

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**March 2000**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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Please note that we are unable to publish statistics or provide ad hoc data extracts at lower than monthly aggregate level.

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

2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAR 1999		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	AIR 2000	C	8	0	0	25	38	13	0	25	0	79			
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>79</b>			
<b>SALZBURG</b>															
	AIR 2000	C	7	0	1	86	14	0	0	0	0	8			
	BRITANNIA AIRWAYS	C	5	0	1	60	40	0	0	0	0	12			
	DUO AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	15			
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>			
VIENNA	DUO AIRWAYS LTD	S	106	0	0	74	17	4	6	0	0	13			
<b>TOTAL VIENNA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>			
<b>TOTAL AUSTRIA</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>			
<b>BELGIUM</b>															
<b>BRUSSELS</b>															
	BMI BRITISH MIDLAND	S	146	0	0	90	7	3	0	0	0	5			
	BRITISH AIRWAYS PLC	S	117	0	0	85	12	3	0	0	0	7			
	SABENA	S	232	1	0	69	19	9	3	0	0	13			
<b>TOTAL BRUSSELS</b>			<b>495</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>			
<b>TOTAL BELGIUM</b>			<b>495</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>			
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	CALEDONIAN AIRWAYS	C	2	0	0	50	0	0	50	0	0	59			
<b>TOTAL RIO DE JANEIRO (GALEAO)</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>59</b>			
<b>TOTAL BRAZIL</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>59</b>			
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	9	0	0	78	11	0	11	0	0	16			
<b>TOTAL LARNACA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>			
<b>PAPHOS</b>															
	AIR 2000	S	10	0	0	70	20	10	0	0	0	13			
	BRITANNIA AIRWAYS	C	10	0	0	70	20	0	10	0	0	15			
<b>TOTAL PAPHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>			
<b>TOTAL CYPRUS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>			
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	206	2	0	84	9	5	1	0	0	8			
<b>TOTAL COPENHAGEN</b>			<b>206</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>			
<b>TOTAL DENMARK</b>			<b>206</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>			
<b>DOMINICAN REPUBLIC</b>															
<b>SANTO DOMINGO</b>															
	BRITANNIA AIRWAYS	C	8	0	0	25	25	0	50	0	0	57			
	CALEDONIAN AIRWAYS	C	2	0	0	0	50	50	0	0	0	39			
<b>TOTAL SANTO DOMINGO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>53</b>			
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>53</b>			
<b>FRANCE</b>															
CAEN	LOVE AIR	S	78	0	0	60	27	10	3	0	0	15			

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
<b>TOTAL CAEN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
CHAMBERY	FLYBE.BRITISH EUROPEAN	C	8	0	0	63	25	13	0	0	0	14
<b>TOTAL CHAMBERY</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>14</b>
LYON	BRITANNIA AIRWAYS	C	4	0	0	25	0	0	25	50	0	147
	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	6
	DUO AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3
	DUO AIRWAYS LTD	S	61	0	0	72	25	3	0	0	0	10
<b>TOTAL LYON</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	296	0	0	84	9	5	1	0	0	8
	FLYBE.BRITISH EUROPEAN	S	340	1	0	75	13	6	6	0	0	14
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>636</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
TOULOUSE (BLAGNAC)	AIR 2000	C	8	0	0	100	0	0	0	0	0	3
	FLYBE.BRITISH EUROPEAN	S	16	0	0	94	0	0	6	0	0	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	15
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>835</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>GERMANY</b>												
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	54	0	0	96	0	4	0	0	0	2
<b>TOTAL BERLIN (TEGEL)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	214	0	2	84	10	5	2	0	0	8
	CIRRUS LUFTFAHRT	S	31	0	0	81	13	6	0	0	0	8
	LUFTHANSA CITY LINE	S	115	0	0	95	3	1	2	0	0	6
<b>TOTAL DUSSELDORF</b>			<b>360</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	213	0	0	77	16	4	2	0	0	9
	LUFTHANSA	S	185	0	0	77	16	6	1	0	0	9
<b>TOTAL FRANKFURT MAIN</b>			<b>398</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
HAMBURG	BRITISH AIRWAYS PLC	S	23	0	0	91	9	0	0	0	0	4
<b>TOTAL HAMBURG</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
HANOVER	BRITISH AIRWAYS PLC	S	23	0	0	100	0	0	0	0	0	1
<b>TOTAL HANOVER</b>			<b>23</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>1</b>
MUNICH	BRITISH AIRWAYS PLC	S	108	0	3	69	22	4	5	0	0	13
	EUROWINGS LUFTVERKEHRS	C	13	3	1	85	15	0	0	0	0	5
	HAMBURG INTERNATIONAL	C	4	1	1	75	25	0	0	0	0	5
	LUFTHANSA	S	122	0	5	76	13	7	3	0	0	11
	LUFTHANSA CITY LINE	S	89	0	0	83	10	4	2	0	0	9
	WDL FLUGDIENST	C	70	2	1	63	24	11	1	0	0	14
<b>TOTAL MUNICH</b>			<b>406</b>	<b>6</b>	<b>11</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
STUTT GART	DUO AIRWAYS LTD	S	154	0	0	87	11	1	1	0	0	6
<b>TOTAL STUTT GART</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL GERMANY</b>			<b>1418</b>	<b>6</b>	<b>15</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>INDIA</b>												
GOA	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3
TOTAL GOA			8	0	0	88	13	0	0	0	0	3
TOTAL INDIA			8	0	0	88	13	0	0	0	0	3
<b>IRISH REPUBLIC</b>												
CORK	AER LINGUS	S	85	0	0	82	11	2	5	0	0	12
	FLYBE.BRITISH EUROPEAN	S	118	1	0	72	13	11	4	0	0	14
TOTAL CORK			203	1	0	76	12	7	4	0	0	13
DUBLIN	AER LINGUS	S	292	4	7	86	7	4	2	0	0	8
	RYANAIR	S	249	0	0	84	12	4	0	0	0	7
TOTAL DUBLIN			541	4	34	85	9	4	1	0	0	8
SHANNON	FLYBE.BRITISH EUROPEAN	S	54	0	2	93	4	2	2	0	0	7
TOTAL SHANNON			54	0	2	93	4	2	2	0	0	7
TOTAL IRISH REPUBLIC			798	5	36	83	10	5	2	0	0	9
<b>ITALY</b>												
MILAN (MALPENSA)	DUO AIRWAYS LTD	S	204	1	0	82	10	5	1	0	0	9
TOTAL MILAN (MALPENSA)			204	1	0	82	10	5	1	0	0	9
ROME (CIAMPINO)	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	70
TOTAL ROME (CIAMPINO)			2	0	0	50	0	0	50	0	0	70
ROME (FIUMICINO)	DUO AIRWAYS LTD	S	106	0	0	49	25	16	8	3	0	28
TOTAL ROME (FIUMICINO)			106	0	0	49	25	16	8	3	0	28
TURIN	BRITANNIA AIRWAYS	C	4	0	0	0	75	25	0	0	0	29
	CALEDONIAN AIRWAYS	C	8	0	0	63	13	0	0	25	0	51
	DUO AIRWAYS LTD	C	2	0	1	100	0	0	0	0	0	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	10
TOTAL TURIN			23	0	1	61	22	9	0	9	0	27
TOTAL ITALY			335	1	1	70	16	9	4	2	0	17
<b>KYRGYZSTAN</b>												
BISHKEK (FRUNZE)	KYRGYZSTAN AIRLINES	S	8	0	0	0	0	0	100	0	0	137
TOTAL BISHKEK (FRUNZE)			8	0	0	0	0	0	100	0	0	137
TOTAL KYRGYZSTAN			8	0	0	0	0	0	100	0	0	137
<b>MALTA</b>												
MALTA	AIR 2000	C	4	0	1	100	0	0	0	0	0	4
	AIR MALTA	S	10	0	0	80	0	0	10	10	0	38
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	4
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	0	0	33	0	0	32
TOTAL MALTA			31	0	1	87	0	0	10	3	0	20
TOTAL MALTA			31	0	1	87	0	0	10	3	0	20

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Reporting Airport: BIRMINGHAM (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
<b>MOROCCO</b>												
MARRAKESH	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	28
<b>TOTAL MARRAKESH</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>28</b>
<b>TOTAL MOROCCO</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>28</b>
<b>NETHERLANDS</b>												
AMSTERDAM	DUO AIRWAYS LTD	S	273	0	0	85	8	3	4	0	0	9
	KLM UK LTD	S	375	4	6	83	6	4	7	0	0	12
<b>TOTAL AMSTERDAM</b>			<b>648</b>	<b>4</b>	<b>6</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	87	7	0	51	5	5	40	0	0	38
<b>TOTAL EINDHOVEN</b>			<b>87</b>	<b>7</b>	<b>0</b>	<b>51</b>	<b>5</b>	<b>5</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>TOTAL NETHERLANDS</b>			<b>735</b>	<b>11</b>	<b>6</b>	<b>80</b>	<b>7</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	AIR 2000	C	4	0	0	100	0	0	0	0	0	3
	MONARCH AIRLINES	C	8	0	0	50	13	25	0	0	13	70
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7
<b>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>31</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>31</b>
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	EXCEL AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	13
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>SPAIN</b>												
ALICANTE	AIR 2000	C	8	0	0	63	13	25	0	0	0	18
	BRITANNIA AIRWAYS	C	26	0	0	58	19	19	4	0	0	22
	MY TRAVEL AIRWAYS UK	C	15	1	0	87	7	7	0	0	0	5
<b>TOTAL ALICANTE</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>
BARCELONA	BRITISH AIRWAYS PLC	S	40	0	0	83	8	3	8	0	0	14
<b>TOTAL BARCELONA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>
MADRID	BRITISH AIRWAYS PLC	S	48	0	0	67	25	2	6	0	0	14
<b>TOTAL MADRID</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>
MALAGA	AIR 2000	C	6	2	0	100	0	0	0	0	0	6
	BRITANNIA AIRWAYS	C	18	0	0	50	28	17	6	0	0	25
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	19
	MY TRAVEL AIRWAYS UK	C	8	1	0	38	25	13	25	0	0	35
<b>TOTAL MALAGA</b>			<b>40</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	18	0	0	67	33	0	0	0	0	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	3
<b>TOTAL PALMA DE MALLORCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL SPAIN</b>			<b>206</b>	<b>5</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
<b>SPAIN(CANARY ISLANDS)</b>												
<b>ARRECIFE</b>	AIR 2000	C	10	0	0	70	10	10	10	0	0	18
	BRITANNIA AIRWAYS	C	18	0	0	61	28	11	0	0	0	14
	MONARCH AIRLINES	C	10	0	0	50	40	10	0	0	0	17
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	20	10	0	0	22
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	7
<b>TOTAL ARRECIFE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>28</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3
	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	11
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	20	0	0	0	14
	THOMAS COOK AIRLINES LTD	C	9	0	1	100	0	0	0	0	0	2
<b>TOTAL FUERTEVENTURA</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>LAS PALMAS</b>	AIR 2000	C	8	0	0	88	0	0	13	0	0	16
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	27	1	0	52	30	15	4	0	0	20
	AIR EUROPA	C	8	0	0	75	0	25	0	0	0	10
	BRITANNIA AIRWAYS	C	18	0	0	67	17	17	0	0	0	14
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	7
	MONARCH AIRLINES	C	27	0	0	59	19	22	0	0	0	15
	MY TRAVEL AIRWAYS UK	C	18	0	0	44	17	11	11	17	0	66
	THOMAS COOK AIRLINES LTD	C	15	0	0	60	7	20	7	7	0	36
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>115</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>252</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>
<b>SWEDEN</b>												
<b>STOCKHOLM (ARLANDA)</b>	DUO AIRWAYS LTD	S	100	0	0	75	11	9	5	0	0	14
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL SWEDEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>SWITZERLAND</b>												
<b>BASLE MULHOUSE</b>	SWISS AIRLINES	S	104	2	0	44	34	22	0	0	0	19
<b>TOTAL BASLE MULHOUSE</b>			<b>104</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>34</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>GENEVA</b>	BRITANNIA AIRWAYS	C	6	0	0	50	0	33	17	0	0	29
	DUO AIRWAYS LTD	S	108	0	0	48	33	13	6	0	0	20
	DUO AIRWAYS LTD	C	2	0	0	0	0	100	0	0	0	42
	MONARCH AIRLINES	C	8	0	0	13	25	25	25	13	0	60
<b>TOTAL GENEVA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>31</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>
<b>ZURICH</b>	SWISS AIRLINES	S	159	0	0	50	26	19	4	0	0	19
<b>TOTAL ZURICH</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TOTAL SWITZERLAND</b>			<b>387</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>30</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
<b>TUNISIA</b>												
MONASTIR	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	1
	MONARCH AIRLINES	C	8	0	0	0	0	0	75	25	0	116
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	17
<b>TOTAL MONASTIR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>4</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>41</b>
<b>TOTAL TUNISIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>4</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>41</b>
<b>TURKMENISTAN</b>												
ASHKHABAD	TURKMENISTAN AIRLINES	S	30	0	0	23	20	37	20	0	0	41
<b>TOTAL ASHKHABAD</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>20</b>	<b>37</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>41</b>
<b>TOTAL TURKMENISTAN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>20</b>	<b>37</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>41</b>
<b>UNITED KINGDOM</b>												
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	156	2	0	84	7	6	3	1	0	10
<b>TOTAL ABERDEEN</b>			<b>156</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	271	0	1	77	14	6	3	0	0	11
<b>TOTAL BELFAST CITY</b>			<b>271</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	293	1	1	86	11	1	2	0	0	7
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>293</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
BRISTOL	BRITANNIA AIRWAYS	C	7	0	1	86	14	0	0	0	0	3
<b>TOTAL BRISTOL</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	442	1	0	86	9	4	2	0	0	8
<b>TOTAL EDINBURGH</b>			<b>442</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
EXETER	FLYBE.BRITISH EUROPEAN	S	175	1	0	90	5	3	2	0	0	6
<b>TOTAL EXETER</b>			<b>175</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
GLASGOW	BRITISH AIRWAYS PLC	S	372	2	10	88	8	3	0	0	0	6
	FLYBE.BRITISH EUROPEAN	S	188	1	7	73	15	4	7	0	0	15
<b>TOTAL GLASGOW</b>			<b>560</b>	<b>3</b>	<b>17</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	54	0	1	78	2	6	13	2	0	23
<b>TOTAL GUERNSEY</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>2</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>23</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	108	0	0	97	2	1	0	0	0	3
<b>TOTAL ISLE OF MAN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	70	5	26	61	14	14	6	4	0	26
<b>TOTAL JERSEY</b>			<b>70</b>	<b>5</b>	<b>26</b>	<b>61</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>26</b>
MANCHESTER	AIR 2000	C	12	0	1	75	8	0	17	0	0	22
	BRITANNIA AIRWAYS	C	7	0	1	86	14	0	0	0	0	6
	CALEDONIAN AIRWAYS	C	5	0	3	80	0	0	0	20	0	42
<b>TOTAL MANCHESTER</b>			<b>25</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>
NEWCASTLE	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	3
	DUO AIRWAYS LTD	S	136	1	0	91	3	4	2	0	0	5
<b>TOTAL NEWCASTLE</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOTAL UNITED KINGDOM			2315	14	52	84	9	4	3	0	0	9
USA												
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	73	15	8	5	0	0	15
TOTAL CHICAGO (O'HARE)			62	0	0	73	15	8	5	0	0	15
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	63	15	15	5	3	0	25
TOTAL NEW YORK (NEWARK)			62	0	0	63	15	15	5	3	0	25
ORLANDO	BRITANNIA AIRWAYS	C	10	0	0	50	10	30	10	0	0	29
TOTAL ORLANDO			10	0	0	50	10	30	10	0	0	29
SANFORD	AIR 2000	C	9	0	0	78	11	0	11	0	0	15
TOTAL SANFORD			9	0	0	78	11	0	11	0	0	15
TOTAL USA			143	0	0	67	14	12	6	1	0	21
UZBEKISTAN												
TASHKENT	UZBEKISTAN AIRLINES	S	4	0	0	75	0	25	0	0	0	16
TOTAL TASHKENT			4	0	0	75	0	25	0	0	0	16
TOTAL UZBEKISTAN			4	0	0	75	0	25	0	0	0	16
TOTAL BIRMINGHAM			8537	49	114	78	12	6	4	0	0	12

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
<b>AUSTRIA</b>												
INNSBRUCK	TYROLEAN AIRWAYS	C	8	0	0	25	13	25	13	25	0	80
<b>TOTAL INNSBRUCK</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>80</b>
VIENNA	TYROLEAN AIRWAYS	S	20	0	22	85	15	0	0	0	0	7
<b>TOTAL VIENNA</b>			<b>20</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>28</b>
<b>BELGIUM</b>												
BRUSSELS	SABENA	S	176	0	2	69	15	14	3	0	0	15
<b>TOTAL BRUSSELS</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL BELGIUM</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>DENMARK</b>												
COPENHAGEN	BMI BRITISH MIDLAND	S	68	0	0	79	15	1	4	0	0	10
<b>TOTAL COPENHAGEN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL DENMARK</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>FRANCE</b>												
<b>TOTAL BORDEAUX</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
CHAMBERY	CITY FLYER EXPRESS	C	7	0	0	71	29	0	0	0	0	8
<b>TOTAL CHAMBERY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
LILLE	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	23
<b>TOTAL LILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
LYON	AERIS	C	3	0	1	33	33	33	0	0	0	22
<b>TOTAL LYON</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
MONTPELLIER	AERIS	C	2	0	0	0	50	50	0	0	0	31
<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>31</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	183	1	2	43	16	27	13	1	0	31
	AOM FRENCH AIRLINES	C	10	0	2	70	0	10	0	0	20	98
	BRITISH AIRWAYS CITIEXPRESS L	S	30	0	0	43	37	3	17	0	0	25
	BRITISH REGIONAL AIRLINES LTD	S	168	0	0	61	16	19	4	0	0	18
	EURALAIR	C	2	0	2	50	50	0	0	0	0	15
	OCCITANIA JET FLEET	C	2	0	0	50	50	0	0	0	0	12
	STAR EUROPE	C	3	0	0	0	0	100	0	0	0	35
	VIRGIN EXPRESS	C	4	0	0	25	25	25	25	0	0	40
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>406</b>	<b>1</b>	<b>11</b>	<b>50</b>	<b>18</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>PARIS (ORLY)</b>	AIR FRANCE	C	2	0	3	50	50	0	0	0	0	16
	AIR LIB	C	4	0	2	75	25	0	0	0	0	11
<b>TOTAL PARIS (ORLY)</b>			<b>6</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
PAU	EUROWINGS LUFTVERKEHRS	C	2	0	0	100	0	0	0	0	0	9
<b>TOTAL PAU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
TOULOUSE (BLAGNAC)	AERIS	C	8	0	4	0	25	25	38	13	0	80



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOULOUSE (BLAGNAC)	VIRGIN EXPRESS	C	2	0	0	50	0	0	50	0	0	39
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>11</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>66</b>
<b>TOTAL FRANCE</b>			<b>445</b>	<b>1</b>	<b>21</b>	<b>50</b>	<b>18</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>
<b>GERMANY</b>												
DUSSELDORF	BRITISH AIRWAYS PLC	S	78	0	1	85	8	4	4	0	0	10
<b>TOTAL DUSSELDORF</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	23	0	1	91	4	0	4	0	0	7
	LUFTHANSA	S	124	0	0	85	11	2	2	0	0	6
<b>TOTAL FRANKFURT MAIN</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL GERMANY</b>			<b>225</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>IRISH REPUBLIC</b>												
DUBLIN	AER LINGUS	S	204	0	1	81	10	7	1	0	0	13
<b>TOTAL DUBLIN</b>			<b>204</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>204</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>NETHERLANDS</b>												
AMSTERDAM	KLM UK LTD	S	328	0	0	80	6	4	9	1	0	15
<b>TOTAL AMSTERDAM</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>15</b>
ROTTERDAM	BRITISH WORLD AIRLINES LTD	C	5	0	2	100	0	0	0	0	0	5
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	2
<b>TOTAL ROTTERDAM</b>			<b>7</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>4</b>
<b>TOTAL NETHERLANDS</b>			<b>335</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>15</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	BMI BRITISH MIDLAND	C	4	0	0	100	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	1	33	0	33	33	0	0	43
<b>TOTAL FARO</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>SPAIN</b>												
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	16
<b>TOTAL ALICANTE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
MADRID	BRITISH AIRWAYS PLC	S	27	0	0	78	7	11	4	0	0	13
<b>TOTAL MADRID</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
MALAGA	MY TRAVEL AIRWAYS UK	C	10	1	0	20	30	30	10	0	10	76
<b>TOTAL MALAGA</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>76</b>
<b>TOTAL SPAIN</b>			<b>53</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>26</b>
<b>SPAIN(CANARY ISLANDS)</b>												
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	38	25	13	25	0	0	32
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	50	0	0	48

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
TOTAL TENERIFE (SURREINA SOFIA)			12	0	0	42	17	8	33	0	0	38
TOTAL SPAIN(CANARY ISLANDS)			12	0	0	42	17	8	33	0	0	38
SWITZERLAND												
ZURICH	SWISS AIRLINES	S	62	0	0	18	26	52	5	0	0	33
TOTAL ZURICH			62	0	0	18	26	52	5	0	0	33
TOTAL SWITZERLAND			62	0	0	18	26	52	5	0	0	33
UNITED KINGDOM												
ABERDEEN	BMI REGIONAL	S	16	0	36	94	0	0	6	0	0	6
TOTAL ABERDEEN			16	0	36	94	0	0	6	0	0	6
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	162	0	0	88	6	5	1	0	0	6
TOTAL BELFAST CITY			162	0	0	88	6	5	1	0	0	6
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	96	0	0	83	14	1	2	0	0	9
TOTAL BELFAST INTERNATIONAL			96	0	0	83	14	1	2	0	0	9
BIRMINGHAM	BRITISH AIRWAYS PLC	S	315	1	0	88	7	3	2	0	0	6
TOTAL BIRMINGHAM			315	1	0	88	7	3	2	0	0	6
BOURNEMOUTH	GILL AIRWAYS	S	38	0	4	74	16	5	5	0	0	14
TOTAL BOURNEMOUTH			38	0	4	74	16	5	5	0	0	14
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	264	4	12	66	12	14	6	2	0	21
TOTAL BRISTOL			264	4	12	66	12	14	6	2	0	21
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	140	0	0	78	16	4	2	0	0	9
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	6
TOTAL CARDIFF WALES			142	0	0	78	15	4	2	0	0	9
EAST MIDLANDS	BMI BRITISH MIDLAND	S	194	0	13	86	5	3	6	1	0	11
TOTAL EAST MIDLANDS			194	0	13	86	5	3	6	1	0	11
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	336	0	0	88	6	4	1	0	0	6
TOTAL GATWICK			336	0	2	88	6	4	1	0	0	6
GLASGOW	BMI BRITISH MIDLAND	S	66	1	0	86	9	5	0	0	0	7
TOTAL GLASGOW			66	1	0	86	9	5	0	0	0	7
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	7	0	0	57	14	0	29	0	0	24
TOTAL GUERNSEY			7	0	0	57	14	0	29	0	0	24
HEATHROW	BMI BRITISH MIDLAND	S	505	1	49	72	14	8	6	0	0	15
	BRITISH AIRWAYS PLC	S	666	0	25	79	10	7	4	0	0	11
TOTAL HEATHROW			1171	1	74	76	12	8	5	0	0	13
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	S	4	0	0	75	0	0	25	0	0	23
TOTAL JERSEY			4	0	0	75	0	0	25	0	0	23
KIRKWALL	LOGANAIR	S	86	0	0	86	6	6	2	0	0	8
TOTAL KIRKWALL			86	0	0	86	6	6	2	0	0	8
LEEDS BRADFORD	BMI REGIONAL	S	138	0	0	91	6	1	2	0	0	6

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>TOTAL LEEDS BRADFORD</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
LONDON CITY	FLYBE.BRITISH EUROPEAN	S	143	2	17	73	8	6	13	0	0	20
	SCOT AIRWAYS	S	154	0	54	66	19	8	6	0	0	16
<b>TOTAL LONDON CITY</b>			<b>297</b>	<b>2</b>	<b>71</b>	<b>69</b>	<b>14</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	281	0	0	74	11	10	4	2	0	17
<b>TOTAL LUTON</b>			<b>281</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>
MANCHESTER	BMI REGIONAL	S	158	0	0	72	17	7	4	1	0	15
	BRITISH AIRWAYS CITIEXPRESS L	S	163	0	0	87	7	4	2	0	0	7
	BRITISH AIRWAYS PLC	S	120	1	4	76	13	8	3	0	0	12
<b>TOTAL MANCHESTER</b>			<b>441</b>	<b>1</b>	<b>4</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
NORWICH	SCOT AIRWAYS	S	76	15	2	66	9	14	11	0	0	20
<b>TOTAL NORWICH</b>			<b>76</b>	<b>15</b>	<b>2</b>	<b>66</b>	<b>9</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	204	0	0	78	10	7	5	0	0	12
<b>TOTAL SOUTHAMPTON</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>
STANSTED	GO FLY LTD	S	361	10	1	80	11	7	2	0	0	11
	KLM UK LTD	S	174	1	1	89	5	5	2	0	0	6
<b>TOTAL STANSTED</b>			<b>535</b>	<b>12</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
STORNOWAY	LOGANAIR	S	46	0	0	93	2	4	0	0	0	3
<b>TOTAL STORNOWAY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
SUMBURGH	LOGANAIR	S	52	4	0	90	6	2	2	0	0	5
<b>TOTAL SUMBURGH</b>			<b>52</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4969</b>	<b>41</b>	<b>220</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL EDINBURGH</b>			<b>6586</b>	<b>47</b>	<b>275</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>ALGERIA</b>												
HASSI MESSAOUD	AIR ALGERIE	C	20	0	0	75	5	5	10	5	0	24
	EXCEL AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	21
<b>TOTAL HASSI MESSAOUD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>23</b>
<b>TOTAL ALGERIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>23</b>
<b>ANTIGUA AND BARBUDA</b>												
<b>ANTIGUA</b>												
	AIR 2000	C	13	0	0	46	8	23	23	0	0	32
	BRITANNIA AIRWAYS	C	5	0	0	20	60	20	0	0	0	21
	BRITISH AIRWAYS PLC	S	8	0	0	38	25	38	0	0	0	22
	CALEDONIAN AIRWAYS	C	7	1	0	71	0	0	29	0	0	28
	VIRGIN ATLANTIC AIRWAYS LTD	S	19	0	0	16	32	11	26	11	5	91
<b>TOTAL ANTIGUA</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>23</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>50</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>23</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>50</b>
<b>AUSTRALIA</b>												
<b>SYDNEY</b>												
	MY TRAVEL AIRWAYS UK	C	5	0	0	40	20	20	20	0	0	38
<b>TOTAL SYDNEY</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>TOTAL AUSTRALIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>AUSTRIA</b>												
<b>INNSBRUCK</b>												
	AIR 2000	C	16	0	0	31	25	13	19	13	0	55
	CALEDONIAN AIRWAYS	C	22	0	0	50	23	5	18	5	0	48
<b>TOTAL INNSBRUCK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>8</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>51</b>
<b>SALZBURG</b>												
	AIR 2000	C	8	0	0	38	0	38	0	25	0	83
	BRITANNIA AIRWAYS	C	8	0	0	25	25	38	13	0	0	35
	BRITISH AIRWAYS (EURO OPS) LG	S	34	0	0	71	15	12	3	0	0	13
	LAUDA-AIR	C	8	0	0	63	38	0	0	0	0	12
	MONARCH AIRLINES	C	30	0	0	37	30	20	13	0	0	26
	THOMAS COOK AIRLINES LTD	C	8	1	0	50	38	13	0	0	0	12
<b>TOTAL SALZBURG</b>			<b>97</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>23</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>
<b>VIENNA</b>												
	BRITISH AIRWAYS (EURO OPS) LG	S	71	0	0	70	21	7	0	1	0	14
	LAUDA-AIR	S	28	0	0	36	29	36	0	0	0	24
<b>TOTAL VIENNA</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>TOTAL AUSTRIA</b>			<b>234</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>26</b>
<b>AZERBAIJAN</b>												
<b>BAKU</b>												
	AZERBAIJAN AIRLINES ( AZAL )	S	10	0	0	50	30	20	0	0	0	19
	BRITISH AIRWAYS PLC	S	27	0	0	67	22	4	7	0	0	18
<b>TOTAL BAKU</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL AZERBAIJAN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>BAHAMAS</b>												
<b>TOTAL BAHAMAS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>BARBADOS</b>												
<b>BRIDGETOWN</b>	BRITANNIA AIRWAYS	C	13	0	0	15	15	8	38	23	0	93
	BRITISH AIRWAYS PLC	S	38	0	0	74	11	13	3	0	0	13
	CALEDONIAN AIRWAYS	C	9	0	0	22	33	22	11	11	0	67
	MONARCH AIRLINES	C	5	0	0	0	20	20	40	20	0	120
	MY TRAVEL AIRWAYS UK	C	12	0	0	42	17	25	0	17	0	52
	VIRGIN ATLANTIC AIRWAYS LTD	S	43	0	0	35	26	19	14	7	0	44
<b>TOTAL BRIDGETOWN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>19</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>45</b>
<b>TOTAL BARBADOS</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>19</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>45</b>
<b>BELARUS</b>												
<b>MINSK</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	78	22	0	0	0	0	7
<b>TOTAL MINSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL BELARUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>BELGIUM</b>												
<b>BRUSSELS</b>	BRITISH AIRWAYS (EURO OPS) LG	S	121	0	0	83	10	3	4	0	0	8
	CITY FLYER EXPRESS	S	22	0	0	55	27	14	5	0	0	18
	VIRGIN EXPRESS	S	93	0	0	84	8	2	5	1	0	12
	VIRGIN EXPRESS IRELAND	S	75	0	3	77	16	5	1	0	0	8
<b>TOTAL BRUSSELS</b>			<b>311</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL BELGIUM</b>			<b>311</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>BERMUDA</b>												
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	29	0	0	69	17	7	3	3	0	20
<b>TOTAL BERMUDA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>
<b>TOTAL BERMUDA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>
<b>BRAZIL</b>												
<b>RIO DE JANEIRO (GALEAO)</b>	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	9
	BRITISH AIRWAYS PLC	S	43	1	0	81	14	5	0	0	0	7
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL BRAZIL</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>BULGARIA</b>												
<b>PLOVDIV</b>	AIR 2000	C	3	0	0	33	0	0	67	0	0	94
	AIR VIA BULGARIAN AIRWAYS	C	8	0	0	75	25	0	0	0	0	9
<b>TOTAL PLOVDIV</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>SOFIA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	47	0	0	64	21	9	6	0	0	16
	MONARCH AIRLINES	C	6	0	0	67	0	0	33	0	0	41
<b>TOTAL SOFIA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TOTAL BULGARIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>CAMEROON</b>												
<b>DOUALA</b>	CAMEROON AIRLINES	S	4	2	4	50	50	0	0	0	0	12

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOTAL DOUALA			4	2	4	50	50	0	0	0	0	12
TOTAL CAMEROON			4	2	4	50	50	0	0	0	0	12
CANADA												
CALGARY	MONARCH AIRLINES	C	18	0	0	39	11	22	22	6	0	54
TOTAL CALGARY			18	0	0	39	11	22	22	6	0	54
TORONTO	AIR TRANSAT	C	10	0	0	60	20	20	0	0	0	13
	CANADA 3000 AIRLINES	C	10	0	0	60	0	40	0	0	0	19
TOTAL TORONTO			20	0	0	60	10	30	0	0	0	16
VANCOUVER	CANADA 3000 AIRLINES	C	8	0	0	25	38	13	0	0	25	117
TOTAL VANCOUVER			8	0	0	25	38	13	0	0	25	117
TOTAL CANADA			46	0	0	46	15	24	9	2	4	49
CAYMAN ISLANDS												
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	18	0	0	50	22	22	6	0	0	20
TOTAL GRAND CAYMAN			18	0	0	50	22	22	6	0	0	20
TOTAL CAYMAN ISLANDS			18	0	0	50	22	22	6	0	0	20
CHILE												
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	47	0	0	91	2	2	2	0	2	29
TOTAL SANTIAGO DE CHILE			47	0	0	91	2	2	2	0	2	29
TOTAL CHILE			47	0	0	91	2	2	2	0	2	29
COLOMBIA												
BOGOTA	BRITISH AIRWAYS PLC	S	27	0	0	56	30	11	4	0	0	15
TOTAL BOGOTA			27	0	0	56	30	11	4	0	0	15
TOTAL COLOMBIA			27	0	0	56	30	11	4	0	0	15
COSTA RICA												
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	6	0	0	67	0	17	17	0	0	23
TOTAL SAN JOSE COST RICA			6	0	0	67	0	17	17	0	0	23
TOTAL COSTA RICA			6	0	0	67	0	17	17	0	0	23
CROATIA												
DUBROVNIK	CROATIA AIRLINES	S	2	0	0	100	0	0	0	0	0	1
TOTAL DUBROVNIK			2	0	0	100	0	0	0	0	0	1
SPLIT	CROATIA AIRLINES	S	2	0	0	0	0	0	100	0	0	83
TOTAL SPLIT			2	0	0	0	0	0	100	0	0	83
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	46	0	0	89	11	0	0	0	0	6
TOTAL ZAGREB			46	0	0	89	11	0	0	0	0	6
TOTAL CROATIA			50	0	0	86	10	0	4	0	0	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)
			Actual (7)	Plan (8)								
<b>CUBA</b>												
HAVANA	BRITISH AIRWAYS PLC	S	8	0	0	50	13	25	13	0	0	24
	CUBANA	S	18	0	3	22	17	17	33	11	0	81
<b>TOTAL HAVANA</b>			<b>26</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>15</b>	<b>19</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>63</b>
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	5	0	0	40	20	0	20	20	0	73
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>73</b>
VARADERO	MONARCH AIRLINES	C	5	0	0	60	0	0	20	20	0	66
<b>TOTAL VARADERO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>66</b>
<b>TOTAL CUBA</b>			<b>36</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>14</b>	<b>14</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>65</b>
<b>CYPRUS</b>												
LARNACA	AIR 2000	S	10	0	0	40	20	40	0	0	0	22
	CYPRUS AIRWAYS	S	6	0	0	17	33	50	0	0	0	26
	EUROCYPRIA AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	13
	MONARCH AIRLINES	C	10	0	0	30	40	30	0	0	0	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	0	0	25	265
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	22	17	6	0	0	22
<b>TOTAL LARNACA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>23</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>54</b>
PAPHOS	AIR 2000	S	20	0	0	35	25	30	10	0	0	29
	BRITANNIA AIRWAYS	C	18	0	0	56	17	22	6	0	0	20
	CALEDONIAN AIRWAYS	C	8	0	0	100	0	0	0	0	0	1
	CYPRUS AIRWAYS	S	4	0	0	25	75	0	0	0	0	19
	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	56
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	13	38	0	0	47
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	17	6	6	0	0	14
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6
<b>TOTAL PAPHOS</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>TOTAL CYPRUS</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>35</b>
<b>DENMARK</b>												
BILLUND	MAERSK AIR	S	178	0	0	76	14	7	3	0	0	12
<b>TOTAL BILLUND</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
COPENHAGEN	MAERSK AIR	S	107	0	0	92	6	1	2	0	0	6
<b>TOTAL COPENHAGEN</b>			<b>107</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL DENMARK</b>			<b>285</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>DOMINICAN REPUBLIC</b>												
PUERTO PLATA	AIR 2000	C	5	0	0	60	0	20	20	0	0	29
	BRITANNIA AIRWAYS	C	9	0	0	33	22	11	33	0	0	53
	MY TRAVEL AIRWAYS UK	C	9	0	0	11	56	11	22	0	0	44
<b>TOTAL PUERTO PLATA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>13</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>44</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	12
	MY TRAVEL AIRWAYS UK	C	6	0	0	33	17	33	17	0	0	35
<b>TOTAL SANTO DOMINGO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</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)
				Actual (7)	Plan (8)							
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>23</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>
<b>EGYPT</b>												
CAIRO	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0
<b>TOTAL CAIRO</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>0</b>
HURGHADA	CALEDONIAN AIRWAYS	C	10	0	0	60	40	0	0	0	0	11
	MONARCH AIRLINES	C	10	0	0	60	30	10	0	0	0	13
<b>TOTAL HURGHADA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
LUXOR	AIR 2000	C	8	0	0	50	25	25	0	0	0	24
	BRITANNIA AIRWAYS	C	10	0	0	40	20	20	10	10	0	54
	EXCEL AIRWAYS LTD	C	7	1	1	14	0	43	29	14	0	76
	MONARCH AIRLINES	C	14	0	0	43	29	29	0	0	0	19
<b>TOTAL LUXOR</b>			<b>39</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>21</b>	<b>28</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>39</b>
SHARM EL SHEIKH (OPHIRA)	EXCEL AIRWAYS LTD	C	18	0	4	56	17	11	6	6	6	53
	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	0	23
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>28</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>18</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>42</b>
<b>TOTAL EGYPT</b>			<b>89</b>	<b>1</b>	<b>5</b>	<b>49</b>	<b>22</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>33</b>
<b>ESTONIA</b>												
TALLIN	ESTONIAN AIR	S	54	0	0	91	2	2	6	0	0	9
<b>TOTAL TALLIN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL ESTONIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>FINLAND</b>												
HELSINKI	FINNAIR	S	124	0	0	82	10	4	3	0	0	9
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
KITTLA	EXCEL AIRWAYS LTD	C	3	0	1	33	33	33	0	0	0	18
<b>TOTAL KITTLA</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL FINLAND</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>FRANCE</b>												
BORDEAUX	AIR LIB	S	183	0	3	86	9	3	2	0	0	7
<b>TOTAL BORDEAUX</b>			<b>183</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
BREST	BRIT AIR	S	167	1	0	90	5	4	1	0	0	7
<b>TOTAL BREST</b>			<b>167</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
CHAMBERY	CITY FLYER EXPRESS	C	24	0	0	54	21	17	8	0	0	23
	EXCEL AIRWAYS LTD	C	8	0	0	0	38	13	50	0	0	57
<b>TOTAL CHAMBERY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>25</b>	<b>16</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>
GRENOBLE	AIR 2000	C	16	0	0	50	6	13	31	0	0	37
	MONARCH AIRLINES	C	17	0	0	88	12	0	0	0	0	5
<b>TOTAL GRENOBLE</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>
LYON	AIR 2000	C	30	0	0	60	13	13	7	7	0	35
	BRITANNIA AIRWAYS	C	38	0	0	53	16	16	13	3	0	32



