>	<b>26</b>	<b>28</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>40</b>	<b>39</b>	<b>58</b>
PAPHOS	BRITANNIA AIRWAYS	C	36	0	0	42	25	11	17	6	0	44	32	55	25
	EUROCYPRIA AIRLINES LTD	C	23	1	2	30	17	48	4	0	0	29	46	24	24
	MONARCH AIRLINES	C	18	0	0	67	11	17	6	0	0	11	72	4	18
<b>TOTAL PAPHOS</b>			<b>77</b>	<b>1</b>	<b>2</b>	<b>44</b>	<b>19</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>30</b>	<b>67</b>
<b>TOTAL CYPRUS</b>			<b>151</b>	<b>6</b>	<b>6</b>	<b>36</b>	<b>23</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>44</b>	<b>34</b>	<b>125</b>
<b>FRANCE</b>															
NICE	DEBONAIR AIRWAYS LTD	S	61	3	7	31	34	25	10	0	0	30	18	53	56
	EASYJET AIRLINE COMPANY LTD	S	247	0	0	82	8	6	4	0	0	3	50	31	222
<b>TOTAL NICE</b>			<b>308</b>	<b>3</b>	<b>7</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>35</b>	<b>278</b>
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	172	0	20	34	21	21	21	3	0	42	42	24	180
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>172</b>	<b>0</b>	<b>20</b>	<b>34</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>24</b>	<b>180</b>
PONTOISE	DEBONAIR AIRWAYS LTD	S	106	8	37	48	18	22	11	1	0	26	0	0	0
<b>TOTAL PONTOISE</b>			<b>106</b>	<b>8</b>	<b>37</b>	<b>48</b>	<b>18</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	16	0	0	63	19	6	13	0	0	15	0	30	2
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>25</b>	<b>94</b>	<b>16</b>
<b>TOTAL FRANCE</b>			<b>602</b>	<b>12</b>	<b>64</b>	<b>57</b>	<b>16</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>33</b>	<b>476</b>
<b>GERMANY</b>															
MOENCHENGLADBACH	DEBONAIR AIRWAYS LTD	S	94	5	6	48	32	13	4	3	0	25	39	22	104
<b>TOTAL MOENCHENGLADBACH</b>			<b>94</b>	<b>5</b>	<b>6</b>	<b>48</b>	<b>32</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>39</b>	<b>22</b>	<b>104</b>
MUNICH	DEBONAIR AIRWAYS LTD	S	102	0	0	21	27	31	20	1	0	39	38	27	121
<b>TOTAL MUNICH</b>			<b>103</b>	<b>1</b>	<b>7</b>	<b>21</b>	<b>27</b>	<b>31</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>38</b>	<b>27</b>	<b>121</b>
<b>TOTAL GERMANY</b>			<b>198</b>	<b>10</b>	<b>13</b>	<b>34</b>	<b>29</b>	<b>22</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>39</b>	<b>25</b>	<b>225</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	52	0	0	69	12	4	8	6	2	34	91	7	34
<b>TOTAL GIBRALTAR</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>34</b>	<b>91</b>	<b>7</b>	<b>34</b>
<b>TOTAL GIBRALTAR</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>34</b>	<b>91</b>	<b>7</b>	<b>34</b>
<b>GREECE</b>															
ATHENS	BMI BRITISH MIDLAND	C	3	4	4	67	0	0	33	0	0	35	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	63	21	11	5	0	0	12	48	27	119
<b>TOTAL ATHENS</b>			<b>123</b>	<b>4</b>	<b>4</b>	<b>63</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>48</b>	<b>26</b>	<b>122</b>
CORFU	BMI BRITISH MIDLAND	C	13	2	2	0	15	38	46	0	0	67	0	25	1

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CORFU	BRITANNIA AIRWAYS	C	17	2	0	47	24	12	18	0	0	28	41	65	17
	MONARCH AIRLINES	C	16	0	0	75	0	25	0	0	0	5	78	8	27
<b>TOTAL CORFU</b>			<b>46</b>	<b>4</b>	<b>2</b>	<b>43</b>	<b>13</b>	<b>24</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>62</b>	<b>30</b>	<b>45</b>
HERAKLION	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	20	29	96	14
<b>TOTAL HERAKLION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>29</b>	<b>96</b>	<b>14</b>
KEFALLINIA	BRITANNIA AIRWAYS	C	10	0	0	70	10	10	10	0	0	14	0	329	8
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>329</b>	<b>8</b>
KOS	BRITANNIA AIRWAYS	C	8	0	0	50	13	13	25	0	0	35	38	43	8
<b>TOTAL KOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>43</b>	<b>8</b>
RHODES	BMI BRITISH MIDLAND	C	10	0	0	40	40	0	20	0	0	29	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	28	22	11	39	0	0	51	0	63	9
<b>TOTAL RHODES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>7</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>63</b>	<b>9</b>
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	38	0	38	0	25	0	97	38	48	8
<b>TOTAL SALONIKA</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>97</b>	<b>38</b>	<b>48</b>	<b>8</b>
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	10	75	15	8
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-5	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>8</b>
<b>TOTAL GREECE</b>			<b>249</b>	<b>8</b>	<b>6</b>	<b>57</b>	<b>17</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>46</b>	<b>45</b>	<b>222</b>
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	278	6	2	73	12	4	11	0	0	15	53	23	280
<b>TOTAL DUBLIN</b>			<b>278</b>	<b>6</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>23</b>	<b>280</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>278</b>	<b>15</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>24</b>	<b>282</b>
ITALY															
BERGAMO	DEBONAIR AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	35	0	0	0
<b>TOTAL BERGAMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	6	0	0	0	33	33	33	0	0	52	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAMETIA-TERME	BMI BRITISH MIDLAND	C	4	0	0	0	50	50	0	0	0	33	75	13	4
<b>TOTAL LAMETIA-TERME</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>33</b>	<b>75</b>	<b>13</b>	<b>4</b>
MILAN (MALPENSA)	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	55	0	0	0
<b>TOTAL MILAN (MALPENSA)</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>55</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	BMI BRITISH MIDLAND	C	22	0	2	41	27	23	9	0	0	29	33	58	27
	BRITANNIA AIRWAYS	C	8	1	0	25	13	25	38	0	0	47	0	58	16
<b>TOTAL NAPLES</b>			<b>30</b>	<b>1</b>	<b>2</b>	<b>37</b>	<b>23</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>24</b>	<b>55</b>	<b>51</b>
PALERMO	BMI BRITISH MIDLAND	C	23	1	3	39	9	13	30	9	0	72	40	44	25
<b>TOTAL PALERMO</b>			<b>23</b>	<b>1</b>	<b>3</b>	<b>39</b>	<b>9</b>	<b>13</b>	<b>30</b>	<b>9</b>	<b>0</b>	<b>72</b>	<b>40</b>	<b>44</b>	<b>25</b>
PERUGIA	DEBONAIR AIRWAYS LTD	S	10	0	0	0	0	50	50	0	0	73	0	0	0
<b>TOTAL PERUGIA</b>			<b>10</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>73</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	DEBONAIR AIRWAYS LTD	S	61	0	1	39	23	20	16	2	0	35	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ROME (FIUMICINO)			61	0	1	39	23	20	16	2	0	35	0	0	0
TOTAL ITALY			139	3	7	33	19	24	22	2	0	44	31	45	179
MALTA															
MALTA	AIR MALTA	C	8	0	0	75	0	0	25	0	0	24	0	172	1
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	8	38	61	8
TOTAL MALTA			16	0	0	75	13	0	13	0	0	16	36	62	11
TOTAL MALTA			16	0	0	75	13	0	13	0	0	16	36	62	11
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	164	0	0	84	6	4	5	0	0	8	36	38	163
	EUROPEAN AIR CHARTER	C	4	0	0	0	75	25	0	0	0	26	0	0	0
TOTAL AMSTERDAM			168	0	0	82	8	5	5	0	0	8	36	38	163
TOTAL NETHERLANDS			168	0	0	82	8	5	5	0	0	8	36	38	163
POLAND															
WARSAW	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	75	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	21	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	10	0	0	0
TOTAL WARSAW			6	0	0	67	17	0	17	0	0	35	0	0	0
TOTAL POLAND			6	0	0	67	17	0	17	0	0	35	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BRITANNIA AIRWAYS	C	8	0	0	63	0	38	0	0	0	15	50	55	8
	MONARCH AIRLINES	C	17	0	1	47	29	12	6	6	0	31	53	14	15
	SATA	C	18	0	0	33	22	22	0	11	11	83	38	25	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	0	25	0	13	90	0	0	0
TOTAL FARO			51	0	1	47	18	18	6	6	6	56	54	24	39
TOTAL PORTUGAL(EXCLUDING MADEIRA)			51	1	1	47	18	18	6	6	6	56	54	24	39
PORTUGAL(MADEIRA)															
FUNCHAL	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	6	75	9	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	6	75	9	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	6	75	9	8
SPAIN															
ALICANTE	BMI BRITISH MIDLAND	C	8	0	0	63	38	0	0	0	0	11	100	7	1
	BRITANNIA AIRWAYS	C	8	1	0	38	13	50	0	0	0	33	67	17	18
	MONARCH AIRLINES	S	43	0	0	65	21	9	5	0	0	17	64	16	44
	MONARCH AIRLINES	C	10	0	1	60	10	10	20	0	0	30	38	21	8
TOTAL ALICANTE			69	1	1	61	20	13	6	0	0	20	62	17	71
ALMERIA	BRITANNIA AIRWAYS	C	10	0	0	60	10	0	30	0	0	32	57	65	7
TOTAL ALMERIA			10	0	0	60	10	0	30	0	0	32	57	65	7
BARCELONA	BMI BRITISH MIDLAND	C	5	0	1	40	20	0	40	0	0	39	0	0	0
	DEBONAIR AIRWAYS LTD	S	117	2	3	50	13	15	18	3	0	36	24	56	103

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	238	2	2	81	6	8	5	0	0	6	40	35	136
	STAR EUROPE	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL BARCELONA</b>			<b>362</b>	<b>4</b>	<b>6</b>	<b>70</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>44</b>	<b>241</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	80	32	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	-10	75	-2	8
<b>TOTAL GERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>78</b>	<b>17</b>	<b>18</b>	
IBIZA	BRITANNIA AIRWAYS	C	52	2	0	52	15	23	6	4	0	28	38	49	34
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	-5	75	6	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	7	50	51	8
<b>TOTAL IBIZA</b>			<b>68</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>46</b>	<b>42</b>	<b>50</b>
MADRID	DEBONAIR AIRWAYS LTD	S	59	1	1	53	27	17	3	0	0	18	47	29	60
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	20	8	2	0	0	12	59	47	34
<b>TOTAL MADRID</b>			<b>119</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>36</b>	<b>94</b>
MAHON	BMI BRITISH MIDLAND	C	8	0	0	0	13	38	50	0	0	79	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	50	8	15	27	0	0	33	44	42	34
	MONARCH AIRLINES	S	25	1	0	84	4	12	0	0	0	10	73	9	26
	MONARCH AIRLINES	C	8	0	1	63	0	13	25	0	0	26	57	12	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	63	13	0	0	42	50	24	8
<b>TOTAL MAHON</b>			<b>75</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>7</b>	<b>21</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>26</b>	<b>75</b>
MALAGA	BMI BRITISH MIDLAND	C	18	0	0	61	6	11	11	0	11	69	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	6	50	39	16
	FUTURA AIRLINES	C	8	0	0	50	0	50	0	0	0	24	25	45	8
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	-11	0	0	0
	MONARCH AIRLINES	S	68	0	0	75	18	4	1	0	1	17	78	3	60
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	29	0	29	0	0	39	0	104	8
<b>TOTAL MALAGA</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>61</b>	<b>22</b>	<b>100</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	C	8	0	0	0	25	50	25	0	0	48	0	0	0
	BRITANNIA AIRWAYS	C	68	1	0	62	22	9	4	3	0	24	45	47	64
	EASYJET AIRLINE COMPANY LTD	S	76	0	0	63	28	7	3	0	0	8	68	14	80
	FUTURA AIRLINES	C	2	0	0	0	100	0	0	0	0	28	0	0	0
	IBERWORLD	C	8	0	0	0	25	38	38	0	0	55	0	0	0
	MONARCH AIRLINES	C	8	1	0	25	38	13	25	0	0	47	56	31	16
	MY TRAVEL AIRWAYS UK	C	23	0	1	22	13	4	43	9	9	102	41	101	27
<b>TOTAL PALMA DE MALLORCA</b>			<b>193</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>55</b>	<b>37</b>	<b>206</b>
REUS	BMI BRITISH MIDLAND	C	10	0	0	90	10	0	0	0	0	-3	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-1	70	45	10
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>70</b>	<b>45</b>	<b>10</b>
<b>TOTAL SPAIN</b>			<b>1043</b>	<b>11</b>	<b>11</b>	<b>64</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>35</b>	<b>872</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	38	50	13	0	0	0	16	44	35	18
	MONARCH AIRLINES	C	9	0	0	22	22	11	22	22	0	77	50	52	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	-2	63	17	8
<b>TOTAL ARRECIFE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>30</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>35</b>	<b>34</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	13	0	0	26	85	14	20
	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	5	100	-11	9	
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	0	30	35	10	
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>39</b>	
LAS PALMAS	BRITANNIA AIRWAYS	C	26	1	0	54	23	4	19	0	28	40	57	25	
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	20	75	5	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	25	25	0	38	0	92	8	
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>12</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>39</b>	<b>54</b>	<b>41</b>	
TENERIFE (SURREINA SOFIA)	BMI BRITISH MIDLAND	C	8	0	0	38	0	38	25	0	62	0	0	0	
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	16	54	33	26	
	MONARCH AIRLINES	C	8	0	0	25	50	0	0	25	293	75	36	8	
	MONARCH AIRLINES	S	16	0	0	44	25	31	0	0	19	61	14	18	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	2	50	22	8	
	TRANSAER	C	2	0	0	0	0	0	100	0	121	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>56</b>	<b>57</b>	<b>70</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>147</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>55</b>	<b>43</b>	<b>184</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET SWITZERLAND	S	180	0	0	64	22	10	4	0	12	0	0	0	
<b>TOTAL GENEVA</b>			<b>180</b>	<b>0</b>	<b>60</b>	<b>64</b>	<b>22</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>26</b>	<b>60</b>	
ZURICH	EASYJET SWITZERLAND	S	170	2	2	56	26	12	6	0	16	0	0	0	
<b>TOTAL ZURICH</b>			<b>170</b>	<b>2</b>	<b>2</b>	<b>56</b>	<b>26</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>10</b>	<b>40</b>	
<b>TOTAL SWITZERLAND</b>			<b>350</b>	<b>2</b>	<b>62</b>	<b>60</b>	<b>24</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>20</b>	<b>100</b>	
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	20	10	20	30	20	0	101	70	17	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	0	0	20	80	0	89	7
<b>TOTAL MONASTIR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>10</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>90</b>	<b>41</b>	<b>46</b>	<b>17</b>
<b>TOTAL TUNISIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>10</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>90</b>	<b>41</b>	<b>46</b>	<b>17</b>
<b>TURKEY</b>															
BODRUM (MILAS)	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	13	0	23	25	67	8	
	PEGASUS AIRLINES	C	8	0	0	50	0	25	0	25	54	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>39</b>	<b>25</b>	<b>67</b>	<b>8</b>	
DALAMAN	BRITANNIA AIRWAYS	C	18	0	0	56	33	11	0	0	14	76	24	17	
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	10	89	1	9	
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	22	0	0	3	30	60	10	
	PEGASUS AIRLINES	C	8	0	0	63	13	0	25	0	41	0	0	0	
<b>TOTAL DALAMAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>28</b>	<b>36</b>	
<b>TOTAL TURKEY</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>22</b>	<b>59</b>	<b>35</b>	<b>44</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	119	2	1	81	12	7	1	0	7	32	37	59	
<b>TOTAL ABERDEEN</b>			<b>119</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>32</b>	<b>37</b>	<b>59</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	224	0	0	88	5	3	3	0	2	73	10	49	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BELFAST INTERNATIONAL			224	0	0	88	5	3	3	0	0	2	73	10	49
CARDIFF WALES	BRITANNIA AIRWAYS	C	10	1	0	100	0	0	0	0	0	2	0	0	0
TOTAL CARDIFF WALES			10	2	0	100	0	0	0	0	2	0	0	0	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	268	0	0	80	13	5	2	0	0	6	45	31	260
TOTAL EDINBURGH			268	0	0	80	13	5	2	0	0	6	45	31	260
GLASGOW	BRITANNIA AIRWAYS	C	8	5	0	88	0	0	13	0	0	21	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	224	0	0	85	11	2	2	0	0	4	37	39	215
TOTAL GLASGOW			233	5	0	85	11	2	2	0	0	5	37	39	215
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	59	0	1	83	10	7	0	0	0	8	22	33	60
TOTAL INVERNESS			59	0	1	83	10	7	0	0	0	8	24	32	62
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	82	10	6	2	0	0	5	78	11	58
TOTAL ISLE OF MAN			62	0	0	82	10	6	2	0	0	5	78	11	58
JERSEY	FLYBE.BRITISH EUROPEAN	S	68	0	0	66	18	9	7	0	0	17	67	17	96
TOTAL JERSEY			68	0	0	66	18	9	7	0	0	17	67	17	96
NEWCASTLE	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-3	0	0	0
TOTAL NEWCASTLE			8	0	0	100	0	0	0	0	0	-3	0	0	0
NORWICH	SCOT AIRWAYS	S	44	3	8	39	16	23	16	7	0	44	38	23	47
TOTAL NORWICH			44	3	8	39	16	23	16	7	0	44	38	23	47
TOTAL UNITED KINGDOM			1095	13	10	81	11	5	3	0	0	7	48	29	935
TOTAL LUTON			4633	82	182	64	15	11	8	1	0	20	47	33	3950



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
GRAZ	AIR 2000	C	2	0	2	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL GRAZ</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>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>
INNSBRUCK	AIR 2000	C	8	0	0	75	13	0	0	13	0	25	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	88	0	13	0	0	0	0	75	6	8
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>95</b>	<b>23</b>
SALZBURG	CALEDONIAN AIRWAYS	C	15	0	1	73	13	13	0	0	0	3	50	45	16
	MONARCH AIRLINES	C	8	0	0	50	13	13	25	0	0	39	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	6	0	0	33	33	17	17	0	0	18	0	0	0
<b>TOTAL SALZBURG</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>41</b>	<b>44</b>	<b>34</b>
VIENNA	LAUDA-AIR	S	96	0	0	44	34	14	8	0	0	23	54	17	90
<b>TOTAL VIENNA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>34</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>17</b>	<b>90</b>
<b>TOTAL AUSTRIA</b>			<b>151</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>26</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>35</b>	<b>147</b>
<b>BAHAMAS</b>															
NASSAU	BRITANNIA AIRWAYS	C	9	0	0	22	0	67	11	0	0	41	60	85	5
<b>TOTAL NASSAU</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>60</b>	<b>85</b>	<b>5</b>
<b>TOTAL BAHAMAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>60</b>	<b>85</b>	<b>5</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	4	0	0	75	25	0	0	0	0	12	50	43	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	18	67	251	9
<b>TOTAL BRIDGETOWN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>187</b>	<b>13</b>
<b>TOTAL BARBADOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>187</b>	<b>13</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	191	0	3	46	18	21	14	1	0	30	47	23	199
	SABENA	S	284	0	8	56	24	13	7	0	0	19	60	16	221
<b>TOTAL BRUSSELS</b>			<b>475</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>21</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>20</b>	<b>420</b>
<b>TOTAL BELGIUM</b>			<b>475</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>21</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>20</b>	<b>420</b>
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	8	2	0	88	13	0	0	0	0	1	50	5	8
<b>TOTAL BURGAS</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>5</b>	<b>8</b>
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	-5	79	-9	14
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>	<b>76</b>	<b>-3</b>	<b>21</b>
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>69</b>	<b>-1</b>	<b>29</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	60	0	0	62	18	12	7	0	2	24	41	25	29
	AIR TRANSAT	C	20	0	0	70	5	15	10	0	0	12	42	26	26
	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	5	0	17	1
	CANADA 3000 AIRLINES	C	8	0	18	38	13	0	25	25	0	76	75	9	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TORONTO	ROYAL AIRLINES	C	17	0	0	47	35	12	6	0	0	17	6	95	18
<b>TOTAL TORONTO</b>			<b>107</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>37</b>	<b>39</b>	<b>82</b>
VANCOUVER	AIR TRANSAT	C	15	0	0	20	0	47	33	0	0	56	60	31	10
	CANADA 3000 AIRLINES	C	10	0	8	70	10	20	0	0	0	3	90	-7	10
	ROYAL AIRLINES	C	2	0	0	0	50	50	0	0	0	32	0	103	6
<b>TOTAL VANCOUVER</b>			<b>27</b>	<b>0</b>	<b>8</b>	<b>37</b>	<b>7</b>	<b>37</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>58</b>	<b>33</b>	<b>26</b>
<b>TOTAL CANADA</b>			<b>134</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>16</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>42</b>	<b>38</b>	<b>108</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	5	2	0	40	20	0	40	0	0	36	100	-1	8
<b>TOTAL DUBROVNIK</b>			<b>5</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>100</b>	<b>-1</b>	<b>8</b>
PULA	BRITANNIA AIRWAYS	C	8	5	0	50	13	13	0	0	25	223	0	0	0
<b>TOTAL PULA</b>			<b>8</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>223</b>	<b>56</b>	<b>43</b>	<b>18</b>
SPLIT	CROATIA AIRLINES	S	7	0	3	29	14	14	43	0	0	56	63	22	8
<b>TOTAL SPLIT</b>			<b>7</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>63</b>	<b>22</b>	<b>8</b>
ZAGREB	CROATIA AIRLINES	C	4	0	1	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ZAGREB</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>24</b>	<b>7</b>	<b>4</b>	<b>50</b>	<b>13</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>8</b>	<b>99</b>	<b>68</b>	<b>28</b>	<b>34</b>
<b>CUBA</b>															
VARADERO	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	17	0	55	4
<b>TOTAL VARADERO</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>17</b>	<b>0</b>	<b>55</b>	<b>4</b>
<b>TOTAL CUBA</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>17</b>	<b>0</b>	<b>215</b>	<b>14</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	26	0	0	62	12	19	8	0	0	14	76	2	17
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	38	13	0	0	0	50	209	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	69	6	6	19	0	0	21	69	16	16
	CALEDONIAN AIRWAYS	C	22	0	0	27	14	14	14	5	27	193	0	85	28
	CYPRUS AIRWAYS	S	18	0	0	33	11	39	17	0	0	34	44	42	18
	MONARCH AIRLINES	C	18	0	0	50	11	6	11	11	11	91	59	12	22
	MY TRAVEL AIRWAYS UK	C	24	0	0	46	4	8	21	17	4	87	25	122	24
	THOMAS COOK AIRLINES LTD	C	26	0	0	54	19	0	19	8	0	43	80	6	20
<b>TOTAL LARNACA</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>11</b>	<b>12</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>76</b>	<b>48</b>	<b>40</b>	<b>170</b>
PAPHOS	AIR 2000	S	21	0	0	57	14	14	5	5	5	48	68	16	19
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	13	13	38	13	25	0	104	0	127	12
	BRITANNIA AIRWAYS	C	28	1	1	0	21	46	32	0	0	51	44	55	36
	CALEDONIAN AIRWAYS	C	16	1	2	81	6	0	13	0	0	11	44	18	18
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	0	70	8	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	75	0	0	77	75	28	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	28	0	6	0	0	15	0	0	0
<b>TOTAL PAPHOS</b>			<b>109</b>	<b>2</b>	<b>3</b>	<b>46</b>	<b>15</b>	<b>17</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>39</b>	<b>54</b>	<b>37</b>	<b>122</b>
<b>TOTAL CYPRUS</b>			<b>267</b>	<b>2</b>	<b>3</b>	<b>47</b>	<b>13</b>	<b>14</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>61</b>	<b>51</b>	<b>39</b>	<b>292</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	50	0	0	64	22	10	2	2	0	20	37	33	52
TOTAL PRAGUE			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>37</b>	<b>33</b>	<b>52</b>
TOTAL CZECH REPUBLIC			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>37</b>	<b>33</b>	<b>52</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	96	0	0	70	14	9	7	0	0	15	85	2	96
TOTAL BILLUND			<b>96</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>2</b>	<b>96</b>
COPENHAGEN	SAS	S	171	0	1	84	9	5	2	0	0	5	81	5	164
TOTAL COPENHAGEN			<b>171</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>5</b>	<b>164</b>
TOTAL DENMARK			<b>267</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>4</b>	<b>260</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	AIR 2000	C	2	0	0	0	0	50	50	0	0	59	0	0	0
	BRITANNIA AIRWAYS	C	9	0	0	44	33	22	0	0	0	15	50	58	14
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	0	10	0	0	12	0	0	0
TOTAL PUERTO PLATA			<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>42</b>	<b>29</b>
SANTO DOMINGO	AIR 2000	C	3	0	0	33	0	33	33	0	0	63	0	0	0
	BRITANNIA AIRWAYS	C	15	1	1	7	7	27	53	0	7	100	50	52	8
TOTAL SANTO DOMINGO			<b>18</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>6</b>	<b>28</b>	<b>50</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>50</b>	<b>52</b>	<b>8</b>
TOTAL DOMINICAN REPUBLIC			<b>39</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>15</b>	<b>21</b>	<b>28</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>59</b>	<b>44</b>	<b>37</b>
<b>EGYPT</b>															
LUXOR	BRITANNIA AIRWAYS	C	10	0	0	20	30	40	10	0	0	35	100	-5	8
	CALEDONIAN AIRWAYS	C	9	0	0	67	11	0	0	22	0	43	0	0	0
TOTAL LUXOR			<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>21</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>100</b>	<b>-5</b>	<b>8</b>
TOTAL EGYPT			<b>20</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>40</b>	<b>67</b>	<b>7</b>	<b>12</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	103	4	1	82	9	5	5	0	0	7	75	8	60
TOTAL HELSINKI			<b>103</b>	<b>4</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>8</b>	<b>60</b>
TOTAL FINLAND			<b>103</b>	<b>4</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>8</b>	<b>60</b>
<b>FRANCE</b>															
BASTIA	EUROPEAN AIR CHARTER	C	8	0	0	88	0	13	0	0	0	0	88	9	8
TOTAL BASTIA			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>8</b>
MARSEILLE	CORSAIR	C	4	0	0	0	0	50	50	0	0	62	0	0	0
	VIRGIN EXPRESS	C	2	0	0	0	50	0	50	0	0	52	0	0	0
TOTAL MARSEILLE			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EUROPEAN AIR CHARTER	C	8	0	0	63	13	13	13	0	0	19	0	0	0
TOTAL NICE			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>36</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	298	0	2	61	15	15	8	0	0	20	62	14	240
	AIR TRANSAT	C	5	0	0	0	20	0	80	0	0	102	50	3	2

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	300	1	4	57	13	12	14	4	0	34	60	16	268
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>603</b>	<b>1</b>	<b>12</b>	<b>59</b>	<b>14</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>61</b>	<b>15</b>	511
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	16	0	0	50	31	19	0	0	0	17	31	60	16
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>17</b>	<b>31</b>	<b>60</b>	16
<b>TOTAL FRANCE</b>			<b>643</b>	<b>1</b>	<b>12</b>	<b>58</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>18</b>	561
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	48	0	4	56	19	4	21	0	0	27	88	10	90
<b>TOTAL BERLIN (TEGEL)</b>			<b>48</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>19</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>88</b>	<b>10</b>	90
DUSSELDORF	BMI BRITISH MIDLAND	S	156	0	0	84	7	2	7	0	0	6	70	9	155
	BRITISH AIRWAYS PLC	S	148	1	6	84	7	3	5	0	0	8	73	10	164
	ROYAL AIRLINES	C	2	0	1	50	50	0	0	0	0	15	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>306</b>	<b>1</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>9</b>	319
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	193	0	5	69	13	8	9	0	0	14	81	4	171
	LUFTHANSA	S	180	0	0	79	16	4	1	0	0	7	89	2	180
<b>TOTAL FRANKFURT MAIN</b>			<b>373</b>	<b>1</b>	<b>5</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>3</b>	352
HAMBURG	LUFTHANSA CITY LINE	S	101	0	2	87	7	4	2	0	0	3	91	1	103
<b>TOTAL HAMBURG</b>			<b>101</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>1</b>	103
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	58	0	2	79	7	5	9	0	0	12	87	7	60
<b>TOTAL HANOVER</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>7</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>7</b>	60
MUNICH	LUFTHANSA	S	172	0	0	57	23	12	8	1	0	20	0	0	0
<b>TOTAL MUNICH</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>11</b>	176
STUTTGART	LUFTHANSA CITY LINE	S	44	0	0	55	25	18	2	0	0	15	56	13	43
<b>TOTAL STUTTGART</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>13</b>	43
<b>TOTAL GERMANY</b>			<b>1102</b>	<b>2</b>	<b>20</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>7</b>	1143
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	38	38	13	13	0	0	29	33	32	6
<b>TOTAL GIBRALTAR</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>29</b>	<b>33</b>	<b>32</b>	6
<b>TOTAL GIBRALTAR</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>29</b>	<b>33</b>	<b>32</b>	6
<b>GREECE</b>															
ATHENS	CALEDONIAN AIRWAYS	C	8	0	0	75	25	0	0	0	0	4	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	25	13	0	0	15	0	0	0
	MONARCH AIRLINES	C	10	0	0	40	30	0	10	20	0	54	11	226	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	16	0	0	0
<b>TOTAL ATHENS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>28</b>	<b>123</b>	25
CHANIA	AIR 2000	C	8	0	0	63	13	0	25	0	0	29	70	17	10
	CALEDONIAN AIRWAYS	C	8	0	0	63	0	25	13	0	0	24	40	27	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	0	0	0
<b>TOTAL CHANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>22</b>	20
CORFU	AIR 2000	C	47	2	1	72	19	4	4	0	0	11	80	26	25
	BRITANNIA AIRWAYS	C	23	2	2	65	9	9	17	0	0	26	59	45	39

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CORFU	CALEDONIAN AIRWAYS	C	32	0	0	69	16	6	3	0	6	33	58	32	33
	EXCEL AIRWAYS LTD	C	16	0	0	75	13	0	6	6	0	27	50	146	6
	MONARCH AIRLINES	C	16	0	0	75	0	13	13	0	0	21	41	35	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	13	38	38	0	136	65	90	17
	THOMAS COOK AIRLINES LTD	C	32	0	0	38	16	16	31	0	0	50	100	-7	9
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	4	0	0	0
	<b>TOTAL CORFU</b>			<b>182</b>	<b>4</b>	<b>3</b>	<b>62</b>	<b>14</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>57</b>	<b>48</b>
HERAKLION	AIR 2000	C	24	1	0	50	25	4	17	4	0	42	39	24	18
	BRITANNIA AIRWAYS	C	17	0	1	47	12	0	35	6	0	66	59	22	17
	CALEDONIAN AIRWAYS	C	25	0	0	56	24	8	4	0	8	38	50	56	36
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	2	30	83	10
	MY TRAVEL AIRWAYS UK	C	16	0	1	38	19	13	19	0	13	88	40	97	10
	THOMAS COOK AIRLINES LTD	C	24	0	1	58	8	21	13	0	0	19	80	6	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	35	0	0	0
<b>TOTAL HERAKLION</b>			<b>122</b>	<b>1</b>	<b>3</b>	<b>52</b>	<b>20</b>	<b>8</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>43</b>	<b>50</b>	<b>44</b>	<b>119</b>
KALAMATA	CALEDONIAN AIRWAYS	C	8	0	0	38	0	25	38	0	0	50	38	64	8
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>64</b>	<b>8</b>
KAVALLA	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	24	90	9	10
	CALEDONIAN AIRWAYS	C	10	0	0	90	10	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	20	30	0	0	0	19	0	0	0
<b>TOTAL KAVALLA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>19</b>	<b>20</b>
KEFALLINIA	AIR 2000	C	8	0	0	38	38	13	13	0	0	25	88	27	8
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	0	38	38	25	0	0	41	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	6	63	297	8
	EXCEL AIRWAYS LTD	C	11	1	1	73	9	0	0	18	0	27	57	11	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	0	25	0	0	39	50	59	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	13	38	13	0	77	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>53</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>25</b>	<b>9</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>66</b>	<b>81</b>	<b>41</b>
KOS	AIR 2000	C	10	0	0	30	20	40	10	0	0	35	60	16	10
	BRITANNIA AIRWAYS	C	17	0	1	59	12	12	18	0	0	23	31	62	16
	CALEDONIAN AIRWAYS	C	18	0	0	61	11	6	6	0	17	154	39	91	18
	EXCEL AIRWAYS LTD	C	10	0	0	60	20	10	10	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	71	12	6	12	0	0	8	56	23	16
	THOMAS COOK AIRLINES LTD	C	26	0	2	54	8	15	15	8	0	42	100	-6	9
<b>TOTAL KOS</b>			<b>98</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>12</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>50</b>	<b>56</b>	<b>39</b>	<b>78</b>
MIKONOS	CALEDONIAN AIRWAYS	C	8	0	0	88	0	13	0	0	0	1	0	0	0
<b>TOTAL MIKONOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
MITILINI	AIR 2000	C	9	0	1	22	11	56	11	0	0	43	0	0	0
	EXCEL AIRWAYS LTD	C	9	0	1	56	22	11	11	0	0	18	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	5	0	0	0
<b>TOTAL MITILINI</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>14</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>105</b>	<b>16</b>
PREVEZA	AIR 2000	C	18	0	0	44	33	22	0	0	0	18	90	2	10
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	57	75	4	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	2	0	0	0

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PREVEZA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>11</b>	<b>34</b>
<b>RHODES</b>	AIR 2000	C	36	1	0	50	19	8	22	0	0	35	44	35	27
	AIR FOYLE PASSENGER AIRLINES	C	10	0	0	10	10	70	10	0	0	43	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	50	22	25	3	0	0	19	58	15	36
	CALEDONIAN AIRWAYS	C	8	0	0	25	13	38	0	25	0	71	31	73	16
	MONARCH AIRLINES	C	24	0	0	38	21	8	25	8	0	74	28	34	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	20	20	10	0	59	22	59	9
	THOMAS COOK AIRLINES LTD	C	30	0	0	70	7	13	10	0	0	10	100	-7	9
	VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	-18	0	0	0
<b>TOTAL RHODES</b>			<b>163</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>34</b>	<b>148</b>
<b>SALONIKA</b>	AIR 2000	C	19	1	0	0	0	37	63	0	0	74	13	42	8
	BRITANNIA AIRWAYS	C	15	1	1	53	20	20	0	7	0	33	75	10	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	10	10	0	0	20	22	96	9
<b>TOTAL SALONIKA</b>			<b>44</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>9</b>	<b>25</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>47</b>	<b>40</b>	<b>34</b>
<b>SAMOS</b>	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	13	75	26	8
<b>TOTAL SAMOS</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>13</b>	<b>75</b>	<b>26</b>	<b>8</b>
<b>SKIATHOS</b>	AIR 2000	C	25	0	1	32	36	16	8	8	0	50	0	0	0
	CALEDONIAN AIRWAYS	C	16	0	2	50	6	6	38	0	0	57	36	51	14
	THOMAS COOK AIRLINES LTD	C	17	0	1	35	18	12	24	12	0	62	0	0	0
<b>TOTAL SKIATHOS</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>22</b>	<b>12</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>56</b>	<b>46</b>	<b>36</b>	<b>52</b>
<b>THIRA (SANTORINI)</b>	CALEDONIAN AIRWAYS	C	8	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ZAKINTHOS</b>	AIR 2000	C	16	0	0	81	19	0	0	0	0	5	83	0	18
	BRITANNIA AIRWAYS	C	13	3	0	85	8	8	0	0	0	3	75	10	16
	CALEDONIAN AIRWAYS	C	16	0	0	69	19	6	6	0	0	17	38	65	16
	MONARCH AIRLINES	C	27	0	0	78	7	0	15	0	0	9	50	50	16
	MY TRAVEL AIRWAYS UK	C	19	0	1	32	26	16	21	5	0	45	30	95	10
	THOMAS COOK AIRLINES LTD	C	54	0	0	67	4	11	15	0	4	31	100	-7	16
<b>TOTAL ZAKINTHOS</b>			<b>145</b>	<b>3</b>	<b>1</b>	<b>68</b>	<b>11</b>	<b>8</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>62</b>	<b>33</b>	<b>116</b>
<b>TOTAL GREECE</b>			<b>1042</b>	<b>12</b>	<b>18</b>	<b>56</b>	<b>16</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>55</b>	<b>43</b>	<b>907</b>
<b>HONG KONG</b>															
<b>HONG KONG (CHEP LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	58	0	2	52	24	7	17	0	0	27	43	21	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>24</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>43</b>	<b>21</b>	<b>60</b>
<b>TOTAL HONG KONG</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>24</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>43</b>	<b>21</b>	<b>60</b>
<b>IRISH REPUBLIC</b>															
<b>CONNAUGHT</b>	BRITISH REGIONAL AIRLINES LTD	S	42	0	0	60	17	7	10	7	0	32	65	18	52
<b>TOTAL CONNAUGHT</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>18</b>	<b>52</b>
<b>CORK</b>	BRITISH REGIONAL AIRLINES LTD	S	152	1	4	71	10	8	11	0	0	16	75	16	137
<b>TOTAL CORK</b>			<b>152</b>	<b>2</b>	<b>4</b>	<b>71</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>16</b>	<b>139</b>
<b>DUBLIN</b>	AER LINGUS	S	352	3	3	81	10	8	2	0	0	7	83	8	340
	LUXAIR	S	43	0	1	81	12	2	5	0	0	7	0	0	0
	RYANAIR	S	116	0	4	75	12	5	6	2	0	15	82	8	306

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			Actual (7)	Plan (8)											
<b>TOTAL DUBLIN</b>			<b>511</b>	<b>3</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	646
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	101	0	3	63	13	4	20	0	0	27	68	20	100
<b>TOTAL SHANNON</b>			<b>101</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>13</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>20</b>	100
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	8	0	0	75	0	13	13	0	0	15	75	16	8
<b>TOTAL WATERFORD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>16</b>	8
<b>TOTAL IRISH REPUBLIC</b>			<b>814</b>	<b>5</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>11</b>	1007
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	16	0	2	94	6	0	0	0	0	2	79	7	14
<b>TOTAL TEL AVIV</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>7</b>	14
<b>TOTAL ISRAEL</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>4</b>	23
<b>ITALY</b>															
CATANIA (FONTANAROSSA)	CALEDONIAN AIRWAYS	C	8	0	0	63	13	25	0	0	0	19	38	32	8
<b>TOTAL CATANIA (FONTANAROSSA)</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>38</b>	<b>32</b>	8
GENOA	AIR LIB	C	4	2	0	0	25	25	25	25	0	100	0	0	0
<b>TOTAL GENOA</b>			<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	0
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	151	0	3	55	21	13	10	1	0	26	0	0	0
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	55	0	0	0
	CALEDONIAN AIRWAYS	C	8	0	0	75	13	13	0	0	0	14	38	62	8
	EUROPEAN AIR CHARTER	C	10	0	0	0	0	30	50	20	0	127	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>171</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>19</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>39</b>	<b>118</b>	18
NAPLES	AIR 2000	C	8	0	0	25	25	0	50	0	0	59	38	30	8
	BRITANNIA AIRWAYS	C	16	0	0	75	19	6	0	0	0	6	63	12	16
	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	100	1	8
	MY TRAVEL AIRWAYS UK	C	15	0	1	60	13	0	13	13	0	41	25	36	8
<b>TOTAL NAPLES</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>19</b>	<b>2</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>18</b>	40
PISA	EUROPEAN AIR CHARTER	C	25	0	1	48	16	16	20	0	0	38	38	23	24
	MONARCH AIRLINES	C	8	0	0	38	38	0	25	0	0	54	25	142	8
<b>TOTAL PISA</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>21</b>	<b>12</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>34</b>	<b>53</b>	32
RIMINI	MY TRAVEL AIRWAYS UK	C	7	0	1	29	29	14	29	0	0	43	30	35	10
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>30</b>	<b>35</b>	10
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	52	0	0	42	27	13	13	4	0	41	21	33	34
<b>TOTAL ROME (FIUMICINO)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>27</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>21</b>	<b>33</b>	34
VENICE	BRITANNIA AIRWAYS	C	7	0	1	0	43	14	43	0	0	53	0	121	6
	MONARCH AIRLINES	C	8	0	0	0	0	25	75	0	0	74	13	50	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	44	0	6	44	6	0	62	0	0	0
<b>TOTAL VENICE</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>9</b>	<b>12</b>	<b>52</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>31</b>	<b>58</b>	32
VERONA	BRITISH AIRWAYS PLC	C	16	0	0	13	44	25	19	0	0	42	75	7	8
	EUROPEAN AIR CHARTER	C	9	0	1	44	11	33	0	0	11	64	56	17	9
	MONARCH AIRLINES	C	18	0	0	44	28	6	6	17	0	60	33	111	18
<b>TOTAL VERONA</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>30</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>54</b>	<b>47</b>	<b>47</b>	53

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ITALY</b>			<b>398</b>	<b>2</b>	<b>8</b>	<b>46</b>	<b>21</b>	<b>13</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>49</b>	<b>37</b>	<b>349</b>
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	MONARCH AIRLINES	C	8	0	0	0	0	63	38	0	0	76	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	25	38	13	13	201	50	300	8
<b>TOTAL MONTEGO BAY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>6</b>	<b>6</b>	<b>138</b>	<b>50</b>	<b>300</b>	<b>8</b>
<b>TOTAL JAMAICA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>6</b>	<b>6</b>	<b>138</b>	<b>50</b>	<b>300</b>	<b>8</b>
<b>KENYA</b>															
<b>MOMBASA</b>	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	3	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	6	33	29	9
<b>TOTAL MOMBASA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>29</b>	<b>9</b>
<b>TOTAL KENYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>29</b>	<b>9</b>
<b>LUXEMBOURG</b>															
<b>LUXEMBOURG</b>	LUXAIR	S	43	0	1	81	9	5	5	0	0	7	82	7	44
<b>TOTAL LUXEMBOURG</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>7</b>	<b>44</b>
<b>TOTAL LUXEMBOURG</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>7</b>	<b>44</b>
<b>MALAYSIA</b>															
<b>KUALA LUMPUR (SEPANG)</b>	MALAYSIAN AIRLINES SYSTEM-MA	S	26	0	0	62	12	4	23	0	0	23	0	0	0
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>4</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALAYSIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>4</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
<b>MALTA</b>	AIR 2000	C	8	0	0	38	38	13	13	0	0	33	33	23	18
	AIR MALTA	S	34	0	0	65	18	9	3	6	0	19	56	15	34
	AIR MALTA	C	39	2	1	85	8	3	0	5	0	2	62	22	45
	BRITANNIA AIRWAYS	C	16	0	0	81	13	6	0	0	0	6	56	16	18
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	0	0	25	0	46	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	13	13	0	25	0	57	50	133	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	0	25	25	0	94	20	108	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	35	0	29	35	0	0	46	100	-8	16
<b>TOTAL MALTA</b>			<b>138</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>28</b>	<b>153</b>
<b>TOTAL MALTA</b>			<b>138</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>28</b>	<b>153</b>
<b>MAURITIUS</b>															
<b>MAURITIUS</b>	AIR MAURITIUS LTD	S	8	0	0	75	0	0	0	25	0	61	75	7	8
<b>TOTAL MAURITIUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>61</b>	<b>75</b>	<b>7</b>	<b>8</b>
<b>TOTAL MAURITIUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>61</b>	<b>75</b>	<b>7</b>	<b>8</b>
<b>MEXICO</b>															
<b>CANCUN</b>	AIR 2000	C	8	0	0	75	25	0	0	0	0	-4	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	13	0	0	20	56	54	9
	MY TRAVEL AIRWAYS UK	C	13	0	0	23	8	38	31	0	0	45	20	40	10
<b>TOTAL CANCUN</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>14</b>	<b>24</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>48</b>	<b>43</b>	<b>29</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PUERTO VALLARTA	AIR 2000	C	9	0	0	44	11	11	33	0	0	44	0	0	0
	BRITANNIA AIRWAYS	C	7	0	1	29	14	29	29	0	0	44	0	25	4
<b>TOTAL PUERTO VALLARTA</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>13</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>43</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>13</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>41</b>	<b>43</b>	<b>37</b>
<b>NETHERLANDS</b>															
AMSTERDAM	AIR HOLLAND	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	248	1	2	73	8	10	7	1	0	18	71	12	206
	KLM UK LTD	S	389	2	7	80	7	6	6	0	0	8	67	15	395
<b>TOTAL AMSTERDAM</b>			<b>639</b>	<b>3</b>	<b>9</b>	<b>77</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>601</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	79	1	9	82	6	8	4	0	0	6	74	7	78
<b>TOTAL EINDHOVEN</b>			<b>79</b>	<b>1</b>	<b>9</b>	<b>82</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>7</b>	<b>78</b>
ROTTERDAM	VLM (BELGIUM)	S	94	0	2	86	9	3	2	0	0	6	77	5	52
<b>TOTAL ROTTERDAM</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>5</b>	<b>52</b>
<b>TOTAL NETHERLANDS</b>			<b>812</b>	<b>4</b>	<b>20</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>13</b>	<b>731</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	103	2	1	63	15	15	7	1	0	20	0	0	0
	SAS	S	52	0	0	77	10	10	4	0	0	12	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>155</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>155</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>11</b>	<b>51</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	69	8	15	4	4	0	17	62	16	26
<b>TOTAL ISLAMABAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>17</b>	<b>42</b>
KARACHI	PAKISTAN INTL AIRLINES	S	30	0	0	27	3	33	27	7	3	75	0	0	0
<b>TOTAL KARACHI</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>33</b>	<b>27</b>	<b>7</b>	<b>3</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAHORE	PAKISTAN INTL AIRLINES	S	12	1	0	8	33	33	17	8	0	55	22	38	18
<b>TOTAL LAHORE</b>			<b>12</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>38</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>49</b>	<b>45</b>	<b>23</b>	<b>60</b>
<b>POLAND</b>															
KRAKOW	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	22	0	0	0
<b>TOTAL KRAKOW</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>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	BRITISH AIRWAYS PLC	S	51	1	1	55	24	16	6	0	0	20	73	8	26
<b>TOTAL WARSAW</b>			<b>52</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>11</b>	<b>52</b>
<b>TOTAL POLAND</b>			<b>54</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>26</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>11</b>	<b>52</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	54	1	2	39	17	9	19	17	0	64	78	10	40
	BRITANNIA AIRWAYS	C	18	0	0	56	0	11	17	17	0	79	71	20	24
	BRITISH AIRWAYS PLC	C	8	0	0	63	25	13	0	0	0	14	0	0	0
	CALEDONIAN AIRWAYS	C	26	0	0	31	15	15	38	0	0	41	64	23	28
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	-8	100	-3	6

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				Actual (7)	Plan (8)										
FARO	MONARCH AIRLINES	C	45	0	2	33	18	16	27	4	2	54	30	36	46
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	0	0	6	6	0	17	31	123	16
	PORTUGALIA	S	8	0	0	63	25	13	0	0	0	16	0	0	0
	THOMAS COOK AIRLINES LTD	C	50	0	2	58	10	8	16	8	0	41	71	6	24
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	1	0	0	0
<b>TOTAL FARO</b>			<b>238</b>	<b>1</b>	<b>6</b>	<b>50</b>	<b>13</b>	<b>10</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>59</b>	<b>29</b>	<b>215</b>
LISBON	PORTUGALIA	S	49	0	0	88	2	8	2	0	5	71	18	34	
<b>TOTAL LISBON</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>22</b>	<b>42</b>	
OPORTO	PORTUGALIA	S	3	0	0	33	33	33	0	0	22	67	9	18	
<b>TOTAL OPORTO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>9</b>	<b>18</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>290</b>	<b>1</b>	<b>6</b>	<b>56</b>	<b>12</b>	<b>10</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>61</b>	<b>26</b>	<b>275</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	CALEDONIAN AIRWAYS	C	8	0	0	50	25	13	13	0	0	20	100	2	8
	MONARCH AIRLINES	C	16	0	0	75	6	6	13	0	0	14	75	4	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	5	0	0	0
<b>TOTAL FUNCHAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>17</b>	<b>36</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>17</b>	<b>36</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	AIR 2000	C	2	0	1	0	0	0	100	0	0	85	0	0	0
<b>TOTAL ST KITTS</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>85</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAINT KITTS AND NEVIS</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>85</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	52	0	0	46	17	15	19	2	0	33	52	14	44
<b>TOTAL SINGAPORE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>15</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>52</b>	<b>14</b>	<b>44</b>
<b>TOTAL SINGAPORE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>15</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>52</b>	<b>14</b>	<b>44</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	12	0	0	67	33	0	0	0	0	5	67	9	9
<b>TOTAL LJUBLJANA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>9</b>	<b>9</b>
<b>TOTAL SLOVENIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>9</b>	<b>9</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	50	0	0	72	10	6	12	0	0	19	69	17	36
	AIR FOYLE PASSENGER AIRLINES	C	16	0	0	19	13	25	31	13	0	76	6	204	16
	BRITANNIA AIRWAYS	C	37	1	2	59	3	8	30	0	0	25	69	19	62
	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	-2	75	15	8
	EXCEL AIRWAYS LTD	C	6	0	0	67	0	0	0	33	0	89	100	4	2
	MONARCH AIRLINES	C	40	1	1	55	15	10	20	0	0	26	37	77	27
	MY TRAVEL AIRWAYS UK	C	33	0	0	48	6	9	21	3	12	126	59	48	46
	THOMAS COOK AIRLINES LTD	C	41	0	0	71	12	2	15	0	0	16	86	-1	36
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	32	0	0	0
<b>TOTAL ALICANTE</b>			<b>239</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>10</b>	<b>8</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>41</b>	<b>62</b>	<b>39</b>	<b>297</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	33	22	22	22	0	0	46	50	36	16
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	-7	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	2	67	6	17	11	0	0	18	0	0	0
<b>TOTAL ALMERIA</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>11</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>47</b>	<b>32</b>
BARCELONA	BRITISH AIRWAYS PLC	C	2	0	0	0	100	0	0	0	0	24	0	0	0
	IBERIA	S	60	0	0	70	23	5	2	0	0	9	0	24	1
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>55</b>	<b>2</b>
GERONA	AIR 2000	C	16	1	1	50	6	13	31	0	0	46	75	8	16
	BRITANNIA AIRWAYS	C	13	2	3	54	0	31	8	0	8	53	71	15	28
	CALEDONIAN AIRWAYS	C	8	0	0	50	13	25	13	0	0	21	63	43	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	11	11	22	44	0	148	13	193	8
	THOMAS COOK AIRLINES LTD	C	24	0	0	75	13	0	13	0	0	14	69	45	16
<b>TOTAL GERONA</b>			<b>70</b>	<b>3</b>	<b>4</b>	<b>54</b>	<b>9</b>	<b>13</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>46</b>	<b>62</b>	<b>40</b>	<b>84</b>
IBIZA	AIR 2000	C	46	0	0	74	15	7	4	0	0	12	61	16	18
	BRITANNIA AIRWAYS	C	49	1	1	43	12	20	20	4	0	39	49	41	69
	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	6	100	2	8
	CALEDONIAN AIRWAYS	C	9	0	0	78	11	11	0	0	0	-2	78	27	18
	MONARCH AIRLINES	C	34	0	0	53	3	15	12	15	3	61	46	57	28
	MY TRAVEL AIRWAYS UK	C	40	0	1	25	18	15	30	5	8	116	41	50	41
	SPANAIR	C	10	0	0	80	20	0	0	0	0	0	75	16	4
	THOMAS COOK AIRLINES LTD	C	72	0	4	68	10	7	10	0	6	37	91	21	35
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	-7	0	0	0
<b>TOTAL IBIZA</b>			<b>278</b>	<b>1</b>	<b>6</b>	<b>59</b>	<b>12</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>43</b>	<b>56</b>	<b>42</b>	<b>268</b>
MADRID	BRITISH AIRWAYS PLC	S	102	0	0	37	28	22	11	2	0	31	63	14	104
<b>TOTAL MADRID</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>28</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>64</b>	<b>14</b>	<b>163</b>
MAHON	AIR 2000	C	40	0	0	63	23	5	10	0	0	22	75	2	12
	BRITANNIA AIRWAYS	C	32	2	2	41	25	16	19	0	0	39	42	54	52
	CALEDONIAN AIRWAYS	C	16	0	0	69	25	6	0	0	0	4	81	22	16
	MONARCH AIRLINES	C	26	0	0	69	8	12	12	0	0	15	31	104	16
	MY TRAVEL AIRWAYS UK	C	26	0	1	35	12	4	27	19	4	110	41	75	32
	SPANAIR	C	10	0	0	30	30	0	40	0	0	59	100	13	1
	THOMAS COOK AIRLINES LTD	C	42	1	1	60	10	21	5	5	0	29	88	0	16
	VIRGIN ATLANTIC AIRWAYS LTD	C	18	0	0	44	22	11	22	0	0	33	0	0	0
<b>TOTAL MAHON</b>			<b>210</b>	<b>3</b>	<b>4</b>	<b>53</b>	<b>18</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>52</b>	<b>46</b>	<b>193</b>
MALAGA	AIR 2000	C	41	1	1	44	10	20	17	10	0	52	63	33	32
	AIR FOYLE PASSENGER AIRLINES	C	18	0	0	72	11	6	11	0	0	16	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	0	25	25	0	50	0	174	53	74	32
	BRITISH AIRWAYS PLC	C	32	0	0	53	19	22	6	0	0	23	0	0	0
	CALEDONIAN AIRWAYS	C	43	1	1	60	12	14	9	5	0	23	49	41	35
	EXCEL AIRWAYS LTD	C	16	0	1	75	6	6	6	6	0	24	67	3	6
	FUTURA AIRLINES	C	6	0	0	0	17	83	0	0	0	42	88	0	8
	MONARCH AIRLINES	C	49	0	1	39	29	10	12	10	0	52	52	26	52
	MY TRAVEL AIRWAYS UK	C	28	0	0	29	21	14	21	14	0	78	56	134	16
	THOMAS COOK AIRLINES LTD	C	32	0	0	72	3	0	13	13	0	54	75	12	24
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	38	13	25	25	0	0	51	0	0	0
	<b>TOTAL MALAGA</b>			<b>281</b>	<b>3</b>	<b>4</b>	<b>49</b>	<b>15</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>47</b>	<b>56</b>	<b>47</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	8	0	0	50	13	25	13	0	0	23	38	13	8
<b>TOTAL MURCIA SAN JAVIER</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>23</b>	<b>38</b>	<b>13</b>	<b>8</b>
PALMA DE MALLORCA	AIR 2000	C	51	1	0	55	12	10	18	4	2	46	57	13	46
	AIR EUROPA	C	8	0	0	75	13	13	0	0	0	12	33	39	33
	BMI BRITISH MIDLAND	C	8	0	0	38	13	0	50	0	0	38	0	0	0
	BRITANNIA AIRWAYS	C	114	2	0	54	13	17	14	3	0	28	60	37	129
	BRITISH AIRWAYS PLC	C	23	0	1	22	17	39	17	4	0	57	25	38	8
	CALEDONIAN AIRWAYS	C	8	0	0	38	13	0	50	0	0	54	30	86	10
	IBERWORLD	C	8	0	0	13	13	38	38	0	0	47	0	0	0
	MONARCH AIRLINES	C	41	0	0	44	17	17	12	5	5	58	52	74	42
	MY TRAVEL AIRWAYS UK	C	92	3	4	37	13	10	24	12	4	86	36	89	104
	SPANAIR	C	32	0	2	28	25	13	34	0	0	46	39	45	33
	THOMAS COOK AIRLINES LTD	C	112	1	1	62	10	8	18	3	0	27	89	-3	46
	VIRGIN ATLANTIC AIRWAYS LTD	C	17	1	0	29	18	12	41	0	0	60	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>514</b>	<b>8</b>	<b>8</b>	<b>47</b>	<b>14</b>	<b>13</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>47</b>	<b>53</b>	<b>45</b>	<b>553</b>
REUS	AIR 2000	C	16	2	1	94	0	0	6	0	0	-8	65	12	20
	BRITANNIA AIRWAYS	C	16	0	0	56	13	19	13	0	0	32	74	5	38
	EXCEL AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	-4	0	0	0
	MY TRAVEL AIRWAYS UK	C	28	0	0	50	14	7	14	14	0	53	50	100	18
	THOMAS COOK AIRLINES LTD	C	19	0	0	68	5	11	16	0	0	14	90	1	10
<b>TOTAL REUS</b>			<b>89</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>20</b>	<b>124</b>
<b>TOTAL SPAIN</b>			<b>1899</b>	<b>23</b>	<b>32</b>	<b>53</b>	<b>14</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>40</b>	<b>57</b>	<b>40</b>	<b>2020</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR 2000	C	27	1	1	56	15	15	4	11	0	35	71	14	24
	BRITANNIA AIRWAYS	C	18	0	0	56	22	22	0	0	0	14	17	90	18
	CALEDONIAN AIRWAYS	C	10	0	0	0	0	0	50	20	30	235	38	37	8
	MONARCH AIRLINES	C	18	0	1	17	39	11	33	0	0	47	79	6	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	13	63	0	25	0	101	25	167	8
	THOMAS COOK AIRLINES LTD	C	28	0	1	54	21	11	11	4	0	30	81	32	16
<b>TOTAL ARRECIFE</b>			<b>109</b>	<b>1</b>	<b>3</b>	<b>39</b>	<b>20</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>55</b>	<b>55</b>	<b>46</b>	<b>115</b>
FUERTEVENTURA	AIR 2000	C	10	0	0	70	20	0	10	0	0	-5	40	16	10
	BRITANNIA AIRWAYS	C	8	0	0	38	38	0	25	0	0	36	80	11	10
	MONARCH AIRLINES	C	10	0	0	40	10	10	30	10	0	59	80	16	20
	MY TRAVEL AIRWAYS UK	C	18	0	0	22	17	22	22	17	0	64	48	59	27
	THOMAS COOK AIRLINES LTD	C	20	0	0	60	15	15	5	5	0	26	70	8	10
<b>TOTAL FUERTEVENTURA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>18</b>	<b>12</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>62</b>	<b>29</b>	<b>77</b>
LAS PALMAS	AIR 2000	C	8	0	0	75	13	13	0	0	0	1	71	19	24
	AIR EUROPA	C	8	0	0	50	0	38	13	0	0	29	13	59	8
	BRITANNIA AIRWAYS	C	35	0	0	34	23	20	23	0	0	37	50	25	32
	CALEDONIAN AIRWAYS	C	8	0	0	63	38	0	0	0	0	3	56	29	9
	MONARCH AIRLINES	C	7	0	2	0	14	71	14	0	0	44	0	0	0
	MY TRAVEL AIRWAYS UK	C	35	0	0	29	14	0	29	17	11	151	42	72	24
	THOMAS COOK AIRLINES LTD	C	72	0	0	63	10	1	13	14	0	48	83	5	41
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	28	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>181</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>14</b>	<b>9</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>60</b>	<b>63</b>	<b>26</b>	<b>170</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							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	AIR 2000	C	31	10	10	48	3	19	19	10	0	50	59	28	34
	AIR FOYLE PASSENGER AIRLINES	C	8	1	0	38	13	25	13	13	0	55	38	147	8
	BRITANNIA AIRWAYS	C	26	0	0	62	23	8	8	0	0	17	62	20	42
	CALEDONIAN AIRWAYS	C	32	0	1	25	28	25	13	3	6	71	28	60	43
	EXCEL AIRWAYS LTD	C	9	0	0	33	11	33	0	22	0	62	83	3	18
	MONARCH AIRLINES	C	57	0	1	46	16	11	21	7	0	46	57	31	51
	MY TRAVEL AIRWAYS UK	C	17	1	0	53	18	6	12	12	0	37	80	8	20
	SPANAIR	C	16	0	0	44	31	13	13	0	0	24	31	58	16
	THOMAS COOK AIRLINES LTD	C	48	0	0	46	15	10	21	8	0	52	94	0	34
VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	0	19	13	31	25	13	0	73	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>261</b>	<b>12</b>	<b>12</b>	<b>43</b>	<b>17</b>	<b>15</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>48</b>	<b>58</b>	<b>36</b>	<b>294</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>617</b>	<b>13</b>	<b>17</b>	<b>44</b>	<b>17</b>	<b>13</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>52</b>	<b>59</b>	<b>34</b>	<b>656</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	3	0	2	67	0	33	0	0	0	11	0	67	6
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>3</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>67</b>	<b>6</b>
<b>TOTAL ST LUCIA</b>			<b>3</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>67</b>	<b>6</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	15	0	0	0
<b>TOTAL GOTEBORG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	SAS	S	52	0	0	81	8	10	2	0	0	6	76	7	46
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>7</b>	<b>46</b>
<b>TOTAL SWEDEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>7</b>	<b>46</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	99	0	1	27	38	26	8	0	0	29	24	30	51
<b>TOTAL BASLE MULHOUSE</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>38</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>24</b>	<b>30</b>	<b>51</b>
GENEVA	BRITISH AIRWAYS PLC	S	104	0	0	78	5	7	11	0	0	17	81	6	108
<b>TOTAL GENEVA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>9</b>	<b>160</b>
ZURICH	SWISS AIRLINES	S	52	0	0	42	33	19	6	0	0	21	54	21	52
	SWISSAIR	S	180	0	0	75	16	6	3	0	0	9	72	12	120
<b>TOTAL ZURICH</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>174</b>
<b>TOTAL SWITZERLAND</b>			<b>435</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>14</b>	<b>387</b>
<b>THAILAND</b>															
PHUKET	BRITANNIA AIRWAYS	C	9	0	0	67	11	11	11	0	0	13	25	130	4
<b>TOTAL PHUKET</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>130</b>	<b>4</b>
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>130</b>	<b>4</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	0	30	40	10	20	0	82	75	6	8
	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	14	38	26	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	42	15	8	19	15	0	72	48	52	25
<b>TOTAL MONASTIR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>63</b>	<b>51</b>	<b>38</b>	<b>41</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TUNISIA			44	0	0	34	25	14	14	14	0	63	51	38	41
TURKEY															
ANTALYA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-1	70	10	10
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	31	13	63	8
	PEGASUS AIRLINES	C	8	0	0	38	38	13	13	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	33	0	0	73	9	9	9	0	0	15	0	0	0
TOTAL ANTALYA			57	0	0	70	12	7	11	0	0	15	64	21	36
BODRUM (MILAS)	AIR 2000	C	24	0	0	83	17	0	0	0	0	5	29	37	17
	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	22	75	5	8
	CALEDONIAN AIRWAYS	C	8	0	0	75	25	0	0	0	0	-3	38	41	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	44	11	6	39	0	0	51	19	77	27
	ONUR AIR	C	18	0	1	50	39	11	0	0	0	14	40	20	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	25	0	0	0	0	4	81	7	16
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	13	0	13	75	0	0	82	0	0	0
TOTAL BODRUM (MILAS)			100	1	1	60	21	5	14	0	0	22	54	31	140
DALAMAN	AIR 2000	C	41	1	0	83	10	2	5	0	0	4	76	0	42
	BRITANNIA AIRWAYS	C	18	0	0	44	33	22	0	0	0	18	46	30	35
	ISTANBUL HAVA YOLLARI	C	8	0	0	25	13	38	0	25	0	96	44	32	16
	MONARCH AIRLINES	C	16	0	0	44	19	31	6	0	0	19	31	31	16
	MY TRAVEL AIRWAYS UK	C	24	0	0	13	21	25	17	17	8	107	20	89	35
	ONUR AIR	C	26	0	0	54	19	12	15	0	0	20	61	8	18
	THOMAS COOK AIRLINES LTD	C	48	0	0	63	2	10	17	8	0	37	82	5	17
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	13	13	25	50	0	0	63	0	0	0
TOTAL DALAMAN			189	1	0	52	14	15	12	5	1	37	50	49	281
ISTANBUL	ISTANBUL HAVA YOLLARI	S	10	0	0	0	20	60	20	0	0	49	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	34	0	0	24	35	26	15	0	0	35	65	10	34
TOTAL ISTANBUL			44	0	0	18	32	34	16	0	0	38	57	13	42
IZMIR (ADNAM MENDERES)	MONARCH AIRLINES	C	8	0	0	63	13	0	13	13	0	43	50	38	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	33	27	0	40	0	0	49	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			23	0	0	43	22	0	30	4	0	47	61	30	44
TOTAL TURKEY			413	2	1	53	18	13	14	3	0	31	53	38	543
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	60	0	0	75	13	7	2	3	0	10	73	7	60
TOTAL DUBAI			60	0	0	75	13	7	2	3	0	10	73	7	60
TOTAL UNITED ARAB EMIRATES			60	0	0	75	13	7	2	3	0	10	73	7	60
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	137	0	11	78	7	10	5	0	0	10	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	301	0	3	77	10	10	3	0	0	10	76	11	296
TOTAL ABERDEEN			438	0	15	77	9	10	4	0	0	10	74	12	437
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	222	0	2	74	10	8	7	0	0	16	82	6	231
TOTAL BELFAST CITY			222	0	2	74	10	8	7	0	0	16	82	6	231
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	208	0	0	71	12	7	11	0	0	18	71	12	206

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BELFAST INTERNATIONAL</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>12</b>	<b>206</b>
<b>BRISTOL</b>	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	77	9	7	7	0	0	10	43	42	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	25	0	63	0	0	86	0	0	0
<b>TOTAL BRISTOL</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>42</b>	<b>7</b>
<b>EDINBURGH</b>	BMI REGIONAL	S	130	0	2	62	12	12	13	1	0	23	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	142	0	6	81	12	6	1	0	0	6	0	0	0
	BRITISH AIRWAYS PLC	S	114	0	4	58	22	10	8	3	0	27	77	12	240
<b>TOTAL EDINBURGH</b>			<b>387</b>	<b>1</b>	<b>13</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>13</b>	<b>370</b>
<b>GATWICK</b>	BRITISH AIRWAYS (EURO OPS) LG	S	388	0	0	85	9	3	3	0	0	6	77	9	327
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	29	0	0	0
<b>TOTAL GATWICK</b>			<b>391</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>6</b>	<b>78</b>	<b>9</b>	<b>354</b>
<b>GLASGOW</b>	BMI REGIONAL	S	184	0	12	84	5	6	4	1	0	9	0	0	0
	BRITANNIA AIRWAYS	C	4	0	0	25	25	0	50	0	0	37	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	184	0	4	70	9	12	8	2	0	18	0	0	0
	BRITISH AIRWAYS PLC	S	94	0	3	44	24	19	11	2	0	31	75	12	233
<b>TOTAL GLASGOW</b>			<b>468</b>	<b>1</b>	<b>19</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>12</b>	<b>417</b>
<b>GUERNSEY</b>	BRITISH REGIONAL AIRLINES LTD	S	84	5	6	64	13	10	12	1	0	25	63	15	72
	CITY FLYER EXPRESS	C	8	0	0	100	0	0	0	0	0	-12	100	-5	8
<b>TOTAL GUERNSEY</b>			<b>92</b>	<b>5</b>	<b>6</b>	<b>67</b>	<b>12</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>13</b>	<b>80</b>
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	454	0	2	79	10	7	4	0	0	8	78	8	455
	BRITISH AIRWAYS PLC	C	2	1	4	50	0	50	0	0	0	16	50	52	4
	BRITISH AIRWAYS PLC	S	615	1	0	76	11	9	3	0	0	11	73	13	594
<b>TOTAL HEATHROW</b>			<b>1071</b>	<b>2</b>	<b>6</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>1053</b>
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	171	4	1	79	8	8	6	0	0	11	84	6	172
<b>TOTAL ISLE OF MAN</b>			<b>171</b>	<b>4</b>	<b>1</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>6</b>	<b>172</b>
<b>JERSEY</b>	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	63	25	0	13	0	0	24	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	111	12	0	48	18	14	12	8	1	47	58	25	150
	BRITISH REGIONAL AIRLINES LTD	C	40	0	7	53	15	13	8	10	3	59	0	0	0
	CITY FLYER EXPRESS	C	16	0	0	19	31	50	0	0	0	30	0	0	0
	GILL AIRWAYS	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL JERSEY</b>			<b>177</b>	<b>13</b>	<b>7</b>	<b>47</b>	<b>19</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>47</b>	<b>52</b>	<b>26</b>	<b>204</b>
<b>LONDON CITY</b>	KLM UK LTD	S	140	0	0	93	3	4	1	0	0	-4	96	-5	170
<b>TOTAL LONDON CITY</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>96</b>	<b>-5</b>	<b>170</b>
<b>LONDONDERRY</b>	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	67	10	5	18	0	0	17	71	25	59
<b>TOTAL LONDONDERRY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>25</b>	<b>59</b>
<b>NEWCASTLE</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-6	100	8	1
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-12	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>100</b>	<b>8</b>	<b>1</b>
<b>NORWICH</b>	SCOT AIRWAYS	S	84	0	4	90	4	4	1	1	0	4	93	-1	86
<b>TOTAL NORWICH</b>			<b>84</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>-1</b>	<b>86</b>
<b>SOUTHAMPTON</b>	BRITISH REGIONAL AIRLINES LTD	S	140	0	0	55	18	11	15	1	0	30	72	15	129

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			140	0	0	55	18	11	15	1	0	30	72	15	129
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	137	0	3	76	9	8	7	0	0	14	62	21	133
TOTAL STANSTED			137	0	3	76	9	8	7	0	0	14	62	21	133
TOTAL UNITED KINGDOM			4249	32	76	74	11	8	6	1	0	14	74	11	4199
USA															
ATLANTA	DELTA AIRLINES	S	58	0	2	71	10	9	9	2	0	18	90	5	60
TOTAL ATLANTA			58	0	2	71	10	9	9	2	0	18	90	5	60
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	82	7	3	5	3	0	2	88	-2	60
TOTAL CHICAGO (O'HARE)			60	0	0	82	7	3	5	3	0	2	88	-2	60
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	59	0	1	75	7	12	5	2	0	12	88	0	60
TOTAL DALLAS/FORT WORTH			59	0	1	75	7	12	5	2	0	12	88	0	60
LAS VEGAS	MONARCH AIRLINES	C	9	0	0	0	11	22	44	22	0	131	70	20	10
TOTAL LAS VEGAS			9	1	0	0	11	22	44	22	0	131	70	20	10
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	59	1	0	69	10	14	7	0	0	12	69	14	54
	DELTA AIRLINES	S	60	0	0	70	12	10	8	0	0	8	90	-5	60
TOTAL NEW YORK (JF KENNEDY)			120	1	0	69	11	12	8	0	0	11	80	4	116
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	58	0	2	72	12	12	3	0	0	6	62	20	60
TOTAL NEW YORK (NEWARK)			58	0	2	72	12	12	3	0	0	6	62	20	60
ORLANDO	AMERICAN TRANS AIR	C	30	3	3	57	17	7	13	3	3	44	63	62	32
	BRITANNIA AIRWAYS	C	18	1	0	50	22	11	17	0	0	23	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	48	0	4	58	21	8	13	0	0	12	78	9	51
TOTAL ORLANDO			96	4	7	56	20	8	14	1	1	24	72	29	83
SANFORD	AIR 2000	C	29	0	0	34	28	31	7	0	0	22	0	0	0
	MONARCH AIRLINES	C	39	0	0	51	10	5	23	10	0	50	55	25	49
	MY TRAVEL AIRWAYS UK	C	39	2	2	28	13	21	33	3	3	62	44	70	39
TOTAL SANFORD			107	2	2	38	16	18	22	5	1	47	50	63	145
TOTAL USA			567	8	14	62	13	11	11	2	0	21	72	23	596
VENEZUELA															
PORLAMAR	AIR 2000	C	3	0	0	0	0	33	67	0	0	105	0	0	0
TOTAL PORLAMAR			3	0	0	0	0	33	67	0	0	105	50	6	4
TOTAL VENEZUELA			3	0	0	0	0	33	67	0	0	105	50	6	4
TOTAL MANCHESTER			15774	130	303	64	13	10	10	2	0	24	66	22	15656



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: NEWCASTLE (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>AUSTRIA</b>															
SALZBURG	CALEDONIAN AIRWAYS	C	8	0	0	88	0	13	0	0	0	-5	100	-16	8
TOTAL SALZBURG			8	0	0	88	0	13	0	0	0	-5	100	-16	8
TOTAL AUSTRIA			8	0	0	88	0	13	0	0	0	-5	100	-16	8
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	216	0	0	56	19	22	3	0	0	18	73	11	216
TOTAL BRUSSELS			216	0	0	56	19	22	3	0	0	18	73	11	216
TOTAL BELGIUM			216	0	0	56	19	22	3	0	0	18	73	11	216
<b>BULGARIA</b>															
BURGAS	AIR VIA BULGARIAN AIRWAYS	C	6	2	2	67	0	0	33	0	0	38	50	45	8
TOTAL BURGAS			6	2	2	67	0	0	33	0	0	38	50	45	8
SOFIA	BALKAN BULGARIAN AIRLINES	C	2	0	0	100	0	0	0	0	0	14	0	0	0
TOTAL SOFIA			3	0	0	100	0	0	0	0	0	8	0	0	0
VARNA	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	63	25	13	0	0	0	11	100	-11	5
TOTAL VARNA			8	0	0	63	25	13	0	0	0	11	100	-11	5
TOTAL BULGARIA			17	2	2	71	12	6	12	0	0	20	69	23	13
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	14	0	0	43	14	14	29	0	0	43	40	29	10
TOTAL TORONTO			14	0	0	43	14	14	29	0	0	43	67	13	18
TOTAL CANADA			14	0	0	43	14	14	29	0	0	43	67	13	18
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	8	0	0	100	0	0	0	0	0	-4	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	21	75	22	8
	EUROCYPRIA AIRLINES LTD	C	16	0	0	63	0	0	38	0	0	41	88	11	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	5	50	22	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	6	100	-8	10
TOTAL LARNACA			52	0	0	73	8	6	13	0	0	17	78	11	36
PAPHOS	AIR 2000	C	9	0	1	67	0	11	0	22	0	71	50	20	10
	BRITANNIA AIRWAYS	C	9	0	1	67	0	0	22	0	11	71	10	32	10
TOTAL PAPHOS			18	0	2	67	0	6	11	11	6	71	30	26	20
TOTAL CYPRUS			70	0	2	71	6	6	13	3	1	31	61	17	56
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS CITIEXPRESS L	S	50	0	2	78	12	6	4	0	0	8	0	0	0
TOTAL COPENHAGEN			50	0	2	78	12	6	4	0	0	8	0	0	0
TOTAL DENMARK			50	0	2	78	12	6	4	0	0	8	0	0	0
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	GILL AIRWAYS	S	154	1	2	49	23	12	15	1	0	29	76	8	102

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				Actual (7)	Plan (8)										
TOTAL PARIS (CHARLES DE GAULLE)			154	1	2	49	23	12	15	1	0	29	58	17	224
TOTAL FRANCE			154	1	2	49	23	12	15	1	0	29	58	17	224
GERMANY															
DUSSELDORF	CITY FLYER EXPRESS	S	30	0	0	83	10	7	0	0	0	7	0	0	0
	GILL AIRWAYS	S	44	0	8	75	7	5	14	0	0	19	63	26	52
TOTAL DUSSELDORF			74	0	8	78	8	5	8	0	0	14	63	26	52
TOTAL GERMANY			74	0	8	78	8	5	8	0	0	14	68	23	60
GREECE															
ATHENS	AEGEAN AIRLINES	C	8	0	0	100	0	0	0	0	0	-7	0	0	0
TOTAL ATHENS			8	0	0	100	0	0	0	0	0	-7	0	0	0
CORFU	AIR 2000	C	8	0	0	75	0	0	25	0	0	15	100	-25	8
	BRITANNIA AIRWAYS	C	8	0	0	25	25	50	0	0	0	28	50	95	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	26	63	48	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	46	78	4	9
TOTAL CORFU			32	0	0	50	9	25	16	0	0	28	73	30	33
HERAKLION	AIR 2000	C	8	0	1	50	0	13	38	0	0	32	60	16	10
	BRITANNIA AIRWAYS	C	10	0	0	60	20	10	0	10	0	42	25	57	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	22	0	0	0	12	80	-4	10
	TRANSAER	C	16	0	0	69	6	25	0	0	0	8	25	41	8
TOTAL HERAKLION			43	0	1	65	7	19	7	2	0	21	50	25	36
KOS	AEGEAN AIRLINES	C	8	0	0	38	63	0	0	0	0	16	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	40	0	0	0	0	1	100	-13	8
TOTAL KOS			18	0	0	50	50	0	0	0	0	7	100	-13	8
RHODES	AEGEAN AIRLINES	C	8	0	0	75	25	0	0	0	0	3	0	0	0
	AIR 2000	C	10	0	0	80	0	0	0	20	0	33	67	6	9
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	-7	22	45	9
	TRANSAER	C	10	0	0	80	0	0	10	10	0	34	0	0	0
TOTAL RHODES			36	0	0	81	8	0	3	8	0	18	58	15	26
SALONIKA	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	19	63	24	8
TOTAL SALONIKA			8	0	0	50	13	38	0	0	0	19	63	24	8
ZAKINTHOS	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	38	22	8
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	13	13	0	0	14	75	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	6	0	0	0
TOTAL ZAKINTHOS			24	0	0	67	17	13	4	0	0	8	56	15	16
TOTAL GREECE			169	0	1	65	14	13	6	2	0	17	62	21	127
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	120	0	0	79	10	6	4	1	0	13	92	6	172
TOTAL DUBLIN			120	0	0	79	10	6	4	1	0	13	92	5	174
TOTAL IRISH REPUBLIC			120	0	0	79	10	6	4	1	0	13	92	5	174
ITALY															

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				Actual (7)	Plan (8)										
VERONA	AIR 2000	C	9	0	1	44	33	22	0	0	0	15	0	0	0
<b>TOTAL VERONA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>36</b>	<b>10</b>
<b>TOTAL ITALY</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>27</b>	<b>35</b>	<b>11</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	18	0	0	83	6	11	0	0	0	-11	50	21	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-4	75	-3	8
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>65</b>	<b>13</b>	<b>26</b>
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9</b>	<b>65</b>	<b>13</b>	<b>26</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	291	0	1	88	5	4	2	1	0	6	59	21	230
<b>TOTAL AMSTERDAM</b>			<b>291</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>21</b>	<b>230</b>
<b>TOTAL NETHERLANDS</b>			<b>291</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>21</b>	<b>232</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRAATHENS ASA	S	52	0	0	69	19	12	0	0	0	13	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAVANGER	BRAATHENS ASA	S	52	0	0	73	15	10	2	0	0	10	0	0	0
	BRITISH WORLD AIRLINES LTD	C	3	1	1	33	33	0	0	33	0	124	0	0	0
<b>TOTAL STAVANGER</b>			<b>57</b>	<b>4</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>109</b>	<b>4</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>6</b>	<b>104</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	18	0	0	39	11	22	6	22	0	61	88	2	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	0	50	50	0	167	0	72	8
	SATA	C	8	0	0	75	25	0	0	0	0	3	38	55	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	0	0	25	101	100	3	8
<b>TOTAL FARO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>14</b>	<b>12</b>	<b>19</b>	<b>5</b>	<b>78</b>	<b>63</b>	<b>24</b>	<b>48</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>14</b>	<b>12</b>	<b>19</b>	<b>5</b>	<b>78</b>	<b>63</b>	<b>24</b>	<b>48</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	SATA	C	8	0	0	75	0	25	0	0	0	6	75	8	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	25	25	25	25	0	0	39	100	2	8
	BRITANNIA AIRWAYS	C	16	0	1	50	0	38	13	0	0	28	94	-4	18
	MY TRAVEL AIRWAYS UK	C	16	0	0	38	13	13	38	0	0	56	56	17	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	13	0	0	0	-2	100	-4	18
<b>TOTAL ALICANTE</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>7</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>77</b>	<b>15</b>	<b>71</b>
<b>GERONA</b>															
	BRITANNIA AIRWAYS	C	8	0	0	25	0	38	38	0	0	44	25	26	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	-13	100	-4	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-7	63	66	8

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			Actual (7)	Plan (8)											
<b>TOTAL GERONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>29</b>	<b>24</b>
<b>IBIZA</b>	AIR 2000	C	8	0	0	50	13	13	25	0	0	27	100	-11	8
	AIR EUROPA	C	8	0	0	0	0	75	25	0	0	57	0	0	0
	BRITANNIA AIRWAYS	C	26	0	0	62	19	12	0	8	0	24	58	50	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	21	75	3	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	-14	100	-17	8
<b>TOTAL IBIZA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>18</b>	<b>56</b>
<b>MAHON</b>	AIR 2000	C	8	0	0	63	38	0	0	0	0	13	63	12	8
	BRITANNIA AIRWAYS	C	18	0	0	50	44	0	6	0	0	13	44	41	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	13	100	4	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	-2	88	4	8
<b>TOTAL MAHON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>27</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>21</b>	<b>50</b>
<b>MALAGA</b>	AIR 2000	C	8	0	0	50	13	13	0	25	0	75	75	9	8
	BRITANNIA AIRWAYS	C	17	0	0	76	12	0	0	12	0	29	63	13	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	0	0	50	0	137	63	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	11	100	-6	8
<b>TOTAL MALAGA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>55</b>	<b>69</b>	<b>8</b>	<b>42</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	16	0	0	69	6	6	19	0	0	26	67	11	18
	BRITANNIA AIRWAYS	C	52	0	0	87	6	8	0	0	0	4	67	51	51
	IBERWORLD	C	15	0	0	27	7	33	33	0	0	49	0	0	0
	MY TRAVEL AIRWAYS UK	C	26	0	0	54	4	4	23	15	0	58	64	9	25
	SPANAIR	C	16	0	0	81	0	13	6	0	0	12	46	23	24
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	6	6	0	0	0	4	94	-6	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>5</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>25</b>	<b>136</b>
<b>REUS</b>	BRITANNIA AIRWAYS	C	8	0	0	50	0	25	0	0	25	103	90	4	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-15	75	61	8
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>44</b>	<b>89</b>	<b>12</b>	<b>27</b>
<b>TOTAL SPAIN</b>			<b>385</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>9</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>25</b>	<b>71</b>	<b>20</b>	<b>408</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	9	0	0	11	0	67	22	0	0	66	100	-15	8
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	-6	75	18	8
	FUTURA AIRLINES	C	10	0	0	60	10	20	10	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	6	88	7	8
<b>TOTAL ARRECIFE</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>3</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>8</b>	<b>32</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	14	70	5	10
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>5</b>	<b>10</b>
<b>LAS PALMAS</b>	AIR 2000	C	8	0	0	100	0	0	0	0	0	-15	75	23	8
	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	0	13	13	96	44	53	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	38	38	25	0	121	63	16	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	-4	100	0	8
<b>TOTAL LAS PALMAS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>49</b>	<b>73</b>	<b>20</b>	<b>41</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	8	0	0	63	13	0	0	25	0	64	88	-1	8
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	13	38	38	13	0	0	37	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	17	50	16	8
	FUTURA AIRLINES	C	16	0	0	75	0	13	13	0	0	8	44	32	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	0	38	0	0	42	50	19	8
	THOMAS COOK AIRLINES LTD	C	15	1	1	80	0	0	20	0	0	11	88	6	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>63</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>8</b>	<b>10</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>57</b>	<b>56</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>142</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>7</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>28</b>	<b>67</b>	<b>31</b>	<b>139</b>
<b>TURKEY</b>															
BODRUM (MILAS)	AIR 2000	C	8	0	0	88	13	0	0	0	0	4	50	24	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-7	89	-6	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	0	50	0	0	50	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>5</b>	<b>33</b>
DALAMAN	AIR 2000	C	8	0	0	100	0	0	0	0	0	-11	78	7	9
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	-5	0	56	8
	MY TRAVEL AIRWAYS UK	C	8	0	1	100	0	0	0	0	0	1	53	43	19
	ONUR AIR	C	8	0	0	75	25	0	0	0	0	3	33	44	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	0	11	0	0	0
<b>TOTAL DALAMAN</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>62</b>	
IZMIR (ADNAM MENDERES)	ISTANBUL HAVA YOLLARI	C	8	0	0	75	25	0	0	0	0	2	50	1	8
	ONUR AIR	C	10	0	0	70	30	0	0	0	0	4	50	8	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>5</b>	<b>16</b>
<b>TOTAL TURKEY</b>			<b>82</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>21</b>	<b>111</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	207	2	9	74	12	9	5	0	0	14	59	20	189
	GILL AIRWAYS	S	20	0	2	75	5	20	0	0	0	9	89	2	44
<b>TOTAL ABERDEEN</b>			<b>227</b>	<b>2</b>	<b>11</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>16</b>	<b>233</b>
BELFAST CITY	GILL AIRWAYS	S	164	3	29	77	8	8	7	0	0	12	82	9	283
<b>TOTAL BELFAST CITY</b>			<b>164</b>	<b>3</b>	<b>29</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>283</b>
BELFAST INTERNATIONAL	BRITISH AIRWAYS CITIEXPRESS L	S	141	0	15	89	6	5	0	0	0	3	0	0	0
	GILL AIRWAYS	S	175	4	33	77	11	6	6	1	0	11	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>316</b>	<b>4</b>	<b>48</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIRMINGHAM	DUO AIRWAYS LTD	S	138	0	2	92	3	2	3	0	0	-1	94	2	174
<b>TOTAL BIRMINGHAM</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>94</b>	<b>2</b>	<b>174</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	152	0	4	72	10	11	7	0	0	16	69	15	144
<b>TOTAL BRISTOL</b>			<b>152</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	<b>144</b>
GATWICK	CITY FLYER EXPRESS	S	274	0	2	73	15	9	2	0	0	9	83	8	208
<b>TOTAL GATWICK</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>208</b>
GLASGOW	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-18	0	0	0
<b>TOTAL GLASGOW</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-18</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	327	0	1	84	8	4	3	0	0	7	83	7	326
<b>TOTAL HEATHROW</b>			<b>327</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>7</b>	<b>328</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
JERSEY	BRITISH REGIONAL AIRLINES LTD	C	8	0	0	25	25	25	25	0	0	46	0	0	0
	CITY FLYER EXPRESS	S	30	0	0	50	30	17	3	0	0	19	38	31	64
	KLM UK LTD	C	8	0	0	25	13	38	25	0	0	43	0	65	8
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>31</b>	<b>82</b>
MANCHESTER	AIR 2000	C	7	0	1	14	0	86	0	0	0	36	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-8	0	0	0
<b>TOTAL MANCHESTER</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>44</b>	<b>8</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	56	0	4	68	11	13	5	4	0	19	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
STANSTED	KLM UK LTD	S	137	0	3	92	3	2	3	0	0	2	89	3	174
<b>TOTAL STANSTED</b>			<b>137</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>3</b>	<b>174</b>
WICK	GILL AIRWAYS	S	22	0	0	77	5	9	9	0	0	11	88	9	43
<b>TOTAL WICK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>9</b>	<b>43</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1870</b>	<b>10</b>	<b>105</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>1681</b>
<b>USA</b>															
ORLANDO	BRITANNIA AIRWAYS	C	8	0	0	50	0	0	13	38	0	98	0	0	0
<b>TOTAL ORLANDO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANFORD	AIR 2000	C	17	0	0	29	6	24	29	12	0	89	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	2	1	43	29	29	0	0	0	15	50	13	8
<b>TOTAL SANFORD</b>			<b>24</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>13</b>	<b>25</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>67</b>	<b>54</b>	<b>79</b>	<b>28</b>
<b>TOTAL USA</b>			<b>32</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>9</b>	<b>19</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>75</b>	<b>54</b>	<b>79</b>	<b>28</b>
<b>TOTAL NEWCASTLE</b>			<b>3888</b>	<b>20</b>	<b>129</b>	<b>73</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>3756</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	6	0	0	17	33	50	0	0	0	29	0	0	0
	GO FLY LTD	C	6	0	0	100	0	0	0	0	0	-29	0	0	0
<b>TOTAL SALZBURG</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>122</b>	<b>7</b>
<b>TOTAL AUSTRIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>23</b>
<b>BELARUS</b>															
MINSK	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	0	0	50	0	93	0	0	0
<b>TOTAL MINSK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELARUS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BELGIUM</b>															
BRUSSELS	HEMUS AIR	C	2	1	0	0	0	0	50	0	50	391	0	0	0
	KLM UK LTD	S	190	0	5	65	17	11	7	0	0	15	45	28	188
	SABENA	S	154	0	0	79	10	5	6	0	0	11	61	20	152
	VIRGIN EXPRESS	C	4	0	0	75	0	25	0	0	0	9	0	63	6
<b>TOTAL BRUSSELS</b>			<b>350</b>	<b>1</b>	<b>5</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>25</b>	<b>346</b>
<b>TOTAL BELGIUM</b>			<b>350</b>	<b>1</b>	<b>5</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>51</b>	<b>25</b>	<b>346</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	12	0	0	42	17	33	8	0	0	25	67	26	12
	ROYAL AIRLINES	C	14	0	0	64	21	14	0	0	0	13	16	100	32
<b>TOTAL TORONTO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>30</b>	<b>80</b>	<b>44</b>
VANCOUVER	ROYAL AIRLINES	C	4	0	0	100	0	0	0	0	0	2	57	15	14
<b>TOTAL VANCOUVER</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>2</b>	<b>57</b>	<b>15</b>	<b>14</b>
<b>TOTAL CANADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>35</b>	<b>65</b>	<b>62</b>
<b>CROATIA</b>															
ZAGREB	BRITISH WORLD AIRLINES LTD	C	3	0	0	33	67	0	0	0	0	18	0	0	0
<b>TOTAL ZAGREB</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>13</b>	<b>22</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	24	0	0	50	17	25	8	0	0	20	50	19	18
<b>TOTAL LARNACA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>19</b>	<b>18</b>
<b>TOTAL CYPRUS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>19</b>	<b>18</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	50	0	2	32	42	24	2	0	0	23	27	34	52
	GO FLY LTD	S	16	0	0	69	19	13	0	0	0	5	0	0	0
<b>TOTAL PRAGUE</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>36</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>27</b>	<b>34</b>	<b>52</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>36</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>27</b>	<b>34</b>	<b>52</b>
<b>DENMARK</b>															
COPENHAGEN	GO FLY LTD	S	164	0	0	71	13	12	4	0	0	10	89	1	147

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
COPENHAGEN	MYTRAVEL AIRWAYS (DENMARK)	C	17	0	1	76	24	0	0	0	0	8	13	48	16
	SAS	S	164	0	0	79	12	6	3	0	0	8	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>345</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>6</b>	165
<b>TOTAL DENMARK</b>			<b>346</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>8</b>	180
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	8	0	0	38	13	50	0	0	0	24	19	44	16
<b>TOTAL HELSINKI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>19</b>	<b>44</b>	16
<b>TOTAL FINLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>19</b>	<b>44</b>	16
<b>FRANCE</b>															
BIARRITZ	RYANAIR	S	60	0	0	67	8	10	12	3	0	25	0	0	0
<b>TOTAL BIARRITZ</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>14</b>	2
CALVI	KLM UK LTD	C	7	0	1	43	0	29	0	29	0	102	0	43	8
<b>TOTAL CALVI</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>43</b>	8
CARCASSONNE	RYANAIR	S	112	0	8	52	21	18	7	2	0	25	50	29	60
<b>TOTAL CARCASSONNE</b>			<b>112</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>29</b>	60
DIJON	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	40	0	0	0
<b>TOTAL DIJON</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>40</b>	<b>0</b>	<b>0</b>	0
DINARD	RYANAIR	S	60	0	0	58	25	10	3	2	2	21	0	0	0
<b>TOTAL DINARD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
FIGARI	EUROPEAN AIR CHARTER	C	8	0	0	25	13	25	13	25	0	79	63	21	8
<b>TOTAL FIGARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>79</b>	<b>63</b>	<b>21</b>	8
LE TOUQUET	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL LE TOUQUET</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>	0
MONTPELLIER	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	33	0	0	0
<b>TOTAL MONTPELLIER</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>33</b>	<b>0</b>	<b>0</b>	0
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	236	0	0	58	17	13	11	1	0	22	50	24	235
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>24</b>	235
ST ETIENNE	RYANAIR	S	60	0	0	75	15	5	5	0	0	7	59	13	78
<b>TOTAL ST ETIENNE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>13</b>	78
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	6	0	0	17	17	50	17	0	0	39	0	71	4
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>71</b>	4
TOURS	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	37	0	0	0
<b>TOTAL TOURS</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>37</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL FRANCE</b>			<b>558</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>23</b>	405
<b>GERMANY</b>															
COLOGNE (BONN)	AIR JET	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	BRITISH WORLD AIRLINES LTD	C	4	0	0	25	0	75	0	0	0	40	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	0



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DORTMUND	EUROWINGS LUFTVERKEHRS	S	99	0	2	73	17	7	3	0	0	11	0	0	0
<b>TOTAL DORTMUND</b>			<b>99</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	KLM UK LTD	S	162	3	0	81	9	4	6	0	7	68	14	163	
	ROYAL AIRLINES	C	6	0	0	67	33	0	0	0	4	0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>168</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>14</b>	<b>163</b>	
FRANKFURT MAIN	KLM UK LTD	S	162	0	1	66	17	9	9	0	13	57	26	169	
	LUFTHANSA	S	180	0	0	77	16	5	2	0	8	0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>344</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>26</b>	<b>169</b>	
FRIEDRICHSHAFEN	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	19	0	0	0	
<b>TOTAL FRIEDRICHSHAFEN</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>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HAHN	RYANAIR	S	112	0	0	79	8	11	2	0	3	0	0	0	
<b>TOTAL HAHN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HAMBURG	LUFTHANSA CITY LINE	S	176	0	4	87	9	3	2	0	2	0	0	0	
<b>TOTAL HAMBURG</b>			<b>176</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>20</b>	<b>60</b>	
MUNICH	GO FLY LTD	S	164	0	0	75	13	6	5	0	8	0	0	0	
	LUFTHANSA	S	206	0	0	64	23	10	3	0	12	0	0	0	
	ROYAL AIRLINES	C	7	0	1	71	29	0	0	0	13	0	0	0	
<b>TOTAL MUNICH</b>			<b>377</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>29</b>	<b>2</b>	
NUREMBERG	EUROWINGS LUFTVERKEHRS	S	102	0	0	50	29	13	8	0	21	57	24	104	
<b>TOTAL NUREMBERG</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>24</b>	<b>104</b>	
<b>TOTAL GERMANY</b>			<b>1389</b>	<b>3</b>	<b>9</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>22</b>	<b>533</b>	
<b>GREECE</b>															
CORFU	AIR 2000	C	8	0	0	0	38	13	38	13	0	81	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	18	25	27	8	
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	38	0	0	8	0	0	0	
<b>TOTAL CORFU</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>29</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>36</b>	<b>13</b>	<b>86</b>	<b>16</b>	
HERAKLION	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	12	63	21	8	
	EXCEL AIRWAYS LTD	C	8	0	0	50	38	0	13	0	16	0	0	0	
	MY TRAVEL AIRWAYS UK	C	7	0	2	100	0	0	0	0	-13	80	-1	10	
<b>TOTAL HERAKLION</b>			<b>25</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>9</b>	<b>18</b>	
RHODES	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	24	38	95	8	
	EXCEL AIRWAYS LTD	C	10	0	0	10	10	30	50	0	61	0	0	0	
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	10	40	0	53	78	16	9	
<b>TOTAL RHODES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>11</b>	<b>25</b>	<b>32</b>	<b>0</b>	<b>47</b>	<b>59</b>	<b>53</b>	<b>17</b>	
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	10	0	0	30	30	0	40	0	59	25	35	8	
<b>TOTAL ZAKINTHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>35</b>	<b>8</b>	
<b>TOTAL GREECE</b>			<b>87</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>18</b>	<b>16</b>	<b>20</b>	<b>1</b>	<b>34</b>	<b>46</b>	<b>46</b>	<b>59</b>	
<b>ICELAND</b>															
KEFLAVIK	AIR ATLANTA ICELANDIC	C	9	0	0	56	0	22	22	0	28	75	12	4	
<b>TOTAL KEFLAVIK</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>28</b>	<b>43</b>	<b>24</b>	<b>7</b>	

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				Actual (7)	Plan (8)										
TOTAL ICELAND			9	0	0	56	0	22	22	0	0	28	43	24	7
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	118	1	1	45	31	14	8	2	0	27	36	36	139
TOTAL CONNAUGHT			118	1	1	45	31	14	8	2	0	27	36	36	139
CORK	RYANAIR	S	237	0	0	53	25	15	6	0	0	19	45	29	261
TOTAL CORK			237	0	0	53	25	15	6	0	0	19	45	29	263
DUBLIN	AER LINGUS	S	348	1	1	76	14	7	3	0	0	11	76	13	359
	RYANAIR	S	725	1	22	69	14	12	5	0	0	15	48	25	728
TOTAL DUBLIN			1073	2	23	71	14	10	4	0	0	14	57	21	1087
KERRY COUNTY	RYANAIR	S	60	0	0	60	22	10	7	2	0	23	35	34	84
TOTAL KERRY COUNTY			60	0	0	60	22	10	7	2	0	23	35	34	84
SHANNON	VIRGIN EXPRESS	S	130	0	2	82	6	7	2	2	0	13	0	0	0
TOTAL SHANNON			130	0	2	82	6	7	2	2	0	13	70	19	60
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	68	10	7	13	2	0	24	58	26	60
TOTAL WATERFORD			60	0	0	68	10	7	13	2	0	24	58	26	60
TOTAL IRISH REPUBLIC			1678	3	26	67	16	11	5	1	0	16	53	24	1693
ISRAEL															
TEL AVIV	EL AL	S	35	3	9	63	17	11	9	0	0	15	78	4	45
	ISRAIR LTD	C	8	0	0	13	25	50	13	0	0	34	0	0	0
TOTAL TEL AVIV			43	3	9	53	19	19	9	0	0	19	78	4	45
TOTAL ISRAEL			43	3	9	53	19	19	9	0	0	19	78	4	45
ITALY															
ALGHERO/SASSARI	EUROPEAN AIR CHARTER	C	8	0	0	25	38	38	0	0	0	27	38	31	8
TOTAL ALGHERO/SASSARI			8	0	0	25	38	38	0	0	0	27	38	31	8
ANCONA	RYANAIR	S	60	0	0	45	22	25	7	2	0	28	0	0	0
TOTAL ANCONA			60	0	0	45	22	25	7	2	0	28	0	0	0
BOLOGNA	GO FLY LTD	S	60	0	0	52	27	20	0	2	0	19	73	7	44
TOTAL BOLOGNA			60	0	0	52	27	20	0	2	0	19	73	7	44
CAGLIARI (ELMAS)	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	50	0	0	0
TOTAL CAGLIARI (ELMAS)			2	0	0	0	0	100	0	0	0	50	50	27	2
GENOA	RYANAIR	C	8	0	0	75	13	13	0	0	0	13	0	0	0
	RYANAIR	S	112	0	0	49	22	21	5	2	0	26	0	0	0
TOTAL GENOA			121	0	0	50	21	21	6	2	0	26	0	0	0
MILAN (LINATE)	KLM UK LTD	S	147	4	1	50	17	16	16	0	0	29	37	36	169
TOTAL MILAN (LINATE)			147	4	1	50	17	16	16	0	0	29	35	34	356
MILAN (MALPENSA)	BRITISH WORLD AIRLINES LTD	C	3	0	0	67	0	0	33	0	0	25	33	54	3
	EUROFLY SPA	C	5	0	0	40	40	20	0	0	0	20	0	60	5
	EUROPEAN AIR CHARTER	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	GO FLY LTD	S	158	0	3	58	16	16	7	3	0	26	75	12	147

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				Actual (7)	Plan (8)										
MILAN (MALPENSA)	KLM UK LTD	S	23	0	1	57	22	9	13	0	0	21	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>191</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>18</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>18</b>	157
OLBIA	EUROPEAN AIR CHARTER	C	8	0	0	38	25	38	0	0	0	26	0	0	0
<b>TOTAL OLBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
PISA	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	50	0	0	0
	RYANAIR	S	124	0	0	67	17	12	3	0	1	16	34	31	124
<b>TOTAL PISA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>34</b>	<b>31</b>	124
RIMINI	RYANAIR	S	60	0	0	37	23	32	8	0	0	26	25	40	60
<b>TOTAL RIMINI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>25</b>	<b>40</b>	60
ROME (CIAMPINO)	GO FLY LTD	S	180	0	0	63	14	12	11	0	0	16	77	15	129
<b>TOTAL ROME (CIAMPINO)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>15</b>	129
ROME (FIUMICINO)	KLM UK LTD	S	119	0	1	60	18	7	13	3	0	30	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>18</b>	<b>7</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	0
TREVISO	RYANAIR	S	120	0	0	47	22	26	5	1	0	23	33	45	120
<b>TOTAL TREVISO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>26</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>31</b>	<b>46</b>	128
TURIN	ALITALIA	S	98	0	14	27	33	32	9	0	0	32	0	0	0
	RYANAIR	S	110	0	1	68	17	12	3	0	0	10	0	0	0
<b>TOTAL TURIN</b>			<b>208</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>25</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>47</b>	1
VENICE	AIR 2000	C	6	0	0	17	17	50	17	0	0	45	0	0	0
	BRITISH WORLD AIRLINES LTD	C	8	0	0	13	50	38	0	0	0	27	38	23	8
	GO FLY LTD	S	140	0	4	71	14	7	8	1	0	14	0	0	0
<b>TOTAL VENICE</b>			<b>154</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>30</b>	<b>24</b>	10
VERONA	EUROPEAN AIR CHARTER	C	11	0	0	9	18	36	36	0	0	58	0	0	0
<b>TOTAL VERONA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>18</b>	<b>36</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>41</b>	1
<b>TOTAL ITALY</b>			<b>1576</b>	<b>5</b>	<b>25</b>	<b>54</b>	<b>19</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>29</b>	1020
<b>KAZAKHSTAN</b>															
URALSK	EUROFLY SPA	C	5	0	0	60	20	20	0	0	0	10	17	64	6
<b>TOTAL URALSK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>17</b>	<b>64</b>	6
<b>TOTAL KAZAKHSTAN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>17</b>	<b>64</b>	6
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	96	0	0	61	22	14	3	0	0	16	66	14	96
<b>TOTAL LUXEMBOURG</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>14</b>	96
<b>TOTAL LUXEMBOURG</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>14</b>	96
<b>MALTA</b>															
MALTA	AIR MALTA	C	12	0	0	33	25	25	17	0	0	29	25	50	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	38	0	0	0	0	7	30	22	10
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>28</b>	<b>35</b>	18
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>28</b>	<b>35</b>	18

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>NETHERLANDS</b>															
AMSTERDAM	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	16	0	0	0
	KLM UK LTD	S	434	0	2	70	12	9	8	1	0	16	43	30	402
<b>TOTAL AMSTERDAM</b>			<b>436</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>44</b>	<b>30</b>	<b>404</b>
EINDHOVEN	KLM EXEL	S	133	2	1	71	17	5	5	2	0	13	43	28	123
<b>TOTAL EINDHOVEN</b>			<b>133</b>	<b>2</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>28</b>	<b>123</b>
MAASTRICHT	KLM EXEL	S	145	0	2	64	23	10	3	0	0	14	44	27	137
<b>TOTAL MAASTRICHT</b>			<b>145</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>27</b>	<b>137</b>
<b>TOTAL NETHERLANDS</b>			<b>714</b>	<b>2</b>	<b>5</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>29</b>	<b>665</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	60	0	0	55	28	13	3	0	0	15	54	19	59
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>19</b>	<b>59</b>
OSLO (GARDERMOEN)	AIR FOYLE PASSENGER AIRLINES	S	44	0	0	61	30	9	0	0	0	12	0	0	0
	BRAATHENS ASA	C	2	0	0	50	50	0	0	0	0	18	0	0	0
	BRAATHENS ASA	S	121	0	0	55	17	19	9	0	0	22	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	13	0	0	69	8	8	15	0	0	26	45	18	11
	SAS	S	106	0	2	78	17	5	0	0	0	4	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>286</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>18</b>	<b>11</b>
SANDEFJORD(TORP)	RYANAIR	S	112	0	0	65	13	13	8	0	1	17	51	22	112
<b>TOTAL SANDEFJORD(TORP)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>51</b>	<b>22</b>	<b>112</b>
<b>TOTAL NORWAY</b>			<b>458</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>19</b>	<b>245</b>
<b>POLAND</b>															
WROCLAW	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	22	0	0	0
<b>TOTAL WROCLAW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	36	0	0	31	11	11	28	19	0	82	38	24	8
	BRITANNIA AIRWAYS	C	8	0	0	50	25	25	0	0	0	21	50	68	8
	DUO AIRWAYS LTD	C	8	0	0	25	25	38	13	0	0	35	0	0	0
	EXCEL AIRWAYS LTD	C	24	0	2	42	13	17	21	4	4	52	0	0	0
	GO FLY LTD	S	60	0	0	83	10	3	3	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	0	0	63	0	147	25	52	8
<b>TOTAL FARO</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>12</b>	<b>10</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>41</b>	<b>29</b>	<b>46</b>	<b>48</b>
LISBON	GO FLY LTD	S	120	0	0	79	9	6	6	0	0	5	75	14	121
<b>TOTAL LISBON</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>14</b>	<b>124</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>264</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>23</b>	<b>172</b>
<b>REPUBLIC OF MOLDOVA</b>															
KISHINEV	MOLDAVIAN AIRLINES	C	2	0	0	0	50	0	50	0	0	85	0	0	0
<b>TOTAL KISHINEV</b>			<b>4</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>50</b>	<b>0</b>	<b>0</b>	<b>0</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
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				Actual (7)	Plan (8)										
TOTAL REPUBLIC OF MOLDOVA			4	0	0	25	50	0	25	0	0	50	0	0	0
SPAIN															
ALICANTE	AIR 2000	C	8	0	0	0	13	50	13	25	0	92	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	18	50	127	8
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	GO FLY LTD	S	54	0	0	57	15	19	7	2	0	24	0	0	0
	KLM UK LTD	C	16	0	0	6	25	13	56	0	0	61	31	31	16
	VIRGIN EXPRESS	C	8	0	0	13	13	38	38	0	0	50	0	0	0
TOTAL ALICANTE			96	0	0	39	20	21	18	3	0	37	32	74	34
BARCELONA	BRITISH WORLD AIRLINES LTD	C	6	0	0	50	50	0	0	0	0	13	0	0	0
	GO FLY LTD	S	16	0	0	50	38	0	13	0	0	24	0	0	0
	RYANAIR	C	2	0	0	50	50	0	0	0	0	-3	0	0	0
TOTAL BARCELONA			24	0	0	50	42	0	8	0	0	19	50	34	2
BILBAO	GO FLY LTD	S	117	0	0	77	13	8	3	0	0	4	0	0	0
TOTAL BILBAO			117	0	0	77	13	8	3	0	0	4	0	0	0
GERONA	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	38	0	0	44	25	35	8
TOTAL GERONA			8	0	0	38	13	13	38	0	0	44	25	35	8
IBIZA	BRITANNIA AIRWAYS	C	34	0	0	56	21	12	12	0	0	25	47	35	30
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	0	50	0	0	37	0	0	0
	GO FLY LTD	S	31	0	0	61	13	19	6	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	0	25	0	13	90	50	54	8
TOTAL IBIZA			76	0	0	57	16	14	12	0	1	28	45	41	40
MADRID	GO FLY LTD	S	145	0	0	63	17	13	7	0	0	16	0	0	0
TOTAL MADRID			145	0	0	63	17	13	7	0	0	16	0	0	0
MAHON	AIR 2000	C	16	0	0	13	25	13	50	0	0	75	100	2	8
	BRITANNIA AIRWAYS	C	16	0	0	50	31	6	13	0	0	27	56	17	16
	MY TRAVEL AIRWAYS UK	C	15	0	1	0	0	20	47	33	0	161	13	142	16
TOTAL MAHON			48	0	1	21	19	13	38	10	0	86	44	58	48
MALAGA	AIR 2000	C	16	0	0	25	13	6	44	13	0	76	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	0	50	0	0	0	23	38	26	8
	EXCEL AIRWAYS LTD	C	8	0	0	25	0	25	25	25	0	76	0	0	0
	GO FLY LTD	S	151	0	0	72	13	8	6	0	1	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	13	63	0	187	38	53	8
	VIRGIN EXPRESS	C	8	0	0	88	0	0	13	0	0	14	0	0	0
TOTAL MALAGA			199	0	0	64	11	10	10	5	1	33	43	39	42
PALMA DE MALLORCA	AIR 2000	C	32	0	0	22	16	19	38	6	0	66	40	23	10
	BRITANNIA AIRWAYS	C	42	0	0	55	31	10	5	0	0	21	53	17	40
	BRITISH WORLD AIRLINES LTD	C	8	0	0	38	25	25	13	0	0	27	13	28	8
	FUTURA AIRLINES	C	8	0	0	25	63	13	0	0	0	22	25	29	8
	GO FLY LTD	S	18	0	0	72	0	22	6	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	23	0	1	30	4	26	22	17	0	78	35	60	26
TOTAL PALMA DE MALLORCA			131	1	1	42	20	18	16	5	0	42	36	38	117
REUS	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	25	0	0	33	90	8	10