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
LYON	BRITISH AIRWAYS (EURO OPS) LG	S	36	1	0	94	6	0	0	0	0	4
	CALEDONIAN AIRWAYS	C	24	0	0	71	21	8	0	0	0	10
	EUROPEAN AIR CHARTER	C	8	0	0	38	13	25	13	13	0	50
	MONARCH AIRLINES	C	17	1	1	47	24	18	12	0	0	33
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1
<b>TOTAL LYON</b>			<b>161</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>
MARSEILLE	AERIS	C	2	0	0	0	50	0	50	0	0	59
	BRITISH AIRWAYS (EURO OPS) LG	S	184	0	0	85	11	2	2	0	0	7
	EURALAIR	C	2	0	0	0	50	0	50	0	0	46
<b>TOTAL MARSEILLE</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	85	11	3	0	0	0	6
<b>TOTAL MONTPELLIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
NANTES	GB AIRWAYS LTD	S	32	0	2	88	6	3	3	0	0	7
<b>TOTAL NANTES</b>			<b>32</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>
NICE	CITY FLYER EXPRESS	S	66	0	0	58	18	11	14	0	0	22
<b>TOTAL NICE</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS (EURO OPS) LG	S	294	0	0	72	13	13	2	0	0	13
	CAMEROON AIRLINES	S	4	0	4	0	25	50	25	0	0	55
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>298</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
STRASBOURG	BRIT AIR	S	152	0	2	79	18	3	1	0	0	9
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	23
<b>TOTAL STRASBOURG</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	2	0	3	50	50	0	0	0	0	15
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
TOULOUSE (BLAGNAC)	AIR 2000	C	16	0	0	63	13	13	0	13	0	32
	AIR LIB	S	184	0	2	79	15	5	1	0	0	8
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	16
	MONARCH AIRLINES	C	24	0	0	63	8	21	8	0	0	21
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	38	0	25	0	85
THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	26	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>
<b>TOTAL FRANCE</b>			<b>1631</b>	<b>3</b>	<b>20</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
GABON												
LIBREVILLE	AIR GABON	S	6	0	2	0	0	83	17	0	0	50
<b>TOTAL LIBREVILLE</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>50</b>
<b>TOTAL GABON</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>50</b>
GAMBIA												
BANJUL	AIR 2000	C	10	0	0	60	10	30	0	0	0	19
	BRITANNIA AIRWAYS	C	8	0	0	25	13	25	38	0	0	62
	MONARCH AIRLINES	C	18	0	0	44	28	22	6	0	0	23
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	13	0	25	0	75

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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)
				Actual (7)	Plan (8)							
TOTAL BANJUL			44	0	0	45	18	23	9	5	0	39
TOTAL GAMBIA			44	0	0	45	18	23	9	5	0	39
GERMANY												
BREMEN	CITY FLYER EXPRESS	S	178	0	0	85	8	3	3	0	0	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13
TOTAL BREMEN			180	0	0	85	9	3	3	0	0	8
COLOGNE (BONN)	CITY FLYER EXPRESS	S	78	0	0	82	10	8	0	0	0	7
TOTAL COLOGNE (BONN)			78	0	0	82	10	8	0	0	0	7
DUSSELDORF	CITY FLYER EXPRESS	S	238	0	2	86	10	3	2	0	0	7
TOTAL DUSSELDORF			238	0	2	86	10	3	2	0	0	7
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	178	0	0	69	18	13	0	0	0	12
TOTAL FRANKFURT MAIN			178	0	0	69	18	13	0	0	0	12
HAMBURG	DEUTSCHE BA	S	178	0	0	89	6	5	0	0	0	5
TOTAL HAMBURG			178	0	0	89	6	5	0	0	0	5
HANOVER	CITY FLYER EXPRESS	S	164	0	0	79	12	6	3	0	0	9
TOTAL HANOVER			164	0	0	79	12	6	3	0	0	9
MUNICH	DEUTSCHE BA	S	178	0	0	63	25	10	1	0	0	14
	DEUTSCHE BA	C	2	0	0	100	0	0	0	0	0	0
TOTAL MUNICH			180	0	0	64	25	10	1	0	0	13
TOTAL GERMANY			1196	0	2	79	13	7	1	0	0	9
GHANA												
ACCRA	BRITISH AIRWAYS PLC	S	35	0	0	77	14	9	0	0	0	9
TOTAL ACCRA			35	0	0	77	14	9	0	0	0	9
TOTAL GHANA			35	0	0	77	14	9	0	0	0	9
GIBRALTAR												
GIBRALTAR	GB AIRWAYS LTD	S	98	0	0	82	13	2	3	0	0	8
TOTAL GIBRALTAR			98	0	0	82	13	2	3	0	0	8
TOTAL GIBRALTAR			98	0	0	82	13	2	3	0	0	8
GREECE												
ATHENS	BRITISH AIRWAYS (EURO OPS) LG	S	62	0	0	82	13	3	2	0	0	7
	MONARCH AIRLINES	C	21	0	1	86	10	5	0	0	0	8
	OLYMPIC AIRWAYS	S	12	0	0	83	0	0	17	0	0	15
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	1	2	71	18	6	6	0	0	13
TOTAL ATHENS			112	1	3	81	12	4	4	0	0	9
SALONIKA	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	8
TOTAL SALONIKA			6	0	0	83	17	0	0	0	0	8
TOTAL GREECE			118	1	5	81	12	3	3	0	0	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)
			Actual (7)	Plan (8)								
<b>GRENADA</b>												
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	72	17	0	11	0	0	22
GRENADA	CALEDONIAN AIRWAYS	C	11	0	0	27	55	0	18	0	0	40
<b>TOTAL GRENADA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>TOTAL GRENADA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>HUNGARY</b>												
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	30	0	0	93	0	7	0	0	0	6
<b>TOTAL BUDAPEST</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL HUNGARY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>ICELAND</b>												
KEFLAVIK	AIR 2000	C	4	0	0	75	25	0	0	0	0	5
KEFLAVIK	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	26
<b>TOTAL KEFLAVIK</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>16</b>
<b>TOTAL ICELAND</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>16</b>
<b>INDIA</b>												
GOA	AIR 2000	C	18	0	0	67	22	11	0	0	0	11
GOA	MONARCH AIRLINES	C	26	0	0	38	38	23	0	0	0	20
GOA	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	10	20	10	0	53
<b>TOTAL GOA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>23</b>
TRIVANDRUM	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	25
<b>TOTAL TRIVANDRUM</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>25</b>
<b>TOTAL INDIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>
<b>INDONESIA</b>												
BALI INTERNATIONAL	GARUDA INDONESIA	S	16	0	0	38	19	44	0	0	0	26
<b>TOTAL BALI INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>TOTAL INDONESIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>IRISH REPUBLIC</b>												
CORK	CITY FLYER EXPRESS	S	138	0	0	70	16	8	7	0	0	14
<b>TOTAL CORK</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>
DUBLIN	AER LINGUS	S	172	1	0	78	14	5	3	0	0	12
DUBLIN	CITY FLYER EXPRESS	S	348	8	8	73	14	10	3	0	0	14
DUBLIN	RYANAIR	S	248	0	0	83	7	6	4	0	0	11
<b>TOTAL DUBLIN</b>			<b>768</b>	<b>9</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
SHANNON	CITY FLYER EXPRESS	S	63	1	0	62	22	13	3	0	0	17
<b>TOTAL SHANNON</b>			<b>63</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>969</b>	<b>10</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>ISRAEL</b>												
OVDA	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	12

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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)
				Actual (7)	Plan (8)							
<b>TOTAL OVDA</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>12</b>
TEL AVIV	AIR 2000	C	8	0	0	25	38	38	0	0	0	26
	BRITISH AIRWAYS PLC	S	62	0	0	55	27	6	11	0	0	25
	EL AL	C	16	2	0	44	19	25	13	0	0	27
	MONARCH AIRLINES	C	24	0	0	33	33	17	17	0	0	30
<b>TOTAL TEL AVIV</b>			<b>110</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>28</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>TOTAL ISRAEL</b>			<b>118</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>ITALY</b>												
BERGAMO	MONARCH AIRLINES	C	14	0	0	21	29	36	7	7	0	49
	MY TRAVEL AIRWAYS UK	C	15	0	0	47	27	0	20	7	0	52
<b>TOTAL BERGAMO</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>28</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>50</b>
BOLOGNA	ALITALIA	S	121	0	3	77	13	8	2	0	0	10
<b>TOTAL BOLOGNA</b>			<b>121</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
BRESCIA/MONTICHIARI	AIR 2000	C	8	0	0	75	25	0	0	0	0	5
<b>TOTAL BRESCIA/MONTICHIARI</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>5</b>
FLORENCE	MERIDIANA AIR	S	148	0	4	66	16	16	3	0	0	15
<b>TOTAL FLORENCE</b>			<b>148</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	116	0	0	90	5	2	2	1	1	11
<b>TOTAL GENOA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>11</b>
MILAN (LINATE)	ALITALIA	S	84	0	0	92	5	2	1	0	0	4
<b>TOTAL MILAN (LINATE)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
MILAN (MALPENSA)	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	74	13	8	3	1	1	16
<b>TOTAL MILAN (MALPENSA)</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>17</b>
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	6	0	0	11
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	85	9	5	0	2	0	12
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	0	14	0	0	0	8
<b>TOTAL NAPLES</b>			<b>149</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>
PISA	AIR 2000	C	2	0	0	50	50	0	0	0	0	15
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	90	4	3	2	1	0	8
<b>TOTAL PISA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>
ROME (CIAMPINO)	MONARCH AIRLINES	C	4	0	0	75	0	25	0	0	0	13
<b>TOTAL ROME (CIAMPINO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
ROME (FIUMICINO)	ALITALIA	S	22	0	2	73	18	9	0	0	0	14
	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	84	9	4	3	0	0	10
<b>TOTAL ROME (FIUMICINO)</b>			<b>209</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
TREVISO	CALEDONIAN AIRWAYS	C	6	0	0	100	0	0	0	0	0	5
<b>TOTAL TREVISO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
TRIESTE (RONCHI DEI LEGIONARI)	BRITISH AIRWAYS (EURO OPS) LG	S	20	0	0	75	10	10	5	0	0	10
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>TURIN</b>	AIR 2000	C	8	0	0	50	13	38	0	0	0	18
	BRITANNIA AIRWAYS	C	8	0	0	13	0	38	50	0	0	83
	MONARCH AIRLINES	C	16	0	0	56	25	19	0	0	0	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	13
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	25	6	0	0	0	11
<b>TOTAL TURIN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>VENICE</b>	ALITALIA	S	187	0	1	52	28	17	3	0	0	19
	EUROPEAN AIR CHARTER	C	7	0	1	14	43	43	0	0	0	31
<b>TOTAL VENICE</b>			<b>194</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>29</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>VERONA</b>	AIR 2000	C	6	0	0	67	33	0	0	0	0	14
	BRITISH AIRWAYS (EURO OPS) LG	S	179	1	0	64	20	13	3	0	0	15
	EUROPEAN AIR CHARTER	C	6	0	0	50	17	33	0	0	0	23
<b>TOTAL VERONA</b>			<b>191</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL ITALY</b>			<b>1648</b>	<b>1</b>	<b>12</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>IVORY COAST</b>												
<b>ABIDJAN</b>	BRITISH AIRWAYS PLC	S	16	0	0	75	25	0	0	0	0	8
<b>TOTAL ABIDJAN</b>			<b>16</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>8</b>
<b>TOTAL IVORY COAST</b>			<b>16</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>8</b>
<b>JAMAICA</b>												
<b>MONTEGO BAY</b>	BRITISH AIRWAYS PLC	S	36	0	0	28	28	25	19	0	0	37
	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	25
	MY TRAVEL AIRWAYS UK	C	17	0	0	47	18	24	6	0	6	76
<b>TOTAL MONTEGO BAY</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>46</b>
<b>TOTAL JAMAICA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>46</b>
<b>JORDAN</b>												
<b>AMMAN</b>	ROYAL JORDANIAN	C	4	0	0	0	0	0	0	50	50	362
<b>TOTAL AMMAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>362</b>
<b>TOTAL JORDAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>362</b>
<b>KAZAKHSTAN</b>												
<b>ALMA ATA</b>	BRITISH AIRWAYS PLC	S	17	0	0	88	12	0	0	0	0	6
<b>TOTAL ALMA ATA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL KAZAKHSTAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>KENYA</b>												
<b>MOMBASA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4
	MONARCH AIRLINES	C	8	0	0	25	25	13	38	0	0	38
<b>TOTAL MOMBASA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>NAIROBI</b>	BRITISH AIRWAYS PLC	S	9	0	0	89	0	0	11	0	0	9
<b>TOTAL NAIROBI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL KENYA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>LATVIA</b>												
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	56	0	0	82	16	2	0	0	0	7
TOTAL RIGA			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
TOTAL LATVIA			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>LIBYA</b>												
TRIPOLI	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	73	23	4	0	0	0	10
TOTAL TRIPOLI			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
TOTAL LIBYA			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>LITHUANIA</b>												
VILNIUS	BRITISH AIRWAYS (EURO OPS) LG	S	22	0	0	86	9	5	0	0	0	7
TOTAL VILNIUS			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
TOTAL LITHUANIA			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>LUXEMBOURG</b>												
LUXEMBOURG	CITY FLYER EXPRESS	S	179	0	3	84	7	6	2	1	0	11
TOTAL LUXEMBOURG			<b>179</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>
TOTAL LUXEMBOURG			<b>179</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>
<b>MACEDONIA</b>												
SKOPJE	BRITISH AIRWAYS (EURO OPS) LG	S	28	0	0	46	18	25	11	0	0	27
TOTAL SKOPJE			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>18</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>
TOTAL MACEDONIA			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>18</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>MALAWI</b>												
LILONGWE	BRITISH AIRWAYS PLC	S	8	0	0	75	13	13	0	0	0	9
TOTAL LILONGWE			<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>9</b>
TOTAL MALAWI			<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>9</b>
<b>MALDIVE ISLANDS</b>												
MALE INTERNATIONAL	AIR 2000	C	8	0	0	63	0	38	0	0	0	16
	MONARCH AIRLINES	C	8	0	0	38	13	50	0	0	0	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	16
TOTAL MALE INTERNATIONAL			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>8</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
TOTAL MALDIVE ISLANDS			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>8</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>MALTA</b>												
MALTA	AIR 2000	C	8	0	0	50	25	0	25	0	0	28
	AIR MALTA	S	64	1	0	81	6	9	2	0	2	15
	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	4
	CALEDONIAN AIRWAYS	C	8	0	0	75	0	13	13	0	0	18
	GB AIRWAYS LTD	S	47	0	0	96	2	2	0	0	0	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	10
TOTAL MALTA			<b>153</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>11</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>TOTAL MALTA</b>			<b>153</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>11</b>
<b>MAURITIUS</b>												
MAURITIUS	BRITISH AIRWAYS PLC	S	35	0	0	89	3	6	3	0	0	6
<b>TOTAL MAURITIUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL MAURITIUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>MEXICO</b>												
CANCUN	BRITISH AIRWAYS PLC	S	17	0	0	47	12	24	18	0	0	31
	MY TRAVEL AIRWAYS UK	C	14	0	0	43	29	7	7	14	0	53
<b>TOTAL CANCUN</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>41</b>
PUERTO VALLARTA	AIR 2000	C	6	0	0	17	17	33	17	17	0	64
<b>TOTAL PUERTO VALLARTA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>64</b>
<b>TOTAL MEXICO</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>19</b>	<b>19</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>45</b>
<b>MOROCCO</b>												
AGADIR	AIR 2000	C	8	0	0	88	13	0	0	0	0	6
	MONARCH AIRLINES	C	8	0	0	25	13	13	38	13	0	66
<b>TOTAL AGADIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>6</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>36</b>
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	62	0	0	87	10	2	2	0	0	6
	ROYAL AIR MAROC	C	2	2	0	0	0	0	50	50	0	222
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>64</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>
MARRAKESH	GB AIRWAYS LTD	S	18	0	0	94	6	0	0	0	0	4
	MONARCH AIRLINES	C	10	0	0	50	30	10	10	0	0	18
<b>TOTAL MARRAKESH</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL MOROCCO</b>			<b>109</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>15</b>
<b>NEPAL</b>												
KATHMANDU	ROYAL NEPAL AIRLINES	S	16	0	2	6	6	25	63	0	0	75
<b>TOTAL KATHMANDU</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>75</b>
<b>TOTAL NEPAL</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>75</b>
<b>NETHERLANDS</b>												
AMSTERDAM	CITY FLYER EXPRESS	S	336	0	3	73	13	8	6	0	0	14
	KLM	S	190	0	4	69	15	7	8	0	0	17
<b>TOTAL AMSTERDAM</b>			<b>526</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	150	1	52	92	3	2	3	0	0	5
<b>TOTAL EINDHOVEN</b>			<b>150</b>	<b>1</b>	<b>52</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>
ROTTERDAM	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	7
	CITY FLYER EXPRESS	S	190	0	0	90	7	2	1	0	0	5
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	16
<b>TOTAL ROTTERDAM</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL NETHERLANDS</b>			<b>870</b>	<b>1</b>	<b>59</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
<b>NIGERIA</b>												
ABUJA	BRITISH AIRWAYS PLC	S	17	0	0	47	6	6	41	0	0	50
<b>TOTAL ABUJA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>6</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>50</b>
LAGOS	BRITISH AIRWAYS PLC	S	45	0	0	84	9	4	0	2	0	11
<b>TOTAL LAGOS</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>
<b>TOTAL NIGERIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>22</b>
<b>NORWAY</b>												
GEILO (DAGALI)	CITY FLYER EXPRESS	C	7	1	1	100	0	0	0	0	0	1
<b>TOTAL GEILO (DAGALI)</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	54	0	0	80	13	4	4	0	0	10
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
OSLO (GARDERMOEN)	BRITISH AIRWAYS (EURO OPS) LG	S	89	0	0	75	16	8	1	0	0	10
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL NORWAY</b>			<b>150</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>POLAND</b>												
GDANSK	BRITISH AIRWAYS (EURO OPS) LG	S	27	0	0	78	15	7	0	0	0	7
<b>TOTAL GDANSK</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
KRAKOW	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	22
	LOT-POLISH AIRLINES	S	62	0	0	84	11	2	3	0	0	10
<b>TOTAL KRAKOW</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL POLAND</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	AIR 2000	C	20	0	0	60	5	15	10	10	0	51
	BRITANNIA AIRWAYS	C	10	0	1	30	30	30	0	10	0	44
	CALEDONIAN AIRWAYS	C	16	0	0	75	0	13	13	0	0	25
	EXCEL AIRWAYS LTD	C	9	1	0	56	0	0	44	0	0	56
	GB AIRWAYS LTD	S	73	0	0	84	14	3	0	0	0	7
	MONARCH AIRLINES	C	26	0	0	23	27	35	15	0	0	39
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	31	6	13	0	0	31
	TRANSAER	C	3	0	1	0	0	67	33	0	0	56
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	12
<b>TOTAL FARO</b>			<b>181</b>	<b>1</b>	<b>2</b>	<b>62</b>	<b>16</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>
LISBON	AIR PORTUGAL	S	54	0	0	83	11	4	2	0	0	6
	GB AIRWAYS LTD	S	89	1	0	84	9	6	0	1	0	9
<b>TOTAL LISBON</b>			<b>144</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>
OPORTO	GB AIRWAYS LTD	S	80	0	0	90	6	0	4	0	0	7
<b>TOTAL OPORTO</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>405</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>PORTUGAL(MADEIRA)</b>												
<b>FUNCHAL</b>												
	AIR 2000	C	8	0	0	75	25	0	0	0	0	7
	CALEDONIAN AIRWAYS	C	24	0	0	38	17	33	4	4	4	51
	EXCEL AIRWAYS LTD	C	10	0	0	30	10	40	20	0	0	36
	GB AIRWAYS LTD	S	36	0	0	78	6	11	3	3	0	15
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	17
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	10	20	0	0	31
<b>TOTAL FUNCHAL</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>28</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>28</b>
<b>PUERTO RICO</b>												
<b>SAN JUAN (PUERTO RICO)</b>												
	BRITANNIA AIRWAYS	C	8	0	0	38	13	25	25	0	0	37
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>
<b>TOTAL PUERTO RICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>
<b>REPUBLIC OF YEMEN</b>												
<b>SANAA</b>												
	YEMENIA	S	18	0	0	50	11	17	11	6	6	66
<b>TOTAL SANAA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>66</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>66</b>
<b>RUMANIA</b>												
<b>BUCHAREST (OTOPENI)</b>												
	BRITISH AIRWAYS (EURO OPS) LG	S	65	0	0	78	15	6	0	0	0	8
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL RUMANIA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>RUSSIA</b>												
<b>MOSCOW (SHEREMETYEVO)</b>												
	BRITISH AIRWAYS (EURO OPS) LG	S	50	0	0	90	6	0	4	0	0	7
	TRANSAERO AIRLINES	S	18	0	0	72	22	6	0	0	0	8
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>ST PETERSBURG</b>												
	AEROFLOT	S	6	0	4	100	0	0	0	0	0	1
	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	86	9	0	0	5	0	15
<b>TOTAL ST PETERSBURG</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>
<b>TOTAL RUSSIA</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>
<b>SAINT KITTS AND NEVIS</b>												
<b>ST KITTS</b>												
	CALEDONIAN AIRWAYS	C	4	0	0	0	0	50	50	0	0	68
<b>TOTAL ST KITTS</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>68</b>
<b>TOTAL SAINT KITTS AND NEVIS</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>68</b>
<b>SAUDI ARABIA</b>												
<b>DAMMAM</b>												
	BRITISH AIRWAYS PLC	S	53	0	0	89	9	0	2	0	0	5
<b>TOTAL DAMMAM</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL SAUDI ARABIA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>

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						
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
<b>SEYCHELLES</b>												
SEYCHELLES	AIR SEYCHELLES	S	16	1	1	38	38	6	6	6	6	66
	BRITISH AIRWAYS PLC	S	18	0	0	89	6	6	0	0	0	4
<b>TOTAL SEYCHELLES</b>			<b>34</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>33</b>
<b>TOTAL SEYCHELLES</b>			<b>34</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>33</b>
<b>SLOVENIA</b>												
LJUBLJANA	BRITISH AIRWAYS (EURO OPS) LG	S	27	0	0	89	7	4	0	0	0	6
<b>TOTAL LJUBLJANA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL SLOVENIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>SPAIN</b>												
<b>ALICANTE</b>												
	AIR 2000	C	16	0	0	69	19	6	6	0	0	13
	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	7
	GB AIRWAYS LTD	S	48	0	0	85	4	2	8	0	0	12
	IBERIA	S	62	1	0	92	6	2	0	0	0	6
	MONARCH AIRLINES	C	26	0	0	58	4	27	12	0	0	22
	MY TRAVEL AIRWAYS UK	C	24	1	0	75	4	8	13	0	0	24
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	7	7	0	0	0	6
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	14
<b>TOTAL ALICANTE</b>			<b>218</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>ALMERIA</b>												
	MONARCH AIRLINES	C	10	0	0	50	30	0	0	20	0	61
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	10	30	0	0	42
<b>TOTAL ALMERIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>5</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>49</b>
<b>ASTURIAS</b>												
	AIR NOSTRUM	S	26	0	0	81	12	0	8	0	0	11
<b>TOTAL ASTURIAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>BARCELONA</b>												
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	88	10	1	2	0	0	7
	IBERIA	S	6	0	0	67	17	17	0	0	0	12
<b>TOTAL BARCELONA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>IBIZA</b>												
	CITY FLYER EXPRESS	C	7	1	0	86	0	14	0	0	0	12
<b>TOTAL IBIZA</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>MADRID</b>												
	AIR EUROPA	S	54	0	0	41	30	24	6	0	0	24
	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	78	18	3	1	0	0	8
	SPANAIR	S	18	0	0	56	39	6	0	0	0	15
<b>TOTAL MADRID</b>			<b>259</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>MAHON</b>												
	CITY FLYER EXPRESS	C	8	0	0	50	25	25	0	0	0	20
<b>TOTAL MAHON</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>20</b>
<b>MALAGA</b>												
	AIR 2000	C	32	0	0	50	16	19	9	0	6	54
	BRITANNIA AIRWAYS	C	18	0	0	28	11	44	17	0	0	40
	CALEDONIAN AIRWAYS	C	11	0	0	64	9	9	9	9	0	47
	EXCEL AIRWAYS LTD	C	10	0	2	40	30	10	20	0	0	25
	GB AIRWAYS LTD	S	91	0	0	85	11	4	0	0	0	6
	MONARCH AIRLINES	C	42	0	0	45	24	17	12	2	0	32
	MY TRAVEL AIRWAYS UK	C	28	1	0	71	14	4	4	7	0	31

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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)	
			MATCHED	Actual (7)								Plan (8)
MALAGA	THOMAS COOK AIRLINES LTD	C	24	0	0	63	25	8	4	0	0	17
	TRANSAER	C	9	2	2	33	22	11	33	0	0	43
	VIRGIN ATLANTIC AIRWAYS LTD	C	13	1	3	46	15	15	15	0	8	59
<b>TOTAL MALAGA</b>			<b>278</b>	<b>4</b>	<b>7</b>	<b>62</b>	<b>16</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>27</b>
MURCIA SAN JAVIER	GB AIRWAYS LTD	S	26	0	0	77	15	8	0	0	0	10
<b>TOTAL MURCIA SAN JAVIER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
PALMA DE MALLORCA	AIR 2000	C	8	0	0	38	25	13	13	13	0	63
	AIR EUROPA	S	18	0	2	56	11	22	11	0	0	21
	BRITANNIA AIRWAYS	C	18	0	0	78	0	17	6	0	0	14
	GB AIRWAYS LTD	S	28	0	0	86	7	4	4	0	0	8
	MY TRAVEL AIRWAYS UK	C	26	0	0	85	4	8	4	0	0	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>7</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>
SANTIAGO DE COMPOSTELA	AIR 2000	C	2	0	0	100	0	0	0	0	0	11
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	44
<b>TOTAL SANTIAGO DE COMPOSTELA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>
VALENCIA	GB AIRWAYS LTD	S	44	0	0	91	5	5	0	0	0	5
<b>TOTAL VALENCIA</b>			<b>44</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>5</b>
<b>TOTAL SPAIN</b>			<b>1122</b>	<b>9</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>SPAIN(CANARY ISLANDS)</b>												
ARRECIFE	AIR 2000	C	38	0	0	68	11	16	0	5	0	28
	BRITANNIA AIRWAYS	C	18	0	0	50	28	11	0	11	0	38
	EXCEL AIRWAYS LTD	C	10	0	0	40	10	30	20	0	0	32
	IBERWORLD	C	10	0	0	50	50	0	0	0	0	12
	MONARCH AIRLINES	C	16	0	0	50	31	13	6	0	0	22
	MY TRAVEL AIRWAYS UK	C	20	0	0	65	25	0	10	0	0	26
	THOMAS COOK AIRLINES LTD	C	40	0	0	63	15	15	5	3	0	22
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	21
<b>TOTAL ARRECIFE</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>26</b>
FUERTEVENTURA	AIR 2000	C	20	0	0	60	15	10	15	0	0	19
	BRITANNIA AIRWAYS	C	17	0	1	47	0	24	24	0	6	68
	MY TRAVEL AIRWAYS UK	C	18	0	0	17	39	33	6	6	0	43
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	10	10	0	0	18
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	50	50	0	0	0	0	14
<b>TOTAL FUERTEVENTURA</b>			<b>75</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>21</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>35</b>
LAS PALMAS	AIR 2000	C	24	0	0	63	33	4	0	0	0	13
	BRITANNIA AIRWAYS	C	18	0	0	33	28	22	6	11	0	53
	MONARCH AIRLINES	C	8	0	0	38	50	13	0	0	0	18
	MY TRAVEL AIRWAYS UK	C	26	0	0	62	12	15	12	0	0	25
	THOMAS COOK AIRLINES LTD	C	24	0	0	67	29	4	0	0	0	10
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8
<b>TOTAL LAS PALMAS</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>26</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	63	0	0	52	14	21	6	6	0	34
	AIR EUROPA	C	4	0	0	75	25	0	0	0	0	7
	BRITANNIA AIRWAYS	C	46	0	0	35	15	26	22	2	0	46

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TENERIFE (SURREINA SOFIA)	EXCEL AIRWAYS LTD	C	10	0	0	40	30	10	20	0	0	37
	FUTURA AIRLINES	C	11	0	1	64	27	0	9	0	0	17
	IBERWORLD	C	2	0	0	0	0	0	100	0	0	83
	MONARCH AIRLINES	C	28	0	1	43	25	14	11	7	0	35
	MY TRAVEL AIRWAYS UK	C	36	0	1	50	22	8	17	3	0	33
	THOMAS COOK AIRLINES LTD	C	46	0	0	52	28	15	0	4	0	23
	TRANSAER	C	10	0	0	50	40	10	0	0	0	13
	VIRGIN ATLANTIC AIRWAYS LTD	C	18	0	0	67	22	6	6	0	0	15
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>274</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>22</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>32</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>619</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>22</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>29</b>
<b>SRI LANKA</b>												
COLOMBO	MONARCH AIRLINES	C	18	0	0	56	17	22	6	0	0	23
<b>TOTAL COLOMBO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>TOTAL SRI LANKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>ST LUCIA</b>												
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	5	0	0	80	20	0	0	0	0	11
	BRITISH AIRWAYS PLC	S	27	0	0	63	15	22	0	0	0	17
	CALEDONIAN AIRWAYS	C	4	0	0	75	25	0	0	0	0	11
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	13	50	38	0	0	0	29
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL ST LUCIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>SWEDEN</b>												
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	186	0	0	82	10	5	3	0	0	9
<b>TOTAL GOTEBORG</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS (EURO OPS) LG	S	184	0	0	88	7	3	2	0	0	7
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL SWEDEN</b>			<b>370</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>SWITZERLAND</b>												
GENEVA	AIR 2000	C	34	0	0	44	26	9	15	6	0	46
	BRITANNIA AIRWAYS	C	50	0	0	40	12	18	30	0	0	42
	BRITISH AIRWAYS (EURO OPS) LG	S	178	0	0	75	15	10	1	0	0	11
	EASYJET SWITZERLAND	S	62	0	0	48	16	19	16	0	0	30
	MONARCH AIRLINES	C	24	0	0	46	8	42	4	0	0	27
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	0	13	0	0	15
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	11	22	22	0	0	29
<b>TOTAL GENEVA</b>			<b>365</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>
SION	CITY FLYER EXPRESS	C	8	0	0	25	25	13	38	0	0	65
<b>TOTAL SION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>65</b>
ZURICH	CITY FLYER EXPRESS	S	163	0	1	64	18	13	4	0	0	17
	MONARCH AIRLINES	C	8	0	0	25	13	38	25	0	0	53
<b>TOTAL ZURICH</b>			<b>171</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>

## 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						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOTAL SWITZERLAND			544	0	1	60	16	15	9	0	0	22
TANZANIA												
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	88	12	0	0	0	0	6
TOTAL DAR-ES-SALAAM			26	0	0	88	12	0	0	0	0	6
TOTAL TANZANIA			26	0	0	88	12	0	0	0	0	6
THAILAND												
PHUKET	BRITANNIA AIRWAYS	C	9	0	0	67	11	11	11	0	0	14
TOTAL PHUKET			9	0	0	67	11	11	11	0	0	14
TOTAL THAILAND			9	0	0	67	11	11	11	0	0	14
TRINIDAD AND TOBAGO												
TOBAGO	BRITISH AIRWAYS PLC	S	8	0	0	50	0	50	0	0	0	26
	CALEDONIAN AIRWAYS	C	7	0	0	71	0	14	0	14	0	51
TOTAL TOBAGO			15	0	0	60	0	33	0	7	0	38
TOTAL TRINIDAD AND TOBAGO			15	0	0	60	0	33	0	7	0	38
TUNISIA												
JERBA	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	13	13	0	0	20
TOTAL JERBA			8	0	0	38	38	13	13	0	0	20
MONASTIR												
	BRITANNIA AIRWAYS	C	18	0	0	56	6	22	11	6	0	35
	MONARCH AIRLINES	C	21	0	1	43	10	24	24	0	0	38
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2
	NOUVELAIR TUNISIE	C	7	0	1	71	0	0	0	29	0	74
	THOMAS COOK AIRLINES LTD	C	10	0	1	60	20	20	0	0	0	18
TOTAL MONASTIR			66	0	3	61	8	17	11	5	0	32
TUNIS	GB AIRWAYS LTD	S	36	0	0	78	11	8	0	3	0	14
TOTAL TUNIS			36	0	0	78	11	8	0	3	0	14
TOTAL TUNISIA			110	0	3	65	11	14	7	4	0	26
TURKEY												
ANTALYA	CALEDONIAN AIRWAYS	C	6	0	0	67	33	0	0	0	0	10
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	18
TOTAL ANTALYA			8	0	0	63	25	13	0	0	0	12
TOTAL TURKEY			8	0	0	63	25	13	0	0	0	12
UGANDA												
ENTEBBE	BRITISH AIRWAYS PLC	S	9	0	0	89	11	0	0	0	0	4
TOTAL ENTEBBE			9	0	0	89	11	0	0	0	0	4
TOTAL UGANDA			9	0	0	89	11	0	0	0	0	4
UKRAINE												
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	38	0	0	63	18	18	0	0	0	16
	UKRAINE INTERNATIONAL AIRLINE	S	37	1	1	84	8	8	0	0	0	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)
				Actual (7)	Plan (8)							
TOTAL KIEV (BORISPOL)			75	1	1	73	13	13	0	0	0	12
TOTAL UKRAINE			75	1	1	73	13	13	0	0	0	12
UNITED ARAB EMIRATES												
DUBAI	EMIRATES	S	62	0	0	63	21	13	3	0	0	16
TOTAL DUBAI			62	0	0	63	21	13	3	0	0	16
TOTAL UNITED ARAB EMIRATES			62	1	0	63	21	13	3	0	0	16
UNITED KINGDOM												
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	230	0	0	89	7	3	1	0	0	6
TOTAL ABERDEEN			230	0	0	89	7	3	1	0	0	6
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	280	0	7	82	9	5	4	0	0	11
TOTAL BELFAST CITY			280	0	7	82	9	5	4	0	0	11
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	2	64	11	18	7	0	0	18
TOTAL BRISTOL			44	0	2	64	11	18	7	0	0	18
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	336	0	0	91	4	4	1	0	0	5
TOTAL EDINBURGH			336	0	0	91	4	4	1	0	0	5
GLASGOW	AIR 2000	C	2	0	0	50	50	0	0	0	0	15
	BRITISH AIRWAYS (EURO OPS) LG	S	346	0	0	89	7	4	1	0	0	6
TOTAL GLASGOW			349	0	0	89	7	4	1	0	0	6
GUERNSEY	CITY FLYER EXPRESS	S	197	0	8	88	6	5	2	0	0	6
	FLYBE.BRITISH EUROPEAN	S	222	7	11	82	5	5	6	1	0	13
TOTAL GUERNSEY			419	7	19	85	5	5	4	0	0	10
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	170	0	2	84	8	2	6	0	0	13
TOTAL INVERNESS			170	0	2	84	8	2	6	0	0	13
JERSEY	CITY FLYER EXPRESS	S	246	0	11	81	10	7	2	0	0	10
	FLYBE.BRITISH EUROPEAN	S	219	7	21	83	7	5	4	1	0	14
TOTAL JERSEY			465	7	32	82	9	6	3	1	0	12
MANCHESTER	AIR 2000	C	7	0	0	86	14	0	0	0	0	8
	AIR 2000	S	10	0	0	80	10	10	0	0	0	9
	BRITANNIA AIRWAYS	C	9	1	0	100	0	0	0	0	0	2
	BRITISH AIRWAYS (EURO OPS) LG	S	399	1	0	84	8	6	2	0	0	9
	MONARCH AIRLINES	C	18	0	0	67	11	0	22	0	0	30
	MY TRAVEL AIRWAYS UK	C	16	2	2	63	6	19	6	6	0	31
TOTAL MANCHESTER			459	4	2	83	8	6	3	0	0	10
NEWCASTLE	CITY FLYER EXPRESS	S	337	1	1	88	6	4	2	0	0	7
TOTAL NEWCASTLE			337	2	1	88	6	4	2	0	0	7
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	137	0	2	75	15	8	1	1	0	11
TOTAL NEWQUAY			137	0	2	75	15	8	1	1	0	11
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	108	0	1	78	15	7	0	0	0	8
TOTAL PLYMOUTH			108	0	1	78	15	7	0	0	0	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)
				Actual (7)	Plan (8)							
TOTAL UNITED KINGDOM			3336	22	68	85	8	5	2	0	0	9
USA												
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	61	24	13	2	0	0	15
	DELTA AIRLINES	S	124	0	0	48	19	27	7	0	0	24
<b>TOTAL ATLANTA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	73	23	5	0	0	0	10
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	59	1	3	53	17	12	17	2	0	29
<b>TOTAL BOSTON</b>			<b>59</b>	<b>1</b>	<b>3</b>	<b>53</b>	<b>17</b>	<b>12</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>29</b>
CHARLOTTE	BRITISH AIRWAYS PLC	S	59	1	1	69	19	12	0	0	0	12
	US AIRWAYS	S	62	0	0	63	26	6	5	0	0	19
<b>TOTAL CHARLOTTE</b>			<b>121</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>22</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>
CINCINNATI	DELTA AIRLINES	S	62	0	0	50	26	23	2	0	0	19
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>
CLEVELAND	CONTINENTAL AIRLINES	S	62	0	0	71	16	11	2	0	0	12
<b>TOTAL CLEVELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	120	0	4	49	14	18	18	1	0	36
	BRITISH AIRWAYS PLC	S	59	1	1	66	14	8	12	0	0	20
<b>TOTAL DALLAS/FORT WORTH</b>			<b>179</b>	<b>1</b>	<b>5</b>	<b>55</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>31</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	6	81	3	13	3	0	0	12
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
DETROIT	NORTHWEST AIRLINES	S	62	0	0	89	6	3	2	0	0	7
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	61	13	16	10	0	0	23
	CONTINENTAL AIRLINES	S	124	0	0	56	19	15	10	1	0	24
<b>TOTAL HOUSTON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>
LAS VEGAS	AIR 2000	C	8	1	0	50	13	38	0	0	0	25
<b>TOTAL LAS VEGAS</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	63	26	8	3	0	0	15
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	24	34	15	24	3	0	50
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>30</b>	<b>11</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>33</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	71	15	8	5	2	0	16
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	60	31	6	3	0	0	17
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>31</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	120	1	4	63	23	13	1	0	0	14
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	35	21	18	18	8	0	52
<b>TOTAL NEW YORK (NEWARK)</b>			<b>182</b>	<b>1</b>	<b>4</b>	<b>54</b>	<b>23</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>27</b>
ORLANDO	BRITANNIA AIRWAYS	C	10	0	0	40	0	30	20	10	0	55