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				Actual (7)	Plan (8)										
REUS	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	13	38	0	0	29	25	42	8
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>61</b>	<b>23</b>	<b>18</b>
SEVILLE	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>862</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>40</b>	<b>45</b>	<b>311</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	10	0	0	20	10	10	20	40	0	123	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	40	40	20	0	0	0	21	50	25	8
	EXCEL AIRWAYS LTD	C	10	0	0	20	20	10	50	0	0	73	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	11	11	44	0	0	55	13	59	8
	SPANAIR	C	10	0	0	20	20	30	30	0	0	51	0	0	0
<b>TOTAL ARRECIFE</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>20</b>	<b>16</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>65</b>	<b>31</b>	<b>47</b>	<b>32</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	0	40	0	0	57	40	42	10
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>40</b>	<b>42</b>	<b>10</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	28	33	13	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	25	25	50	0	170	38	97	8
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>99</b>	<b>35</b>	<b>53</b>	<b>17</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	8	0	0	0	13	38	50	0	0	79	0	0	0
	BRITANNIA AIRWAYS	C	15	0	1	33	27	13	27	0	0	29	50	13	10
	EXCEL AIRWAYS LTD	C	7	0	1	14	29	14	14	29	0	93	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	25	0	0	63	13	0	106	0	63	8
	SPANAIR	C	8	0	0	75	0	25	0	0	0	12	38	37	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>13</b>	<b>15</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>65</b>	<b>33</b>	<b>33</b>	<b>42</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>129</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>15</b>	<b>14</b>	<b>32</b>	<b>9</b>	<b>0</b>	<b>68</b>	<b>34</b>	<b>42</b>	<b>101</b>
<b>SWEDEN</b>															
KRISTIANSTAD	RYANAIR	S	60	0	0	73	17	7	3	0	0	5	53	25	112
<b>TOTAL KRISTIANSTAD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>53</b>	<b>25</b>	<b>112</b>
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	33	39	17	11	0	0	25	25	44	16
	SAS	S	112	0	0	74	17	7	2	0	0	9	69	18	108
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>22</b>	<b>126</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	175	0	1	57	23	15	5	1	0	19	42	27	172
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>42</b>	<b>27</b>	<b>172</b>
<b>TOTAL SWEDEN</b>			<b>366</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>25</b>	<b>427</b>
<b>SWITZERLAND</b>															
ZURICH	SWISSAIR	S	122	0	0	42	40	13	5	0	0	21	0	0	0
<b>TOTAL ZURICH</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>40</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>31</b>	<b>50</b>	<b>70</b>
<b>TOTAL SWITZERLAND</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>40</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>31</b>	<b>50</b>	<b>72</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	50	25	25	0	0	0	21	20	49	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			8	0	0	50	25	25	0	0	0	21	20	49	10
TOTAL TUNISIA			8	0	0	50	25	25	0	0	0	21	20	49	10
TURKEY															
ANTALYA	AIR 2000	C	8	0	0	13	13	13	38	25	0	94	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	S	40	0	0	48	15	25	13	0	0	22	0	0	0
TOTAL ANTALYA			48	0	0	42	15	23	17	4	0	34	28	80	46
DALAMAN	AIR 2000	C	8	0	0	0	0	25	50	25	0	102	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	17	20	22	10
	KIBRIS TURKISH AIRLINES - KTHY	S	14	0	0	43	14	29	14	0	0	36	0	0	0
TOTAL DALAMAN			30	0	0	33	13	23	23	7	0	49	22	54	27
ISTANBUL	ISTANBUL HAVA YOLLARI	S	27	1	0	15	37	19	26	4	0	48	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	S	16	0	0	81	6	13	0	0	0	5	0	0	0
TOTAL ISTANBUL			44	1	1	39	25	18	16	2	0	32	35	48	26
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	C	6	0	0	33	17	17	0	33	0	101	53	30	15
TOTAL IZMIR (ADNAM MENDERES)			6	0	0	33	17	17	0	33	0	101	53	30	15
TOTAL TURKEY			128	1	1	38	18	21	17	5	0	40	34	56	128
UNITED KINGDOM															
ABERDEEN	KLM UK LTD	S	74	1	0	91	8	1	0	0	0	-2	75	10	163
TOTAL ABERDEEN			74	1	0	91	8	1	0	0	0	-2	76	10	164
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	222	0	2	82	15	2	0	0	0	7	52	22	176
TOTAL BELFAST CITY			222	0	2	82	15	2	0	0	0	7	52	22	176
EDINBURGH	GO FLY LTD	S	285	0	4	81	12	3	5	0	0	6	85	5	115
	KLM UK LTD	S	320	2	2	76	12	8	4	0	0	12	63	19	347
TOTAL EDINBURGH			605	2	6	78	12	6	5	0	0	9	69	15	462
GLASGOW	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	15	0	0	0
	KLM UK LTD	S	212	1	0	61	14	16	8	0	0	21	49	28	255
TOTAL GLASGOW			221	1	0	61	14	16	9	1	0	22	49	28	257
GUERNSEY	AURIGNY AIR SERVICES	S	162	0	0	91	4	2	2	0	0	1	0	0	0
TOTAL GUERNSEY			162	0	0	91	4	2	2	0	0	1	77	12	177
INVERNESS	BRITISH WORLD AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	12	0	0	0
TOTAL INVERNESS			8	0	0	63	38	0	0	0	0	12	69	11	13
JERSEY	KLM UK LTD	S	195	0	0	70	15	9	6	0	0	14	49	27	189
TOTAL JERSEY			195	0	0	70	15	9	6	0	0	14	49	27	189
LONDONDERRY	RYANAIR	S	118	0	0	75	16	8	1	0	0	6	0	0	0
TOTAL LONDONDERRY			118	0	0	75	16	8	1	0	0	6	0	0	0
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	137	0	3	69	17	7	7	0	0	17	55	25	133
TOTAL MANCHESTER			137	1	3	69	17	7	7	0	0	17	54	25	135
NEWCASTLE	KLM UK LTD	S	136	0	1	88	7	2	2	0	0	4	87	3	173
TOTAL NEWCASTLE			136	0	1	88	7	2	2	0	0	4	87	3	173

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 1999

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
PRESTWICK	RYANAIR	S	321	0	5	75	10	11	3	0	0	11	32	44	258
TOTAL PRESTWICK			321	0	5	75	10	11	3	0	0	11	32	44	258
TOTAL UNITED KINGDOM			2200	6	17	77	12	7	4	0	0	10	60	22	2045
TOTAL STANSTED			11561	28	120	65	16	11	7	1	0	17	52	26	8787



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AARHUS (TIRSTRUP)																		
	HEATHROW	SAS	S	A	30	0	0	73	17	7	3	0	0	15	67	12	30	
	HEATHROW	SAS	S	D	30	0	0	73	20	3	3	0	0	7	63	17	30	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>15</b>	<b>15</b>	
ABERDEEN																		
	EDINBURGH	BMI REGIONAL	S	A	8	0	44	88	0	13	0	0	0	7	0	0	0	
	EDINBURGH	BMI REGIONAL	S	D	8	1	0	88	0	13	0	0	0	4	0	0	0	
	MANCHESTER	BMI REGIONAL	S	A	68	0	6	78	10	7	4	0	0	10	0	0	0	
	MANCHESTER	BMI REGIONAL	S	D	69	0	5	78	3	13	6	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	111	0	1	71	24	3	2	0	0	11	72	12	112	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	112	0	0	85	10	4	2	0	0	9	83	7	112	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	78	0	0	74	17	6	3	0	0	10	78	12	77	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	78	0	0	73	17	5	5	0	0	15	80	14	75	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	150	0	2	71	11	14	3	1	0	15	71	14	147	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	151	0	1	82	9	6	3	0	0	6	82	9	149	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	103	1	5	76	12	7	6	0	0	15	68	17	95	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	104	1	4	73	12	11	4	1	0	13	50	22	94	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	188	0	0	68	18	9	5	0	0	14	66	17	187	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	188	0	1	84	7	7	3	0	0	6	86	10	190	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	1	0	88	8	3	0	0	0	1	27	41	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	59	1	1	73	15	10	2	0	0	13	38	32	29	
	NEWCASTLE	GILL AIRWAYS	S	D	20	0	2	75	5	20	0	0	0	9	82	-1	22	
	STANSTED	KLM UK LTD	S	A	37	0	0	97	3	0	0	0	0	-9	80	6	82	
	STANSTED	KLM UK LTD	S	D	37	1	0	84	14	3	0	0	0	5	70	15	81	
<b>TOTAL ABERDEEN</b>					<b>1629</b>	<b>10</b>	<b>73</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>13</b>	<b>13</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	100	0	0	0	0	0	2	25	19	4
<b>TOTAL ABIDJAN</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>2</b>	<b>25</b>	<b>19</b>	<b>19</b>
ABU DHABI INTERNATIONAL	HEATHROW	GULF AIR	S	A	24	0	0	54	25	13	8	0	0	18	64	21	25
	HEATHROW	GULF AIR	S	D	12	0	0	67	33	0	0	0	0	13	32	24	19
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>28</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>22</b>	<b>22</b>
ABUJA	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44	11	22	22	0	0	35	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	25	25	25	25	0	0	47	0	0	0
<b>TOTAL ABUJA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
ACCRA	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	71	14	14	0	0	0	8	88	-5	16
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	67	33	0	0	0	0	10	62	14	13
	HEATHROW	GHANA AIRWAYS	S	A	18	0	0	17	11	22	33	11	6	118	11	186	19
	HEATHROW	GHANA AIRWAYS	S	D	18	0	0	11	6	33	39	0	11	137	0	96	16
<b>TOTAL ACCRA</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>16</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>4</b>	<b>66</b>	<b>37</b>	<b>82</b>	<b>82</b>
ADDIS ABABA	HEATHROW	ETHIOPIAN AIRLINES	S	A	14	0	0	0	7	43	43	7	0	77	54	22	13
	HEATHROW	ETHIOPIAN AIRLINES	S	D	14	0	1	36	14	14	36	0	0	43	77	13	13
<b>TOTAL ADDIS ABABA</b>					<b>28</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>11</b>	<b>29</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>65</b>	<b>18</b>	<b>18</b>
AGADIR	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	20	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	75	0	25	0	109	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	71	0	0	0
<b>TOTAL AGADIR</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>8</b>	<b>50</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>67</b>	<b>56</b>	<b>101</b>	<b>101</b>
AJACCIO	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	0	50	0	0	57	100	1	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	0	25	0	0	23	100	2	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AJACCIO	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	25	25	25	0	110	75	84	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	50	0	25	0	82	75	83	4
<b>TOTAL AJACCIO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>19</b>	<b>19</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>68</b>	<b>88</b>	<b>43</b>	<b>43</b>
ALEXANDRIA ( NOUZHA )	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	89	0	11	0	0	0	-9	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	22	44	11	22	0	0	41	75	50	8
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>50</b>	<b>50</b>
ALGHERO/SASSARI	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	50	50	0	0	0	37	25	40	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	25	0	0	0	18	50	23	4
<b>TOTAL ALGHERO/SASSARI</b>					<b>8</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>27</b>	<b>38</b>	<b>31</b>	<b>31</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	12	1	0	17	0	58	8	17	0	73	15	66	13
	HEATHROW	AIR ALGERIE	S	D	12	0	0	0	8	17	67	8	0	95	0	101	13
<b>TOTAL ALGIERS</b>					<b>24</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>83</b>	<b>83</b>
ALICANTE	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	8	75	5	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	4	100	5	4
	GATWICK	AIR 2000	C	A	38	0	0	55	11	13	18	3	0	37	44	31	18
	GATWICK	AIR 2000	C	D	38	0	0	53	13	11	18	5	0	38	61	22	18
	GLASGOW	AIR 2000	C	A	4	0	0	0	75	25	0	0	0	26	50	26	4
	GLASGOW	AIR 2000	C	D	3	0	1	0	100	0	0	0	0	22	50	28	4
	MANCHESTER	AIR 2000	C	A	26	0	0	73	15	0	12	0	0	14	72	12	18
	MANCHESTER	AIR 2000	C	D	24	0	0	71	4	13	13	0	0	25	67	22	18
	NEWCASTLE	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	38	100	-2	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	41	100	6	4
	STANSTED	AIR 2000	C	A	4	0	0	0	0	75	0	25	0	94	0	0	0
	STANSTED	AIR 2000	C	D	4	0	0	0	25	25	25	25	0	89	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ALICANTE																		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	8	0	0	13	13	25	38	13	0	86	13	200	8	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	8	0	0	25	13	25	25	13	0	67	0	208	8	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	15	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	11	100	7	1	
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	13	25	0	0	22	50	18	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	25	0	0	0	11	50	21	4	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14	40	30	5	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	20	31	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	0	13	13	0	44	67	21	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	1	57	43	0	0	0	0	12	78	16	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	-2	44	23	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	1	50	50	0	0	0	0	9	56	28	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	36	67	17	9	
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	0	50	0	50	0	0	0	30	67	18	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	19	1	2	63	5	11	21	0	0	16	74	17	31	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	56	0	6	39	0	0	34	65	22	31	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	1	50	0	38	13	0	0	23	100	-10	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	50	0	38	13	0	0	33	89	2	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	20	50	130	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	50	123	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	5	50	17	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	4	75	6	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	25	0	4	64	4	16	12	0	4	44	47	56	38	
	GATWICK	CALEDONIAN AIRWAYS	C	D	24	2	0	71	8	17	4	0	0	18	62	37	34	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-17	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-8	75	10	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALICANTE	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	21	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	1	0	38	0	25	0	25	13	118	0	48	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	1	60	0	0	0	40	0	101	25	20	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	0	0	33	0	87	100	0	1
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	0	0	33	0	90	100	8	1
	GATWICK	GB AIRWAYS LTD	S	A	29	0	0	48	24	17	10	0	0	22	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	29	0	0	76	7	14	3	0	0	15	0	0	0
	STANSTED	GO FLY LTD	S	A	27	0	0	59	15	19	7	0	0	21	0	0	0
	STANSTED	GO FLY LTD	S	D	27	0	0	56	15	19	7	4	0	26	0	0	0
	HEATHROW	IBERIA	S	A	30	0	0	43	20	20	10	7	0	43	53	20	30
	HEATHROW	IBERIA	S	D	30	0	0	77	17	7	0	0	0	6	73	14	30
	STANSTED	KLM UK LTD	C	A	8	0	0	0	38	0	63	0	0	64	25	43	8
	STANSTED	KLM UK LTD	C	D	8	0	0	13	13	25	50	0	0	58	38	20	8
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	67	17	17	0	0	0	15	69	13	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	75	8	17	0	0	0	15	69	14	13
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	1	50	0	0	25	25	0	71	100	-3	5
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	40	20	20	0	20	0	57	100	6	5
	GATWICK	MONARCH AIRLINES	C	A	23	0	0	13	22	22	30	9	4	82	48	45	33
	GATWICK	MONARCH AIRLINES	C	D	23	0	0	13	13	30	35	4	4	85	64	39	33
	GLASGOW	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	5	50	37	4
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	16	75	43	4
	LUTON	MONARCH AIRLINES	S	A	21	0	0	52	29	14	5	0	0	20	45	22	22
	LUTON	MONARCH AIRLINES	C	A	5	0	1	80	0	0	20	0	0	20	25	31	4
	LUTON	MONARCH AIRLINES	S	D	22	0	0	77	14	5	5	0	0	13	82	11	22
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	41	50	10	4
	MANCHESTER	MONARCH AIRLINES	C	A	20	1	0	60	10	5	25	0	0	26	43	76	14
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	1	50	20	15	15	0	0	26	31	77	13
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	54	80	38	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	48	60	51	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	-7	100	-21	5

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ALICANTE	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	14	80	0	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	0	13	13	13	0	55	25	83	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	13	13	13	0	65	25	98	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	47	0	12	24	6	12	129	48	50	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	50	13	6	19	0	13	123	70	45	23	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	0	13	38	0	0	53	67	9	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	25	13	38	0	0	59	44	24	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	1	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	50	25	0	0	50	0	65	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	25	75	0	0	0	42	75	2	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	24	50	14	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	30	50	10	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	21	0	0	67	14	5	14	0	0	13	83	-2	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	75	10	0	15	0	0	19	89	0	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	13	0	0	0	-4	100	-1	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	-1	100	-7	9	
	GATWICK	TRANSAER	C	A	4	0	0	100	0	0	0	0	0	-9	80	0	5	
	GATWICK	TRANSAER	C	D	4	0	0	100	0	0	0	0	0	3	80	3	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	25	25	0	50	0	0	50	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	49	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	28	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	36	0	0	0	
	GATWICK	VIRGIN EXPRESS	C	A	4	0	0	50	25	0	25	0	0	38	50	30	4	
	GATWICK	VIRGIN EXPRESS	C	D	4	0	0	25	50	0	25	0	0	30	50	17	4	
	STANSTED	VIRGIN EXPRESS	C	A	4	0	0	0	0	50	50	0	0	62	0	0	0	
	STANSTED	VIRGIN EXPRESS	C	D	4	0	0	25	25	25	25	0	0	38	0	0	0	
<b>TOTAL ALICANTE</b>					<b>980</b>	<b>6</b>	<b>14</b>	<b>55</b>	<b>15</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>59</b>	<b>32</b>	<b>32</b>	
ALMA ATA	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	0	13	0	0	5	44	15	9	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ALMA ATA	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	8	63	33	8
<b>TOTAL ALMA ATA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>53</b>	<b>23</b>	<b>23</b>
ALMERIA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	22	11	0	0	23	63	22	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	14	50	23	8
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	11	0	0	0	12	38	38	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	12	50	31	8
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	40	0	0	48	50	76	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	16	67	50	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	11	33	33	22	0	0	49	38	42	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	11	22	0	0	43	63	29	8
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	20	40	0	0	51	50	19	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	40	20	0	0	57	75	6	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-14	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-2	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	14	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	12	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	1	56	11	22	11	0	0	21	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	1	78	0	11	11	0	0	14	0	0	0
<b>TOTAL ALMERIA</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>41</b>	<b>41</b>
AMMAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	1	1	71	19	3	0	6	0	15	87	-2	23
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	30	1	1	43	27	17	13	0	0	28	62	29	21
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	50	17	13	13	7	0	42	77	7	31
	HEATHROW	ROYAL JORDANIAN	S	D	29	1	1	45	38	14	3	0	0	22	28	42	29
<b>TOTAL AMMAN</b>					<b>120</b>	<b>3</b>	<b>3</b>	<b>53</b>	<b>25</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>19</b>	<b>19</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
AMSTERDAM	HEATHROW	BMI BRITISH MIDLAND	S	A	232	0	0	62	18	13	7	0	0	17	44	30	232	
	HEATHROW	BMI BRITISH MIDLAND	S	D	232	0	0	66	16	14	4	0	0	15	49	22	232	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	0	72	11	11	5	0	0	12	35	33	202	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	202	0	0	80	9	7	3	0	0	6	49	24	202	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	124	1	1	69	9	12	8	2	0	21	76	12	103	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	124	0	1	76	8	9	6	1	0	14	66	13	103	
	GATWICK	CITY FLYER EXPRESS	S	A	152	1	0	54	27	12	7	0	0	21	15	38	126	
	GATWICK	CITY FLYER EXPRESS	S	D	152	0	0	55	24	14	6	0	0	20	43	29	125	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	129	0	4	77	12	8	4	0	0	10	60	23	104	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	129	0	4	86	5	7	2	0	0	8	60	21	104	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	84	7	4	5	0	0	4	38	42	82	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	84	5	5	6	0	0	12	33	34	81	
	LUTON	EUROPEAN AIR CHARTER	C	A	2	0	0	0	100	0	0	0	0	26	0	0	0	
	LUTON	EUROPEAN AIR CHARTER	C	D	2	0	0	0	50	50	0	0	0	26	0	0	0	
	HEATHROW	KLM	S	A	261	0	1	73	13	10	3	0	0	12	64	16	265	
	HEATHROW	KLM	S	D	261	0	1	70	16	10	4	1	0	14	58	19	265	
	BIRMINGHAM	KLM UK LTD	S	A	166	0	2	83	8	7	2	0	0	4	62	19	161	
	BIRMINGHAM	KLM UK LTD	S	D	165	0	3	73	15	8	4	0	0	12	53	26	161	
	EDINBURGH	KLM UK LTD	S	A	141	0	1	74	10	8	6	1	1	16	56	22	141	
	EDINBURGH	KLM UK LTD	S	D	142	0	0	68	15	9	7	1	0	20	39	25	142	
	GLASGOW	KLM UK LTD	S	A	90	0	0	83	4	6	7	0	0	5	32	33	94	
	GLASGOW	KLM UK LTD	S	D	90	0	0	72	17	6	6	0	0	18	42	26	93	
	LONDON CITY	KLM UK LTD	S	A	116	0	2	62	16	12	9	1	0	19	37	34	113	
	LONDON CITY	KLM UK LTD	S	D	116	0	2	37	27	19	16	2	0	38	22	46	114	
	MANCHESTER	KLM UK LTD	S	A	194	1	4	83	7	5	5	0	0	4	66	14	198	
	MANCHESTER	KLM UK LTD	S	D	195	1	3	78	7	8	8	0	0	12	68	16	197	
	NEWCASTLE	KLM UK LTD	S	A	146	0	0	90	3	4	2	1	0	3	54	23	115	
	NEWCASTLE	KLM UK LTD	S	D	145	0	1	86	8	3	2	1	0	9	63	19	115	
	STANSTED	KLM UK LTD	S	A	217	0	1	76	8	8	7	0	0	11	47	29	201	
	STANSTED	KLM UK LTD	S	D	217	0	1	65	16	10	8	1	0	20	40	31	201	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

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					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
AMSTERDAM																		
	GATWICK	TRANSAVIA	S	A	106	0	0	23	23	28	25	2	0	45	21	48	107	
	GATWICK	TRANSAVIA	S	D	106	0	0	39	19	25	16	2	0	38	44	40	107	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	60	20	13	7	0	0	17	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	73	17	10	0	0	0	10	0	0	0	
<b>TOTAL AMSTERDAM</b>					<b>4789</b>	<b>4</b>	<b>36</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>26</b>	<b>26</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	30	0	0	43	13	33	10	0	0	30	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	47	30	17	3	3	0	27	0	0	0	
<b>TOTAL ANCONA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>22</b>	<b>25</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ANKARA (ESENBOGA)																		
ANTALYA																		
	GATWICK	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	25	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	38	0	0	0	
	STANSTED	AIR 2000	C	A	4	0	0	25	0	25	25	25	0	86	0	0	0	
	STANSTED	AIR 2000	C	D	4	0	0	0	25	0	50	25	0	102	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	60	18	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	4	60	17	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	38	0	51	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	23	80	17	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-4	80	4	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	3	60	15	5	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	20	0	0	55	10	20	15	0	0	18	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	20	0	0	40	20	30	10	0	0	27	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	36	25	69	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	42	25	57	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	24	25	49	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	38	0	77	4	
	MANCHESTER	PEGASUS AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-5	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	C	D	4	0	0	0	50	25	25	0	0	42	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
ANTALYA																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	5	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	18	0	9	73	0	0	71	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	11	11	44	33	0	0	53	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	59	18	12	12	0	0	17	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	88	0	6	6	0	0	12	0	0	0	
<b>TOTAL ANTALYA</b>					<b>165</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>15</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>49</b>	<b>45</b>	<b>45</b>	
ANTIGUA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	10	77	21	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	38	23	0	0	0	22	31	29	13	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	67	22	11	0	0	0	5	80	9	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	7	0	0	86	14	0	0	0	0	8	33	25	3	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	67	0	22	0	0	11	55	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	56	11	11	22	0	0	33	0	0	0	
<b>TOTAL ANTIGUA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>57</b>	<b>22</b>	<b>22</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	118	4	4	79	14	6	2	0	0	8	78	11	119	
	LONDON CITY	VLM (BELGIUM)	S	D	117	5	5	56	26	15	3	0	0	19	54	21	119	
<b>TOTAL ANTWERP</b>					<b>235</b>	<b>9</b>	<b>9</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>16</b>	<b>16</b>	
ARRECIFE																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	60	0	0	0	0	13	100	-8	8	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	13	75	13	8	
	GATWICK	AIR 2000	C	A	14	0	0	64	0	21	14	0	0	26	50	14	8	
	GATWICK	AIR 2000	C	D	14	0	0	43	7	29	21	0	0	33	63	13	8	
	GLASGOW	AIR 2000	C	A	5	0	0	40	20	0	20	20	0	63	75	8	4	
	GLASGOW	AIR 2000	C	D	5	0	0	40	0	20	20	20	0	78	50	27	4	
	MANCHESTER	AIR 2000	C	A	13	1	1	54	31	8	0	8	0	25	67	12	12	
	MANCHESTER	AIR 2000	C	D	14	0	0	57	0	21	7	14	0	45	75	15	12	
	NEWCASTLE	AIR 2000	C	A	4	0	0	0	0	75	25	0	0	66	100	-27	4	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ARRECIFE																		
	NEWCASTLE	AIR 2000	C	D	5	0	0	20	0	60	20	0	0	66	100	-4	4	
	STANSTED	AIR 2000	C	A	5	0	0	20	20	0	20	40	0	120	0	0	0	
	STANSTED	AIR 2000	C	D	5	0	0	20	0	20	20	40	0	125	0	0	0	
	GLASGOW	AIR EUROPA	C	A	5	0	0	100	0	0	0	0	0	-13	0	0	0	
	GLASGOW	AIR EUROPA	C	D	5	0	0	40	20	40	0	0	0	26	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	3	100	-9	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	100	5	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	11	0	0	15	40	16	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	44	11	0	0	0	17	40	15	5	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	9	40	31	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	17	100	6	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	19	63	14	8	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	30	52	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	12	22	91	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	33	0	0	0	16	11	89	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-10	75	14	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	-2	75	23	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	17	50	18	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	20	60	20	0	0	0	24	50	31	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	60	10	0	20	10	0	46	67	11	12	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	1	44	33	0	11	11	0	57	58	29	12	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	0	0	0	60	20	20	227	50	16	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	0	0	0	40	20	40	243	25	59	4	
	STANSTED	EXCEL AIRWAYS LTD	C	A	5	0	0	40	0	20	40	0	0	61	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	5	0	0	0	40	0	60	0	0	85	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	60	0	0	40	0	0	18	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	20	20	20	40	0	0	59	0	0	0	
	NEWCASTLE	FUTURA AIRLINES	C	A	5	0	0	60	20	0	20	0	0	15	0	0	0	
	NEWCASTLE	FUTURA AIRLINES	C	D	5	0	0	60	0	40	0	0	0	13	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	1	33	22	0	22	22	0	90	75	2	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ARRECIFE																		
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	30	20	0	40	10	0	89	88	9	8	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	40	60	0	0	0	30	63	21	8	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	24	25	31	8	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	25	25	0	25	0	64	75	36	4	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	20	20	0	40	20	0	88	25	68	4	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	22	33	11	33	0	0	44	75	2	12	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	1	11	44	11	33	0	0	51	83	11	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	26	75	-4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	59	100	2	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	22	100	-10	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	20	75	7	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	60	0	0	0	0	11	75	9	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	60	40	0	0	0	27	25	30	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-13	50	21	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	9	75	12	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	0	25	0	99	25	157	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	75	0	25	0	102	25	176	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	33	25	60	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	40	0	0	72	0	59	4	
	STANSTED	SPANAIR	C	A	5	0	0	20	40	20	20	0	0	40	0	0	0	
	STANSTED	SPANAIR	C	D	5	0	0	20	0	40	40	0	0	62	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	13	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	57	14	29	0	0	0	12	100	-5	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	80	13	7	0	0	0	7	100	1	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-8	100	-18	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	1	1	100	0	0	0	0	0	1	100	-2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	50	21	7	14	7	0	41	88	25	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	1	57	21	14	7	0	0	19	75	39	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	13	75	16	4	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ARRECIFE	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-2	100	-3	4
	GATWICK	TRANSAER	C	A	4	0	1	0	0	0	75	25	0	123	25	52	4
	GATWICK	TRANSAER	C	D	5	0	0	0	20	0	60	20	0	103	50	29	4
<b>TOTAL ARRECIFE</b>					<b>470</b>	<b>2</b>	<b>7</b>	<b>49</b>	<b>18</b>	<b>13</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>39</b>	<b>61</b>	<b>26</b>	<b>26</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	13	0	0	62	8	23	8	0	0	15	75	5	4
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	13	0	0	23	8	23	46	0	0	52	25	28	4
	HEATHROW	TURKMENISTAN AIRLINES	S	A	7	1	1	100	0	0	0	0	0	-9	100	-9	4
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	63	25	13	0	0	0	7	100	-6	4
<b>TOTAL ASHKHABAD</b>					<b>41</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>10</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>4</b>	<b>4</b>
ASTURIAS	GATWICK	IBERIA	S	A	13	0	0	77	23	0	0	0	0	10	92	-2	13
	GATWICK	IBERIA	S	D	13	0	0	54	46	0	0	0	0	13	31	27	13
<b>TOTAL ASTURIAS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>12</b>	<b>12</b>
ASWAN	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	56	0	0	0
<b>TOTAL ASWAN</b>					<b>4</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>56</b>	<b>0</b>	<b>0</b>	<b>0</b>
ATHENS	HEATHROW	AEGEAN AIRLINES	S	A	22	0	0	18	23	55	5	0	0	31	67	12	21
	HEATHROW	AEGEAN AIRLINES	S	D	22	0	0	50	32	18	0	0	0	16	86	3	21
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	AEGEAN AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-14	0	0	0
	GATWICK	AIR 2000	C	A	17	0	0	59	6	6	24	6	0	39	53	62	17
	GATWICK	AIR 2000	C	D	16	0	0	50	6	19	19	6	0	41	35	61	17
	LUTON	BMI BRITISH MIDLAND	C	A	2	2	1	50	0	0	50	0	0	52	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	60	20	20	0	0	0	15	63	12	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	40	23	30	7	0	0	26	23	39	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	59	25	12	3	0	0	13	38	46	60

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ATHENS	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	12	10	5	2	0	13	47	17	60
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	17	17	25	17	25	0	79	45	37	11
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	42	0	17	33	8	0	69	56	36	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	1	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	77	12	10	2	0	0	3	61	13	59
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	50	30	12	8	0	0	21	35	40	60
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	21	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	9	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	53	16	0	26	5	0	42	55	55	20
	GATWICK	MONARCH AIRLINES	C	D	19	1	0	58	0	11	32	0	0	41	71	48	21
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	0	20	20	0	58	20	282	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	40	0	0	20	0	50	0	155	4
	HEATHROW	OLYMPIC AIRWAYS	S	A	91	0	0	11	24	45	19	1	0	45	22	35	95
	HEATHROW	OLYMPIC AIRWAYS	S	D	89	1	1	22	17	44	16	1	0	41	38	27	95
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	0	25	25	38	13	0	72	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	0	13	0	38	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	30	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	77	15	8	0	0	0	0	79	2	24
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	31	15	23	27	4	0	46	42	28	24
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	57	10	23	10	0	0	22	60	18	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	60	13	13	13	0	0	22	72	15	29
<b>TOTAL ATHENS</b>					<b>793</b>	<b>6</b>	<b>6</b>	<b>47</b>	<b>18</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>46</b>	<b>33</b>	<b>33</b>
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	7	7	7	0	0	7	87	7	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	67	20	7	7	0	0	16	60	21	30
	GATWICK	DELTA AIRLINES	S	A	60	0	0	52	18	20	10	0	0	21	73	7	60
	GATWICK	DELTA AIRLINES	S	D	60	0	0	57	25	13	5	0	0	19	63	16	60
	MANCHESTER	DELTA AIRLINES	S	A	29	0	1	72	14	7	3	3	0	14	90	2	30

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
ATLANTA	MANCHESTER	DELTA AIRLINES	S	D	29	0	1	69	7	10	14	0	0	22	90	8	30	
<b>TOTAL ATLANTA</b>					<b>238</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>10</b>	<b>10</b>	
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	30	0	0	77	7	7	10	0	0	-7	75	-6	24	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	30	0	0	73	17	7	3	0	0	15	60	14	25	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>4</b>	<b>4</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	44	0	0	82	7	2	7	2	0	5	77	1	31
	HEATHROW	GULF AIR	S	D	53	1	0	58	26	11	4	0	0	15	46	23	35
<b>TOTAL BAHRAIN</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>12</b>	<b>12</b>
BAKU	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	8	0	0	13	50	38	0	0	0	29	56	23	9
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	8	0	0	38	25	25	13	0	0	30	56	20	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	-14	94	-20	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	8	31	15	0	0	35	71	14	17
<b>TOTAL BAKU</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>5</b>	<b>5</b>
BALI INTERNATIONAL	GATWICK	GARUDA INDONESIA	S	A	13	0	0	15	15	38	31	0	0	51	46	50	13
	GATWICK	GARUDA INDONESIA	S	D	13	0	0	69	23	8	0	0	0	14	77	17	13
<b>TOTAL BALI INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>34</b>	<b>34</b>
BALTIMORE	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	90	0	3	7	0	0	8	100	-10	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	69	28	3	0	0	0	11	67	17	30
<b>TOTAL BALTIMORE</b>					<b>58</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>4</b>	<b>4</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	63	27	7	0	3	0	20	70	12	30
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	60	33	7	0	0	0	14	67	14	30
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>13</b>	<b>13</b>
BANGKOK	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	43	0	0	79	12	9	0	0	0	2	70	6	30
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	43	0	0	67	26	2	5	0	0	15	63	15	30
<b>TOTAL BANGKOK</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>10</b>	<b>10</b>
BANJUL	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	0	100	0	0	115	0	79	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	25	25	0	0	60	0	30	4



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>25</b>	<b>13</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>54</b>	<b>54</b>
BARCELONA																	
	LUTON	BMI BRITISH MIDLAND	C	A	2	0	1	0	0	0	100	0	0	73	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	3	0	0	67	33	0	0	0	0	16	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	0	72	16	10	2	0	0	9	53	26	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	61	0	0	67	18	11	3	0	0	16	65	14	60
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	83	10	3	3	0	0	7	73	9	30
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	3	3	0	0	11	63	13	30
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	0	50	50	0	0	0	35	100	7	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	98	0	0	74	12	10	2	1	0	10	65	12	98
	HEATHROW	BRITISH AIRWAYS PLC	S	D	98	0	0	73	18	5	2	1	0	12	69	14	98
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	9	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	33	67	0	0	0	0	17	0	0	0
	GATWICK	DEBONAIR AIRWAYS LTD	S	A	30	0	0	70	17	13	0	0	0	1	0	0	0
	GATWICK	DEBONAIR AIRWAYS LTD	S	D	30	0	0	77	7	17	0	0	0	-1	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	A	57	2	3	49	7	14	25	5	0	44	14	60	51
	LUTON	DEBONAIR AIRWAYS LTD	S	D	60	0	0	52	18	17	12	2	0	29	35	52	52
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	86	7	3	5	0	0	-3	56	18	68
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	118	2	2	75	6	13	6	0	0	15	24	52	68
	STANSTED	GO FLY LTD	S	A	8	0	0	38	50	0	13	0	0	26	0	0	0
	STANSTED	GO FLY LTD	S	D	8	0	0	63	25	0	13	0	0	22	0	0	0
	HEATHROW	IBERIA	S	A	90	0	0	64	13	17	4	1	0	16	74	11	90
	HEATHROW	IBERIA	S	D	89	0	0	81	9	7	3	0	0	9	87	5	90
	MANCHESTER	IBERIA	S	A	30	0	0	80	17	3	0	0	0	5	0	24	1
	MANCHESTER	IBERIA	S	D	30	0	0	60	30	7	3	0	0	14	0	0	0
<b>TOTAL BARCELONA</b>					<b>1069</b>	<b>5</b>	<b>7</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>23</b>	<b>23</b>
BARRA																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BARRA		GLASGOW	LOGANAIR	S	A	12	13	13	92	0	8	0	0	0	4	77	11	26
		GLASGOW	LOGANAIR	S	D	24	2	2	96	4	0	0	0	0	0	85	12	26
<b>TOTAL BARRA</b>						<b>36</b>	<b>15</b>	<b>15</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>12</b>
BASLE MULHOUSE		HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	58	23	10	8	0	0	18	53	19	60
		HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	58	18	22	2	0	0	16	45	21	60
		BIRMINGHAM	SWISS AIRLINES	S	A	50	0	0	64	26	10	0	0	0	12	69	10	26
		BIRMINGHAM	SWISS AIRLINES	S	D	50	0	0	18	50	32	0	0	0	25	4	37	26
		EDINBURGH	SWISS AIRLINES	S	A	7	0	0	29	43	29	0	0	0	21	0	0	0
		EDINBURGH	SWISS AIRLINES	S	D	7	0	0	14	29	57	0	0	0	31	0	0	0
		HEATHROW	SWISS AIRLINES	S	A	90	0	0	53	20	19	7	1	0	24	39	19	90
		HEATHROW	SWISS AIRLINES	S	D	90	0	0	44	32	20	3	0	0	19	53	17	90
		LONDON CITY	SWISS AIRLINES	S	A	74	1	1	77	11	11	1	0	0	10	0	0	0
		LONDON CITY	SWISS AIRLINES	S	D	75	0	1	9	28	55	8	0	0	35	0	0	0
		MANCHESTER	SWISS AIRLINES	S	A	50	0	0	36	34	28	2	0	0	22	19	34	26
		MANCHESTER	SWISS AIRLINES	S	D	49	0	1	18	43	24	14	0	0	35	28	27	25
<b>TOTAL BASLE MULHOUSE</b>						<b>662</b>	<b>1</b>	<b>3</b>	<b>44</b>	<b>27</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>21</b>	<b>21</b>
BASTIA		BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	0	10	0	0	0
		BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	25	50	25	0	0	0	25	0	0	0
		GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	0	25	25	50	0	0	72	0	66	4
		GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	25	0	0	0	18	50	38	4
		MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	75	0	25	0	0	0	1	75	11	4
		MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	100	7	4	4
		GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	70	25	34	4
		GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	25	25	0	0	61	50	21	4
<b>TOTAL BASTIA</b>						<b>32</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>29</b>	<b>29</b>
BEAUVAIS																		
BEIJING																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 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	HEATHROW	AIR CHINA	S	A	12	1	1	83	17	0	0	0	0	-15	69	11	13
	HEATHROW	AIR CHINA	S	D	13	0	0	77	23	0	0	0	0	3	77	7	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	59	0	24	12	0	6	75	76	5	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	59	29	6	6	0	0	16	71	14	17
<b>TOTAL BEIJING</b>					<b>59</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>73</b>	<b>9</b>	<b>9</b>
BEIRUT	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	27	0	0	89	7	4	0	0	0	-11	56	19	34
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	27	0	0	70	19	11	0	0	0	13	59	23	34
	HEATHROW	MEA	S	A	39	0	0	56	26	13	5	0	0	16	25	27	24
	HEATHROW	MEA	S	D	39	0	0	67	5	23	5	0	0	19	75	13	24
<b>TOTAL BEIRUT</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>21</b>	<b>21</b>
BELFAST CITY	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	78	0	0	88	4	4	3	1	0	6	88	4	78
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	78	0	0	87	9	1	3	0	0	7	88	8	77
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	82	0	0	79	9	12	0	0	0	8	80	9	84
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	81	1	1	84	6	10	0	0	0	7	76	15	86
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	111	0	1	68	18	8	5	1	0	18	79	8	116
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	111	0	1	81	3	7	9	0	0	15	84	5	115
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	136	0	1	76	11	7	7	0	0	12	74	17	129
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	132	0	1	83	8	8	2	0	0	10	73	20	128
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	143	0	3	62	22	10	6	0	0	17	64	22	170
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	142	0	4	69	15	10	6	1	0	17	60	28	169
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	111	0	1	86	14	1	0	0	0	5	60	19	88
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	111	0	1	79	17	4	0	0	0	8	43	26	88
	NEWCASTLE	GILL AIRWAYS	S	A	71	2	24	73	11	8	7	0	0	14	84	6	141
	NEWCASTLE	GILL AIRWAYS	S	D	93	1	5	81	5	8	6	0	0	11	80	13	142
<b>TOTAL BELFAST CITY</b>					<b>1480</b>	<b>4</b>	<b>43</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>15</b>	<b>15</b>

BELFAST INTERNATIONAL

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
BELFAST INTERNATIONAL																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	235	0	0	77	11	6	5	0	0	10	72	14	236
	HEATHROW	BMI BRITISH MIDLAND	S	D	235	0	0	75	14	8	3	0	0	11	72	14	236
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	71	0	7	89	6	6	0	0	0	4	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	70	0	8	90	6	4	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	70	18	6	6	0	0	16	73	12	179
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	79	11	4	5	0	0	9	83	7	179
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	47	0	1	74	23	0	2	0	0	12	100	-1	26
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	47	0	1	68	32	0	0	0	0	11	81	7	26
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	99	1	0	90	3	3	3	1	0	3	91	3	88
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	98	2	1	90	3	6	1	0	0	4	82	9	89
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	104	0	0	68	12	8	12	1	0	20	68	15	103
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	104	0	0	73	12	6	10	0	0	16	75	10	103
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	140	0	2	83	12	1	4	0	0	4	91	1	141
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	140	0	2	81	6	9	4	0	0	12	81	12	141
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	94	1	4	2	0	0	-4	88	0	24
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	83	10	3	4	0	0	9	60	19	25
	NEWCASTLE	GILL AIRWAYS	S	A	99	0	8	75	11	8	6	0	0	9	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	76	4	25	79	11	3	5	3	0	15	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2149</b>	<b>7</b>	<b>55</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>11</b>
BELGRADE																	
BENBECULA																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	88	8	0	4	0	0	5	73	22	26
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	85	12	0	4	0	0	11	69	15	26
<b>TOTAL BENBECULA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>18</b>	<b>18</b>
BERGAMO																	
<b>TOTAL BERGAMO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERGEN																	
	STANSTED	BRAATHENS ASA	S	A	30	0	0	53	30	13	3	0	0	16	90	6	30

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	BRAATHENS ASA	S	D	30	0	0	57	27	13	3	0	0	14	17	33	29
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	A	26	0	0	92	4	4	0	0	0	5	0	0	0
	GLASGOW	WIDEROE FLYVESELSKAP A/S	S	D	26	0	0	96	4	0	0	0	0	1	0	0	0
<b>TOTAL BERGEN</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>15</b>	<b>15</b>
BERLIN (SCHONEFELD)																	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>32</b>	<b>32</b>
BERLIN (TEGEL)	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	84	9	4	3	0	0	4	63	15	154
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	0	87	8	1	4	0	0	6	75	10	154
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	24	0	2	33	38	8	21	0	0	36	84	15	45
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	24	0	2	79	0	0	21	0	0	18	91	4	45
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	81	15	4	0	0	0	7	92	5	26
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	100	0	0	0	0	0	4	96	2	26
<b>TOTAL BERLIN (TEGEL)</b>					<b>412</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>11</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	1	88	0	6	6	0	0	8	82	-5	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	69	19	6	6	0	0	12	76	15	17
<b>TOTAL BERMUDA</b>					<b>32</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>5</b>	<b>5</b>
BERNE	LONDON CITY	AIR ENGIADINA	S	A	67	0	2	55	22	18	4	0	0	15	62	14	52
	LONDON CITY	AIR ENGIADINA	S	D	67	0	2	12	25	48	15	0	0	37	12	31	51
<b>TOTAL BERNE</b>					<b>134</b>	<b>0</b>	<b>4</b>	<b>34</b>	<b>24</b>	<b>33</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>38</b>	<b>22</b>	<b>22</b>
BIARRITZ	STANSTED	RYANAIR	S	A	30	0	0	77	3	7	10	3	0	18	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	57	13	13	13	3	0	33	0	0	0
<b>TOTAL BIARRITZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>14</b>	<b>14</b>
BILBAO	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	73	12	13	2	0	0	8	82	6	60

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BILBAO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	78	15	5	2	0	0	7	72	10	60	
	STANSTED	GO FLY LTD	S	A	59	0	0	83	10	7	0	0	0	-5	0	0	0	
	STANSTED	GO FLY LTD	S	D	58	0	0	71	16	9	5	0	0	14	0	0	0	
	HEATHROW	IBERIA	S	A	30	0	0	80	10	10	0	0	0	4	86	7	29	
	HEATHROW	IBERIA	S	D	29	0	1	41	31	10	14	3	0	31	87	2	30	
<b>TOTAL BILBAO</b>					<b>296</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>7</b>	<b>7</b>	
BILLUND																		
	GATWICK	MAERSK AIR	S	A	86	0	0	41	36	23	0	0	0	21	43	23	86	
	GATWICK	MAERSK AIR	S	D	86	0	0	66	21	13	0	0	0	14	58	20	86	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	48	0	0	65	21	10	4	0	0	13	81	3	48	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	48	0	0	75	6	8	10	0	0	17	90	2	48	
<b>TOTAL BILLUND</b>					<b>268</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>15</b>	<b>15</b>	
BIRMINGHAM																		
	GLASGOW	AIR 2000	C	D	3	0	1	33	0	0	33	33	0	130	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	168	1	6	76	14	6	4	0	0	9	88	4	176	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	177	0	1	66	23	6	5	1	0	17	89	8	182	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	71	1	2	66	20	10	4	0	0	14	81	9	154	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	50	0	0	66	24	6	4	0	0	14	93	3	147	
	NEWCASTLE	DUO AIRWAYS LTD	S	A	69	0	1	94	1	1	3	0	0	-4	94	4	87	
	NEWCASTLE	DUO AIRWAYS LTD	S	D	69	0	1	90	4	3	3	0	0	2	94	1	87	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	47	1	0	51	28	17	4	0	0	21	0	0	0	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	51	0	0	80	10	6	4	0	0	10	0	0	0	
<b>TOTAL BIRMINGHAM</b>					<b>706</b>	<b>3</b>	<b>13</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>5</b>	<b>5</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	5	0	0	80	20	0	0	0	0	-1	100	-22	2	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	5	0	0	0	40	20	40	0	0	56	100	7	3	
	BIRMINGHAM	KYRGYZSTAN AIRLINES	S	A	4	0	0	25	0	0	75	0	0	77	0	0	0	
	BIRMINGHAM	KYRGYZSTAN AIRLINES	S	D	4	0	0	0	25	25	50	0	0	80	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BISHKEK (FRUNZE)																	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>11</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>100</b>	<b>-4</b>	<b>-4</b>
BODRUM (MILAS)																	
	BIRMINGHAM	AIR 2000	C	A	8	0	0	75	0	0	25	0	0	13	100	-9	5
	BIRMINGHAM	AIR 2000	C	D	8	0	0	63	13	0	25	0	0	27	100	-1	4
	GATWICK	AIR 2000	C	A	12	0	0	58	17	8	17	0	0	22	62	56	13
	GATWICK	AIR 2000	C	D	12	0	0	75	0	0	25	0	0	29	50	72	12
	GLASGOW	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	3	100	-13	5
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	5	100	-4	4
	MANCHESTER	AIR 2000	C	A	12	0	0	92	8	0	0	0	0	-1	33	30	9
	MANCHESTER	AIR 2000	C	D	12	0	0	75	25	0	0	0	0	11	25	46	8
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-5	50	16	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	13	50	32	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	41	20	59	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	35	25	58	4
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	40	25	52	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	25	52	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	38	0	70	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	50	64	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	32	100	-3	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	50	13	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-12	100	-14	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	75	5	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-16	50	8	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	18	75	16	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-21	50	29	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	25	52	4
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	4	0	0	0	25	75	0	0	0	45	0	36	4
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	4	0	0	0	0	50	50	0	0	66	0	42	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	61	80	15	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	67	25	26	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 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)											
BODRUM (MILAS)																		
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-5	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	20	0	0	38	70	28	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	29	78	35	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	0	11	33	0	0	41	14	77	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	22	0	44	0	0	61	23	77	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	0	50	0	0	55	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	45	0	0	0	
	GLASGOW	ONUR AIR	C	A	5	0	0	80	20	0	0	0	0	-2	40	32	5	
	GLASGOW	ONUR AIR	C	D	5	0	0	80	20	0	0	0	0	12	0	55	5	
	MANCHESTER	ONUR AIR	C	A	10	0	0	70	30	0	0	0	0	8	80	-5	5	
	MANCHESTER	ONUR AIR	C	D	8	0	1	25	50	25	0	0	0	23	0	45	5	
	LUTON	PEGASUS AIRLINES	C	A	4	0	0	50	0	25	0	25	0	48	0	0	0	
	LUTON	PEGASUS AIRLINES	C	D	4	0	0	50	0	25	0	25	0	61	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	35	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	20	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	38	0	0	0	0	10	75	6	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	-2	88	8	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	0	50	50	0	0	76	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	25	50	25	0	0	61	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	0	25	75	0	0	88	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	25	0	0	75	0	0	75	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>					<b>272</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>30</b>	<b>30</b>	
BOGOTA																		
	HEATHROW	AVIANCA COLOMBIA	S	A	13	0	0	31	8	15	38	8	0	60	33	57	9	
	HEATHROW	AVIANCA COLOMBIA	S	D	13	0	0	54	8	23	15	0	0	25	22	36	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	0	23	8	0	0	11	58	32	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	1	0	25	25	33	17	0	0	32	15	42	13	
<b>TOTAL BOGOTA</b>					<b>51</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>10</b>	<b>24</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>33</b>	<b>41</b>	<b>41</b>	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BOLOGNA																		
	GATWICK	ALITALIA	S	A	59	0	1	56	22	17	5	0	0	20	30	36	30	
	GATWICK	ALITALIA	S	D	58	0	2	55	22	17	5	0	0	21	83	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	24	24	42	10	0	0	36	53	22	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	29	34	32	5	0	0	27	44	22	57	
	STANSTED	GO FLY LTD	S	A	30	0	0	63	17	17	0	3	0	17	86	0	22	
	STANSTED	GO FLY LTD	S	D	30	0	0	40	37	23	0	0	0	21	59	14	22	
<b>TOTAL BOLOGNA</b>					<b>296</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>26</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>20</b>	<b>20</b>	
BORDEAUX																		
	GATWICK	AIR LIB	S	A	90	0	0	61	18	19	2	0	0	13	48	23	90	
	GATWICK	AIR LIB	S	D	90	0	0	71	14	12	2	0	0	14	58	27	90	
<b>TOTAL BORDEAUX</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>25</b>	<b>25</b>	
BOSTON																		
	GATWICK	AMERICAN AIRLINES	S	A	29	0	1	62	24	10	3	0	0	13	70	18	30	
	GATWICK	AMERICAN AIRLINES	S	D	29	0	1	69	17	10	3	0	0	16	73	8	30	
	HEATHROW	AMERICAN AIRLINES	S	A	58	0	0	76	10	9	5	0	0	8	67	11	60	
	HEATHROW	AMERICAN AIRLINES	S	D	59	0	1	76	17	3	2	2	0	12	82	10	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	76	9	10	2	2	1	25	88	1	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	69	17	10	3	0	1	23	68	19	90	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	90	0	7	3	0	0	0	0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	70	13	10	7	0	0	19	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	17	3	0	0	0	-4	77	11	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	43	17	33	3	3	0	35	67	21	30	
<b>TOTAL BOSTON</b>					<b>477</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>12</b>	
BOURNEMOUTH																		
	EDINBURGH	GILL AIRWAYS	S	A	20	0	1	90	0	0	10	0	0	7	93	1	30	
	EDINBURGH	GILL AIRWAYS	S	D	19	1	2	89	0	0	5	5	0	16	93	0	29	
	GLASGOW	GILL AIRWAYS	S	A	46	1	2	87	4	4	4	0	0	5	80	7	30	
	GLASGOW	GILL AIRWAYS	S	D	46	2	2	85	2	9	4	0	0	6	70	11	30	
<b>TOTAL BOURNEMOUTH</b>					<b>135</b>	<b>4</b>	<b>7</b>	<b>87</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>5</b>	<b>5</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
BREMEN	GATWICK	CITY FLYER EXPRESS	S	A	86	0	0	83	10	5	2	0	0	8	53	27	89
	GATWICK	CITY FLYER EXPRESS	S	D	86	0	0	56	23	15	6	0	0	21	63	22	90
<b>TOTAL BREMEN</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>25</b>	<b>25</b>
BRESCIA/MONTICHIARI																	
BREST	GATWICK	BRIT AIR	S	A	82	0	0	79	16	2	2	0	0	12	0	0	0
	GATWICK	BRIT AIR	S	D	84	0	0	80	15	5	0	0	0	7	0	0	0
<b>TOTAL BREST</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRIDGETOWN	GATWICK	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	3	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	25	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	26	100	7	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	5	50	45	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	18	50	42	2
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	0	0	50	0	164	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	38	25	13	13	13	0	60	88	15	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	96	75	-14	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	0	25	147	25	31	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	20	80	220	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	16	50	290	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	17	25	25	33	0	0	48	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	31	23	23	23	0	0	39	0	20	1
<b>TOTAL BRIDGETOWN</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>24</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>48</b>	<b>65</b>	<b>64</b>	<b>64</b>
BRINDISI	GATWICK	AIR 2000	C	A	4	0	0	25	50	0	25	0	0	58	0	65	4
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-21	25	35	4
<b>TOTAL BRINDISI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>17</b>	<b>47</b>	<b>47</b>
BRISBANE	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	13	20	3	0	0	12	87	8	30

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BRISBANE	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	17	7	3	0	0	10	87	5	30
<b>TOTAL BRISBANE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	<b>6</b>
BRISTOL	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	119	0	5	84	8	5	3	0	0	4	60	22	123
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	98	1	10	72	17	6	4	0	0	14	55	24	113
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	45	23	18	14	0	0	26	43	27	21
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	64	14	9	14	0	0	21	52	24	21
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	130	1	5	77	8	9	5	1	0	11	73	13	146
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	127	2	5	84	7	4	4	1	0	11	81	10	140
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	82	9	5	5	0	0	8	25	68	4
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	73	9	9	9	0	0	13	67	6	3
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	76	0	2	74	11	11	5	0	0	12	54	22	72
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	76	0	2	70	9	12	9	0	0	19	85	8	72
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	63	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	25	0	75	0	0	108	0	0	0
<b>TOTAL BRISTOL</b>					<b>722</b>	<b>7</b>	<b>29</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>17</b>	<b>17</b>
BRUSSELS	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	69	1	1	70	19	1	10	0	0	13	33	31	69
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	69	0	1	64	26	7	3	0	0	12	57	26	69
	HEATHROW	BMI BRITISH MIDLAND	S	A	157	0	1	54	22	13	10	0	0	21	56	21	179
	HEATHROW	BMI BRITISH MIDLAND	S	D	157	0	1	54	31	10	6	0	0	17	63	15	179
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	96	0	0	61	15	19	5	0	0	19	79	4	94

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
BRUSSELS	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	96	0	0	77	18	4	1	0	0	8	66	12	94
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	69	0	5	64	17	13	6	0	0	17	43	22	74
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	71	0	3	83	8	7	1	0	0	11	73	14	74
	HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	0	59	16	13	11	1	0	23	63	17	141
	HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	1	75	11	10	4	1	0	13	65	17	141
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	95	0	2	43	18	24	14	1	0	32	41	26	99
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	96	0	1	48	18	19	15	1	0	29	53	20	100
	STANSTED	KLM UK LTD	S	A	94	0	3	76	11	6	7	0	0	10	47	25	94
	STANSTED	KLM UK LTD	S	D	96	0	2	54	23	16	7	0	0	20	44	30	94
	BIRMINGHAM	SABENA	S	A	110	0	2	51	26	20	3	0	0	18	51	21	104
	BIRMINGHAM	SABENA	S	D	108	0	3	58	23	17	2	0	0	16	51	27	104
	EDINBURGH	SABENA	S	A	86	0	0	71	19	5	6	0	0	13	85	6	84
	EDINBURGH	SABENA	S	D	85	0	1	41	31	21	7	0	0	26	32	25	84
	GATWICK	SABENA	S	A	111	0	1	67	19	11	4	0	0	15	61	16	111
	GATWICK	SABENA	S	D	111	0	1	77	12	8	3	0	0	13	63	20	111
	GLASGOW	SABENA	S	A	86	0	0	72	14	8	6	0	0	10	73	11	85
	GLASGOW	SABENA	S	D	86	0	0	59	22	13	6	0	0	19	51	20	84
	HEATHROW	SABENA	S	A	253	0	0	42	23	23	12	0	0	29	41	28	247
	HEATHROW	SABENA	S	D	251	0	1	61	15	12	11	0	0	22	49	26	243
	LONDON CITY	SABENA	S	A	124	0	6	44	26	21	10	0	0	26	55	17	138
	LONDON CITY	SABENA	S	D	124	0	6	33	27	30	10	0	0	29	44	25	138
	MANCHESTER	SABENA	S	A	142	0	4	64	20	11	5	0	0	14	56	17	111
	MANCHESTER	SABENA	S	D	142	0	4	49	28	14	9	0	0	25	65	16	110
	NEWCASTLE	SABENA	S	A	108	0	0	57	18	20	5	0	0	17	69	11	108
	NEWCASTLE	SABENA	S	D	108	0	0	54	20	24	2	0	0	19	77	11	108
	STANSTED	SABENA	S	A	77	0	0	81	9	4	6	0	0	10	68	15	76
	STANSTED	SABENA	S	D	77	0	0	78	10	6	5	0	0	12	53	24	76
	HEATHROW	UNITED AIRLINES	S	A	28	0	0	79	18	0	4	0	0	6	68	12	28
	HEATHROW	UNITED AIRLINES	S	D	27	0	0	52	30	19	0	0	0	18	29	24	28

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BRUSSELS	STANSTED	VIRGIN EXPRESS	C	A	2	0	0	100	0	0	0	0	0	-4	0	41	3
	STANSTED	VIRGIN EXPRESS	C	D	2	0	0	50	0	50	0	0	0	22	0	85	3
<b>TOTAL BRUSSELS</b>					<b>3697</b>	<b>2</b>	<b>50</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>20</b>	<b>20</b>
BUCHAREST (OTOPENI)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	38	0	0	74	16	5	5	0	0	10	58	14	43
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	38	0	0	42	26	29	3	0	0	22	56	16	43
	HEATHROW	TAROM	S	A	34	0	0	65	15	15	6	0	0	14	29	36	34
	HEATHROW	TAROM	S	D	34	0	0	50	15	29	6	0	0	22	35	33	34
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>46</b>	<b>24</b>	<b>24</b>
BUDAPEST	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	73	17	7	3	0	0	10	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	77	17	7	0	0	0	8	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	63	13	15	8	0	0	17	50	27	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	48	30	17	5	0	0	22	38	25	60
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	30	0	0	90	10	0	0	0	0	1	88	-1	26
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	30	0	0	73	20	7	0	0	0	10	46	16	26
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	59	1	0	36	15	32	12	5	0	38	47	24	60
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	57	22	17	5	0	0	20	70	14	60
<b>TOTAL BUDAPEST</b>					<b>359</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>20</b>	<b>20</b>
BUENOS AIRES	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	-9	100	-9	3
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	0	50	18	4
<b>TOTAL BUENOS AIRES</b>					<b>9</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>71</b>	<b>6</b>	<b>6</b>
BURGAS	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	0	67	4
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	3	0	1	33	67	0	0	0	0	15	0	74	4
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	-10	100	-10	3
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	1	0	50	0	50	0	0	70	0	24	2

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	50	58	4	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	14	0	88	4	
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	A	3	1	1	67	0	0	0	0	33	138	75	6	4	
	GLASGOW	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	0	0	0	0	25	112	25	42	4	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	4	1	0	75	25	0	0	0	0	-3	100	-14	4	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	4	1	0	100	0	0	0	0	0	5	0	23	4	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	3	1	1	67	0	0	33	0	0	35	50	51	4	
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	3	1	1	67	0	0	33	0	0	41	50	39	4	
<b>TOTAL BURGAS</b>					<b>41</b>	<b>5</b>	<b>5</b>	<b>73</b>	<b>12</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>32</b>	<b>38</b>	<b>39</b>	<b>39</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
CAGLIARI (ELMAS)																	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	50	50	0	0	88	0	59	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	25	50	0	0	35	0	34	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	84	0	31	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	75	25	0	52	100	7	4	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>56</b>	<b>33</b>	<b>0</b>	<b>63</b>	<b>30</b>	<b>31</b>	<b>31</b>	
CAIRO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	13	3	3	0	0	80	7	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	20	0	10	0	14	57	23	30	
	HEATHROW	EGYPT AIR	S	A	30	0	0	30	30	27	10	0	44	30	34	30	
	HEATHROW	EGYPT AIR	S	D	30	0	0	7	37	40	13	0	58	10	41	30	
<b>TOTAL CAIRO</b>					<b>121</b>	<b>3</b>	<b>1</b>	<b>46</b>	<b>25</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>43</b>	<b>26</b>	<b>26</b>	
CALCUTTA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	-6	89	22	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	63	38	0	0	0	12	25	17	8	
<b>TOTAL CALCUTTA</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>2</b>	<b>59</b>	<b>19</b>	<b>19</b>	
CALGARY																	
	HEATHROW	AIR CANADA	S	A	17	0	0	82	18	0	0	0	-5	33	28	9	
	HEATHROW	AIR CANADA	S	D	18	0	0	83	6	6	0	6	19	38	22	8	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	36	2	1	75	6	6	11	0	19	33	43	30	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	34	0	0	68	24	6	3	0	11	47	34	30	
<b>TOTAL CALGARY</b>					<b>105</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>39</b>	<b>36</b>	<b>36</b>	
CALVI																	
	GATWICK	AIR 2000	C	A	4	0	0	100	0	0	0	0	-6	50	60	4	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	15	25	72	4	
	STANSTED	KLM UK LTD	C	A	3	0	1	33	0	33	0	33	127	0	52	4	
	STANSTED	KLM UK LTD	C	D	4	0	0	50	0	25	0	25	84	0	34	4	
<b>TOTAL CALVI</b>					<b>15</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>19</b>	<b>54</b>	<b>54</b>	
CAMPBELTOWN																	
	GLASGOW	LOGANAIR	S	A	43	0	1	93	7	0	0	0	-3	77	12	43	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	D	44	0	0	93	2	5	0	0	0	1	77	12	43
<b>TOTAL CAMPBELTOWN</b>					<b>87</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>77</b>	<b>12</b>	<b>12</b>
CANCUN	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	0	25	50	0	0	85	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	0	50	0	25	25	0	84	0	0	0
	GATWICK	AIR 2000	C	A	5	0	0	40	20	20	0	0	20	245	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	55	0	0	0
	MANCHESTER	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-26	0	0	0
	MANCHESTER	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	19	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	70	75	11	4
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	9	100	7	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	3	80	27	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	37	25	88	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	-10	80	185	5
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	88	0	13	0	0	0	5	25	69	4
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-15	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	20	0	75	75	-13	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	40	0	20	20	141	60	17	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	17	0	50	33	0	0	51	20	37	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	29	14	29	29	0	0	40	20	42	5
<b>TOTAL CANCUN</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>50</b>	<b>57</b>	<b>43</b>	<b>43</b>
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	80	8	8	4	0	0	95	0	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	73	23	0	4	0	0	11	64	20	22
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	29	1	0	83	10	3	3	0	0	3	58	85	12
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	57	27	17	0	0	0	13	65	15	17
<b>TOTAL CAPE TOWN</b>					<b>110</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>24</b>	<b>24</b>
CARCASSONNE																	



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
CARCASSONNE	STANSTED	RYANAIR	S	A	56	0	4	59	18	16	5	2	0	20	50	28	30	
	STANSTED	RYANAIR	S	D	56	0	4	45	25	20	9	2	0	29	50	30	30	
<b>TOTAL CARCASSONNE</b>					<b>112</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>29</b>	<b>29</b>	
CARDIFF WALES	LUTON	BRITANNIA AIRWAYS	C	A	5	1	0	100	0	0	0	0	0	-6	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	10	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	66	0	0	74	17	5	5	0	0	13	89	3	65	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	66	0	0	67	32	0	2	0	0	13	92	7	64	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	57	2	2	77	18	5	0	0	0	10	92	4	59	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	57	1	2	81	11	7	0	2	0	10	90	4	60	
<b>TOTAL CARDIFF WALES</b>					<b>258</b>	<b>5</b>	<b>4</b>	<b>76</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>5</b>	
CARLISLE																		
CASABLANCA MOHAMED V	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	67	23	3	7	0	0	7	57	14	30	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	53	23	17	7	0	0	24	53	23	30	
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	37	53	7	3	0	0	18	23	44	30	
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	30	20	30	20	0	0	34	37	38	30	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>30</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>30</b>	<b>30</b>	
CATANIA (FONTANAROSSA)	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	25	75	0	0	62	0	52	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	0	50	50	0	0	0	36	50	19	4	
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	50	25	0	0	51	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	2	0	0	0	50	0	50	0	0	55	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	31	25	40	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	50	25	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	0	50	0	0	78	25	90	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	0	25	25	0	86	25	92	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	25	50	25	0	109	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	51	0	0	0	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
CATANIA (FONTANAROSSA)																	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>13</b>	<b>21</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>57</b>	<b>28</b>	<b>50</b>	<b>50</b>
CHANIA																	
	GATWICK	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	28	60	30	5
	GATWICK	AIR 2000	C	D	4	0	0	25	50	0	25	0	0	48	60	30	5
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	30	80	8	5
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	28	60	26	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	75	0	13	13	0	0	15	70	19	10
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	75	13	13	0	0	0	14	50	34	10
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	25	40	26	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	23	40	28	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	0	25	25	25	175	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	0	25	25	25	202	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	36	20	39	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	0	30	20	23	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CHANIA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>43</b>	<b>52</b>	<b>26</b>	<b>26</b>
CHARLOTTE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	3	0	0	0	0	93	-5	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	23	13	0	0	0	13	63	16	30
	GATWICK	US AIRWAYS	S	A	31	0	0	55	23	16	3	3	0	16	0	0	0
	GATWICK	US AIRWAYS	S	D	30	0	0	60	20	17	3	0	0	17	0	0	0
<b>TOTAL CHARLOTTE</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>6</b>	<b>6</b>
CHICAGO (O'HARE)																	
	HEATHROW	AIR INDIA	S	A	13	0	0	85	8	0	8	0	0	-4	92	-1	13
	HEATHROW	AIR INDIA	S	D	12	0	0	33	33	8	17	8	0	48	31	52	13
	BIRMINGHAM	AMERICAN AIRLINES	S	A	30	0	0	80	10	7	3	0	0	3	73	16	30
	BIRMINGHAM	AMERICAN AIRLINES	S	D	30	0	0	77	7	7	3	7	0	23	77	19	30
	GLASGOW	AMERICAN AIRLINES	S	A	30	0	0	93	0	0	7	0	0	-5	63	8	30

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					Actual (7)	Plan (8)											
CHICAGO (O'HARE)	GLASGOW	AMERICAN AIRLINES	S	D	30	0	0	93	3	3	0	0	0	4	90	5	30
	HEATHROW	AMERICAN AIRLINES	S	A	122	0	0	67	15	12	6	0	0	12	78	2	120
	HEATHROW	AMERICAN AIRLINES	S	D	122	0	0	70	20	4	6	0	0	13	73	14	119
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	83	10	3	0	3	0	-11	90	-13	30
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	80	3	3	10	3	0	15	87	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	2	2	5	0	0	-9	80	-4	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	65	22	12	2	0	0	16	50	28	60
	HEATHROW	UNITED AIRLINES	S	A	64	0	0	67	14	11	6	2	0	14	54	22	68
	HEATHROW	UNITED AIRLINES	S	D	64	0	0	52	33	8	8	0	0	22	40	24	67
<b>TOTAL CHICAGO (O'HARE)</b>					<b>697</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>12</b>	<b>12</b>
CINCINNATI	GATWICK	DELTA AIRLINES	S	A	30	0	0	53	23	17	7	0	0	19	73	23	30
	GATWICK	DELTA AIRLINES	S	D	30	0	0	67	13	10	10	0	0	21	70	24	30
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>23</b>	<b>23</b>
CLEVELAND	GATWICK	CONTINENTAL AIRLINES	S	A	29	0	1	86	3	0	10	0	0	1	0	0	0
	GATWICK	CONTINENTAL AIRLINES	S	D	29	0	1	62	24	10	3	0	0	15	0	0	0
<b>TOTAL CLEVELAND</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE (BONN)	HEATHROW	BMI BRITISH MIDLAND	S	A	38	0	0	84	11	5	0	0	0	4	89	4	38
	HEATHROW	BMI BRITISH MIDLAND	S	D	38	0	0	63	18	16	3	0	0	12	50	21	38
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	60	20	18	2	0	0	15	54	21	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	22	5	0	0	0	7	71	17	59
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	0	100	0	0	0	57	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	A	52	0	0	52	15	27	6	0	0	23	53	25	108
	GATWICK	CITY FLYER EXPRESS	S	D	52	0	0	69	19	8	4	0	0	14	69	19	108
<b>TOTAL COLOGNE (BONN)</b>					<b>308</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>18</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>19</b>	<b>19</b>
COLOMBO																	

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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)										
COLOMBO	HEATHROW	SRILANKAN AIRLINES	S	A	30	0	0	83	0	7	7	3	0	2	81	7	21	
	HEATHROW	SRILANKAN AIRLINES	S	D	30	0	0	40	23	10	27	0	0	38	33	25	21	
<b>TOTAL COLOMBO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>8</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>16</b>	<b>16</b>	
CONNAUGHT	BIRMINGHAM	AER LINGUS	S	A	4	0	0	100	0	0	0	0	0	2	100	1	4	
	BIRMINGHAM	AER LINGUS	S	D	4	0	0	50	25	25	0	0	0	14	100	8	4	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	21	0	0	62	14	10	5	10	0	34	69	11	26	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	21	0	0	57	19	5	14	5	0	29	62	25	26	
	STANSTED	RYANAIR	S	A	58	1	1	62	17	10	9	2	0	20	42	37	69	
	STANSTED	RYANAIR	S	D	60	0	0	28	43	18	8	2	0	33	30	35	70	
<b>TOTAL CONNAUGHT</b>					<b>168</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>26</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>46</b>	<b>30</b>	<b>30</b>	
COPENHAGEN	EDINBURGH	BMI BRITISH MIDLAND	S	A	52	0	0	88	8	2	0	2	0	6	77	9	52	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	31	0	0	71	19	6	0	3	0	21	60	19	30	
	GLASGOW	BMI BRITISH MIDLAND	S	A	51	0	1	90	8	0	0	2	0	1	84	1	51	
	GLASGOW	BMI BRITISH MIDLAND	S	D	52	0	0	94	4	2	0	0	0	-1	92	4	52	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	1	80	8	8	4	0	0	5	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	25	0	1	76	16	4	4	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	1	79	13	6	2	0	0	7	58	22	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	84	12	3	1	0	0	4	80	11	116	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	99	0	1	85	10	4	1	0	0	3	89	1	74	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	100	0	0	84	8	4	4	0	0	10	91	6	74	
	STANSTED	GO FLY LTD	S	A	82	0	0	89	5	5	1	0	0	0	90	-5	73	
	STANSTED	GO FLY LTD	S	D	82	0	0	52	22	18	7	0	0	21	88	6	74	
	GATWICK	MAERSK AIR	S	A	31	0	0	65	32	3	0	0	0	12	66	17	41	
	GATWICK	MAERSK AIR	S	D	30	0	0	83	7	10	0	0	0	10	78	21	41	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	78	22	0	0	0	0	8	25	38	8	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	0	1	75	25	0	0	0	0	9	0	59	8	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
COPENHAGEN																		
	HEATHROW	SAS	S	A	150	0	0	66	17	15	2	0	0	14	54	20	146	
	HEATHROW	SAS	S	D	150	0	0	78	15	3	4	0	0	9	74	15	149	
	MANCHESTER	SAS	S	A	85	0	1	87	5	7	1	0	0	1	85	2	82	
	MANCHESTER	SAS	S	D	86	0	0	80	14	2	3	0	0	8	77	8	82	
	STANSTED	SAS	S	A	82	0	0	83	7	7	2	0	0	5	0	0	0	
	STANSTED	SAS	S	D	82	0	0	76	16	5	4	0	0	11	0	0	0	
	HEATHROW	VARIG	S	A	13	0	0	69	8	23	0	0	0	15	38	22	13	
	HEATHROW	VARIG	S	D	13	0	0	54	23	15	8	0	0	21	38	43	13	
<b>TOTAL COPENHAGEN</b>					<b>1629</b>	<b>1</b>	<b>7</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>12</b>	<b>12</b>	
CORFU																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-7	100	-34	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-1	100	-3	4	
	GATWICK	AIR 2000	C	A	36	0	0	28	33	14	22	3	0	42	22	104	18	
	GATWICK	AIR 2000	C	D	36	0	0	58	8	17	17	0	0	27	44	98	16	
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	0	25	25	0	77	100	1	4	
	GLASGOW	AIR 2000	C	D	4	0	0	25	25	0	25	25	0	84	100	2	4	
	MANCHESTER	AIR 2000	C	A	24	1	0	58	29	4	8	0	0	14	85	24	13	
	MANCHESTER	AIR 2000	C	D	23	1	1	87	9	4	0	0	0	8	75	28	12	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	4	100	-37	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	25	100	-13	4	
	STANSTED	AIR 2000	C	A	4	0	0	0	50	0	50	0	0	72	0	0	0	
	STANSTED	AIR 2000	C	D	4	0	0	0	25	25	25	25	0	90	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	A	7	1	0	0	14	43	43	0	0	67	0	25	1	
	LUTON	BMI BRITISH MIDLAND	C	D	6	1	2	0	17	33	50	0	0	67	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	25	13	0	0	30	36	32	11	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	25	38	25	13	0	0	29	55	28	11	
	GATWICK	BRITANNIA AIRWAYS	C	A	21	0	0	57	14	19	5	5	0	25	31	77	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	20	1	0	65	0	25	5	5	0	30	69	69	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	29	40	56	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	12	80	17	5	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CORFU	LUTON	BRITANNIA AIRWAYS	C	A	9	2	0	44	22	11	22	0	0	29	38	38	8
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	13	13	0	0	28	44	89	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	69	0	8	23	0	0	27	50	70	20
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	2	2	60	20	10	10	0	0	24	68	19	19
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	75	0	0	0	38	25	98	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	17	75	92	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	17	25	25	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	18	25	29	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	23	0	0	48	13	30	4	0	4	36	38	70	21
	GATWICK	CALEDONIAN AIRWAYS	C	D	20	3	0	50	35	15	0	0	0	16	70	49	20
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	16	0	0	75	6	6	6	0	6	34	41	42	17
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	16	0	0	63	25	6	0	0	6	33	75	21	16
	GATWICK	EXCEL AIRWAYS LTD	C	A	16	0	0	44	13	19	19	6	0	41	12	103	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	1	2	64	0	7	21	7	0	48	19	115	16
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	75	13	0	13	0	0	27	33	186	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	75	13	0	0	13	0	26	67	105	3
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	-11	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	27	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	75	13	13	0	0	0	6	67	14	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	0	75	9	8
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	58	17	8	8	8	0	29	36	20	14
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	50	33	0	8	8	0	33	83	4	12
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0
	LUTON	MONARCH AIRLINES	C	A	8	0	0	75	0	25	0	0	0	0	86	2	14
	LUTON	MONARCH AIRLINES	C	D	8	0	0	75	0	25	0	0	0	10	69	15	13
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	75	0	13	13	0	0	17	33	39	9
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	75	0	13	13	0	0	24	50	30	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	40	80	59	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	46	100	1	3

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	0	25	38	0	13	103	50	62	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	13	25	13	0	87	63	18	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	0	50	25	0	129	67	85	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	25	50	0	144	63	96	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	37	75	36	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	15	50	60	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	25	38	13	25	0	0	40	100	-6	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	1	80	0	7	13	0	0	17	100	2	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	25	40	23	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	18	50	14	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	25	19	25	31	0	0	54	100	-3	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	50	13	6	31	0	0	45	100	-12	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	47	80	3	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	46	75	6	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-3	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	-3	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	0	0	0
	GATWICK	VIRGIN EXPRESS	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0
	GATWICK	VIRGIN EXPRESS	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL CORFU</b>					<b>645</b>	<b>13</b>	<b>8</b>	<b>55</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>54</b>	<b>47</b>	<b>47</b>
CORK	BIRMINGHAM	AER LINGUS	S	A	29	0	1	86	3	3	7	0	0	6	93	4	30
	BIRMINGHAM	AER LINGUS	S	D	52	0	0	87	8	0	6	0	0	11	85	9	48
	HEATHROW	AER LINGUS	S	A	138	0	1	70	14	11	4	0	0	13	63	20	138
	HEATHROW	AER LINGUS	S	D	138	0	0	59	20	16	6	0	0	18	60	21	138
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	75	1	3	69	8	11	12	0	0	16	73	18	66
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	77	0	1	73	12	5	10	0	0	15	77	15	71

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CORK	GATWICK	CITY FLYER EXPRESS	S	A	93	0	1	68	15	15	2	0	0	13	49	26	76
	GATWICK	CITY FLYER EXPRESS	S	D	94	0	0	47	27	21	5	0	0	21	46	25	76
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	37	0	0	57	32	8	3	0	0	14	90	3	10
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	38	0	0	18	11	53	18	0	0	43	75	9	8
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	33	0	0	30	39	18	12	0	0	30	0	0	0
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	29	0	0	48	14	28	10	0	0	28	0	0	0
	STANSTED	RYANAIR	S	A	118	0	0	59	24	12	5	0	0	15	48	27	130
	STANSTED	RYANAIR	S	D	119	0	0	47	27	18	8	1	0	24	42	31	131
<b>TOTAL CORK</b>					<b>1070</b>	<b>2</b>	<b>7</b>	<b>60</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>22</b>	<b>22</b>



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	27	0	0	33	7	7	33	11	7	100	48	41	21	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	27	0	0	37	15	15	19	7	7	120	71	21	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	90	5	0	5	0	0	-1	95	-6	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	68	23	5	5	0	0	11	73	18	22	
<b>TOTAL DACCA</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>7</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>64</b>	<b>72</b>	<b>18</b>	<b>18</b>	
DALAMAN																		
	BIRMINGHAM	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	-7	100	-33	9	
	BIRMINGHAM	AIR 2000	C	D	4	0	1	75	25	0	0	0	0	9	63	8	8	
	GATWICK	AIR 2000	C	A	16	0	0	63	13	19	6	0	0	22	38	51	13	
	GATWICK	AIR 2000	C	D	16	0	0	31	25	38	6	0	0	33	25	66	12	
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-4	100	-11	4	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	4	75	10	4	
	MANCHESTER	AIR 2000	C	A	20	1	0	85	10	0	5	0	0	-4	82	-12	22	
	MANCHESTER	AIR 2000	C	D	21	0	0	81	10	5	5	0	0	11	70	13	20	
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-20	80	-4	5	
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-2	75	21	4	
	STANSTED	AIR 2000	C	A	4	0	0	0	0	25	50	25	0	102	0	0	0	
	STANSTED	AIR 2000	C	D	4	0	0	0	0	25	50	25	0	103	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	15	38	46	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	16	11	55	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	22	33	0	0	56	11	103	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	22	22	22	33	0	0	55	0	71	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	11	0	0	7	0	173	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	11	0	0	18	60	16	5	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	22	0	0	0	16	75	23	8	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	67	33	0	0	0	0	12	78	25	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	15	47	37	17	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	33	0	0	0	21	44	24	18	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-8	0	58	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-2	0	53	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	0	75	25	0	0	0	0	0	20	20	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	34	20	23	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	16	0	0	56	6	19	13	6	0	39	21	99	24
	GATWICK	CALEDONIAN AIRWAYS	C	D	16	0	0	63	0	13	25	0	0	34	43	73	23
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	8	0	4	0	25	63	13	0	0	47	0	46	4
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	8	0	4	13	13	63	13	0	0	43	0	57	4
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	4	0	0	50	25	0	0	25	0	83	75	23	8
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	4	0	0	0	0	75	0	25	0	108	13	41	8
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	7	0	0	57	0	29	14	0	0	36	0	0	0
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	7	0	0	29	29	29	14	0	0	35	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	0	50	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	12	25	50	4
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-13	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	33	25	17	17	8	0	48	25	54	12
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	17	33	25	17	8	0	56	42	43	12
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	-2	75	39	4
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	25	68	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	5	100	-1	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	75	3	4
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	63	25	13	0	0	0	7	25	27	8
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	25	13	50	13	0	0	30	38	35	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-17	80	42	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	80	38	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	65	11	53	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	70	11	34	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-13	20	60	5
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	24	40	61	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	8	33	17	17	17	8	106	17	90	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	17	8	33	17	17	8	108	24	89	17

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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	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	1	100	0	0	0	0	0	-1	60	39	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	44	47	9
	GLASGOW	ONUR AIR	C	A	5	0	0	100	0	0	0	0	0	2	0	38	5
	GLASGOW	ONUR AIR	C	D	5	0	0	0	100	0	0	0	0	19	20	39	5
	MANCHESTER	ONUR AIR	C	A	13	0	0	77	15	8	0	0	0	-3	100	-17	9
	MANCHESTER	ONUR AIR	C	D	13	0	0	31	23	15	31	0	0	44	22	32	9
	NEWCASTLE	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	-1	44	38	9
	NEWCASTLE	ONUR AIR	C	D	4	0	0	75	25	0	0	0	0	6	22	49	9
	GATWICK	PEGASUS AIRLINES	C	A	4	0	5	100	0	0	0	0	0	4	69	6	13
	GATWICK	PEGASUS AIRLINES	C	D	3	0	6	100	0	0	0	0	0	-1	54	19	13
	LUTON	PEGASUS AIRLINES	C	A	4	0	0	75	0	0	25	0	0	35	0	0	0
	LUTON	PEGASUS AIRLINES	C	D	4	0	0	50	25	0	25	0	0	48	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-5	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	33	33	8	17	8	0	57	67	13	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	4	50	8	17	17	8	0	52	63	26	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	19	75	7	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	20	75	7	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	24	0	0	54	4	13	21	8	0	40	78	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	24	0	0	71	0	8	13	8	0	34	88	1	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	29	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-7	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	0	0	75	25	0	132	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	0	0	75	25	0	134	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	0	54	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	25	25	50	0	0	73	0	0	0
<b>TOTAL DALAMAN</b>					<b>581</b>	<b>1</b>	<b>26</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>46</b>	<b>45</b>	<b>45</b>
DALLAS/FORT WORTH	GATWICK	AMERICAN AIRLINES	S	A	60	0	0	57	23	15	5	0	0	16	88	-3	60
	GATWICK	AMERICAN AIRLINES	S	D	60	0	0	73	15	10	2	0	0	12	78	17	60

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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)										
DALLAS/FORT WORTH																	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	80	10	3	3	3	0	6	100	-14	30
	MANCHESTER	AMERICAN AIRLINES	S	D	29	0	1	69	3	21	7	0	0	17	77	13	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	-9	83	0	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	20	0	3	0	0	12	57	24	30
<b>TOTAL DALLAS/FORT WORTH</b>					<b>239</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>6</b>	<b>6</b>
DAMASCUS																	
	HEATHROW	SYRIANAIR	S	A	13	0	0	23	23	23	31	0	0	52	23	46	13
	HEATHROW	SYRIANAIR	S	D	13	0	1	38	31	15	15	0	0	31	0	41	13
<b>TOTAL DAMASCUS</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>30</b>	<b>19</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>32</b>	<b>35</b>	<b>35</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	9	0	0	78	22	0	0	0	0	-1	0	78	7
	HEATHROW	ALLIANCE	S	D	9	0	0	56	33	11	0	0	0	17	13	28	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	9	85	0	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	0	11	0	0	13	100	5	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>20</b>	<b>20</b>
DEAUVILLE																	
DENVER INTERNATIONAL																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	3	0	0	0	-15	100	-14	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	57	27	10	7	0	0	18	53	19	30
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>3</b>	<b>3</b>
DETROIT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	7	0	0	0	-11	93	-14	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	37	0	7	0	0	21	30	23	30
	GATWICK	NORTHWEST AIRLINES	S	A	37	0	0	89	5	3	3	0	0	-17	38	28	13
	GATWICK	NORTHWEST AIRLINES	S	D	37	0	0	84	8	3	5	0	0	7	69	13	13
<b>TOTAL DETROIT</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>11</b>
DHAHRAN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	1	1	96	4	0	0	0	0	-15	96	-3	25

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					Actual (7)	Plan (8)											
DHAHRAN	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	76	12	12	0	0	0	10	52	37	25
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	100	0	0	0	0	0	-3	75	11	8
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	78	22	0	0	0	0	11	100	2	8
<b>TOTAL DHAHRAN</b>					<b>66</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>15</b>
DIJON																	
<b>TOTAL DIJON</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>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
DINARD																	
	STANSTED	RYANAIR	S	A	30	0	0	73	13	7	3	3	0	12	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	43	37	13	3	0	3	30	0	0	0
<b>TOTAL DINARD</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
DOHA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	-7	97	-5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	33	13	3	0	0	19	43	26	30
	HEATHROW	GULF AIR	S	A	4	0	0	75	25	0	0	0	0	-15	100	7	4
	HEATHROW	GULF AIR	S	D	5	1	0	40	60	0	0	0	0	18	75	9	4
	HEATHROW	QATAR AIRWAYS	S	A	30	0	0	93	3	3	0	0	0	-9	60	9	30
	HEATHROW	QATAR AIRWAYS	S	D	30	0	0	73	13	10	3	0	0	13	47	18	30
<b>TOTAL DOHA</b>					<b>129</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>12</b>	<b>12</b>
DORTMUND																	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	50	0	1	80	12	6	2	0	0	9	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	49	0	1	65	22	8	4	0	0	14	0	0	0
<b>TOTAL DORTMUND</b>					<b>99</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
DOUALA																	
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	0	25	25	50	0	0	57	0	47	4
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	0	75	25	0	0	0	26	0	47	4
<b>TOTAL DOUALA</b>					<b>8</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>41</b>	<b>0</b>	<b>47</b>	<b>47</b>
DRESDEN																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	0	64	14	9	14	0	0	19	27	28	22

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					Actual (7)	Plan (8)											
DRESDEN	HEATHROW	BMI BRITISH MIDLAND	S	D	22	0	0	68	23	9	0	0	0	10	27	24	22
<b>TOTAL DRESDEN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>32</b>	<b>29</b>	<b>29</b>
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	0	3	0	7	93	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	20	7	7	0	0	15	47	29	30
	GATWICK	EMIRATES	S	A	30	0	0	43	27	23	7	0	0	22	73	10	30
	GATWICK	EMIRATES	S	D	30	0	0	40	20	37	3	0	0	24	20	32	30
	HEATHROW	EMIRATES	S	A	89	0	0	72	12	9	7	0	0	10	77	12	60
	HEATHROW	EMIRATES	S	D	89	0	0	48	26	16	10	0	0	25	40	23	60
	MANCHESTER	EMIRATES	S	A	30	0	0	80	13	3	0	3	0	3	80	2	30
	MANCHESTER	EMIRATES	S	D	30	0	0	70	13	10	3	3	0	18	67	12	30
<b>TOTAL DUBAI</b>					<b>358</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>16</b>	<b>16</b>
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	168	0	0	82	12	5	1	0	0	6	82	9	154
	BIRMINGHAM	AER LINGUS	S	D	143	0	3	87	9	3	0	1	0	7	71	16	136
	EDINBURGH	AER LINGUS	S	A	136	0	0	77	17	4	1	0	0	8	85	6	115
	EDINBURGH	AER LINGUS	S	D	136	0	0	79	14	5	1	0	0	10	77	13	115
	GLASGOW	AER LINGUS	S	A	120	1	0	89	8	2	1	0	0	2	93	1	120
	GLASGOW	AER LINGUS	S	D	120	2	0	91	8	1	1	0	0	3	91	5	120
	HEATHROW	AER LINGUS	S	A	403	0	0	53	29	14	5	0	0	19	59	19	400
	HEATHROW	AER LINGUS	S	D	401	0	2	62	17	15	5	0	0	17	63	17	397
	MANCHESTER	AER LINGUS	S	A	176	1	0	83	10	6	1	0	0	4	84	7	169
	MANCHESTER	AER LINGUS	S	D	176	2	3	78	10	9	3	0	0	9	82	9	171
	NEWCASTLE	AER LINGUS	S	A	60	0	0	80	10	5	5	0	0	10	90	5	86
	NEWCASTLE	AER LINGUS	S	D	60	0	0	78	10	7	3	2	0	15	94	6	86
	STANSTED	AER LINGUS	S	A	174	0	1	84	8	5	3	0	0	7	80	9	180
	STANSTED	AER LINGUS	S	D	174	1	0	68	20	8	3	1	0	15	72	16	179
	HEATHROW	BMI BRITISH MIDLAND	S	A	236	0	0	67	17	12	4	0	0	14	34	34	236
	HEATHROW	BMI BRITISH MIDLAND	S	D	236	0	0	57	23	16	3	0	0	16	34	29	236

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																	MATCHED
DUBLIN																	
	GATWICK	CITY FLYER EXPRESS	S	A	206	1	0	45	20	27	7	0	0	26	47	32	170
	GATWICK	CITY FLYER EXPRESS	S	D	206	0	0	33	30	30	7	0	0	28	50	26	173
	LONDON CITY	CITY JET	S	A	114	1	3	55	26	10	9	0	0	22	75	11	191
	LONDON CITY	CITY JET	S	D	114	1	3	16	37	35	12	0	0	38	60	20	192
	MANCHESTER	LUXAIR	S	A	22	0	0	95	0	0	5	0	0	2	0	0	0
	MANCHESTER	LUXAIR	S	D	21	0	1	67	24	5	5	0	0	12	0	0	0
	BIRMINGHAM	RYANAIR	S	A	120	0	0	86	7	5	1	2	0	7	72	15	149
	BIRMINGHAM	RYANAIR	S	D	120	0	0	79	12	7	1	2	0	13	55	23	149
	GATWICK	RYANAIR	S	A	120	0	0	67	20	8	6	0	0	15	61	20	120
	GATWICK	RYANAIR	S	D	120	0	0	68	20	5	7	0	0	15	63	20	120
	LUTON	RYANAIR	S	A	138	4	0	72	13	4	12	0	0	15	55	22	139
	LUTON	RYANAIR	S	D	140	2	2	74	11	4	11	0	0	16	52	24	141
	MANCHESTER	RYANAIR	S	A	58	0	2	83	7	5	3	2	0	12	82	8	152
	MANCHESTER	RYANAIR	S	D	58	0	2	67	17	5	9	2	0	18	82	7	154
	STANSTED	RYANAIR	S	A	361	0	12	75	12	10	3	0	0	11	56	21	365
	STANSTED	RYANAIR	S	D	364	1	10	64	16	13	6	0	0	19	41	29	363
<b>TOTAL DUBLIN</b>					<b>5201</b>	<b>18</b>	<b>45</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>18</b>	<b>18</b>
DUBROVNIK																	
	GATWICK	CROATIA AIRLINES	S	A	8	0	0	100	0	0	0	0	0	-18	80	10	5
	GATWICK	CROATIA AIRLINES	S	D	8	0	0	88	0	13	0	0	0	11	40	27	5
	MANCHESTER	CROATIA AIRLINES	S	A	5	2	0	40	20	0	40	0	0	36	100	-7	4
<b>TOTAL DUBROVNIK</b>					<b>21</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>26</b>	<b>26</b>
DUNDEE																	
	LONDON CITY	SCOT AIRWAYS	S	A	96	0	0	78	14	5	3	0	0	9	0	0	0
	LONDON CITY	SCOT AIRWAYS	S	D	94	0	2	60	22	15	3	0	0	18	0	0	0
<b>TOTAL DUNDEE</b>					<b>190</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
DURBAN																	
DUSSELDORF																	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	78	0	0	87	4	0	9	0	0	5	75	7	77

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	D	78	0	0	81	10	4	5	0	0	7	65	11	78
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	108	0	0	76	11	8	5	0	0	10	61	14	107
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	108	0	0	75	12	7	6	0	0	14	77	11	108
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	30	2	0	70	20	7	3	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	0	68	14	13	5	0	0	15	53	20	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	80	13	3	4	0	0	8	70	12	116
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	74	1	3	86	4	3	7	0	0	5	73	8	82
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	74	0	3	81	11	4	4	0	0	12	72	11	82
	GATWICK	CITY FLYER EXPRESS	S	A	115	0	1	59	18	18	4	0	0	17	54	20	103
	GATWICK	CITY FLYER EXPRESS	S	D	116	0	0	51	28	16	6	0	0	21	55	23	104
	NEWCASTLE	CITY FLYER EXPRESS	S	D	30	0	0	83	10	7	0	0	0	7	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	A	22	0	4	73	9	5	14	0	0	17	65	29	26
	NEWCASTLE	GILL AIRWAYS	S	D	22	0	4	77	5	5	14	0	0	20	62	24	26
	STANSTED	KLM UK LTD	S	A	81	1	0	80	10	4	6	0	0	3	69	11	81
	STANSTED	KLM UK LTD	S	D	81	2	0	81	7	5	6	0	0	12	67	17	82
	BIRMINGHAM	LUFTHANSA	S	A	45	0	3	62	20	16	2	0	0	9	0	0	0
	BIRMINGHAM	LUFTHANSA	S	D	44	0	4	57	18	20	5	0	0	20	0	0	0
	HEATHROW	LUFTHANSA	S	A	90	0	0	74	12	8	4	1	0	13	69	15	98
	HEATHROW	LUFTHANSA	S	D	90	0	0	84	9	3	3	0	0	6	74	11	94
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	25	0	1	88	12	0	0	0	0	-2	72	13	74
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	25	0	1	92	4	0	4	0	0	6	55	17	73
	STANSTED	ROYAL AIRLINES	C	A	3	0	0	100	0	0	0	0	0	-4	0	0	0
	STANSTED	ROYAL AIRLINES	C	D	3	0	0	33	67	0	0	0	0	12	0	0	0
<b>TOTAL DUSSELDORF</b>					<b>1576</b>	<b>6</b>	<b>25</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>15</b>	<b>15</b>



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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
EAST MIDLANDS																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	100	0	0	86	6	7	1	0	0	5	80	6	100	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	99	0	1	73	13	12	2	0	0	11	68	14	99	
	GLASGOW	BMI BRITISH MIDLAND	S	A	96	0	0	71	10	13	6	0	0	11	72	14	96	
	GLASGOW	BMI BRITISH MIDLAND	S	D	96	0	0	74	7	13	6	0	0	13	70	17	96	
<b>TOTAL EAST MIDLANDS</b>					<b>391</b>	<b>3</b>	<b>1</b>	<b>76</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>13</b>	<b>13</b>	
EDINBURGH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	245	0	0	63	20	10	7	0	0	16	57	19	232	
	HEATHROW	BMI BRITISH MIDLAND	S	D	245	0	0	74	13	9	4	0	0	10	69	14	232	
	MANCHESTER	BMI REGIONAL	S	A	66	0	0	53	14	17	15	2	0	31	0	0	0	
	MANCHESTER	BMI REGIONAL	S	D	64	0	2	72	9	8	11	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	0	79	14	7	1	0	0	8	63	15	163	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	0	84	9	6	1	0	0	9	85	9	164	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	71	0	3	80	13	6	1	0	0	7	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	71	0	3	82	11	7	0	0	0	5	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	207	0	1	70	19	6	4	0	0	13	92	3	230	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	227	0	3	71	14	11	4	0	0	13	81	8	229	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	322	0	0	67	19	8	5	0	0	14	68	15	324	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	323	0	0	85	10	3	2	0	0	5	77	10	324	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	68	0	2	59	29	9	3	0	0	19	73	13	119	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	46	0	2	57	11	11	15	7	0	39	80	12	121	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	134	0	0	84	12	3	1	0	0	2	52	24	130	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	134	0	0	77	14	7	2	0	0	11	38	37	130	
	STANSTED	GO FLY LTD	S	A	142	0	2	87	6	1	6	0	0	2	88	2	56	
	STANSTED	GO FLY LTD	S	D	143	0	2	74	17	5	4	0	0	11	83	9	59	
	LONDON CITY	KLM UK LTD	S	A	75	0	3	88	9	1	1	0	0	0	81	5	94	
	LONDON CITY	KLM UK LTD	S	D	75	0	3	60	33	5	1	0	0	16	61	18	94	
	STANSTED	KLM UK LTD	S	A	160	0	1	79	11	5	5	0	0	10	70	15	174	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	160	2	1	73	12	11	4	1	0	14	57	22	173	
<b>TOTAL EDINBURGH</b>					<b>3307</b>	<b>3</b>	<b>29</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>14</b>	<b>14</b>	
EDMONTON	HEATHROW	AIR CANADA	S	A	12	0	1	83	0	8	0	8	0	16	29	29	7	
	HEATHROW	AIR CANADA	S	D	12	0	0	67	17	8	8	0	0	28	89	27	9	
<b>TOTAL EDMONTON</b>					<b>24</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>28</b>	<b>28</b>	
EINDHOVEN	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	43	0	1	40	35	21	5	0	0	24	62	16	42	
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	43	0	1	63	16	14	7	0	0	19	63	15	41	
	GATWICK	B A S E BUSINESS AIRLINES	S	A	26	0	0	65	27	8	0	0	0	13	56	16	25	
	GATWICK	B A S E BUSINESS AIRLINES	S	D	26	0	0	77	15	8	0	0	0	10	80	6	25	
	HEATHROW	B A S E BUSINESS AIRLINES	S	A	46	0	2	70	20	9	2	0	0	12	0	0	0	
	HEATHROW	B A S E BUSINESS AIRLINES	S	D	46	0	2	89	7	4	0	0	0	-2	0	0	0	
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	39	1	5	85	5	8	3	0	0	2	74	5	39	
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	40	0	4	80	8	8	5	0	0	10	74	9	39	
	HEATHROW	KLM	S	A	41	0	0	61	17	10	12	0	0	23	63	19	43	
	HEATHROW	KLM	S	D	41	0	0	59	17	12	12	0	0	27	42	29	43	
	STANSTED	KLM EXEL	S	A	66	1	1	68	21	5	5	2	0	12	42	30	62	
	STANSTED	KLM EXEL	S	D	67	1	0	75	13	6	4	1	0	13	44	26	61	
<b>TOTAL EINDHOVEN</b>					<b>524</b>	<b>4</b>	<b>17</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>19</b>	<b>19</b>	
ENTEBBE	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-1	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	0	25	0	0	25	0	0	0	
<b>TOTAL ENTEBBE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
EPINAL																		
EXETER	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	98	0	5	90	5	2	2	1	0	5	80	7	61	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	99	0	4	76	19	2	3	0	0	10	65	16	63	
<b>TOTAL EXETER</b>					<b>197</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>12</b>	<b>12</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	13	0	0	69	8	0	15	8	0	31	50	16	12
	BIRMINGHAM	AIR 2000	C	D	13	1	0	77	8	0	8	8	0	24	83	12	12
	GATWICK	AIR 2000	C	A	36	0	0	28	25	14	22	8	3	89	42	27	36
	GATWICK	AIR 2000	C	D	35	0	0	60	17	9	14	0	0	25	40	31	35
	GLASGOW	AIR 2000	C	A	9	0	0	56	11	0	22	0	11	155	50	25	8
	GLASGOW	AIR 2000	C	D	9	0	0	67	0	22	11	0	0	21	75	15	8
	MANCHESTER	AIR 2000	C	A	27	1	1	37	15	7	19	22	0	71	80	6	20
	MANCHESTER	AIR 2000	C	D	27	0	1	41	19	11	19	11	0	56	75	15	20
	NEWCASTLE	AIR 2000	C	A	9	0	0	33	0	33	11	22	0	65	75	9	8
	NEWCASTLE	AIR 2000	C	D	9	0	0	44	22	11	0	22	0	57	100	-4	8
	STANSTED	AIR 2000	C	A	18	0	0	33	11	0	28	28	0	95	50	16	4
	STANSTED	AIR 2000	C	D	18	0	0	28	11	22	28	11	0	68	25	33	4
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	53	17	20	10	0	0	21	50	32	30
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	80	10	10	0	0	0	11	33	40	30
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	1	75	25	0	0	0	0	4	50	12	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	75	6	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	44	0	11	11	0	45	13	65	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	11	11	0	42	25	65	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	40	0	20	0	74	25	22	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	14	25	20	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	20	25	64	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	75	46	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	22	11	22	0	93	67	19	12
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	0	22	11	0	65	75	20	12
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	16	50	74	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	26	50	61	4
	GLASGOW	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	-15	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
FARO																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	27	0	0	56	4	7	15	19	0	58	55	30	31	
	GATWICK	CALEDONIAN AIRWAYS	C	D	27	0	0	52	7	11	15	11	4	76	41	44	34	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	20	0	40	40	0	0	73	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	45	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	13	0	0	46	8	8	38	0	0	31	64	14	14	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	13	0	0	15	23	23	38	0	0	52	64	31	14	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	25	0	50	25	0	0	40	75	9	4	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	7	4	
	STANSTED	DUO AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	30	0	0	0	
	STANSTED	DUO AIRWAYS LTD	C	D	4	0	0	25	0	75	0	0	0	40	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	0	43	29	29	0	0	0	17	63	76	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	1	0	67	0	33	0	0	0	18	38	118	8	
	STANSTED	EXCEL AIRWAYS LTD	C	A	12	0	1	50	0	17	17	8	8	66	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	12	0	1	33	25	17	25	0	0	39	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	43	1	0	79	9	7	5	0	0	8	68	14	38	
	GATWICK	GB AIRWAYS LTD	S	D	43	0	0	74	9	14	2	0	0	14	53	20	38	
	HEATHROW	GB AIRWAYS LTD	S	A	26	0	0	69	19	4	8	0	0	12	70	11	20	
	HEATHROW	GB AIRWAYS LTD	S	D	26	0	0	73	15	4	8	0	0	13	60	16	20	
	STANSTED	GO FLY LTD	S	A	30	0	0	93	0	3	3	0	0	-12	0	0	0	
	STANSTED	GO FLY LTD	S	D	30	0	0	73	20	3	3	0	0	13	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	22	0	0	50	5	9	9	23	5	93	40	23	20	
	BIRMINGHAM	MONARCH AIRLINES	C	D	22	0	0	55	27	9	9	0	0	20	40	22	20	
	EDINBURGH	MONARCH AIRLINES	C	A	9	0	0	56	22	0	0	0	22	177	33	70	3	
	EDINBURGH	MONARCH AIRLINES	C	D	9	0	0	56	33	11	0	0	0	15	25	57	4	
	GATWICK	MONARCH AIRLINES	C	A	36	0	0	22	14	28	19	14	3	82	11	44	28	
	GATWICK	MONARCH AIRLINES	C	D	34	1	1	41	15	18	18	9	0	51	36	35	28	
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	7	75	-1	4	
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	50	16	4	
	LUTON	MONARCH AIRLINES	C	A	8	0	1	38	38	0	13	13	0	49	43	12	7	
	LUTON	MONARCH AIRLINES	C	D	9	0	0	56	22	22	0	0	0	16	63	16	8	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
FARO																		
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	0	26	17	17	26	9	4	71	29	39	24	
	MANCHESTER	MONARCH AIRLINES	C	D	22	0	2	41	18	14	27	0	0	37	32	33	22	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	1	0	75	0	0	0	25	0	71	100	-4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	66	100	3	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	25	0	107	25	29	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	68	25	23	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	50	50	0	158	25	60	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	50	25	0	144	25	72	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	0	13	0	20	25	127	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	13	0	0	14	38	120	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	50	50	0	166	0	77	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	50	50	0	169	0	66	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	0	75	0	183	0	60	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	0	50	0	110	50	45	4	
	MANCHESTER	PORTUGALIA	S	A	4	0	0	75	25	0	0	0	0	10	0	0	0	
	MANCHESTER	PORTUGALIA	S	D	4	0	0	50	25	25	0	0	0	23	0	0	0	
	EDINBURGH	SATA	C	A	5	0	0	60	0	20	0	0	20	89	0	0	0	
	EDINBURGH	SATA	C	D	5	0	0	60	20	0	0	0	20	87	0	0	0	
	GATWICK	SATA	C	A	2	0	0	100	0	0	0	0	0	-7	33	28	3	
	LUTON	SATA	C	A	9	0	0	33	22	22	0	11	11	79	50	21	4	
	LUTON	SATA	C	D	9	0	0	33	22	22	0	11	11	86	25	30	4	
	NEWCASTLE	SATA	C	A	4	0	0	50	50	0	0	0	0	-1	50	56	4	
	NEWCASTLE	SATA	C	D	4	0	0	100	0	0	0	0	0	7	25	54	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-11	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	0	38	0	0	46	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	13	0	38	0	0	39	0	0	0	
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	28	0	0	0	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	0	25	152	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	25	0	1	56	12	4	24	4	0	47	67	7	12	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FARO																	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	25	0	1	60	8	12	8	12	0	36	75	6	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	0	25	91	100	4	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	0	0	25	110	100	2	4
	GATWICK	TRANSAER	C	A	5	0	0	20	0	40	20	20	0	91	50	17	2
	GATWICK	TRANSAER	C	D	5	0	0	60	40	0	0	0	0	9	50	23	2
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	5	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	26	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-8	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0
<b>TOTAL FARO</b>					<b>1141</b>	<b>7</b>	<b>11</b>	<b>54</b>	<b>13</b>	<b>11</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>45</b>	<b>51</b>	<b>29</b>	<b>29</b>
FIGARI																	
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	25	0	25	25	25	0	96	50	21	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	25	0	25	0	63	75	21	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	46	0	53	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	12	75	25	4
<b>TOTAL FIGARI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>31</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>54</b>	<b>50</b>	<b>30</b>	<b>30</b>
FLORENCE																	
	GATWICK	MERIDIANA AIR	S	A	84	0	2	48	19	21	10	2	0	28	36	29	58
	GATWICK	MERIDIANA AIR	S	D	83	1	3	28	20	35	11	6	0	46	28	39	60
<b>TOTAL FLORENCE</b>					<b>167</b>	<b>1</b>	<b>5</b>	<b>38</b>	<b>20</b>	<b>28</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>32</b>	<b>34</b>	<b>34</b>
FRANKFURT MAIN																	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	21	1	1	29	67	5	0	0	0	16	0	0	0
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	21	1	1	19	43	29	10	0	0	29	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	0	71	13	13	3	0	0	12	60	15	120
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	63	20	11	5	1	0	18	67	13	120
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	85	0	0	65	20	12	2	1	0	15	57	18	86
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	85	0	0	58	18	19	5	1	0	21	52	21	86
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	104	0	0	63	17	8	12	0	0	17	68	12	78

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
FRANKFURT MAIN																	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	104	0	0	54	22	13	11	1	0	25	86	8	78
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	21	0	1	67	24	5	5	0	0	16	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	1	65	21	11	2	1	1	19	51	19	142
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	63	24	11	2	0	0	14	65	16	142
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	96	0	3	74	11	5	9	0	0	11	87	0	85
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	97	0	2	65	15	11	8	0	0	17	74	9	86
	STANSTED	KLM UK LTD	S	A	80	0	1	80	9	3	9	0	0	3	61	24	84
	STANSTED	KLM UK LTD	S	D	82	0	0	52	24	15	9	0	0	23	54	27	85
	BIRMINGHAM	LUFTHANSA	S	A	60	0	0	73	17	10	0	0	0	10	67	14	55
	BIRMINGHAM	LUFTHANSA	S	D	60	0	0	72	17	12	0	0	0	11	71	13	56
	EDINBURGH	LUFTHANSA	S	A	59	0	1	100	0	0	0	0	0	-21	0	0	0
	EDINBURGH	LUFTHANSA	S	D	60	0	0	60	28	10	2	0	0	16	0	0	0
	HEATHROW	LUFTHANSA	S	A	240	0	0	56	23	17	4	0	0	19	60	14	240
	HEATHROW	LUFTHANSA	S	D	240	0	0	64	24	10	2	0	0	13	68	14	240
	MANCHESTER	LUFTHANSA	S	A	90	0	0	82	14	2	1	0	0	5	92	-1	90
	MANCHESTER	LUFTHANSA	S	D	90	0	0	76	18	6	1	0	0	9	86	5	90
	STANSTED	LUFTHANSA	S	A	90	0	0	90	9	0	1	0	0	1	0	0	0
	STANSTED	LUFTHANSA	S	D	90	0	0	63	23	10	3	0	0	15	0	0	0
	LONDON CITY	LUFTHANSA CITY LINE	S	A	43	2	0	70	16	5	9	0	0	10	40	22	45
	LONDON CITY	LUFTHANSA CITY LINE	S	D	43	2	0	14	44	26	16	0	0	36	9	38	45
<b>TOTAL FRANKFURT MAIN</b>					<b>2487</b>	<b>7</b>	<b>11</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>14</b>	<b>14</b>
FRIEDRICHSHAFEN																	
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
FUERTEVENTURA																	
	MANCHESTER	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-35	40	18	5
	MANCHESTER	AIR 2000	C	D	5	0	0	40	40	0	20	0	0	25	40	13	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	0	13	0	0	15	0	29	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	63	38	0	0	0	0	9	20	20	5
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	29	0	43	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
FUERTEVENTURA	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	20	35	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	31	90	7	10
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	21	80	20	10
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	34	80	8	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	38	80	14	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	13	80	-4	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	16	60	15	5
	BIRMINGHAM	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-19	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	D	5	0	0	100	0	0	0	0	0	-5	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	80	20	0	0	0	0	6	40	27	10
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	20	0	0	0	0	8	70	18	10
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	-3	100	-23	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	12	100	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	20	20	20	20	0	68	80	13	10
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	0	40	0	0	49	80	19	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-5	100	4	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	5	80	10	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	33	11	11	0	0	22	25	29	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	22	22	33	0	0	46	44	34	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	-17	40	25	5
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	16	20	45	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	11	44	11	22	0	75	54	44	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	22	0	33	11	0	54	43	72	14
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	47	40	38	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	0	40	0	0	68	40	46	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	20	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	24	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	20	10	10	0	0	22	60	7	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	10	20	0	10	0	31	80	9	5
<b>TOTAL FUERTEVENTURA</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>22</b>	<b>22</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
FUNCHAL																		
	GATWICK	AIR 2000	C	A	4	0	0	50	25	0	0	25	0	52	50	16	4	
	GATWICK	AIR 2000	C	D	4	0	0	75	0	0	0	25	0	57	100	1	4	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	56	33	11	0	0	0	8	50	41	8	
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	44	44	11	0	0	0	16	13	55	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	26	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	59	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	1	63	0	0	38	0	0	33	77	16	13	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	33	0	56	11	0	0	39	69	32	13	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	100	-3	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	33	100	8	4	
	GATWICK	GB AIRWAYS LTD	S	A	11	0	1	73	9	9	9	0	0	7	62	14	13	
	GATWICK	GB AIRWAYS LTD	S	D	12	0	0	42	42	17	0	0	0	18	85	8	13	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	0	0	25	0	72	25	23	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	62	100	4	4	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	9	75	6	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	75	13	4	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	63	13	13	13	0	0	13	75	3	4	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	88	0	0	13	0	0	15	75	6	4	
	GLASGOW	SATA	C	A	4	0	0	75	0	25	0	0	0	14	50	28	4	
	NEWCASTLE	SATA	C	A	4	0	0	75	0	25	0	0	0	3	75	11	4	
	NEWCASTLE	SATA	C	D	4	0	0	75	0	25	0	0	0	8	75	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	75	25	0	0	0	26	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	13	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0	
<b>TOTAL FUNCHAL</b>					<b>142</b>	<b>2</b>	<b>2</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>18</b>	<b>18</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
GABORONE																		
GALWAY																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	1	0	87	8	3	2	0	0	1	86	5	164	
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	0	73	18	7	2	0	0	13	62	18	164	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	168	0	0	90	6	4	0	1	0	2	68	10	164	
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	168	0	0	91	5	3	1	1	0	5	86	7	164	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	194	0	0	86	8	3	3	0	0	5	74	8	164	
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	194	0	0	84	10	2	3	1	0	7	81	10	163	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	163	0	1	70	17	10	2	1	0	11	80	8	102	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	111	0	1	77	14	8	1	0	0	7	85	8	106	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	50	0	25	25	0	0	48	50	10	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	50	0	0	0	29	0	0	0	
<b>TOTAL GATWICK</b>					<b>1333</b>	<b>3</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>9</b>	<b>9</b>	
GDANSK																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	92	0	8	0	0	0	3	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	92	8	0	0	0	0	7	0	0	0	
<b>TOTAL GDANSK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>3</b>	<b>3</b>	
GENEVA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	84	0	1	86	8	5	1	0	0	3	70	13	86	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	84	0	1	83	11	5	1	0	0	8	80	11	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	79	12	6	3	0	0	8	69	13	135	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	82	11	4	3	0	0	7	73	12	135	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	52	0	0	77	4	8	12	0	0	17	83	5	54	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
GENEVA																	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	79	6	6	10	0	0	17	78	8	54
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	50	0	2	52	36	12	0	0	0	15	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	50	0	2	54	28	18	0	0	0	17	0	0	0
	LUTON	EASYJET SWITZERLAND	S	A	90	0	0	58	27	11	4	0	0	13	0	0	0
	LUTON	EASYJET SWITZERLAND	S	D	90	0	0	70	17	9	4	0	0	12	0	0	0
	LONDON CITY	SWISS AIRLINES	S	A	74	0	1	91	5	3	1	0	0	2	77	13	78
	LONDON CITY	SWISS AIRLINES	S	D	75	0	1	52	35	11	3	0	0	19	66	18	77
	HEATHROW	SWISSAIR	S	A	120	0	0	78	13	8	3	0	0	2	78	7	120
	HEATHROW	SWISSAIR	S	D	120	0	0	78	13	8	0	0	0	6	78	8	120
<b>TOTAL GENEVA</b>					<b>1231</b>	<b>0</b>	<b>68</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>12</b>	<b>12</b>
GENOA																	
	MANCHESTER	AIR LIB	C	A	2	1	0	0	0	0	50	50	0	165	0	0	0
	MANCHESTER	AIR LIB	C	D	2	1	0	0	50	50	0	0	0	34	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	0	78	7	10	5	0	0	10	77	11	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	0	68	19	10	3	0	0	16	57	19	60
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	1	0	0	33	33	33	0	170	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	0	25	0	0	53	0	0	0
	STANSTED	RYANAIR	S	A	56	0	0	68	16	11	4	2	0	18	0	0	0
	STANSTED	RYANAIR	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0
	STANSTED	RYANAIR	S	D	56	0	0	30	29	32	7	2	0	34	0	0	0
	STANSTED	RYANAIR	C	D	4	0	0	75	25	0	0	0	0	13	0	0	0
<b>TOTAL GENOA</b>					<b>252</b>	<b>2</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>15</b>	<b>15</b>
GERONA																	
	GATWICK	AIR 2000	C	A	8	0	0	100	0	0	0	0	0	-12	63	30	8
	GATWICK	AIR 2000	C	D	9	0	0	89	11	0	0	0	0	2	75	25	8
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	0	25	25	0	70	100	-14	4
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	0	25	25	0	74	75	10	4
	MANCHESTER	AIR 2000	C	A	8	0	0	50	0	25	25	0	0	41	75	6	8