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				Actual (7)	Plan (8)							
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	52	31	11	6	0	0	20
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	42	27	21	9	2	0	28
<b>TOTAL ORLANDO</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	122	0	2	80	9	6	3	1	1	17
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>17</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	60	21	13	5	2	0	19
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	63	24	5	5	0	3	35
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>35</b>
SANFORD	AIR 2000	C	21	0	0	38	33	19	10	0	0	30
	MY TRAVEL AIRWAYS UK	C	21	0	0	33	14	14	24	0	14	182
<b>TOTAL SANFORD</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>24</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>7</b>	<b>106</b>
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	62	0	0	58	15	23	5	0	0	19
<b>TOTAL ST LOUIS (LAMBERT)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>
TAMPA	BRITISH AIRWAYS PLC	S	35	0	0	40	29	26	3	3	0	29
<b>TOTAL TAMPA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>29</b>	<b>26</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>29</b>
<b>TOTAL USA</b>			<b>2060</b>	<b>5</b>	<b>21</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>
VENEZUELA												
PORLAMAR	AIR 2000	C	6	0	0	50	33	17	0	0	0	19
<b>TOTAL PORLAMAR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TOTAL VENEZUELA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
VIRGIN ISLANDS (U.S.A)												
ST THOMAS ISLANDS	AIR 2000	C	5	0	0	40	0	20	40	0	0	38
<b>TOTAL ST THOMAS ISLANDS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>TOTAL VIRGIN ISLANDS (U.S.A)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>38</b>
ZAMBIA												
LUSAKA	BRITISH AIRWAYS PLC	S	28	0	0	89	0	7	4	0	0	10
<b>TOTAL LUSAKA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL ZAMBIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
ZIMBABWE												
HARARE	AIR ZIMBABWE	S	38	0	0	84	0	8	8	0	0	13
<b>TOTAL HARARE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL ZIMBABWE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL GATWICK</b>			<b>19257</b>	<b>70</b>	<b>246</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>AUSTRIA</b>												
SALZBURG	BRITANNIA AIRWAYS	C	5	0	1	20	20	40	20	0	0	52
<b>TOTAL SALZBURG</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>52</b>
<b>TOTAL AUSTRIA</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>52</b>
<b>BARBADOS</b>												
BRIDGETOWN	BRITANNIA AIRWAYS	C	4	0	0	25	50	25	0	0	0	21
<b>TOTAL BRIDGETOWN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TOTAL BARBADOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>BELGIUM</b>												
BRUSSELS	BRITISH AIRWAYS PLC	S	5	0	0	60	20	20	0	0	0	18
	SABENA	S	174	0	4	64	22	9	5	1	0	17
<b>TOTAL BRUSSELS</b>			<b>179</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>TOTAL BELGIUM</b>			<b>179</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>22</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>CANADA</b>												
TORONTO	AIR CANADA	S	45	0	0	53	27	7	13	0	0	27
	CANADA 3000 AIRLINES	C	10	0	0	0	10	40	50	0	0	77
<b>TOTAL TORONTO</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>
<b>TOTAL CANADA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>
<b>CYPRUS</b>												
LARNACA	THOMAS COOK AIRLINES LTD	C	9	0	1	56	33	11	0	0	0	13
<b>TOTAL LARNACA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
PAPHOS	AIR 2000	S	10	0	0	70	10	20	0	0	0	15
	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	25	0	0	36
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TOTAL CYPRUS</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>DENMARK</b>												
COPENHAGEN	BMI BRITISH MIDLAND	S	72	0	0	89	7	4	0	0	0	5
<b>TOTAL COPENHAGEN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL DENMARK</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>FRANCE</b>												
GRENOBLE	MONARCH AIRLINES	C	4	0	1	100	0	0	0	0	0	3
<b>TOTAL GRENOBLE</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>3</b>
LYON	AIR 2000	C	10	0	0	90	10	0	0	0	0	6
	BRITANNIA AIRWAYS	C	8	0	0	0	75	13	13	0	0	30
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	34	1	5	18	18	26	38	0	0	46
	BRITISH AIRWAYS PLC	S	96	0	2	92	5	2	1	0	0	5
	FLYBE.BRITISH EUROPEAN	S	147	0	0	73	19	7	1	0	0	11

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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)
				Actual (7)	Plan (8)							
PARIS (CHARLES DE GAULLE)	STAR EUROPE	C	2	0	0	0	100	0	0	0	0	20
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>279</b>	<b>1</b>	<b>7</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>
TOULOUSE (BLAGNAC)	AIR 2000	C	8	0	0	38	0	38	0	13	13	89
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>89</b>
<b>TOTAL FRANCE</b>			<b>309</b>	<b>1</b>	<b>8</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>GERMANY</b>												
FRANKFURT MAIN	BRITISH REGIONAL AIRLINES LTD	S	19	0	0	89	11	0	0	0	0	10
<b>TOTAL FRANKFURT MAIN</b>			<b>19</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>10</b>
HANOVER	BRITISH AIRWAYS PLC	S	9	0	0	78	22	0	0	0	0	9
<b>TOTAL HANOVER</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL GERMANY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>ICELAND</b>												
KEFLAVIK	ICELANDAIR	S	56	2	0	75	7	4	9	5	0	28
<b>TOTAL KEFLAVIK</b>			<b>56</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>4</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>28</b>
<b>TOTAL ICELAND</b>			<b>56</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>4</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>28</b>
<b>IRISH REPUBLIC</b>												
CORK	FLYBE.BRITISH EUROPEAN	S	84	0	2	62	25	10	4	0	0	15
<b>TOTAL CORK</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>25</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>
DUBLIN	AER LINGUS	S	189	1	0	89	6	2	3	0	0	7
<b>TOTAL DUBLIN</b>			<b>189</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>273</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>ITALY</b>												
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	6	0	0	50	50	0	0	0	0	14
<b>TOTAL MILAN (MALPENSA)</b>			<b>6</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>
NAPLES	BRITANNIA AIRWAYS	C	9	0	0	33	11	11	44	0	0	49
<b>TOTAL NAPLES</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>49</b>
TURIN	BMI BRITISH MIDLAND	C	2	0	0	50	0	0	50	0	0	40
	BRITANNIA AIRWAYS	C	6	0	0	0	0	33	67	0	0	70
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>62</b>
<b>TOTAL ITALY</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>17</b>	<b>13</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>45</b>
<b>MALTA</b>												
MALTA	AIR MALTA	S	10	0	0	70	30	0	0	0	0	8
	AIR MALTA	C	22	0	0	64	9	0	27	0	0	34
<b>TOTAL MALTA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>TOTAL MALTA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>NETHERLANDS</b>												
AMSTERDAM	KLM UK LTD	S	292	0	0	82	6	6	5	0	0	11

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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)
				Actual (7)	Plan (8)							
<b>TOTAL AMSTERDAM</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL NETHERLANDS</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
<b>FARO</b>	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	0	0	20	115
	MY TRAVEL AIRWAYS UK	C	4	1	0	0	25	25	25	0	25	126
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8
<b>TOTAL FARO</b>			<b>22</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>78</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>22</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>78</b>
<b>PORTUGAL(MADEIRA)</b>												
<b>FUNCHAL</b>	AIR 2000	C	8	0	0	75	13	0	0	0	13	153
	SATA	C	7	1	0	43	14	29	14	0	0	32
<b>TOTAL FUNCHAL</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>96</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>96</b>
<b>SPAIN</b>												
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	15	0	1	73	27	0	0	0	0	11
	MY TRAVEL AIRWAYS UK	C	15	0	1	80	13	0	7	0	0	12
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3
<b>TOTAL ALICANTE</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>BARCELONA</b>	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	19
<b>TOTAL BARCELONA</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>19</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	21	0	2	81	10	10	0	0	0	10
<b>TOTAL MADRID</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>MALAGA</b>	AIR 2000	C	6	2	0	17	50	0	33	0	0	40
	BRITANNIA AIRWAYS	C	17	0	1	41	47	6	6	0	0	21
	FUTURA AIRLINES	C	9	0	0	100	0	0	0	0	0	1
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	0	14	29	0	14	118
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6
<b>TOTAL MALAGA</b>			<b>47</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>26</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>32</b>
<b>PALMA DE MALLORCA</b>	BRITANNIA AIRWAYS	C	25	0	1	64	20	8	8	0	0	14
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	40	0	0	0	0	12
	SPANAIR	C	2	0	0	100	0	0	0	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL SPAIN</b>			<b>145</b>	<b>2</b>	<b>7</b>	<b>69</b>	<b>20</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>18</b>
<b>SPAIN(CANARY ISLANDS)</b>												
<b>ARRECIFE</b>	AIR 2000	C	10	0	0	80	0	10	10	0	0	16
	BRITANNIA AIRWAYS	C	10	0	0	70	20	10	0	0	0	12
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	30	60	0	0	0	35
	THOMAS COOK AIRLINES LTD	C	15	0	1	93	7	0	0	0	0	3
<b>TOTAL ARRECIFE</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>13</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>FUERTEVENTURA</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	10	40	50	0	0	0	36

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
LAS PALMAS	AIR 2000	C	7	0	1	43	29	0	29	0	0	36
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	5
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	54
	THOMAS COOK AIRLINES LTD	C	13	0	1	85	0	8	8	0	0	11
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	18	0	0	72	17	6	6	0	0	12
	BRITANNIA AIRWAYS	C	18	0	0	67	17	6	0	0	11	178
	FUTURA AIRLINES	C	10	0	0	100	0	0	0	0	0	1
	IBERWORLD	C	9	0	1	33	33	33	0	0	0	23
	MY TRAVEL AIRWAYS UK	C	13	0	1	38	0	38	23	0	0	44
	SPANAIR	C	10	0	0	80	10	10	0	0	0	13
	THOMAS COOK AIRLINES LTD	C	19	0	0	95	5	0	0	0	0	4
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>97</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>45</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>188</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>13</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>34</b>
<b>SWITZERLAND</b>												
GENEVA	AIR 2000	C	7	0	1	29	57	0	0	14	0	52
	BRITANNIA AIRWAYS	C	8	0	0	0	0	63	38	0	0	54
	BRITISH AIRWAYS PLC	C	8	0	0	13	38	50	0	0	0	32
<b>TOTAL GENEVA</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>30</b>	<b>39</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>46</b>
<b>TOTAL SWITZERLAND</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>30</b>	<b>39</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>46</b>
<b>TUNISIA</b>												
MONASTIR	NOUVELAIR TUNISIE	C	16	2	0	81	6	6	6	0	0	11
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>UNITED KINGDOM</b>												
ABERDEEN	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	4
<b>TOTAL ABERDEEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
BARRA	LOGANAIR	S	50	1	0	96	2	2	0	0	0	3
<b>TOTAL BARRA</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	210	2	2	95	2	2	0	0	0	4
<b>TOTAL BELFAST CITY</b>			<b>210</b>	<b>2</b>	<b>2</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	180	0	0	93	1	4	2	0	0	4
	BRITISH WORLD AIRLINES LTD	C	4	0	1	50	50	0	0	0	0	12
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>184</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	96	4	0	0	0	0	2
<b>TOTAL BENBECULA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	272	1	3	85	11	4	0	0	0	7
	FLYBE.BRITISH EUROPEAN	S	101	4	7	75	9	7	9	0	0	15
<b>TOTAL BIRMINGHAM</b>			<b>373</b>	<b>5</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
BOURNEMOUTH	GILL AIRWAYS	S	42	5	4	76	19	0	5	0	0	11
<b>TOTAL BOURNEMOUTH</b>			<b>42</b>	<b>5</b>	<b>4</b>	<b>76</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	256	2	6	62	17	13	7	1	0	21
<b>TOTAL BRISTOL</b>			<b>256</b>	<b>2</b>	<b>6</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>
CAMPBELTOWN	LOGANAIR	S	85	0	0	95	5	0	0	0	0	2
<b>TOTAL CAMPBELTOWN</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	144	0	0	67	24	6	2	0	0	13
<b>TOTAL CARDIFF WALES</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	189	3	0	88	6	3	2	0	0	7
<b>TOTAL EAST MIDLANDS</b>			<b>189</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
EDINBURGH	GILL AIRWAYS	S	25	0	7	96	0	0	4	0	0	6
<b>TOTAL EDINBURGH</b>			<b>25</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	346	0	0	87	7	5	1	0	0	7
	MY TRAVEL AIRWAYS UK	C	5	0	0	20	0	40	20	0	20	140
<b>TOTAL GATWICK</b>			<b>351</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
HEATHROW	BMI BRITISH MIDLAND	S	470	10	4	61	19	15	4	0	0	18
	BRITISH AIRWAYS PLC	S	658	0	2	85	8	5	2	0	0	8
<b>TOTAL HEATHROW</b>			<b>1129</b>	<b>10</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
INVERNESS	LOGANAIR	S	77	0	0	92	6	0	1	0	0	5
<b>TOTAL INVERNESS</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>
ISLAY	LOGANAIR	S	90	0	0	90	4	3	2	0	0	6
<b>TOTAL ISLAY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	79	2	2	91	4	4	1	0	0	6
<b>TOTAL ISLE OF MAN</b>			<b>79</b>	<b>2</b>	<b>2</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
LEEDS BRADFORD	BMI REGIONAL	S	141	0	0	84	9	6	1	0	0	8
<b>TOTAL LEEDS BRADFORD</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
LONDON CITY	SCOT AIRWAYS	S	190	0	10	69	23	7	1	0	0	10
<b>TOTAL LONDON CITY</b>			<b>190</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>
LONDONDERRY	LOGANAIR	S	56	2	0	88	11	2	0	0	0	6
<b>TOTAL LONDONDERRY</b>			<b>56</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	316	1	0	73	9	12	6	1	0	16
<b>TOTAL LUTON</b>			<b>316</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>
MANCHESTER	BMI REGIONAL	S	191	0	0	86	11	3	0	0	0	7
	BRITISH AIRWAYS CITIEXPRESS L	S	196	2	0	78	17	5	1	0	0	10
	BRITISH AIRWAYS PLC	S	66	0	2	74	15	5	3	0	3	56
<b>TOTAL MANCHESTER</b>			<b>453</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>
NORWICH	EASTERN AIRWAYS	S	89	0	0	61	21	10	6	2	0	22
<b>TOTAL NORWICH</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	49	0	0	53	33	6	8	0	0	21

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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)
				Actual (7)	Plan (8)							
TOTAL PLYMOUTH			<b>49</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	184	0	0	81	10	6	3	0	0	9
TOTAL SOUTHAMPTON			<b>184</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
STANSTED	KLM UK LTD	S	170	0	3	86	9	4	1	0	0	7
TOTAL STANSTED			<b>170</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	100	0	0	84	9	7	0	0	0	7
TOTAL STORNOWAY			<b>100</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	53	1	0	87	8	4	2	0	0	6
	LOGANAIR	S	53	0	0	89	11	0	0	0	0	6
TOTAL SUMBURGH			<b>106</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
TIREE	LOGANAIR	S	53	0	0	75	2	4	19	0	0	28
TOTAL TIREE			<b>53</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>2</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>
TOTAL UNITED KINGDOM			<b>5247</b>	<b>36</b>	<b>53</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
USA												
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	82	5	8	5	0	0	10
TOTAL NEW YORK (NEWARK)			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>
SANFORD	MY TRAVEL AIRWAYS UK	C	5	0	0	20	0	20	40	0	20	160
TOTAL SANFORD			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>141</b>
TOTAL USA			<b>66</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>5</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>22</b>
TOTAL GLASGOW			<b>7077</b>	<b>47</b>	<b>82</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>ALGERIA</b>												
ALGIERS	AIR ALGERIE	S	26	0	0	12	15	42	31	0	0	58
<b>TOTAL ALGIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>42</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>58</b>
<b>TOTAL ALGERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>42</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>58</b>
<b>ARMENIA</b>												
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	71	18	0	12	0	0	21
<b>TOTAL YEREVAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TOTAL ARMENIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>AUSTRALIA</b>												
BRISBANE	BRITISH AIRWAYS PLC	S	62	0	0	81	18	2	0	0	0	8
<b>TOTAL BRISBANE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
MELBOURNE	QANTAS	S	58	0	0	79	10	0	9	0	2	20
<b>TOTAL MELBOURNE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>20</b>
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	62	0	0	74	16	6	3	0	0	12
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
SYDNEY	BRITISH AIRWAYS PLC	S	89	0	0	73	9	8	9	0	1	29
	QANTAS	S	90	1	1	67	19	12	2	0	0	13
<b>TOTAL SYDNEY</b>			<b>179</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>21</b>
<b>TOTAL AUSTRALIA</b>			<b>361</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>17</b>
<b>AUSTRIA</b>												
VIENNA	AUSTRIAN AIRLINES	S	241	1	0	71	19	5	5	0	0	13
	BRITISH AIRWAYS PLC	S	246	0	0	77	12	8	3	0	0	11
<b>TOTAL VIENNA</b>			<b>487</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL AUSTRIA</b>			<b>487</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>BAHRAIN</b>												
BAHRAIN	GULF AIR	S	61	0	0	66	16	11	7	0	0	17
	GULF AIR	C	2	0	2	0	50	50	0	0	0	34
<b>TOTAL BAHRAIN</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>TOTAL BAHRAIN</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>BANGLADESH</b>												
DACCA	BIMAN BANGLADESH AIRLINES	S	62	0	0	37	21	16	15	6	5	75
	BRITISH AIRWAYS PLC	S	44	0	0	89	2	2	2	0	5	55
<b>TOTAL DACCA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>67</b>
<b>TOTAL BANGLADESH</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>67</b>
<b>BARBADOS</b>												
BRIDGETOWN	BRITISH AIRWAYS PLC	S	10	0	0	70	0	10	20	0	0	20
<b>TOTAL BRIDGETOWN</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>TOTAL BARBADOS</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>BELGIUM</b>												
<b>BRUSSELS</b>	BMI BRITISH MIDLAND	S	372	0	2	64	17	15	4	0	0	16
	BRITISH AIRWAYS PLC	S	339	0	1	77	12	6	4	0	0	11
	SABENA	S	521	0	0	57	19	16	8	0	0	20
<b>TOTAL BRUSSELS</b>			<b>1232</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL BELGIUM</b>			<b>1232</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>BRAZIL</b>												
<b>RIO DE JANEIRO (GALEAO)</b>	VARIG	S	48	0	0	50	19	19	13	0	0	24
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>SAO PAULO (GUARULHOS)</b>	VARIG	S	14	0	0	71	14	14	0	0	0	14
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL BRAZIL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>BRUNEI</b>												
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	62	0	0	74	8	10	6	2	0	21
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>
<b>BULGARIA</b>												
<b>SOFIA</b>	BALKAN BULGARIAN AIRLINES	S	44	0	0	59	9	18	14	0	0	24
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>CANADA</b>												
<b>CALGARY</b>	AIR CANADA	S	62	0	0	77	10	3	3	6	0	24
	CANADIAN AIRLINES INT/L	S	70	0	4	76	14	7	1	1	0	15
<b>TOTAL CALGARY</b>			<b>132</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>19</b>
<b>HALIFAX INT</b>	AIR CANADA	S	44	0	0	52	23	14	11	0	0	21
<b>TOTAL HALIFAX INT</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>MONTREAL (DORVAL)</b>	AIR CANADA	S	53	0	0	51	36	9	4	0	0	19
	BRITISH AIRWAYS PLC	S	62	0	0	87	10	2	2	0	0	6
<b>TOTAL MONTREAL (DORVAL)</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>OTTAWA INTERNATIONAL</b>	AIR CANADA	S	53	0	0	66	21	9	2	2	0	18
	CANADIAN AIRLINES INT/L	S	6	0	0	50	17	17	17	0	0	27
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>
<b>TORONTO</b>	AIR CANADA	S	160	0	4	74	14	8	3	1	0	15
	BRITISH AIRWAYS PLC	S	73	0	0	68	10	15	4	3	0	21
	CANADIAN AIRLINES INT/L	S	161	1	2	65	20	11	4	0	0	16
<b>TOTAL TORONTO</b>			<b>394</b>	<b>1</b>	<b>6</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>VANCOUVER</b>	AIR CANADA	S	62	0	0	71	16	11	2	0	0	12
	BRITISH AIRWAYS PLC	S	61	0	1	62	23	11	3	0	0	14



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
VANCOUVER	CANADIAN AIRLINES INT/L	S	4	0	0	50	50	0	0	0	0	12
<b>TOTAL VANCOUVER</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL CANADA</b>			<b>871</b>	<b>1</b>	<b>11</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>CHINA</b>												
BEIJING	AIR CHINA	S	26	0	0	46	15	19	19	0	0	31
	BRITISH AIRWAYS PLC	S	27	0	0	52	19	15	15	0	0	23
<b>TOTAL BEIJING</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>
SHANGHAI	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	69	25	0	6	0	0	14
<b>TOTAL SHANGHAI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL CHINA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>COLOMBIA</b>												
BOGOTA	AVIANCA COLOMBIA	S	26	0	0	58	0	12	27	4	0	49
<b>TOTAL BOGOTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>12</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>49</b>
<b>TOTAL COLOMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>12</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>49</b>
<b>CROATIA</b>												
SPLIT	CROATIA AIRLINES	S	8	0	0	63	13	13	13	0	0	22
<b>TOTAL SPLIT</b>			<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>22</b>
ZAGREB	CROATIA AIRLINES	S	58	0	2	55	26	9	10	0	0	22
<b>TOTAL ZAGREB</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>26</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>TOTAL CROATIA</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>24</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>CYPRUS</b>												
LARNACA	BRITISH AIRWAYS PLC	S	64	0	0	73	14	11	2	0	0	12
	CYPRUS AIRWAYS	S	93	0	0	57	25	14	4	0	0	18
<b>TOTAL LARNACA</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>
PAPHOS	CYPRUS AIRWAYS	S	4	0	0	25	0	50	25	0	0	36
<b>TOTAL PAPHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>
<b>TOTAL CYPRUS</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>CZECH REPUBLIC</b>												
PRAGUE	BMI BRITISH MIDLAND	S	80	0	0	59	24	10	8	0	0	18
	BRITISH AIRWAYS PLC	S	124	0	0	78	15	5	2	0	0	10
	CSA	S	124	0	0	62	20	14	2	2	0	19
<b>TOTAL PRAGUE</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>
<b>DENMARK</b>												
COPENHAGEN	BRITISH AIRWAYS PLC	S	298	0	0	80	9	8	3	0	0	11
	SAS	S	366	0	3	80	9	8	2	1	0	12
	VARIG	S	28	0	0	61	14	14	11	0	0	22
<b>TOTAL COPENHAGEN</b>			<b>692</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>

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				Actual (7)	Plan (8)							
TOTAL DENMARK			692	0	3	79	9	8	3	0	0	12
EGYPT												
ALEXANDRIA ( NOUZHA )	BRITISH MEDITERRANEAN AIRWA	S	16	1	0	81	19	0	0	0	0	6
TOTAL ALEXANDRIA ( NOUZHA )			16	1	0	81	19	0	0	0	0	6
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	74	15	5	5	2	0	17
	EGYPT AIR	S	62	0	1	5	23	40	31	2	0	57
TOTAL CAIRO			124	0	1	40	19	23	18	2	0	37
LUXOR	EGYPT AIR	S	8	0	0	0	13	13	50	25	0	112
TOTAL LUXOR			8	0	0	0	13	13	50	25	0	112
TOTAL EGYPT			148	1	1	42	18	20	18	3	0	38
ETHIOPIA												
ADDIS ABABA	ETHIOPIAN AIRLINES	S	28	0	0	32	39	11	18	0	0	33
TOTAL ADDIS ABABA			28	0	0	32	39	11	18	0	0	33
TOTAL ETHIOPIA			28	0	0	32	39	11	18	0	0	33
FINLAND												
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	81	9	5	5	0	0	10
	FINNAIR	S	186	0	0	78	11	6	3	1	0	13
TOTAL HELSINKI			310	0	0	80	10	6	4	1	0	12
TOTAL FINLAND			310	0	0	80	10	6	4	1	0	12
FRANCE												
LYON	BRITISH AIRWAYS PLC	S	149	0	0	81	7	7	5	0	0	12
	FLYBE.BRITISH EUROPEAN	S	170	0	0	81	11	6	2	0	0	8
TOTAL LYON			319	0	0	81	9	7	3	0	0	10
NICE	BMI BRITISH MIDLAND	S	124	0	0	69	20	9	2	0	0	12
	BRITISH AIRWAYS PLC	S	250	0	0	82	7	7	3	0	0	10
TOTAL NICE			374	0	0	78	11	8	3	0	0	11
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	798	0	1	52	23	19	7	0	0	21
	BMI BRITISH MIDLAND	S	423	0	0	51	22	19	7	1	0	23
	BRITISH AIRWAYS PLC	S	418	0	0	80	10	6	3	0	0	9
TOTAL PARIS (CHARLES DE GAULLE)			1639	0	1	59	19	16	6	0	0	19
PARIS (ORLY)	AIR LIB	S	186	0	0	74	16	6	4	0	0	12
	BRITISH AIRWAYS PLC	S	176	0	0	86	7	6	1	0	0	7
TOTAL PARIS (ORLY)			362	0	0	80	12	6	2	0	0	10
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	171	0	0	74	12	8	6	0	0	13
TOTAL TOULOUSE (BLAGNAC)			171	0	0	74	12	8	6	0	0	13
TOTAL FRANCE			2865	0	1	67	16	12	5	0	0	15
GERMANY												
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	308	0	0	82	9	6	2	0	0	8

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				Actual (7)	Plan (8)							
<b>TOTAL BERLIN (TEGEL)</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>COLOGNE (BONN)</b>	BMI BRITISH MIDLAND	S	69	0	1	65	17	14	3	0	0	14
	BRITISH AIRWAYS PLC	S	178	0	0	75	10	11	3	0	0	12
	LUFTHANSA	S	2	0	2	100	0	0	0	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>249</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>DRESDEN</b>	BMI BRITISH MIDLAND	S	54	0	0	78	17	6	0	0	0	9
<b>TOTAL DRESDEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>DUSSELDORF</b>	BRITISH AIRWAYS PLC	S	289	0	0	81	10	5	4	0	0	9
	LUFTHANSA	S	198	0	0	83	13	4	1	0	0	6
<b>TOTAL DUSSELDORF</b>			<b>487</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>FRANKFURT MAIN</b>	BMI BRITISH MIDLAND	S	240	0	0	68	19	10	3	0	0	14
	BRITISH AIRWAYS PLC	S	304	0	0	73	14	8	5	0	0	13
	LUFTHANSA	S	495	0	0	68	18	11	2	0	0	14
<b>TOTAL FRANKFURT MAIN</b>			<b>1039</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>HAMBURG</b>	BRITISH AIRWAYS PLC	S	186	0	0	82	10	6	1	0	0	7
	LUFTHANSA	S	247	0	1	83	9	7	1	0	0	8
<b>TOTAL HAMBURG</b>			<b>433</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>HANOVER</b>	BMI BRITISH MIDLAND	S	186	0	0	84	7	9	1	0	0	8
	BRITISH AIRWAYS PLC	S	6	0	4	83	0	17	0	0	0	12
<b>TOTAL HANOVER</b>			<b>192</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	300	0	0	78	14	5	2	0	0	10
	LUFTHANSA	S	308	0	0	76	16	6	2	0	0	12
<b>TOTAL MUNICH</b>			<b>608</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>NUREMBERG</b>	LUFTHANSA	S	50	0	0	74	16	6	4	0	0	10
<b>TOTAL NUREMBERG</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>STUTT GART</b>	BMI BRITISH MIDLAND	S	186	0	0	67	17	12	4	0	0	16
	BRITISH AIRWAYS PLC	S	245	0	0	82	11	6	2	0	0	9
<b>TOTAL STUTT GART</b>			<b>431</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL GERMANY</b>			<b>3851</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>GHANA</b>												
<b>ACCRA</b>	GHANA AIRWAYS	S	32	2	0	31	19	34	13	3	0	37
<b>TOTAL ACCRA</b>			<b>32</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>34</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>37</b>
<b>TOTAL GHANA</b>			<b>32</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>34</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>37</b>
<b>GREECE</b>												
<b>ATHENS</b>	AEGEAN AIRLINES	S	62	0	0	74	13	13	0	0	0	11
	BRITISH AIRWAYS PLC	S	124	0	0	86	8	6	0	0	0	7
	OLYMPIC AIRWAYS	S	148	0	1	42	29	21	8	0	0	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	15	3	2	0	0	9
<b>TOTAL ATHENS</b>			<b>396</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL GREECE</b>			<b>396</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>HONG KONG</b>												
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	62	0	0	85	3	5	6	0	0	11
	CATHAY PACIFIC AIRWAYS	S	124	2	0	75	11	9	2	1	2	24
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	68	5	5	23	0	0	25
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>248</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>21</b>
<b>TOTAL HONG KONG</b>			<b>248</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>21</b>
<b>HUNGARY</b>												
BUDAPEST	BMI BRITISH MIDLAND	S	62	0	0	61	16	13	10	0	0	22
	BRITISH AIRWAYS PLC	S	124	0	0	77	10	6	7	0	0	15
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	60	21	12	7	0	0	19
<b>TOTAL BUDAPEST</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL HUNGARY</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>ICELAND</b>												
KEFLAVIK	ICELANDAIR	S	98	0	2	63	10	14	12	0	0	23
<b>TOTAL KEFLAVIK</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>10</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>TOTAL ICELAND</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>10</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>INDIA</b>												
BANGALORE	AIR INDIA	S	13	0	0	23	15	38	15	8	0	52
<b>TOTAL BANGALORE</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>38</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>52</b>
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	83	6	11	0	0	0	8
<b>TOTAL CALCUTTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	17	0	0	71	0	18	12	0	0	24
<b>TOTAL MADRAS/CHENNAI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>
MUMBAI	AIR INDIA	S	76	1	3	9	20	30	37	4	0	62
	BRITISH AIRWAYS PLC	S	62	0	0	71	15	8	6	0	0	17
<b>TOTAL MUMBAI</b>			<b>138</b>	<b>1</b>	<b>3</b>	<b>37</b>	<b>17</b>	<b>20</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>42</b>
<b>TOTAL INDIA</b>			<b>186</b>	<b>1</b>	<b>3</b>	<b>44</b>	<b>15</b>	<b>20</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>37</b>
<b>IRAN</b>												
TEHRAN	BRITISH AIRWAYS PLC	S	27	0	0	78	19	4	0	0	0	9
	IRAN AIR	S	26	0	0	46	31	23	0	0	0	20
<b>TOTAL TEHRAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL IRAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>IRISH REPUBLIC</b>												
CORK	AER LINGUS	S	198	0	0	75	9	6	10	0	0	18
<b>TOTAL CORK</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>
DUBLIN	AER LINGUS	S	799	0	3	64	19	12	5	0	0	17
	BMI BRITISH MIDLAND	S	488	0	0	67	15	11	8	0	0	17
<b>TOTAL DUBLIN</b>			<b>1287</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
SHANNON	AER LINGUS	S	190	0	0	55	23	6	16	0	0	25
<b>TOTAL SHANNON</b>			<b>190</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>23</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1675</b>	<b>1</b>	<b>4</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>ISRAEL</b>												
OVDA	EL AL	S	18	0	0	72	17	11	0	0	0	9
<b>TOTAL OVDA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
TEL AVIV	ARKIA	C	14	0	0	79	0	14	7	0	0	15
	BRITISH AIRWAYS PLC	S	86	0	0	83	8	7	2	0	0	9
	EL AL	S	76	0	0	43	30	22	4	0	0	23
<b>TOTAL TEL AVIV</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL ISRAEL</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>ITALY</b>												
BOLOGNA	BRITISH AIRWAYS PLC	S	114	0	4	51	20	20	9	0	0	23
<b>TOTAL BOLOGNA</b>			<b>114</b>	<b>0</b>	<b>4</b>	<b>51</b>	<b>20</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>
MILAN (LINATE)	ALITALIA	S	159	0	0	69	13	13	6	0	0	17
	BRITISH AIRWAYS PLC	S	194	0	1	74	12	8	5	1	0	15
<b>TOTAL MILAN (LINATE)</b>			<b>353</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>
MILAN (MALPENSA)	ALITALIA	S	329	0	0	55	20	16	9	0	0	21
	BRITISH AIRWAYS PLC	S	61	4	0	64	18	16	2	0	0	13
<b>TOTAL MILAN (MALPENSA)</b>			<b>390</b>	<b>4</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>
ROME (CIAMPINO)	BMI BRITISH MIDLAND	C	2	0	0	0	50	50	0	0	0	37
<b>TOTAL ROME (CIAMPINO)</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>37</b>
ROME (FIUMICINO)	ALITALIA	S	306	0	4	56	17	17	10	0	0	24
	BRITISH AIRWAYS PLC	S	248	0	0	75	11	6	7	1	0	17
<b>TOTAL ROME (FIUMICINO)</b>			<b>554</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>
VENICE	BRITISH AIRWAYS PLC	S	124	0	0	52	27	15	6	0	0	20
<b>TOTAL VENICE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>TOTAL ITALY</b>			<b>1537</b>	<b>4</b>	<b>9</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>JAMAICA</b>												
KINGSTON	AIR JAMAICA	S	42	0	0	17	19	26	33	5	0	57
<b>TOTAL KINGSTON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>19</b>	<b>26</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>57</b>
<b>TOTAL JAMAICA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>19</b>	<b>26</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>57</b>
<b>JAPAN</b>												
NAGOYA (AFB)	JAPAN AIRLINES	S	18	0	0	67	22	11	0	0	0	13
<b>TOTAL NAGOYA (AFB)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
OSAKA (KANSAI)	ALL NIPPON AIRWAYS	S	44	0	0	66	20	5	9	0	0	19
	JAPAN AIRLINES	S	62	0	0	63	11	18	3	5	0	29
<b>TOTAL OSAKA (KANSAI)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>25</b>
TOKYO (NARITA)	AEROFLOT	S	17	0	0	65	24	12	0	0	0	12

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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)
				Actual (7)	Plan (8)							
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	76	16	5	3	0	0	12
	BRITISH AIRWAYS PLC	S	124	0	0	69	14	11	4	1	1	28
	JAPAN AIRLINES	S	71	2	2	83	15	1	0	0	0	7
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	53	21	11	13	2	0	25
<b>TOTAL TOKYO (NARITA)</b>			<b>336</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>
<b>TOTAL JAPAN</b>			<b>460</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>
JORDAN												
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	62	0	0	74	15	8	3	0	0	12
	ROYAL JORDANIAN	S	62	1	0	34	26	15	19	3	3	56
<b>TOTAL AMMAN</b>			<b>124</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>34</b>
<b>TOTAL JORDAN</b>			<b>124</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>34</b>
KENYA												
NAIROBI	KENYA AIRWAYS	S	53	0	2	72	19	2	8	0	0	12
<b>TOTAL NAIROBI</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>19</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL KENYA</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>19</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>
KUWAIT												
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	94	6	0	0	0	0	4
	KUWAIT AIRWAYS	S	62	0	0	39	26	16	18	2	0	39
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>
KYRGYZSTAN												
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	10	0	0	50	10	30	10	0	0	29
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>TOTAL KYRGYZSTAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>29</b>
LEBANON												
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	45	0	0	60	24	9	7	0	0	16
	MEA	S	44	0	0	52	25	18	5	0	0	20
<b>TOTAL BEIRUT</b>			<b>89</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>18</b>
<b>TOTAL LEBANON</b>			<b>89</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>18</b>
LIBYA												
TRIPOLI	LIBYAN ARAB AIRLINES	S	10	0	0	0	50	30	20	0	0	40
<b>TOTAL TRIPOLI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>TOTAL LIBYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>
LITHUANIA												
VILNIUS	LITHUANIA AIRLINES	S	62	0	0	68	13	15	5	0	0	15
<b>TOTAL VILNIUS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL LITHUANIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>LUXEMBOURG</b>												
LUXEMBOURG	BRITISH AIRWAYS PLC	S	64	0	0	69	11	14	6	0	0	16
LUXEMBOURG	LUXAIR	S	124	0	0	71	15	11	2	0	0	13
<b>TOTAL LUXEMBOURG</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL LUXEMBOURG</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>MALAYSIA</b>												
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	9	0	0	100	0	0	0	0	0	3
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-MA	S	124	0	0	44	23	22	11	1	0	29
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>
<b>TOTAL MALAYSIA</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>
<b>MALTA</b>												
MALTA	AIR MALTA	S	116	0	0	79	14	6	1	0	0	8
MALTA	GB AIRWAYS LTD	S	9	0	0	100	0	0	0	0	0	4
<b>TOTAL MALTA</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL MALTA</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>MAURITIUS</b>												
MAURITIUS	AIR MAURITIUS LTD	S	26	0	0	31	27	19	15	4	4	70
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>27</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>70</b>
<b>TOTAL MAURITIUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>27</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>70</b>
<b>MEXICO</b>												
MEXICO CITY	BRITISH AIRWAYS PLC	S	27	0	0	56	30	11	4	0	0	16
<b>TOTAL MEXICO CITY</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>30</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL MEXICO</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>30</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>MOROCCO</b>												
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	26	26	24	21	3	0	43
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>43</b>
<b>TOTAL MOROCCO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>43</b>
<b>NAMIBIA</b>												
WINDHOEK	AIR NAMIBIA	S	16	0	0	81	13	6	0	0	0	9
<b>TOTAL WINDHOEK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL NAMIBIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>NATIONALIST CHINA (TAIWAN)</b>												
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	77	4	15	4	0	0	15
TAIPEI	EVA AIR	S	26	0	0	69	15	15	0	0	0	13
<b>TOTAL TAIPEI</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL NATIONALIST CHINA (TAIWAN)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>NETHERLANDS</b>												
<b>AMSTERDAM</b>	BMI BRITISH MIDLAND	S	480	0	0	63	14	14	10	0	0	21
	BRITISH AIRWAYS PLC	S	409	0	1	79	7	7	6	2	0	15
	KLM	S	538	0	0	75	12	9	4	0	0	13
	UNITED AIRLINES	S	58	0	0	78	9	9	5	0	0	11
<b>TOTAL AMSTERDAM</b>			<b>1485</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>EINDHOVEN</b>	B A S E BUSINESS AIRLINES	S	79	0	0	78	9	9	4	0	0	11
	KLM	S	92	0	0	85	8	5	0	2	0	15
<b>TOTAL EINDHOVEN</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>
<b>ROTTERDAM</b>	B A S E BUSINESS AIRLINES	S	12	0	0	83	8	0	8	0	0	15
	KLM	S	217	1	0	71	14	5	9	0	0	16
<b>TOTAL ROTTERDAM</b>			<b>229</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL NETHERLANDS</b>			<b>1885</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>NEW ZEALAND</b>												
<b>AUCKLAND INTERNATIONAL</b>	AIR NEW ZEALAND LTD	S	62	1	0	76	8	11	3	0	2	22
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>22</b>
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>22</b>
<b>NIGERIA</b>												
<b>LAGOS</b>	BRITISH AIRWAYS PLC	S	52	0	0	79	15	6	0	0	0	9
<b>TOTAL LAGOS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL NIGERIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>NORWAY</b>												
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	308	0	0	76	13	8	3	0	0	13
	SAS	S	330	0	2	68	17	12	3	0	0	14
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>638</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>STAVANGER</b>	SAS	S	116	0	0	81	12	5	2	0	0	9
<b>TOTAL STAVANGER</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL NORWAY</b>			<b>754</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>OMAN</b>												
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	62	0	0	89	8	2	2	0	0	7
	GULF AIR	S	64	0	0	53	23	16	8	0	0	20
<b>TOTAL MUSCAT</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL OMAN</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>PAKISTAN</b>												
<b>ISLAMABAD</b>	BRITISH AIRWAYS PLC	S	27	0	0	52	19	15	7	7	0	36
	PAKISTAN INTL AIRLINES	S	15	1	2	7	33	20	40	0	0	56
<b>TOTAL ISLAMABAD</b>			<b>42</b>	<b>1</b>	<b>2</b>	<b>36</b>	<b>24</b>	<b>17</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>43</b>
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	28	0	1	29	21	29	14	0	7	63