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
GERONA	MANCHESTER	AIR 2000	C	D	8	1	1	50	13	0	38	0	0	52	75	10	8	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	24	75	19	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	25	75	23	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	0	22	11	0	59	89	6	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	1	0	38	25	13	25	0	0	35	78	8	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	30	80	7	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	80	10	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	80	31	5	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	80	33	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	1	1	43	0	29	14	0	14	82	71	13	14	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	1	2	67	0	33	0	0	0	18	71	18	14	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	53	50	22	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	34	0	30	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	41	25	39	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	48	25	31	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	24	100	6	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	17	75	10	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	29	75	42	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	14	50	44	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	5	50	8	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	100	1	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	-1	75	8	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	75	7	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-22	100	-13	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	50	9	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	25	50	0	160	25	188	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	20	20	40	0	138	0	197	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-28	100	-3	4	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	2	100	-6	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-9	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	13	13	38	0	0	45	75	11	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	0	25	13	0	0	24	75	14	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	36	75	5	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	44	75	12	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	17	0	8	0	0	7	75	36	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	8	0	17	0	0	20	63	54	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-9	50	72	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-4	75	61	4	
<b>TOTAL GERONA</b>					<b>249</b>	<b>4</b>	<b>4</b>	<b>66</b>	<b>8</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>24</b>	<b>24</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	50	0	1	72	22	2	4	0	0	6	84	7	45	
	GATWICK	GB AIRWAYS LTD	S	D	51	0	4	78	16	2	4	0	0	14	81	11	47	
	MANCHESTER	GB AIRWAYS LTD	S	A	4	0	0	25	25	25	25	0	0	43	0	55	2	
	MANCHESTER	GB AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	14	50	20	4	
	LUTON	MONARCH AIRLINES	S	A	26	0	0	69	15	0	8	8	0	29	94	4	17	
	LUTON	MONARCH AIRLINES	S	D	26	0	0	69	8	8	8	4	4	38	88	10	17	
<b>TOTAL GIBRALTAR</b>					<b>161</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>83</b>	<b>9</b>	<b>9</b>	
GLASGOW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	29	0	1	93	3	3	0	0	0	6	83	13	30	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	51	1	0	90	4	2	2	2	0	3	86	2	51	
	HEATHROW	BMI BRITISH MIDLAND	S	A	235	0	0	62	19	12	7	0	0	17	55	18	235	
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	1	1	68	16	11	4	0	0	14	61	16	236	
	MANCHESTER	BMI REGIONAL	S	A	94	0	6	81	7	7	3	1	0	12	0	0	0	
	MANCHESTER	BMI REGIONAL	S	D	90	0	6	87	3	4	4	1	0	6	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-1	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	18	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
GLASGOW	LUTON	BRITANNIA AIRWAYS	C	A	4	2	0	100	0	0	0	0	0	-5	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	3	0	75	0	0	25	0	0	46	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	37	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	43	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	-14	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	168	0	0	84	11	5	0	1	0	8	84	6	165
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	168	0	0	87	10	1	1	1	0	7	82	10	164
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	92	0	2	75	8	10	8	0	0	15	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	92	0	2	64	10	14	9	3	0	21	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	174	0	4	78	16	3	3	0	0	8	92	3	197
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	172	1	6	65	19	12	5	0	0	16	85	7	198
	HEATHROW	BRITISH AIRWAYS PLC	S	A	325	0	0	77	11	8	3	0	0	10	76	11	325
	HEATHROW	BRITISH AIRWAYS PLC	S	D	325	0	0	83	10	3	3	0	0	7	78	10	325
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	47	0	2	32	32	23	9	4	0	39	74	13	117
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	47	0	1	55	17	15	13	0	0	23	76	11	116
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	92	5	1	2	0	0	-1	50	33	107
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	79	17	3	2	0	0	9	24	46	108
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	80	0	1	60	23	11	6	0	0	18	69	13	106
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	81	0	1	44	32	17	6	0	0	22	41	28	106
	STANSTED	KLM UK LTD	S	A	106	0	0	73	10	11	6	0	0	14	60	22	127
	STANSTED	KLM UK LTD	S	D	106	1	0	50	17	21	11	1	0	28	38	34	128
	LONDON CITY	SCOT AIRWAYS	S	A	95	0	1	86	9	4	0	0	0	6	0	0	0
	LONDON CITY	SCOT AIRWAYS	S	D	95	0	1	64	26	7	2	0	0	17	0	0	0
<b>TOTAL GLASGOW</b>					<b>3172</b>	<b>12</b>	<b>38</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>15</b>	<b>15</b>
GOTEBORG	EDINBURGH	BRAATHENS ASA	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0
	EDINBURGH	BRAATHENS ASA	C	D	4	0	0	50	0	0	50	0	0	40	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	56	26	16	3	0	0	15	73	19	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	78	16	4	2	0	0	10	77	18	30	
	HEATHROW	SAS	S	A	60	0	0	63	27	10	0	0	0	12	70	11	63	
	HEATHROW	SAS	S	D	60	0	0	83	12	5	0	0	0	6	56	20	63	
<b>TOTAL GOTEBORG</b>					<b>311</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>16</b>	
GOTEBORG (SAVE)																		
GRAND CAYMAN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44	11	22	0	0	22	231	85	4	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	33	0	0	0	0	11	0	0	0	
<b>TOTAL GRAND CAYMAN</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>121</b>	<b>85</b>	<b>4</b>	<b>4</b>	
GRAZ																		
<b>TOTAL GRAZ</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>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	22	0	0	0	11	88	0	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	44	0	0	0	0	14	20	23	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	11	50	30	4	
<b>TOTAL GRENADA</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>30</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>16</b>	<b>16</b>	
GUERNSEY																		
	STANSTED	AURIGNY AIR SERVICES	S	A	81	0	0	95	1	1	2	0	0	-5	0	0	0	
	STANSTED	AURIGNY AIR SERVICES	S	D	81	0	0	88	7	4	1	0	0	7	0	0	0	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	10	0	1	80	20	0	0	0	0	8	100	-3	9	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	11	0	0	64	18	9	9	0	0	18	100	4	9	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	3	4	62	13	10	15	0	0	27	68	12	34	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	32	2	2	69	13	9	6	3	0	22	58	18	38	
	GATWICK	CITY FLYER EXPRESS	S	A	117	1	1	81	12	6	1	0	0	-1	70	14	111	
	GATWICK	CITY FLYER EXPRESS	S	D	119	0	0	68	21	9	1	0	1	17	67	17	111	
	MANCHESTER	CITY FLYER EXPRESS	C	A	4	0	0	100	0	0	0	0	0	-17	100	-8	4	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
GUERNSEY	MANCHESTER	CITY FLYER EXPRESS	C	D	4	0	0	100	0	0	0	0	0	-7	100	-2	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	34	0	0	18	53	24	6	0	0	28	48	28	27
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	75	25	0	0	0	0	5	47	30	34
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	134	0	6	82	10	5	3	0	0	6	70	28	114
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	139	0	2	78	12	6	4	0	0	11	72	26	113
<b>TOTAL GUERNSEY</b>					<b>822</b>	<b>6</b>	<b>16</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>19</b>	<b>19</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HAHN																		
	STANSTED	RYANAIR	S	A	56	0	0	89	2	9	0	0	0	-10	0	0	0	
	STANSTED	RYANAIR	S	D	56	0	0	70	14	13	4	0	0	16	0	0	0	
<b>TOTAL HAHN</b>					<b>113</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	30	0	0	57	30	7	7	0	0	16	47	13	17	
	HEATHROW	AIR CANADA	S	D	30	0	0	87	7	7	0	0	0	6	75	9	16	
<b>TOTAL HALIFAX INT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>11</b>	<b>11</b>	
HAMBURG																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	22	0	0	86	9	5	0	0	0	8	95	4	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	68	19	6	7	1	0	15	59	17	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	80	12	3	3	0	1	16	72	11	90	
	GATWICK	DEUTSCHE BA	S	A	64	0	0	75	16	9	0	0	0	6	79	6	56	
	GATWICK	DEUTSCHE BA	S	D	64	0	0	75	17	3	5	0	0	12	71	12	56	
	HEATHROW	LUFTHANSA	S	A	90	0	0	66	27	6	2	0	0	10	57	20	90	
	HEATHROW	LUFTHANSA	S	D	90	0	0	90	7	2	1	0	0	1	74	12	90	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	51	0	1	94	4	2	0	0	0	-4	96	-4	52	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	50	0	1	80	10	6	4	0	0	10	86	7	51	
	STANSTED	LUFTHANSA CITY LINE	S	A	88	0	2	88	7	5	1	0	0	-1	0	0	0	
	STANSTED	LUFTHANSA CITY LINE	S	D	88	0	2	86	10	1	2	0	0	6	0	0	0	
<b>TOTAL HAMBURG</b>					<b>788</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>12</b>	<b>12</b>	
HANOVER																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	90	0	0	82	8	7	3	0	0	2	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	90	0	0	83	11	6	0	0	0	5	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	22	0	0	91	5	5	0	0	0	2	86	6	22	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	21	0	1	81	19	0	0	0	0	6	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	0	88	10	2	0	0	0	0	71	19	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	83	6	6	6	0	0	9	85	21	52	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	29	0	1	86	0	7	7	0	0	7	90	2	30	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	29	0	1	72	14	3	10	0	0	16	83	12	30	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
HANOVER																	
<b>TOTAL HANOVER</b>					<b>384</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>14</b>	<b>14</b>
HARARE																	
	GATWICK	AIR ZIMBABWE	S	A	29	0	3	48	7	14	17	14	0	53	59	19	17
	GATWICK	AIR ZIMBABWE	S	D	29	0	3	55	31	7	7	0	0	20	59	16	17
<b>TOTAL HARARE</b>					<b>58</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>19</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>37</b>	<b>59</b>	<b>16</b>	<b>16</b>
HASSI MESSAOUD																	
	GATWICK	AIR ALGERIE	C	A	9	0	0	44	11	11	0	33	0	96	78	-12	9
	GATWICK	AIR ALGERIE	C	D	9	0	0	56	0	0	11	33	0	94	44	19	9
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	-9	75	-11	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	-1	80	13	5
<b>TOTAL HASSI MESSAOUD</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>59</b>	<b>67</b>	<b>3</b>	<b>3</b>
HAVANA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	0	25	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	50	0	0	0	26	0	0	0
	GATWICK	CUBANA	S	A	13	0	0	69	8	0	8	8	8	143	38	217	13
	GATWICK	CUBANA	S	D	13	0	3	38	23	15	8	0	15	162	15	259	13
<b>TOTAL HAVANA</b>					<b>34</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>121</b>	<b>19</b>	<b>250</b>	<b>250</b>
HEATHROW																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	245	0	1	73	14	8	5	0	0	11	59	17	232
	EDINBURGH	BMI BRITISH MIDLAND	S	D	245	1	1	69	15	10	7	0	0	17	60	18	231
	GLASGOW	BMI BRITISH MIDLAND	S	A	236	1	0	58	22	14	6	0	0	19	47	20	236
	GLASGOW	BMI BRITISH MIDLAND	S	D	236	0	0	69	18	8	5	0	0	13	67	14	235
	MANCHESTER	BMI BRITISH MIDLAND	S	A	227	0	1	75	13	9	3	0	0	10	71	12	228
	MANCHESTER	BMI BRITISH MIDLAND	S	D	227	0	1	83	7	6	4	0	0	6	85	5	227
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	322	0	1	85	9	4	2	0	0	5	75	12	324
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	322	0	1	73	16	6	4	0	0	15	66	18	324
	GLASGOW	BRITISH AIRWAYS PLC	S	A	325	0	0	80	12	5	3	0	0	8	74	14	325
	GLASGOW	BRITISH AIRWAYS PLC	S	D	325	0	0	89	4	5	3	0	0	6	86	8	325
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	1	2	50	0	50	0	0	0	16	67	1	3

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					308	Actual (7)	UNMATCHED	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
HEATHROW																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	308	1	0	76	12	10	2	0	0	9	72	14	297	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	307	0	0	76	10	9	4	0	0	12	75	12	297	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	164	0	0	83	10	3	4	1	0	8	77	9	163	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	163	0	1	86	6	6	2	0	0	5	90	4	163	
<b>TOTAL HEATHROW</b>					<b>3654</b>	<b>4</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>13</b>	<b>13</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	62	23	12	3	0	0	15	42	23	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	88	10	0	2	0	0	7	78	12	60	
	GATWICK	FINNAIR	S	A	60	0	0	85	10	3	2	0	0	4	0	0	0	
	GATWICK	FINNAIR	S	D	60	0	0	80	13	5	2	0	0	9	0	0	0	
	HEATHROW	FINNAIR	S	A	90	0	0	66	19	13	2	0	0	11	61	15	90	
	HEATHROW	FINNAIR	S	D	90	0	0	78	11	11	0	0	0	8	69	14	90	
	MANCHESTER	FINNAIR	S	A	52	2	0	90	4	4	2	0	0	1	83	3	30	
	MANCHESTER	FINNAIR	S	D	51	2	1	73	14	6	8	0	0	13	67	13	30	
	STANSTED	FINNAIR	C	A	4	0	0	75	25	0	0	0	0	11	38	29	8	
	STANSTED	FINNAIR	C	D	4	0	0	0	0	100	0	0	0	37	0	59	8	
<b>TOTAL HELSINKI</b>					<b>531</b>	<b>4</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>57</b>	<b>19</b>	<b>19</b>	
HERAKLION																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	6	100	-23	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-5	100	-3	5	
	GATWICK	AIR 2000	C	A	21	0	0	57	14	10	14	5	0	30	64	16	14	
	GATWICK	AIR 2000	C	D	20	0	0	65	5	5	20	5	0	38	50	24	14	
	GLASGOW	AIR 2000	C	A	4	0	0	25	50	25	0	0	0	27	60	6	5	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	10	80	4	5	
	MANCHESTER	AIR 2000	C	A	12	1	0	58	17	8	8	8	0	40	33	25	9	
	MANCHESTER	AIR 2000	C	D	12	0	0	42	33	0	25	0	0	43	44	23	9	
	NEWCASTLE	AIR 2000	C	A	4	0	1	50	0	25	25	0	0	24	60	16	5	
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	0	0	50	0	0	39	60	16	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	0	13	0	0	7	25	49	4	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								SEPT 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)											
HERAKLION																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	16	0	46	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	22	11	0	0	25	44	42	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	9	50	28	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	47	40	55	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	59	50	57	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	21	25	145	8
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	20	33	32	6
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	0	33	11	0	70	44	27	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	1	50	13	0	38	0	0	61	75	16	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	0	20	0	72	25	59	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	11	25	55	4
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	10	50	24	4
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	13	75	18	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	21	0	0	76	10	10	5	0	0	0	67	105	21
	GATWICK	CALEDONIAN AIRWAYS	C	D	20	0	0	80	0	5	15	0	0	17	62	26	21
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	13	0	0	69	8	15	0	0	8	23	50	41	18
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	12	0	0	42	42	0	8	0	8	53	50	71	18
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	21	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	19	100	-24	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	37	100	3	5
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	80	-2	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	0	26	40	16	5
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-12	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	13	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-10	40	81	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	13	20	85	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	23	75	15	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	21	25	22	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	22	22	22	22	0	11	92	40	101	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HERAKLION	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	1	57	14	0	14	0	14	81	40	92	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	2	100	0	0	0	0	0	-30	100	-13	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	60	10		5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	30	0	10	0	0	15	60	5	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	10	80	6	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	25	25	0	0	40	40	28	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	60	15	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	1	58	8	25	8	0	0	18	80	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	8	17	17	0	0	20	80	7	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	20	60	1	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	-9	5
	GLASGOW	TRANSAER	C	A	4	0	0	75	0	25	0	0	0	2	50	30	4
	GLASGOW	TRANSAER	C	D	4	0	0	75	0	25	0	0	0	7	25	39	4
	NEWCASTLE	TRANSAER	C	A	8	0	0	75	0	25	0	0	0	8	25	38	4
	NEWCASTLE	TRANSAER	C	D	8	0	0	63	13	25	0	0	0	9	25	45	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	63	13	13	13	0	0	20	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	27	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	34	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	36	0	0	0
<b>TOTAL HERAKLION</b>					<b>421</b>	<b>1</b>	<b>6</b>	<b>63</b>	<b>14</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>55</b>	<b>36</b>	<b>36</b>
HOLGUIN (FRANK PAIS)	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	40	40	0	0	81	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>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>67</b>	<b>6</b>	<b>6</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	1	2	93	4	0	0	0	4	12	80	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	10	0	3	0	0	6	97	3	30
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	60	0	0	67	18	10	2	0	3	27	63	14	59
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	60	0	0	60	22	5	13	0	0	20	87	7	60
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	29	0	1	52	21	10	17	0	0	27	57	15	30

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
HONG KONG (CHEP LAP KOK)																		
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	29	0	1	52	28	3	17	0	0	26	30	27	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	3	7	0	0	7	86	73	18	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	87	10	3	0	0	0	5	73	10	30	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>296</b>	<b>1</b>	<b>4</b>	<b>71</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>69</b>	<b>12</b>	<b>12</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	-2	70	56	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	10	0	0	0	10	67	24	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	60	0	0	82	10	3	3	2	0	2	75	17	60	
	GATWICK	CONTINENTAL AIRLINES	S	D	60	0	0	75	12	8	3	2	0	17	77	12	60	
<b>TOTAL HOUSTON</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>23</b>	<b>23</b>	
HURGHADA																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	25	75	-1	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	50	0	0	0	26	75	9	4	
<b>TOTAL HURGHADA</b>					<b>8</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>25</b>	<b>75</b>	<b>4</b>	<b>4</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
IBIZA	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	0	25	25	0	66	100	4	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	25	0	25	25	0	78	100	5	4	
	GATWICK	AIR 2000	C	A	31	0	0	68	6	10	13	3	0	21	65	42	17	
	GATWICK	AIR 2000	C	D	31	0	0	55	13	10	19	3	0	34	50	74	18	
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	17	50	13	4	
	GLASGOW	AIR 2000	C	D	4	0	0	0	75	0	25	0	0	29	50	21	4	
	MANCHESTER	AIR 2000	C	A	23	0	0	78	13	4	4	0	0	10	56	14	9	
	MANCHESTER	AIR 2000	C	D	23	0	0	70	17	9	4	0	0	15	67	19	9	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	13	100	-19	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	25	25	25	0	0	42	100	-4	4	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	25	25	0	0	0	12	0	38	3	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	50	25	25	0	0	0	14	25	62	4	
	NEWCASTLE	AIR EUROPA	C	A	4	0	0	0	0	100	0	0	0	54	0	0	0	
	NEWCASTLE	AIR EUROPA	C	D	4	0	0	0	0	50	50	0	0	60	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	22	0	0	55	27	14	5	0	0	17	65	29	20	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	22	0	0	73	9	14	5	0	0	11	71	24	21	
	GATWICK	BRITANNIA AIRWAYS	C	A	37	0	0	43	19	27	11	0	0	28	25	78	32	
	GATWICK	BRITANNIA AIRWAYS	C	D	37	0	0	62	16	16	5	0	0	18	48	47	29	
	GLASGOW	BRITANNIA AIRWAYS	C	A	13	0	0	46	15	15	15	8	0	45	50	37	8	
	GLASGOW	BRITANNIA AIRWAYS	C	D	13	0	0	54	8	15	15	8	0	42	67	31	9	
	LUTON	BRITANNIA AIRWAYS	C	A	26	1	0	42	23	23	8	4	0	35	29	51	17	
	LUTON	BRITANNIA AIRWAYS	C	D	26	1	0	62	8	23	4	4	0	22	47	46	17	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	24	1	1	38	13	25	21	4	0	42	39	46	36	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	25	0	0	48	12	16	20	4	0	36	61	35	33	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	62	23	8	0	8	0	25	45	56	11	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	62	15	15	0	8	0	24	69	44	13	
	STANSTED	BRITANNIA AIRWAYS	C	A	17	0	0	53	12	24	12	0	0	27	33	38	15	
	STANSTED	BRITANNIA AIRWAYS	C	D	17	0	0	59	29	0	12	0	0	23	60	33	15	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	8	100	6	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	3	0	1	67	33	0	0	0	0	12	100	5	4	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
IBIZA	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	10	100	2	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	0	0	57	0	29	0	14	0	53	57	70	14
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	2	60	40	0	0	0	0	7	43	84	14
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	50	25	0	25	213	0	0	0
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	0	0	0	75	0	25	279	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	-14	78	22	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	13	78	33	9
	GATWICK	CITY FLYER EXPRESS	C	A	3	0	1	33	33	0	33	0	0	41	0	0	0
	GATWICK	CITY FLYER EXPRESS	C	D	3	0	1	33	33	33	0	0	0	25	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	100	0	0	0	0	0	-22	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	3	0	0	0
	STANSTED	GO FLY LTD	S	A	16	0	0	100	0	0	0	0	0	-4	0	0	0
	STANSTED	GO FLY LTD	S	D	15	0	0	20	27	40	13	0	0	33	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	58	17	8	17	0	0	31	63	18	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	75	0	0	25	0	0	32	63	12	8
	GATWICK	MONARCH AIRLINES	C	A	21	0	0	81	5	0	10	5	0	27	65	35	20
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	48	24	10	10	10	0	42	43	44	21
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	75	8	4
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-12	75	3	4
	MANCHESTER	MONARCH AIRLINES	C	A	17	0	0	59	0	18	6	18	0	52	54	48	13
	MANCHESTER	MONARCH AIRLINES	C	D	17	0	0	47	6	12	18	12	6	71	40	65	15
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	0	25	25	165	88	0	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	1	0	50	0	0	25	25	0	84	75	9	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	42	8	25	17	8	0	44	83	8	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	17	17	33	25	8	0	62	58	19	12
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	25	0	86	50	35	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	91	25	70	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	-2	50	39	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	15	50	64	4



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
IBIZA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	0	35	10	10	30	5	10	128	43	56	21
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	1	15	25	20	30	5	5	104	40	45	20
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	17	75	-2	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	25	75	9	8
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	149	25	91	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	30	75	17	4
	BIRMINGHAM	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	BIRMINGHAM	SPANAIR	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	SPANAIR	C	A	5	0	0	80	20	0	0	0	0	-2	67	20	3
	MANCHESTER	SPANAIR	C	D	5	0	0	80	20	0	0	0	0	2	100	3	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	0	15	23	8	0	46	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	0	8	15	8	0	32	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-27	75	-10	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	1	100	0	0	0	0	0	-14	100	-14	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	36	0	2	67	11	8	8	0	6	33	88	30	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	36	0	2	69	8	6	11	0	6	40	94	13	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-24	100	-27	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	-4	100	-6	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-6	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	13	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-17	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0
<b>TOTAL IBIZA</b>					<b>927</b>	<b>4</b>	<b>12</b>	<b>58</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>59</b>	<b>38</b>	<b>38</b>
INNSBRUCK	GATWICK	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	48	0	0	0
	GATWICK	AIR 2000	C	D	3	0	0	67	0	33	0	0	0	25	0	0	0
	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-3	0	0	0
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	0	0	25	0	54	0	0	0
	EDINBURGH	BRAATHENS ASA	C	A	3	0	0	100	0	0	0	0	0	-12	0	0	0
	EDINBURGH	BRAATHENS ASA	C	D	2	0	1	0	50	50	0	0	0	31	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
INNSBRUCK																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	0	0	20	75	100	-8	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	0	0	20	106	25	28	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	0	50	12	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
<b>TOTAL INNSBRUCK</b>					<b>38</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>37</b>	<b>43</b>	<b>69</b>	<b>69</b>	
INVERNESS																		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	90	0	0	57	27	14	2	0	0	17	49	43	90	
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	89	0	1	78	11	9	2	0	0	12	52	37	90	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	25	75	0	0	0	0	17	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	90	7	3	0	0	0	3	23	32	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	13	10	0	0	0	13	20	34	30	
	GLASGOW	LOGANAIR	S	A	43	2	1	81	9	9	0	0	0	7	0	0	0	
	GLASGOW	LOGANAIR	S	D	43	2	1	74	12	12	2	0	0	12	0	0	0	
<b>TOTAL INVERNESS</b>					<b>332</b>	<b>4</b>	<b>4</b>	<b>73</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>48</b>	<b>33</b>	<b>33</b>	
ISLAMABAD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	8	0	8	0	22	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	8	8	0	8	0	20	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	0	6	85	-6	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	54	15	23	0	8	0	29	38	37	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	4	0	0	50	0	50	0	0	0	25	38	20	8	
<b>TOTAL ISLAMABAD</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>17</b>	<b>17</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	47	0	1	77	17	2	4	0	0	11	70	16	47	
	GLASGOW	LOGANAIR	S	D	48	0	0	75	17	4	4	0	0	11	71	18	48	
<b>TOTAL ISLAY</b>					<b>95</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>17</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>17</b>	<b>17</b>	
ISLE OF MAN																		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	52	0	0	85	10	4	2	0	0	8	83	6	52	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	52	0	0	69	21	2	8	0	0	18	71	11	52	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ISLE OF MAN																		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	38	0	0	87	5	3	3	3	0	10	93	2	30	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	37	1	1	89	5	3	3	0	0	8	83	12	30	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	82	0	0	54	29	7	10	0	0	22	76	13	82	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	81	0	1	62	16	11	10	0	1	26	82	6	82	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	84	10	6	0	0	0	2	72	13	29	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	81	10	6	3	0	0	9	83	9	29	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	85	2	1	79	9	8	4	0	0	10	81	7	86	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	86	2	0	79	6	7	8	0	0	12	87	5	86	
<b>TOTAL ISLE OF MAN</b>					<b>575</b>	<b>5</b>	<b>3</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>8</b>	<b>8</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	80	13	5	2	0	0	-1	38	46	60	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	77	18	5	0	0	0	7	73	14	60	
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	6	1	0	17	17	0	50	17	0	118	0	56	11	
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	3	0	1	33	0	0	0	67	0	149	0	61	7	
	HEATHROW	ISTANBUL HAVA YOLLARI	S	A	17	0	0	18	41	24	18	0	0	34	0	0	0	
	HEATHROW	ISTANBUL HAVA YOLLARI	S	D	17	0	0	12	24	47	18	0	0	41	0	0	0	
	MANCHESTER	ISTANBUL HAVA YOLLARI	S	A	5	0	0	0	40	60	0	0	0	42	0	0	0	
	MANCHESTER	ISTANBUL HAVA YOLLARI	S	D	5	0	0	0	0	60	40	0	0	55	0	0	0	
	STANSTED	ISTANBUL HAVA YOLLARI	S	A	16	0	0	19	31	25	19	6	0	46	0	0	0	
	STANSTED	ISTANBUL HAVA YOLLARI	S	D	11	1	0	9	45	9	36	0	0	50	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	8	0	0	88	0	13	0	0	0	-3	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	8	0	0	75	13	13	0	0	0	13	0	0	0	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	97	2	0	54	15	21	10	0	0	17	56	21	72	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	96	2	0	74	11	8	6	0	0	14	61	15	72	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	17	0	0	35	41	18	6	0	0	26	71	6	17	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	17	0	0	12	29	35	24	0	0	44	59	15	17	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ISTANBUL																		
<b>TOTAL ISTANBUL</b>					<b>447</b>	<b>7</b>	<b>3</b>	<b>56</b>	<b>18</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>27</b>	<b>27</b>	
IZMIR (ADNAM MENDERES)																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	12	75	-11	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	75	0	0	0	0	18	75	12	4	
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	A	4	0	0	100	0	0	0	0	0	-13	100	-33	4	
	NEWCASTLE	ISTANBUL HAVA YOLLARI	C	D	4	0	0	50	50	0	0	0	0	16	0	35	4	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	3	0	0	67	0	0	0	33	0	87	50	44	8	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	3	0	0	0	33	33	0	33	0	114	57	13	7	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	12	50	38	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	23	75	34	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	28	50	34	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	58	50	42	4	
	GLASGOW	ONUR AIR	C	A	5	0	0	100	0	0	0	0	0	-1	75	14	4	
	GLASGOW	ONUR AIR	C	D	5	0	0	80	20	0	0	0	0	11	50	17	4	
	NEWCASTLE	ONUR AIR	C	A	5	0	0	100	0	0	0	0	0	-6	75	-9	4	
	NEWCASTLE	ONUR AIR	C	D	5	0	0	40	60	0	0	0	0	14	25	26	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	13	38	38	13	0	0	27	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	1	0	78	11	11	0	0	0	9	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	17	33	0	50	0	0	67	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	22	0	33	0	0	36	0	0	0	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>90</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>32</b>	<b>32</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
JAKARTA (SOEKARNO-HATT)	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	11	11	0	0	11	48	19	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	50	38	13	0	0	0	18	50	15	26
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>17</b>	<b>17</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	100	0	0	0	0	0	-6	88	2	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	71	24	0	6	0	0	12	56	24	18
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	1	67	17	17	0	0	0	13	55	18	20
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	58	32	10	0	0	0	16	25	25	20
<b>TOTAL JEDDAH</b>					<b>96</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>10</b>	<b>55</b>	<b>18</b>	<b>18</b>
JERBA	HEATHROW	TUNISAIR	S	A	5	0	0	60	20	0	20	0	0	21	25	30	4
	HEATHROW	TUNISAIR	S	D	5	0	0	80	0	0	20	0	0	8	50	12	4
<b>TOTAL JERBA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>25</b>	<b>25</b>
JEREZ																	
JERSEY	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	8	0	4	88	13	0	0	0	0	3	56	26	18
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	8	1	4	100	0	0	0	0	0	5	72	6	25
	EDINBURGH	BMI BRITISH MIDLAND	S	A	4	0	0	25	0	0	75	0	0	53	25	67	4
	EDINBURGH	BMI BRITISH MIDLAND	S	D	4	0	0	25	0	0	75	0	0	67	25	24	4
	GLASGOW	BMI BRITISH MIDLAND	S	A	4	9	0	50	0	25	25	0	0	27	33	34	15
	GLASGOW	BMI BRITISH MIDLAND	S	D	12	0	4	75	8	17	0	0	0	9	53	27	15
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	2	0	0	0	0	100	0	0	0	47	25	30	4
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	3	0	1	33	0	33	33	0	0	59	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	2	0	0	50	50	0	0	0	0	13	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	75	0	0	25	0	0	29	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	50	50	0	0	0	0	18	0	0	0

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
JERSEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	67	21	8	3	1	0	13	78	9	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	81	10	8	1	0	0	7	83	8	118	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	C	A	3	0	1	33	33	33	0	0	0	19	0	39	1	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	C	D	3	0	1	33	67	0	0	0	0	14	100	3	2	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	45	7	0	38	16	18	16	11	2	65	47	33	77	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	A	20	0	3	30	15	25	10	15	5	89	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	D	20	0	4	75	15	0	5	5	0	29	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	66	5	0	55	20	11	9	6	0	35	70	16	73	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	C	A	4	0	0	0	50	25	25	0	0	51	0	0	0	
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	42	0	0	0	
	BIRMINGHAM	CITY FLYER EXPRESS	C	A	4	0	0	100	0	0	0	0	0	-3	0	0	0	
	BIRMINGHAM	CITY FLYER EXPRESS	C	D	4	0	0	50	25	25	0	0	0	18	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	A	149	6	5	57	26	12	4	1	0	17	45	27	140	
	GATWICK	CITY FLYER EXPRESS	S	D	154	0	0	58	32	9	0	1	0	15	66	18	140	
	MANCHESTER	CITY FLYER EXPRESS	C	A	8	0	0	25	13	63	0	0	0	29	0	0	0	
	MANCHESTER	CITY FLYER EXPRESS	C	D	8	0	0	13	50	38	0	0	0	30	0	0	0	
	NEWCASTLE	CITY FLYER EXPRESS	S	A	4	0	0	50	0	50	0	0	0	19	41	34	34	
	NEWCASTLE	CITY FLYER EXPRESS	S	D	26	0	0	50	35	12	4	0	0	19	33	28	30	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	49	0	0	41	27	16	14	2	0	32	39	37	51	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	79	0	0	48	32	14	6	0	0	22	51	25	47	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	133	2	3	58	21	14	8	0	0	20	56	24	134	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	132	0	5	65	15	10	9	1	0	24	65	20	133	
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	34	0	0	65	21	9	6	0	0	17	73	15	59	
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	34	0	0	68	15	9	9	0	0	16	57	20	37	
	NEWCASTLE	KLM UK LTD	C	A	4	0	0	25	25	50	0	0	0	30	0	60	4	
	NEWCASTLE	KLM UK LTD	C	D	4	0	0	25	0	25	50	0	0	56	0	69	4	
	STANSTED	KLM UK LTD	S	A	98	0	0	79	7	8	6	0	0	10	63	23	95	
	STANSTED	KLM UK LTD	S	D	97	0	0	62	23	9	6	0	0	19	35	32	94	
	LONDON CITY	VLM (BELGIUM)	S	A	22	0	0	41	18	41	0	0	0	25	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	22	0	0	32	27	41	0	0	0	27	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
JERSEY																	
<b>TOTAL JERSEY</b>					<b>1527</b>	<b>40</b>	<b>47</b>	<b>60</b>	<b>21</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>22</b>	<b>22</b>
JOHANNESBURG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	1	0	85	9	2	4	0	0	7	73	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	70	23	7	0	0	0	11	47	20	30
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	51	0	0	51	29	12	8	0	0	20	17	38	42
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	51	0	0	67	27	4	0	0	2	23	70	16	33
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	3	3	0	0	0	-1	77	7	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	17	7	0	0	0	12	93	10	30
<b>TOTAL JOHANNESBURG</b>					<b>272</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>18</b>	<b>18</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	25	50	0	0	0	24	0	117	4	
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	17	0	88	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	96	25	116	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	0	0	25	0	93	50	117	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	40	50	53	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	60	25	75	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	34	50	17	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	37	0	21	4	
<b>TOTAL KALAMATA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>28</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>75</b>	<b>75</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	17	0	0	29	6	29	24	6	6	82	20	46	10	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	24	2	1	17	25	33	17	4	4	63	44	28	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	0	0	41	0	24	24	6	6	76	0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	13	0	0	8	8	46	31	8	0	73	0	0	0	
<b>TOTAL KARACHI</b>					<b>71</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>11</b>	<b>32</b>	<b>23</b>	<b>6</b>	<b>4</b>	<b>72</b>	<b>32</b>	<b>37</b>	<b>37</b>	
KATHMANDU																		
	GATWICK	ROYAL NEPAL AIRLINES	S	A	8	0	0	13	25	25	38	0	0	52	0	34	8	
	GATWICK	ROYAL NEPAL AIRLINES	S	D	8	0	0	50	0	25	25	0	0	44	13	35	8	
<b>TOTAL KATHMANDU</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>25</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>6</b>	<b>34</b>	<b>34</b>	
KAVALLA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-16	40	71	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-1	20	75	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	40	48	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	0	65	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	22	80	10	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	26	100	8	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	2	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	80	20	0	0	0	29	0	0	0	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	40	40	0	0	0	27	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	20	60	20	0	0	0	28	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	20	0	0	0
<b>TOTAL KAVALLA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>36</b>	<b>36</b>
KEFALLINIA																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	25	0	75	0	0	0	28	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	25	0	50	25	0	0	47	0	0	0
	GATWICK	AIR 2000	C	A	8	0	0	50	38	0	13	0	0	25	25	40	4
	GATWICK	AIR 2000	C	D	8	0	0	63	25	0	13	0	0	20	25	34	4
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	29	75	57	4
	MANCHESTER	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	21	100	-2	4
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	25	50	25	0	0	45	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	0	50	25	25	0	0	37	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	22	0	92	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	10	25	32	4
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	23	0	420	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	12	0	405	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	24	0	343	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5	0	316	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	3	50	298	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9	75	295	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	38	13	13	25	13	0	75	25	107	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	50	13	0	25	13	0	55	25	113	4
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	38	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	54	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	50	50	0	0	0	34	20	57	5

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KEFALLINIA																	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	1	1	86	0	0	0	14	0	16	50	9	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	47	67	13	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	20	45	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	60	39	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	24	60	42	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	0	25	0	0	54	40	76	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	13	13	50	25	0	0	56	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	25	0	38	38	0	0	46	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	25	50	0	0	86	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	25	0	67	0	0	0
<b>TOTAL KEFALLINIA</b>					<b>160</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>20</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>37</b>	<b>39</b>	<b>109</b>	<b>109</b>
KEFLAVIK																	
	STANSTED	AIR ATLANTA ICELANDIC	C	A	5	0	0	100	0	0	0	0	0	-5	75	12	4
	STANSTED	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	0	50	50	0	0	70	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	13	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	0	1	0	0	0
	GLASGOW	ICELANDAIR	S	A	30	0	0	73	17	3	0	7	0	22	52	39	29
	GLASGOW	ICELANDAIR	S	D	30	0	0	90	0	0	10	0	0	10	90	9	30
	HEATHROW	ICELANDAIR	S	A	43	0	0	47	49	2	2	0	0	16	50	20	38
	HEATHROW	ICELANDAIR	S	D	43	0	0	49	23	23	5	0	0	22	5	41	38
<b>TOTAL KEFLAVIK</b>					<b>163</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>23</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>27</b>	<b>27</b>
KENT INTERNATIONAL																	
KERRY COUNTY																	
	STANSTED	RYANAIR	S	A	30	0	0	57	20	7	13	3	0	32	36	33	42
	STANSTED	RYANAIR	S	D	30	0	0	63	23	13	0	0	0	15	33	34	42
<b>TOTAL KERRY COUNTY</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>36</b>	<b>34</b>	<b>34</b>
KHARTOUM																	
	HEATHROW	SUDAN AIRWAYS	S	A	4	0	0	25	0	50	25	0	0	41	75	71	4
	HEATHROW	SUDAN AIRWAYS	S	D	4	0	0	50	25	25	0	0	0	20	33	88	3

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KHARTOUM																	
<b>TOTAL KHARTOUM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>78</b>	<b>78</b>
KIEV (BORISPOL)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	71	24	5	0	0	0	11	86	1	21
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	29	29	43	0	0	0	25	33	24	21
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	20	0	0	80	15	5	0	0	0	4	57	18	21
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	21	0	0	33	38	19	10	0	0	26	48	20	21
<b>TOTAL KIEV (BORISPOL)</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>27</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>16</b>	<b>16</b>
KILIMANJARO																	
KINGSTON																	
	HEATHROW	AIR JAMAICA	S	A	21	0	0	52	19	14	14	0	0	25	55	38	20
	HEATHROW	AIR JAMAICA	S	D	3	0	0	67	0	33	0	0	0	22	45	51	20
<b>TOTAL KINGSTON</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>44</b>	<b>44</b>
KIRKWALL																	
	EDINBURGH	LOGANAIR	S	A	26	0	0	73	8	4	15	0	0	23	0	0	0
	EDINBURGH	LOGANAIR	S	D	35	1	0	49	17	29	6	0	0	24	0	0	0
	GLASGOW	LOGANAIR	S	A	22	0	4	55	23	14	9	0	0	24	0	0	0
	GLASGOW	LOGANAIR	S	D	23	0	0	83	13	4	0	0	0	9	0	0	0
<b>TOTAL KIRKWALL</b>					<b>106</b>	<b>1</b>	<b>5</b>	<b>63</b>	<b>15</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>36</b>	<b>36</b>
KISHINEV																	
<b>TOTAL KISHINEV</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>50</b>	<b>9</b>	<b>9</b>
KOS																	
	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	25	75	0	0	0	0	22	0	0	0
	NEWCASTLE	AEGEAN AIRLINES	C	D	4	0	0	50	50	0	0	0	0	10	0	0	0
	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-4	100	-21	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	5	80	10	5
	GATWICK	AIR 2000	C	A	22	0	0	68	14	5	14	0	0	20	44	38	9

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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						Actual (7)	Plan (8)										
KOS	GATWICK	AIR 2000	C	D	23	0	0	52	22	17	4	4	0	25	56	35	9
	MANCHESTER	AIR 2000	C	A	5	0	0	40	0	60	0	0	0	32	80	8	5
	MANCHESTER	AIR 2000	C	D	5	0	0	20	40	20	20	0	0	37	40	25	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	7	100	-7	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	12	100	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	50	0	13	13	13	169	29	50	7
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	0	33	22	33	11	0	59	13	46	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	33	50	40	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	38	25	46	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	11	22	0	0	25	38	59	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	1	63	13	13	13	0	0	21	25	65	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	19	0	0	74	11	0	16	0	0	19	33	51	18
	GATWICK	CALEDONIAN AIRWAYS	C	D	19	1	0	68	16	5	11	0	0	18	50	31	18
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	78	0	0	0	0	22	166	44	86	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	44	22	11	11	0	11	142	33	95	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	23	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	15	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	1	100	0	0	0	0	0	-21	50	3	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	1	89	11	0	0	0	0	4	0	36	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	20	25	24	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	16	50	20	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	13	0	0	-4	63	16	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	22	11	11	0	0	18	50	31	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	-6	100	-22	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	7	100	-4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	40	30	30	0	0	0	26	75	8	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	0	30	0	0	0	14	80	13	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	1	46	8	15	23	8	0	47	100	-6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	1	62	8	15	8	8	0	38	100	-6	5
<b>TOTAL KOS</b>					<b>292</b>	<b>11</b>	<b>5</b>	<b>59</b>	<b>18</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>55</b>	<b>38</b>	<b>38</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	LOT-POLISH AIRLINES	S	A	30	0	0	73	17	10	0	0	0	9	69	6	16	
	GATWICK	LOT-POLISH AIRLINES	S	D	30	0	0	43	33	20	3	0	0	20	44	16	16	
<b>TOTAL KRAKOW</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>27</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>21</b>	<b>21</b>	
KRISTIANSAND (KJEVIK)																		
	GATWICK	MAERSK AIR	S	A	25	0	0	68	24	4	4	0	0	14	62	28	26	
	GATWICK	MAERSK AIR	S	D	26	0	0	77	23	0	0	0	0	9	62	22	26	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>25</b>	<b>25</b>	
KRISTIANSTAD																		
	STANSTED	RYANAIR	S	A	30	0	0	93	3	0	3	0	0	-10	59	16	56	
	STANSTED	RYANAIR	S	D	30	0	0	53	30	13	3	0	0	21	46	33	56	
<b>TOTAL KRISTIANSTAD</b>					<b>62</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>6</b>	<b>53</b>	<b>25</b>	<b>25</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	60	0	0	80	13	5	2	0	0	-2	43	24	61	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	60	0	0	55	32	10	2	2	0	17	65	18	60	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	13	0	0	77	8	0	15	0	0	5	0	0	0	
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	13	0	0	46	15	8	31	0	0	41	0	0	0	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>21</b>	<b>21</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	-9	87	-1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	20	17	10	0	0	29	50	27	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	35	0	0	80	11	9	0	0	0	-3	64	17	33	
	HEATHROW	KUWAIT AIRWAYS	S	D	35	0	0	40	20	31	9	0	0	26	22	43	36	
<b>TOTAL KUWAIT</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>	<b>22</b>	<b>22</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
LA CORUNA	GATWICK	EUROPEAN REGIONS AIRLINES	S	A	12	0	1	75	17	0	8	0	0	7	0	0	0
	GATWICK	EUROPEAN REGIONS AIRLINES	S	D	12	0	1	92	0	0	8	0	0	6	0	0	0
<b>TOTAL LA CORUNA</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>12</b>	<b>12</b>
LAGOS	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	76	14	10	0	0	-1	86	-1	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	32	27	36	0	5	0	33	21	51	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	8	8	0	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	8	38	23	31	0	0	47	0	0	0
<b>TOTAL LAGOS</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>25</b>	<b>25</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	0	11	22	56	11	0	91	0	37	4
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	5	0	1	40	20	20	20	0	0	37	0	30	4
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	0	25	25	0	25	25	0	84	22	37	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	1	0	0	38	50	13	0	0	41	22	39	9
<b>TOTAL LAHORE</b>					<b>26</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>23</b>	<b>27</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>36</b>	<b>36</b>
LAMETIA-TERME	LUTON	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	100	0	0	0	41	50	16	2
	LUTON	BMI BRITISH MIDLAND	C	D	2	0	0	0	100	0	0	0	0	26	100	11	2
<b>TOTAL LAMETIA-TERME</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>33</b>	<b>75</b>	<b>13</b>	<b>13</b>
LARNACA	BIRMINGHAM	AIR 2000	S	A	5	0	0	20	60	0	20	0	0	28	40	18	5
	BIRMINGHAM	AIR 2000	S	D	5	0	0	40	40	20	0	0	0	19	60	13	5
	GATWICK	AIR 2000	S	A	28	0	0	50	21	7	11	11	0	43	48	18	21
	GATWICK	AIR 2000	S	D	28	0	0	50	21	7	11	11	0	50	50	20	22
	MANCHESTER	AIR 2000	S	A	13	0	0	69	8	15	8	0	0	7	88	-16	8
	MANCHESTER	AIR 2000	S	D	13	0	0	54	15	23	8	0	0	20	67	17	9
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-8	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	25	25	0	0	0	50	215	0	0	0	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	50	0	0	0	0	50	203	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	A	9	0	0	22	22	22	33	0	0	58	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	9	0	0	11	67	22	0	0	0	25	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-4	25	30	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	50	35	4	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	20	50	13	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	31	0	24	4	
	LUTON	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	25	25	0	0	45	38	38	8	
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	38	25	13	25	0	0	39	50	37	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	0	25	0	0	19	75	10	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	23	63	22	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	28	75	21	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	75	23	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	38	0	0	68	21	8	3	0	0	10	53	24	38	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	38	0	0	71	21	5	3	0	0	12	50	30	38	
	GATWICK	CALEDONIAN AIRWAYS	C	A	31	0	0	55	26	13	0	6	0	30	24	108	25	
	GATWICK	CALEDONIAN AIRWAYS	C	D	31	1	0	61	16	10	6	6	0	34	30	94	27	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	75	50	4	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	65	25	23	4	
	LUTON	CALEDONIAN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	28	0	66	5	
	LUTON	CALEDONIAN AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	67	0	68	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	11	0	0	36	9	9	9	0	36	226	0	92	14	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	11	0	0	18	18	18	18	9	18	159	0	78	14	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	10	0	0	70	30	0	0	0	0	6	50	34	10	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	9	0	1	22	22	44	11	0	0	30	20	69	10	
	GATWICK	CYPRUS AIRWAYS	S	A	9	0	0	33	67	0	0	0	0	16	31	29	13	
	GATWICK	CYPRUS AIRWAYS	S	D	9	0	0	56	22	22	0	0	0	18	23	41	13	
	HEATHROW	CYPRUS AIRWAYS	S	A	64	0	0	45	28	19	6	2	0	26	30	53	47	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								SEPT 1998				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
LARNACA	HEATHROW	CYPRUS AIRWAYS	S	D	63	1	1	41	35	17	2	3	2	40	32	38	47
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	44	22	22	11	0	0	20	78	30	9
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	22	0	56	22	0	0	48	11	55	9
	STANSTED	CYPRUS AIRWAYS	S	A	12	0	0	67	8	25	0	0	0	7	78	4	9
	STANSTED	CYPRUS AIRWAYS	S	D	12	0	0	33	25	25	17	0	0	34	22	35	9
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	20	40	40	0	0	0	28	0	49	5
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	0	40	60	0	0	0	33	0	52	5
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	6	0	0	67	17	17	0	0	0	12	25	17	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	6	0	0	67	17	17	0	0	0	15	75	14	4
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	9	3	2	56	0	33	11	0	0	32	88	-2	8
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	9	2	2	33	22	33	11	0	0	36	75	11	8
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	63	0	0	38	0	0	43	100	4	4
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	63	0	0	38	0	0	39	75	18	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	60	1	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	7	40	21	5
	EDINBURGH	MONARCH AIRLINES	C	A	3	0	1	67	33	0	0	0	0	2	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	60	0	0	0
	GLASGOW	MONARCH AIRLINES	C	A	5	1	0	60	40	0	0	0	0	8	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	0	80	20	0	0	0	23	0	0	0
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	23	20	54	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	23	25	44	4
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	44	22	0	11	11	11	86	73	1	11
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	56	0	11	11	11	11	97	45	23	11
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	75	25	0	168	50	19	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	0	50	25	0	153	25	23	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	35	75	9	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	47	0	31	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	25	0	97	0	93	3
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	50	0	0	84	25	52	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	42	0	17	25	17	0	81	33	124	12



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MY TRAVEL AIRWAYS UK	C	D	12	0	0	50	8	0	17	17	8	93	17	120	12	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	40	20	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	10	60	25	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	10	50	30	10	0	34	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	7	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	21	36	14	29	0	44	40	35	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	50	7	14	29	0	32	60	11	5		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	28	60	11	5		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	24	100	3	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46	23	0	23	8	47	80	3	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	15	0	15	8	39	80	9	10		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	6	100	-9	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	5	100	-7	5		
<b>TOTAL LARNACA</b>					<b>825</b>	<b>8</b>	<b>7</b>	<b>49</b>	<b>21</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>39</b>	<b>43</b>	<b>38</b>	<b>38</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	25	25	0	49	100	8	4		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	25	25	0	53	50	16	4		
	GATWICK	AIR 2000	C	A	8	0	0	75	13	13	0	0	10	38	68	8		
	GATWICK	AIR 2000	C	D	8	0	0	75	13	13	0	0	14	38	70	8		
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	-17	100	-10	4		
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	-12	100	-8	4		
	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	-11	67	18	12		
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	25	0	0	12	75	20	12		
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	-19	75	19	4		
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	-11	75	27	4		
	GATWICK	AIR EUROPA	C	A	4	0	0	25	25	0	25	25	115	42	56	12		
	GATWICK	AIR EUROPA	C	D	4	0	0	25	25	0	25	25	117	33	56	12		
	MANCHESTER	AIR EUROPA	C	A	4	0	0	50	0	50	0	0	21	25	55	4		
	MANCHESTER	AIR EUROPA	C	D	4	0	0	50	0	25	25	0	38	0	63	4		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	88	0	0	13	0	7	67	19	9		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	8	63	22	8
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	13	13	0	0	23	0	90	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	1	0	78	11	11	0	0	0	9	0	75	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	34	100	-3	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	40	75	7	4
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	46	23	8	23	0	0	34	46	53	13
	LUTON	BRITANNIA AIRWAYS	C	D	13	1	0	62	23	0	15	0	0	23	33	63	12
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	35	24	29	12	0	0	30	44	23	16
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	33	22	11	33	0	0	44	56	26	16
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	0	25	112	60	42	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	79	25	68	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	24	40	11	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	32	25	17	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	63	13	0	13	13	0	41	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	63	13	13	0	13	0	36	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-9	60	22	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	16	50	38	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	1	75	0	0	25	0	0	-9	25	96	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	22	13	102	8
	GLASGOW	IBERWORLD	C	A	4	0	0	0	0	50	50	0	0	74	0	0	0
	GLASGOW	IBERWORLD	C	D	4	0	0	0	0	50	50	0	0	75	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	25	26	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	15	0	37	4
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	45	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	58	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	25	25	0	110	38	23	8
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	0	50	25	0	120	25	31	8
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	4	0	41	4
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	0	46	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	18	75	7	4

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
LAS PALMAS	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	23	75	3	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	42	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	2	0	0	100	0	0	0	46	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	25	0	0	0	4	38	27	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	22	0	0	22	63	24	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	21	0	0	62	0	14	14	10	0	40	81	11	16	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	22	0	0	45	23	14	14	5	0	47	69	18	16	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	0	13	13	0	58	67	39	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	0	13	13	0	59	75	32	8	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	25	0	93	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	51	0	92	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	29	12	0	29	18	12	152	42	62	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	28	17	0	28	17	11	151	42	82	12	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	25	25	0	116	50	16	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	50	25	0	126	75	16	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	0	50	0	152	50	85	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	50	50	0	187	25	110	4	
	EDINBURGH	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	19	75	1	4	
	EDINBURGH	SPANAIR	C	D	4	1	0	50	0	50	0	0	0	27	75	17	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-9	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	54	13	8	21	4	0	35	67	17	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	24	0	0	58	13	8	21	0	0	24	75	20	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	4	71	-2	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	20	71	3	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	36	0	0	67	6	3	14	11	0	46	81	7	21	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	36	0	0	58	14	0	11	17	0	51	85	3	20	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-7	100	2	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	100	-1	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LAS PALMAS	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	38	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	18	0	0	0
<b>TOTAL LAS PALMAS</b>					<b>572</b>	<b>3</b>	<b>3</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>43</b>	<b>56</b>	<b>32</b>	<b>32</b>
LAS VEGAS	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	20	20	40	20	0	120	80	26	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	0	25	50	25	0	144	60	13	5
<b>TOTAL LAS VEGAS</b>					<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>131</b>	<b>70</b>	<b>20</b>	<b>20</b>
LE HAVRE	BIRMINGHAM	LOVE AIR	S	A	40	0	3	68	25	5	3	0	0	13	0	0	0
	BIRMINGHAM	LOVE AIR	S	D	40	0	3	60	25	10	5	0	0	17	0	0	0
<b>TOTAL LE HAVRE</b>					<b>80</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>25</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>14</b>	<b>14</b>
LE TOUQUET					<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>
LEEDS BRADFORD	HEATHROW	BMI BRITISH MIDLAND	S	A	138	0	0	76	13	7	4	0	0	10	47	22	138
	HEATHROW	BMI BRITISH MIDLAND	S	D	130	0	0	75	18	2	5	0	0	9	53	18	133
	EDINBURGH	BMI REGIONAL	S	A	57	0	3	95	5	0	0	0	0	1	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	58	1	2	79	14	3	3	0	0	10	0	0	0
	GLASGOW	BMI REGIONAL	S	A	70	1	0	93	0	7	0	0	0	3	0	0	0
	GLASGOW	BMI REGIONAL	S	D	70	1	0	90	1	7	0	1	0	7	0	0	0
<b>TOTAL LEEDS BRADFORD</b>					<b>523</b>	<b>4</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>16</b>	<b>16</b>
LEIPZIG																	
LEMNOS	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	28	75	2	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	12	25	35	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-1	0	0	0
<b>TOTAL LEMNOS</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>42</b>	<b>42</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LEMWERDER																		
LIBREVILLE																		
	GATWICK	AIR GABON	S	A	3	0	1	0	0	33	67	0	0	91	0	40	4	
	GATWICK	AIR GABON	S	D	3	0	1	100	0	0	0	0	0	-1	50	16	4	
<b>TOTAL LIBREVILLE</b>					<b>6</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>28</b>	<b>28</b>	
LILLE																		
LILONGWE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-5	80	-3	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	80	30	5		
<b>TOTAL LILONGWE</b>					<b>8</b>	<b>0</b>	<b>8</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>21</b>	<b>21</b>	
LISBON																		
	HEATHROW	AIR PORTUGAL	S	A	90	0	0	38	23	29	10	0	0	28	59	22	90	
	HEATHROW	AIR PORTUGAL	S	D	90	0	0	60	16	16	9	0	0	21	51	26	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	94	0	0	70	15	12	3	0	0	13	59	17	94	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	0	72	21	6	0	0	0	9	56	19	94	
	GATWICK	GB AIRWAYS LTD	S	A	56	0	0	55	27	11	7	0	0	18	60	19	30	
	GATWICK	GB AIRWAYS LTD	S	D	56	0	0	66	14	13	7	0	0	19	73	20	30	
	STANSTED	GO FLY LTD	S	A	60	0	0	87	5	5	3	0	0	-5	74	13	61	
	STANSTED	GO FLY LTD	S	D	60	0	0	72	13	7	8	0	0	15	77	15	60	
	MANCHESTER	PORTUGALIA	S	A	26	0	0	85	4	8	4	0	0	7	69	19	26	
	MANCHESTER	PORTUGALIA	S	D	23	0	0	91	0	9	0	0	0	3	75	16	8	
<b>TOTAL LISBON</b>					<b>649</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>19</b>	<b>19</b>	
LIVERPOOL																		
LJUBLJANA																		
	HEATHROW	ADRIA AIRWAYS	S	A	30	0	0	50	23	27	0	0	0	19	47	23	30	
	HEATHROW	ADRIA AIRWAYS	S	D	30	0	0	30	43	20	7	0	0	26	27	33	30	
	MANCHESTER	ADRIA AIRWAYS	S	A	6	0	0	83	17	0	0	0	0	-2	80	3	5	
	MANCHESTER	ADRIA AIRWAYS	S	D	6	0	0	50	50	0	0	0	0	12	50	16	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	17	0	0	82	6	12	0	0	0	6	92	5	13	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LJUBLJANA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	0	59	12	24	6	0	0	21	69	24	13
<b>TOTAL LJUBLJANA</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>23</b>	<b>23</b>
LONDON CITY	EDINBURGH	KLM UK LTD	S	A	76	0	2	91	7	0	3	0	0	1	85	1	94
	EDINBURGH	KLM UK LTD	S	D	76	0	2	76	14	7	3	0	0	13	78	9	94
	MANCHESTER	KLM UK LTD	S	A	70	0	0	97	0	3	0	0	0	-10	96	-8	85
	MANCHESTER	KLM UK LTD	S	D	70	0	0	89	6	4	1	0	0	1	95	-2	85
	GLASGOW	SCOT AIRWAYS	S	A	95	0	0	71	21	6	2	0	0	12	0	0	0
	GLASGOW	SCOT AIRWAYS	S	D	95	0	0	94	5	1	0	0	0	1	0	0	0
<b>TOTAL LONDON CITY</b>					<b>482</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>0</b>	<b>0</b>
LONDONDERRY	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	70	7	3	20	0	0	14	69	22	29
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	63	13	7	17	0	0	21	73	28	30
	GLASGOW	LOGANAIR	S	A	29	0	1	86	3	3	7	0	0	14	62	25	29
	GLASGOW	LOGANAIR	S	D	29	0	1	69	24	3	3	0	0	13	62	28	29
	STANSTED	RYANAIR	S	A	59	0	0	90	10	0	0	0	0	-6	0	0	0
	STANSTED	RYANAIR	S	D	59	0	0	59	22	17	2	0	0	17	0	0	0
<b>TOTAL LONDONDERRY</b>					<b>236</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>26</b>	<b>26</b>
LOS ANGELES INTERNATION	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	87	3	10	0	0	0	-5	70	4	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	63	30	7	0	0	0	13	47	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	2	0	86	8	2	1	1	1	9	87	1	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	56	26	12	6	0	0	17	51	20	90
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	72	12	5	12	0	0	7	80	9	30
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	75	17	7	2	0	0	11	40	20	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	1	1	90	2	3	5	0	0	-17	84	-11	58
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	60	20	10	10	0	0	22	63	16	60
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>475</b>	<b>3</b>	<b>1</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>9</b>	<b>9</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LUSAKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	15	8	0	0	15	62	11	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	1	1	92	0	8	0	0	0	8	62	15	13	
<b>TOTAL LUSAKA</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>13</b>	<b>13</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	134	0	0	89	8	1	2	0	0	0	52	28	130	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	134	0	0	74	17	6	3	0	0	13	32	34	130	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	112	0	0	93	3	3	2	0	0	44	37	108		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	112	0	0	91	6	1	2	0	0	4	51	38	108	
<b>TOTAL LUTON</b>					<b>493</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>34</b>	<b>34</b>	
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	1	57	13	22	9	0	0	21	50	22	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	1	76	16	4	4	0	0	11	81	13	26	
	GATWICK	CITY FLYER EXPRESS	S	A	74	0	0	65	12	12	11	0	0	17	52	21	99	
	GATWICK	CITY FLYER EXPRESS	S	D	74	0	0	36	31	24	8	0	0	28	55	22	99	
	HEATHROW	LUXAIR	S	A	60	0	0	57	28	8	7	0	0	18	65	15	60	
	HEATHROW	LUXAIR	S	D	60	0	0	80	8	3	8	0	0	12	72	10	60	
	MANCHESTER	LUXAIR	S	A	21	0	1	71	14	10	5	0	0	12	82	6	22	
	MANCHESTER	LUXAIR	S	D	22	0	0	91	5	0	5	0	0	3	82	8	22	
	STANSTED	LUXAIR	S	A	48	0	0	67	17	15	2	0	0	14	77	7	48	
	STANSTED	LUXAIR	S	D	48	0	0	56	27	13	4	0	0	17	54	22	48	
	LONDON CITY	VLM (BELGIUM)	S	A	73	0	1	63	14	18	5	0	0	19	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	73	0	1	34	36	19	11	0	0	28	0	0	0	
<b>TOTAL LUXEMBOURG</b>					<b>602</b>	<b>0</b>	<b>5</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>16</b>	<b>16</b>	
LUXOR																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	1	0	20	60	0	20	0	0	27	25	19	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	12	0	27	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	40	20	0	0	42	100	-12	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	40	0	0	0	28	100	1	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	36	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
LUXOR																		
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	44	0	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	20	0	0	20	0	43	0	0	0	0
	HEATHROW	EGYPT AIR	S	A	4	0	0	25	0	50	0	25	0	83	50	31	4	4
	HEATHROW	EGYPT AIR	S	D	4	0	0	0	0	25	50	25	0	118	0	60	4	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	51	0	0	0	0
<b>TOTAL LUXOR</b>					<b>50</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>42</b>	<b>46</b>	<b>21</b>	<b>21</b>	
LYON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	81	11	4	3	0	0	6	60	16	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	87	9	2	2	0	0	5	72	14	90	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	30	0	0	60	30	7	3	0	0	12	60	13	30	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	30	0	0	60	13	27	0	0	0	16	87	8	30	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	79	0	1	89	4	6	1	0	0	2	68	7	82	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	79	0	1	77	19	3	1	0	0	8	72	10	82	
<b>TOTAL LYON</b>					<b>398</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>12</b>	<b>12</b>	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	73	0	0	66	23	10	1	0	0	13	48	27	69
	STANSTED	KLM EXEL	S	D	72	0	2	63	24	10	4	0	0	14	40	26	68
<b>TOTAL MAASTRICHT</b>					<b>145</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>27</b>	<b>27</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	2	100	-10	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	75	0	13	13	0	0	17	38	22	8
<b>TOTAL MADRAS/CHENNAI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>5</b>	<b>5</b>
MADRID	EDINBURGH	AER LEISURE	C	D	3	0	0	0	33	33	33	0	0	58	0	0	0
	GATWICK	AIR EUROPA	S	A	26	0	0	12	31	27	31	0	0	47	0	0	0
	GATWICK	AIR EUROPA	S	D	26	0	0	50	15	15	19	0	0	30	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	67	19	11	3	0	0	14	77	9	90
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	61	21	9	9	0	0	20	72	13	90
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	30	37	20	13	0	0	28	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	83	13	3	0	0	0	9	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	26	0	0	62	19	19	0	0	0	15	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	30	0	0	93	3	3	0	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	42	28	22	8	1	0	25	53	17	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	69	18	9	3	0	0	13	63	17	120
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	51	0	0	29	25	27	16	2	0	37	65	11	52
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	51	0	0	45	31	16	6	2	0	25	62	17	52
	LUTON	DEBONAIR AIRWAYS LTD	S	A	29	1	1	38	38	21	3	0	0	21	53	30	30
	LUTON	DEBONAIR AIRWAYS LTD	S	D	30	0	0	67	17	13	3	0	0	16	40	28	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	17	17	0	0	0	14	50	46	20
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	23	0	3	0	0	10	71	50	14
	EDINBURGH	FUTURA AIRLINES	C	A	3	0	0	0	0	67	33	0	0	61	0	0	0
	STANSTED	GO FLY LTD	S	A	72	0	0	65	17	13	6	0	0	14	0	0	0
	STANSTED	GO FLY LTD	S	D	73	0	0	60	18	14	8	0	0	18	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
MADRID	HEATHROW	IBERIA	S	A	150	0	0	38	29	26	6	1	0	26	65	16	120
	HEATHROW	IBERIA	S	D	150	0	0	62	13	17	7	1	0	19	74	11	120
	EDINBURGH	SPANAIR	C	A	2	0	0	0	0	0	100	0	0	94	0	0	0
	EDINBURGH	SPANAIR	C	D	2	0	0	0	0	0	100	0	0	86	0	0	0
	GATWICK	SPANAIR	S	A	9	0	0	0	0	67	22	11	0	91	25	30	8
	GATWICK	SPANAIR	S	D	9	0	0	11	22	22	33	11	0	89	13	38	8
<b>TOTAL MADRID</b>					<b>1282</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>21</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>17</b>	<b>17</b>
MAHON	GATWICK	AER LEISURE	C	A	2	0	0	50	0	50	0	0	0	18	0	0	0
	BIRMINGHAM	AIR 2000	C	A	8	0	0	38	13	13	38	0	0	55	88	6	8
	BIRMINGHAM	AIR 2000	C	D	8	0	0	38	25	13	25	0	0	48	50	11	8
	GATWICK	AIR 2000	C	A	21	1	0	14	33	29	14	10	0	64	38	72	16
	GATWICK	AIR 2000	C	D	20	1	1	40	20	25	5	10	0	54	53	59	15
	MANCHESTER	AIR 2000	C	A	20	0	0	65	20	5	10	0	0	21	83	1	6
	MANCHESTER	AIR 2000	C	D	20	0	0	60	25	5	10	0	0	24	67	3	6
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	5	75	12	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	75	0	0	0	0	22	50	11	4
	STANSTED	AIR 2000	C	A	8	0	0	13	25	13	50	0	0	76	100	-3	4
	STANSTED	AIR 2000	C	D	8	0	0	13	25	13	50	0	0	74	100	6	4
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	25	50	0	0	76	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	50	50	0	0	82	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	69	23	0	8	0	0	11	54	66	13
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	46	15	38	0	0	0	22	31	60	13
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	24	29	12	35	0	0	40	6	75	17
	GATWICK	BRITANNIA AIRWAYS	C	D	17	0	0	59	6	18	18	0	0	24	65	52	17
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	0	100	0	0	95	0	64	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	25	75	0	0	78	0	74	4
	LUTON	BRITANNIA AIRWAYS	C	A	13	0	0	46	8	8	38	0	0	40	41	42	17
	LUTON	BRITANNIA AIRWAYS	C	D	13	0	0	54	8	23	15	0	0	26	47	41	17
	MANCHESTER	BRITANNIA AIRWAYS	C	A	16	2	1	25	38	19	19	0	0	44	35	53	26

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MAHON	MANCHESTER	BRITANNIA AIRWAYS	C	D	16	0	1	56	13	13	19	0	0	35	50	54	26	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	33	56	0	11	0	0	19	22	52	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	67	33	0	0	0	0	7	67	30	9	
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	25	50	13	13	0	0	33	25	27	8	
	STANSTED	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	21	88	7	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	15	0	0	40	20	27	13	0	0	32	56	27	16	
	GATWICK	CALEDONIAN AIRWAYS	C	D	15	0	0	67	20	7	7	0	0	13	75	14	16	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	-5	88	3	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	63	25	13	0	0	0	12	75	40	8	
	GATWICK	CITY FLYER EXPRESS	C	A	8	0	0	13	25	63	0	0	0	34	0	0	0	
	GATWICK	CITY FLYER EXPRESS	C	D	8	0	0	13	50	38	0	0	0	26	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	1	0	100	0	0	0	0	21	25	33	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	10	20	75	5	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	75	2	4	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	75	10	4	
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	0	50	50	0	0	0	28	0	54	1	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-16	100	-2	4	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	75	39	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	33	8	8	42	8	0	63	25	25	12	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	42	0	8	42	8	0	60	42	21	12	
	GATWICK	MONARCH AIRLINES	C	A	21	0	0	38	24	24	14	0	0	31	19	95	16	
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	57	19	19	5	0	0	20	44	82	16	
	LUTON	MONARCH AIRLINES	S	A	12	1	0	83	8	8	0	0	0	9	62	13	13	
	LUTON	MONARCH AIRLINES	C	A	4	0	1	75	0	25	0	0	0	11	75	8	4	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	85	0	15	0	0	0	11	85	5	13	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	42	33	18	3	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	77	0	8	15	0	0	16	13	108	8	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	62	15	15	8	0	0	15	50	100	8	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	45	50	31	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	25	75	0	0	98	25	45	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	15	50	15	4	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	50	0	0	0	33	25	30	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	11	22	11	0	53	88	6	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	11	11	0	0	21	63	22	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	50	50	27	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	50	15	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	34	75	14	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	75	25	0	0	51	25	33	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	1	38	8	0	23	23	8	133	44	69	16	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	31	15	8	31	15	0	87	38	82	16	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	29	100	3	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-3	100	5	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	0	0	0	63	38	0	175	13	143	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	7	0	1	0	0	43	29	29	0	145	13	142	8	
	MANCHESTER	SPANAIR	C	A	5	0	0	40	20	0	40	0	0	56	100	13	1	
	MANCHESTER	SPANAIR	C	D	5	0	0	20	40	0	40	0	0	61	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	19	0	1	42	16	37	5	0	0	26	63	25	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	1	53	24	18	6	0	0	19	88	9	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-19	100	-14	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-2	100	-6	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	21	1	0	57	10	24	5	5	0	28	88	0	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	21	0	1	62	10	19	5	5	0	30	88	0	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-13	100	-4	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	9	75	12	4	
	GATWICK	TRANSAER	C	A	6	0	0	0	17	33	50	0	0	72	83	6	6	
	GATWICK	TRANSAER	C	D	6	0	0	67	0	17	17	0	0	30	50	25	6	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	-8	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MAHON	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	44	22	11	22	0	0	32	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	44	22	11	22	0	0	34	0	0	0
<b>TOTAL MAHON</b>					<b>759</b>	<b>6</b>	<b>13</b>	<b>48</b>	<b>18</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>52</b>	<b>40</b>	<b>40</b>
MALAGA	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	50	75	24	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	39	75	11	4
	GATWICK	AIR 2000	C	A	39	0	0	46	13	15	21	5	0	43	35	31	20
	GATWICK	AIR 2000	C	D	37	0	0	43	8	22	22	5	0	50	55	32	20
	GLASGOW	AIR 2000	C	A	8	0	0	63	25	0	0	0	13	55	38	35	8
	GLASGOW	AIR 2000	C	D	8	0	0	75	13	0	0	0	13	54	63	27	8
	MANCHESTER	AIR 2000	C	A	20	1	1	40	15	20	15	10	0	50	63	31	16
	MANCHESTER	AIR 2000	C	D	21	0	0	48	5	19	19	10	0	54	63	36	16
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	25	0	0	25	0	76	100	3	4
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	0	25	0	25	0	74	50	16	4
	STANSTED	AIR 2000	C	A	8	0	0	25	13	0	50	13	0	77	0	0	0
	STANSTED	AIR 2000	C	D	8	0	0	25	13	13	38	13	0	75	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	9	0	0	67	11	11	11	0	0	19	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	9	0	0	78	11	0	11	0	0	13	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	A	9	0	0	22	11	22	22	0	22	131	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	9	0	0	100	0	0	0	0	0	7	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	33	11	0	0	37	25	188	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	22	0	0	0	19	25	187	8
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	25	75	0	0	60	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	75	0	0	0	39	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	22	44	22	11	0	84	8	76	12
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	44	22	22	11	0	0	33	38	55	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	33	33	22	0	11	0	49	75	6	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	11	33	44	0	11	0	60	75	14	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MALAGA	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	7	38	48	8	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	63	30	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	0	50	0	177	56	109	16	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	0	25	25	0	50	0	172	50	39	16	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	0	13	0	33	63	15	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	0	11	0	25	63	10	8	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	100	0	0	0	40	0	35	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	75	16	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	12	0	0	33	17	50	0	0	0	27	58	13	12	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	12	0	0	67	17	17	0	0	0	19	75	14	12	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	16	0	0	38	19	38	6	0	0	28	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	16	0	0	69	19	6	6	0	0	19	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	29	0	0	48	14	3	24	3	7	64	44	40	39	
	GATWICK	CALEDONIAN AIRWAYS	C	D	29	0	0	52	7	7	24	7	3	65	46	44	37	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	39	0	126	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	43	0	105	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	22	1	0	59	14	18	5	5	0	16	50	39	18	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	21	0	1	62	10	10	14	5	0	30	47	43	17	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	12	0	0	8	42	50	0	0	0	34	38	34	8	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	12	0	0	67	17	8	8	0	0	18	100	3	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	1	50	0	0	33	17	0	58	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	0	20	20	20	0	78	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	1	88	0	0	13	0	0	10	100	-13	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	63	13	13	0	13	0	37	33	19	3	
	STANSTED	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	25	25	25	0	70	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	25	25	25	0	81	0	0	0	
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-5	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	4	0	0	25	50	25	0	0	0	28	100	1	4	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	0	25	75	0	0	0	36	75	24	4	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MALAGA	LUTON	FUTURA AIRLINES	C	A	4	0	0	50	0	50	0	0	0	23	25	41	4
	LUTON	FUTURA AIRLINES	C	D	4	0	0	50	0	50	0	0	0	26	25	49	4
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	0	25	75	0	0	0	41	100	-6	4
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	0	0	100	0	0	0	46	75	6	4
	GATWICK	GB AIRWAYS LTD	S	A	48	1	0	38	23	27	13	0	0	29	57	19	51
	GATWICK	GB AIRWAYS LTD	S	D	48	0	0	79	8	13	0	0	0	12	71	19	51
	HEATHROW	GB AIRWAYS LTD	S	A	30	0	0	43	20	23	13	0	0	26	57	20	30
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	43	23	20	13	0	0	32	50	26	30
	STANSTED	GO FLY LTD	S	A	76	0	0	86	5	3	4	0	3	17	0	0	0
	STANSTED	GO FLY LTD	S	D	75	0	0	57	21	13	8	0	0	22	0	0	0
	HEATHROW	IBERIA	S	A	30	0	0	20	17	37	27	0	0	44	63	17	30
	HEATHROW	IBERIA	S	D	30	0	0	20	13	37	30	0	0	50	67	17	30
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	33	8	42	17	0	0	42	11	38	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	58	25	0	17	0	0	31	44	23	9
	GATWICK	MONARCH AIRLINES	C	A	52	0	0	21	21	23	25	8	2	65	25	48	44
	GATWICK	MONARCH AIRLINES	C	D	52	0	1	25	23	23	23	6	0	53	45	41	44
	LUTON	MONARCH AIRLINES	S	A	34	0	0	76	15	3	3	0	3	24	83	-1	30
	LUTON	MONARCH AIRLINES	S	D	34	0	0	74	21	6	0	0	0	11	73	6	30
	MANCHESTER	MONARCH AIRLINES	C	A	25	0	0	20	40	16	12	12	0	64	35	31	26
	MANCHESTER	MONARCH AIRLINES	C	D	24	0	1	58	17	4	13	8	0	40	69	20	26
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	61	75	5	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	53	75	8	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	0	0	38	13	0	69	63	21	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	0	0	33	11	0	56	100	1	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	0	25	0	85	25	70	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	75	25	49	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	33	0	33	0	0	43	0	108	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	37	0	101	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	21	29	14	21	14	0	77	38	142	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	36	14	14	21	14	0	78	75	125	8

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	0	50	0	135	50	7	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	0	50	0	140	75	7	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	25	50	0	180	50	51	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	0	75	0	194	25	56	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	29	18	24	29	0	0	48	50	32	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	35	18	24	24	0	0	41	50	30	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	25	20	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	50	12	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	75	0	0	13	13	0	56	58	17	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	69	6	0	13	13	0	53	92	7	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	24	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-3	100	-13	4
	GATWICK	TRANSAER	C	A	17	0	0	82	0	12	6	0	0	5	76	32	21
	GATWICK	TRANSAER	C	D	16	0	0	81	6	0	13	0	0	25	71	21	21
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	31	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	35	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	51	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	51	0	0	0
	STANSTED	VIRGIN EXPRESS	C	A	4	0	0	75	0	0	25	0	0	24	0	0	0
	STANSTED	VIRGIN EXPRESS	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL MALAGA</b>					<b>1396</b>	<b>4</b>	<b>7</b>	<b>50</b>	<b>15</b>	<b>17</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>41</b>	<b>54</b>	<b>35</b>	<b>35</b>
MALE INTERNATIONAL	GATWICK	MONARCH AIRLINES	C	A	12	1	1	50	8	0	33	8	0	54	25	47	4
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	8	8	17	58	8	0	101	0	89	4
<b>TOTAL MALE INTERNATIONAL</b>					<b>24</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>8</b>	<b>8</b>	<b>46</b>	<b>8</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>67</b>	<b>67</b>
MALMO	LONDON CITY	BRAATHENS ASA	S	A	52	0	0	63	31	4	2	0	0	10	0	0	0
	LONDON CITY	BRAATHENS ASA	S	D	52	0	0	42	33	19	6	0	0	23	0	0	0
<b>TOTAL MALMO</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>32</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>15</b>	<b>15</b>



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	GATWICK	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	17	44	20	9	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	67	11	9	
	MANCHESTER	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	46	33	19	9	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	20	33	26	9	
	BIRMINGHAM	AIR MALTA	C	A	8	0	0	88	0	0	13	0	0	9	30	25	10	
	BIRMINGHAM	AIR MALTA	S	A	10	0	0	60	10	20	10	0	0	19	71	7	7	
	BIRMINGHAM	AIR MALTA	C	D	8	0	0	38	38	13	13	0	0	18	10	30	10	
	BIRMINGHAM	AIR MALTA	S	D	10	0	0	40	20	20	20	0	0	30	14	25	7	
	GATWICK	AIR MALTA	C	A	20	0	1	90	0	0	10	0	0	3	80	9	15	
	GATWICK	AIR MALTA	S	A	44	0	0	89	5	7	0	0	0	-3	76	9	45	
	GATWICK	AIR MALTA	C	D	20	0	1	85	5	5	5	0	0	8	63	17	16	
	GATWICK	AIR MALTA	S	D	43	0	0	42	26	33	0	0	0	21	51	24	45	
	GLASGOW	AIR MALTA	C	A	8	0	0	75	13	0	13	0	0	8	67	8	9	
	GLASGOW	AIR MALTA	S	A	6	0	0	83	0	17	0	0	0	12	60	8	5	
	GLASGOW	AIR MALTA	S	D	6	0	0	17	67	17	0	0	0	25	0	47	5	
	GLASGOW	AIR MALTA	C	D	8	0	0	38	25	25	13	0	0	27	44	22	9	
	HEATHROW	AIR MALTA	S	A	61	0	0	75	16	5	3	0	0	4	75	10	61	
	HEATHROW	AIR MALTA	S	D	61	0	0	57	15	20	8	0	0	23	36	31	61	
	LUTON	AIR MALTA	C	A	4	0	0	75	0	0	25	0	0	18	0	172	1	
	LUTON	AIR MALTA	C	D	4	0	0	75	0	0	25	0	0	29	0	0	0	
	MANCHESTER	AIR MALTA	C	A	20	0	0	90	5	0	0	5	0	-6	70	16	23	
	MANCHESTER	AIR MALTA	S	A	17	0	0	76	18	0	0	6	0	10	88	1	17	
	MANCHESTER	AIR MALTA	C	D	19	2	1	79	11	5	0	5	0	11	55	29	22	
	MANCHESTER	AIR MALTA	S	D	17	0	0	53	18	18	6	6	0	29	24	30	17	
	NEWCASTLE	AIR MALTA	C	A	9	0	0	89	0	11	0	0	0	-16	50	19	4	
	NEWCASTLE	AIR MALTA	C	D	9	0	0	78	11	11	0	0	0	-7	50	23	4	
	STANSTED	AIR MALTA	C	A	6	0	0	67	0	33	0	0	0	18	50	41	4	
	STANSTED	AIR MALTA	C	D	6	0	0	0	50	17	33	0	0	41	0	60	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	22	33	0	0	45	22	44	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	38	25	13	25	0	0	37	33	39	9	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	-9	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	17	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14	25	67	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	50	55	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	13	0	0	0	12	44	20	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	0	67	11	9	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-11	75	-2	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	-5	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	19	100	5	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	9	100	3	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	34	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	57	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	70	7	17	7	0	0	12	63	12	30	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	60	17	7	17	0	0	25	70	15	30	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	25	0	25	0	57	50	138	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	57	50	128	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	73	80	45	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	0	50	0	0	56	60	16	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	48	80	5	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	0	50	0	0	58	100	3	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	25	25	0	106	20	98	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	82	20	118	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	2	20	22	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	11	40	23	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	25	13	0	0	20	100	-9	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	11	22	0	0	22	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	0	38	25	0	0	44	100	-9	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	0	22	44	0	0	48	100	-7	8	
<b>TOTAL MALTA</b>					<b>648</b>	<b>2</b>	<b>3</b>	<b>64</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>22</b>	<b>22</b>	
MANCHESTER																		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MANCHESTER	NEWCASTLE	AIR 2000	C	A	3	0	1	0	0	100	0	0	0	41	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	0	25	0	75	0	0	0	33	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	227	0	0	74	13	8	5	0	0	10	74	9	228
	HEATHROW	BMI BRITISH MIDLAND	S	D	227	0	0	80	11	6	3	0	0	8	77	9	229
	EDINBURGH	BMI REGIONAL	S	A	71	0	3	70	6	14	10	0	0	15	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	73	0	1	63	10	14	14	0	0	24	0	0	0
	GLASGOW	BMI REGIONAL	S	A	90	1	0	86	3	6	4	1	0	11	0	0	0
	GLASGOW	BMI REGIONAL	S	D	94	1	0	85	3	9	2	1	0	10	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	63	38	0	0	0	0	5	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	13	13	0	0	20	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	1	27	27	9	36	0	0	40	50	15	4
	GATWICK	BRITANNIA AIRWAYS	C	D	13	2	0	54	23	15	8	0	0	20	80	7	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	50	25	0	25	170	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	194	0	0	74	16	6	4	0	0	14	67	15	163
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	194	0	0	86	8	4	2	0	0	8	82	11	164
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	2	72	18	9	1	0	0	9	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	2	74	15	10	1	0	0	12	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	92	1	4	57	16	13	11	3	0	27	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	95	1	2	76	8	11	5	0	0	14	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	49	0	3	55	10	18	12	4	0	35	78	16	121
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	28	1	2	71	21	7	0	0	0	13	79	15	121
	GLASGOW	BRITISH AIRWAYS PLC	S	A	20	1	2	35	25	30	10	0	0	29	63	18	115
	GLASGOW	BRITISH AIRWAYS PLC	S	D	42	1	4	57	17	19	5	2	0	25	80	9	117
	HEATHROW	BRITISH AIRWAYS PLC	S	A	296	0	0	63	19	10	7	0	0	18	64	17	297
	HEATHROW	BRITISH AIRWAYS PLC	S	D	296	0	0	80	10	8	2	0	0	6	77	9	297
	HEATHROW	BRITISH AIRWAYS PLC	C	D	3	0	1	33	33	0	33	0	0	40	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
MANCHESTER																	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	69	0	1	74	14	6	6	0	0	12	62	20	66
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	68	0	2	63	19	9	9	0	0	21	48	30	67
	LONDON CITY	KLM UK LTD	S	A	69	1	1	94	1	3	1	0	0	-8	99	-10	84
	LONDON CITY	KLM UK LTD	S	D	70	0	0	86	11	3	0	0	0	9	86	10	84
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	-5	0	50	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	1	67	10	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	2	0	20	60	0	20	0	0	30	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	1	1	20	40	40	0	0	0	21	0	0	0
<b>TOTAL MANCHESTER</b>					<b>2577</b>	<b>17</b>	<b>47</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>13</b>
MANILA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	0	0	0	0	12	108	88	1	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	29	0	6	0	0	15	44	26	18
<b>TOTAL MANILA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>66</b>	<b>14</b>	<b>14</b>
MARRAKESH																	
	GATWICK	GB AIRWAYS LTD	S	A	7	0	0	57	29	14	0	0	0	8	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	3	0	0	67	0	33	0	0	0	15	0	0	0
<b>TOTAL MARRAKESH</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARSEILLE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	102	0	0	81	12	6	1	0	0	2	86	10	90
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	102	0	0	66	16	17	2	0	0	16	63	18	90
	MANCHESTER	CORSAIR	C	A	2	0	0	0	0	100	0	0	0	46	0	0	0
	MANCHESTER	CORSAIR	C	D	2	0	0	0	0	0	100	0	0	79	0	0	0
<b>TOTAL MARSEILLE</b>					<b>211</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>14</b>
MAURITIUS																	
	HEATHROW	AIR MAURITIUS LTD	S	A	8	0	0	88	13	0	0	0	0	-5	63	12	8
	HEATHROW	AIR MAURITIUS LTD	S	D	8	0	0	38	38	25	0	0	0	20	25	38	8
	MANCHESTER	AIR MAURITIUS LTD	S	A	4	0	0	75	0	0	0	25	0	50	100	-13	4
	MANCHESTER	AIR MAURITIUS LTD	S	D	4	0	0	75	0	0	0	25	0	73	50	27	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MAURITIUS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	1	1	58	17	8	17	0	0	21	85	8	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	92	0	0	8	0	0	7	85	8	13	
<b>TOTAL MAURITIUS</b>					<b>48</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>13</b>	<b>13</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	29	0	0	69	14	14	0	3	0	16	72	19	18	
	HEATHROW	QANTAS	S	D	30	0	0	60	30	7	0	3	0	21	73	10	30	
<b>TOTAL MELBOURNE</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>11</b>	<b>11</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	6	0	6	0	0	-3	92	-4	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	35	29	24	12	0	0	33	62	14	13	
<b>TOTAL MEXICO CITY</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>5</b>	<b>5</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	29	0	1	52	21	14	14	0	0	22	77	3	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	1	60	23	10	7	0	0	18	57	24	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	1	1	71	18	7	4	0	0	7	86	4	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	1	1	79	18	0	4	0	0	8	90	-4	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	62	14	21	3	0	0	20	66	17	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	1	48	28	3	10	10	0	38	50	23	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	48	10	24	7	10	0	41	69	18	29	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>202</b>	<b>31</b>	<b>5</b>	<b>60</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>11</b>	<b>11</b>	
MIKONOS																		
	GATWICK	AIR 2000	C	A	5	0	0	40	40	0	20	0	0	42	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	40	40	20	0	0	0	21	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	9	0	0	33	44	22	0	0	0	16	56	15	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	67	33	0	0	0	0	8	78	8	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-17	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	19	0	0	0	
<b>TOTAL MIKONOS</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>11</b>	<b>11</b>	
MILAN (LINATE)																		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MILAN (Linate)	HEATHROW	ALITALIA	S	A	89	0	0	30	29	36	4	0	0	27	34	25	209	
	HEATHROW	ALITALIA	S	D	88	0	0	64	14	18	5	0	0	17	40	24	209	
	LONDON CITY	ALITALIA	S	A	47	0	1	87	11	2	0	0	0	5	61	19	44	
	LONDON CITY	ALITALIA	S	D	47	0	1	11	30	45	15	0	0	37	32	35	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	55	18	23	3	0	0	19	52	22	149	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	76	16	4	3	0	0	11	52	22	149	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	74	0	0	68	19	8	4	1	0	14	72	8	74	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	74	0	0	65	22	11	3	0	0	16	53	17	74	
	STANSTED	KLM UK LTD	S	A	71	4	1	63	13	8	15	0	0	22	45	33	84	
	STANSTED	KLM UK LTD	S	D	76	0	0	38	21	24	17	0	0	37	29	38	85	
<b>TOTAL MILAN (Linate)</b>					<b>750</b>	<b>4</b>	<b>3</b>	<b>56</b>	<b>19</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>46</b>	<b>24</b>	<b>24</b>	
MILAN (MALPENSA)	HEATHROW	ALITALIA	S	A	147	0	0	18	21	48	12	1	0	39	0	0	0	
	HEATHROW	ALITALIA	S	D	148	0	0	33	24	31	11	1	0	31	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	0	73	11	9	4	4	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	55	21	16	7	0	0	21	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	24	0	1	58	4	17	21	0	0	33	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	42	19	28	9	2	0	32	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	58	19	19	2	2	0	21	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	75	0	2	49	27	12	11	1	0	27	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	76	0	1	61	16	13	9	1	0	24	0	0	0	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	0	56	1	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	45	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	47	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	23	25	75	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	50	48	4	
	STANSTED	EUROFLY SPA	C	A	2	0	0	100	0	0	0	0	0	13	0	67	2	
	STANSTED	EUROFLY SPA	C	D	3	0	0	0	67	33	0	0	0	25	0	56	3	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	EUROPEAN AIR CHARTER	C	A	11	0	0	36	0	27	27	9	0	71	0	59	1
	GATWICK	EUROPEAN AIR CHARTER	C	D	11	0	0	64	18	9	9	0	0	20	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	0	0	40	40	20	0	120	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	0	0	20	60	20	0	134	0	0	0
	STANSTED	GO FLY LTD	S	A	79	0	1	59	14	14	8	5	0	27	79	8	73
	STANSTED	GO FLY LTD	S	D	79	0	2	56	18	19	6	1	0	24	70	16	74
	STANSTED	KLM UK LTD	S	A	11	0	1	64	9	18	9	0	0	19	0	0	0
	STANSTED	KLM UK LTD	S	D	12	0	0	50	33	0	17	0	0	23	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>944</b>	<b>3</b>	<b>10</b>	<b>46</b>	<b>19</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>34</b>	<b>34</b>
MINNEAPOLIS-ST PAUL	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	87	3	0	10	0	0	-14	77	16	13
	GATWICK	NORTHWEST AIRLINES	S	D	29	0	0	76	7	14	3	0	0	11	85	12	13
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>81</b>	<b>14</b>	<b>14</b>
MINSK	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	12	0	0	17	67	17	0	0	0	24	15	28	13
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	12	0	0	50	50	0	0	0	0	18	54	22	13
<b>TOTAL MINSK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>54</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>35</b>	<b>25</b>	<b>25</b>
MITILINI	GATWICK	AIR 2000	C	A	10	0	0	50	10	20	20	0	0	33	25	75	4
	GATWICK	AIR 2000	C	D	10	0	0	60	10	10	10	10	0	34	25	76	4
	MANCHESTER	AIR 2000	C	A	5	0	0	20	0	60	20	0	0	54	0	0	0
	MANCHESTER	AIR 2000	C	D	4	0	1	25	25	50	0	0	0	28	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	1	50	0	25	25	0	0	27	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	60	40	0	0	0	29	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-5	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MITILINI																	
<b>TOTAL MITILINI</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>17</b>	<b>21</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>134</b>	<b>134</b>
MOENCHENGLADBACH																	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	47	4	5	70	17	4	6	2	0	18	33	23	52
	LUTON	DEBONAIR AIRWAYS LTD	S	D	47	1	1	26	47	21	2	4	0	33	46	21	52
	LONDON CITY	VLM (BELGIUM)	S	A	99	0	5	35	29	29	6	0	0	26	45	25	102
	LONDON CITY	VLM (BELGIUM)	S	D	99	1	5	23	37	32	7	0	0	30	27	31	102
<b>TOTAL MOENCHENGLADBACH</b>					<b>292</b>	<b>6</b>	<b>16</b>	<b>35</b>	<b>33</b>	<b>25</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>37</b>	<b>26</b>	<b>26</b>
MOMBASA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	36	75	8	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	18	50	14	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-7	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	20	25	27	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	31	0	47	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	-9	60	20	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	21	0	41	4
<b>TOTAL MOMBASA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>48</b>	<b>48</b>
MONASTIR																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	-1	75	-5	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	75	9	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	11	40	29	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	60	13	5
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	20	40	20	0	110	60	20	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	20	20	20	0	91	80	14	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	40	20	20	0	91	75	5	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	0	40	40	0	20	0	74	75	6	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	25	25	0	138	0	59	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	25	25	25	0	106	75	40	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	75	0	0	0	0	15	25	35	4



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MONASTIR	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	13	50	16	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	40	100	-32	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	38	100	1	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	31	8	23	23	8	8	77	54	16	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	46	8	15	15	8	8	69	54	17	13
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	0	20	74	0	87	3
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	0	0	20	86	0	90	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	38	15	8	15	23	0	82	67	20	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	46	15	8	23	8	0	62	31	82	13
	BIRMINGHAM	NOUVELAIR TUNISIE	C	A	4	0	0	50	0	25	25	0	0	26	25	32	4
	BIRMINGHAM	NOUVELAIR TUNISIE	C	D	4	0	0	25	25	25	25	0	0	37	25	46	4
	GATWICK	NOUVELAIR TUNISIE	C	A	16	0	0	50	19	13	19	0	0	22	42	33	12
	GATWICK	NOUVELAIR TUNISIE	C	D	16	0	0	63	6	19	13	0	0	21	46	35	13
	GLASGOW	NOUVELAIR TUNISIE	C	A	4	0	0	50	25	0	25	0	0	34	75	7	4
	GLASGOW	NOUVELAIR TUNISIE	C	D	4	0	0	75	0	0	25	0	0	38	75	10	4
	STANSTED	NOUVELAIR TUNISIE	C	A	4	0	0	50	25	25	0	0	0	19	20	41	5
	STANSTED	NOUVELAIR TUNISIE	C	D	4	0	0	50	25	25	0	0	0	23	20	58	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-9	0	0	0
<b>TOTAL MONASTIR</b>					<b>188</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>14</b>	<b>15</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>50</b>	<b>50</b>	<b>30</b>	<b>30</b>
MONTEGO BAY	HEATHROW	AIR JAMAICA	S	D	18	0	0	44	22	17	17	0	0	26	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	76	6	12	0	6	0	13	59	91	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	47	24	18	12	0	0	27	6	55	17
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	6	100	-38	3
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	0	75	25	0	0	57	0	28	2
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	96	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	0	75	25	0	0	56	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	1	0	20	20	40	0	0	20	102	60	35	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	17	17	17	33	0	17	103	25	23	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MONTEGO BAY		MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	0	75	0	25	333	50	292	4
		MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	0	25	0	69	50	308	4
<b>TOTAL MONTEGO BAY</b>						<b>87</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>13</b>	<b>25</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>54</b>	<b>38</b>	<b>88</b>	<b>88</b>
MONTPELLIER		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	34	0	0	91	6	3	0	0	0	-1	91	-4	34
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	34	0	0	62	29	9	0	0	0	13	59	16	34
<b>TOTAL MONTPELLIER</b>						<b>70</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>6</b>	<b>6</b>
MONTREAL (DORVAL)		HEATHROW	AIR CANADA	S	A	30	0	0	60	30	10	0	0	0	14	6	29	16
		HEATHROW	AIR CANADA	S	D	30	0	0	37	40	17	3	3	0	31	40	27	15
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	70	17	7	3	0	3	49	71	12	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	13	23	0	3	0	23	43	21	30
<b>TOTAL MONTREAL (DORVAL)</b>						<b>120</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>46</b>	<b>20</b>	<b>20</b>
MONTREAL (MIRABEL)																		
MOSCOW (SHEREMETYEVO)		HEATHROW	AEROFLOT	S	A	42	0	5	57	26	14	2	0	0	15	57	22	42
		HEATHROW	AEROFLOT	S	D	42	0	5	55	31	10	5	0	0	18	80	24	41
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	0	90	3	3	0	3	0	5	80	2	30
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	0	83	17	0	0	0	0	6	83	10	30
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	13	0	0	0	0	-3	83	-2	30
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	13	3	0	0	0	6	63	14	30
		GATWICK	TRANSAERO AIRLINES	S	A	17	0	0	71	18	0	12	0	0	11	0	0	0
		GATWICK	TRANSAERO AIRLINES	S	D	17	0	0	76	12	0	12	0	0	14	0	0	0
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>						<b>236</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>13</b>
MOUNT PLEASANT																		
MUMBAI																		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MUMBAI	HEATHROW	AIR INDIA	S	A	42	0	0	50	21	12	14	2	0	31	47	27	43
	HEATHROW	AIR INDIA	S	D	43	0	0	26	26	30	19	0	0	39	7	33	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	-13	73	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	20	20	3	0	0	18	47	22	30
<b>TOTAL MUMBAI</b>					<b>145</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>39</b>	<b>24</b>	<b>24</b>
MUNICH	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	51	0	1	59	25	10	6	0	0	18	100	-3	30
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	51	0	1	25	55	14	6	0	0	28	70	12	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	1	63	21	13	3	0	0	13	62	17	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	73	18	6	2	0	0	12	58	19	146
	LUTON	DEBONAIR AIRWAYS LTD	S	A	50	0	0	14	28	38	18	2	0	43	28	31	57
	LUTON	DEBONAIR AIRWAYS LTD	S	D	52	0	0	27	27	25	21	0	0	36	47	25	64
	GATWICK	DEUTSCHE BA	S	A	86	0	0	24	42	28	6	0	0	27	23	25	56
	GATWICK	DEUTSCHE BA	S	D	86	0	0	44	34	19	3	0	0	21	43	24	56
	STANSTED	GO FLY LTD	S	A	82	0	0	91	1	2	5	0	0	-2	0	0	0
	STANSTED	GO FLY LTD	S	D	82	0	0	59	26	10	6	0	0	18	0	0	0
	BIRMINGHAM	LUFTHANSA	S	A	59	1	1	51	25	20	3	0	0	20	50	17	4
	BIRMINGHAM	LUFTHANSA	S	D	59	2	1	58	25	12	5	0	0	19	100	5	4
	HEATHROW	LUFTHANSA	S	A	150	0	0	64	18	13	5	0	0	14	43	24	150
	HEATHROW	LUFTHANSA	S	D	150	0	0	68	21	8	3	0	0	14	54	21	124
	MANCHESTER	LUFTHANSA	S	A	86	0	0	37	33	21	8	1	0	28	0	0	0
	MANCHESTER	LUFTHANSA	S	D	86	0	0	77	13	3	7	0	0	13	0	0	0
	STANSTED	LUFTHANSA	S	A	103	0	0	83	11	5	2	0	0	4	0	0	0
	STANSTED	LUFTHANSA	S	D	103	0	0	45	36	15	5	0	0	21	0	0	0
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	44	0	0	95	5	0	0	0	0	-4	57	16	56
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	42	0	2	45	36	17	2	0	0	19	73	12	55
	STANSTED	ROYAL AIRLINES	C	A	3	0	1	100	0	0	0	0	0	13	0	0	0
	STANSTED	ROYAL AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
	BIRMINGHAM	WDL FLUGDIENST	C	A	34	0	0	71	18	9	3	0	0	0	0	0	0
	BIRMINGHAM	WDL FLUGDIENST	C	D	33	1	1	42	27	21	9	0	0	14	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL MUNICH</b>					<b>1790</b>	<b>5</b>	<b>16</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>19</b>	<b>19</b>
MURCIA SAN JAVIER																	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	0	25	0	0	17	75	4	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	25	25	50	0	0	0	30	0	21	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	14	50	17	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	19	100	11	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	6	0	0	50	0	50	0	0	0	22	25	26	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	10	75	11	4
	GATWICK	GB AIRWAYS LTD	S	A	15	0	0	80	7	13	0	0	0	5	47	14	17
	GATWICK	GB AIRWAYS LTD	S	D	15	0	0	80	7	13	0	0	0	9	65	16	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	0	75	0	0	73	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	50	0	0	64	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>5</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>16</b>	<b>16</b>
MUSCAT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	3	0	0	0	-4	93	0	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	23	17	10	0	0	25	70	14	30
	HEATHROW	GULF AIR	S	A	39	0	1	49	26	18	5	3	0	23	84	-2	50
	HEATHROW	GULF AIR	S	D	39	0	2	46	33	10	8	3	0	27	39	23	49
<b>TOTAL MUSCAT</b>					<b>138</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>23</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>9</b>	<b>9</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NAGOYA (AFB)	HEATHROW	JAPAN AIRLINES	S	A	8	0	0	63	13	25	0	0	0	15	56	22	9
	HEATHROW	JAPAN AIRLINES	S	D	8	0	0	13	75	0	13	0	0	30	44	15	9
<b>TOTAL NAGOYA (AFB)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>44</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>11</b>	<b>11</b>
NAIROBI	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	0	0	11	0	34	56	25	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	0	11	0	0	10	88	8	8
	HEATHROW	KENYA AIRWAYS	S	A	34	0	0	44	29	6	21	0	0	32	62	9	34
	HEATHROW	KENYA AIRWAYS	S	D	34	0	0	76	9	9	6	0	0	13	62	46	34
<b>TOTAL NAIROBI</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>6</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>25</b>	<b>25</b>
NANTES																	
NAPLES	GATWICK	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	24	25	43	4
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-1	50	13	4
	MANCHESTER	AIR 2000	C	A	4	0	0	50	0	0	50	0	0	50	0	46	4
	MANCHESTER	AIR 2000	C	D	4	0	0	0	50	0	50	0	0	68	75	14	4
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	1	0	0	0	25	75	0	0	91	25	24	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	25	75	0	0	82	100	6	4
	LUTON	BMI BRITISH MIDLAND	C	A	11	0	1	36	18	36	9	0	0	33	29	39	14
	LUTON	BMI BRITISH MIDLAND	C	D	11	0	1	45	36	9	9	0	0	25	38	78	13
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	21	0	49	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	4	25	23	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	0	25	50	13	13	0	82	13	49	8
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	0	25	13	0	0	24	75	22	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	38	13	25	25	0	0	42	0	60	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	17	38	42	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	61	0	59	8
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	0	50	0	25	25	0	0	33	0	57	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	38	13	0	0	0	10	50	14	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	2	75	11	8

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	77	8	8	7	0	0	8	73	5	64
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	1	42	25	22	10	0	0	29	45	24	64
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	25	38	25	0	0	13	66	67	-30	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	63	0	0	25	13	0	65	0	29	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	25	67	20	3
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	21	25	69	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	-4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	6	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	20	50	122	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	38	75	111	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	41	0	43	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	50	13	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	0	13	13	0	40	25	41	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	1	57	14	0	14	14	0	42	25	30	4
<b>TOTAL NAPLES</b>					<b>293</b>	<b>2</b>	<b>4</b>	<b>54</b>	<b>16</b>	<b>15</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>29</b>	<b>29</b>
NASSAU																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	36	50	89	2
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9	50	89	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	35	100	4	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	60	20	0	0	47	33	139	3
<b>TOTAL NASSAU</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>6</b>	<b>50</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>45</b>	<b>55</b>	<b>55</b>
NEW YORK (JF KENNEDY)																	
	HEATHROW	AIR INDIA	S	A	30	0	0	53	13	23	10	0	0	21	77	3	30
	HEATHROW	AIR INDIA	S	D	30	0	0	17	27	30	20	7	0	56	13	38	30
	HEATHROW	AMERICAN AIRLINES	S	A	179	0	0	56	20	16	8	0	0	16	77	10	179
	HEATHROW	AMERICAN AIRLINES	S	D	177	0	1	80	10	5	4	1	1	13	75	12	179
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	1	0	80	13	3	3	0	0	1	86	0	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	73	23	0	3	0	0	12	70	11	30

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
NEW YORK (JF KENNEDY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	204	0	0	72	17	8	2	1	0	16	74	9	206	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	-3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	205	0	0	74	16	5	3	1	0	14	63	18	208	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	70	13	13	3	0	0	9	89	-6	27	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	29	1	0	69	7	14	10	0	0	16	48	34	27	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	80	3	13	3	0	0	-2	90	-15	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	60	20	7	13	0	0	19	90	6	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	92	0	8	0	0	0	-2	54	34	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	69	15	15	0	0	0	8	54	40	13	
	HEATHROW	UNITED AIRLINES	S	A	88	0	0	81	10	6	3	0	0	4	87	4	90	
	HEATHROW	UNITED AIRLINES	S	D	88	0	1	82	13	3	2	0	0	5	82	11	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	87	1	1	77	13	8	1	1	0	7	60	16	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	88	1	0	61	32	3	2	1	0	16	78	9	60	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1385</b>	<b>4</b>	<b>6</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>12</b>	<b>12</b>	
NEW YORK (NEWARK)																		
	HEATHROW	AMERICAN AIRLINES	S	A	29	0	0	62	21	14	3	0	0	13	69	11	29	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	67	13	20	0	0	0	16	79	14	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	83	8	3	0	2	3	52	83	1	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	10	3	2	0	0	8	73	12	59	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	29	0	1	62	14	17	3	3	0	12	60	12	30	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	29	0	1	69	10	7	10	3	0	28	80	11	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	59	0	1	80	12	2	7	0	0	2	70	4	60	
	GATWICK	CONTINENTAL AIRLINES	S	D	59	0	1	71	12	15	2	0	0	12	67	27	60	
	GLASGOW	CONTINENTAL AIRLINES	S	A	29	0	1	97	0	0	0	3	0	-14	57	15	30	
	GLASGOW	CONTINENTAL AIRLINES	S	D	29	0	1	66	24	0	3	3	3	37	97	6	30	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	29	0	1	79	3	14	3	0	0	0	53	11	30	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	29	0	1	66	21	10	3	0	0	12	70	29	30	
	HEATHROW	UNITED AIRLINES	S	A	29	0	0	69	17	7	7	0	0	8	67	7	30	
	HEATHROW	UNITED AIRLINES	S	D	29	0	0	90	3	3	0	3	0	15	70	14	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	47	33	13	3	3	0	30	43	36	30	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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 (NEWARK)																	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	43	23	23	7	0	3	37	50	32	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	79	14	7	0	0	0	4	83	1	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	76	14	10	0	0	0	11	80	9	30
<b>TOTAL NEW YORK (NEWARK)</b>					<b>647</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>70</b>	<b>13</b>	<b>13</b>
NEWCASTLE																	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-1	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-4	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-1	100	8	1
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	163	0	1	77	12	8	2	1	0	11	85	8	163
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	87	7	3	4	0	0	5	81	6	163
	GATWICK	CITY FLYER EXPRESS	S	A	163	0	1	72	13	13	2	0	0	10	66	15	158
	GATWICK	CITY FLYER EXPRESS	S	D	164	0	0	49	34	11	5	1	0	21	65	17	158
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	69	0	1	94	1	3	1	0	0	-6	95	-1	87
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	69	0	5	91	4	1	3	0	0	6	97	3	87
	STANSTED	KLM UK LTD	S	A	67	0	1	91	6	0	3	0	0	0	93	-2	86
	STANSTED	KLM UK LTD	S	D	69	0	0	86	9	4	1	0	0	8	82	8	87
	GLASGOW	SATA	C	D	2	0	2	50	0	50	0	0	0	20	0	0	0
<b>TOTAL NEWCASTLE</b>					<b>952</b>	<b>2</b>	<b>11</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>8</b>
NEWQUAY																	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	46	31	17	6	0	0	21	23	36	30
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	82	0	0	71	12	15	2	0	0	16	63	23	56
<b>TOTAL NEWQUAY</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>27</b>	<b>27</b>
NICE																	
	GATWICK	AB AIRLINES	S	A	8	0	4	38	38	25	0	0	0	19	63	14	30
	GATWICK	AB AIRLINES	S	D	8	0	4	75	25	0	0	0	0	7	57	17	30
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	27	38	28	7	0	0	29	27	30	60
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	72	15	12	2	0	0	11	73	12	60