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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)
				Actual (7)	Plan (8)							
<b>TOTAL KARACHI</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>21</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>63</b>
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	2	6	33	44	17	0	0	38
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>33</b>	<b>44</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>TOTAL PAKISTAN</b>			<b>88</b>	<b>1</b>	<b>5</b>	<b>27</b>	<b>25</b>	<b>26</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>48</b>
<b>PHILIPPINES</b>												
MANILA	BRITISH AIRWAYS PLC	S	36	0	0	67	3	22	8	0	0	21
<b>TOTAL MANILA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>3</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TOTAL PHILIPPINES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>3</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>POLAND</b>												
WARSAW	BMI BRITISH MIDLAND	S	124	0	0	77	17	6	1	0	0	11
	BRITISH AIRWAYS PLC	S	124	0	0	81	10	5	5	0	0	10
	LOT-POLISH AIRLINES	S	186	0	0	77	12	6	4	1	0	12
<b>TOTAL WARSAW</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL POLAND</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	AIR PORTUGAL	S	62	0	0	68	27	5	0	0	0	11
	GB AIRWAYS LTD	S	44	0	0	57	27	14	2	0	0	16
<b>TOTAL FARO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>
LISBON	AIR PORTUGAL	S	187	0	0	55	26	14	4	1	0	21
	BRITISH AIRWAYS PLC	S	186	0	0	77	15	5	4	0	0	12
<b>TOTAL LISBON</b>			<b>373</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>
Oporto	AIR PORTUGAL	S	83	0	0	64	20	12	4	0	0	17
	GB AIRWAYS LTD	S	12	0	0	92	8	0	0	0	0	6
<b>TOTAL OPORTO</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>574</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	AIR PORTUGAL	S	18	0	0	61	11	6	17	6	0	45
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>45</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>45</b>
<b>QATAR</b>												
DOHA	BRITISH AIRWAYS PLC	S	61	1	1	85	11	3	0	0	0	6
	GULF AIR	S	2	0	0	100	0	0	0	0	0	1
	QATAR AIRWAYS	S	62	0	0	66	19	8	5	2	0	18
<b>TOTAL DOHA</b>			<b>125</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>
<b>TOTAL QATAR</b>			<b>125</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>
<b>REPUBLIC OF KOREA</b>												
SEOUL (KIMPO)	KOREAN AIR	S	42	2	2	74	19	7	0	0	0	10
<b>TOTAL SEOUL (KIMPO)</b>			<b>42</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOTAL REPUBLIC OF KOREA			42	2	2	74	19	7	0	0	0	10
REPUBLIC OF SOUTH AFRICA												
CAPE TOWN	BRITISH AIRWAYS PLC	S	53	0	0	62	19	13	6	0	0	17
	SOUTH AFRICAN AIRWAYS	S	72	0	0	88	10	3	0	0	0	6
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	76	24	0	0	0	0	8
TOTAL CAPE TOWN			142	0	0	77	15	6	2	0	0	10
JOHANNESBURG	BRITISH AIRWAYS PLC	S	115	0	0	89	7	3	1	1	0	8
	SOUTH AFRICAN AIRWAYS	S	101	0	4	64	23	12	1	0	0	13
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	69	21	7	3	0	0	13
TOTAL JOHANNESBURG			277	1	5	75	16	7	1	0	0	11
TOTAL REPUBLIC OF SOUTH AFRICA			419	1	5	76	16	7	2	0	0	11
RUMANIA												
BUCHAREST (OTOPENI)	TAROM	S	62	0	0	60	23	11	6	0	0	18
TOTAL BUCHAREST (OTOPENI)			62	0	0	60	23	11	6	0	0	18
TOTAL RUMANIA			62	0	0	60	23	11	6	0	0	18
RUSSIA												
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	79	0	0	59	23	11	4	3	0	23
	BRITISH AIRWAYS PLC	S	74	0	0	85	12	1	1	0	0	6
	TRANSAERO AIRLINES	S	8	0	0	88	13	0	0	0	0	4
TOTAL MOSCOW (SHEREMETYEVO)			161	0	0	73	17	6	2	1	0	14
ST PETERSBURG	AEROFLOT	S	6	0	2	100	0	0	0	0	0	2
TOTAL ST PETERSBURG			6	0	2	100	0	0	0	0	0	2
TOTAL RUSSIA			167	0	2	74	17	6	2	1	0	14
SAUDI ARABIA												
DAMMAM	SAUDI ARABIAN AIRLINES	S	18	0	0	61	33	6	0	0	0	12
TOTAL DAMMAM			18	0	0	61	33	6	0	0	0	12
JEDDAH	BRITISH AIRWAYS PLC	S	36	0	0	69	19	6	6	0	0	15
	SAUDI ARABIAN AIRLINES	S	62	0	0	66	24	8	2	0	0	12
	SAUDI ARABIAN AIRLINES	C	8	0	0	25	38	25	13	0	0	29
TOTAL JEDDAH			106	0	0	64	24	8	4	0	0	15
RIYADH	BRITISH AIRWAYS PLC	S	26	0	0	88	12	0	0	0	0	6
	SAUDI ARABIAN AIRLINES	S	37	0	0	65	14	19	3	0	0	17
TOTAL RIYADH			63	0	0	75	13	11	2	0	0	12
TOTAL SAUDI ARABIA			187	0	2	67	21	9	3	0	0	14
SINGAPORE												
SINGAPORE	SINGAPORE AIRLINES	S	186	0	0	63	18	16	2	0	0	14
TOTAL SINGAPORE			186	0	0	63	18	16	2	0	0	14
TOTAL SINGAPORE			186	0	0	63	18	16	2	0	0	14

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
<b>SLOVENIA</b>												
LJUBLJANA	ADRIA AIRWAYS	S	52	0	0	65	19	12	4	0	0	17
TOTAL LJUBLJANA			<b>52</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>
TOTAL SLOVENIA			<b>52</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>SPAIN</b>												
ALICANTE	GB AIRWAYS LTD	S	16	0	0	88	0	13	0	0	0	10
TOTAL ALICANTE			<b>16</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>10</b>
BARCELONA	BRITISH AIRWAYS PLC	S	188	0	0	77	14	5	3	1	0	12
	IBERIA	S	242	0	0	78	13	5	4	0	0	11
TOTAL BARCELONA			<b>430</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
BILBAO	BRITISH AIRWAYS PLC	S	121	0	1	82	10	7	2	0	0	8
	IBERIA	S	62	0	0	71	15	6	8	0	0	14
TOTAL BILBAO			<b>183</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
MADRID	BRITISH AIRWAYS PLC	S	308	0	0	68	17	11	4	1	0	17
	IBERIA	S	372	0	0	69	17	10	5	0	0	15
TOTAL MADRID			<b>680</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>
MALAGA	GB AIRWAYS LTD	S	62	0	0	92	5	3	0	0	0	7
	IBERIA	S	62	0	0	13	26	47	15	0	0	39
TOTAL MALAGA			<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	62	0	0	44	26	15	16	0	0	30
TOTAL PALMA DE MALLORCA			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>
SANTIAGO DE COMPOSTELA	IBERIA	S	62	0	0	74	10	6	10	0	0	15
TOTAL SANTIAGO DE COMPOSTELA			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>
SEVILLE	IBERIA	S	62	0	0	71	19	3	3	3	0	19
TOTAL SEVILLE			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>
VALENCIA	IBERIA	S	62	0	0	63	26	11	0	0	0	13
TOTAL VALENCIA			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
TOTAL SPAIN			<b>1681</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>SRI LANKA</b>												
COLOMBO	SRILANKAN AIRLINES	S	62	0	0	37	23	15	15	6	5	64
TOTAL COLOMBO			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>64</b>
TOTAL SRI LANKA			<b>62</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>23</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>64</b>
<b>SUDAN</b>												
KHARTOUM	SUDAN AIRWAYS	S	16	0	0	25	19	19	25	13	0	80
TOTAL KHARTOUM			<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>80</b>
TOTAL SUDAN			<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>80</b>
<b>SWEDEN</b>												
GOTEBORG	SAS	S	124	0	0	78	15	4	3	0	0	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>TOTAL GOTEBOG</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	310	0	0	82	8	7	3	0	0	10
	SAS	S	360	0	0	78	11	6	4	0	0	11
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>670</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL SWEDEN</b>			<b>794</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>SWITZERLAND</b>												
<b>BASLE MULHOUSE</b>	SWISS AIRLINES	S	184	0	0	40	23	29	6	2	0	28
<b>TOTAL BASLE MULHOUSE</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>23</b>	<b>29</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>28</b>
<b>GENEVA</b>	BMI BRITISH MIDLAND	C	16	0	0	31	19	25	25	0	0	37
	BRITISH AIRWAYS PLC	S	300	0	0	63	20	13	4	0	0	16
	SWISSAIR	S	248	0	0	58	19	19	4	0	0	17
<b>TOTAL GENEVA</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>SION</b>	SWISS AIRLINES	S	8	0	0	63	0	38	0	0	0	22
<b>TOTAL SION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>ZURICH</b>	BRITISH AIRWAYS PLC	S	308	0	0	69	17	10	4	0	0	14
	SWISSAIR	S	433	0	1	46	28	19	7	0	0	23
<b>TOTAL ZURICH</b>			<b>741</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>23</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TOTAL SWITZERLAND</b>			<b>1497</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>22</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>SYRIA</b>												
<b>DAMASCUS</b>	SYRIANAIR	S	27	2	1	41	15	26	19	0	0	32
<b>TOTAL DAMASCUS</b>			<b>27</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>15</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>TOTAL SYRIA</b>			<b>27</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>15</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>TANZANIA</b>												
<b>DAR-ES-SALAAM</b>	ALLIANCE	S	16	2	0	56	19	13	6	6	0	28
<b>TOTAL DAR-ES-SALAAM</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>28</b>
<b>TOTAL TANZANIA</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>28</b>
<b>THAILAND</b>												
<b>BANGKOK</b>	BRITISH AIRWAYS PLC	S	5	0	0	80	20	0	0	0	0	6
	THAI AIRWAYS INTERNATIONAL	S	88	0	0	74	15	8	3	0	0	13
<b>TOTAL BANGKOK</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL THAILAND</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TRINIDAD AND TOBAGO</b>												
<b>PORT OF SPAIN</b>	BWIA	S	62	0	0	40	15	26	19	0	0	32
<b>TOTAL PORT OF SPAIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>15</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>15</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>TUNISIA</b>												
<b>TUNIS</b>	TUNISAIR	S	34	0	0	26	41	21	12	0	0	27

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOTAL TUNIS			34	0	0	26	41	21	12	0	0	27
TOTAL TUNISIA			34	0	0	26	41	21	12	0	0	27
TURKEY												
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	82	11	5	2	0	0	9
	ISTANBUL HAVA YOLLARI	S	20	0	6	0	10	10	60	0	20	146
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	45	22	26	8	0	0	24
TOTAL ISTANBUL			330	0	6	56	17	17	8	0	1	26
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	16	0	0	44	19	13	25	0	0	50
TOTAL IZMIR (ADNAM MENDERES)			16	0	0	44	19	13	25	0	0	50
TOTAL TURKEY			346	0	6	56	17	17	9	0	1	27
TURKMENISTAN												
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	75	19	6	0	0	0	13
TOTAL ASHKHABAD			16	0	0	75	19	6	0	0	0	13
TOTAL TURKMENISTAN			16	0	0	75	19	6	0	0	0	13
UNITED ARAB EMIRATES												
ABU DHABI INTERNATIONAL	GULF AIR	S	76	0	1	66	21	13	0	0	0	13
TOTAL ABU DHABI INTERNATIONAL			76	0	1	66	21	13	0	0	0	13
DUBAI	BRITISH AIRWAYS PLC	S	124	0	0	77	17	5	1	0	0	9
	EMIRATES	S	185	0	1	39	27	26	8	0	0	26
TOTAL DUBAI			309	0	1	54	23	18	5	0	0	19
TOTAL UNITED ARAB EMIRATES			385	0	2	57	23	17	4	0	0	18
UNITED KINGDOM												
ABERDEEN	BRITISH AIRWAYS PLC	S	382	0	1	84	8	5	3	0	0	9
TOTAL ABERDEEN			382	0	1	84	8	5	3	0	0	9
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	488	0	0	79	13	5	3	0	0	10
	BRITISH AIRWAYS PLC	S	356	0	0	80	12	6	3	0	0	10
TOTAL BELFAST INTERNATIONAL			844	0	0	79	13	5	3	0	0	10
EDINBURGH	BMI BRITISH MIDLAND	S	501	4	47	73	13	8	5	1	0	14
	BRITISH AIRWAYS PLC	S	666	0	0	81	9	7	4	0	0	10
TOTAL EDINBURGH			1167	4	47	77	11	7	4	0	0	12
GLASGOW	BMI BRITISH MIDLAND	S	478	0	2	66	16	14	4	0	0	16
	BRITISH AIRWAYS PLC	S	661	0	1	83	9	6	2	0	0	9
TOTAL GLASGOW			1139	0	3	76	12	9	3	0	0	12
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	168	0	2	83	11	5	1	0	0	8
TOTAL ISLE OF MAN			168	0	2	83	11	5	1	0	0	8
JERSEY	BRITISH AIRWAYS PLC	S	224	1	3	72	13	10	4	0	0	15
TOTAL JERSEY			224	1	3	72	13	10	4	0	0	15
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	282	0	2	78	11	9	2	0	0	10

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>TOTAL LEEDS BRADFORD</b>			<b>282</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>MANCHESTER</b>	BMI BRITISH MIDLAND	S	471	0	1	82	9	7	2	0	0	9
	BRITISH AIRWAYS PLC	S	602	0	1	78	11	6	4	0	0	11
<b>TOTAL MANCHESTER</b>			<b>1073</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	334	0	0	81	11	5	2	0	0	9
<b>TOTAL NEWCASTLE</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TEESSIDE</b>	BMI BRITISH MIDLAND	S	276	0	0	86	9	4	1	0	0	6
<b>TOTAL TEESSIDE</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5890</b>	<b>5</b>	<b>60</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>USA</b>												
<b>BOSTON</b>	AMERICAN AIRLINES	S	124	0	0	65	10	22	3	0	0	18
	BRITISH AIRWAYS PLC	S	185	0	0	76	14	7	3	0	0	11
	UNITED AIRLINES	S	62	0	0	68	16	11	3	2	0	18
<b>TOTAL BOSTON</b>			<b>371</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>CHICAGO (O'HARE)</b>	AIR INDIA	S	25	1	1	24	16	32	24	4	0	56
	AMERICAN AIRLINES	S	190	1	0	61	20	13	5	2	0	22
	BRITISH AIRWAYS PLC	S	124	0	0	85	11	3	1	0	0	8
	UNITED AIRLINES	S	184	0	0	65	13	16	5	1	0	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	85	0	10	3	2	0	15
<b>TOTAL CHICAGO (O'HARE)</b>			<b>585</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	61	0	0	82	7	3	7	2	0	17
<b>TOTAL DETROIT</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	48	26	18	6	2	0	27
	BRITISH AIRWAYS PLC	S	124	0	0	80	13	5	1	2	0	12
	UNITED AIRLINES	S	62	0	1	73	16	8	3	0	0	11
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	69	17	10	3	1	0	16
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>372</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	48	27	15	8	2	0	26
	BRITISH AIRWAYS PLC	S	62	0	0	32	29	31	8	0	0	28
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>28</b>	<b>23</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	62	0	0	8	26	32	31	3	0	57
	AMERICAN AIRLINES	S	368	0	0	63	16	15	5	1	0	20
	BRITISH AIRWAYS PLC	S	461	0	0	72	16	8	3	0	0	14
	KUWAIT AIRWAYS	S	27	0	0	63	15	11	11	0	0	23
	UNITED AIRLINES	S	183	2	0	71	17	8	3	1	0	13
	VIRGIN ATLANTIC AIRWAYS LTD	S	186	0	0	59	22	13	6	0	0	18
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1287</b>	<b>2</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>
<b>NEW YORK (NEWARK)</b>	AMERICAN AIRLINES	S	62	0	0	45	19	27	8	0	0	24
	BRITISH AIRWAYS PLC	S	113	1	1	82	12	4	2	0	0	10
	UNITED AIRLINES	S	62	0	0	65	13	13	8	2	0	25
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	60	23	13	5	0	0	17
<b>TOTAL NEW YORK (NEWARK)</b>			<b>299</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	63	20	12	5	0	0	16
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	95	0	0	71	16	12	2	0	0	14
	UNITED AIRLINES	S	124	0	0	85	10	3	2	0	0	7
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	66	24	10	0	0	0	12
<b>TOTAL SAN FRANCISCO</b>			<b>281</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	84	6	6	3	0	0	9
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	124	0	0	67	25	6	2	0	0	13
	UNITED AIRLINES	S	125	0	0	47	27	19	6	0	0	23
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	68	29	0	3	0	0	12
<b>TOTAL WASHINGTON (DULLES)</b>			<b>312</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>TOTAL USA</b>			<b>3878</b>	<b>5</b>	<b>5</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>UZBEKISTAN</b>												
TASHKENT	UZBEKISTAN AIRLINES	S	34	0	0	85	3	9	3	0	0	8
<b>TOTAL TASHKENT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL UZBEKISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL HEATHROW</b>			<b>38317</b>	<b>40</b>	<b>153</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>BELGIUM</b>												
ANTWERP	VLM (BELGIUM)	S	251	1	3	83	13	4	0	0	0	8
<b>TOTAL ANTWERP</b>			<b>251</b>	<b>1</b>	<b>3</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
BRUSSELS	SABENA	S	231	5	3	78	14	4	4	0	0	11
<b>TOTAL BRUSSELS</b>			<b>231</b>	<b>5</b>	<b>3</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL BELGIUM</b>			<b>482</b>	<b>6</b>	<b>6</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>FRANCE</b>												
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	268	0	8	65	17	14	4	0	0	17
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>268</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>
RENNES	BRIT AIR	S	106	0	0	63	26	10	0	0	0	15
<b>TOTAL RENNES</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL FRANCE</b>			<b>374</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>GERMANY</b>												
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	46	0	0	43	37	11	9	0	0	23
	LUFTHANSA CITY LINE	S	97	1	0	63	24	10	3	0	0	17
<b>TOTAL FRANKFURT MAIN</b>			<b>143</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>28</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	215	0	1	80	11	7	3	0	0	12
<b>TOTAL MOENCHENGLADBACH</b>			<b>215</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
MUNSTER-OSNABRUCK	AUGSBURG AIRWAYS GMBH	S	11	11	0	91	9	0	0	0	0	3
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>11</b>	<b>11</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>TOTAL GERMANY</b>			<b>369</b>	<b>12</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>IRISH REPUBLIC</b>												
DUBLIN	AER LINGUS	S	206	0	2	74	17	4	4	0	0	13
	FLYBE.BRITISH EUROPEAN	S	162	0	0	86	9	2	3	0	0	8
<b>TOTAL DUBLIN</b>			<b>368</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>368</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>ITALY</b>												
BERGAMO	GANDALF AIRLINES	S	70	4	10	60	27	10	1	0	1	22
<b>TOTAL BERGAMO</b>			<b>70</b>	<b>4</b>	<b>10</b>	<b>60</b>	<b>27</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>22</b>
<b>TOTAL ITALY</b>			<b>70</b>	<b>4</b>	<b>10</b>	<b>60</b>	<b>27</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>22</b>
<b>LUXEMBOURG</b>												
LUXEMBOURG	VLM (BELGIUM)	S	152	0	2	75	20	2	3	0	0	12
<b>TOTAL LUXEMBOURG</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>20</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL LUXEMBOURG</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>20</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>NETHERLANDS</b>												
AMSTERDAM	KLM UK LTD	S	320	0	12	84	5	6	5	0	0	10
<b>TOTAL AMSTERDAM</b>			<b>320</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
ROTTERDAM	VLM (BELGIUM)	S	256	0	0	85	12	2	0	1	0	8
<b>TOTAL ROTTERDAM</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>
<b>TOTAL NETHERLANDS</b>			<b>576</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>
<b>SWEDEN</b>												
MALMO	BRAATHENS ASA	S	72	0	0	90	8	1	0	0	0	5
<b>TOTAL MALMO</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL SWEDEN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>SWITZERLAND</b>												
BASLE MULHOUSE	SWISS AIRLINES	S	155	0	0	35	32	26	6	0	0	25
<b>TOTAL BASLE MULHOUSE</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>32</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>
BERNE	AIR ENGIADINA	S	141	3	5	39	38	20	4	0	0	22
<b>TOTAL BERNE</b>			<b>141</b>	<b>3</b>	<b>5</b>	<b>39</b>	<b>38</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>
GENEVA	SWISS AIRLINES	S	153	1	3	55	24	17	4	0	0	19
<b>TOTAL GENEVA</b>			<b>153</b>	<b>1</b>	<b>3</b>	<b>55</b>	<b>24</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>
ZURICH	SWISS AIRLINES	S	260	2	7	35	40	23	2	0	0	23
<b>TOTAL ZURICH</b>			<b>260</b>	<b>2</b>	<b>7</b>	<b>35</b>	<b>40</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>TOTAL SWITZERLAND</b>			<b>709</b>	<b>6</b>	<b>15</b>	<b>40</b>	<b>34</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>UNITED KINGDOM</b>												
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	95	0	8	93	3	2	2	0	0	5
<b>TOTAL BELFAST CITY</b>			<b>95</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
DUNDEE	SCOT AIRWAYS	S	200	8	8	68	20	5	8	0	0	16
<b>TOTAL DUNDEE</b>			<b>200</b>	<b>8</b>	<b>8</b>	<b>68</b>	<b>20</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>
EDINBURGH	FLYBE.BRITISH EUROPEAN	S	142	1	13	80	6	6	8	0	0	14
	SCOT AIRWAYS	S	137	6	11	68	21	7	4	0	0	14
<b>TOTAL EDINBURGH</b>			<b>279</b>	<b>8</b>	<b>24</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>
GLASGOW	SCOT AIRWAYS	S	186	4	6	82	13	3	1	0	0	8
<b>TOTAL GLASGOW</b>			<b>186</b>	<b>4</b>	<b>6</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	42	0	2	90	5	0	5	0	0	8
<b>TOTAL ISLE OF MAN</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>
SHEFFIELD CITY	BRITISH REGIONAL AIRLINES LTD	S	144	0	2	90	10	1	0	0	0	5
<b>TOTAL SHEFFIELD CITY</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL UNITED KINGDOM</b>			<b>946</b>	<b>20</b>	<b>50</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL LONDON CITY</b>			<b>4118</b>	<b>48</b>	<b>106</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>AUSTRIA</b>												
SALZBURG	BRITANNIA AIRWAYS	C	5	0	1	20	60	20	0	0	0	25
<b>TOTAL SALZBURG</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TOTAL AUSTRIA</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>CYPRUS</b>												
PAPHOS	BRITANNIA AIRWAYS	C	17	1	0	65	12	0	24	0	0	29
	EUROCYPRIA AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	11
	MONARCH AIRLINES	C	10	0	0	30	30	20	20	0	0	48
	MY TRAVEL AIRWAYS UK	C	6	4	4	100	0	0	0	0	0	3
<b>TOTAL PAPHOS</b>			<b>41</b>	<b>5</b>	<b>4</b>	<b>63</b>	<b>15</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>TOTAL CYPRUS</b>			<b>41</b>	<b>5</b>	<b>4</b>	<b>63</b>	<b>15</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>FRANCE</b>												
LIMOGES	AIR MEDITERRANEE	C	2	0	0	50	50	0	0	0	0	18
<b>TOTAL LIMOGES</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>18</b>
<b>LYON</b>												
	AIR 2000	C	2	0	0	50	0	50	0	0	0	20
	BRITANNIA AIRWAYS	C	5	0	1	0	40	20	40	0	0	75
<b>TOTAL LYON</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>59</b>
<b>NICE</b>												
	EASYJET AIRLINE COMPANY LTD	S	178	1	1	84	6	6	4	0	1	12
<b>TOTAL NICE</b>			<b>178</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>12</b>
<b>PARIS (CHARLES DE GAULLE)</b>												
	SCOT AIRWAYS	S	197	1	11	37	27	22	14	1	0	33
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>197</b>	<b>1</b>	<b>11</b>	<b>37</b>	<b>27</b>	<b>22</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>33</b>
<b>TOTAL FRANCE</b>			<b>384</b>	<b>3</b>	<b>13</b>	<b>58</b>	<b>17</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>GERMANY</b>												
BREMEN	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	12
<b>TOTAL BREMEN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>23</b>
HANOVER	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	22
<b>TOTAL HANOVER</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>46</b>
MOENCHENGLADBACH	DENIM AIR	S	149	0	0	74	21	3	2	1	0	13
<b>TOTAL MOENCHENGLADBACH</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>
PADERBORN	AIR BERLIN	C	2	0	0	50	50	0	0	0	0	9
<b>TOTAL PADERBORN</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>9</b>
<b>TOTAL GERMANY</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>
<b>GIBRALTAR</b>												
GIBRALTAR	MONARCH AIRLINES	S	44	0	0	80	5	16	0	0	0	11
<b>TOTAL GIBRALTAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL GIBRALTAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>GREECE</b>												
ATHENS	EASYJET AIRLINE COMPANY LTD	S	123	0	1	76	13	5	5	1	0	13

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Reporting Airport: LUTON (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOTAL ATHENS			123	0	1	76	13	5	5	1	0	13
TOTAL GREECE			123	0	1	76	13	5	5	1	0	13
IRISH REPUBLIC												
DUBLIN	RYANAIR	S	163	3	2	87	2	6	4	1	0	11
TOTAL DUBLIN			163	3	2	87	2	6	4	1	0	11
TOTAL IRISH REPUBLIC			163	3	2	87	2	6	4	1	0	11
ISRAEL												
OVDA	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	15
	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	18
TOTAL OVDA			16	0	0	56	25	13	6	0	0	16
TOTAL ISRAEL			16	0	0	56	25	13	6	0	0	16
ITALY												
NAPLES	BMI BRITISH MIDLAND	C	4	0	0	0	50	25	25	0	0	33
TOTAL NAPLES			4	0	0	0	50	25	25	0	0	33
PALERMO	BMI BRITISH MIDLAND	C	4	0	0	0	0	25	75	0	0	74
TOTAL PALERMO			4	0	0	0	0	25	75	0	0	74
TOTAL ITALY			9	1	0	11	22	22	44	0	0	48
MALTA												
MALTA	MY TRAVEL AIRWAYS UK	C	6	0	0	67	0	17	17	0	0	31
TOTAL MALTA			6	0	0	67	0	17	17	0	0	31
TOTAL MALTA			6	0	0	67	0	17	17	0	0	31
NETHERLANDS												
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	244	0	0	75	9	8	8	0	0	15
TOTAL AMSTERDAM			244	2	0	75	9	8	8	0	0	15
ROTTERDAM	EUROWINGS LUFTVERKEHRS	C	2	0	0	50	50	0	0	0	0	21
TOTAL ROTTERDAM			3	0	0	67	33	0	0	0	0	14
TOTAL NETHERLANDS			247	2	0	75	9	8	8	0	0	15
PORTUGAL(MADEIRA)												
FUNCHAL	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	10
TOTAL FUNCHAL			8	0	0	75	25	0	0	0	0	10
TOTAL PORTUGAL(MADEIRA)			8	0	0	75	25	0	0	0	0	10
SPAIN												
ALICANTE	BRITANNIA AIRWAYS	C	8	1	0	63	38	0	0	0	0	10
	MONARCH AIRLINES	S	52	0	0	54	31	10	6	0	0	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5
TOTAL ALICANTE			68	1	0	59	29	7	4	0	0	15
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	170	0	0	71	10	12	6	1	0	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)
				Actual (7)	Plan (8)							
BARCELONA	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	6
<b>TOTAL BARCELONA</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	112	1	0	71	18	6	5	0	0	15
<b>TOTAL MADRID</b>			<b>112</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
MAHON	MONARCH AIRLINES	S	8	0	0	50	50	0	0	0	0	15
<b>TOTAL MAHON</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>
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	22
	EASYJET AIRLINE COMPANY LTD	S	75	0	0	57	17	7	19	0	0	28
	MONARCH AIRLINES	S	62	0	0	53	31	11	5	0	0	19
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	33
<b>TOTAL MALAGA</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	10	0	0	20	50	20	10	0	0	30
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	76	13	7	4	0	0	11
<b>TOTAL PALMA DE MALLORCA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL SPAIN</b>			<b>596</b>	<b>3</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>SPAIN(CANARY ISLANDS)</b>												
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	13	0	0	25
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	6
<b>TOTAL ARRECIFE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	70	0	30	0	0	0	17
	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	15
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	4
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	50	20	30	0	0	0	18
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	13
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	10	0	0	50	0	30	10	10	0	51
	MONARCH AIRLINES	S	26	0	0	46	31	23	0	0	0	19
	MONARCH AIRLINES	C	10	0	0	40	40	20	0	0	0	21
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	11	11	0	6	41
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>31</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>21</b>
<b>SWITZERLAND</b>												
GENEVA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	54	29	7	11	0	0	21
	EASYJET SWITZERLAND	S	240	9	0	50	20	18	12	1	0	27
<b>TOTAL GENEVA</b>			<b>268</b>	<b>12</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	10	0	0	30	20	50	0	0	0	27
	EASYJET SWITZERLAND	S	168	7	0	54	24	12	10	0	0	22
<b>TOTAL ZURICH</b>			<b>178</b>	<b>7</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</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)
				Actual (7)	Plan (8)							
TOTAL SWITZERLAND			446	19	0	51	22	16	11	0	0	25
TUNISIA												
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	25	38	25	0	0	13	148
TOTAL MONASTIR			8	0	0	25	38	25	0	0	13	148
TOTAL TUNISIA			8	0	0	25	38	25	0	0	13	148
UNITED KINGDOM												
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	122	0	0	80	7	7	6	0	0	13
TOTAL ABERDEEN			122	0	0	80	7	7	6	0	0	13
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	232	0	0	78	13	3	6	0	0	12
TOTAL BELFAST INTERNATIONAL			232	0	0	78	13	3	6	0	0	12
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	280	0	0	70	15	9	4	1	0	16
TOTAL EDINBURGH			280	0	0	70	15	9	4	1	0	16
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	318	0	0	76	6	12	6	1	0	15
TOTAL GLASGOW			318	0	0	76	6	12	6	1	0	15
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	63	1	0	73	8	14	5	0	0	14
TOTAL INVERNESS			63	1	0	73	8	14	5	0	0	14
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	100	0	0	0	0	0	1
TOTAL ISLE OF MAN			62	0	0	100	0	0	0	0	0	1
JERSEY	FLYBE.BRITISH EUROPEAN	S	38	0	2	79	8	3	11	0	0	14
TOTAL JERSEY			38	0	2	79	8	3	11	0	0	14
LIVERPOOL	EASYJET AIRLINE COMPANY LTD	S	177	1	6	67	10	10	13	0	0	20
TOTAL LIVERPOOL			177	1	6	67	10	10	13	0	0	20
MANCHESTER	AIR 2000	C	2	0	0	100	0	0	0	0	0	9
TOTAL MANCHESTER			2	1	0	100	0	0	0	0	0	9
NORWICH	SCOT AIRWAYS	S	46	0	7	52	33	11	4	0	0	19
TOTAL NORWICH			46	0	7	52	33	11	4	0	0	19
TOTAL UNITED KINGDOM			1340	5	15	75	11	8	6	0	0	14
TOTAL LUTON			3743	44	36	68	14	10	7	0	0	18

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			MATCHED	Actual (7)								Plan (8)
<b>AUSTRALIA</b>												
SYDNEY	MY TRAVEL AIRWAYS UK	C	3	2	2	100	0	0	0	0	0	5
TOTAL SYDNEY			3	2	2	100	0	0	0	0	0	5
TOTAL AUSTRALIA			3	2	2	100	0	0	0	0	0	5
<b>AUSTRIA</b>												
INNSBRUCK	AIR 2000	C	14	0	2	14	7	36	29	7	7	92
	CALEDONIAN AIRWAYS	C	8	0	0	50	25	0	13	13	0	55
TOTAL INNSBRUCK			22	0	2	27	14	23	23	9	5	79
SALZBURG	AIR 2000	C	10	0	0	40	20	0	30	10	0	84
	BRITANNIA AIRWAYS	C	6	0	0	33	33	17	17	0	0	35
	LAUDA-AIR	C	8	0	0	75	25	0	0	0	0	10
	THOMAS COOK AIRLINES LTD	C	7	0	1	86	14	0	0	0	0	3
TOTAL SALZBURG			31	1	1	58	23	3	13	3	0	37
VIENNA	LAUDA-AIR	S	100	0	0	58	33	5	4	0	0	15
TOTAL VIENNA			100	0	0	58	33	5	4	0	0	15
TOTAL AUSTRIA			153	1	3	54	28	7	8	2	1	29
<b>BARBADOS</b>												
BRIDGETOWN	BRITANNIA AIRWAYS	C	6	0	0	17	67	0	17	0	0	33
	MY TRAVEL AIRWAYS UK	C	12	0	0	33	33	17	17	0	0	40
TOTAL BRIDGETOWN			18	0	0	28	44	11	17	0	0	38
TOTAL BARBADOS			18	0	0	28	44	11	17	0	0	38
<b>BELGIUM</b>												
BRUSSELS	BRITISH AIRWAYS PLC	S	184	0	1	70	18	10	2	0	0	13
	SABENA	S	298	1	4	82	10	5	3	0	0	10
TOTAL BRUSSELS			482	1	5	78	13	7	2	0	0	11
TOTAL BELGIUM			482	1	5	78	13	7	2	0	0	11
<b>BRAZIL</b>												
RIO DE JANEIRO (GALEAO)	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	12
TOTAL RIO DE JANEIRO (GALEAO)			2	0	0	50	50	0	0	0	0	12
TOTAL BRAZIL			2	0	0	50	50	0	0	0	0	12
<b>BULGARIA</b>												
PLOVDIV	AIR 2000	C	2	1	2	0	50	50	0	0	0	30
	AIR VIA BULGARIAN AIRWAYS	C	4	0	2	50	25	25	0	0	0	25
TOTAL PLOVDIV			6	1	4	33	33	33	0	0	0	26
SOFIA	BRITANNIA AIRWAYS	C	5	0	1	20	20	20	0	40	0	100
TOTAL SOFIA			5	0	1	20	20	20	0	40	0	100
TOTAL BULGARIA			11	1	5	27	27	27	0	18	0	60

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			MATCHED	Actual (7)								Plan (8)
<b>CANADA</b>												
CALGARY	MY TRAVEL AIRWAYS UK	C	17	1	0	35	12	0	47	0	6	107
<b>TOTAL CALGARY</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>12</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>6</b>	<b>107</b>
TORONTO	AIR CANADA	S	44	0	0	57	14	11	18	0	0	33
	AIR TRANSAT	C	10	0	0	40	20	40	0	0	0	26
<b>TOTAL TORONTO</b>			<b>54</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>15</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>
<b>TOTAL CANADA</b>			<b>71</b>	<b>1</b>	<b>6</b>	<b>49</b>	<b>14</b>	<b>13</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>50</b>
<b>CYPRUS</b>												
LARNACA	AIR 2000	S	10	0	0	80	20	0	0	0	0	6
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	75	13	13	0	0	0	13
	CYPRUS AIRWAYS	S	18	0	0	56	17	22	6	0	0	19
	EUROCYPRIA AIRLINES LTD	C	8	0	0	25	50	25	0	0	0	23
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	46
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	30	10	10	0	0	20
<b>TOTAL LARNACA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>
PAPHOS	AIR 2000	S	10	0	0	50	40	10	0	0	0	19
	BRITANNIA AIRWAYS	C	18	0	0	50	0	28	22	0	0	33
	EUROCYPRIA AIRLINES LTD	C	16	0	0	50	19	19	13	0	0	26
	MONARCH AIRLINES	C	10	0	0	50	20	10	0	20	0	49
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	60	0	20	0	0	48
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	22	11	0	0	0	12
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	50	40	10	0	0	0	14
<b>TOTAL PAPHOS</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>
<b>TOTAL CYPRUS</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>
<b>CZECH REPUBLIC</b>												
PRAGUE	CSA	S	49	0	0	67	22	10	0	0	0	12
<b>TOTAL PRAGUE</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>DENMARK</b>												
BILLUND	SUN AIR OF SCANDINAVIA	S	100	0	0	70	16	11	3	0	0	15
<b>TOTAL BILLUND</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
COPENHAGEN	SAS	S	226	0	10	83	12	4	2	0	0	8
<b>TOTAL COPENHAGEN</b>			<b>226</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL DENMARK</b>			<b>326</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>DOMINICAN REPUBLIC</b>												
PUERTO PLATA	AIR 2000	C	5	0	0	20	40	20	20	0	0	48
	BRITANNIA AIRWAYS	C	9	0	0	11	33	22	33	0	0	55
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	0	18
<b>TOTAL PUERTO PLATA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>17</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>38</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	12

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOTAL SANTO DOMINGO			10	0	0	70	10	20	0	0	0	12
TOTAL DOMINICAN REPUBLIC			34	0	0	50	18	18	15	0	0	31
EGYPT												
LUXOR	AIR 2000	C	8	0	0	63	0	25	13	0	0	25
	BRITANNIA AIRWAYS	C	10	0	0	80	0	20	0	0	0	9
	EGYPT AIR	S	13	3	0	31	8	15	46	0	0	63
TOTAL LUXOR			31	3	0	55	3	19	23	0	0	36
TOTAL EGYPT			31	3	0	55	3	19	23	0	0	36
FINLAND												
HELSINKI	FINNAIR	S	108	0	0	76	13	6	5	0	0	14
TOTAL HELSINKI			108	0	0	76	13	6	5	0	0	14
TOTAL FINLAND			108	0	0	76	13	6	5	0	0	14
FRANCE												
BORDEAUX	AEROLYON	C	2	0	0	50	0	0	50	0	0	51
	MONARCH AIRLINES	C	4	0	0	25	25	50	0	0	0	33
	STAR EUROPE	C	3	0	0	33	0	0	67	0	0	83
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0
TOTAL BORDEAUX			11	0	0	45	9	18	27	0	0	44
CHAMBERY	AER LINGUS	C	8	0	0	75	13	0	13	0	0	20
	BRITISH REGIONAL AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	16
TOTAL CHAMBERY			16	0	0	69	25	0	6	0	0	18
GRENOBLE	AIR 2000	C	8	0	0	50	25	25	0	0	0	18
	MONARCH AIRLINES	C	9	0	0	67	22	11	0	0	0	12
TOTAL GRENOBLE			17	0	0	59	24	18	0	0	0	15
LYON	AIR 2000	C	10	0	0	90	0	10	0	0	0	6
	BRITANNIA AIRWAYS	C	6	0	0	17	17	33	33	0	0	45
	BRITISH AIRWAYS PLC	C	24	0	0	71	17	13	0	0	0	11
	BRITISH REGIONAL AIRLINES LTD	S	12	0	0	67	25	8	0	0	0	9
	MONARCH AIRLINES	C	8	0	0	13	13	25	25	25	0	89
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	13
TOTAL LYON			68	0	0	62	15	15	6	3	0	22
NICE	BRITISH REGIONAL AIRLINES LTD	S	12	0	0	100	0	0	0	0	0	2
TOTAL NICE			12	1	0	100	0	0	0	0	0	2
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	310	0	0	70	16	10	4	0	0	17
	BRITISH AIRWAYS PLC	S	299	1	3	80	11	7	2	0	0	10
TOTAL PARIS (CHARLES DE GAULLE)			609	1	3	75	13	8	3	0	0	14
TOULOUSE (BLAGNAC)	AIR 2000	C	8	0	0	88	0	13	0	0	0	9
	BRITANNIA AIRWAYS	C	6	0	0	33	17	0	50	0	0	46
	BRITISH AIRWAYS PLC	C	7	0	0	71	14	14	0	0	0	12
	CALEDONIAN AIRWAYS	C	3	0	1	33	67	0	0	0	0	14
	MY TRAVEL AIRWAYS UK	C	8	4	0	63	0	25	13	0	0	25



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## Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOTAL TOULOUSE (BLAGNAC)			32	4	1	63	13	13	13	0	0	21
TOTAL FRANCE			765	7	4	73	14	9	4	0	0	15
<b>GAMBIA</b>												
BANJUL	BRITANNIA AIRWAYS	C	10	0	0	50	30	10	10	0	0	29
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	10	20	10	40	0	134
TOTAL BANJUL			20	0	0	35	20	15	10	20	0	81
TOTAL GAMBIA			20	0	0	35	20	15	10	20	0	81
<b>GERMANY</b>												
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	76	20	0	4	0	0	9
TOTAL BERLIN (TEGEL)			54	0	0	76	20	0	4	0	0	9
DUSSELDORF	BMI BRITISH MIDLAND	S	162	0	0	90	5	5	0	0	0	5
	BRITISH AIRWAYS PLC	S	158	0	0	84	8	5	3	0	0	8
TOTAL DUSSELDORF			320	0	0	87	7	5	2	0	0	7
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	215	0	3	74	17	4	5	0	0	13
	LUFTHANSA	S	244	0	0	76	16	7	1	0	0	10
TOTAL FRANKFURT MAIN			459	0	3	75	16	5	3	0	0	12
HAMBURG	LUFTHANSA CITY LINE	S	106	0	0	89	8	2	1	0	0	6
TOTAL HAMBURG			106	0	0	89	8	2	1	0	0	6
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	92	2	3	3	0	0	8
	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	25
TOTAL HANOVER			64	0	0	91	2	5	3	0	0	8
MUNICH	LUFTHANSA	S	164	0	2	88	8	2	2	0	0	6
	LUFTHANSA CITY LINE	S	12	0	0	92	0	8	0	0	0	7
TOTAL MUNICH			176	0	2	88	7	3	2	0	0	6
STUTT GART	LUFTHANSA CITY LINE	S	62	0	0	95	3	2	0	0	0	3
TOTAL STUTT GART			62	0	0	95	3	2	0	0	0	3
TOTAL GERMANY			1241	0	5	83	11	4	2	0	0	8
<b>HONG KONG</b>												
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	60	0	2	55	23	20	2	0	0	19
TOTAL HONG KONG (CHEP LAP KOK)			60	0	2	55	23	20	2	0	0	19
TOTAL HONG KONG			60	0	2	55	23	20	2	0	0	19
<b>ICELAND</b>												
KEFLAVIK	AIR 2000	C	2	0	0	100	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	8
TOTAL KEFLAVIK			4	0	0	100	0	0	0	0	0	4
TOTAL ICELAND			4	0	0	100	0	0	0	0	0	4
<b>INDIA</b>												
GOA	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	12

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
GOA	MONARCH AIRLINES	C	10	0	0	40	20	30	10	0	0	34
	MY TRAVEL AIRWAYS UK	C	9	1	1	67	0	11	11	11	0	35
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	0	12	12	0	0	23
<b>TOTAL GOA</b>			<b>43</b>	<b>3</b>	<b>1</b>	<b>65</b>	<b>7</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>
<b>TOTAL INDIA</b>			<b>43</b>	<b>3</b>	<b>1</b>	<b>65</b>	<b>7</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>
<b>IRISH REPUBLIC</b>												
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	36	0	0	92	3	3	0	3	0	9
<b>TOTAL CONNAUGHT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	154	0	2	86	9	2	2	1	0	9
<b>TOTAL CORK</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>
DUBLIN	AER LINGUS	S	359	1	2	92	5	3	1	0	0	4
	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	13
	LUXAIR	S	46	0	0	93	0	2	4	0	0	7
	RYANAIR	S	254	3	4	80	9	9	2	0	0	9
<b>TOTAL DUBLIN</b>			<b>663</b>	<b>4</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	108	0	0	80	14	4	2	1	0	10
<b>TOTAL SHANNON</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>961</b>	<b>4</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>ISRAEL</b>												
OVDA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	9
<b>TOTAL OVDA</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>9</b>
TEL AVIV	EL AL	S	19	0	0	53	37	11	0	0	0	16
<b>TOTAL TEL AVIV</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>37</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL ISRAEL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>ITALY</b>												
BERGAMO	BRITANNIA AIRWAYS	C	6	0	0	33	33	0	17	17	0	59
	MONARCH AIRLINES	C	8	0	0	50	0	13	25	13	0	62
<b>TOTAL BERGAMO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>7</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>61</b>
CAGLIARI (ELMAS)	SWISS AIRLINES	C	2	0	0	50	50	0	0	0	0	13
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	159	0	1	64	19	13	4	1	0	17
<b>TOTAL MILAN (MALPENSA)</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>
NAPLES	BRITANNIA AIRWAYS	C	10	0	0	60	0	10	30	0	0	36
	MY TRAVEL AIRWAYS UK	C	8	0	2	50	13	38	0	0	0	22
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>6</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>
PISA	VOLARE AIRLINES	C	4	0	0	50	25	25	0	0	0	17
<b>TOTAL PISA</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>
ROME (CIAMPINO)	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	11
	MONARCH AIRLINES	C	2	1	0	50	0	50	0	0	0	20

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				Actual (7)	Plan (8)							
TOTAL ROME (CIAMPINO)			5	1	0	60	20	20	0	0	0	12
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	40	0	0	65	20	5	10	0	0	21
TOTAL ROME (FIUMICINO)			40	0	0	65	20	5	10	0	0	21
TURIN	AIR 2000	C	21	3	0	90	5	5	0	0	0	6
	BRITANNIA AIRWAYS	C	8	0	0	38	13	25	25	0	0	43
	CALEDONIAN AIRWAYS	C	14	0	0	64	7	14	7	7	0	35
TOTAL TURIN			43	3	0	72	7	12	7	2	0	22
VERONA	AIR 2000	C	6	0	0	33	33	33	0	0	0	21
TOTAL VERONA			6	0	0	33	33	33	0	0	0	21
TOTAL ITALY			292	5	4	63	17	13	7	1	0	21
JAMAICA												
MONTEGO BAY	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	30
	MY TRAVEL AIRWAYS UK	C	12	0	0	8	17	17	25	33	0	112
TOTAL MONTEGO BAY			20	0	0	30	15	10	25	20	0	79
TOTAL JAMAICA			20	0	0	30	15	10	25	20	0	79
JORDAN												
AMMAN	ROYAL JORDANIAN	C	5	1	0	0	0	20	40	20	20	198
TOTAL AMMAN			5	1	0	0	0	20	40	20	20	198
TOTAL JORDAN			5	1	0	0	0	20	40	20	20	198
KENYA												
MOMBASA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	26
TOTAL MOMBASA			16	0	0	88	0	0	13	0	0	13
TOTAL KENYA			16	0	0	88	0	0	13	0	0	13
LUXEMBOURG												
LUXEMBOURG	LUXAIR	S	46	0	0	80	13	0	7	0	0	11
TOTAL LUXEMBOURG			46	0	0	80	13	0	7	0	0	11
TOTAL LUXEMBOURG			46	0	0	80	13	0	7	0	0	11
MALAYSIA												
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	24	0	2	38	25	25	4	8	0	35
TOTAL KUALA LUMPUR (SEPANG)			24	0	2	38	25	25	4	8	0	35
TOTAL MALAYSIA			24	0	2	38	25	25	4	8	0	35
MALDIVE ISLANDS												
MALE INTERNATIONAL	MY TRAVEL AIRWAYS UK	C	7	1	0	57	14	29	0	0	0	19
TOTAL MALE INTERNATIONAL			7	1	0	57	14	29	0	0	0	19
TOTAL MALDIVE ISLANDS			7	1	0	57	14	29	0	0	0	19

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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)	
			MATCHED	Actual (7)								Plan (8)
<b>MALTA</b>												
MALTA	AIR 2000	C	9	0	0	78	0	0	22	0	0	35
	AIR MALTA	C	27	0	0	89	4	0	7	0	0	6
	AIR MALTA	S	31	1	0	84	3	6	6	0	0	10
	BRITANNIA AIRWAYS	C	18	0	0	72	22	6	0	0	0	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	0	0	0	11	164
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	6	0	22	0	0	23
<b>TOTAL MALTA</b>			<b>112</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>25</b>
<b>TOTAL MALTA</b>			<b>112</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>25</b>
<b>MAURITIUS</b>												
MAURITIUS	AIR MAURITIUS LTD	S	8	0	0	88	13	0	0	0	0	4
<b>TOTAL MAURITIUS</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>TOTAL MAURITIUS</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>MEXICO</b>												
CANCUN	AIR 2000	C	4	0	0	25	25	50	0	0	0	31
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	32
<b>TOTAL CANCUN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>
PUERTO VALLARTA	AIR 2000	C	2	0	0	0	0	100	0	0	0	38
<b>TOTAL PUERTO VALLARTA</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>38</b>
<b>TOTAL MEXICO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>7</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>33</b>
<b>MOROCCO</b>												
AGADIR	MONARCH AIRLINES	C	8	0	0	38	38	25	0	0	0	19
<b>TOTAL AGADIR</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>19</b>
<b>TOTAL MOROCCO</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>19</b>
<b>NETHERLANDS</b>												
AMSTERDAM	BRITISH AIRWAYS PLC	S	267	0	1	70	11	11	7	0	0	16
	KLM UK LTD	S	503	0	9	75	8	10	6	0	0	14
<b>TOTAL AMSTERDAM</b>			<b>770</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	87	3	9	68	21	8	3	0	0	12
<b>TOTAL EINDHOVEN</b>			<b>88</b>	<b>3</b>	<b>9</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
ROTTERDAM	VLM (BELGIUM)	S	96	0	4	80	10	1	8	0	0	13
<b>TOTAL ROTTERDAM</b>			<b>96</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL NETHERLANDS</b>			<b>954</b>	<b>3</b>	<b>23</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>NORWAY</b>												
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	108	0	0	63	23	8	6	0	0	16
	SAS	S	52	0	2	88	8	0	2	2	0	11
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>
<b>TOTAL NORWAY</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>PAKISTAN</b>												
ISLAMABAD	BRITISH AIRWAYS PLC	S	22	0	0	45	36	5	9	5	0	30
	PAKISTAN INTL AIRLINES	S	12	0	0	17	33	25	8	0	17	222
<b>TOTAL ISLAMABAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>98</b>
KARACHI	PAKISTAN INTL AIRLINES	S	15	2	2	40	13	0	40	7	0	66
<b>TOTAL KARACHI</b>			<b>15</b>	<b>2</b>	<b>2</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>40</b>	<b>7</b>	<b>0</b>	<b>66</b>
LAHORE	PAKISTAN INTL AIRLINES	S	13	0	0	0	31	15	8	23	23	213
<b>TOTAL LAHORE</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>8</b>	<b>23</b>	<b>23</b>	<b>213</b>
<b>TOTAL PAKISTAN</b>			<b>62</b>	<b>2</b>	<b>2</b>	<b>29</b>	<b>29</b>	<b>10</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>114</b>
<b>POLAND</b>												
WARSAW	BRITISH AIRWAYS PLC	S	53	0	1	74	17	8	2	0	0	12
<b>TOTAL WARSAW</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL POLAND</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	AIR 2000	C	19	1	1	58	26	11	5	0	0	19
	BMI BRITISH MIDLAND	C	6	0	0	100	0	0	0	0	0	4
	BRITANNIA AIRWAYS	C	12	0	0	58	17	8	17	0	0	22
	MONARCH AIRLINES	C	26	0	0	31	31	23	15	0	0	39
	MY TRAVEL AIRWAYS UK	C	7	1	0	86	0	0	14	0	0	15
	PORTUGALIA	S	8	0	0	38	50	13	0	0	0	19
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	5
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	2	75	25	0	0	0	0	9
<b>TOTAL FARO</b>			<b>102</b>	<b>2</b>	<b>3</b>	<b>61</b>	<b>22</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>
LISBON	PORTUGALIA	S	54	0	0	87	13	0	0	0	0	5
<b>TOTAL LISBON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>156</b>	<b>2</b>	<b>3</b>	<b>70</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	AIR 2000	C	8	0	0	63	0	25	13	0	0	25
	CALEDONIAN AIRWAYS	C	8	0	0	88	0	13	0	0	0	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	30	0	0	0	0	9
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	11
<b>TOTAL FUNCHAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>SAUDI ARABIA</b>												
JEDDAH	SAUDI ARABIAN AIRLINES	C	5	0	0	40	0	20	40	0	0	54
<b>TOTAL JEDDAH</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>54</b>
<b>TOTAL SAUDI ARABIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>54</b>
<b>SINGAPORE</b>												
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	40	24	24	11	0	0	28

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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)	
			MATCHED	Actual (7)								Plan (8)
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>24</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>24</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>SPAIN</b>												
<b>ALICANTE</b>	AIR 2000	C	27	0	0	74	15	7	4	0	0	12
	BRITANNIA AIRWAYS	C	44	1	0	86	7	0	7	0	0	9
	CALEDONIAN AIRWAYS	C	6	0	0	50	33	17	0	0	0	13
	MONARCH AIRLINES	C	24	0	0	71	17	8	4	0	0	14
	MY TRAVEL AIRWAYS UK	C	49	0	0	57	20	6	10	4	2	50
	THOMAS COOK AIRLINES LTD	C	26	0	0	92	8	0	0	0	0	3
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	0	75	25	0	0	0	0	10
<b>TOTAL ALICANTE</b>			<b>192</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>
<b>ALMERIA</b>	MY TRAVEL AIRWAYS UK	C	20	0	0	20	25	25	30	0	0	50
<b>TOTAL ALMERIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>48</b>
<b>BARCELONA</b>	IBERIA	S	62	0	0	76	18	6	0	0	0	9
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	9
<b>TOTAL BARCELONA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	94	0	0	72	19	9	0	0	0	11
<b>TOTAL MADRID</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>MALAGA</b>	AIR 2000	C	21	0	1	19	38	33	10	0	0	34
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	63	0	13	25	0	0	29
	BRITANNIA AIRWAYS	C	26	0	0	54	31	8	0	0	8	42
	CALEDONIAN AIRWAYS	C	10	0	0	60	0	20	20	0	0	31
	MONARCH AIRLINES	C	33	1	1	58	24	12	6	0	0	18
	MY TRAVEL AIRWAYS UK	C	36	0	0	44	25	22	3	6	0	38
	THOMAS COOK AIRLINES LTD	C	24	0	0	92	8	0	0	0	0	4
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	63	13	0	0	25	0	54
<b>TOTAL MALAGA</b>			<b>167</b>	<b>1</b>	<b>2</b>	<b>54</b>	<b>22</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>30</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	6
	BRITANNIA AIRWAYS	C	18	0	0	39	33	6	11	11	0	49
	MONARCH AIRLINES	C	8	0	0	38	13	0	25	25	0	87
	MY TRAVEL AIRWAYS UK	C	28	2	1	75	7	0	14	4	0	38
	SPANAIR	C	8	0	0	63	13	25	0	0	0	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>70</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>16</b>	<b>4</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>40</b>
<b>VALENCIA</b>	AIR 2000	C	4	0	0	75	25	0	0	0	0	10
	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	0	12
<b>TOTAL VALENCIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL SPAIN</b>			<b>616</b>	<b>4</b>	<b>4</b>	<b>65</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>
<b>SPAIN(CANARY ISLANDS)</b>												
<b>ARRECIFE</b>	AIR 2000	C	38	0	0	58	26	13	3	0	0	17
	BRITANNIA AIRWAYS	C	18	0	0	61	22	6	11	0	0	28
	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	15
	MONARCH AIRLINES	C	10	0	0	20	30	50	0	0	0	28
	MY TRAVEL AIRWAYS UK	C	20	0	0	65	5	20	10	0	0	26

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				Actual (7)	Plan (8)							
ARRECIFE	THOMAS COOK AIRLINES LTD	C	38	2	0	84	8	8	0	0	0	6
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6
<b>TOTAL ARRECIFE</b>			<b>136</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>
FUERTEVENTURA	AIR 2000	C	20	1	0	70	15	15	0	0	0	13
	BRITANNIA AIRWAYS	C	18	0	0	56	28	6	11	0	0	22
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	6	6	0	0	0	7
	THOMAS COOK AIRLINES LTD	C	20	0	0	90	10	0	0	0	0	5
<b>TOTAL FUERTEVENTURA</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
LAS PALMAS	AIR 2000	C	14	2	1	50	14	21	7	7	0	40
	BRITANNIA AIRWAYS	C	18	0	0	56	17	6	22	0	0	37
	MONARCH AIRLINES	C	8	0	0	38	25	13	0	0	25	131
	MY TRAVEL AIRWAYS UK	C	26	0	0	50	4	15	23	8	0	58
	THOMAS COOK AIRLINES LTD	C	33	0	0	91	3	6	0	0	0	7
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	75	0	0	0	25	0	58
<b>TOTAL LAS PALMAS</b>			<b>107</b>	<b>3</b>	<b>1</b>	<b>64</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>42</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	63	1	1	51	19	24	6	0	0	22
	AIR EUROPA	C	5	0	0	60	20	20	0	0	0	10
	AIR FOYLE PASSENGER AIRLINES	C	12	0	0	50	42	8	0	0	0	17
	BRITANNIA AIRWAYS	C	45	0	1	60	18	13	9	0	0	20
	FUTURA AIRLINES	C	19	0	1	89	11	0	0	0	0	6
	IBERWORLD	C	2	0	0	50	50	0	0	0	0	16
	MONARCH AIRLINES	C	38	0	0	45	32	21	3	0	0	20
	MY TRAVEL AIRWAYS UK	C	36	0	0	47	19	8	14	6	6	70
	THOMAS COOK AIRLINES LTD	C	73	0	0	70	19	8	3	0	0	11
	VIRGIN ATLANTIC AIRWAYS LTD	C	27	0	0	85	11	4	0	0	0	6
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>320</b>	<b>1</b>	<b>3</b>	<b>61</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>639</b>	<b>7</b>	<b>4</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>23</b>
<b>SRI LANKA</b>												
COLOMBO	MONARCH AIRLINES	C	9	0	0	67	22	0	11	0	0	24
<b>TOTAL COLOMBO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>TOTAL SRI LANKA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>ST LUCIA</b>												
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	23
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<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>23</b>
<b>TOTAL ST LUCIA</b>			<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>23</b>
<b>SWEDEN</b>												
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	S	106	0	0	85	10	3	2	0	0	8
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL SWEDEN</b>			<b>107</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>SWITZERLAND</b>												
BASLE MULHOUSE	SWISS AIRLINES	S	119	0	0	29	33	35	3	0	0	26

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				Actual (7)	Plan (8)							
<b>TOTAL BASLE MULHOUSE</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>GENEVA</b>	AIR 2000	C	8	0	0	38	25	25	13	0	0	27
	BRITANNIA AIRWAYS	C	16	0	0	25	13	31	31	0	0	47
	BRITISH AIRWAYS PLC	S	108	0	0	54	26	18	3	0	0	17
	BRITISH AIRWAYS PLC	C	16	0	0	50	19	31	0	0	0	21
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	44
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	25	0	0	47
<b>TOTAL GENEVA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>ZURICH</b>	SWISS AIRLINES	S	43	0	0	30	40	28	2	0	0	24
	SWISSAIR	S	124	0	0	53	24	18	5	0	0	20
<b>TOTAL ZURICH</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>28</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TOTAL SWITZERLAND</b>			<b>446</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>28</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>THAILAND</b>												
<b>PHUKET</b>	BRITANNIA AIRWAYS	C	9	0	0	67	11	11	0	0	11	56
<b>TOTAL PHUKET</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>
<b>TOTAL THAILAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>56</b>
<b>TUNISIA</b>												
<b>MONASTIR</b>	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	0	0	6	70
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	100	0	0	0	39
	MONARCH AIRLINES	C	13	0	1	69	23	8	0	0	0	11
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	17	0	0	0	0	5
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3
<b>TOTAL MONASTIR</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>27</b>
<b>TOTAL TUNISIA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>27</b>
<b>TURKEY</b>												
<b>ANTALYA</b>	CALEDONIAN AIRWAYS	C	9	0	0	78	0	0	22	0	0	31
<b>TOTAL ANTALYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>
<b>ISTANBUL</b>	ISTANBUL HAVA YOLLARI	S	8	0	2	13	38	25	0	25	0	70
	THY TURK HAVA YOLLARI TURKIS	S	36	0	0	36	31	33	0	0	0	24
<b>TOTAL ISTANBUL</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>32</b>	<b>32</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>33</b>
<b>TOTAL TURKEY</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>26</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>32</b>
<b>UNITED ARAB EMIRATES</b>												
<b>DUBAI</b>	EMIRATES	S	62	0	0	66	19	8	2	3	2	32
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>32</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>31</b>
<b>UNITED KINGDOM</b>												
<b>ABERDEEN</b>	BMI REGIONAL	S	150	0	0	81	11	6	3	0	0	9
	BRITISH AIRWAYS CITIEXPRESS L	S	307	0	9	85	9	3	2	0	0	8
<b>TOTAL ABERDEEN</b>			<b>457</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	231	0	1	83	6	4	6	1	0	11
<b>TOTAL BELFAST CITY</b>			<b>231</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>11</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	232	0	0	95	4	1	0	0	0	3
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	41	0	5	85	12	2	0	0	0	7
<b>TOTAL BRISTOL</b>			<b>42</b>	<b>2</b>	<b>5</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
EDINBURGH	BMI REGIONAL	S	141	0	0	79	12	8	1	1	0	11
	BRITISH AIRWAYS CITIEXPRESS L	S	158	0	0	94	3	1	2	0	0	4
	BRITISH AIRWAYS PLC	S	127	0	5	74	20	5	1	0	0	10
<b>TOTAL EDINBURGH</b>			<b>426</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
GATWICK	BRITANNIA AIRWAYS	C	9	0	0	33	22	11	33	0	0	50
	BRITISH AIRWAYS (EURO OPS) LG	S	400	0	0	85	9	4	2	0	0	7
	MONARCH AIRLINES	C	8	0	0	38	38	13	13	0	0	31
<b>TOTAL GATWICK</b>			<b>417</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
GLASGOW	BMI REGIONAL	S	191	0	0	95	3	2	0	0	0	3
	BRITISH AIRWAYS CITIEXPRESS L	S	198	0	0	90	7	3	1	0	0	6
	BRITISH AIRWAYS PLC	S	97	1	2	82	11	3	3	0	0	11
<b>TOTAL GLASGOW</b>			<b>488</b>	<b>1</b>	<b>2</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
GUERNSEY	BRITISH REGIONAL AIRLINES LTD	S	38	0	2	84	8	5	3	0	0	6
<b>TOTAL GUERNSEY</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>
HEATHROW	BMI BRITISH MIDLAND	S	471	0	14	83	9	6	2	0	0	8
	BRITISH AIRWAYS PLC	S	625	2	0	83	8	5	4	0	0	10
<b>TOTAL HEATHROW</b>			<b>1096</b>	<b>2</b>	<b>15</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	178	0	0	93	3	3	1	0	0	4
<b>TOTAL ISLE OF MAN</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
JERSEY	BRITISH REGIONAL AIRLINES LTD	S	94	2	2	77	12	5	1	5	0	20
<b>TOTAL JERSEY</b>			<b>94</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>20</b>
LONDONDERRY	BRITISH REGIONAL AIRLINES LTD	S	61	0	1	87	13	0	0	0	0	5
<b>TOTAL LONDONDERRY</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
NEWQUAY	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	51
<b>TOTAL NEWQUAY</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>51</b>
NORWICH	EASTERN AIRWAYS	S	90	0	0	60	11	6	23	0	0	27
<b>TOTAL NORWICH</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>6</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>27</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	146	0	0	94	3	1	1	0	0	4
<b>TOTAL SOUTHAMPTON</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	143	2	3	94	2	1	2	0	0	4
<b>TOTAL STANSTED</b>			<b>143</b>	<b>2</b>	<b>3</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4144</b>	<b>13</b>	<b>45</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</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						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>USA</b>												
ATLANTA	DELTA AIRLINES	S	62	0	0	53	19	16	11	0	0	24
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	76	13	8	3	0	0	11
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
LAS VEGAS	MY TRAVEL AIRWAYS UK	C	9	0	0	33	0	44	22	0	0	43
<b>TOTAL LAS VEGAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>43</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	58	0	2	76	12	10	2	0	0	11
	DELTA AIRLINES	S	62	0	0	85	10	2	3	0	0	9
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	61	13	6	19	0	0	24
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>24</b>
ORLANDO	BRITANNIA AIRWAYS	C	18	0	0	56	11	11	11	11	0	52
<b>TOTAL ORLANDO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>52</b>
SANFORD	AIR 2000	C	26	1	0	69	12	12	8	0	0	18
	MY TRAVEL AIRWAYS UK	C	25	2	0	52	12	0	12	20	4	93
<b>TOTAL SANFORD</b>			<b>51</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>55</b>
<b>TOTAL USA</b>			<b>384</b>	<b>3</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>
<b>VENEZUELA</b>												
PORLAMAR	AIR 2000	C	6	0	0	67	33	0	0	0	0	10
<b>TOTAL PORLAMAR</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>10</b>
<b>TOTAL VENEZUELA</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>10</b>
<b>TOTAL MANCHESTER</b>			<b>13156</b>	<b>67</b>	<b>146</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
<b>AUSTRIA</b>												
INNSBRUCK	TYROLEAN AIRWAYS	C	5	0	1	40	0	60	0	0	0	29
<b>TOTAL INNSBRUCK</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
SALZBURG	AIR 2000	C	5	0	1	100	0	0	0	0	0	5
<b>TOTAL SALZBURG</b>			<b>5</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>BELGIUM</b>												
BRUSSELS	SABENA	S	222	0	2	71	16	9	5	0	0	15
<b>TOTAL BRUSSELS</b>			<b>222</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL BELGIUM</b>			<b>222</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>CYPRUS</b>												
LARNACA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	6
<b>TOTAL LARNACA</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>6</b>
PAPHOS	EUROCYPRIA AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL CYPRUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>DENMARK</b>												
COPENHAGEN	BRITISH AIRWAYS CITIEXPRESS L	S	52	0	0	77	10	2	10	2	0	20
<b>TOTAL COPENHAGEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>20</b>
<b>TOTAL DENMARK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>20</b>
<b>FRANCE</b>												
CHAMBERY	CITY FLYER EXPRESS	C	8	0	0	63	0	38	0	0	0	19
<b>TOTAL CHAMBERY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>
PARIS (CHARLES DE GAULLE)	GILL AIRWAYS	S	160	1	0	60	13	8	19	1	0	31
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>160</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>8</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>31</b>
<b>TOTAL FRANCE</b>			<b>170</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>9</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>31</b>
<b>GERMANY</b>												
HAMBURG	AUGSBURG AIRWAYS GMBH	S	44	0	0	68	23	9	0	0	0	12
<b>TOTAL HAMBURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL GERMANY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>IRISH REPUBLIC</b>												
DUBLIN	AER LINGUS	S	124	0	0	90	6	4	0	0	0	5
<b>TOTAL DUBLIN</b>			<b>124</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>5</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>124</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>5</b>
<b>ITALY</b>												
TURIN	CITY FLYER EXPRESS	C	5	0	1	60	0	40	0	0	0	23

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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)
				Actual (7)	Plan (8)							
TOTAL TURIN			5	0	1	60	0	40	0	0	0	23
TOTAL ITALY			5	0	1	60	0	40	0	0	0	23
MALTA												
MALTA	AIR MALTA	C	8	0	0	63	0	25	13	0	0	23
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	33	17	0	0	0	14
TOTAL MALTA			14	0	0	57	14	21	7	0	0	19
TOTAL MALTA			14	0	0	57	14	21	7	0	0	19
NETHERLANDS												
AMSTERDAM	KLM UK LTD	S	313	0	7	82	5	5	7	1	0	13
TOTAL AMSTERDAM			313	0	7	82	5	5	7	1	0	13
TOTAL NETHERLANDS			313	0	7	82	5	5	7	1	0	13
NORWAY												
OSLO (GARDERMOEN)	BRAATHENS ASA	S	54	0	0	85	11	4	0	0	0	6
TOTAL OSLO (GARDERMOEN)			54	0	0	85	11	4	0	0	0	6
STAVANGER	BRAATHENS ASA	S	54	0	0	78	15	6	2	0	0	8
TOTAL STAVANGER			54	0	0	78	15	6	2	0	0	8
TOTAL NORWAY			108	0	0	81	13	5	1	0	0	7
PORTUGAL(EXCLUDING MADEIRA)												
FARO	AIR 2000	C	4	0	0	100	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	13
TOTAL FARO			12	0	0	83	17	0	0	0	0	9
TOTAL PORTUGAL(EXCLUDING MADEIRA)			12	0	0	83	17	0	0	0	0	9
PORTUGAL(MADEIRA)												
FUNCHAL	SATA	C	8	0	0	50	0	50	0	0	0	22
TOTAL FUNCHAL			8	0	0	50	0	50	0	0	0	22
TOTAL PORTUGAL(MADEIRA)			8	0	0	50	0	50	0	0	0	22
SPAIN												
ALICANTE	BRITANNIA AIRWAYS	C	26	0	0	92	8	0	0	0	0	4
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	13	0	0	0	0	4
TOTAL ALICANTE			42	0	0	90	10	0	0	0	0	4
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	75	13	0	13	0	0	15
	MY TRAVEL AIRWAYS UK	C	9	0	1	44	33	22	0	0	0	20
TOTAL MALAGA			17	0	1	59	24	12	6	0	0	18
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	6
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	10	0	0	0	9
TOTAL PALMA DE MALLORCA			20	0	0	90	5	5	0	0	0	7
TOTAL SPAIN			79	0	1	84	11	4	1	0	0	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>SPAIN(CANARY ISLANDS)</b>												
ARRECIFE	AIR 2000	C	10	0	0	70	10	20	0	0	0	13
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	4
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	6
<b>TOTAL ARRECIFE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	10	0	20	0	58
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>32</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	24
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	11
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	18	0	0	67	6	11	6	11	0	50
	BRITANNIA AIRWAYS	C	17	0	0	59	6	29	6	0	0	20
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	11	22	22	0	0	27
	THOMAS COOK AIRLINES LTD	C	19	0	0	63	5	32	0	0	0	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>6</b>	<b>24</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>29</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>22</b>
<b>SWITZERLAND</b>												
GENEVA	DUO AIRWAYS LTD	C	8	0	0	0	0	13	88	0	0	81
<b>TOTAL GENEVA</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>81</b>
<b>TOTAL SWITZERLAND</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>81</b>
<b>TUNISIA</b>												
MONASTIR	NOUVELAIR TUNISIE	C	10	0	0	70	10	0	20	0	0	15
<b>TOTAL MONASTIR</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>15</b>
<b>TOTAL TUNISIA</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>15</b>
<b>UNITED KINGDOM</b>												
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	271	0	8	63	16	12	8	1	0	21
<b>TOTAL ABERDEEN</b>			<b>271</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>
BELFAST CITY	GILL AIRWAYS	S	209	2	5	85	7	7	2	0	0	8
<b>TOTAL BELFAST CITY</b>			<b>209</b>	<b>2</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
BELFAST INTERNATIONAL	BRITISH AIRWAYS CITIEXPRESS L	S	146	0	0	81	8	8	3	0	0	11
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>146</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
BIRMINGHAM	DUO AIRWAYS LTD	S	136	1	0	94	0	4	2	0	0	5
<b>TOTAL BIRMINGHAM</b>			<b>136</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	167	0	18	66	14	12	7	2	0	21
<b>TOTAL BRISTOL</b>			<b>167</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>
GATWICK	CITY FLYER EXPRESS	S	337	0	0	88	7	3	2	0	0	7
<b>TOTAL GATWICK</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
HEATHROW	BRITISH AIRWAYS PLC	S	334	0	2	88	5	5	1	0	0	7
<b>TOTAL HEATHROW</b>			<b>334</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
MANCHESTER	MY TRAVEL AIRWAYS UK	C	9	0	0	44	0	11	22	11	11	103
<b>TOTAL MANCHESTER</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>103</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	103	0	0	59	23	8	10	0	0	20
<b>TOTAL SOUTHAMPTON</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>
STANSTED	GILL AIRWAYS	S	100	0	46	93	5	0	2	0	0	6
<b>TOTAL STANSTED</b>			<b>100</b>	<b>0</b>	<b>46</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
WICK	GILL AIRWAYS	S	46	0	0	93	4	2	0	0	0	2
<b>TOTAL WICK</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1859</b>	<b>3</b>	<b>98</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>USA</b>												
SANFORD	MY TRAVEL AIRWAYS UK	C	9	0	0	44	0	0	33	11	11	111
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>111</b>
<b>TOTAL USA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>111</b>
<b>TOTAL NEWCASTLE</b>			<b>3198</b>	<b>5</b>	<b>111</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>AUSTRIA</b>												
INNSBRUCK	AIR 2000	C	8	0	0	13	0	63	25	0	0	68
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>
LINZ	AUSTRIAN AIR TRANSPORT	C	2	0	0	100	0	0	0	0	0	3
<b>TOTAL LINZ</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>3</b>
SALZBURG	AIR 2000	C	7	0	1	14	14	14	57	0	0	60
<b>TOTAL SALZBURG</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>60</b>
VIENNA	KLM UK LTD	S	147	1	2	71	15	6	8	0	0	16
<b>TOTAL VIENNA</b>			<b>147</b>	<b>1</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL AUSTRIA</b>			<b>164</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>14</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>BELGIUM</b>												
BRUSSELS	SOBELAIR	C	2	0	0	0	0	50	50	0	0	62
	VIRGIN EXPRESS IRELAND	S	159	0	4	86	6	2	6	0	0	9
<b>TOTAL BRUSSELS</b>			<b>161</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL BELGIUM</b>			<b>161</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>CYPRUS</b>												
LARNACA	CYPRUS AIRWAYS	S	8	0	0	88	13	0	0	0	0	6
<b>TOTAL LARNACA</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>6</b>
<b>TOTAL CYPRUS</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>6</b>
<b>CZECH REPUBLIC</b>												
PRAGUE	CSA	S	38	0	0	63	26	8	3	0	0	16
	GO FLY LTD	S	62	0	0	74	11	2	10	3	0	24
<b>TOTAL PRAGUE</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>
<b>DENMARK</b>												
AARHUS (TIRSTRUP)	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	12
	RYANAIR	S	114	0	1	75	18	4	2	1	0	11
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>
COPENHAGEN	GO FLY LTD	S	231	0	0	80	12	6	2	0	0	9
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	61	28	0	11	0	0	17
	SAS	S	158	0	8	86	8	4	1	1	0	11
<b>TOTAL COPENHAGEN</b>			<b>407</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL DENMARK</b>			<b>523</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>
<b>FINLAND</b>												
HELSINKI	KLM UK LTD	S	24	0	0	88	4	4	4	0	0	10
<b>TOTAL HELSINKI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL FINLAND</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>FRANCE</b>												
BIARRITZ	RYANAIR	S	61	1	1	87	5	5	3	0	0	8
<b>TOTAL BIARRITZ</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>
BORDEAUX	KLM UK LTD	S	12	0	0	83	8	8	0	0	0	9
<b>TOTAL BORDEAUX</b>			<b>12</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>9</b>
CARCASSONNE	RYANAIR	S	74	0	0	76	16	4	4	0	0	13
<b>TOTAL CARCASSONNE</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
CHAMBERY	KLM UK LTD	C	8	0	0	50	0	38	13	0	0	30
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>
DINARD	RYANAIR	S	58	3	0	66	14	17	3	0	0	15
<b>TOTAL DINARD</b>			<b>58</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
LYON	GO FLY LTD	S	71	0	0	69	20	8	3	0	0	15
	KLM UK LTD	S	159	1	0	77	15	7	1	0	0	9
<b>TOTAL LYON</b>			<b>230</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>
MARSEILLE	KLM UK LTD	S	12	0	0	92	8	0	0	0	0	6
<b>TOTAL MARSEILLE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
NICE	EUROPEAN AIR CHARTER	C	2	1	0	100	0	0	0	0	0	8
<b>TOTAL NICE</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>8</b>
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	232	0	0	73	13	13	0	0	0	10
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
ST ETIENNE	RYANAIR	S	62	0	0	92	3	3	2	0	0	5
<b>TOTAL ST ETIENNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
TOULOUSE (BLAGNAC)	RYANAIR	C	6	0	0	33	50	17	0	0	0	20
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>TOTAL FRANCE</b>			<b>757</b>	<b>8</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>GERMANY</b>												
BERLIN (SCHONEFELD)	VIRGIN EXPRESS IRELAND	S	115	0	1	84	7	1	8	0	0	14
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>
BERLIN (TEGEL)	KLM UK LTD	S	158	1	2	92	3	1	4	0	0	8
<b>TOTAL BERLIN (TEGEL)</b>			<b>158</b>	<b>1</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>
DORTMUND	EUROWINGS LUFTVERKEHRS	S	100	6	0	79	15	2	3	1	0	12
<b>TOTAL DORTMUND</b>			<b>100</b>	<b>6</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>
DUSSELDORF	KLM UK LTD	S	170	0	0	86	5	3	6	0	0	10
<b>TOTAL DUSSELDORF</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>
FRANKFURT MAIN	KLM UK LTD	S	168	0	0	76	14	7	2	0	0	12
	LUFTHANSA	S	184	0	2	74	18	8	0	0	0	10
<b>TOTAL FRANKFURT MAIN</b>			<b>352</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>
GEILENKIRCHEN	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	19