## 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)	Actual (7)	Plan (8)										
NICE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	128	0	0	61	20	14	5	0	0	15	45	26	128	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	128	0	0	67	20	11	2	0	0	12	72	14	128	
	GATWICK	CITY FLYER EXPRESS	S	A	41	0	0	22	20	34	22	2	0	51	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	D	41	0	0	32	20	27	20	2	0	39	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	31	1	3	13	42	29	16	0	0	39	18	58	28	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	30	2	4	50	27	20	3	0	0	20	18	47	28	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	123	0	0	84	7	6	4	0	0	-4	61	27	111	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	124	0	0	81	10	6	3	0	0	11	39	35	111	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	75	0	0	25	0	0	23	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0	
<b>TOTAL NICE</b>					<b>794</b>	<b>3</b>	<b>15</b>	<b>61</b>	<b>19</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>26</b>	<b>26</b>	
NIMES																		
NORRKOPING																		
NORWICH																		
	EDINBURGH	SCOT AIRWAYS	S	A	47	0	1	85	4	6	2	2	0	7	73	13	48	
	EDINBURGH	SCOT AIRWAYS	S	D	46	0	2	89	2	4	2	2	0	8	85	8	48	
	LUTON	SCOT AIRWAYS	S	A	23	1	3	35	13	30	13	9	0	49	21	30	24	
	LUTON	SCOT AIRWAYS	S	D	21	2	5	43	19	14	19	5	0	38	57	15	23	
	MANCHESTER	SCOT AIRWAYS	S	A	42	0	2	93	2	2	0	2	0	6	88	6	43	
	MANCHESTER	SCOT AIRWAYS	S	D	42	0	2	88	5	5	2	0	0	2	98	-7	43	
<b>TOTAL NORWICH</b>					<b>221</b>	<b>3</b>	<b>15</b>	<b>79</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>9</b>	<b>9</b>	
NUREMBERG																		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	51	0	0	57	25	12	6	0	0	17	71	17	52	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	51	0	0	43	33	14	10	0	0	25	42	32	52	
	HEATHROW	LUFTHANSA	S	A	30	0	0	87	3	10	0	0	0	3	73	16	30	
	HEATHROW	LUFTHANSA	S	D	30	0	0	83	3	10	3	0	0	9	73	10	30	
<b>TOTAL NUREMBERG</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>20</b>	<b>20</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	5	0	0	60	20	0	20	0	0	35	50	22	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	27	50	25	4	
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	25	0	75	0	0	0	43	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	50	50	0	0	0	0	10	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	12	0	0	25	33	42	0	0	0	26	54	34	13	
	GATWICK	MERIDIANA AIR	S	D	12	0	0	42	17	42	0	0	0	22	46	34	13	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	0	25	25	0	83	25	80	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	0	25	25	0	87	50	101	4	
<b>TOTAL OLBIA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>26</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>48</b>	<b>43</b>	<b>43</b>	
OPORTO																		
	HEATHROW	AIR PORTUGAL	S	A	60	0	0	70	27	3	0	0	0	8	63	11	30	
	HEATHROW	AIR PORTUGAL	S	D	60	0	0	83	12	3	2	0	0	7	87	6	30	
	GATWICK	GB AIRWAYS LTD	S	A	56	0	0	77	13	11	0	0	0	5	64	16	56	
	GATWICK	GB AIRWAYS LTD	S	D	56	0	0	88	7	4	2	0	0	6	63	26	56	
	MANCHESTER	PORTUGALIA	S	D	3	0	0	33	33	33	0	0	0	22	67	9	18	
<b>TOTAL OPORTO</b>					<b>235</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>18</b>	<b>18</b>	
ORLANDO																		
	GATWICK	AMERICAN TRANS AIR	C	A	16	0	0	81	6	6	0	6	0	7	83	-12	6	
	GATWICK	AMERICAN TRANS AIR	C	D	16	0	1	25	38	19	13	0	6	61	0	0	0	
	MANCHESTER	AMERICAN TRANS AIR	C	A	14	2	2	71	0	7	14	0	7	46	63	86	16	
	MANCHESTER	AMERICAN TRANS AIR	C	D	16	1	1	44	31	6	13	6	0	42	63	37	16	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	67	33	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	0	0	43	29	14	14	0	0	41	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	37	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	17	67	0	0	17	0	50	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	13	25	13	0	92	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	50	0	13	13	25	0	93	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	0	13	0	0	6	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	1	0	30	30	20	20	0	0	37	0	0	0	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ORLANDO	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	0	0	50	0	114	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	25	25	0	82	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	1	1	93	0	0	4	4	0	6	79	8	24
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	68	11	18	0	4	0	20	44	27	25
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	57	0	4	60	12	16	9	2	2	32	57	26	60
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	57	0	4	53	21	21	4	0	2	29	62	23	60
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	0	2	79	4	8	8	0	0	-8	96	1	25
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	2	38	38	8	17	0	0	33	62	16	26
<b>TOTAL ORLANDO</b>					<b>345</b>	<b>5</b>	<b>17</b>	<b>58</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>64</b>	<b>24</b>	<b>24</b>
OSAKA (KANSAI)	HEATHROW	ALL NIPPON AIRWAYS	S	A	22	0	0	41	23	32	5	0	0	19	67	7	21
	HEATHROW	ALL NIPPON AIRWAYS	S	D	22	0	0	41	27	23	9	0	0	25	48	19	21
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	50	23	23	3	0	0	16	81	-4	26
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	50	33	17	0	0	0	19	42	26	26
<b>TOTAL OSAKA (KANSAI)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>11</b>	<b>11</b>
OSLO (FORNEBU)																	
OSLO (GARDERMOEN)	STANSTED	AIR FOYLE PASSENGER AIRLINES	S	A	22	0	0	68	27	5	0	0	0	9	0	0	0
	STANSTED	AIR FOYLE PASSENGER AIRLINES	S	D	22	0	0	55	32	14	0	0	0	15	0	0	0
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	69	31	0	0	0	0	12	0	0	0
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	69	8	23	0	0	0	14	0	0	0
	STANSTED	BRAATHENS ASA	S	A	61	0	0	64	16	11	8	0	0	18	0	0	0
	STANSTED	BRAATHENS ASA	S	D	60	0	0	45	18	27	10	0	0	26	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	0	57	29	9	5	0	0	18	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	0	70	13	14	4	0	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	67	21	9	3	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	79	9	11	1	0	0	8	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	BRITISH AIRWAYS PLC	S	A	51	2	1	53	16	22	8	2	0	29	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	52	0	0	73	13	8	6	0	0	11	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	7	0	0	71	0	14	14	0	0	25	83	3	6
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	6	0	0	67	17	0	17	0	0	26	0	37	5
	HEATHROW	SAS	S	A	146	0	0	46	32	18	5	0	0	20	0	0	0
	HEATHROW	SAS	S	D	144	0	1	74	17	6	3	0	0	11	0	0	0
	MANCHESTER	SAS	S	A	26	0	0	81	8	12	0	0	0	9	0	0	0
	MANCHESTER	SAS	S	D	26	0	0	73	12	8	8	0	0	15	0	0	0
	STANSTED	SAS	S	A	53	0	1	83	13	4	0	0	0	0	0	0	0
	STANSTED	SAS	S	D	53	0	1	74	21	6	0	0	0	8	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1195</b>	<b>2</b>	<b>4</b>	<b>66</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>17</b>	<b>17</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	30	0	0	77	17	3	3	0	0	2	91	4	11
	HEATHROW	AIR CANADA	S	D	30	0	0	93	7	0	0	0	0	2	82	3	11
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	17	0	0	82	18	0	0	0	0	0	85	3	13
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	17	0	0	71	24	6	0	0	0	6	77	6	13
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>4</b>	<b>4</b>
OVDA	HEATHROW	EL AL	S	A	3	1	0	100	0	0	0	0	0	-13	100	-7	2
	HEATHROW	EL AL	S	D	5	0	0	100	0	0	0	0	0	3	0	71	1
<b>TOTAL OVDA</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-3</b>	<b>75</b>	<b>8</b>	<b>8</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PALERMO	LUTON	BMI BRITISH MIDLAND	C	A	10	1	2	40	10	10	30	10	0	73	46	55	13
	LUTON	BMI BRITISH MIDLAND	C	D	13	0	1	38	8	15	31	8	0	71	33	33	12
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	33	0	33	0	33	0	108	0	119	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	33	33	0	0	33	0	96	0	266	4
<b>TOTAL PALERMO</b>					<b>31</b>	<b>1</b>	<b>3</b>	<b>35</b>	<b>10</b>	<b>19</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>77</b>	<b>33</b>	<b>64</b>	<b>64</b>
PALMA DE MALLORCA	BIRMINGHAM	AIR 2000	C	A	20	0	0	45	25	20	5	5	0	29	86	-2	21
	BIRMINGHAM	AIR 2000	C	D	20	0	1	60	35	0	5	0	0	19	95	2	21
	GATWICK	AIR 2000	C	A	46	0	0	37	22	11	26	4	0	45	33	43	39
	GATWICK	AIR 2000	C	D	45	0	0	40	22	13	20	4	0	42	51	36	39
	GLASGOW	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	GLASGOW	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	12	0	0	0
	MANCHESTER	AIR 2000	C	A	26	0	0	58	4	12	19	4	4	54	65	7	23
	MANCHESTER	AIR 2000	C	D	25	1	0	52	20	8	16	4	0	37	48	20	23
	NEWCASTLE	AIR 2000	C	A	8	0	0	50	13	13	25	0	0	38	33	22	9
	NEWCASTLE	AIR 2000	C	D	8	0	0	88	0	0	13	0	0	14	100	0	9
	STANSTED	AIR 2000	C	A	16	0	0	38	0	25	31	6	0	62	80	10	5
	STANSTED	AIR 2000	C	D	16	0	0	6	31	13	44	6	0	71	0	36	5
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	50	25	0	25	0	0	52	50	14	4
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	50	25	0	0	25	0	63	0	51	4
	EDINBURGH	AIR EUROPA	C	A	16	0	0	38	38	13	13	0	0	29	25	42	8
	EDINBURGH	AIR EUROPA	C	D	16	0	0	19	25	31	19	6	0	48	13	60	8
	MANCHESTER	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	9	29	38	17
	MANCHESTER	AIR EUROPA	C	D	4	0	0	75	0	25	0	0	0	14	38	41	16
	EDINBURGH	BMI BRITISH MIDLAND	C	A	3	0	1	0	33	33	33	0	0	47	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	26	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	34	0	0	24	29	29	18	0	0	38	32	40	34
	HEATHROW	BMI BRITISH MIDLAND	S	D	34	0	0	53	18	24	6	0	0	24	53	26	34
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	25	50	0	0	59	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	0	25	75	0	0	0	38	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	0	50	0	0	36	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	25	25	0	50	0	0	40	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	38	0	0	71	11	11	8	0	0	18	38	44	37	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	38	0	0	74	8	13	5	0	0	11	59	39	37	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	12	0	32	4	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	12	25	22	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	55	0	0	38	18	27	11	2	4	52	28	45	46	
	GATWICK	BRITANNIA AIRWAYS	C	D	55	0	0	62	16	16	2	0	4	31	60	39	45	
	GLASGOW	BRITANNIA AIRWAYS	C	A	25	0	0	72	4	0	24	0	0	25	32	44	25	
	GLASGOW	BRITANNIA AIRWAYS	C	D	26	0	0	69	4	4	23	0	0	24	60	25	25	
	LUTON	BRITANNIA AIRWAYS	C	A	34	0	0	47	29	15	6	3	0	27	42	51	33	
	LUTON	BRITANNIA AIRWAYS	C	D	34	1	0	76	15	3	3	3	0	20	48	42	31	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	55	2	0	55	11	15	16	4	0	28	56	41	66	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	59	0	0	53	15	19	12	2	0	29	63	32	63	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	26	0	0	81	8	12	0	0	0	6	58	60	26	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	26	0	0	92	4	4	0	0	0	2	76	40	25	
	STANSTED	BRITANNIA AIRWAYS	C	A	21	0	0	38	43	14	5	0	0	25	35	22	20	
	STANSTED	BRITANNIA AIRWAYS	C	D	21	0	0	71	19	5	5	0	0	16	70	12	20	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	50	0	25	25	0	0	34	25	37	4	
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	25	25	25	25	0	0	36	0	37	4	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	12	0	0	17	8	42	25	8	0	77	0	52	4	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	11	0	1	27	27	36	9	0	0	36	50	23	4	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	29	25	28	4	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	26	0	27	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	77	15	0	0	8	0	24	0	82	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	75	0	17	0	8	0	35	75	47	8	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	25	50	0	25	284	0	109	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	0	75	0	0	59	0	110	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	60	20	87	5	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	0	50	0	0	48	40	84	5	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PALMA DE MALLORCA	GATWICK	CITY FLYER EXPRESS	C	A	11	0	1	36	18	36	9	0	0	28	33	65	3
	GATWICK	CITY FLYER EXPRESS	C	D	11	0	1	36	36	18	9	0	0	26	75	37	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	6	0	0	0	33	33	33	0	0	45	38	26	8
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	8	0	0	13	13	63	13	0	0	40	38	28	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	76	16	5	3	0	0	-1	78	5	40
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	50	39	8	3	0	0	18	58	22	40
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	0	0	0	33	67	0	0	70	0	43	1
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	1	50	50	0	0	0	0	18	100	12	1
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-25	50	13	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	3	50	41	2
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	0	25	0	0	0	6	75	5	4
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	50	0	25	25	0	0	29	25	22	4
	GATWICK	FUTURA AIRLINES	S	A	21	0	0	57	19	10	14	0	0	26	24	43	17
	GATWICK	FUTURA AIRLINES	S	D	21	0	0	71	5	14	10	0	0	24	47	33	17
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	25	25	0	50	0	0	37	67	30	9
	GLASGOW	FUTURA AIRLINES	C	D	4	0	1	25	0	50	25	0	0	40	67	30	9
	STANSTED	FUTURA AIRLINES	C	A	4	0	0	25	75	0	0	0	0	17	25	26	4
	STANSTED	FUTURA AIRLINES	C	D	4	0	0	25	50	25	0	0	0	27	25	33	4
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	83	10	7	0	0	0	2	57	25	21
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	77	13	7	3	0	0	11	67	20	21
	STANSTED	GO FLY LTD	S	A	9	0	0	78	0	22	0	0	0	8	0	0	0
	STANSTED	GO FLY LTD	S	D	9	0	0	67	0	22	11	0	0	21	0	0	0
	LUTON	IBERWORLD	C	A	4	0	0	0	25	50	25	0	0	42	0	0	0
	LUTON	IBERWORLD	C	D	4	0	0	0	25	25	50	0	0	68	0	0	0
	MANCHESTER	IBERWORLD	C	A	4	0	0	25	25	25	25	0	0	34	0	0	0
	MANCHESTER	IBERWORLD	C	D	4	0	0	0	0	50	50	0	0	61	0	0	0
	NEWCASTLE	IBERWORLD	C	A	8	0	0	50	0	13	38	0	0	44	0	0	0
	NEWCASTLE	IBERWORLD	C	D	7	0	0	0	14	57	29	0	0	55	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	20	0	45	89	-7	9
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	56	89	-2	9

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PALMA DE MALLORCA	GATWICK	MONARCH AIRLINES	C	A	32	0	0	28	16	19	22	9	6	80	41	47	29
	GATWICK	MONARCH AIRLINES	C	D	29	1	2	28	17	17	28	7	3	76	46	43	28
	GLASGOW	MONARCH AIRLINES	C	A	9	0	0	89	0	11	0	0	0	-10	38	32	8
	GLASGOW	MONARCH AIRLINES	C	D	8	0	0	75	25	0	0	0	0	2	44	25	9
	LUTON	MONARCH AIRLINES	C	A	4	0	0	0	50	25	25	0	0	55	50	35	8
	LUTON	MONARCH AIRLINES	C	D	4	1	0	50	25	0	25	0	0	38	63	28	8
	MANCHESTER	MONARCH AIRLINES	C	A	21	0	0	48	14	19	10	5	5	53	55	69	22
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	40	20	15	15	5	5	63	50	79	20
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	20	2	0	40	0	15	20	25	0	87	56	26	16
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	20	0	1	35	25	10	25	5	0	52	38	22	16
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	25	0	0	36	8	32	24	0	0	33	47	24	30
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	24	0	0	46	4	29	21	0	0	34	66	17	29
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	20	0	0	15	10	0	45	30	0	135	46	65	24
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	20	0	0	30	5	5	35	25	0	118	38	66	24
	LUTON	MY TRAVEL AIRWAYS UK	C	A	12	0	0	25	8	8	42	8	8	107	50	86	14
	LUTON	MY TRAVEL AIRWAYS UK	C	D	11	0	1	18	18	0	45	9	9	97	31	118	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	47	0	2	43	11	9	21	13	4	84	40	90	53
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	45	3	2	31	16	11	27	11	4	89	31	89	51
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	8	8	23	15	0	51	58	9	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	13	0	0	62	0	0	23	15	0	64	69	8	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	11	0	1	27	9	27	18	18	0	78	36	60	14
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	12	0	0	33	0	25	25	17	0	77	33	59	12
	BIRMINGHAM	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	5	14	42	7
	BIRMINGHAM	SPANAIR	C	D	4	1	0	25	75	0	0	0	0	18	0	67	8
	EDINBURGH	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	14	0	0	0
	EDINBURGH	SPANAIR	C	D	4	4	0	0	0	75	25	0	0	53	0	0	0
	GLASGOW	SPANAIR	C	A	8	0	0	38	25	13	25	0	0	35	33	37	9
	GLASGOW	SPANAIR	C	D	8	0	0	38	25	13	25	0	0	34	11	45	9
	MANCHESTER	SPANAIR	C	A	16	0	1	25	38	6	31	0	0	40	50	40	16
	MANCHESTER	SPANAIR	C	D	16	0	1	31	13	19	38	0	0	52	29	51	17



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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		NEWCASTLE	SPANAIR	C	A	8	0	0	100	0	0	0	0	0	-3	42	21	12
		NEWCASTLE	SPANAIR	C	D	8	0	0	63	0	25	13	0	0	27	50	25	12
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	0	0	8	0	0	1	0	0	0
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	8	0	0	0	0	0	0	0	0
		GATWICK	THOMAS COOK AIRLINES LTD	C	A	29	1	0	52	10	14	24	0	0	41	60	18	5
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	28	1	1	64	11	4	21	0	0	27	60	15	5
		GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	1	0	62	15	8	15	0	0	19	79	1	14
		GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	0	0	46	23	15	15	0	0	21	79	8	14
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	58	0	0	59	16	7	17	2	0	26	87	-2	23
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	54	1	1	65	4	9	19	4	0	28	91	-3	23
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	3	89	-1	9
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	13	0	0	0	4	100	-10	9
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	44	0	33	22	0	0	36	0	0	0
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	22	0	0	0
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	33	11	11	44	0	0	60	0	0	0
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	1	0	25	25	13	38	0	0	60	0	0	0
		GATWICK	VIRGIN EXPRESS	C	A	4	0	0	25	50	0	25	0	0	33	50	22	4
		GATWICK	VIRGIN EXPRESS	C	D	4	0	0	75	0	25	0	0	0	15	75	9	4
<b>TOTAL PALMA DE MALLORCA</b>						<b>2071</b>	<b>23</b>	<b>20</b>	<b>51</b>	<b>16</b>	<b>14</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>50</b>	<b>38</b>	<b>38</b>
PAPHOS		BIRMINGHAM	AIR 2000	S	A	9	0	0	44	33	0	11	11	0	41	89	1	9
		BIRMINGHAM	AIR 2000	S	D	9	0	0	44	22	11	11	11	0	49	44	15	9
		GATWICK	AIR 2000	S	A	18	0	0	44	22	28	0	0	6	68	24	111	17
		GATWICK	AIR 2000	S	D	19	0	0	42	21	37	0	0	0	23	28	49	18
		GLASGOW	AIR 2000	S	A	5	0	0	60	0	0	20	0	20	129	0	0	0
		GLASGOW	AIR 2000	S	D	5	0	0	80	0	20	0	0	0	15	0	0	0
		MANCHESTER	AIR 2000	S	A	10	0	0	70	10	10	0	10	0	38	67	12	9
		MANCHESTER	AIR 2000	S	D	11	0	0	45	18	18	9	0	9	57	70	20	10
		NEWCASTLE	AIR 2000	C	A	5	0	0	80	0	0	0	20	0	57	40	26	5
		NEWCASTLE	AIR 2000	C	D	4	0	1	50	0	25	0	25	0	88	60	15	5

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
PAPHOS																		
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	0	50	25	25	0	128	0	223	6	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	25	25	25	0	25	0	80	0	31	6	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	10	1	0	30	40	10	20	0	40	11	63	9		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	10	0	0	20	50	10	20	0	39	20	61	10		
	GATWICK	BRITANNIA AIRWAYS	C	A	10	0	0	10	20	20	50	0	70	0	69	5		
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	0	30	0	30	40	0	61	0	47	5		
	LUTON	BRITANNIA AIRWAYS	C	A	18	0	0	39	33	0	22	6	45	42	38	12		
	LUTON	BRITANNIA AIRWAYS	C	D	18	0	0	44	17	22	11	6	43	23	70	13		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	0	36	36	29	0	45	44	75	18		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	1	1	0	7	57	36	0	56	44	35	18		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	0	20	0	20	108	0	39	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	1	75	0	0	25	0	26	20	25	5		
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	23	15	23	23	8	8	95	25	112	12	
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	46	15	0	23	8	8	91	31	117	13	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	0	40	20	0	20	20	244	0	0	0	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	0	0	0	60	20	20	291	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	7	1	2	86	0	0	14	0	0	-1	67	14	9	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	20	22	22	9	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	30	75	-7	4	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	58	50	29	4	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	40	60	0	0	0	0	17	40	198	5	
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	20	40	40	0	0	0	28	0	215	5	
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	12	0	1	33	8	50	8	0	0	29	42	24	12	
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	11	1	1	27	27	45	0	0	0	28	50	24	12	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	-5	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	9	0	0	78	0	22	0	0	0	4	100	-8	9	
	LUTON	MONARCH AIRLINES	C	D	9	0	0	56	22	11	11	0	0	18	44	16	9	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-4	100	-1	5	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
PAPHOS	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	40	16	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	1	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	73	75	17	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	81	75	39	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	7	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	1	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	33	0	11	0	27	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	2	0	0	0	
<b>TOTAL PAPHOS</b>					<b>400</b>	<b>4</b>	<b>7</b>	<b>46</b>	<b>18</b>	<b>17</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>48</b>	<b>43</b>	<b>48</b>	<b>48</b>
PARIS (CHARLES DE GAULLE)	EDINBURGH	AIR FRANCE	S	A	89	0	1	31	21	25	20	2	0	42	27	23	30
	EDINBURGH	AIR FRANCE	S	D	88	0	2	34	17	32	14	3	0	45	33	27	30
	HEATHROW	AIR FRANCE	S	A	393	1	0	57	20	15	8	1	0	21	34	29	382
	HEATHROW	AIR FRANCE	S	D	393	0	0	57	17	15	10	1	0	25	60	17	381
	LONDON CITY	AIR FRANCE	S	A	82	1	5	72	16	7	5	0	0	13	89	3	85
	LONDON CITY	AIR FRANCE	S	D	83	1	5	36	42	12	8	1	0	29	66	16	85
	MANCHESTER	AIR FRANCE	S	A	149	0	1	59	18	16	7	0	0	20	41	21	120
	MANCHESTER	AIR FRANCE	S	D	149	0	1	63	12	14	10	1	0	21	83	6	120
	GATWICK	AIR GABON	S	A	3	0	1	0	0	100	0	0	44	0	46	4	
	GATWICK	AIR GABON	S	D	3	0	1	0	0	33	67	0	0	89	100	7	4
	MANCHESTER	AIR TRANSAT	C	A	2	0	0	0	0	0	100	0	0	106	0	30	1
	MANCHESTER	AIR TRANSAT	C	D	3	0	0	0	33	0	67	0	0	99	100	-24	1
	HEATHROW	BMI BRITISH MIDLAND	S	A	203	0	1	47	19	22	11	1	0	26	48	23	204
	HEATHROW	BMI BRITISH MIDLAND	S	D	203	0	2	66	19	8	6	1	0	17	66	17	205
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	139	0	1	63	22	10	5	0	0	13	55	21	141
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	139	0	1	63	10	16	11	0	0	21	70	14	141
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	3	0	80	10	5	5	0	0	8	56	20	18

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	48	0	0	67	23	4	6	0	0	18	70	47	20
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	133	1	4	66	16	6	12	0	0	18	46	22	138
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	135	0	3	67	17	5	10	0	0	20	74	13	138
	GLASGOW	BRITISH AIRWAYS PLC	S	A	100	1	5	66	18	12	4	0	0	15	86	8	22
	GLASGOW	BRITISH AIRWAYS PLC	S	D	103	0	3	92	2	4	2	0	0	5	100	1	25
	HEATHROW	BRITISH AIRWAYS PLC	S	A	192	0	0	69	14	7	10	1	0	16	51	26	193
	HEATHROW	BRITISH AIRWAYS PLC	S	D	192	0	0	65	13	13	8	1	0	20	65	18	193
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	149	1	0	62	12	6	17	3	0	29	57	16	134
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	151	0	4	52	13	17	12	5	1	38	63	15	134
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	79	0	3	44	18	25	9	4	0	34	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	79	0	3	41	23	22	11	4	0	40	0	0	0
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	25	0	75	0	0	0	26	0	38	4
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	25	0	25	50	0	0	82	25	42	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	166	0	1	84	4	7	4	1	0	8	74	11	141
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	166	1	2	66	14	11	8	0	0	19	54	18	141
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	88	0	0	61	13	15	10	1	0	23	59	18	56
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	88	0	0	48	18	22	13	0	0	29	55	19	56
	NEWCASTLE	GILL AIRWAYS	S	A	77	0	1	48	25	12	14	1	0	31	84	4	51
	NEWCASTLE	GILL AIRWAYS	S	D	77	1	1	51	21	13	16	0	0	26	69	12	51
	STANSTED	KLM UK LTD	S	A	118	0	0	67	14	8	11	1	0	16	54	21	116
	STANSTED	KLM UK LTD	S	D	118	0	0	48	20	19	12	1	0	27	46	28	119
	LUTON	SCOT AIRWAYS	S	A	86	0	10	30	21	23	23	2	0	44	26	31	89
	LUTON	SCOT AIRWAYS	S	D	86	0	10	38	21	19	19	3	0	41	57	17	91
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4583</b>	<b>11</b>	<b>82</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>19</b>	<b>19</b>
PARIS (ORLY)	HEATHROW	AIR LIB	S	A	90	0	0	83	9	7	1	0	0	5	79	7	90
	HEATHROW	AIR LIB	S	D	90	0	0	58	24	13	4	0	0	16	53	18	89
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	81	7	10	2	0	0	5	74	10	85
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	70	20	7	2	0	0	10	66	16	85

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PARIS (ORLY)																	
<b>TOTAL PARIS (ORLY)</b>					<b>348</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>13</b>	<b>13</b>
PERPIGNAN																	
PERTH (AUSTRALIA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	13	3	7	0	0	11	45	15	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	30	57	10	0	3	0	26	57	17	30
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>35</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>16</b>	<b>16</b>
PERUGIA																	
	LUTON	DEBONAIR AIRWAYS LTD	S	A	10	0	0	0	0	50	50	0	0	73	0	0	0
<b>TOTAL PERUGIA</b>					<b>10</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>73</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHILADELPHIA INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	80	7	3	10	0	0	9	86	21	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	64	22	5	7	2	0	20	51	27	59
	GATWICK	US AIRWAYS	S	A	58	0	0	81	5	2	7	5	0	8	83	1	30
	GATWICK	US AIRWAYS	S	D	60	0	0	78	13	7	2	0	0	9	77	10	30
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>236</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>18</b>	<b>18</b>
PHUKET																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	22	50	10	2
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	25	0	123	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	12	50	164	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	15	0	96	2
<b>TOTAL PHUKET</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>22</b>	<b>101</b>	<b>101</b>
PISA																	
	GATWICK	ALITALIA	S	A	30	0	0	23	20	40	17	0	0	43	30	32	30
	GATWICK	ALITALIA	S	D	30	0	0	43	17	30	10	0	0	27	7	31	30
	GLASGOW	BMI BRITISH MIDLAND	C	A	6	0	0	33	33	33	0	0	0	22	50	28	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	1	20	60	20	0	0	0	23	50	23	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	75	15	7	3	0	0	9	77	5	73

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PISA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	58	18	13	10	0	0	22	56	22	73
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	82	100	-20	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	25	0	25	0	79	75	6	4
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	25	25	25	0	25	0	78	25	19	4
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	4	50	15	4
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	13	0	0	23	23	31	23	0	0	47	25	31	12
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	12	0	1	75	8	0	17	0	0	28	50	15	12
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	6	42	32	12
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	41	58	32	12
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	56	25	147	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	53	25	136	4
	STANSTED	RYANAIR	S	A	62	0	0	77	11	8	2	0	2	12	45	25	62
	STANSTED	RYANAIR	S	D	62	0	0	56	23	16	5	0	0	21	23	37	62
<b>TOTAL PISA</b>					<b>375</b>	<b>1</b>	<b>3</b>	<b>57</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>26</b>	<b>26</b>
PITTSBURGH	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	0	0	0	3	19	77	18	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	13	10	0	0	0	11	77	18	30
<b>TOTAL PITTSBURGH</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>77</b>	<b>18</b>	<b>18</b>
PLYMOUTH	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	6	100	0	0	0	0	0	-14	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	67	0	1	66	16	15	3	0	0	15	46	25	85
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	38	0	0	63	16	16	5	0	0	18	47	27	59
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	16	0	1	94	0	6	0	0	0	8	50	27	4
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	19	0	3	79	16	5	0	0	0	6	75	11	12
<b>TOTAL PLYMOUTH</b>					<b>144</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>24</b>	<b>24</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PONTOISE	LUTON	DEBONAIR AIRWAYS LTD	S	A	51	6	19	51	16	20	12	2	0	29	0	0	0
	LUTON	DEBONAIR AIRWAYS LTD	S	D	55	2	18	45	20	24	11	0	0	23	0	0	0
<b>TOTAL PONTOISE</b>					<b>106</b>	<b>8</b>	<b>37</b>	<b>48</b>	<b>18</b>	<b>22</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORLAMAR	GATWICK	AIR 2000	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0
	GATWICK	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	AIR 2000	C	D	3	0	0	0	0	33	67	0	0	105	0	0	0
<b>TOTAL PORLAMAR</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>50</b>	<b>-4</b>	<b>-4</b>
PORT OF SPAIN	HEATHROW	BWIA	S	A	29	0	0	28	34	24	14	0	0	32	44	23	27
	HEATHROW	BWIA	S	D	29	0	0	21	24	45	10	0	0	33	15	41	27
<b>TOTAL PORT OF SPAIN</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>29</b>	<b>34</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>30</b>	<b>32</b>	<b>32</b>
PRAGUE	HEATHROW	BMI BRITISH MIDLAND	S	A	38	0	0	53	16	26	5	0	0	19	42	23	38
	HEATHROW	BMI BRITISH MIDLAND	S	D	38	0	0	71	26	3	0	0	0	9	53	16	38
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	78	12	7	3	0	0	7	42	25	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	25	2	2	0	0	12	43	22	60
	HEATHROW	CSA	S	A	60	1	0	67	15	15	3	0	0	14	53	19	60
	HEATHROW	CSA	S	D	60	0	0	52	35	12	2	0	0	17	58	16	60
	MANCHESTER	CSA	S	A	25	0	0	60	24	12	0	4	0	24	42	44	26
	MANCHESTER	CSA	S	D	25	0	0	68	20	8	4	0	0	16	31	23	26
	STANSTED	CSA	S	A	25	0	1	48	32	20	0	0	0	16	4	53	26
	STANSTED	CSA	S	D	25	0	1	16	52	28	4	0	0	30	50	15	26
	STANSTED	GO FLY LTD	S	A	8	0	0	88	0	13	0	0	0	-6	0	0	0
	STANSTED	GO FLY LTD	S	D	8	0	0	50	38	13	0	0	0	15	0	0	0
<b>TOTAL PRAGUE</b>					<b>432</b>	<b>1</b>	<b>2</b>	<b>62</b>	<b>24</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>24</b>	<b>24</b>
PRESTWICK	STANSTED	RYANAIR	S	A	161	0	0	78	9	9	3	1	0	8	39	40	129
	STANSTED	RYANAIR	S	D	160	0	5	72	12	13	3	0	0	14	25	49	129

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PRESTWICK																	
<b>TOTAL PRESTWICK</b>					<b>321</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>32</b>	<b>44</b>	<b>44</b>
PREVEZA																	
	GATWICK	AIR 2000	C	A	5	0	0	20	20	40	20	0	0	33	80	99	5
	GATWICK	AIR 2000	C	D	5	0	0	0	20	60	20	0	0	42	100	5	5
	MANCHESTER	AIR 2000	C	A	9	0	0	67	22	11	0	0	0	14	80	3	5
	MANCHESTER	AIR 2000	C	D	9	0	0	22	44	33	0	0	0	23	100	2	5
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	25	75	0	0	78	50	57	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	18	25	28	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	41	75	20	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	18	75	27	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	4	75	0	0	25	0	0	28	63	37	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	63	44	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	57	50	14	4
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	11	11	0	33	0	74	50	22	4
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	22	22	11	22	22	0	83	25	29	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	23	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-2	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL PREVEZA</b>					<b>90</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>20</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>68</b>	<b>26</b>	<b>26</b>
PUERTO PLATA																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	0	25	25	0	92	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	0	0	50	0	122	0	0	0
	GLASGOW	AIR 2000	C	A	4	0	0	0	50	0	25	25	0	116	0	0	0
	GLASGOW	AIR 2000	C	D	4	1	0	50	0	0	25	25	0	111	0	0	0
	MANCHESTER	AIR 2000	C	D	2	0	0	0	0	50	50	0	0	59	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-15	60	10	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	6	0	25	4
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	7	17	39	6



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)												
PUERTO PLATA																		
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	50	31	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	40	0	0	0	22	57	54	7	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	43	62	7	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	11	11	22	22	0	68	100	-39	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	0	50	25	0	112	75	42	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	-43	0	167	1	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	100	0	0	0	0	22	100	0	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	1	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	23	0	0	0	
<b>TOTAL PUERTO PLATA</b>					<b>67</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>48</b>	<b>47</b>	<b>67</b>	<b>67</b>	
PUERTO VALLARTA																		
	GATWICK	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	41	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	25	25	0	50	0	0	70	0	0	0	
	MANCHESTER	AIR 2000	C	A	5	0	0	60	0	20	20	0	0	15	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	25	25	0	50	0	0	80	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	36	100	-8	2	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	39	0	38	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	39	0	24	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	1	0	33	33	33	0	0	50	0	27	2	
<b>TOTAL PUERTO VALLARTA</b>					<b>32</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>13</b>	<b>19</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>43</b>	<b>19</b>	<b>19</b>	
PULA																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	1	75	25	0	0	0	0	-10	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	-3	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	24	40	45	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	60	38	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	1	0	75	0	25	0	0	0	4	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	4	0	25	25	0	0	0	50	442	0	0	0	
<b>TOTAL PULA</b>					<b>24</b>	<b>5</b>	<b>1</b>	<b>63</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>57</b>	<b>30</b>	<b>30</b>	
PUNTA CANA																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	77	17	3	3	0	0	-2	97	-18	30
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	67	20	13	0	0	0	13	87	9	30
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>-4</b>	<b>-4</b>
REIMS																	
RENNES	GATWICK	BRIT AIR	S	A	52	0	0	50	44	6	0	0	0	17	51	22	51
	GATWICK	BRIT AIR	S	D	52	0	0	69	23	8	0	0	0	10	90	10	51
<b>TOTAL RENNES</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>16</b>	<b>16</b>
REUS																	
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	0	0	25	0	27	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	0	0	25	0	61	0	0	0
	GATWICK	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-14	60	11	5
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	8	80	7	5
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	1	100	-1	5
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	50	0	0	0	24	60	9	5
	MANCHESTER	AIR 2000	C	A	8	1	1	88	0	0	13	0	0	-11	80	2	10
	MANCHESTER	AIR 2000	C	D	8	1	0	100	0	0	0	0	0	-4	50	22	10
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	100	0	0	0	0	0	-12	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	-2	56	51	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	3	56	55	9
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	3	44	43	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	5	44	44	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	1	33	0	0	33	33	0	110	0	77	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	41	50	52	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-6	80	43	5
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	60	46	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	13	0	0	27	79	0	19
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	13	25	13	0	0	38	68	11	19

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
REUS																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	0	25	101	100	4	5	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	0	0	25	105	80	3	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	35	80	7	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	31	100	9	5	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	-28	0	0	0	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	22	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	-9	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	29	100	-27	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	50	80	1	5	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-4	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	57	50	4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	77	75	9	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	11	50	49	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	16	75	50	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	0	40	0	89	20	322	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	45	100	2	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	57	14	7	7	14	0	41	56	104	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	43	14	7	21	14	0	65	44	95	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-19	75	59	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-11	75	63	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	19	25	29	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	38	25	55	4	
	EDINBURGH	SPANAIR	C	A	4	0	0	0	25	50	25	0	0	44	0	0	0	
	EDINBURGH	SPANAIR	C	D	4	0	0	50	25	0	25	0	0	22	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	-5	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	13	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	3	100	-2	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	18	100	-2	5	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
REUS	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	10	0	20	0	0	6	100	-8	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	22	11	0	0	23	80	10	5
<b>TOTAL REUS</b>					<b>283</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>22</b>	<b>69</b>	<b>27</b>	<b>27</b>
RHODES	NEWCASTLE	AEGEAN AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-7	0	0	0
	NEWCASTLE	AEGEAN AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	0	20	20	0	0	23	100	-4	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	20	20	20	0	0	40	40	27	5
	GATWICK	AIR 2000	C	A	17	0	0	47	12	18	24	0	0	36	54	10	13
	GATWICK	AIR 2000	C	D	15	0	1	40	13	20	20	7	0	48	50	21	14
	GLASGOW	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	17	75	10	4
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	19	60	14	5
	MANCHESTER	AIR 2000	C	A	18	1	0	61	11	6	22	0	0	33	62	26	13
	MANCHESTER	AIR 2000	C	D	18	0	0	39	28	11	22	0	0	36	29	44	14
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	0	0	0	20	0	30	75	-5	4
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	0	0	20	0	36	60	15	5
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	5	0	0	0	20	80	0	0	0	43	0	0	0
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	5	0	0	20	0	60	20	0	0	43	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	0	20	0	0	28	0	0	0
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	20	60	0	20	0	0	31	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	21	10	82	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	11	30	42	10
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	11	11	22	0	75	0	145	12
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	0	22	11	0	71	17	57	12
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	19	25	32	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	19	0	31	5
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	0	56	0	0	63	0	80	4
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	22	22	0	0	39	0	50	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	BRITANNIA AIRWAYS	C	A	18	0	0	44	17	33	6	0	0	21	61	15	18
	MANCHESTER	BRITANNIA AIRWAYS	C	D	18	0	0	56	28	17	0	0	0	17	56	16	18
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-16	50	28	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	1	0	58	5
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	22	25	91	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	25	50	99	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	28	0	0	61	11	11	7	4	7	48	39	106	23
	GATWICK	CALEDONIAN AIRWAYS	C	D	28	0	0	57	18	4	7	7	7	64	43	94	23
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	65	50	57	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	50	0	25	0	77	13	89	8
	STANSTED	EXCEL AIRWAYS LTD	C	A	5	0	0	0	0	40	60	0	0	76	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	5	0	0	20	20	20	40	0	0	46	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	53	13	20	13	0	0	21	64	10	14
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	53	13	13	20	0	0	34	27	24	15
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	42	17	8	25	8	0	69	44	31	9
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	33	25	8	25	8	0	78	11	38	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	-20	100	-10	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-4	60	14	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	0	60	20	0	124	75	10	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	20	20	40	20	0	134	60	18	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	0	20	0	70	25	49	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	48	20	67	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	40	0	0	51	75	18	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	40	0	0	54	80	15	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	13	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	41	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	40	0	0	46	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	53	13	20	13	0	0	15	100	-3	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	87	0	7	7	0	0	4	100	-11	5

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	TRANSAER	C	A	4	0	0	50	50	0	0	0	0	1	0	0	0	0
	BIRMINGHAM	TRANSAER	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0	0
	GLASGOW	TRANSAER	C	A	8	2	1	75	0	0	25	0	0	26	0	0	0	0
	GLASGOW	TRANSAER	C	D	9	0	0	56	11	0	33	0	0	49	0	0	0	0
	NEWCASTLE	TRANSAER	C	A	5	0	0	80	0	0	0	20	0	30	0	0	0	0
	NEWCASTLE	TRANSAER	C	D	5	0	0	80	0	0	20	0	0	38	0	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	0	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	26	0	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	-38	0	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	-3	0	0	0	0
<b>TOTAL RHODES</b>					<b>505</b>	<b>3</b>	<b>2</b>	<b>52</b>	<b>15</b>	<b>12</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>45</b>	<b>43</b>	<b>43</b>	
RIGA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	77	17	7	0	0	0	9	76	0	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	73	17	3	7	0	0	11	19	31	21	
<b>TOTAL RIGA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>20</b>	<b>20</b>	
RIMINI																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	0	0	67	33	0	0	0	0	6	0	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	8	100	2	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	0	33	0	0	0	23	100	2	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	50	20	39	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	0	0	33	0	0	35	40	31	5	
	STANSTED	RYANAIR	S	A	30	0	0	60	17	20	3	0	0	17	37	38	30	
	STANSTED	RYANAIR	S	D	30	0	0	13	30	43	13	0	0	35	13	41	30	
<b>TOTAL RIMINI</b>					<b>80</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>23</b>	<b>28</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>36</b>	<b>36</b>	
RIO DE JANEIRO (GALEAO)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	-9	85	-4	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	67	17	17	0	0	0	15	42	25	12	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RIO DE JANEIRO (GALEAO)		HEATHROW	VARIG	S	A	22	0	0	59	9	27	5	0	0	16	35	26	17
		HEATHROW	VARIG	S	D	21	0	0	67	19	10	5	0	0	18	12	32	17
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>						<b>67</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>20</b>	<b>20</b>
RIYADH		HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	3	69	3	13
		HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	8	15	15	0	0	28	77	20	13
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	17	0	0	76	12	6	0	6	0	18	64	12	14
<b>TOTAL RIYADH</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>21</b>	<b>21</b>
ROCHESTER (USA)																		
ROME (CIAMPINO)		GATWICK	EUROPEAN AIR CHARTER	C	A	7	0	0	29	14	0	57	0	0	37	0	0	0
		GATWICK	EUROPEAN AIR CHARTER	C	D	7	0	0	100	0	0	0	0	0	2	0	0	0
		STANSTED	GO FLY LTD	S	A	90	0	0	73	7	11	9	0	0	8	80	11	65
<b>TOTAL ROME (CIAMPINO)</b>						<b>194</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>32</b>	<b>32</b>
ROME (FIUMICINO)		GATWICK	ALITALIA	S	A	29	0	1	59	28	7	7	0	0	19	27	19	30
		GATWICK	ALITALIA	S	D	29	0	1	72	14	10	3	0	0	12	63	19	30
		HEATHROW	ALITALIA	S	A	149	0	2	34	27	28	10	1	0	32	35	26	183
		HEATHROW	ALITALIA	S	D	148	0	2	40	22	24	14	0	0	29	50	26	183
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	68	18	7	5	2	0	15	63	17	60
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	63	20	10	7	0	0	18	47	22	60
		EDINBURGH	BRITISH AIRWAYS PLC	S	D	21	0	1	71	29	0	0	0	0	13	0	0	0
		HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	59	19	14	8	0	0	17	51	21	150
		HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	73	18	6	3	0	0	13	59	19	150
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	42	27	15	12	4	0	39	18	35	17
		MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	42	27	12	15	4	0	42	24	31	17

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
ROME (FIUMICINO)																		
	LUTON	DEBONAIR AIRWAYS LTD	S	A	26	0	0	23	19	31	23	4	0	52	0	0	0	
	LUTON	DEBONAIR AIRWAYS LTD	S	D	35	0	1	51	26	11	11	0	0	22	0	0	0	
	EDINBURGH	EUROFLY SPA	C	A	2	0	0	50	0	0	50	0	0	49	0	0	0	
	STANSTED	KLM UK LTD	S	A	59	0	1	56	19	8	15	2	0	31	0	0	0	
	STANSTED	KLM UK LTD	S	D	60	0	0	63	17	5	12	3	0	29	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1033</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>21</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>48</b>	<b>23</b>	<b>23</b>	
RONNEBY																		
ROTTERDAM																		
	GATWICK	CITY FLYER EXPRESS	S	A	92	0	5	84	12	2	2	0	0	4	67	15	81	
	GATWICK	CITY FLYER EXPRESS	S	D	93	0	0	84	9	6	1	0	0	10	72	16	81	
	EDINBURGH	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	
	EDINBURGH	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	HEATHROW	KLM	S	A	107	0	1	79	10	7	3	0	0	8	56	16	103	
	HEATHROW	KLM	S	D	106	0	2	87	8	3	2	0	0	2	67	11	103	
	LONDON CITY	VLM (BELGIUM)	S	A	123	0	0	71	18	10	2	0	0	11	72	12	119	
	LONDON CITY	VLM (BELGIUM)	S	D	121	1	2	64	19	13	3	0	0	16	65	14	118	
	MANCHESTER	VLM (BELGIUM)	S	A	47	0	1	87	11	2	0	0	0	5	65	12	26	
	MANCHESTER	VLM (BELGIUM)	S	D	47	0	1	85	6	4	4	0	0	6	88	-2	26	
<b>TOTAL ROTTERDAM</b>					<b>746</b>	<b>1</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>13</b>	<b>13</b>	



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					SEPT 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)										
SALONIKA	GATWICK	AIR 2000	C	A	9	0	1	11	22	22	33	11	0	75	100	-7	5	
	GATWICK	AIR 2000	C	D	10	0	0	30	20	10	30	10	0	60	75	10	4	
	MANCHESTER	AIR 2000	C	A	9	0	0	0	0	22	78	0	0	84	25	41	4	
	MANCHESTER	AIR 2000	C	D	10	1	0	0	0	50	50	0	0	65	0	43	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	27	40	34	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	9	25	49	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	0	0	25	139	50	18	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	0	25	110	75	13	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	0	25	0	110	25	51	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	83	50	45	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	1	1	29	43	29	0	0	0	26	88	9	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	0	13	0	13	0	39	63	11	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	75	0	0	0	26	75	17	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	50	31	4	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	33	11	22	0	0	38	56	3	9	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	0	25	13	0	0	34	44	16	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	-15	75	-16	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	23	40	29	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	19	25	65	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	20	20	121	5	
<b>TOTAL SALONIKA</b>					<b>124</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>14</b>	<b>23</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>50</b>	<b>58</b>	<b>32</b>	<b>32</b>	
SALZBURG	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	11	50	41	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	17	50	43	4	
	GATWICK	AIR 2000	C	A	9	0	0	56	22	11	11	0	0	20	44	20	9	
	GATWICK	AIR 2000	C	D	9	0	0	44	33	0	22	0	0	30	67	35	9	
	STANSTED	AIR 2000	C	A	3	0	0	33	33	33	0	0	0	29	0	0	0	
	STANSTED	AIR 2000	C	D	3	0	0	0	33	67	0	0	0	30	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	67	17	8	8	0	0	6	88	-12	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	1	73	0	9	18	0	0	22	88	8	8	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	43	100	-16	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	51	100	-7	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	-11	50	35	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	7	0	1	57	14	29	0	0	0	19	50	56	8
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-21	100	-23	4
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	11	100	-9	4
	STANSTED	GO FLY LTD	C	A	3	0	0	100	0	0	0	0	0	-64	0	0	0
	STANSTED	GO FLY LTD	C	D	3	0	0	100	0	0	0	0	0	6	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	21	25	28	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	15	75	12	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	46	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	32	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	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	3	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	0	0	67	0	33	0	0	34	0	0	0
<b>TOTAL SALZBURG</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>26</b>	<b>26</b>
SAMOS																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	58	25	33	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	75	25	0	0	51	25	29	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14	75	14	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	75	38	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	23	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	35	0	0	0
<b>TOTAL SAMOS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>35</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>28</b>	<b>28</b>
SAN DIEGO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	0	-20	90	-13	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	17	20	0	0	0	18	33	33	30
<b>TOTAL SAN DIEGO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>62</b>	<b>10</b>	<b>10</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	80	13	3	3	0	0	2	72	12	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	63	22	12	3	0	0	15	53	24	60	
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	82	8	5	5	0	0	4	70	14	60	
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	78	10	7	5	0	0	12	77	21	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	1	1	90	7	3	0	0	0	-7	73	7	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	57	33	7	3	0	0	17	47	23	30	
<b>TOTAL SAN FRANCISCO</b>					<b>299</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>17</b>	<b>17</b>	
SAN JOSE COST RICA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	25	25	50	0	0	0	21	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	25	0	0	0	20	0	0	0	
<b>TOTAL SAN JOSE COST RICA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAN JUAN (PUERTO RICO)																		
SANAA																		
	GATWICK	YEMENIA	S	A	7	1	0	14	43	29	0	14	0	55	0	58	9	
	GATWICK	YEMENIA	S	D	8	0	0	13	0	25	25	25	13	243	67	26	9	
<b>TOTAL SANAA</b>					<b>15</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>20</b>	<b>27</b>	<b>13</b>	<b>20</b>	<b>7</b>	<b>155</b>	<b>33</b>	<b>42</b>	<b>42</b>	
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR	S	A	56	0	0	73	7	7	11	0	2	16	61	12	56	
	STANSTED	RYANAIR	S	D	56	0	0	57	20	18	5	0	0	18	41	31	56	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>51</b>	<b>22</b>	<b>22</b>	
SANFORD																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	0	25	25	0	74	0	0	0	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	0	50	0	25	25	0	100	0	0	0	
	GATWICK	AIR 2000	C	A	12	0	0	83	17	0	0	0	0	-10	0	0	0	
	GATWICK	AIR 2000	C	D	13	0	0	69	8	15	8	0	0	20	0	0	0	
	GLASGOW	AIR 2000	C	A	4	0	0	0	0	25	25	50	0	167	0	0	0	
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	0	25	50	0	146	0	0	0	
	MANCHESTER	AIR 2000	C	A	14	0	0	43	21	29	7	0	0	15	0	0	0	
	MANCHESTER	AIR 2000	C	D	15	0	0	27	33	33	7	0	0	29	0	0	0	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SANFORD																	
	NEWCASTLE	AIR 2000	C	A	8	0	0	13	13	25	38	13	0	102	0	0	0
	NEWCASTLE	AIR 2000	C	D	9	0	0	44	0	22	22	11	0	77	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	0	356	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	38	0	195	3
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	13	38	0	0	0	17	27	70	11
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	0	33	0	0	37	36	34	11
	GLASGOW	MONARCH AIRLINES	C	A	10	0	0	70	20	10	0	0	0	2	25	271	12
	GLASGOW	MONARCH AIRLINES	C	D	12	0	0	67	17	8	8	0	0	16	29	111	14
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	58	11	5	16	11	0	33	64	19	25
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	45	10	5	30	10	0	66	46	32	24
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	1	0	33	33	0	33	0	0	39	0	121	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	0	25	144	75	13	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	20	1	0	0	10	20	40	25	5	134	27	63	22
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	21	0	0	29	14	14	38	5	0	58	57	42	21
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	25	0	25	0	0	30	13	55	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	2	0	30	5	30	30	5	0	60	37	71	19
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	2	26	21	11	37	0	5	64	50	68	20
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	1	0	75	0	25	0	0	0	5	50	17	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	1	1	0	67	33	0	0	0	30	50	10	4
<b>TOTAL SANFORD</b>					<b>272</b>	<b>10</b>	<b>3</b>	<b>41</b>	<b>14</b>	<b>15</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>53</b>	<b>46</b>	<b>63</b>	<b>63</b>
SANTIAGO DE CHILE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	92	4	0	4	0	0	-1	83	52	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	92	0	8	0	0	0	4	88	17	16
<b>TOTAL SANTIAGO DE CHILE</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>36</b>	<b>36</b>
SANTIAGO DE COMPOSTELA																	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	75	0	0	0	0	19	75	11	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	14	25	20	4
	HEATHROW	IBERIA	S	A	30	0	0	20	27	40	13	0	0	33	67	14	30
	HEATHROW	IBERIA	S	D	30	0	0	43	20	37	0	0	0	20	70	12	30

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					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SANTIAGO DE COMPOSTELA																	
<b>TOTAL SANTIAGO DE COMPOSTELA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>13</b>	<b>13</b>
SANTO DOMINGO																	
	MANCHESTER	AIR 2000	C	A	3	0	0	33	0	33	33	0	0	63	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	75	33	52	3
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	48	33	43	3
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	50	0	25	169	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	32	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	13	0	25	50	0	13	117	75	51	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	1	1	0	14	29	57	0	0	79	25	53	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	50	25	0	25	0	83	0	0	0
<b>TOTAL SANTO DOMINGO</b>					<b>38</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>13</b>	<b>18</b>	<b>39</b>	<b>3</b>	<b>5</b>	<b>87</b>	<b>50</b>	<b>36</b>	<b>36</b>
SAO PAULO (GUARULHOS)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	13	0	13	0	0	1	63	47	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	22	22	56	0	0	0	28	38	39	8
	HEATHROW	VARIG	S	A	8	0	0	50	38	13	0	0	0	13	25	35	4
	HEATHROW	VARIG	S	D	9	0	0	44	33	22	0	0	0	20	75	8	4
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>30</b>	<b>30</b>
SARAJEVO																	
<b>TOTAL SARAJEVO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEATTLE (BOEING FLD INT)																	
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	86	9	5	0	0	0	-7	79	2	42
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	53	26	16	5	0	0	18	33	28	43
<b>TOTAL SEATTLE (TACOMA)</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>15</b>	<b>15</b>
SEOUL (KIMPO)																	
	HEATHROW	KOREAN AIR	S	A	21	0	0	71	14	5	10	0	0	5	52	13	21
	HEATHROW	KOREAN AIR	S	D	21	0	0	62	33	0	5	0	0	14	95	6	21
<b>TOTAL SEOUL (KIMPO)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>9</b>	<b>9</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SEVILLE	HEATHROW	IBERIA	S	A	30	0	0	10	20	50	20	0	0	45	47	27	30
	HEATHROW	IBERIA	S	D	30	0	0	23	10	30	33	3	0	54	47	26	30
<b>TOTAL SEVILLE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>16</b>	<b>39</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>48</b>	<b>30</b>	<b>30</b>
SEYCHELLES	GATWICK	AIR SEYCHELLES	S	A	9	0	0	67	33	0	0	0	0	7	0	138	8
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	22	33	44	0	0	0	29	14	56	7
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	-5	88	5	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	0	89	5	9
<b>TOTAL SEYCHELLES</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>49</b>	<b>49</b>
SFAX	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	0	25	25	0	99	0	0	0
<b>TOTAL SFAX</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>99</b>	<b>60</b>	<b>57</b>	<b>57</b>
SHANGHAI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	7	1	0	100	0	0	0	0	0	-4	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	63	38	0	0	0	0	10	0	0	0
<b>TOTAL SHANGHAI</b>					<b>15</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>20</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>
SHANNON	GATWICK	AB AIRLINES	S	A	22	0	10	45	14	23	18	0	0	26	64	28	86
	GATWICK	AB AIRLINES	S	D	22	0	10	45	23	23	9	0	0	26	54	25	84
	HEATHROW	AER LINGUS	S	A	113	1	0	56	23	16	4	1	0	21	58	21	118
	HEATHROW	AER LINGUS	S	D	116	0	0	66	15	12	8	0	0	18	57	24	119
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	51	0	1	61	12	8	20	0	0	27	65	24	51
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	50	0	2	66	14	0	20	0	0	27	71	16	49
	STANSTED	VIRGIN EXPRESS	S	A	65	0	1	85	5	8	0	3	0	10	0	0	0
	STANSTED	VIRGIN EXPRESS	S	D	65	0	1	80	8	6	5	2	0	17	0	0	0
<b>TOTAL SHANNON</b>					<b>504</b>	<b>1</b>	<b>25</b>	<b>65</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>22</b>	<b>22</b>
SHARM EL SHEIKH (OPHIRA)	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	22	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	28	0	0	0