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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			Matched	Actual (7)								Plan (8)
TOTAL GEILENKIRCHEN			2	0	0	50	50	0	0	0	0	19
HAHN	RYANAIR	S	168	0	4	78	13	7	3	0	0	10
TOTAL HAHN			168	0	4	78	13	7	3	0	0	10
HAMBURG	KLM UK LTD	S	34	0	0	82	15	3	0	0	0	6
	LUFTHANSA CITY LINE	S	168	0	0	87	6	4	3	0	0	8
TOTAL HAMBURG			202	0	0	86	7	4	2	0	0	8
MUNICH	CIRRUS LUFTFAHRT	C	2	0	0	100	0	0	0	0	0	7
	GO FLY LTD	S	108	0	0	88	6	4	3	0	0	9
	LUFTHANSA	S	186	1	0	55	27	15	4	0	0	18
TOTAL MUNICH			296	1	0	67	19	10	3	0	0	15
NUREMBERG	EUROWINGS LUFTVERKEHRS	S	118	0	0	77	19	2	2	0	0	10
TOTAL NUREMBERG			118	0	0	77	19	2	2	0	0	10
TOTAL GERMANY			1682	8	10	79	12	5	3	0	0	11
HUNGARY												
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	C	3	0	2	100	0	0	0	0	0	11
TOTAL BUDAPEST			3	0	2	100	0	0	0	0	0	11
TOTAL HUNGARY			3	0	2	100	0	0	0	0	0	11
IRISH REPUBLIC												
CONNAUGHT	RYANAIR	S	91	0	5	79	18	3	0	0	0	8
TOTAL CONNAUGHT			91	0	5	79	18	3	0	0	0	8
CORK	RYANAIR	S	185	0	1	86	8	4	0	1	0	9
TOTAL CORK			185	0	1	86	8	4	0	1	0	9
DUBLIN	RYANAIR	S	624	0	14	78	14	6	2	0	0	11
TOTAL DUBLIN			624	0	14	78	14	6	2	0	0	11
KERRY COUNTY	RYANAIR	S	62	0	0	81	15	5	0	0	0	8
TOTAL KERRY COUNTY			62	0	0	81	15	5	0	0	0	8
SHANNON	VIRGIN EXPRESS IRELAND	S	108	0	0	83	7	3	6	0	0	13
TOTAL SHANNON			108	0	0	83	7	3	6	0	0	13
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	89	9	0	2	0	0	5
TOTAL WATERFORD			54	0	0	89	9	0	2	0	0	5
TOTAL IRISH REPUBLIC			1124	0	20	81	12	5	2	0	0	10
ISRAEL												
TEL AVIV	EL AL	S	7	0	0	71	14	14	0	0	0	9
TOTAL TEL AVIV			7	0	0	71	14	14	0	0	0	9
TOTAL ISRAEL			7	0	0	71	14	14	0	0	0	9
ITALY												
ANCONA	RYANAIR	S	62	0	0	60	19	18	2	2	0	22

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TOTAL ANCONA			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>22</b>
BOLOGNA	GO FLY LTD	S	62	0	0	63	23	6	8	0	0	18
TOTAL BOLOGNA			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>
GENOA	RYANAIR	S	106	0	6	68	20	5	6	2	0	20
TOTAL GENOA			<b>106</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>20</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>
MILAN (LINATE)	KLM UK LTD	S	160	0	2	75	14	3	8	0	0	16
TOTAL MILAN (LINATE)			<b>160</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>
MILAN (MALPENSA)	GO FLY LTD	S	230	0	1	70	17	8	3	0	1	20
TOTAL MILAN (MALPENSA)			<b>230</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>
PISA	RYANAIR	S	123	0	1	63	26	3	7	0	0	18
TOTAL PISA			<b>123</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>26</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>
RIMINI	RYANAIR	S	60	0	2	55	28	13	3	0	0	17
TOTAL RIMINI			<b>60</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>28</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
ROME (CIAMPINO)	EUROPEAN AIR CHARTER	C	3	1	0	33	33	33	0	0	0	17
	GO FLY LTD	S	136	0	0	72	12	10	6	0	0	15
TOTAL ROME (CIAMPINO)			<b>139</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
TREVISO	RYANAIR	S	108	0	3	44	39	13	5	0	0	21
TOTAL TREVISO			<b>108</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>39</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>
TURIN	AIR 2000	C	8	0	0	38	25	13	25	0	0	34
	ALITALIA	S	46	0	0	61	26	13	0	0	0	13
	RYANAIR	S	122	0	0	78	13	2	7	0	0	14
TOTAL TURIN			<b>176</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
VENICE	GO FLY LTD	S	124	0	1	76	14	6	4	0	0	14
TOTAL VENICE			<b>124</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
VERONA	EUROPEAN AIR CHARTER	C	4	0	0	75	25	0	0	0	0	11
TOTAL VERONA			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
TOTAL ITALY			<b>1354</b>	<b>1</b>	<b>16</b>	<b>67</b>	<b>20</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
KAZAKHSTAN												
URALSK	MALEV (HUNGARIAN AIRLINES)	C	5	0	0	60	0	40	0	0	0	16
TOTAL URALSK			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
TOTAL KAZAKHSTAN			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
LUXEMBOURG												
LUXEMBOURG	LUXAIR	S	98	0	0	80	12	5	3	0	0	10
TOTAL LUXEMBOURG			<b>98</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
TOTAL LUXEMBOURG			<b>98</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
MALTA												
MALTA	AIR MALTA	S	12	0	0	50	17	17	17	0	0	27
TOTAL MALTA			<b>14</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
<b>TOTAL MALTA</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>MOROCCO</b>												
MARRAKESH	ROYAL AIR MAROC	S	18	0	0	33	22	6	39	0	0	42
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>6</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>42</b>
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>6</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>42</b>
<b>NETHERLANDS</b>												
AMSTERDAM	KLM UK LTD	S	516	2	2	81	8	4	6	1	0	12
<b>TOTAL AMSTERDAM</b>			<b>516</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>
EINDHOVEN	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	21
	KLM EXEL	S	139	0	3	90	9	1	0	0	0	5
<b>TOTAL EINDHOVEN</b>			<b>141</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
MAASTRICHT	KLM EXEL	S	196	2	2	81	15	3	1	0	0	8
<b>TOTAL MAASTRICHT</b>			<b>196</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
ROTTERDAM	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	25
<b>TOTAL ROTTERDAM</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>25</b>
<b>TOTAL NETHERLANDS</b>			<b>855</b>	<b>4</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>NORWAY</b>												
BERGEN	BRAATHENS ASA	S	62	0	0	84	13	3	0	0	0	6
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
OSLO (GARDERMOEN)	BRAATHENS ASA	S	118	0	2	81	14	5	0	0	0	8
	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	72	6	6	17	0	0	22
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
SANDEFJORD(TORP)	RYANAIR	S	116	0	0	72	16	9	2	1	0	14
<b>TOTAL SANDEFJORD(TORP)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>
<b>TOTAL NORWAY</b>			<b>314</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>POLAND</b>												
RZESZOW	AIR 2000	C	2	0	0	0	50	0	50	0	0	58
<b>TOTAL RZESZOW</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>58</b>
<b>TOTAL POLAND</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	AIR 2000	C	8	0	0	75	13	13	0	0	0	9
	GO FLY LTD	S	20	0	0	50	30	5	15	0	0	25
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	9
<b>TOTAL FARO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>
LISBON	GO FLY LTD	S	62	0	0	79	11	3	6	0	0	12
<b>TOTAL LISBON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	MY TRAVEL AIRWAYS UK	C	8	0	0	50	50	0	0	0	0	9
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>SPAIN</b>												
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	10
	GO FLY LTD	S	12	0	0	83	8	8	0	0	0	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	13	13	25	0	72
<b>TOTAL ALICANTE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>25</b>
<b>BARCELONA</b>	GO FLY LTD	S	124	0	0	75	19	3	2	0	0	12
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	1
<b>TOTAL BARCELONA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>BILBAO</b>	GO FLY LTD	S	62	0	0	73	16	10	2	0	0	12
<b>TOTAL BILBAO</b>			<b>62</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>12</b>
<b>JEREZ</b>	EUROPEAN AIR CHARTER	C	6	0	0	83	17	0	0	0	0	8
<b>TOTAL JEREZ</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>MADRID</b>	GO FLY LTD	S	119	0	0	71	21	6	1	0	1	15
<b>TOTAL MADRID</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>15</b>
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	13
	GO FLY LTD	S	74	0	0	72	20	4	4	0	0	13
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	0	13	0	0	15
<b>TOTAL MALAGA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>PALMA DE MALLORCA</b>	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	0	25	0	59
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	32
	GO FLY LTD	S	12	0	0	92	8	0	0	0	0	5
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>
<b>TOTAL SPAIN</b>			<b>466</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>
<b>SPAIN(CANARY ISLANDS)</b>												
<b>ARRECIFE</b>	AIR 2000	C	10	0	0	60	20	20	0	0	0	16
	BRITANNIA AIRWAYS	C	10	0	0	40	50	10	0	0	0	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	50	20	0	0	0	23
<b>TOTAL ARRECIFE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>40</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>FUERTEVENTURA</b>	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2
<b>TOTAL FUERTEVENTURA</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>2</b>
<b>LAS PALMAS</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	4
	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	63	0	25	0	79
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>32</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	27	0	0	48	33	7	11	0	0	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	16	0	0	88	6	6	0	0	0	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>
<b>SWEDEN</b>												
JONKOPING	FALCON AIR	C	6	0	0	33	67	0	0	0	0	16
<b>TOTAL JONKOPING</b>			<b>6</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>16</b>
KRISTIANSTAD	RYANAIR	S	62	0	0	85	8	5	2	0	0	8
<b>TOTAL KRISTIANSTAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	34	0	0	74	12	9	6	0	0	13
	SAS	S	99	0	5	87	10	3	0	0	0	6
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>133</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	172	0	0	66	22	9	3	0	0	15
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
VAXJO	FALCON AIR	C	2	0	0	50	0	50	0	0	0	27
<b>TOTAL VAXJO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>TOTAL SWEDEN</b>			<b>376</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>SWITZERLAND</b>												
GENEVA	BMI BRITISH MIDLAND	C	7	0	1	29	29	14	29	0	0	32
	EASYJET SWITZERLAND	S	62	0	0	34	31	19	16	0	0	35
	GO FLY LTD	C	16	0	0	75	19	6	0	0	0	7
	MONARCH AIRLINES	C	7	1	2	0	14	86	0	0	0	39
<b>TOTAL GENEVA</b>			<b>92</b>	<b>1</b>	<b>3</b>	<b>38</b>	<b>27</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>
ZURICH	GO FLY LTD	S	49	0	1	61	18	8	12	0	0	22
<b>TOTAL ZURICH</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>18</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>TOTAL SWITZERLAND</b>			<b>141</b>	<b>1</b>	<b>4</b>	<b>46</b>	<b>24</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>TUNISIA</b>												
MONASTIR	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	18
<b>TOTAL MONASTIR</b>			<b>8</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>18</b>
<b>TOTAL TUNISIA</b>			<b>8</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>18</b>
<b>TURKEY</b>												
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	13	0	0	23	62	15	0	0	0	22
<b>TOTAL ANTALYA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
ISTANBUL	ISTANBUL HAVA YOLLARI	S	6	2	0	0	17	50	0	33	0	96
	KIBRIS TURKISH AIRLINES - KTHY	S	19	0	0	26	37	21	16	0	0	32
<b>TOTAL ISTANBUL</b>			<b>25</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>32</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>47</b>
<b>TOTAL TURKEY</b>			<b>38</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>39</b>
<b>UNITED KINGDOM</b>												

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MARCH 2000

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	221	0	3	82	10	5	2	1	0	11
<b>TOTAL BELFAST CITY</b>			<b>221</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>
EDINBURGH	GO FLY LTD	S	369	0	3	77	14	8	1	0	0	11
	KLM UK LTD	S	175	0	0	89	3	6	1	0	0	6
<b>TOTAL EDINBURGH</b>			<b>545</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
GLASGOW	KLM UK LTD	S	170	0	0	82	11	6	1	0	0	8
<b>TOTAL GLASGOW</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
GUERNSEY	AURIGNY AIR SERVICES	S	169	1	2	89	6	4	1	0	0	5
<b>TOTAL GUERNSEY</b>			<b>169</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>
LONDONDERRY	RYANAIR	S	118	0	0	85	7	4	3	1	0	11
<b>TOTAL LONDONDERRY</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	144	0	0	93	3	2	2	0	0	5
<b>TOTAL MANCHESTER</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
NEWCASTLE	GILL AIRWAYS	S	100	0	47	88	10	0	2	0	0	7
<b>TOTAL NEWCASTLE</b>			<b>100</b>	<b>0</b>	<b>47</b>	<b>88</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
NEWQUAY	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	23
<b>TOTAL NEWQUAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
PRESTWICK	RYANAIR	S	367	1	7	84	6	6	4	0	0	10
<b>TOTAL PRESTWICK</b>			<b>367</b>	<b>1</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1836</b>	<b>3</b>	<b>62</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL STANSTED</b>			<b>10305</b>	<b>28</b>	<b>147</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAR 1999				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	STANSTED	RYANAIR	S	A	57	0	1	96	2	0	2	0	0	4				
	STANSTED	RYANAIR	S	D	57	0	0	54	33	9	2	2	0	18				
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>116</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>				
ABERDEEN																		
	EDINBURGH	BMI REGIONAL	S	A	8	0	36	100	0	0	0	0	0	1				
	EDINBURGH	BMI REGIONAL	S	D	8	0	0	88	0	0	13	0	0	11				
	MANCHESTER	BMI REGIONAL	S	A	76	0	0	82	9	7	3	0	0	9				
	MANCHESTER	BMI REGIONAL	S	D	74	0	0	80	12	5	3	0	0	9				
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	115	0	0	86	10	3	1	0	0	7				
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	115	0	0	91	3	3	2	0	0	5				
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	80	0	0	85	6	6	1	1	0	11				
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	76	2	0	83	8	5	4	0	0	9				
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	153	0	5	80	14	3	3	1	0	11				
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	154	0	4	90	5	3	2	0	0	5				
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	136	0	4	66	16	10	7	1	0	19				
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	135	0	4	61	16	14	9	1	0	22				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	191	0	1	77	10	8	4	0	0	12				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	191	0	0	90	6	3	2	0	0	6				
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	82	7	7	5	0	0	11				
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	77	8	8	7	0	0	15				
<b>TOTAL ABERDEEN</b>					<b>1636</b>	<b>3</b>	<b>54</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>				
ABIDJAN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	86	14	0	0	0	0	7				
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	33	0	0	0	0	9				

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: A							PERCENTAGE OF FLIGHTS LATE					
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins						Average delay (mins)	
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
														Actual (7)
ABIDJAN														
<b>TOTAL ABIDJAN</b>					<b>16</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>8</b>
ABU DHABI INTERNATIONAL														
	HEATHROW	GULF AIR	S	A	39	0	0	56	23	21	0	0	0	16
	HEATHROW	GULF AIR	S	D	37	0	1	76	19	5	0	0	0	10
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>77</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
ABUJA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	33	11	11	44	0	0	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	0	0	38	0	0	39
<b>TOTAL ABUJA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>6</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>50</b>
ACCRA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	100	0	0	0	0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	53	29	18	0	0	0	16
	HEATHROW	GHANA AIRWAYS	S	A	16	1	0	19	13	38	25	6	0	55
	HEATHROW	GHANA AIRWAYS	S	D	16	1	0	44	25	31	0	0	0	20
<b>TOTAL ACCRA</b>					<b>67</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>21</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>
ADDIS ABABA														
	HEATHROW	ETHIOPIAN AIRLINES	S	A	14	0	0	29	29	14	29	0	0	42
	HEATHROW	ETHIOPIAN AIRLINES	S	D	14	0	0	36	50	7	7	0	0	25
<b>TOTAL ADDIS ABABA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>39</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>
AGADIR														
	GATWICK	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	9
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	50	25	0	110
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	23
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	22
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16
<b>TOTAL AGADIR</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>30</b>
ALEXANDRIA ( NOUZHA )														



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
														Actual (7)
ALEXANDRIA ( NOUZHA )														
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	1	0	88	13	0	0	0	0	3
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	75	25	0	0	0	0	9
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
ALGIERS														
	HEATHROW	AIR ALGERIE	S	A	13	0	0	23	15	31	31	0	0	48
	HEATHROW	AIR ALGERIE	S	D	13	0	0	0	15	54	31	0	0	68
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>42</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>58</b>
ALICANTE														
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	50	0	0	0	26
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	10
	GATWICK	AIR 2000	C	A	8	0	0	50	25	13	13	0	0	21
	GATWICK	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	5
	MANCHESTER	AIR 2000	C	A	13	0	0	85	8	8	0	0	0	7
	MANCHESTER	AIR 2000	C	D	14	0	0	64	21	7	7	0	0	18
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	38	31	23	8	0	0	34
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	77	8	15	0	0	0	11
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	21
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	7
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	63	38	0	0	0	0	16
	GLASGOW	BRITANNIA AIRWAYS	C	D	7	0	1	86	14	0	0	0	0	6
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	13
	LUTON	BRITANNIA AIRWAYS	C	D	4	1	0	75	25	0	0	0	0	7
	MANCHESTER	BRITANNIA AIRWAYS	C	A	22	0	0	82	9	0	9	0	0	12
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	1	0	91	5	0	5	0	0	7
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	85	15	0	0	0	0	6
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	100	0	0	0	0	0	3

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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)	
														Actual (7)
ALICANTE	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	12
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	0	0	67	33	0	0	0	26
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	24	0	0	88	4	0	8	0	0	9
	GATWICK	GB AIRWAYS LTD	S	D	24	0	0	83	4	4	8	0	0	14
	HEATHROW	GB AIRWAYS LTD	S	A	8	0	0	88	0	13	0	0	0	11
	HEATHROW	GB AIRWAYS LTD	S	D	8	0	0	88	0	13	0	0	0	8
	STANSTED	GO FLY LTD	S	A	6	0	0	83	17	0	0	0	0	4
	STANSTED	GO FLY LTD	S	D	6	0	0	83	0	17	0	0	0	10
	GATWICK	IBERIA	S	A	31	0	0	100	0	0	0	0	0	3
	GATWICK	IBERIA	S	D	31	1	0	84	13	3	0	0	0	8
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	46	8	31	15	0	0	25
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	69	0	23	8	0	0	19
	LUTON	MONARCH AIRLINES	S	A	26	0	0	50	31	15	4	0	0	20
	LUTON	MONARCH AIRLINES	S	D	26	0	0	58	31	4	8	0	0	16
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	50	33	8	8	0	0	18
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	92	0	8	0	0	0	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	7	1	0	86	14	0	0	0	0	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	8
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	21
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	1	0	67	8	17	8	0	0	24
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	83	0	0	17	0	0	24
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	7	0	1	86	14	0	0	0	0	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	0	19
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	25	0	0	56	24	4	8	4	4	65
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	24	0	0	58	17	8	13	4	0	34

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: A

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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)
					Actual (7)	Plan (8)								
ALICANTE														
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	0	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	25	25	0	85
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	59
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	8	0	0	0	0	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	8	0	0	0	0	2
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	17
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	8
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	11
<b>TOTAL ALICANTE</b>					<b>669</b>	<b>5</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>
ALMA ATA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	25	0	0	0	0	7
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	5
<b>TOTAL ALMA ATA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
ALMERIA														
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	40	0	0	20	0	66
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	0	20	0	56
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	40	0	0	60
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	24
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	0	30	30	40	0	0	63
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	40	20	20	20	0	0	36
<b>TOTAL ALMERIA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>21</b>	<b>14</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>48</b>
AMMAN														

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Origin / Destinations: A

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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		
						MATCHED	Plan (8)								
AMMAN															
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	0	0	87	10	0	3	0	0	8	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	31	0	0	61	19	16	3	0	0	17	
	GATWICK	ROYAL JORDANIAN	C	A	2	0	0	0	0	0	0	50	50	375	
	GATWICK	ROYAL JORDANIAN	C	D	2	0	0	0	0	0	0	50	50	350	
	HEATHROW	ROYAL JORDANIAN	S	A	31	1	0	29	19	16	26	3	6	74	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	39	32	13	13	3	0	38	
	MANCHESTER	ROYAL JORDANIAN	C	A	4	1	0	0	0	0	50	25	25	236	
<b>TOTAL AMMAN</b>					<b>133</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>19</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>50</b>	
AMSTERDAM															
	HEATHROW	BMI BRITISH MIDLAND	S	A	240	0	0	59	15	15	11	0	0	23	
	HEATHROW	BMI BRITISH MIDLAND	S	D	240	0	0	67	12	13	8	0	0	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	205	0	0	76	7	8	7	2	0	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	204	0	1	81	6	5	5	1	0	13	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	133	0	1	75	7	11	8	0	0	16	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	134	0	0	66	15	12	7	0	0	16	
	GATWICK	CITY FLYER EXPRESS	S	A	168	0	2	75	11	7	7	0	0	15	
	GATWICK	CITY FLYER EXPRESS	S	D	168	0	1	71	14	10	5	0	0	14	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	136	0	0	87	7	4	3	0	0	8	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	137	0	0	82	10	3	4	0	0	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	82	4	9	5	0	0	12	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	69	14	7	11	0	0	19	
	GATWICK	KLM	S	A	95	0	2	64	20	7	8	0	0	18	
	GATWICK	KLM	S	D	95	0	2	74	11	7	8	0	0	15	
	HEATHROW	KLM	S	A	269	0	0	74	12	10	3	0	0	13	
	HEATHROW	KLM	S	D	269	0	0	76	12	7	5	0	0	13	
	BIRMINGHAM	KLM UK LTD	S	A	186	4	3	85	5	1	8	1	0	12	
	BIRMINGHAM	KLM UK LTD	S	D	189	0	3	80	6	7	7	0	0	12	
	EDINBURGH	KLM UK LTD	S	A	164	0	0	84	6	2	8	1	0	11	

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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)
					Actual (7)	Plan (8)	Actual (7)	Plan (8)							
AMSTERDAM															
	EDINBURGH	KLM UK LTD	S	D	164	0	0	76	6	6	11	1	0	18	
	GLASGOW	KLM UK LTD	S	A	146	0	0	88	6	3	3	0	0	6	
	GLASGOW	KLM UK LTD	S	D	146	0	0	77	6	10	7	1	0	16	
	LONDON CITY	KLM UK LTD	S	A	160	0	6	89	3	4	4	0	0	7	
	LONDON CITY	KLM UK LTD	S	D	160	0	6	79	8	8	6	1	0	14	
	MANCHESTER	KLM UK LTD	S	A	252	0	4	79	7	9	6	0	0	12	
	MANCHESTER	KLM UK LTD	S	D	251	0	5	72	10	11	7	0	0	15	
	NEWCASTLE	KLM UK LTD	S	A	158	0	2	82	6	6	6	1	0	13	
	NEWCASTLE	KLM UK LTD	S	D	155	0	5	83	5	4	8	1	0	13	
	STANSTED	KLM UK LTD	S	A	258	1	1	85	7	5	3	0	0	9	
	STANSTED	KLM UK LTD	S	D	258	1	1	78	10	4	8	1	0	15	
	HEATHROW	UNITED AIRLINES	S	A	29	0	0	72	10	10	7	0	0	15	
	HEATHROW	UNITED AIRLINES	S	D	29	0	0	83	7	7	3	0	0	7	
<b>TOTAL AMSTERDAM</b>					<b>5442</b>	<b>8</b>	<b>45</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	
ANCONA															
	STANSTED	RYANAIR	S	A	31	0	0	68	13	13	3	3	0	24	
	STANSTED	RYANAIR	S	D	31	0	0	52	26	23	0	0	0	20	
<b>TOTAL ANCONA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>22</b>	
ANTALYA															
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	10	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	36	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	25	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	6	0	0	33	67	0	0	0	0	16	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	7	0	0	14	57	29	0	0	0	27	
<b>TOTAL ANTALYA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	
ANTIGUA															
	GATWICK	AIR 2000	C	A	4	0	0	0	0	75	25	0	0	57	
	GATWICK	AIR 2000	C	D	9	0	0	67	11	0	22	0	0	21	

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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	
						Plan (8)								
ANTIGUA														
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	21
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	25	0	0	0	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	25	25	50	0	0	0	23
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	1	0	71	0	0	29	0	0	28
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	22	22	11	22	22	0	89
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	10	0	0	10	40	10	30	0	10	92
<b>TOTAL ANTIGUA</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>23</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>50</b>
ANTWERP														
	LONDON CITY	VLM (BELGIUM)	S	A	125	1	2	84	13	2	1	0	0	7
	LONDON CITY	VLM (BELGIUM)	S	D	126	0	1	82	13	6	0	0	0	9
<b>TOTAL ANTWERP</b>					<b>251</b>	<b>1</b>	<b>3</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
AQABA														
ARRECIFE														
	BIRMINGHAM	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	25
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	11
	GATWICK	AIR 2000	C	A	19	0	0	58	16	21	0	5	0	29
	GATWICK	AIR 2000	C	D	19	0	0	79	5	11	0	5	0	27
	GLASGOW	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	15
	GLASGOW	AIR 2000	C	D	5	0	0	80	0	0	20	0	0	16
	MANCHESTER	AIR 2000	C	A	19	0	0	47	32	16	5	0	0	23
	MANCHESTER	AIR 2000	C	D	19	0	0	68	21	11	0	0	0	12
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	6
	NEWCASTLE	AIR 2000	C	D	5	0	0	60	0	40	0	0	0	20
	STANSTED	AIR 2000	C	A	5	0	0	40	40	20	0	0	0	21
	STANSTED	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	12
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	33	44	22	0	0	0	20
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	8
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	44	22	0	11	0	43
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	0	11	0	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)	
														Actual (7)
ARRECIFE														
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	18
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	29
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	22
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	11	0	0	32
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	24
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	20
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	12
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	20	20	40	0	0	45
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	18
	GATWICK	IBERWORLD	C	A	5	0	0	20	80	0	0	0	0	17
	GATWICK	IBERWORLD	C	D	5	0	0	80	20	0	0	0	0	6
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	22
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	11
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	25	50	13	13	0	0	28
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	16
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	13
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	0	100	0	0	0	39
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	0	16
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	27
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	18
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	20	0	10	0	0	25
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	30	0	10	0	0	26
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	100	0	0	0	44
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	20	0	0	0	26
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	11

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)	Actual (7)								
ARRECIFE															
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	70	0	20	10	0	0	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	60	10	20	10	0	0	29	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	60	20	0	0	0	25	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	20	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	60	0	0	0	0	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	20	0	0	45	10	30	10	5	0	37	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	80	20	0	0	0	0	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	1	100	0	0	0	0	0	1	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	79	5	16	0	0	0	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	2	0	89	11	0	0	0	0	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	24	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	18	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	
<b>TOTAL ARRECIFE</b>					<b>489</b>	<b>2</b>	<b>1</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	
ASHKHABAD															
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	15	0	0	40	0	33	27	0	0	38	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	15	0	0	7	40	40	13	0	0	43	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	63	25	13	0	0	0	18	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	88	13	0	0	0	0	9	
<b>TOTAL ASHKHABAD</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>20</b>	<b>26</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	
ASTURIAS															
	GATWICK	AIR NOSTRUM	S	A	13	0	0	69	23	0	8	0	0	15	
	GATWICK	AIR NOSTRUM	S	D	13	0	0	92	0	0	8	0	0	6	
<b>TOTAL ASTURIAS</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: A							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								
					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)		
					Actual (7)	Plan (8)									
ATHENS															
	HEATHROW	AEGEAN AIRLINES	S	A	31	0	0	68	16	16	0	0	0	13	
	HEATHROW	AEGEAN AIRLINES	S	D	31	0	0	81	10	10	0	0	0	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	97	3	0	0	0	0	3	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	68	23	6	3	0	0	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	10	3	0	0	0	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	6	8	0	0	0	7	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	89	5	3	3	0	0	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	65	21	6	6	2	0	19	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	78	11	11	0	0	0	11	
	GATWICK	MONARCH AIRLINES	C	D	12	0	1	92	8	0	0	0	0	5	
	GATWICK	OLYMPIC AIRWAYS	S	A	6	0	0	83	0	0	17	0	0	15	
	GATWICK	OLYMPIC AIRWAYS	S	D	6	0	0	83	0	0	17	0	0	16	
	HEATHROW	OLYMPIC AIRWAYS	S	A	74	0	0	24	41	26	9	0	0	31	
	HEATHROW	OLYMPIC AIRWAYS	S	D	74	0	1	59	18	16	7	0	0	22	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	1	1	88	13	0	0	0	0	2	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	1	56	22	11	11	0	0	23	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	13	3	0	0	0	6	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	16	3	3	0	0	11	
<b>TOTAL ATHENS</b>					<b>631</b>	<b>1</b>	<b>5</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	
ATLANTA															
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	45	29	26	0	0	0	20	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	19	0	3	0	0	11	
	GATWICK	DELTA AIRLINES	S	A	62	0	0	16	26	47	11	0	0	35	
	GATWICK	DELTA AIRLINES	S	D	62	0	0	79	11	6	3	0	0	13	
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	19	35	26	19	0	0	39	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	87	3	6	3	0	0	8	
<b>TOTAL ATLANTA</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	
AUCKLAND INTERNATIONAL															

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
														Actual (7)
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	68	10	16	6	0	0	16
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	1	0	84	6	6	0	0	3	29
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>22</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
														Actual (7)
BAHRAIN	HEATHROW	GULF AIR	S	A	27	0	0	33	30	22	15	0	0	29
	HEATHROW	GULF AIR	S	D	34	0	0	91	6	3	0	0	0	7
<b>TOTAL BAHRAIN</b>					<b>64</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>
BAKU	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	5	0	0	20	40	40	0	0	0	27
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	5	0	0	80	20	0	0	0	0	10
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	86	14	0	0	0	0	5
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	8	15	0	0	31
<b>TOTAL BAKU</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
BALI INTERNATIONAL	GATWICK	GARUDA INDONESIA	S	A	8	0	0	13	25	63	0	0	0	35
	GATWICK	GARUDA INDONESIA	S	D	8	0	0	63	13	25	0	0	0	18
<b>TOTAL BALI INTERNATIONAL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
BALTIMORE	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	26	3	0	0	0	10
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	6	0	0	0	10
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	61	10	16	10	3	0	34
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	87	6	3	3	0	0	9
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>
BANGALORE	HEATHROW	AIR INDIA	S	A	4	0	0	25	25	25	25	0	0	49
	HEATHROW	AIR INDIA	S	D	9	0	0	22	11	44	11	11	0	53
<b>TOTAL BANGALORE</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>38</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>52</b>
BANGKOK	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	2
	HEATHROW	BRITISH AIRWAYS PLC	S	D	3	0	0	67	33	0	0	0	0	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
BANGKOK														
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	44	0	0	52	25	16	7	0	0	22
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	44	0	0	95	5	0	0	0	0	5
<b>TOTAL BANGKOK</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
BANJUL														
	GATWICK	AIR 2000	C	A	5	0	0	60	0	40	0	0	0	24
	GATWICK	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	15
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	82
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	42
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	50
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	22	33	44	0	0	0	26
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	0	11	0	0	19
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	20	0	60	0	170
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	20	20	20	0	97
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	0	25	0	80
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	70
<b>TOTAL BANJUL</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>52</b>
BARCELONA														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	90	5	2	3	0	0	7
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	85	15	0	0	0	0	6
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	20	0	0	90	0	5	5	0	0	11
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	20	0	0	75	15	0	10	0	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	94	0	0	76	12	6	5	1	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	0	79	16	4	1	0	0	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	84	4	9	4	0	0	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	59	16	15	8	1	0	23
	STANSTED	GO FLY LTD	S	A	62	0	0	74	18	6	2	0	0	12
	STANSTED	GO FLY LTD	S	D	62	0	0	76	21	0	3	0	0	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)									
BARCELONA															
	GATWICK	IBERIA	S	A	3	0	0	100	0	0	0	0	0	0	
	GATWICK	IBERIA	S	D	3	0	0	33	33	33	0	0	0	23	
	HEATHROW	IBERIA	S	A	121	0	0	72	17	7	4	0	0	13	
	HEATHROW	IBERIA	S	D	121	0	0	83	8	4	4	0	0	10	
	MANCHESTER	IBERIA	S	A	31	0	0	87	10	3	0	0	0	7	
	MANCHESTER	IBERIA	S	D	31	0	0	65	26	10	0	0	0	11	
<b>TOTAL BARCELONA</b>					<b>964</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	
BARRA															
	GLASGOW	LOGANAIR	S	A	24	1	0	96	0	4	0	0	0	3	
	GLASGOW	LOGANAIR	S	D	26	0	0	96	4	0	0	0	0	3	
<b>TOTAL BARRA</b>					<b>50</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
BASLE MULHOUSE															
	BIRMINGHAM	SWISS AIRLINES	S	A	52	1	0	54	31	15	0	0	0	15	
	BIRMINGHAM	SWISS AIRLINES	S	D	52	1	0	35	37	29	0	0	0	22	
	HEATHROW	SWISS AIRLINES	S	A	92	0	0	35	24	29	10	2	0	32	
	HEATHROW	SWISS AIRLINES	S	D	92	0	0	46	22	28	2	2	0	25	
	LONDON CITY	SWISS AIRLINES	S	A	78	0	0	50	22	24	4	0	0	22	
	LONDON CITY	SWISS AIRLINES	S	D	77	0	0	21	42	29	9	0	0	29	
	MANCHESTER	SWISS AIRLINES	S	A	59	0	0	32	31	34	3	0	0	24	
	MANCHESTER	SWISS AIRLINES	S	D	60	0	0	27	35	37	2	0	0	28	
<b>TOTAL BASLE MULHOUSE</b>					<b>562</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>29</b>	<b>28</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	
BEAUVAIS															
BEIJING															
	HEATHROW	AIR CHINA	S	A	13	0	0	31	15	31	23	0	0	40	
	HEATHROW	AIR CHINA	S	D	13	0	0	62	15	8	15	0	0	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	23	23	8	0	0	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	57	14	7	21	0	0	23	
<b>TOTAL BEIJING</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	
BEIRUT															

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: B							PERCENTAGE OF FLIGHTS LATE						
					NUMBER OF FLIGHTS										
					MATCHED	UNMATCHED									
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)		
BEIRUT															
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	22	0	0	73	18	5	5	0	0	11	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	23	0	0	48	30	13	9	0	0	22	
	HEATHROW	MEA	S	A	22	0	0	59	18	23	0	0	0	18	
	HEATHROW	MEA	S	D	22	0	0	45	32	14	9	0	0	22	
<b>TOTAL BEIRUT</b>					<b>89</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>18</b>	
BELFAST CITY															
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	81	0	0	86	6	5	2	0	0	7	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	81	0	0	90	5	5	0	0	0	5	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	105	2	2	94	2	4	0	0	0	5	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	105	0	0	96	3	0	1	0	0	3	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	115	0	1	79	10	3	6	2	0	14	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	116	0	0	87	3	4	5	0	0	8	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	136	0	0	80	12	5	3	0	0	10	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	135	0	1	74	16	7	2	0	0	12	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	141	0	2	79	11	6	4	1	0	12	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	139	0	5	85	6	4	4	0	0	10	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	48	0	5	96	2	2	0	0	0	2	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	47	0	3	89	4	2	4	0	0	9	
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	110	0	2	82	11	5	2	1	0	11	
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	111	0	1	82	9	5	3	1	0	12	
	NEWCASTLE	GILL AIRWAYS	S	A	105	1	2	84	8	8	1	0	0	8	
	NEWCASTLE	GILL AIRWAYS	S	D	104	1	3	86	6	6	3	0	0	8	
<b>TOTAL BELFAST CITY</b>					<b>1679</b>	<b>4</b>	<b>27</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	
BELFAST INTERNATIONAL															
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	77	14	6	4	0	0	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	244	0	0	81	13	5	2	0	0	9	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	73	0	0	81	7	8	4	0	0	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					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)	
						MATCHED	Plan (8)								
BELFAST INTERNATIONAL															
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	73	0	0	81	10	7	3	0	0	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	75	14	6	5	0	0	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	84	10	6	1	0	0	7	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	48	0	0	85	13	0	2	0	0	8	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	48	0	0	81	15	2	2	0	0	10	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	90	0	0	94	0	6	0	0	0	3	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	90	0	0	92	2	2	3	0	0	5	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	116	0	0	98	2	0	0	0	0	2	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	116	0	0	91	7	2	0	0	0	4	
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	14	
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	D	2	0	1	50	50	0	0	0	0	10	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	147	0	0	87	10	1	1	0	0	6	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	146	1	1	85	11	1	3	1	0	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	84	9	3	5	0	0	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	73	16	4	6	0	0	14	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2028</b>	<b>1</b>	<b>21</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	
BELGRADE															
BENBECULA															
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	100	0	0	0	0	0	1	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	93	7	0	0	0	0	4	
<b>TOTAL BENBECULA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
BERGAMO															
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	0	33	33	0	108	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	10	
	LONDON CITY	GANDALF AIRLINES	S	A	35	2	5	66	23	9	3	0	0	13	
	LONDON CITY	GANDALF AIRLINES	S	D	35	2	5	54	31	11	0	0	3	32	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	0	29	43	14	14	0	73	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	43	29	29	0	0	0	25	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	0	25	25	25	0	102	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: B							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins						Average delay (mins)		
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours			
														Actual (7)	Plan (8)
BERGAMO															
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	22	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	14	43	0	29	14	0	85	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	0	23	
<b>TOTAL BERGAMO</b>					<b>113</b>	<b>4</b>	<b>10</b>	<b>51</b>	<b>26</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>34</b>	
BERGEN															
	STANSTED	BRAATHENS ASA	S	A	31	0	0	81	16	3	0	0	0	7	
	STANSTED	BRAATHENS ASA	S	D	31	0	0	87	10	3	0	0	0	6	
<b>TOTAL BERGEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	
BERLIN (SCHONEFELD)															
	STANSTED	VIRGIN EXPRESS IRELAND	S	A	57	0	1	82	9	0	9	0	0	14	
	STANSTED	VIRGIN EXPRESS IRELAND	S	D	58	0	0	86	5	2	7	0	0	14	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>115</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	
BERLIN (TEGEL)															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	75	14	8	3	0	0	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	0	90	5	4	1	0	0	5	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	63	33	0	4	0	0	13	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	89	7	0	4	0	0	5	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	27	0	0	96	0	4	0	0	0	3	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	27	0	0	96	0	4	0	0	0	2	
	STANSTED	KLM UK LTD	S	A	79	0	1	92	3	1	4	0	0	7	
	STANSTED	KLM UK LTD	S	D	79	1	1	91	4	1	4	0	0	9	
<b>TOTAL BERLIN (TEGEL)</b>					<b>574</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	
BERMUDA															
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	53	33	7	0	7	0	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	86	0	7	7	0	0	9	
<b>TOTAL BERMUDA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	
BERNE															
	LONDON CITY	AIR ENGIADINA	S	A	70	2	3	56	30	11	3	0	0	16	
	LONDON CITY	AIR ENGIADINA	S	D	71	1	2	23	45	28	4	0	0	28	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Plan (8)							
BERNE														
<b>TOTAL BERNE</b>					<b>141</b>	<b>3</b>	<b>5</b>	<b>39</b>	<b>38</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>
BIARRITZ														
	STANSTED	RYANAIR	S	A	30	1	1	90	0	7	3	0	0	6
	STANSTED	RYANAIR	S	D	31	0	0	84	10	3	3	0	0	10
<b>TOTAL BIARRITZ</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>
BILBAO														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	1	77	12	10	2	0	0	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	87	8	3	2	0	0	7
	STANSTED	GO FLY LTD	S	A	31	0	0	90	3	6	0	0	0	6
	STANSTED	GO FLY LTD	S	D	31	0	0	55	29	13	3	0	0	18
	HEATHROW	IBERIA	S	A	31	0	0	58	16	10	16	0	0	24
	HEATHROW	IBERIA	S	D	31	0	0	84	13	3	0	0	0	4
<b>TOTAL BILBAO</b>					<b>245</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
BILLUND														
	GATWICK	MAERSK AIR	S	A	89	0	0	71	17	9	3	0	0	15
	GATWICK	MAERSK AIR	S	D	89	0	0	82	11	4	2	0	0	10
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	50	0	0	60	22	12	6	0	0	21
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	50	0	0	80	10	10	0	0	0	8
<b>TOTAL BILLUND</b>					<b>278</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
BIRMINGHAM														
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	187	0	0	86	7	4	2	0	0	7
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	128	1	0	91	6	2	2	0	0	5
	GLASGOW	BRITISH AIRWAYS PLC	S	A	130	1	1	78	15	7	0	0	0	9
	GLASGOW	BRITISH AIRWAYS PLC	S	D	142	0	2	91	7	1	1	0	0	6
	NEWCASTLE	DUO AIRWAYS LTD	S	A	67	1	0	94	0	4	1	0	0	5
	NEWCASTLE	DUO AIRWAYS LTD	S	D	69	0	0	94	0	3	3	0	0	5
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	52	0	4	79	8	4	10	0	0	16
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	49	4	3	71	10	10	8	0	0	15
<b>TOTAL BIRMINGHAM</b>					<b>825</b>	<b>7</b>	<b>10</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: B							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								
					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)		
					Actual (7)	Plan (8)									
BISHKEK (FRUNZE)															
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	5	0	0	40	20	40	0	0	0	26	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	5	0	0	60	0	20	20	0	0	32	
	BIRMINGHAM	KYRGYZSTAN AIRLINES	S	A	4	0	0	0	0	0	100	0	0	132	
	BIRMINGHAM	KYRGYZSTAN AIRLINES	S	D	4	0	0	0	0	0	100	0	0	142	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>77</b>	
BOGOTA															
	HEATHROW	AVIANCA COLOMBIA	S	A	13	0	0	46	0	15	31	8	0	66	
	HEATHROW	AVIANCA COLOMBIA	S	D	13	0	0	69	0	8	23	0	0	32	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	15	0	0	0	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	43	43	7	7	0	0	20	
<b>TOTAL BOGOTA</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>11</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>32</b>	
BOLOGNA															
	GATWICK	ALITALIA	S	A	61	0	1	72	18	7	3	0	0	12	
	GATWICK	ALITALIA	S	D	60	0	2	82	8	10	0	0	0	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	2	35	23	32	11	0	0	32	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	2	67	18	9	7	0	0	15	
	STANSTED	GO FLY LTD	S	A	31	0	0	65	23	3	10	0	0	19	
	STANSTED	GO FLY LTD	S	D	31	0	0	61	23	10	6	0	0	18	
<b>TOTAL BOLOGNA</b>					<b>298</b>	<b>1</b>	<b>8</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	
BORDEAUX															
	GATWICK	AIR LIB	S	A	92	0	1	85	10	2	3	0	0	8	
	GATWICK	AIR LIB	S	D	91	0	2	88	9	3	0	0	0	6	
	STANSTED	KLM UK LTD	S	A	6	0	0	83	17	0	0	0	0	4	
	STANSTED	KLM UK LTD	S	D	6	0	0	83	0	17	0	0	0	15	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	42	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	25	
	MANCHESTER	STAR EUROPE	C	D	2	0	0	0	0	0	100	0	0	122	
<b>TOTAL BORDEAUX</b>					<b>210</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
BOSTON	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	39	18	37	6	0	0	29
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	90	3	6	0	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	71	16	11	2	0	0	11
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	82	11	3	4	0	0	10
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	61	16	13	6	3	0	26
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	74	16	10	0	0	0	10
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	1	2	48	10	14	24	3	0	39
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	57	23	10	10	0	0	20
<b>TOTAL BOSTON</b>					<b>430</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
BOURNEMOUTH	EDINBURGH	GILL AIRWAYS	S	A	20	0	1	75	10	5	10	0	0	20
	EDINBURGH	GILL AIRWAYS	S	D	18	0	3	72	22	6	0	0	0	9
	GLASGOW	GILL AIRWAYS	S	A	24	3	0	79	17	0	4	0	0	10
	GLASGOW	GILL AIRWAYS	S	D	18	2	4	72	22	0	6	0	0	12
<b>TOTAL BOURNEMOUTH</b>					<b>80</b>	<b>6</b>	<b>8</b>	<b>75</b>	<b>18</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>
BREMEN	GATWICK	CITY FLYER EXPRESS	S	A	89	0	0	90	8	0	2	0	0	6
	GATWICK	CITY FLYER EXPRESS	S	D	89	0	0	81	9	7	3	0	0	11
	LUTON	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	20
	LUTON	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	5
<b>TOTAL BREMEN</b>					<b>185</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>9</b>
BRESCIA/MONTICHIARI	GATWICK	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	10
<b>TOTAL BRESCIA/MONTICHIARI</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>5</b>
BREST	GATWICK	BRIT AIR	S	A	84	0	0	87	7	5	1	0	0	10
	GATWICK	BRIT AIR	S	D	83	1	0	93	4	4	0	0	0	4
<b>TOTAL BREST</b>					<b>167</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Actual (7)	Plan (8)							
BRIDGETOWN															
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	0	0	14	57	29	0	126	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	33	33	0	17	17	0	54	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	23	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	33	67	0	0	0	0	16	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	0	67	0	33	0	0	50	
	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	84	5	11	0	0	0	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	63	16	16	5	0	0	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	60	0	20	20	0	0	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	80	0	0	20	0	0	16	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	25	38	25	0	13	0	66	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	0	0	33	33	33	0	133	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	0	50	0	0	101	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	0	33	0	17	0	49	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	33	33	17	0	17	0	56	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	33	0	17	0	0	33	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	17	33	33	17	0	0	47	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	0	0	45	14	14	14	14	0	54	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	21	0	0	24	38	24	14	0	0	34	
<b>TOTAL BRIDGETOWN</b>					<b>152</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>22</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>42</b>	
BRISBANE															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	19	3	0	0	0	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	16	0	0	0	0	6	
<b>TOTAL BRISBANE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	
BRISTOL															
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	1	67	33	0	0	0	0	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	130	3	8	65	12	16	5	2	0	21	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	134	1	4	66	13	13	7	1	0	21	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: B							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)		
														Actual (7)	Plan (8)
BRISTOL															
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	1	59	9	23	9	0	0	22	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	1	68	14	14	5	0	0	15	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	129	1	2	60	19	12	8	1	0	21	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	127	1	4	65	15	13	7	1	0	20	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	20	0	3	85	15	0	0	0	0	7	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	2	86	10	5	0	0	0	8	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	82	0	5	57	17	16	9	1	0	26	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	85	0	13	74	11	8	5	2	0	16	
<b>TOTAL BRISTOL</b>					<b>780</b>	<b>8</b>	<b>44</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	
BRUGGEN															
BRUSSELS															
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	73	0	0	92	5	3	0	0	0	4	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	73	0	0	89	8	3	0	0	0	5	
	HEATHROW	BMI BRITISH MIDLAND	S	A	186	0	1	56	19	19	5	0	0	20	
	HEATHROW	BMI BRITISH MIDLAND	S	D	186	0	1	72	16	10	3	0	0	12	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	61	0	0	77	15	3	5	0	0	10	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	88	5	3	3	0	0	6	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	58	0	0	83	16	2	0	0	0	7	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	59	0	0	86	8	5	0	0	0	6	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	5	0	0	60	20	20	0	0	0	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	1	70	17	7	5	1	0	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	84	8	5	4	0	0	9	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	92	0	0	73	20	7	1	0	0	11	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					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)
						MATCHED	Plan (8)							
BRUSSELS	MANCHESTER	BRITISH AIRWAYS PLC	S	D	92	0	1	67	16	13	3	0	0	14
	GATWICK	CITY FLYER EXPRESS	S	A	11	0	0	45	27	18	9	0	0	24
	GATWICK	CITY FLYER EXPRESS	S	D	11	0	0	64	27	9	0	0	0	12
	BIRMINGHAM	SABENA	S	A	116	0	0	68	20	9	3	0	0	13
	BIRMINGHAM	SABENA	S	D	116	1	0	71	19	8	3	0	0	13
	EDINBURGH	SABENA	S	A	88	0	1	73	15	10	2	0	0	12
	EDINBURGH	SABENA	S	D	88	0	1	65	15	17	3	0	0	18
	GLASGOW	SABENA	S	A	87	0	2	74	16	6	5	0	0	12
	GLASGOW	SABENA	S	D	87	0	2	54	28	13	5	1	0	23
	HEATHROW	SABENA	S	A	261	0	0	46	24	20	11	0	0	25
	HEATHROW	SABENA	S	D	260	0	0	68	14	12	5	0	0	14
	LONDON CITY	SABENA	S	A	115	3	2	84	10	4	2	0	0	7
	LONDON CITY	SABENA	S	D	116	2	1	72	18	4	6	0	0	15
	MANCHESTER	SABENA	S	A	149	0	2	85	9	3	2	0	0	8
	MANCHESTER	SABENA	S	D	149	1	2	79	11	6	3	1	0	12
	NEWCASTLE	SABENA	S	A	111	0	1	63	22	11	5	0	0	17
	NEWCASTLE	SABENA	S	D	111	0	1	78	10	7	5	0	0	13
	GATWICK	VIRGIN EXPRESS	S	A	46	0	0	83	11	4	2	0	0	9
	GATWICK	VIRGIN EXPRESS	S	D	47	0	0	85	4	0	9	2	0	15
	GATWICK	VIRGIN EXPRESS IRELAND	S	A	38	0	1	82	13	3	3	0	0	7
	GATWICK	VIRGIN EXPRESS IRELAND	S	D	37	0	2	73	19	8	0	0	0	9
	STANSTED	VIRGIN EXPRESS IRELAND	S	A	79	0	2	89	6	1	4	0	0	7
	STANSTED	VIRGIN EXPRESS IRELAND	S	D	80	0	2	84	6	3	8	0	0	11
<b>TOTAL BRUSSELS</b>					<b>3489</b>	<b>7</b>	<b>26</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
BUCHAREST (OTOPENI)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	33	0	0	88	12	0	0	0	0	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	32	0	0	69	19	13	0	0	0	12
	HEATHROW	TAROM	S	A	31	0	0	52	19	23	6	0	0	22

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					
					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)	
														MATCHED
BUCHAREST (OTOPENI)	HEATHROW	TAROM	S	D	31	0	0	68	26	0	6	0	0	14
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
BUDAPEST	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	48	23	19	10	0	0	27
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	74	10	6	10	0	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	73	10	8	10	0	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	11	3	5	0	0	12
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	15	0	0	93	0	7	0	0	0	6
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	15	0	0	93	0	7	0	0	0	6
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	40	32	18	10	0	0	26
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	79	10	6	5	0	0	11
	STANSTED	MALEV (HUNGARIAN AIRLINES)	C	A	2	0	0	100	0	0	0	0	0	12
<b>TOTAL BUDAPEST</b>					<b>343</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>
BUENOS AIRES														

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
CAEN	BIRMINGHAM	LOVE AIR	S	A	39	0	0	51	36	10	3	0	0	17
	BIRMINGHAM	LOVE AIR	S	D	39	0	0	69	18	10	3	0	0	13
<b>TOTAL CAEN</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
CAGLIARI (ELMAS)														
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
CAIRO	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	16	3	3	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	13	6	6	3	0	23
	HEATHROW	EGYPT AIR	S	A	31	0	1	6	16	45	29	3	0	58
	HEATHROW	EGYPT AIR	S	D	31	0	0	3	29	35	32	0	0	56
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0
<b>TOTAL CAIRO</b>					<b>127</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>19</b>	<b>22</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>36</b>
CALCUTTA	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	8
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
CALGARY	HEATHROW	AIR CANADA	S	A	31	0	0	71	6	3	6	13	0	42
	HEATHROW	AIR CANADA	S	D	31	0	0	84	13	3	0	0	0	7
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	37	0	2	73	16	8	0	3	0	16
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	33	0	2	79	12	6	3	0	0	13
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	11	22	11	11	0	51
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	33	11	22	33	0	0	57
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	1	0	38	13	0	38	0	13	160
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	11	0	56	0	0	60
<b>TOTAL CALGARY</b>					<b>167</b>	<b>1</b>	<b>4</b>	<b>68</b>	<b>12</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>32</b>
CALVI														
CAMPBELTOWN														



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Actual (7)							
CAMPBELTOWN														
	GLASGOW	LOGANAIR	S	A	42	0	0	98	2	0	0	0	0	1
	GLASGOW	LOGANAIR	S	D	43	0	0	93	7	0	0	0	0	2
<b>TOTAL CAMPBELTOWN</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
CANCUN														
	MANCHESTER	AIR 2000	C	A	2	0	0	0	50	50	0	0	0	39
	MANCHESTER	AIR 2000	C	D	2	0	0	50	0	50	0	0	0	23
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	25	25	38	13	0	0	40
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	0	11	22	0	0	23
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	71	14	0	0	14	0	43
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	14	43	14	14	14	0	63
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	39
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	26
<b>TOTAL CANCUN</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>16</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>38</b>
CAPE TOWN														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	73	8	12	8	0	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	52	30	15	4	0	0	21
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	34	0	0	97	3	0	0	0	0	2
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	38	0	0	79	16	5	0	0	0	9
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	25	0	0	0	0	8
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	78	22	0	0	0	0	8
<b>TOTAL CAPE TOWN</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
CARCASSONNE														
	STANSTED	RYANAIR	S	A	37	0	0	89	5	3	3	0	0	8
	STANSTED	RYANAIR	S	D	37	0	0	62	27	5	5	0	0	17
<b>TOTAL CARCASSONNE</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
CARDIFF WALES														
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	71	0	0	79	14	4	3	0	0	9
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	69	0	0	77	17	4	1	0	0	9
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	72	0	0	64	28	6	3	0	0	15

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
CARDIFF WALES															
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	72	0	0	71	21	7	1	0	0	12	
<b>TOTAL CARDIFF WALES</b>					<b>286</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	
CASABLANCA MOHAMED V															
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	81	16	0	3	0	0	8	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	94	3	3	0	0	0	4	
	GATWICK	ROYAL AIR MAROC	C	A	2	1	0	0	0	0	50	50	0	222	
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	19	29	26	23	3	0	45	
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	32	23	23	19	3	0	40	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>126</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	
CATANIA (FONTANAROSSA)															
CHAMBERY															
	MANCHESTER	AER LINGUS	C	A	4	0	0	75	0	0	25	0	0	29	
	MANCHESTER	AER LINGUS	C	D	4	0	0	75	25	0	0	0	0	11	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	15	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	16	
	EDINBURGH	CITY FLYER EXPRESS	C	A	3	0	0	67	33	0	0	0	0	10	
	EDINBURGH	CITY FLYER EXPRESS	C	D	4	0	0	75	25	0	0	0	0	7	
	GATWICK	CITY FLYER EXPRESS	C	A	12	0	0	50	25	8	17	0	0	26	
	GATWICK	CITY FLYER EXPRESS	C	D	12	0	0	58	17	25	0	0	0	19	
	NEWCASTLE	CITY FLYER EXPRESS	C	A	4	0	0	75	0	25	0	0	0	15	
	NEWCASTLE	CITY FLYER EXPRESS	C	D	4	0	0	50	0	50	0	0	0	23	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	50	0	50	0	0	60	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	25	25	50	0	0	53	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	25	25	0	0	0	18	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	75	25	0	0	0	0	10	
	STANSTED	KLM UK LTD	C	A	4	0	0	50	0	25	25	0	0	32	
	STANSTED	KLM UK LTD	C	D	4	0	0	50	0	50	0	0	0	29	
<b>TOTAL CHAMBERY</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	
CHANIA															

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
CHARLOTTE														
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	1	1	59	28	14	0	0	0	15
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	10	0	0	0	8
	GATWICK	US AIRWAYS	S	A	31	0	0	35	42	13	10	0	0	31
	GATWICK	US AIRWAYS	S	D	31	0	0	90	10	0	0	0	0	7
<b>TOTAL CHARLOTTE</b>					<b>121</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>22</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>
CHATEAUROUX														
CHICAGO (O'HARE)														
	HEATHROW	AIR INDIA	S	A	12	1	1	33	17	42	8	0	0	35
	HEATHROW	AIR INDIA	S	D	13	0	0	15	15	23	38	8	0	76
	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	68	23	10	0	0	0	12
	BIRMINGHAM	AMERICAN AIRLINES	S	D	31	0	0	77	6	6	10	0	0	18
	HEATHROW	AMERICAN AIRLINES	S	A	95	0	0	38	29	21	8	3	0	34
	HEATHROW	AMERICAN AIRLINES	S	D	95	1	0	83	11	4	1	1	0	10
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	71	13	13	3	0	0	12
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	81	13	3	3	0	0	10
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	8	2	2	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	81	15	5	0	0	0	10
	HEATHROW	UNITED AIRLINES	S	A	92	0	0	50	11	28	10	1	0	28
	HEATHROW	UNITED AIRLINES	S	D	92	0	0	79	15	4	1	0	0	9
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	87	0	6	3	3	0	15
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	0	13	3	0	0	15
<b>TOTAL CHICAGO (O'HARE)</b>					<b>709</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
CINCINNATI														
	GATWICK	DELTA AIRLINES	S	A	31	0	0	35	19	42	3	0	0	28
	GATWICK	DELTA AIRLINES	S	D	31	0	0	65	32	3	0	0	0	11
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>
CLEVELAND														
	GATWICK	CONTINENTAL AIRLINES	S	A	31	0	0	84	3	10	3	0	0	8
	GATWICK	CONTINENTAL AIRLINES	S	D	31	0	0	58	29	13	0	0	0	15

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
CLEVELAND														
<b>TOTAL CLEVELAND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
COLOGNE (BONN)														
	HEATHROW	BMI BRITISH MIDLAND	S	A	38	0	1	76	13	11	0	0	0	10
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	52	23	19	6	0	0	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	73	8	15	4	0	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	78	12	8	2	0	0	11
	GATWICK	CITY FLYER EXPRESS	S	A	39	0	0	77	13	10	0	0	0	8
	GATWICK	CITY FLYER EXPRESS	S	D	39	0	0	87	8	5	0	0	0	6
	HEATHROW	LUFTHANSA	S	A	2	0	2	100	0	0	0	0	0	0
<b>TOTAL COLOGNE (BONN)</b>					<b>327</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
COLOMBO														
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	30	20	40	10	0	0	38
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	43
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0
	HEATHROW	SRILANKAN AIRLINES	S	A	31	0	0	35	19	16	16	6	6	73
	HEATHROW	SRILANKAN AIRLINES	S	D	31	0	0	39	26	13	13	6	3	56
<b>TOTAL COLOMBO</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>21</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>52</b>
CONNAUGHT														
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	18	0	0	89	6	0	0	6	0	15
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	18	0	0	94	0	6	0	0	0	3
	STANSTED	RYANAIR	S	A	44	0	3	86	14	0	0	0	0	6
	STANSTED	RYANAIR	S	D	47	0	2	72	21	6	0	0	0	10
<b>TOTAL CONNAUGHT</b>					<b>127</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>
COPENHAGEN														
	EDINBURGH	BMI BRITISH MIDLAND	S	A	36	0	0	75	19	0	6	0	0	12
	EDINBURGH	BMI BRITISH MIDLAND	S	D	32	0	0	84	9	3	3	0	0	7
	GLASGOW	BMI BRITISH MIDLAND	S	A	36	0	0	81	11	8	0	0	0	9
	GLASGOW	BMI BRITISH MIDLAND	S	D	36	0	0	97	3	0	0	0	0	1

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Actual (7)	Plan (8)							
COPENHAGEN															
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	81	4	0	12	4	0	26	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	26	0	0	73	15	4	8	0	0	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	73	13	11	3	0	0	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	86	6	5	3	0	0	9	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	104	0	0	77	16	6	1	0	0	10	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	102	2	0	92	2	5	1	0	0	6	
	STANSTED	GO FLY LTD	S	A	115	0	0	88	8	3	2	0	0	6	
	STANSTED	GO FLY LTD	S	D	116	0	0	72	16	9	3	0	0	12	
	GATWICK	MAERSK AIR	S	A	53	0	0	91	8	2	0	0	0	5	
	GATWICK	MAERSK AIR	S	D	54	0	0	93	4	0	4	0	0	6	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	56	33	0	11	0	0	20	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	67	22	0	11	0	0	14	
	HEATHROW	SAS	S	A	183	0	2	74	11	11	2	1	0	15	
	HEATHROW	SAS	S	D	183	0	1	86	7	4	3	1	0	9	
	MANCHESTER	SAS	S	A	113	0	5	85	9	5	1	0	0	7	
	MANCHESTER	SAS	S	D	113	0	5	81	15	2	3	0	0	9	
	STANSTED	SAS	S	A	79	0	4	86	8	4	1	1	0	11	
	STANSTED	SAS	S	D	79	0	4	86	8	5	0	1	0	10	
	HEATHROW	VARIG	S	A	14	0	0	86	7	7	0	0	0	8	
	HEATHROW	VARIG	S	D	14	0	0	36	21	21	21	0	0	36	
<b>TOTAL COPENHAGEN</b>					<b>1830</b>	<b>3</b>	<b>21</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	
CORK															
	BIRMINGHAM	AER LINGUS	S	A	31	0	0	97	0	3	0	0	0	2	
	BIRMINGHAM	AER LINGUS	S	D	54	0	0	74	17	2	7	0	0	17	
	HEATHROW	AER LINGUS	S	A	99	0	0	79	6	6	9	0	0	15	
	HEATHROW	AER LINGUS	S	D	99	0	0	72	12	6	10	0	0	20	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	77	0	1	88	6	3	1	1	0	8	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	77	0	1	84	12	1	3	0	0	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
CORK															
	GATWICK	CITY FLYER EXPRESS	S	A	69	0	0	67	16	9	9	0	0	16	
	GATWICK	CITY FLYER EXPRESS	S	D	69	0	0	72	16	7	4	0	0	13	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	59	1	0	81	7	10	2	0	0	8	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	59	0	0	63	19	12	7	0	0	21	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	42	0	1	60	24	14	2	0	0	15	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	42	0	1	64	26	5	5	0	0	14	
	STANSTED	RYANAIR	S	A	93	0	0	94	4	1	0	1	0	6	
	STANSTED	RYANAIR	S	D	92	0	1	79	12	8	0	1	0	12	
<b>TOTAL CORK</b>					<b>962</b>	<b>1</b>	<b>5</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	
COTONOU															

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
DACCA														
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	31	0	0	35	10	23	23	3	6	81
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	31	0	0	39	32	10	6	10	3	69
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	0	5	5	0	9	105
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	95	5	0	0	0	0	5
<b>TOTAL DACCA</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>67</b>
DALAMAN														
DALLAS/FORT WORTH														
	GATWICK	AMERICAN AIRLINES	S	A	60	0	2	20	25	27	27	2	0	54
	GATWICK	AMERICAN AIRLINES	S	D	60	0	2	78	3	8	10	0	0	18
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	1	1	45	24	14	17	0	0	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	87	3	3	7	0	0	11
<b>TOTAL DALLAS/FORT WORTH</b>					<b>179</b>	<b>1</b>	<b>5</b>	<b>55</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>31</b>
DAMASCUS														
	HEATHROW	SYRIANAIR	S	A	13	2	1	38	8	23	31	0	0	43
	HEATHROW	SYRIANAIR	S	D	14	0	0	43	21	29	7	0	0	23
<b>TOTAL DAMASCUS</b>					<b>27</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>15</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>
DAMMAM														
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	96	4	0	0	0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	81	15	0	4	0	0	8
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	67	22	11	0	0	0	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	56	44	0	0	0	0	12
<b>TOTAL DAMMAM</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
DAR-ES-SALAAM														
	HEATHROW	ALLIANCE	S	A	8	1	0	75	0	13	0	13	0	33
	HEATHROW	ALLIANCE	S	D	8	1	0	38	38	13	13	0	0	23
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	4
<b>TOTAL DAR-ES-SALAAM</b>					<b>42</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: D						PERCENTAGE OF FLIGHTS LATE						
		NUMBER OF FLIGHTS												
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
DEAUVILLE														
DELHI														
DENVER INTERNATIONAL														
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	3	87	0	10	3	0	0	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	3	74	6	16	3	0	0	15
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
DETROIT														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	3	0	10	0	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	10	6	3	3	0	22
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	84	10	3	3	0	0	10
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	94	3	3	0	0	0	4
<b>TOTAL DETROIT</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>
DHAHRAN														
DINARD														
	STANSTED	RYANAIR	S	A	27	3	0	89	7	0	4	0	0	7
	STANSTED	RYANAIR	S	D	31	0	0	45	19	32	3	0	0	23
<b>TOTAL DINARD</b>					<b>58</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
DOHA														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	1	97	3	0	0	0	0	2
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	6	0	0	0	11
	HEATHROW	QATAR AIRWAYS	S	A	31	0	0	48	26	16	6	3	0	26
	HEATHROW	QATAR AIRWAYS	S	D	31	0	0	84	13	0	3	0	0	9
<b>TOTAL DOHA</b>					<b>125</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>
DORTMUND														
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	50	3	0	84	10	2	4	0	0	11
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	50	3	0	74	20	2	2	2	0	13
<b>TOTAL DORTMUND</b>					<b>100</b>	<b>6</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>
DOUALA														
	GATWICK	CAMEROON AIRLINES	S	A	3	1	1	67	33	0	0	0	0	10



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: D							PERCENTAGE OF FLIGHTS LATE					
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins						Average delay (mins)	
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
					Actual (7)	Plan (8)								
DOUALA														
<b>TOTAL DOUALA</b>					<b>4</b>	<b>2</b>	<b>4</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
DRESDEN														
	HEATHROW	BMI BRITISH MIDLAND	S	A	23	0	0	74	17	9	0	0	0	11
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	81	16	3	0	0	0	8
<b>TOTAL DRESDEN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
DUBAI														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	69	21	8	2	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	13	2	0	0	0	7
	GATWICK	EMIRATES	S	A	31	0	0	61	19	16	3	0	0	17
	GATWICK	EMIRATES	S	D	31	0	0	65	23	10	3	0	0	16
	HEATHROW	EMIRATES	S	A	93	0	0	37	28	28	8	0	0	26
	HEATHROW	EMIRATES	S	D	92	0	1	41	26	25	8	0	0	26
	MANCHESTER	EMIRATES	S	A	31	0	0	61	23	10	3	3	0	25
	MANCHESTER	EMIRATES	S	D	31	0	0	71	16	6	0	3	3	39
<b>TOTAL DUBAI</b>					<b>433</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>22</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>
DUBLIN														
	BIRMINGHAM	AER LINGUS	S	A	156	3	4	87	6	5	2	0	0	7
	BIRMINGHAM	AER LINGUS	S	D	136	1	3	85	9	4	3	0	0	9
	EDINBURGH	AER LINGUS	S	A	102	0	0	79	15	5	1	0	0	9
	EDINBURGH	AER LINGUS	S	D	102	0	1	82	6	9	1	1	1	17
	GATWICK	AER LINGUS	S	A	86	1	0	70	20	8	2	0	0	13
	GATWICK	AER LINGUS	S	D	86	0	0	86	8	2	3	0	0	10
	GLASGOW	AER LINGUS	S	A	95	0	0	88	7	1	3	0	0	6
	GLASGOW	AER LINGUS	S	D	94	1	0	89	5	3	2	0	0	7
	HEATHROW	AER LINGUS	S	A	400	0	1	60	21	14	6	0	0	18
	HEATHROW	AER LINGUS	S	D	399	0	2	68	17	10	5	0	0	16
	LONDON CITY	AER LINGUS	S	A	103	0	1	86	9	2	3	0	0	8
	LONDON CITY	AER LINGUS	S	D	103	0	1	62	26	6	5	1	0	19
	MANCHESTER	AER LINGUS	S	A	178	1	1	94	3	2	1	0	0	3

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
DUBLIN															
	MANCHESTER	AER LINGUS	S	D	181	0	1	90	7	3	1	0	0	5	
	NEWCASTLE	AER LINGUS	S	A	62	0	0	94	3	3	0	0	0	4	
	NEWCASTLE	AER LINGUS	S	D	62	0	0	87	8	5	0	0	0	6	
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	64	16	11	8	0	0	19	
	HEATHROW	BMI BRITISH MIDLAND	S	D	244	0	0	70	13	10	7	0	0	16	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	0	100	0	0	0	0	24	
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	
	GATWICK	CITY FLYER EXPRESS	S	A	170	8	8	72	15	8	4	0	0	14	
	GATWICK	CITY FLYER EXPRESS	S	D	178	0	0	74	12	11	2	0	0	13	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	81	0	0	89	6	1	4	0	0	7	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	81	0	0	83	12	2	2	0	0	9	
	MANCHESTER	LUXAIR	S	A	23	0	0	100	0	0	0	0	0	1	
	MANCHESTER	LUXAIR	S	D	23	0	0	87	0	4	9	0	0	12	
	BIRMINGHAM	RYANAIR	S	A	123	0	0	86	11	2	0	0	0	5	
	BIRMINGHAM	RYANAIR	S	D	126	0	0	81	13	6	0	0	0	9	
	GATWICK	RYANAIR	S	A	124	0	0	81	9	7	3	0	0	11	
	GATWICK	RYANAIR	S	D	124	0	0	85	6	6	4	0	0	11	
	LUTON	RYANAIR	S	A	81	2	1	84	2	9	4	1	0	13	
	LUTON	RYANAIR	S	D	82	1	1	90	1	4	4	1	0	10	
	MANCHESTER	RYANAIR	S	A	127	1	2	79	11	9	2	0	0	9	
	MANCHESTER	RYANAIR	S	D	127	2	2	82	6	9	3	0	0	9	
	STANSTED	RYANAIR	S	A	313	0	7	81	13	4	2	0	0	8	
	STANSTED	RYANAIR	S	D	311	0	7	75	14	7	3	0	0	13	
<b>TOTAL DUBLIN</b>					<b>4931</b>	<b>22</b>	<b>70</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	
DUBROVNIK															
<b>TOTAL DUBROVNIK</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>1</b>	
DUNDEE															
	LONDON CITY	SCOT AIRWAYS	S	A	100	4	4	70	17	5	8	0	0	16	
	LONDON CITY	SCOT AIRWAYS	S	D	100	4	4	66	22	4	8	0	0	16	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						
			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)
					Actual (7)	Plan (8)								
DUNDEE														
<b>TOTAL DUNDEE</b>					<b>200</b>	<b>8</b>	<b>8</b>	<b>68</b>	<b>20</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>
DURBAN														
DUSSELDORF														
	MANCHESTER	BMI BRITISH MIDLAND	S	A	81	0	0	91	4	5	0	0	0	5
	MANCHESTER	BMI BRITISH MIDLAND	S	D	81	0	0	89	6	5	0	0	0	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	107	0	1	94	3	1	2	0	0	4
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	107	0	1	73	17	8	2	0	0	12
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	18	0	0	89	6	6	0	0	0	8
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	60	0	1	83	8	3	5	0	0	10
	HEATHROW	BRITISH AIRWAYS PLC	S	A	144	0	0	79	10	4	7	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	83	10	6	1	0	0	7
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	79	0	0	89	6	1	4	0	0	6
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	79	0	0	78	10	9	3	0	0	10
	BIRMINGHAM	CIRRUS LUFTFAHRT	S	A	15	0	0	80	13	7	0	0	0	8
	BIRMINGHAM	CIRRUS LUFTFAHRT	S	D	16	0	0	81	13	6	0	0	0	9
	GATWICK	CITY FLYER EXPRESS	S	A	119	0	1	87	9	3	2	0	0	7
	GATWICK	CITY FLYER EXPRESS	S	D	119	0	1	86	10	3	2	0	0	7
	STANSTED	KLM UK LTD	S	A	85	0	0	88	5	2	5	0	0	7
	STANSTED	KLM UK LTD	S	D	85	0	0	84	6	4	7	0	0	12
	HEATHROW	LUFTHANSA	S	A	99	0	0	76	16	7	1	0	0	9
	HEATHROW	LUFTHANSA	S	D	99	0	0	90	9	1	0	0	0	3
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	56	0	0	96	2	0	2	0	0	5
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	59	0	0	93	3	2	2	0	0	8
<b>TOTAL DUSSELDORF</b>					<b>1653</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)
					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	
						Plan (8)								
EAST MIDLANDS														
	EDINBURGH	BMI BRITISH MIDLAND	S	A	97	0	4	89	5	1	5	0	0	9
	EDINBURGH	BMI BRITISH MIDLAND	S	D	97	0	9	82	4	5	7	1	0	13
	GLASGOW	BMI BRITISH MIDLAND	S	A	93	3	0	89	6	2	2	0	0	7
	GLASGOW	BMI BRITISH MIDLAND	S	D	96	0	0	88	6	4	2	0	0	6
<b>TOTAL EAST MIDLANDS</b>					<b>383</b>	<b>3</b>	<b>13</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>
EDINBURGH														
	HEATHROW	BMI BRITISH MIDLAND	S	A	253	0	24	67	17	10	6	0	0	16
	HEATHROW	BMI BRITISH MIDLAND	S	D	248	4	23	79	10	6	4	1	0	11
	MANCHESTER	BMI REGIONAL	S	A	70	0	0	70	19	9	1	1	0	17
	MANCHESTER	BMI REGIONAL	S	D	71	0	0	87	6	7	0	0	0	6
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	168	0	0	92	4	4	1	0	0	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	168	0	0	91	3	5	1	0	0	6
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	79	0	0	92	4	1	3	0	0	5
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	79	0	0	96	1	1	1	0	0	3
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	211	1	0	87	8	3	2	0	0	7
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	231	0	0	84	10	5	1	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	333	0	0	73	12	10	5	0	0	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	333	0	0	88	5	4	3	0	0	7
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	72	0	3	69	26	3	1	0	0	12
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	55	0	2	80	13	7	0	0	0	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	140	0	0	76	13	6	4	1	0	14
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	140	0	0	65	17	12	4	1	0	18
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	72	1	6	78	8	4	10	0	0	15
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	70	0	7	83	4	7	6	0	0	12
	GLASGOW	GILL AIRWAYS	S	A	9	0	5	100	0	0	0	0	0	8
	GLASGOW	GILL AIRWAYS	S	D	16	0	2	94	0	0	6	0	0	5
	STANSTED	GO FLY LTD	S	A	184	0	2	80	11	7	1	1	0	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)		
													MATCHED	UNMATCHED
EDINBURGH														
	STANSTED	GO FLY LTD	S	D	185	0	1	74	16	9	2	0	0	12
	STANSTED	KLM UK LTD	S	A	88	0	0	92	2	5	1	0	0	4
	STANSTED	KLM UK LTD	S	D	87	0	0	86	5	8	1	0	0	8
	LONDON CITY	SCOT AIRWAYS	S	A	69	2	5	61	26	9	4	0	0	16
	LONDON CITY	SCOT AIRWAYS	S	D	68	4	6	75	16	6	3	0	0	12
<b>TOTAL EDINBURGH</b>					<b>3500</b>	<b>13</b>	<b>86</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
EINDHOVEN														
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	45	2	0	56	2	4	38	0	0	34
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	42	5	0	45	7	5	43	0	0	43
	GATWICK	B A S E BUSINESS AIRLINES	S	A	74	1	26	89	4	3	4	0	0	7
	GATWICK	B A S E BUSINESS AIRLINES	S	D	76	0	26	95	3	1	1	0	0	4
	HEATHROW	B A S E BUSINESS AIRLINES	S	A	40	0	0	73	15	5	8	0	0	14
	HEATHROW	B A S E BUSINESS AIRLINES	S	D	39	0	0	85	3	13	0	0	0	7
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	43	2	5	63	23	12	2	0	0	12
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	44	1	4	73	18	5	5	0	0	12
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	100	0	0	0	0	21
	HEATHROW	KLM	S	A	46	0	0	87	4	7	0	2	0	14
	HEATHROW	KLM	S	D	46	0	0	83	11	4	0	2	0	15
	STANSTED	KLM EXEL	S	A	69	0	2	90	9	1	0	0	0	6
	STANSTED	KLM EXEL	S	D	70	0	1	90	9	1	0	0	0	5
<b>TOTAL EINDHOVEN</b>					<b>637</b>	<b>11</b>	<b>64</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>
ENTEBBE														
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	3
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	20	0	0	0	0	6
<b>TOTAL ENTEBBE</b>					<b>9</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>
ESBJERG														
EXETER														
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	88	1	0	92	5	2	1	0	0	5
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	87	0	0	89	5	3	3	0	0	7

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE								
			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)	
					Actual (7)	Plan (8)								
EXETER														
<b>TOTAL EXETER</b>					175	1	0	90	5	3	2	0	0	6

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE									
			CHARTER/ SCHED	ARR/ DEP	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Matched	Unmatched								
				Actual (7)	Plan (8)									
FARO	BIRMINGHAM	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	6
	GATWICK	AIR 2000	C	A	10	0	0	50	10	20	10	10	0	50
	GATWICK	AIR 2000	C	D	10	0	0	70	0	10	10	10	0	52
	MANCHESTER	AIR 2000	C	A	9	1	0	67	22	11	0	0	0	13
	MANCHESTER	AIR 2000	C	D	10	0	1	50	30	10	10	0	0	24
	NEWCASTLE	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	0
	NEWCASTLE	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	0
	STANSTED	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	17
	STANSTED	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	55	39	6	0	0	0	13
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	81	16	3	0	0	0	8
	EDINBURGH	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	3	0	0	100	0	0	0	0	0	6
	MANCHESTER	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	2
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	40	0	20	0	70
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	1	40	40	20	0	0	0	18
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	0	20	111
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	0	20	118
	MANCHESTER	BRITANNIA AIRWAYS	C	A	6	0	0	33	33	17	17	0	0	31
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	0	0	83	0	0	17	0	0	14
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	75	0	13	13	0	0	26
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	24
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	1	0	50	0	0	50	0	0	54
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	58
	GATWICK	GB AIRWAYS LTD	S	A	36	0	0	89	8	3	0	0	0	4
	GATWICK	GB AIRWAYS LTD	S	D	37	0	0	78	19	3	0	0	0	10
	HEATHROW	GB AIRWAYS LTD	S	A	22	0	0	64	27	9	0	0	0	12
	HEATHROW	GB AIRWAYS LTD	S	D	22	0	0	50	27	18	5	0	0	20