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	37	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	23	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	40	40	20	0	0	37	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	23	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>22</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>35</b>	<b>35</b>
SHEFFIELD CITY																	
SINGAPORE																	
	HEATHROW	SINGAPORE AIRLINES	S	A	90	0	0	78	14	3	4	0	0	6	85	5	73
	HEATHROW	SINGAPORE AIRLINES	S	D	90	0	0	58	33	8	1	0	0	16	60	16	72
	MANCHESTER	SINGAPORE AIRLINES	S	A	26	0	0	65	15	12	8	0	0	12	77	2	22
	MANCHESTER	SINGAPORE AIRLINES	S	D	26	0	0	27	19	19	31	4	0	55	27	27	22
<b>TOTAL SINGAPORE</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>11</b>	<b>11</b>
SKIATHOS																	
	GATWICK	AIR 2000	C	A	17	0	0	41	18	12	24	6	0	38	100	-15	3
	GATWICK	AIR 2000	C	D	17	0	0	53	24	0	18	6	0	37	75	10	4
	MANCHESTER	AIR 2000	C	A	13	0	0	46	15	23	8	8	0	44	0	0	0
	MANCHESTER	AIR 2000	C	D	12	0	1	17	58	8	8	8	0	57	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	12	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	69	23	8	0	0	0	11	13	223	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	54	23	15	8	0	0	19	100	-10	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	9	0	0	44	11	11	33	0	0	51	14	68	7
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	7	0	2	57	0	0	43	0	0	65	57	35	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	1	0	33	33	22	11	0	0	30	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	-3	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	1	0	38	13	38	13	0	83	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	11	11	11	0	44	0	0	0
<b>TOTAL SKIATHOS</b>					<b>142</b>	<b>1</b>	<b>4</b>	<b>49</b>	<b>22</b>	<b>11</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>55</b>	<b>37</b>	<b>37</b>
SOFIA																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 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)												
SOFIA																		
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	21	0	0	29	14	29	29	0	0	45	24	40	21	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	21	0	0	38	29	14	19	0	0	38	62	24	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	25	0	0	56	24	16	0	0	4	41	43	39	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	25	0	0	28	44	24	4	0	0	23	38	39	21	
<b>TOTAL SOFIA</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>27</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>42</b>	<b>36</b>	<b>36</b>	
SOUTHAMPTON																		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	28	0	2	64	11	14	7	4	0	22	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	28	0	2	71	11	11	4	4	0	16	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	97	0	3	82	9	3	5	0	0	9	77	8	47	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	97	0	3	78	10	5	6	0	0	14	78	10	46	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	100	1	0	80	9	9	2	0	0	8	73	12	91	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	100	1	0	84	7	7	2	0	0	5	76	11	91	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	0	53	17	14	14	1	0	32	70	16	64	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	0	57	19	9	16	0	0	28	74	13	65	
<b>TOTAL SOUTHAMPTON</b>					<b>590</b>	<b>2</b>	<b>10</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>12</b>	<b>12</b>	
SPLIT																		
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	22	44	33	0	0	0	25	50	38	4	
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	44	11	33	11	0	0	30	50	41	4	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	25	50	0	25	0	0	41	0	153	4	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	25	25	25	25	0	0	44	0	166	4	
	MANCHESTER	CROATIA AIRLINES	S	D	7	0	1	29	14	14	43	0	0	56	25	41	4	
<b>TOTAL SPLIT</b>					<b>34</b>	<b>0</b>	<b>5</b>	<b>29</b>	<b>26</b>	<b>24</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>62</b>	<b>62</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	30	0	0	83	10	3	3	0	0	0	74	7	39	
	STANSTED	RYANAIR	S	D	30	0	0	67	20	7	7	0	0	15	44	19	39	
<b>TOTAL ST ETIENNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>13</b>	<b>13</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	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ST KITTS	MANCHESTER	AIR 2000	C	A	2	0	1	0	0	0	100	0	0	85	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	42	60	23	5
<b>TOTAL ST KITTS</b>					<b>6</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>60</b>	<b>23</b>	<b>23</b>
ST LOUIS (LAMBERT)	GATWICK	TRANS WORLD AIRLINES	S	A	37	0	0	57	22	14	3	5	0	24	85	2	39
	GATWICK	TRANS WORLD AIRLINES	S	D	37	0	0	59	19	11	11	0	0	23	82	9	39
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>5</b>	<b>5</b>
ST LUCIA (HEWANORRA)	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	11	75	20	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	1	50	0	50	0	0	0	10	0	51	3
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	13	13	0	0	22	78	11	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	25	38	25	13	0	0	31	50	54	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	55	0	194	1
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	13	50	25	13	0	0	48	43	54	7
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	0	50	50	0	0	0	35	100	-27	1
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0	0	50	50	0	0	61	0	17	1
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>26</b>	<b>24</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>49</b>	<b>42</b>	<b>42</b>
ST PETERSBURG	GATWICK	AEROFLOT	S	A	8	1	1	75	25	0	0	0	0	6	100	1	10
	GATWICK	AEROFLOT	S	D	9	1	1	89	0	0	11	0	0	12	50	28	10
	HEATHROW	AEROFLOT	S	A	4	0	0	100	0	0	0	0	0	2	50	5	4
	HEATHROW	AEROFLOT	S	D	4	0	0	75	0	25	0	0	0	15	75	11	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	90	10	0	0	0	0	2	81	-5	21
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	43	43	14	0	0	0	17	76	19	21
<b>TOTAL ST PETERSBURG</b>					<b>67</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>9</b>	<b>9</b>
ST THOMAS ISLANDS	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-10	0	0	0

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					68	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Actual (7)										
ST THOMAS ISLANDS																	
<b>TOTAL ST THOMAS 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>-10</b>	<b>0</b>	<b>0</b>	<b>0</b>
STANSTED																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	68	0	2	72	7	10	10	0	0	19	51	27	67
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	69	0	1	80	10	6	4	0	0	10	73	16	66
	EDINBURGH	GO FLY LTD	S	A	143	0	2	87	5	3	4	0	0	2	86	0	59
	EDINBURGH	GO FLY LTD	S	D	142	0	3	76	15	2	6	0	0	12	81	9	59
	EDINBURGH	KLM UK LTD	S	A	160	0	5	81	8	6	4	1	0	4	69	12	172
	EDINBURGH	KLM UK LTD	S	D	157	0	8	79	10	6	4	0	0	12	65	19	175
	GLASGOW	KLM UK LTD	S	A	107	1	1	57	14	20	9	0	0	22	50	27	127
	GLASGOW	KLM UK LTD	S	D	106	1	2	73	8	14	6	0	0	15	59	25	127
	NEWCASTLE	KLM UK LTD	S	A	69	0	1	93	1	3	3	0	0	1	85	4	87
	NEWCASTLE	KLM UK LTD	S	D	68	0	2	91	4	1	3	0	0	3	93	3	87
<b>TOTAL STANSTED</b>					<b>1089</b>	<b>4</b>	<b>27</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>15</b>	<b>15</b>
STAVANGER																	
	NEWCASTLE	BRAATHENS ASA	S	A	26	0	0	81	4	15	0	0	0	8	0	0	0
	NEWCASTLE	BRAATHENS ASA	S	D	26	0	0	65	27	4	4	0	0	13	0	0	0
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	0	50	0	0	50	0	183	0	0	0
	HEATHROW	SAS	S	A	60	0	0	70	20	10	0	0	0	8	70	16	60
	HEATHROW	SAS	S	D	60	0	0	83	7	7	3	0	0	6	73	14	60
<b>TOTAL STAVANGER</b>					<b>177</b>	<b>4</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>13</b>	<b>13</b>
STOCKHOLM (ARLANDA)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	82	10	6	2	0	0	2	79	8	89
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	87	10	3	0	0	0	7	58	16	89
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	79	13	7	1	0	0	5	49	22	147
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	91	6	2	1	0	0	5	71	15	146
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	44	33	11	11	0	0	23	50	34	8
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	22	44	22	11	0	0	27	0	54	8
	HEATHROW	SAS	S	A	172	0	0	65	21	11	3	0	0	12	52	21	144

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
STOCKHOLM (ARLANDA)	HEATHROW	SAS	S	D	171	0	0	83	8	8	2	0	0	7	69	18	146
	MANCHESTER	SAS	S	A	26	0	0	81	8	12	0	0	0	0	87	4	23
	MANCHESTER	SAS	S	D	26	0	0	81	8	8	4	0	0	13	65	10	23
	STANSTED	SAS	S	A	56	0	0	66	23	9	2	0	0	11	70	14	54
	STANSTED	SAS	S	D	56	0	0	82	11	5	2	0	0	8	67	23	54
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1006</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>18</b>	<b>18</b>
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	A	88	0	0	67	15	11	6	1	0	18	44	25	86
	STANSTED	RYANAIR	S	D	87	0	1	46	31	20	3	0	0	21	40	29	86
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>175</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>42</b>	<b>27</b>	<b>27</b>
STORNOWAY	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	56	0	0	70	16	11	2	2	0	16	71	18	58
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	56	0	0	80	9	5	5	0	0	10	74	24	58
<b>TOTAL STORNOWAY</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>21</b>	<b>21</b>
STRASBOURG	LONDON CITY	AIR FRANCE	S	A	62	0	13	55	24	15	6	0	0	18	72	9	69
	LONDON CITY	AIR FRANCE	S	D	60	0	14	30	33	25	12	0	0	33	30	30	70
<b>TOTAL STRASBOURG</b>					<b>122</b>	<b>0</b>	<b>27</b>	<b>43</b>	<b>29</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>51</b>	<b>20</b>	<b>20</b>
STUTTGART	HEATHROW	BMI BRITISH MIDLAND	S	A	90	0	0	62	20	16	2	0	0	9	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	90	0	0	60	24	14	1	0	0	13	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	69	22	6	3	0	0	9	60	17	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	76	18	6	1	0	0	9	77	8	90
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	73	0	1	71	19	8	1	0	0	8	76	8	72
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	74	0	0	76	12	7	5	0	0	13	79	11	73
	MANCHESTER	LUFTHANSA CITY LINE	S	A	22	0	0	59	23	18	0	0	0	10	59	14	22
	MANCHESTER	LUFTHANSA CITY LINE	S	D	22	0	0	50	27	18	5	0	0	19	52	12	21
<b>TOTAL STUTTGART</b>					<b>551</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>13</b>	<b>13</b>
SUDSVALL																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
SUMBURGH	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	65	12	4	12	8	0	35	74	15	50
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	46	31	15	4	4	0	27	54	27	52
	EDINBURGH	LOGANAIR	S	A	35	1	4	66	20	6	9	0	0	16	0	0	0
	EDINBURGH	LOGANAIR	S	D	26	0	0	31	46	12	12	0	0	25	0	0	0
<b>TOTAL SUMBURGH</b>					<b>113</b>	<b>1</b>	<b>7</b>	<b>53</b>	<b>27</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>25</b>	<b>25</b>
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	81	7	5	7	0	0	6	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	77	11	9	2	0	0	8	0	0	0
	HEATHROW	QANTAS	S	A	31	0	0	74	6	3	6	6	3	51	86	5	42
	HEATHROW	QANTAS	S	D	30	0	0	50	33	17	0	0	0	17	43	23	30
<b>TOTAL SYDNEY</b>					<b>148</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>68</b>	<b>12</b>	<b>12</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	4	0	0	50	0	0	25	25	0	86	0	0	0
<b>TOTAL TABARKA</b>					<b>4</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>86</b>	<b>0</b>	<b>0</b>	<b>0</b>
TAIPEI	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	-9	92	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	11	67	17	12
	HEATHROW	EVA AIR	S	A	13	0	0	92	8	0	0	0	0	-7	69	24	13
	HEATHROW	EVA AIR	S	D	13	0	0	85	8	8	0	0	0	10	77	18	13
<b>TOTAL TAIPEI</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>1</b>	<b>76</b>	<b>15</b>	<b>15</b>
TALLIN	GATWICK	ESTONIAN AIR	S	A	26	0	0	73	23	4	0	0	0	6	62	16	26
	GATWICK	ESTONIAN AIR	S	D	26	0	0	88	12	0	0	0	0	3	73	15	26
<b>TOTAL TALLIN</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>16</b>	<b>16</b>
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	1	81	10	10	0	0	0	-3	90	1	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	1	52	29	10	10	0	0	21	52	21	21
<b>TOTAL TAMPA</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>11</b>	<b>11</b>
TANGIERS (IBN BATUTA)	HEATHROW	ROYAL AIR MAROC	S	A	4	0	0	25	0	75	0	0	0	30	0	16	1
	HEATHROW	ROYAL AIR MAROC	S	D	3	0	0	33	0	67	0	0	0	29	100	0	1
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>8</b>	<b>8</b>
TARBES-LOURDES INTERNA	LUTON	AIR MEDITERRANEE	C	A	8	0	0	88	0	0	13	0	0	4	0	26	1
	LUTON	AIR MEDITERRANEE	C	D	8	0	0	38	38	13	13	0	0	26	0	33	1
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	0	33	67	0	0	0	40	0	91	2
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	33	0	33	33	0	0	37	0	51	2
	GATWICK	EUROPEAN AIR CHARTER	C	A	7	0	0	57	14	14	14	0	0	18	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	7	0	0	57	14	14	14	0	0	17	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	8	0	0	38	50	13	0	0	0	18	0	68	8
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	8	0	0	63	13	25	0	0	0	15	63	52	8

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TARBES-LOURDES INTERNA																	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>29</b>	<b>61</b>	<b>61</b>
TASHKENT																	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	21	0	0	24	14	29	29	5	0	45	76	-11	17
	HEATHROW	UZBEKISTAN AIRLINES	S	D	21	0	0	19	14	33	29	5	0	53	53	12	17
<b>TOTAL TASHKENT</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>14</b>	<b>31</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>49</b>	<b>65</b>	<b>0</b>	<b>0</b>
TBILISI																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	7	2	0	57	0	29	0	14	0	64	0	0	0
<b>TOTAL TBILISI</b>					<b>7</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>195</b>	<b>195</b>
TEESSIDE																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	135	0	0	83	7	4	5	0	0	7	71	15	138
	HEATHROW	BMI BRITISH MIDLAND	S	D	135	0	0	80	10	4	6	0	0	8	73	13	138
<b>TOTAL TEESSIDE</b>					<b>270</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>14</b>	<b>14</b>
TEHRAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	94	0	6	0	0	0	-2	69	7	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	18	6	12	0	0	16	54	16	13
	HEATHROW	IRAN AIR	S	A	14	0	0	50	21	21	7	0	0	23	54	22	13
	HEATHROW	IRAN AIR	S	D	13	1	1	69	8	15	8	0	0	25	85	19	13
<b>TOTAL TEHRAN</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>16</b>	<b>16</b>
TEL AVIV																	
	GATWICK	AIR 2000	C	A	6	0	0	50	0	33	17	0	0	25	33	40	6
	GATWICK	AIR 2000	C	D	7	0	0	71	0	0	29	0	0	26	29	40	7
	GATWICK	ARKIA	C	A	4	0	0	0	50	25	25	0	0	43	100	-20	1
	GATWICK	ARKIA	C	D	4	0	0	50	25	25	0	0	0	17	100	-2	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	36	21	32	7	4	0	37	18	37	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	61	11	25	4	0	0	19	43	31	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	85	12	0	3	0	0	-2	79	2	33
	HEATHROW	BRITISH AIRWAYS PLC	S	D	33	0	0	100	0	0	0	0	0	-2	73	9	33
	GATWICK	CALEDONIAN AIRWAYS	C	A	14	0	0	71	7	0	21	0	0	8	50	28	8

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						Actual (7)	Plan (8)											
TEL AVIV																		
	GATWICK	CALEDONIAN AIRWAYS	C	D	13	0	0	69	15	8	8	0	0	18	70	28	10	
	GATWICK	EL AL	C	A	3	0	0	0	67	33	0	0	0	25	33	21	3	
	GATWICK	EL AL	C	D	3	0	0	67	33	0	0	0	0	5	67	23	3	
	HEATHROW	EL AL	S	A	29	0	1	76	14	7	3	0	0	6	81	3	26	
	HEATHROW	EL AL	S	D	32	0	0	63	9	28	0	0	0	17	70	7	27	
	MANCHESTER	EL AL	S	A	8	0	1	100	0	0	0	0	0	3	86	2	7	
	MANCHESTER	EL AL	S	D	8	0	1	88	13	0	0	0	0	2	71	11	7	
	STANSTED	EL AL	S	A	18	0	4	61	17	11	11	0	0	15	87	-3	23	
	STANSTED	EL AL	S	D	17	3	5	65	18	12	6	0	0	16	68	11	22	
	STANSTED	ISRAIR LTD	C	A	4	0	0	0	50	50	0	0	0	29	0	0	0	
	STANSTED	ISRAIR LTD	C	D	4	0	0	25	0	50	25	0	0	40	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	12	18	24	41	6	0	79	14	83	21	
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	17	22	22	33	6	0	63	19	73	21	
<b>TOTAL TEL AVIV</b>					<b>334</b>	<b>3</b>	<b>12</b>	<b>61</b>	<b>14</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>24</b>	<b>24</b>	
TENERIFE (NORTE LOS ROD)																		
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	AIR 2000	C	A	8	0	0	63	13	13	13	0	0	28	88	1	8	
	BIRMINGHAM	AIR 2000	C	D	8	0	0	75	13	0	13	0	0	27	100	5	8	
	GATWICK	AIR 2000	C	A	25	0	0	36	20	24	16	4	0	44	48	44	21	
	GATWICK	AIR 2000	C	D	24	0	0	46	13	21	17	4	0	42	67	34	21	
	GLASGOW	AIR 2000	C	A	4	0	0	25	25	0	50	0	0	80	100	-2	4	
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	0	25	25	0	79	100	6	4	
	MANCHESTER	AIR 2000	C	A	15	6	6	60	7	0	20	13	0	42	59	25	17	
	MANCHESTER	AIR 2000	C	D	16	4	4	38	0	38	19	6	0	58	59	31	17	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	0	25	0	56	75	-1	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	25	0	0	25	0	72	100	-2	4	
	STANSTED	AIR 2000	C	A	4	0	0	0	0	50	50	0	0	84	0	0	0	
	STANSTED	AIR 2000	C	D	4	0	0	0	25	25	50	0	0	73	0	0	0	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	-15	100	-16	5	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	EDINBURGH	AIR EUROPA	C	D	4	0	0	75	25	0	0	0	0	11	100	-2	5	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	25	0	25	25	25	0	89	0	284	4	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	1	0	50	25	25	0	0	20	75	9	4	4	
	NEWCASTLE	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	25	25	50	0	0	31	0	0	0	0	
	NEWCASTLE	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	0	50	25	25	0	44	0	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	25	0	50	25	0	63	0	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	50	0	25	25	0	61	0	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	14	0	0	71	7	14	7	0	17	56	34	9	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	69	8	8	15	0	22	78	34	9	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	12	0	0	25	25	25	25	0	39	54	34	13	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	42	33	25	0	0	24	69	23	13	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	4	100	6	4	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	14	50	13	4	4	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	24	54	31	13	13	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	9	54	34	13	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	62	23	0	15	0	18	57	21	21	21	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	62	23	15	0	0	16	67	19	21	21	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	10	25	20	4	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	24	75	12	4	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	25	25	0	30	40	16	5	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	7	0	1	43	29	0	29	0	28	60	11	5	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	20	0	0	50	5	20	25	0	26	61	6	18	18	
	GATWICK	CALEDONIAN AIRWAYS	C	D	22	0	0	50	14	18	18	0	32	41	21	17	17	
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	38	0	111	4	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	12	0	84	4	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	16	0	0	19	25	25	19	6	97	29	54	21	21	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	16	0	1	31	31	25	6	0	46	27	65	22	22	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	25	75	0	0	90	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	0	100	0	0	126	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	4	0	0	50	0	50	0	116	75	67	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	3	100	0	0	0	0	7	100	-9	3		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	40	0	40	0	20	0	57	89	0	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	25	0	25	0	69	78	6	9	
	STANSTED	EXCEL AIRWAYS LTD	C	A	3	0	1	0	0	0	33	67	0	190	0	0	0	
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	20	0	0	0	
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	0	25	50	25	0	0	47	100	-7	5	
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	17	80	12	5	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-16	75	3	4	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8	25	29	4	
	NEWCASTLE	FUTURA AIRLINES	C	A	8	0	0	75	0	13	13	0	0	3	50	28	8	
	NEWCASTLE	FUTURA AIRLINES	C	D	8	0	0	75	0	13	13	0	0	12	38	36	8	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	46	23	23	8	0	0	15	38	31	13	
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	58	17	17	8	0	0	22	46	26	13	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	8	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	25	1	0	20	8	36	24	8	4	85	38	34	24	
	GATWICK	MONARCH AIRLINES	C	D	24	0	0	17	13	33	25	8	4	85	61	32	23	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	18	0	71	4	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	17	50	70	4	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	50	0	0	0	25	286	75	34	4	
	LUTON	MONARCH AIRLINES	S	A	8	0	0	38	25	38	0	0	0	19	56	16	9	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	0	25	301	75	38	4	
	LUTON	MONARCH AIRLINES	S	D	8	0	0	50	25	25	0	0	0	18	67	11	9	
	MANCHESTER	MONARCH AIRLINES	C	A	29	0	0	45	14	14	21	7	0	46	38	38	26	
	MANCHESTER	MONARCH AIRLINES	C	D	28	0	1	46	18	7	21	7	0	47	76	24	25	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	11	22	0	0	17	44	33	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	13	38	0	0	47	78	26	9	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	57	14	7	14	7	0	32	50	29	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	58	17	8	8	8	0	35	71	27	14	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	33	0	0	11	11	96	50	75	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	0	38	0	0	13	86	50	73	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-7	25	33	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	75	11	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	11	11	0	29	90	2	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	1	0	38	25	13	13	13	0	46	70	13	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	58	25	31	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	26	75	6	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	0	0	63	13	0	104	0	71	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	0	0	63	13	0	108	0	55	4	
	BIRMINGHAM	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	-5	50	47	4	
	BIRMINGHAM	SPANAIR	C	D	4	0	0	100	0	0	0	0	0	4	50	55	4	
	MANCHESTER	SPANAIR	C	A	8	0	0	63	38	0	0	0	0	6	38	54	8	
	MANCHESTER	SPANAIR	C	D	8	0	0	25	25	25	25	0	0	41	25	63	8	
	STANSTED	SPANAIR	C	A	4	0	0	75	0	25	0	0	0	4	75	11	4	
	STANSTED	SPANAIR	C	D	4	0	0	75	0	25	0	0	0	20	0	63	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	25	0	0	0	12	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	47	18	12	18	0	6	89	67	10	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	50	13	25	13	0	0	26	78	14	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	-3	75	6	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	-3	100	-2	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	24	0	0	38	21	13	21	8	0	54	88	2	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	24	0	0	54	8	8	21	8	0	50	100	-3	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	0	13	75	16	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	1	1	86	0	0	14	0	0	8	100	-4	4	
	GATWICK	TRANSAER	C	A	6	0	0	33	17	0	50	0	0	51	100	-3	6	
	GATWICK	TRANSAER	C	D	6	0	0	50	17	0	33	0	0	42	100	3	6	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	72	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	45	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	13	0	50	25	13	0	84	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	0	25	25	13	25	13	0	63	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>896</b>	<b>16</b>	<b>22</b>	<b>48</b>	<b>14</b>	<b>16</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>44</b>	<b>58</b>	<b>35</b>	<b>35</b>
THIRA (SANTORINI)																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-5	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	-3	25	63	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>63</b>	<b>63</b>
TIREE																	
	GLASGOW	LOGANAIR	S	A	24	0	2	75	13	4	8	0	0	15	56	44	25
	GLASGOW	LOGANAIR	S	D	25	0	1	84	0	4	12	0	0	10	91	-4	23
<b>TOTAL TIREE</b>					<b>49</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>21</b>	<b>21</b>
TOBAGO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	50	0	0	0	0	11	50	40	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	25	25	25	0	0	37	50	47	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	1	0	0	33	67	0	0	0	36	67	10	9
<b>TOTAL TOBAGO</b>					<b>14</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>36</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>59</b>	<b>26</b>	<b>26</b>
TOKYO (NARITA)																	
	HEATHROW	AEROFLOT	S	A	8	0	0	13	25	38	25	0	0	43	23	53	13
	HEATHROW	AEROFLOT	S	D	8	0	0	25	38	25	13	0	0	30	67	64	12
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	70	23	7	0	0	0	1	70	13	37
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	60	33	3	0	3	0	19	72	12	36
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	90	5	5	0	0	0	-4	82	7	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	15	10	2	0	0	13	60	18	55
	HEATHROW	JAPAN AIRLINES	S	A	42	0	0	64	14	19	2	0	0	8	54	17	41
	HEATHROW	JAPAN AIRLINES	S	D	42	0	0	40	36	17	5	2	0	26	59	20	41

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)										
TOKYO (NARITA)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	100	0	0	0	0	0	-10	85	6	26
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	50	33	13	3	0	0	21	44	20	25
<b>TOTAL TOKYO (NARITA)</b>					<b>340</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>18</b>	<b>18</b>
TORONTO	GLASGOW	AIR CANADA	S	A	30	0	0	83	10	0	7	0	0	1	50	19	16
	GLASGOW	AIR CANADA	S	D	30	0	0	80	10	7	3	0	0	14	81	7	16
	HEATHROW	AIR CANADA	S	A	114	0	6	79	11	7	4	0	0	4	45	22	58
	HEATHROW	AIR CANADA	S	D	114	0	6	82	12	4	2	0	0	9	71	10	58
	MANCHESTER	AIR CANADA	S	A	30	0	0	60	17	17	7	0	0	18	38	26	13
	MANCHESTER	AIR CANADA	S	D	30	0	0	63	20	7	7	0	3	30	44	24	16
	BIRMINGHAM	AIR TRANSAT	C	A	8	0	0	75	13	0	13	0	0	27	67	33	9
	BIRMINGHAM	AIR TRANSAT	C	D	8	0	0	50	38	0	0	13	0	35	33	44	9
	EDINBURGH	AIR TRANSAT	C	A	4	0	0	25	50	25	0	0	0	17	50	30	4
	EDINBURGH	AIR TRANSAT	C	D	4	0	0	25	75	0	0	0	0	20	0	43	4
	GATWICK	AIR TRANSAT	C	A	21	0	0	52	14	19	14	0	0	24	47	39	17
	GATWICK	AIR TRANSAT	C	D	21	0	0	48	29	10	14	0	0	30	31	46	16
	GLASGOW	AIR TRANSAT	C	A	10	0	0	80	0	0	20	0	0	21	60	14	10
	GLASGOW	AIR TRANSAT	C	D	10	0	0	50	20	10	20	0	0	34	60	12	10
	MANCHESTER	AIR TRANSAT	C	A	10	0	0	90	0	10	0	0	0	-1	38	27	13
	MANCHESTER	AIR TRANSAT	C	D	10	0	0	50	10	20	20	0	0	26	46	25	13
	NEWCASTLE	AIR TRANSAT	C	A	7	0	0	29	29	14	29	0	0	43	40	28	5
	NEWCASTLE	AIR TRANSAT	C	D	7	0	0	57	0	14	29	0	0	42	40	31	5
	STANSTED	AIR TRANSAT	C	A	6	0	0	67	0	33	0	0	0	11	83	14	6
	STANSTED	AIR TRANSAT	C	D	6	0	0	17	33	33	17	0	0	39	50	38	6
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	85	6	6	2	0	0	0	52	51	48
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	0	49	28	17	4	2	0	26	48	25	44
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	2	0	0	50	50	0	0	0	0	5	0	17	1
	BIRMINGHAM	CANADA 3000 AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-23	75	42	4
	BIRMINGHAM	CANADA 3000 AIRLINES	C	D	4	0	0	50	50	0	0	0	0	15	50	48	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: T

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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)
TORONTO																	
	GATWICK	CANADA 3000 AIRLINES	C	A	30	0	0	57	7	20	17	0	0	24	87	1	30
	GATWICK	CANADA 3000 AIRLINES	C	D	30	0	0	40	23	13	20	0	3	54	45	28	31
	GLASGOW	CANADA 3000 AIRLINES	C	A	13	1	0	62	23	0	15	0	0	21	69	12	13
	GLASGOW	CANADA 3000 AIRLINES	C	D	12	2	0	75	8	0	8	8	0	30	77	22	13
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	9	50	0	0	25	25	0	69	75	4	4
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	9	25	25	0	25	25	0	83	75	15	4
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	73	0	0	66	21	10	4	0	0	11	58	24	78
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	73	0	0	67	22	7	4	0	0	15	59	15	78
	BIRMINGHAM	ROYAL AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-8	20	48	5
	BIRMINGHAM	ROYAL AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	0	121	5
	GATWICK	ROYAL AIRLINES	C	A	11	0	0	45	27	27	0	0	0	5	0	0	0
	GATWICK	ROYAL AIRLINES	C	D	11	0	0	55	18	18	9	0	0	23	0	0	0
	GLASGOW	ROYAL AIRLINES	C	A	7	0	0	71	0	29	0	0	0	12	57	176	7
	GLASGOW	ROYAL AIRLINES	C	D	7	0	0	14	57	14	14	0	0	32	22	221	9
	MANCHESTER	ROYAL AIRLINES	C	A	8	0	0	63	38	0	0	0	0	8	11	95	9
	MANCHESTER	ROYAL AIRLINES	C	D	9	0	0	33	33	22	11	0	0	25	0	95	9
	STANSTED	ROYAL AIRLINES	C	A	7	0	0	86	14	0	0	0	0	2	19	77	16
	STANSTED	ROYAL AIRLINES	C	D	7	0	0	43	29	29	0	0	0	23	13	123	16
<b>TOTAL TORONTO</b>					<b>904</b>	<b>3</b>	<b>30</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>31</b>	<b>31</b>
TOULOUSE (BLAGNAC)																	
	GATWICK	AIR LIB	S	A	90	0	0	62	29	8	1	0	0	16	45	24	89
	GATWICK	AIR LIB	S	D	90	0	0	79	13	6	2	0	0	11	75	13	89
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	26	0	0	92	4	0	4	0	0	4	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	85	12	4	0	0	0	8	0	0	0
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	87	0	1	83	10	3	2	1	0	10	69	14	90
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	86	0	2	85	10	3	1	0	0	5	76	10	90
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>405</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>15</b>	<b>15</b>
TOURS																	
<b>TOTAL TOURS</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>37</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
TRANPANI																		
TREVISO																		
	STANSTED	RYANAIR	S	A	60	0	0	60	17	18	3	2	0	19	8	56	60	
	STANSTED	RYANAIR	S	D	60	0	0	33	27	33	7	0	0	27	57	35	60	
<b>TOTAL TREVISO</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>26</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>31</b>	<b>46</b>	<b>46</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	13	33	47	7	0	0	36	97	-13	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	43	33	23	0	0	0	21	80	8	30	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>88</b>	<b>-2</b>	<b>-2</b>	
TRIPOLI																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	46	31	23	0	0	0	17	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	31	31	23	15	0	0	29	0	0	0	
<b>TOTAL TRIPOLI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TRONDHEIM (VAERNES)																		
TUNIS																		
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	22	28	39	11	0	0	36	41	25	17	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	56	17	17	11	0	0	23	47	21	17	
	HEATHROW	TUNISAIR	S	A	16	0	0	31	50	13	6	0	0	21	24	48	17	
	HEATHROW	TUNISAIR	S	D	16	0	0	38	31	25	6	0	0	20	24	57	17	
<b>TOTAL TUNIS</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>31</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>34</b>	<b>38</b>	<b>38</b>	
TURIN																		
	STANSTED	ALITALIA	S	A	49	0	7	41	41	14	4	0	0	21	0	0	0	
	STANSTED	ALITALIA	S	D	49	0	7	12	24	49	14	0	0	43	0	0	0	
	STANSTED	RYANAIR	S	A	55	0	1	84	9	5	2	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	55	0	0	53	25	18	4	0	0	19	0	0	0	
<b>TOTAL TURIN</b>					<b>208</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>25</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>20</b>	<b>20</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						SEPT 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	3	0	0	100	0	0	0	0	0	0	33	50	3	
	STANSTED	EUROFLY SPA	C	D	2	0	0	0	50	50	0	0	0	25	0	77	3	
<b>TOTAL URALSK</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>17</b>	<b>64</b>	<b>64</b>	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
VAGAR																		
VALENCIA																		
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	65	12	15	8	0	0	22	19	55	26	
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	77	8	12	4	0	0	19	62	33	26	
	HEATHROW	IBERIA	S	A	30	0	0	53	27	17	3	0	0	18	70	9	30	
	HEATHROW	IBERIA	S	D	30	0	0	70	20	10	0	0	0	6	83	19	30	
<b>TOTAL VALENCIA</b>					<b>117</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>16</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>28</b>	<b>28</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	50	0	0	86	8	0	4	2	0	1	15	50	20	
	HEATHROW	AIR CANADA	S	D	49	0	1	65	27	6	0	2	0	15	40	21	20	
	GATWICK	AIR TRANSAT	C	A	13	0	0	46	38	0	15	0	0	15	33	47	12	
	GATWICK	AIR TRANSAT	C	D	13	0	0	54	15	23	8	0	0	23	42	38	12	
	GLASGOW	AIR TRANSAT	C	A	4	0	0	25	25	0	25	25	0	102	50	48	4	
	GLASGOW	AIR TRANSAT	C	D	4	0	0	50	0	0	0	25	25	156	25	57	4	
	MANCHESTER	AIR TRANSAT	C	A	8	0	0	25	0	38	38	0	0	53	80	24	5	
	MANCHESTER	AIR TRANSAT	C	D	7	0	0	14	0	57	29	0	0	59	40	38	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	77	10	13	0	0	0	77	12	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	23	13	10	0	0	19	53	28	30	
	GATWICK	CANADA 3000 AIRLINES	C	A	17	0	0	59	12	12	12	0	6	46	69	13	13	
	GATWICK	CANADA 3000 AIRLINES	C	D	17	0	0	24	35	29	12	0	0	32	46	30	13	
	GLASGOW	CANADA 3000 AIRLINES	C	A	7	0	1	57	29	0	14	0	0	2	75	12	4	
	GLASGOW	CANADA 3000 AIRLINES	C	D	7	0	1	71	14	14	0	0	0	7	25	22	4	
	MANCHESTER	CANADA 3000 AIRLINES	C	A	5	0	4	80	0	20	0	0	0	-10	100	-10	5	
	MANCHESTER	CANADA 3000 AIRLINES	C	D	5	0	4	60	20	20	0	0	0	17	80	-4	5	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	30	0	0	63	13	13	3	7	0	26	60	17	30	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	33	0	1	55	30	12	3	0	0	15	63	16	30	
	GATWICK	ROYAL AIRLINES	C	A	2	0	0	0	100	0	0	0	0	21	0	0	0	
	GATWICK	ROYAL AIRLINES	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	STANSTED	ROYAL AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-6	71	3	7	
	STANSTED	ROYAL AIRLINES	C	D	2	0	0	100	0	0	0	0	0	10	43	26	7	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 1998				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
VANCOUVER																	
<b>TOTAL VANCOUVER</b>					<b>339</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>52</b>	<b>27</b>	<b>27</b>
VARADERO																	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	67	11	0	22	0	0	32	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	23	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	9	0	52	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	50	0	0	0	25	0	59	2
<b>TOTAL VARADERO</b>					<b>17</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>40</b>	<b>31</b>	<b>31</b>
VARNA																	
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	38	50	10	4
	BIRMINGHAM	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	43	25	40	4
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	33	100	-16	3
	EDINBURGH	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	17	67	9	3
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	100	2	4
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	75	10	4
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-29	86	-23	7
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	18	71	6	7
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-2	100	-16	3
	NEWCASTLE	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	25	100	-4	2
<b>TOTAL VARNA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>3</b>	<b>3</b>
VENICE																	
	GATWICK	AIR 2000	C	A	5	0	0	60	40	0	0	0	0	13	0	76	4
	GATWICK	AIR 2000	C	D	5	0	0	60	40	0	0	0	0	12	25	72	4
	STANSTED	AIR 2000	C	A	3	0	0	0	0	67	33	0	0	60	0	0	0
	STANSTED	AIR 2000	C	D	3	0	0	33	33	33	0	0	0	29	0	0	0
	GATWICK	ALITALIA	S	A	58	0	2	41	29	21	9	0	0	25	28	28	60
	GATWICK	ALITALIA	S	D	59	0	1	29	24	29	15	3	0	39	25	35	60
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	-2	100	3	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	2	100	4	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	40	0	56	3

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VENICE	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	1	67	33	0	0	0	0	9	33	21	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	50	0	0	61	0	125	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	1	0	67	0	33	0	0	43	0	117	3
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	0	70	13	13	5	0	0	9	48	25	64
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	1	44	32	19	5	0	0	22	31	30	64
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	23	50	25	4
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	0	50	50	0	0	0	31	25	22	4
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	0	75	25	0	0	0	25	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	17	0	0	0
	STANSTED	GO FLY LTD	S	A	70	0	2	80	4	7	9	0	0	4	0	0	0
	STANSTED	GO FLY LTD	S	D	70	0	2	61	23	7	7	1	0	23	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	71	0	95	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	46	0	54	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	70	0	65	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	0	0	25	75	0	0	78	25	36	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	3	50	15	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	25	0	0	0	23	50	31	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	0	11	33	11	0	70	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	0	0	56	0	0	54	0	0	0
<b>TOTAL VENICE</b>					<b>479</b>	<b>1</b>	<b>10</b>	<b>51</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>33</b>	<b>35</b>	<b>35</b>
VERONA	GATWICK	AIR 2000	C	A	9	0	0	33	22	33	0	11	0	46	0	0	0
	GATWICK	AIR 2000	C	D	9	0	0	78	0	11	0	11	0	27	0	0	0
	GLASGOW	AIR 2000	C	A	4	0	0	25	0	25	25	25	0	80	0	0	0
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	50	25	0	0	60	0	0	0
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	15	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	1	25	50	25	0	0	0	16	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	30	22	28	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	14	56	20	9

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
VERONA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	81	0	1	31	38	21	9	1	0	32	67	23	82
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	82	0	0	48	23	23	4	2	0	26	38	28	82
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	8	0	0	13	38	25	25	0	0	49	75	8	4
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	8	0	0	13	50	25	13	0	0	34	75	5	4
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	0	50	50	0	0	0	33	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	C	A	5	0	0	0	20	40	40	0	0	76	0	0	0
	GLASGOW	EUROPEAN AIR CHARTER	C	D	5	0	0	20	0	40	40	0	0	68	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	0	20	60	0	0	20	111	60	19	5
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	1	100	0	0	0	0	0	6	50	14	4
	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	0	20	20	60	0	0	75	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	6	0	0	17	17	50	17	0	0	43	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	3	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	0	0	44	11	0	74	11	42	9
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	44	0	0	33	22	0	86	44	31	9
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	44	33	0	0	22	0	67	33	116	9
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	44	22	11	11	11	0	53	33	107	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	6	75	20	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	18	75	39	4
	<b>TOTAL VERONA</b>					<b>324</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>24</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>46</b>	<b>34</b>
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	102	0	0	74	15	10	2	0	0	8	55	17	120
	HEATHROW	AUSTRIAN AIRLINES	S	D	102	0	0	58	25	10	7	0	0	17	63	15	120
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	75	15	7	3	0	0	10	63	16	60

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
VIENNA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	30	33	30	7	0	0	28	23	34	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	69	11	14	6	0	0	14	59	16	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	60	29	11	0	0	0	14	62	15	90
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	52	0	0	40	31	19	8	2	0	31	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	52	0	0	31	37	29	4	0	0	29	0	0	0
	GATWICK	LAUDA-AIR	S	A	16	0	0	38	31	25	6	0	0	28	18	30	17
	GATWICK	LAUDA-AIR	S	D	16	0	0	38	25	31	6	0	0	31	12	29	17
	MANCHESTER	LAUDA-AIR	S	A	48	0	0	54	31	8	6	0	0	15	60	14	45
	MANCHESTER	LAUDA-AIR	S	D	48	0	0	33	38	19	10	0	0	31	49	20	45
	EDINBURGH	TYROLEAN AIRWAYS	S	A	13	0	1	46	46	0	8	0	0	20	0	0	0
	EDINBURGH	TYROLEAN AIRWAYS	S	D	13	0	1	54	31	0	15	0	0	23	0	0	0
<b>TOTAL VIENNA</b>					<b>763</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>19</b>	<b>19</b>
VILNIUS	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	82	14	5	0	0	0	65	12	17	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	76	24	0	0	0	9	83	11	18	
	HEATHROW	LITHUANIA AIRLINES	S	A	30	0	0	83	13	3	0	0	0	92	-1	26	
	HEATHROW	LITHUANIA AIRLINES	S	D	30	0	0	80	10	10	0	0	11	88	5	26	
<b>TOTAL VILNIUS</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>7</b>	
VOLOS	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	0	0	100	0	0	111	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	0	25	75	0	0	96	0	0	0
<b>TOTAL VOLOS</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>13</b>	<b>89</b>	<b>89</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
WARSAW																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	59	1	0	76	12	7	5	0	0	6	73	8	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	85	8	3	3	0	0	8	67	11	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	63	15	20	2	0	0	9	72	9	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	13	10	3	0	0	10	77	13	60	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	38	42	12	8	0	0	23	85	2	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	25	1	1	72	4	20	4	0	0	17	62	15	13	
	HEATHROW	LOT-POLISH AIRLINES	S	A	90	0	0	66	12	18	4	0	0	12	65	16	72	
	HEATHROW	LOT-POLISH AIRLINES	S	D	90	0	0	72	17	8	2	1	0	12	86	10	72	
<b>TOTAL WARSAW</b>					<b>477</b>	<b>2</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>12</b>	<b>12</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	0	76	6	8	8	2	0	12	73	15	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	59	32	8	0	2	0	17	40	26	60	
	HEATHROW	UNITED AIRLINES	S	A	113	0	0	61	12	19	7	1	0	24	60	21	90	
	HEATHROW	UNITED AIRLINES	S	D	113	0	3	76	15	5	4	0	0	13	51	20	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	70	17	7	7	0	0	7	70	12	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	43	30	17	10	0	0	27	77	8	30	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>412</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>19</b>	<b>19</b>	
WATERFORD																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	4	0	0	75	0	25	0	0	0	8	75	6	4	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	4	0	0	75	0	0	25	0	0	22	75	25	4	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	73	7	7	13	0	0	22	67	26	30	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	63	13	7	13	3	0	26	50	26	30	
<b>TOTAL WATERFORD</b>					<b>68</b>	<b>9</b>	<b>0</b>	<b>69</b>	<b>9</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>25</b>	<b>25</b>	
WICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	22	0	0	77	5	9	9	0	0	11	86	4	22	
<b>TOTAL WICK</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>9</b>	<b>9</b>	
WINDHOEK																		
	HEATHROW	AIR NAMIBIA	S	A	4	0	0	50	50	0	0	0	0	10	33	30	6	
	HEATHROW	AIR NAMIBIA	S	D	4	0	0	0	50	25	0	0	25	290	33	38	6	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998				
			CHARTER/ SCHED	ARR/ DEP	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		
																MATCHED	Actual (7)
WINDHOEK																	
<b>TOTAL WINDHOEK</b>					8	0	0	25	50	13	0	0	13	150	33	34	34
WROCLAW																	
<b>TOTAL WROCLAW</b>					2	0	0	50	0	50	0	0	0	22	0	0	0

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
YEREVAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	7	1	1	100	0	0	0	0	0	-4	91	-12	11
<b>TOTAL YEREVAN</b>					<b>8</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>6</b>	<b>6</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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	83	13	3	0	0	0	6	66	21	29	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	43	30	23	3	0	0	21	38	25	29	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	33	67	0	0	0	0	18	0	0	0	
	HEATHROW	CROATIA AIRLINES	S	A	30	0	0	67	17	10	7	0	0	17	47	25	30	
	HEATHROW	CROATIA AIRLINES	S	D	30	0	0	40	30	20	10	0	0	27	27	35	30	
	MANCHESTER	CROATIA AIRLINES	C	A	2	0	1	100	0	0	0	0	0	-2	0	0	0	
	MANCHESTER	CROATIA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0	
<b>TOTAL ZAGREB</b>					<b>127</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>23</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>27</b>	<b>27</b>	
ZAKINTHOS																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-19	80	-8	5	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	10	100	5	5	
	GATWICK	AIR 2000	C	A	16	0	0	56	25	6	13	0	0	17	54	32	13	
	GATWICK	AIR 2000	C	D	16	0	0	50	25	13	13	0	0	32	46	45	13	
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-6	100	-6	4	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4	
	MANCHESTER	AIR 2000	C	A	8	0	0	100	0	0	0	0	0	-1	78	-2	9	
	MANCHESTER	AIR 2000	C	D	8	0	0	63	38	0	0	0	0	11	89	3	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	50	38	13	0	0	0	16	0	107	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	25	0	0	0	18	0	69	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	0	50	25	13	0	13	207	0	92	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	13	63	13	0	0	13	196	25	74	8	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	45	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	28	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	16	50	22	4	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	7	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	1	0	75	13	13	0	0	0	1	63	12	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	2	0	100	0	0	0	0	0	7	88	8	8	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6	0	34	4	



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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	10	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	0	88	-5	8	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	32	63	16	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	8	0	0	50	25	13	13	0	0	25	38	64	8	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	8	38	65	8	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	14	75	9	4	
	NEWCASTLE	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	75	7	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	-12	25	241	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	9	25	230	8	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	0	25	25	0	101	50	18	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	1	0	25	25	0	50	0	120	75	7	4	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	60	0	0	40	0	0	24	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	20	20	20	40	0	0	61	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	15	15	23	38	0	8	105	33	113	12	
	GATWICK	MONARCH AIRLINES	C	D	13	0	1	15	8	23	38	8	8	116	58	24	12	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	-8	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	19	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	-10	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	85	0	0	15	0	0	5	50	51	8	
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	71	14	0	14	0	0	12	50	48	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	12	60	12	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	0	20	0	0	27	20	33	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	40	60	0	0	0	35	0	43	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	6	60	14	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	30	30	20	20	0	0	38	20	95	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	1	33	22	11	22	11	0	52	40	96	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	40	0	0	62	25	35	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	0	40	0	0	57	25	34	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	-10	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 1998				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	2	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	0	20	0	21	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	18	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	21	100	-9	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	29	75	2	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	26	0	0	62	8	12	15	0	33	100	-10	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	28	0	0	71	0	11	14	0	30	100	-5	8		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	4	0	0	0		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	9	0	0	0		
<b>TOTAL ZAKINTHOS</b>					<b>408</b>	<b>3</b>	<b>3</b>	<b>59</b>	<b>16</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>33</b>	<b>53</b>	<b>45</b>	<b>45</b>		
ZARAGOZA																		
	GATWICK	IBERIA	S	A	13	0	0	38	31	31	0	0	21	23	29	13		
	GATWICK	IBERIA	S	D	13	0	0	85	8	0	8	0	11	62	13	13		
<b>TOTAL ZARAGOZA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>21</b>	<b>21</b>		
ZURICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	142	0	0	66	19	10	5	0	12	58	19	137		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	142	0	0	72	22	5	1	0	10	59	18	137		
	GATWICK	CITY FLYER EXPRESS	S	A	89	0	1	55	22	21	1	0	18	45	21	89		
	GATWICK	CITY FLYER EXPRESS	S	D	89	0	1	44	25	26	6	0	24	56	22	90		
	LUTON	EASYJET SWITZERLAND	S	A	85	1	1	71	15	9	5	0	8	0	0	0		
	LUTON	EASYJET SWITZERLAND	S	D	85	1	1	42	36	14	7	0	23	0	0	0		
	BIRMINGHAM	SWISS AIRLINES	S	A	77	1	0	34	40	22	4	0	21	22	25	51		
	BIRMINGHAM	SWISS AIRLINES	S	D	77	0	0	55	27	14	4	0	18	53	21	51		
	EDINBURGH	SWISS AIRLINES	S	A	34	0	0	41	26	24	9	0	22	27	32	30		
	EDINBURGH	SWISS AIRLINES	S	D	34	0	0	21	32	38	9	0	32	17	40	30		
	LONDON CITY	SWISS AIRLINES	S	A	134	0	0	43	37	19	1	0	18	40	22	77		
	LONDON CITY	SWISS AIRLINES	S	D	130	1	1	18	42	38	2	0	29	6	36	78		
	MANCHESTER	SWISS AIRLINES	S	A	26	0	0	54	31	12	4	0	17	88	6	26		
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	31	35	27	8	0	26	19	37	26		

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					SEPT 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																		
	HEATHROW	SWISSAIR	S	A	210	1	0	47	23	20	10	0	0	26	44	24	180	
	HEATHROW	SWISSAIR	S	D	210	0	0	49	28	16	8	0	0	22	47	26	179	
	MANCHESTER	SWISSAIR	S	A	90	0	0	84	7	6	3	0	0	4	68	13	60	
	MANCHESTER	SWISSAIR	S	D	90	0	0	66	24	7	3	0	0	14	75	10	60	
	STANSTED	SWISSAIR	S	A	61	0	0	36	46	15	3	0	0	21	0	0	0	
	STANSTED	SWISSAIR	S	D	61	0	0	48	34	11	7	0	0	20	0	0	0	
<b>TOTAL ZURICH</b>					<b>1892</b>	<b>5</b>	<b>5</b>	<b>51</b>	<b>27</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>23</b>	<b>23</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	589	0	13	79	10	7	3	0	0	8	58	22	536	
DUBLIN	551	0	3	83	10	5	1	1	0	8	70	15	590	
PALMA DE MALLORCA	227	3	2	59	15	12	10	4	0	29	52	34	221	
PARIS (CHARLES DE GAULLE)	600	2	10	72	12	8	9	0	0	16	62	16	558	
CHARTERED FLIGHTS(ALL ROUTES)	1859	19	18	61	16	11	9	3	0	23	54	29	1660	
SCHEDULED FLIGHTS(ALL ROUTES)	7324	10	119	70	17	9	4	0	0	13	70	14	6715	
AIRPORT TOTAL	9183	29	137	68	16	9	5	1	0	15	67	17	8375	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	284	0	1	71	12	8	6	1	0	18	47	23	283	
DUBLIN	272	1	1	78	15	5	1	0	0	9	81	9	231	
PALMA DE MALLORCA	65	4	1	37	26	23	12	2	0	30	31	30	42	
PARIS (CHARLES DE GAULLE)	404	3	9	43	20	22	12	3	0	35	59	19	197	
CHARTERED FLIGHTS(ALL ROUTES)	303	14	10	50	18	16	13	2	1	33	51	21	214	
SCHEDULED FLIGHTS(ALL ROUTES)	6224	16	156	73	14	8	5	0	0	12	69	14	5488	
AIRPORT TOTAL	6527	30	166	72	14	8	5	0	0	13	69	14	5702	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	518	1	4	45	24	19	12	1	0	28	31	38	465	
ATHENS	224	1	0	49	14	17	16	4	0	35	51	37	214	
DUBLIN	652	1	0	50	23	20	7	0	0	22	54	25	583	
NEW YORK (JF KENNEDY)	60	1	0	77	18	2	3	0	0	6	78	5	59	
PALMA DE MALLORCA	558	4	6	51	15	16	15	2	1	36	46	36	523	
PARIS (CHARLES DE GAULLE)	292	0	4	61	15	15	9	0	0	18	61	18	299	
CHARTERED FLIGHTS(ALL ROUTES)	6036	58	89	48	16	16	16	4	1	40	49	41	6005	
SCHEDULED FLIGHTS(ALL ROUTES)	16179	53	151	64	18	12	5	0	0	16	60	20	15955	
AIRPORT TOTAL	22215	111	240	60	17	13	8	1	0	23	57	26	21960	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	184	0	0	77	11	5	6	1	0	12	37	29	187	
DUBLIN	240	3	0	90	8	1	1	0	0	2	92	3	240	
PALMA DE MALLORCA	174	1	1	50	11	6	25	6	1	51	45	42	196	
PARIS (CHARLES DE GAULLE)	379	1	8	68	12	13	7	0	0	17	68	14	159	
CHARTERED FLIGHTS(ALL ROUTES)	1335	25	33	57	14	10	13	4	1	38	52	37	1273	
SCHEDULED FLIGHTS(ALL ROUTES)	6409	61	101	78	10	7	4	0	0	10	72	13	6147	
AIRPORT TOTAL	7744	86	134	75	11	8	5	1	0	15	69	17	7420	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	70	14	11	4	0	0	12	51	23	1398	
ATHENS	403	1	2	39	19	30	11	1	0	28	44	26	411	
DUBLIN	1276	0	2	59	22	14	5	0	0	17	51	23	1269	
NEW YORK (JF KENNEDY)	1205	2	6	70	16	8	4	1	0	13	72	12	1158	
PALMA DE MALLORCA	68	0	0	38	24	26	12	0	0	30	43	32	68	
PARIS (CHARLES DE GAULLE)	1578	1	7	59	17	14	9	1	0	21	52	22	1560	
CHARTERED FLIGHTS(ALL ROUTES)	86	3	10	29	19	21	31	0	0	45	31	37	105	
SCHEDULED FLIGHTS(ALL ROUTES)	37774	42	101	66	17	11	5	0	0	15	61	17	36619	
AIRPORT TOTAL	37860	45	111	66	17	11	5	0	0	15	61	17	36724	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	232	0	4	50	22	16	12	1	0	28	30	40	227	
DUBLIN	228	2	6	36	32	22	11	0	0	30	68	15	383	
PARIS (CHARLES DE GAULLE)	165	2	10	54	29	10	7	1	0	20	78	9	170	
SCHEDULED FLIGHTS(ALL ROUTES)	3553	24	106	52	25	17	6	0	0	19	56	19	3148	
AIRPORT TOTAL	3553	28	106	52	25	17	6	0	0	19	56	19	3149	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	168	0	0	82	8	5	5	0	0	8	36	37	163	
ATHENS	123	4	4	63	20	11	6	0	0	12	48	26	122	
DUBLIN	278	6	2	73	12	4	11	0	0	15	53	23	280	
PALMA DE MALLORCA	193	2	1	50	25	10	11	2	1	30	55	36	206	
PARIS (CHARLES DE GAULLE)	172	0	20	34	21	21	21	3	0	42	42	23	180	
CHARTERED FLIGHTS(ALL ROUTES)	1048	38	31	52	16	16	13	2	1	35	48	43	1014	
SCHEDULED FLIGHTS(ALL ROUTES)	3587	44	151	68	15	10	7	1	0	14	47	28	2936	
AIRPORT TOTAL	4635	82	182	64	16	11	8	1	0	19	47	32	3950	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	639	3	9	77	7	8	7	0	0	11	68	13	601	
ATHENS	35	0	0	57	20	9	9	6	0	25	28	123	25	
DUBLIN	511	3	8	79	11	7	3	0	0	8	83	7	646	
NEW YORK (JF KENNEDY)	120	1	0	69	11	12	8	0	0	11	80	4	116	
PALMA DE MALLORCA	514	8	8	47	14	13	20	4	1	46	53	44	553	
PARIS (CHARLES DE GAULLE)	603	1	12	59	14	13	12	2	0	27	61	14	511	
CHARTERED FLIGHTS(ALL ROUTES)	5230	84	141	52	15	13	16	4	1	41	55	41	5455	
SCHEDULED FLIGHTS(ALL ROUTES)	10544	46	162	70	13	9	7	1	0	15	72	11	10201	
AIRPORT TOTAL	15774	130	303	64	13	10	10	2	0	24	66	22	15656	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	291	0	1	88	5	4	2	1	0	5	59	21	230	
ATHENS	8	0	0	100	0	0	0	0	0	-7	0	0	0	
DUBLIN	120	0	0	79	10	6	4	1	0	12	92	5	174	
PALMA DE MALLORCA	141	0	0	72	5	10	11	3	0	21	66	25	136	
PARIS (CHARLES DE GAULLE)	154	1	2	49	23	12	15	1	0	28	58	16	224	
CHARTERED FLIGHTS(ALL ROUTES)	1036	10	12	65	10	12	9	4	1	25	66	23	1048	
SCHEDULED FLIGHTS(ALL ROUTES)	2852	10	117	76	11	8	4	0	0	10	76	11	2708	
AIRPORT TOTAL	3888	20	129	73	10	9	6	1	0	14	73	14	3756	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 1999

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 1998			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	436	0	2	70	12	9	8	1	0	15	44	30	404	
DUBLIN	1073	2	23	71	14	10	4	0	0	13	57	20	1087	
PALMA DE MALLORCA	131	1	1	42	20	18	16	5	0	41	36	37	117	
PARIS (CHARLES DE GAULLE)	236	0	0	58	17	13	11	1	0	21	50	24	235	
CHARTERED FLIGHTS(ALL ROUTES)	973	8	13	38	19	18	19	6	0	48	35	46	1055	
SCHEDULED FLIGHTS(ALL ROUTES)	10588	20	107	68	16	10	5	0	0	14	55	23	7732	
AIRPORT TOTAL	11561	28	120	65	16	11	7	1	0	17	52	25	8787	