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	
						Actual (7)	Plan (8)							
FARO	STANSTED	GO FLY LTD	S	A	10	0	0	60	30	0	10	0	0	17
	STANSTED	GO FLY LTD	S	D	10	0	0	40	30	10	20	0	0	33
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	25	25	0	0	25	119
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	20
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	15	23	46	15	0	0	44
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	31	31	23	15	0	0	35
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	23	31	31	15	0	0	42
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	38	31	15	15	0	0	35
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	33	33	0	0	43
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	38	13	13	0	0	34
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	25	0	13	0	0	27
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	25	25	0	25	126
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	18
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	12
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	11
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6
	MANCHESTER	PORTUGALIA	S	A	4	0	0	25	50	25	0	0	0	21
	MANCHESTER	PORTUGALIA	S	D	4	0	0	50	50	0	0	0	0	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	4
	GATWICK	TRANSAER	C	D	2	0	0	0	0	50	50	0	0	54
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	13
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	1	100	0	0	0	0	0	5



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
						ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
FARO		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	1	50	50	0	0	0	0	12
<b>TOTAL FARO</b>						<b>486</b>	<b>4</b>	<b>6</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>
FLORENCE		GATWICK	MERIDIANA AIR	S	A	74	0	2	68	15	14	4	0	0	13
		GATWICK	MERIDIANA AIR	S	D	74	0	2	64	16	18	3	0	0	17
<b>TOTAL FLORENCE</b>						<b>148</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
FRANKFURT MAIN		LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	23	0	0	57	26	9	9	0	0	19
		LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	23	0	0	30	48	13	9	0	0	27
		HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	0	63	19	15	3	0	0	16
		HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	74	18	5	3	0	0	12
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	89	0	0	75	16	9	0	0	0	10
		GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	63	20	17	0	0	0	14
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	106	0	0	84	11	3	2	0	0	7
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	107	0	0	71	21	6	2	0	0	12
		EDINBURGH	BRITISH AIRWAYS PLC	S	A	23	0	1	91	4	0	4	0	0	7
		HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	0	72	14	8	5	0	0	14
		HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	0	74	14	7	4	0	0	12
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	107	0	2	79	14	2	4	1	0	11
		MANCHESTER	BRITISH AIRWAYS PLC	S	D	108	0	1	69	19	6	6	0	0	16
		GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	19	0	0	89	11	0	0	0	0	10
		STANSTED	KLM UK LTD	S	A	84	0	0	86	8	4	2	0	0	8
		STANSTED	KLM UK LTD	S	D	84	0	0	67	20	11	2	0	0	16
		BIRMINGHAM	LUFTHANSA	S	A	92	0	0	76	17	7	0	0	0	8
		BIRMINGHAM	LUFTHANSA	S	D	93	0	0	78	15	5	1	0	0	10
		EDINBURGH	LUFTHANSA	S	A	62	0	0	97	3	0	0	0	0	1
		EDINBURGH	LUFTHANSA	S	D	62	0	0	74	19	3	3	0	0	12
		HEATHROW	LUFTHANSA	S	A	248	0	0	68	15	14	4	0	0	16

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					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)	
														MATCHED
FRANKFURT MAIN														
	HEATHROW	LUFTHANSA	S	D	247	0	0	69	22	8	1	0	0	12
	MANCHESTER	LUFTHANSA	S	A	122	0	0	82	11	5	2	0	0	8
	MANCHESTER	LUFTHANSA	S	D	122	0	0	70	20	9	1	0	0	12
	STANSTED	LUFTHANSA	S	A	92	0	1	88	9	3	0	0	0	6
	STANSTED	LUFTHANSA	S	D	92	0	1	61	27	12	0	0	0	15
	LONDON CITY	LUFTHANSA CITY LINE	S	A	49	0	0	86	10	2	2	0	0	10
	LONDON CITY	LUFTHANSA CITY LINE	S	D	48	1	0	40	38	19	4	0	0	25
<b>TOTAL FRANKFURT MAIN</b>					<b>2735</b>	<b>1</b>	<b>6</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
FREEPORT														
FUERTEVENTURA														
	GATWICK	AIR 2000	C	A	10	0	0	50	20	10	20	0	0	24
	GATWICK	AIR 2000	C	D	10	0	0	70	10	10	10	0	0	15
	MANCHESTER	AIR 2000	C	A	10	1	0	60	20	20	0	0	0	16
	MANCHESTER	AIR 2000	C	D	10	0	0	80	10	10	0	0	0	11
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	1	38	0	38	25	0	0	49
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	11	22	0	11	85
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	25
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	24
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	0	11	0	0	21
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	0	17
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	5
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	13
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	18
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)		
														Actual (7)	Plan (8)
FUERTEVENTURA															
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	16	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	44	33	11	0	0	42	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	22	33	33	0	11	0	45	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	80	0	0	0	47	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	60	20	0	0	0	25	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	0	20	0	62	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	0	20	0	55	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	1	100	0	0	0	0	0	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	23	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	0	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	20	80	0	0	0	0	19	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	
<b>TOTAL FUERTEVENTURA</b>					<b>254</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	
FUNCHAL															
	GATWICK	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	11	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	4	
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	0	0	0	25	305	
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	1	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	32	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	17	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	67	11	0	22	0	0	34	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
FUNCHAL	HEATHROW	AIR PORTUGAL	S	D	9	0	0	56	11	11	11	11	0	55
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	8	17	58	8	8	0	62
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	67	17	8	0	0	8	40
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	16
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	16
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	20	40	20	0	0	33
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	0	40	20	0	0	39
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	78	6	11	0	6	0	20
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	78	6	11	6	0	0	10
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	75	25	0	0	0	31
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	42
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	21
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	60	0	0	0	0	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	75	0	0	0	0	13
	GLASGOW	SATA	C	A	3	1	0	33	33	33	0	0	0	28
	GLASGOW	SATA	C	D	4	0	0	50	0	25	25	0	0	35
	NEWCASTLE	SATA	C	A	4	0	0	50	0	50	0	0	0	22
	NEWCASTLE	SATA	C	D	4	0	0	50	0	50	0	0	0	22
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9
<b>TOTAL FUNCHAL</b>					<b>195</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>30</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

ORIGIN / DESTINATION		REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						
								MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
GABORONE																
GATWICK																
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	45		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	20	40	0	0	53		
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	168	0	0	89	7	3	1	0	0	6		
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	168	0	0	88	5	6	1	0	0	7		
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	173	0	0	85	8	6	1	0	0	7		
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	173	0	0	88	6	5	1	0	0	6		
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	200	0	0	84	12	5	1	0	0	6		
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	200	0	0	87	7	4	3	0	0	8		
	NEWCASTLE	CITY FLYER EXPRESS	S	A	169	0	0	86	7	4	3	0	0	8		
	NEWCASTLE	CITY FLYER EXPRESS	S	D	168	0	0	90	7	2	2	0	0	6		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	75	0	25	0	0	51		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	12		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	40	20	0	20	140		
<b>TOTAL GATWICK</b>					<b>1441</b>	<b>4</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>		
GDANSK																
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	14	0	0	64	21	14	0	0	0	12		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	92	8	0	0	0	0	2		
<b>TOTAL GDANSK</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>		
GEILENKIRCHEN																
<b>TOTAL GEILENKIRCHEN</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>		
GEILO (DAGALI)																
	GATWICK	CITY FLYER EXPRESS	C	A	3	1	1	100	0	0	0	0	0	0		
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	100	0	0	0	0	0	1		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
						Actual (7)	Plan (8)							
GEILO (DAGALI)														
<b>TOTAL GEILO (DAGALI)</b>					<b>7</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
GENEVA														
	GATWICK	AIR 2000	C	A	17	0	0	24	41	6	24	6	0	56
	GATWICK	AIR 2000	C	D	17	0	0	65	12	12	6	6	0	35
	GLASGOW	AIR 2000	C	A	3	0	1	0	100	0	0	0	0	22
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	0	0	25	0	75
	MANCHESTER	AIR 2000	C	A	4	0	0	0	25	50	25	0	0	42
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	13
	HEATHROW	BMI BRITISH MIDLAND	C	A	8	0	0	0	13	38	50	0	0	62
	HEATHROW	BMI BRITISH MIDLAND	C	D	8	0	0	63	25	13	0	0	0	13
	STANSTED	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	25	50	0	0	49
	STANSTED	BMI BRITISH MIDLAND	C	D	3	0	1	67	33	0	0	0	0	11
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	67	33	0	0	56
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	1
	GATWICK	BRITANNIA AIRWAYS	C	A	25	0	0	12	4	36	48	0	0	66
	GATWICK	BRITANNIA AIRWAYS	C	D	25	0	0	68	20	0	12	0	0	19
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	59
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	75	25	0	0	49
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	0	0	63	38	0	0	66
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	0	25	0	0	28
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	89	0	0	67	18	13	1	0	0	14
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	0	0	82	11	7	0	0	0	8
	GLASGOW	BRITISH AIRWAYS PLC	C	A	4	0	0	25	0	75	0	0	0	40
	GLASGOW	BRITISH AIRWAYS PLC	C	D	4	0	0	0	75	25	0	0	0	24
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	47	25	21	7	0	0	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	79	15	4	2	0	0	9
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	8	0	0	13	38	50	0	0	0	30
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	54	0	0	52	28	17	4	0	0	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)	
					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		
						MATCHED	Plan (8)								
GENEVA															
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	54	0	0	56	24	19	2	0	0	17	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	8	0	0	88	0	13	0	0	0	12	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	54	0	0	44	30	17	9	0	0	23	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	54	0	0	52	37	9	2	0	0	18	
	NEWCASTLE	DUO AIRWAYS LTD	C	A	4	0	0	0	0	25	75	0	0	84	
	NEWCASTLE	DUO AIRWAYS LTD	C	D	4	0	0	0	0	0	100	0	0	79	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	50	29	7	14	0	0	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	57	29	7	7	0	0	18	
	GATWICK	EASYJET SWITZERLAND	S	A	31	0	0	55	13	13	19	0	0	28	
	GATWICK	EASYJET SWITZERLAND	S	D	31	0	0	42	19	26	13	0	0	32	
	LUTON	EASYJET SWITZERLAND	S	A	120	4	0	53	18	18	10	1	0	25	
	LUTON	EASYJET SWITZERLAND	S	D	120	5	0	46	21	19	13	1	0	30	
	STANSTED	EASYJET SWITZERLAND	S	A	31	0	0	42	29	16	13	0	0	30	
	STANSTED	EASYJET SWITZERLAND	S	D	31	0	0	26	32	23	19	0	0	41	
	STANSTED	GO FLY LTD	C	A	8	0	0	63	25	13	0	0	0	10	
	STANSTED	GO FLY LTD	C	D	8	0	0	88	13	0	0	0	0	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	0	0	25	50	25	0	99	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	21	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	25	0	67	8	0	0	39	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	67	17	17	0	0	0	14	
	STANSTED	MONARCH AIRLINES	C	A	3	1	1	0	0	100	0	0	0	47	
	STANSTED	MONARCH AIRLINES	C	D	4	0	1	0	25	75	0	0	0	33	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	44	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	50	
	LONDON CITY	SWISS AIRLINES	S	A	76	1	2	72	12	12	4	0	0	15	
	LONDON CITY	SWISS AIRLINES	S	D	77	0	1	38	36	22	4	0	0	23	
	HEATHROW	SWISSAIR	S	A	124	0	0	60	19	18	3	0	0	16	
	HEATHROW	SWISSAIR	S	D	124	0	0	56	19	21	5	0	0	19	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
GENEVA														
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	40	40	0	0	47
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6
<b>TOTAL GENEVA</b>					<b>1757</b>	<b>14</b>	<b>7</b>	<b>54</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>
GENOA														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	58	0	0	93	2	0	3	0	2	10
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	58	0	0	86	9	3	0	2	0	11
	STANSTED	RYANAIR	S	A	53	0	3	77	11	4	6	2	0	16
	STANSTED	RYANAIR	S	D	53	0	3	58	28	6	6	2	0	25
<b>TOTAL GENOA</b>					<b>222</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>
GERONA														
GIBRALTAR														
	GATWICK	GB AIRWAYS LTD	S	A	49	0	0	92	4	2	2	0	0	4
	GATWICK	GB AIRWAYS LTD	S	D	49	0	0	71	22	2	4	0	0	13
	LUTON	MONARCH AIRLINES	S	A	22	0	0	82	0	18	0	0	0	10
	LUTON	MONARCH AIRLINES	S	D	22	0	0	77	9	14	0	0	0	13
<b>TOTAL GIBRALTAR</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
GLASGOW														
	EDINBURGH	BMI BRITISH MIDLAND	S	A	31	1	0	94	6	0	0	0	0	5
	EDINBURGH	BMI BRITISH MIDLAND	S	D	35	0	0	80	11	9	0	0	0	10
	HEATHROW	BMI BRITISH MIDLAND	S	A	239	0	2	59	16	19	6	0	0	20
	HEATHROW	BMI BRITISH MIDLAND	S	D	239	0	0	73	16	8	2	0	0	11
	MANCHESTER	BMI REGIONAL	S	A	95	0	0	93	5	2	0	0	0	4
	MANCHESTER	BMI REGIONAL	S	D	96	0	0	98	1	1	0	0	0	2
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	173	0	0	88	8	3	1	0	0	6
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	173	0	0	89	6	4	1	0	0	6
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	99	0	0	91	6	3	0	0	0	5



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					99	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
						Actual (7)	Plan (8)							
GLASGOW	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	99	0	0	89	7	3	1	0	0	7
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	188	0	3	91	5	3	0	0	0	5
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	184	2	7	85	11	4	1	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	330	0	0	78	11	8	3	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	331	0	1	87	8	4	2	0	0	6
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	48	1	1	77	17	2	4	0	0	13
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	49	0	1	88	6	4	2	0	0	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	159	0	0	79	4	13	4	1	0	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	159	0	0	73	8	11	8	1	0	17
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	94	1	6	77	14	2	7	0	0	12
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	94	0	1	69	17	6	7	0	0	17
	STANSTED	KLM UK LTD	S	A	86	0	0	87	8	3	1	0	0	6
	STANSTED	KLM UK LTD	S	D	84	0	0	76	13	10	1	0	0	11
	LONDON CITY	SCOT AIRWAYS	S	A	93	2	3	87	10	2	1	0	0	7
	LONDON CITY	SCOT AIRWAYS	S	D	93	2	3	77	17	4	1	0	0	10
<b>TOTAL GLASGOW</b>					<b>3276</b>	<b>9</b>	<b>28</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
GOA	GATWICK	AIR 2000	C	A	9	0	0	56	33	11	0	0	0	12
	GATWICK	AIR 2000	C	D	9	0	0	78	11	11	0	0	0	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	21
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	38	46	15	0	0	0	17
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	38	31	31	0	0	0	23
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	18
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	20	40	20	0	0	50
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	20	20	20	0	70
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	35

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					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)	
						Plan (8)									
GOA															
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	1	1	50	0	25	25	0	0	29	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	40	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	22	22	0	0	44	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	0	
<b>TOTAL GOA</b>					<b>105</b>	<b>3</b>	<b>1</b>	<b>59</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	
GOTEBORG															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	82	11	5	2	0	0	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	83	10	4	3	0	0	10	
	HEATHROW	SAS	S	A	62	0	0	69	21	6	3	0	0	13	
	HEATHROW	SAS	S	D	62	0	0	87	8	2	3	0	0	8	
<b>TOTAL GOTEBORG</b>					<b>311</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	
GRAND CAYMAN															
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	33	22	33	11	0	0	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	0	9	
<b>TOTAL GRAND CAYMAN</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	
GRENADA															
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	15	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	0	11	0	0	29	
	GATWICK	CALEDONIAN AIRWAYS	C	D	10	0	0	30	50	0	20	0	0	41	
<b>TOTAL GRENADA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	
GRENOBLE															
	GATWICK	AIR 2000	C	A	8	0	0	50	13	13	25	0	0	33	
	GATWICK	AIR 2000	C	D	8	0	0	50	0	13	38	0	0	41	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	15	
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	21	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	89	11	0	0	0	0	4	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	7	
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Actual (7)							
GRENOBLE														
	GLASGOW	MONARCH AIRLINES	C	D	2	0	1	100	0	0	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	18
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	8
<b>TOTAL GRENOBLE</b>					<b>54</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>
GUERNSEY														
	STANSTED	AURIGNY AIR SERVICES	S	A	84	1	1	89	6	4	1	0	0	5
	STANSTED	AURIGNY AIR SERVICES	S	D	85	0	1	88	6	5	1	0	0	6
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	7	0	0	57	14	0	29	0	0	24
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	1	83	7	7	3	0	0	7
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	8	0	1	88	13	0	0	0	0	3
	GATWICK	CITY FLYER EXPRESS	S	A	99	0	4	96	1	2	1	0	0	2
	GATWICK	CITY FLYER EXPRESS	S	D	98	0	4	81	10	7	2	0	0	10
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	24	0	1	92	0	0	8	0	0	9
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	67	3	10	17	3	0	34
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	115	0	9	83	3	6	7	0	0	12
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	107	7	2	81	7	5	6	2	0	15
<b>TOTAL GUERNSEY</b>					<b>687</b>	<b>8</b>	<b>24</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
HAHN														
	STANSTED	RYANAIR	S	A	83	0	3	88	2	8	1	0	0	6
	STANSTED	RYANAIR	S	D	85	0	1	68	22	5	5	0	0	14
<b>TOTAL HAHN</b>					<b>168</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
HALIFAX INT														
	HEATHROW	AIR CANADA	S	A	22	0	0	32	23	27	18	0	0	32
	HEATHROW	AIR CANADA	S	D	22	0	0	73	23	0	5	0	0	10
<b>TOTAL HALIFAX INT</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>
HAMBURG														
	NEWCASTLE	AUGSBURG AIRWAYS GMBH	S	A	22	0	0	64	23	14	0	0	0	14
	NEWCASTLE	AUGSBURG AIRWAYS GMBH	S	D	22	0	0	73	23	5	0	0	0	9
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	23	0	0	91	9	0	0	0	0	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	15	9	2	0	0	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	90	5	4	0	0	0	5
	GATWICK	DEUTSCHE BA	S	A	89	0	0	90	7	3	0	0	0	4
	GATWICK	DEUTSCHE BA	S	D	89	0	0	88	6	7	0	0	0	5
	STANSTED	KLM UK LTD	S	A	17	0	0	100	0	0	0	0	0	2
	STANSTED	KLM UK LTD	S	D	17	0	0	65	29	6	0	0	0	10
	HEATHROW	LUFTHANSA	S	A	124	0	0	75	11	13	1	0	0	11
	HEATHROW	LUFTHANSA	S	D	123	0	1	91	7	2	1	0	0	5
	MANCHESTER	LUFTHANSA CITY LINE	S	A	53	0	0	92	6	2	0	0	0	3
	MANCHESTER	LUFTHANSA CITY LINE	S	D	53	0	0	85	11	2	2	0	0	8
	STANSTED	LUFTHANSA CITY LINE	S	A	84	0	0	87	7	4	2	0	0	7
	STANSTED	LUFTHANSA CITY LINE	S	D	84	0	0	87	5	5	4	0	0	9
<b>TOTAL HAMBURG</b>					<b>986</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
HANOVER														
	HEATHROW	BMI BRITISH MIDLAND	S	A	93	0	0	80	10	10	1	0	0	9
	HEATHROW	BMI BRITISH MIDLAND	S	D	93	0	0	88	4	8	0	0	0	7
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	23	0	0	100	0	0	0	0	0	1
	GLASGOW	BRITISH AIRWAYS PLC	S	A	5	0	0	80	20	0	0	0	0	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Plan (8)							
HANOVER														
	GLASGOW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	10
	HEATHROW	BRITISH AIRWAYS PLC	S	A	3	0	2	67	0	33	0	0	0	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	3	0	2	100	0	0	0	0	0	4
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	90	3	3	3	0	0	8
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	94	0	3	3	0	0	7
	GATWICK	CITY FLYER EXPRESS	S	A	82	0	0	83	10	5	2	0	0	7
	GATWICK	CITY FLYER EXPRESS	S	D	82	0	0	74	15	7	4	0	0	11
<b>TOTAL HANOVER</b>					<b>456</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
HARARE														
	GATWICK	AIR ZIMBABWE	S	A	19	0	0	74	0	11	16	0	0	21
	GATWICK	AIR ZIMBABWE	S	D	19	0	0	95	0	5	0	0	0	4
<b>TOTAL HARARE</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>
HASSI MESSAOUD														
	GATWICK	AIR ALGERIE	C	A	10	0	0	80	0	0	10	10	0	30
	GATWICK	AIR ALGERIE	C	D	10	0	0	70	10	10	10	0	0	18
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	31
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	11
<b>TOTAL HASSI MESSAOUD</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>7</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>25</b>
HAVANA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	25	0	0	0	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	25	25	0	0	31
	GATWICK	CUBANA	S	A	9	0	3	22	33	11	22	11	0	74
	GATWICK	CUBANA	S	D	9	0	0	22	0	22	44	11	0	88
<b>TOTAL HAVANA</b>					<b>26</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>15</b>	<b>19</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>63</b>
HEATHROW														
	EDINBURGH	BMI BRITISH MIDLAND	S	A	253	0	25	72	15	8	4	0	0	14
	EDINBURGH	BMI BRITISH MIDLAND	S	D	252	1	24	72	12	8	8	0	0	15
	GLASGOW	BMI BRITISH MIDLAND	S	A	235	5	2	60	21	15	4	0	0	17
	GLASGOW	BMI BRITISH MIDLAND	S	D	235	5	2	63	17	15	5	0	0	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					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)
						Matched	Plan (8)							
HEATHROW	MANCHESTER	BMI BRITISH MIDLAND	S	A	235	0	9	79	13	7	1	0	0	9
	MANCHESTER	BMI BRITISH MIDLAND	S	D	236	0	5	88	5	5	2	0	0	6
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	333	0	25	81	9	7	4	0	0	10
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	333	0	0	76	11	8	5	0	0	12
	GLASGOW	BRITISH AIRWAYS PLC	S	A	330	0	0	85	9	5	2	0	0	8
	GLASGOW	BRITISH AIRWAYS PLC	S	D	328	0	2	85	7	6	2	0	0	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	313	1	0	85	7	6	2	0	0	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	312	1	0	81	8	5	5	0	0	11
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	167	0	1	85	8	7	1	0	0	7
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	167	0	1	90	3	4	2	1	0	7
<b>TOTAL HEATHROW</b>					<b>3730</b>	<b>13</b>	<b>97</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
HELSINKI	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	71	15	6	8	0	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	92	3	3	2	0	0	5
	GATWICK	FINNAIR	S	A	62	0	0	81	11	3	5	0	0	10
	GATWICK	FINNAIR	S	D	62	0	0	84	10	5	2	0	0	8
	HEATHROW	FINNAIR	S	A	93	0	0	70	15	11	3	1	0	15
	HEATHROW	FINNAIR	S	D	93	0	0	87	8	2	2	1	0	11
	MANCHESTER	FINNAIR	S	A	54	0	0	78	13	6	4	0	0	12
	MANCHESTER	FINNAIR	S	D	54	0	0	74	13	7	6	0	0	15
	STANSTED	KLM UK LTD	S	A	12	0	0	92	0	0	8	0	0	12
	STANSTED	KLM UK LTD	S	D	12	0	0	83	8	8	0	0	0	8
<b>TOTAL HELSINKI</b>					<b>567</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
HERAKLION														
HOLGUIN (FRANK PAIS)	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	0	20	20	0	73
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>73</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	3	10	10	0	0	15

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
HONG KONG (CHEP LAP KOK)														
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	0	7
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	62	1	0	68	13	13	3	0	3	37
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	62	1	0	82	10	5	2	2	0	12
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	30	0	1	47	27	27	0	0	0	22
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	30	0	1	63	20	13	3	0	0	16
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	48	10	10	32	0	0	35
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	87	0	0	13	0	0	16
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>308</b>	<b>2</b>	<b>2</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>21</b>
HOUSTON														
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	10	16	10	0	0	25
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	16	16	10	0	0	21
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	27	31	26	15	2	0	36
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	84	6	5	5	0	0	11
<b>TOTAL HOUSTON</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>
HURGHADA														
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	15
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	15
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	11
<b>TOTAL HURGHADA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	Origin / Destinations: I		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
			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)	
														Actual (7)
IBIZA														
	GATWICK	CITY FLYER EXPRESS	C	A	3	1	0	67	0	33	0	0	0	22
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	100	0	0	0	0	0	5
<b>TOTAL IBIZA</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
INNSBRUCK														
	BIRMINGHAM	AIR 2000	C	A	4	0	0	0	50	25	0	25	0	93
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	0	0	25	0	66
	GATWICK	AIR 2000	C	A	8	0	0	25	25	13	25	13	0	60
	GATWICK	AIR 2000	C	D	8	0	0	38	25	13	13	13	0	49
	MANCHESTER	AIR 2000	C	A	7	0	1	14	0	29	43	0	14	105
	MANCHESTER	AIR 2000	C	D	7	0	1	14	14	43	14	14	0	79
	STANSTED	AIR 2000	C	A	4	0	0	25	0	50	25	0	0	63
	STANSTED	AIR 2000	C	D	4	0	0	0	0	75	25	0	0	74
	GATWICK	CALEDONIAN AIRWAYS	C	A	11	0	0	36	27	9	18	9	0	69
	GATWICK	CALEDONIAN AIRWAYS	C	D	11	0	0	64	18	0	18	0	0	28
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	0	0	25	0	74
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	35
	EDINBURGH	TYROLEAN AIRWAYS	C	A	4	0	0	25	0	50	0	25	0	77
	EDINBURGH	TYROLEAN AIRWAYS	C	D	4	0	0	25	25	0	25	25	0	82
	NEWCASTLE	TYROLEAN AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	23
	NEWCASTLE	TYROLEAN AIRWAYS	C	D	2	0	1	0	0	100	0	0	0	37
<b>TOTAL INNSBRUCK</b>					<b>89</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>18</b>	<b>21</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>63</b>
INVERNESS														
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	85	0	1	79	12	2	7	0	0	15
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	85	0	1	88	5	2	5	0	0	11
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	78	6	13	3	0	0	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	1	0	68	10	16	6	0	0	17
	GLASGOW	LOGANAIR	S	A	40	0	0	98	0	0	3	0	0	4
	GLASGOW	LOGANAIR	S	D	37	0	0	86	14	0	0	0	0	5
<b>TOTAL INVERNESS</b>					<b>311</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	Origin / Destinations: I						PERCENTAGE OF FLIGHTS LATE						
			CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)		
					MATCHED	UNMATCHED									
					Actual (7)	Plan (8)									
ISLAMABAD	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	31	15	23	15	15	0	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	71	21	7	0	0	0	11	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	11	0	0	45	27	9	9	9	0	41	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	11	0	0	45	45	0	9	0	0	19	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	7	1	0	14	14	0	71	0	0	72	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	8	0	2	0	50	38	13	0	0	42	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	0	50	25	0	0	0	25	295	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	0	38	38	13	0	13	186	
<b>TOTAL ISLAMABAD</b>					<b>76</b>	<b>1</b>	<b>2</b>	<b>36</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>68</b>	
ISLAY	GLASGOW	LOGANAIR	S	A	45	0	0	87	9	2	2	0	0	6	
	GLASGOW	LOGANAIR	S	D	45	0	0	93	0	4	2	0	0	6	
<b>TOTAL ISLAY</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	
ISLE OF MAN	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	54	0	0	98	0	2	0	0	0	3	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	54	0	0	96	4	0	0	0	0	4	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	39	1	1	85	5	8	3	0	0	9	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	40	1	1	98	3	0	0	0	0	3	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	84	0	1	81	11	7	1	0	0	10	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	84	0	1	86	11	4	0	0	0	6	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	100	0	0	0	0	0	1	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	100	0	0	0	0	0	1	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	89	0	0	92	3	3	1	0	0	5	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	89	0	0	93	3	3	0	0	0	3	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	20	0	0	95	0	0	5	0	0	5	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	22	0	2	86	9	0	5	0	0	10	
<b>TOTAL ISLE OF MAN</b>					<b>637</b>	<b>2</b>	<b>6</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	79	11	8	2	0	0	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	Origin / Destinations: I		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
			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)	
					Actual	Plan (8)								
					(7)	(8)								
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	11	2	2	0	0	8
	HEATHROW	ISTANBUL HAVA YOLLARI	S	A	10	0	3	0	10	20	50	0	20	140
	HEATHROW	ISTANBUL HAVA YOLLARI	S	D	10	0	3	0	10	0	70	0	20	153
	MANCHESTER	ISTANBUL HAVA YOLLARI	S	A	4	0	1	25	25	25	0	25	0	69
	MANCHESTER	ISTANBUL HAVA YOLLARI	S	D	4	0	1	0	50	25	0	25	0	72
	STANSTED	ISTANBUL HAVA YOLLARI	S	A	3	1	0	0	0	67	0	33	0	94
	STANSTED	ISTANBUL HAVA YOLLARI	S	D	3	1	0	0	33	33	0	33	0	97
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	10	0	0	30	50	10	10	0	0	26
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	22	22	33	22	0	0	37
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	93	0	0	35	25	31	9	0	0	28
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	55	18	20	6	0	0	20
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	18	0	0	39	33	28	0	0	0	22
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	18	0	0	33	28	39	0	0	0	27
<b>TOTAL ISTANBUL</b>					<b>399</b>	<b>2</b>	<b>8</b>	<b>51</b>	<b>20</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>28</b>
IZMIR (ADNAM MENDERES)	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	8	0	0	50	13	13	25	0	0	50
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	8	0	0	38	25	13	25	0	0	51
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE									
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
					Actual (7)	Plan (8)											
JAKARTA (SOEKARNO-HATT JEDDAH																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	56	22	11	11	0	0	24			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	83	17	0	0	0	0	7			
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	61	29	6	3	0	0	14			
	HEATHROW	SAUDI ARABIAN AIRLINES	C	A	4	0	0	25	50	25	0	0	0	28			
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	71	19	10	0	0	0	11			
	HEATHROW	SAUDI ARABIAN AIRLINES	C	D	4	0	0	25	25	25	25	0	0	31			
	MANCHESTER	SAUDI ARABIAN AIRLINES	C	A	3	0	0	67	0	33	0	0	0	21			
	MANCHESTER	SAUDI ARABIAN AIRLINES	C	D	2	0	0	0	0	0	100	0	0	104			
<b>TOTAL JEDDAH</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>			
JERBA																	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	36			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	4			
<b>TOTAL JERBA</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>20</b>			
JEREZ																	
	STANSTED	EUROPEAN AIR CHARTER	C	A	3	0	0	100	0	0	0	0	0	3			
	STANSTED	EUROPEAN AIR CHARTER	C	D	3	0	0	67	33	0	0	0	0	13			
<b>TOTAL JEREZ</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>			
JERSEY																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	75	0	0	25	0	0	23			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	1	2	65	17	12	6	0	0	18			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	113	0	1	79	10	9	2	1	0	12			
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	36	1	1	81	8	0	0	11	0	31			
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	58	1	1	74	14	9	2	2	0	13			
	GATWICK	CITY FLYER EXPRESS	S	A	123	0	6	81	9	7	2	0	0	9			
	GATWICK	CITY FLYER EXPRESS	S	D	123	0	5	80	11	6	2	0	0	10			
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	34	5	13	59	9	18	6	9	0	34			
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	36	0	13	64	19	11	6	0	0	18			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
JERSEY														
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	105	7	8	85	9	2	4	1	0	9
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	114	0	13	81	6	7	4	2	0	18
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	19	0	1	84	5	0	11	0	0	12
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	19	0	1	74	11	5	11	0	0	16
<b>TOTAL JERSEY</b>					<b>895</b>	<b>15</b>	<b>65</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>
JOHANNESBURG														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	91	2	5	0	2	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	86	12	0	2	0	0	8
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	52	0	2	56	29	13	2	0	0	16
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	49	0	2	73	16	10	0	0	0	10
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	63	17	13	7	0	0	17
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	74	26	0	0	0	0	8
<b>TOTAL JOHANNESBURG</b>					<b>277</b>	<b>1</b>	<b>5</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>
JONKOPING														
	STANSTED	FALCON AIR	C	A	3	0	0	33	67	0	0	0	0	15
	STANSTED	FALCON AIR	C	D	3	0	0	33	67	0	0	0	0	17
<b>TOTAL JONKOPING</b>					<b>6</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>16</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Plan (8)							
KARACHI														
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	1	21	7	36	29	0	7	79
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	0	36	36	21	0	0	7	46
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	12	1	1	50	8	0	33	8	0	56
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	3	1	1	0	33	0	67	0	0	105
<b>TOTAL KARACHI</b>					<b>43</b>	<b>2</b>	<b>3</b>	<b>33</b>	<b>19</b>	<b>19</b>	<b>23</b>	<b>2</b>	<b>5</b>	<b>64</b>
KATHMANDU														
	GATWICK	ROYAL NEPAL AIRLINES	S	A	8	0	1	0	0	25	75	0	0	93
	GATWICK	ROYAL NEPAL AIRLINES	S	D	8	0	1	13	13	25	50	0	0	57
<b>TOTAL KATHMANDU</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>25</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>75</b>
KEFLAVIK														
	GATWICK	AIR 2000	C	A	2	0	0	50	50	0	0	0	0	9
	GATWICK	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	2
	GLASGOW	ICELANDAIR	S	A	28	1	0	64	11	7	7	11	0	42
	GLASGOW	ICELANDAIR	S	D	28	1	0	86	4	0	11	0	0	15
	HEATHROW	ICELANDAIR	S	A	49	0	1	65	12	12	10	0	0	21
	HEATHROW	ICELANDAIR	S	D	49	0	1	61	8	16	14	0	0	24
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	36
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	17
<b>TOTAL KEFLAVIK</b>					<b>166</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>10</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>
KERRY COUNTY														
	STANSTED	RYANAIR	S	A	31	0	0	84	10	6	0	0	0	7
	STANSTED	RYANAIR	S	D	31	0	0	77	19	3	0	0	0	9
<b>TOTAL KERRY COUNTY</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
KHARTOUM														
	HEATHROW	SUDAN AIRWAYS	S	A	8	0	0	0	25	25	38	13	0	98
	HEATHROW	SUDAN AIRWAYS	S	D	8	0	0	50	13	13	13	13	0	63
<b>TOTAL KHARTOUM</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>80</b>
KIEV (BORISPOL)														

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: K													
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE							
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)									
KIEV (BORISPOL)															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	19	0	0	79	5	16	0	0	0	10	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	19	0	0	47	32	21	0	0	0	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	20	0	0	70	15	15	0	0	0	11	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	17	1	1	100	0	0	0	0	0	6	
<b>TOTAL KIEV (BORISPOL)</b>					<b>75</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	
KINGSTON															
	HEATHROW	AIR JAMAICA	S	A	21	0	0	19	24	19	33	5	0	54	
	HEATHROW	AIR JAMAICA	S	D	21	0	0	14	14	33	33	5	0	59	
<b>TOTAL KINGSTON</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>19</b>	<b>26</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>57</b>	
KIRKWALL															
	EDINBURGH	LOGANAIR	S	A	43	0	0	86	5	5	5	0	0	7	
	EDINBURGH	LOGANAIR	S	D	43	0	0	86	7	7	0	0	0	9	
<b>TOTAL KIRKWALL</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	
KITTLA															
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	19	
<b>TOTAL KITTLA</b>					<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	
KRAKOW															
	GATWICK	LOT-POLISH AIRLINES	S	A	31	0	0	90	3	3	3	0	0	8	
	GATWICK	LOT-POLISH AIRLINES	S	D	31	0	0	77	19	0	3	0	0	12	
<b>TOTAL KRAKOW</b>					<b>65</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	
KRISTIANSAND (KJEVIK)															
	GATWICK	MAERSK AIR	S	A	27	0	0	67	22	4	7	0	0	15	
	GATWICK	MAERSK AIR	S	D	27	0	0	93	4	4	0	0	0	5	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	
KRISTIANSTAD															
	STANSTED	RYANAIR	S	A	31	0	0	94	3	0	3	0	0	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
KRISTIANSTAD															
	STANSTED	RYANAIR		S D	31	0	0	77	13	10	0	0	0	11	
<b>TOTAL KRISTIANSTAD</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	
KUALA LUMPUR (SEPANG)															
	HEATHROW	BRITISH AIRWAYS PLC		S A	5	0	0	100	0	0	0	0	2		
	HEATHROW	BRITISH AIRWAYS PLC		S D	4	0	0	100	0	0	0	0	3		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S A	62	0	0	18	24	37	21	0	44		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S D	62	0	0	69	21	6	2	2	15		
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS		S A	12	0	1	50	0	33	8	8	33		
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS		S D	12	0	1	25	50	17	0	8	37		
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>157</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>22</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>29</b>		
KUWAIT															
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	97	3	0	0	0	2		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	90	10	0	0	0	6		
	HEATHROW	KUWAIT AIRWAYS		S A	31	0	0	23	26	26	23	3	52		
	HEATHROW	KUWAIT AIRWAYS		S D	31	0	0	55	26	6	13	0	26		
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>21</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: L							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					Average delay (mins)		
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours			
					Actual (7)	Plan (8)									
LA CORUNA															
LAGOS															
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	95	0	5	0	0	0	2	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	74	17	4	0	4	0	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	96	4	0	0	0	0	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	62	27	12	0	0	0	14	
<b>TOTAL LAGOS</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	
LAHORE															
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	1	0	11	67	22	0	0	46	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	1	11	56	22	11	0	0	30	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	0	0	25	25	0	25	25	229	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	0	33	11	11	22	22	205	
<b>TOTAL LAHORE</b>					<b>31</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>32</b>	<b>32</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>111</b>	
LARNACA															
	GATWICK	AIR 2000	S	A	5	0	0	20	20	60	0	0	0	31	
	GATWICK	AIR 2000	S	D	5	0	0	60	20	20	0	0	0	13	
	MANCHESTER	AIR 2000	S	A	5	0	0	80	20	0	0	0	0	4	
	MANCHESTER	AIR 2000	S	D	5	0	0	80	20	0	0	0	0	8	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	50	25	25	0	0	0	20	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	0	69	16	16	0	0	0	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	78	13	6	3	0	0	12	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	5	0	0	80	0	0	20	0	0	18	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	75	25	0	0	0	0	13	
	GATWICK	CYPRUS AIRWAYS	S	D	5	0	0	20	20	60	0	0	0	27	
	HEATHROW	CYPRUS AIRWAYS	S	A	48	0	0	50	29	15	6	0	0	23	
	HEATHROW	CYPRUS AIRWAYS	S	D	45	0	0	64	20	13	2	0	0	14	
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	56	22	22	0	0	0	16	
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	56	11	22	11	0	0	22	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					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)
						MATCHED	Plan (8)							
LARNACA	STANSTED	CYPRUS AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	0
	STANSTED	CYPRUS AIRWAYS	S	D	4	0	0	75	25	0	0	0	0	11
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	12
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	25	75	0	0	0	0	17
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	29
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	60	0	0	0	30
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	0	17
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	26
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	0	0	25	276
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	0	25	254
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	46
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	47
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	22	11	0	0	33
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	1	25	50	25	0	0	0	20
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	60	0	20	0	0	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	10
<b>TOTAL LARNACA</b>					<b>321</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>23</b>
LAS PALMAS	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	31
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2
	GATWICK	AIR 2000	C	A	12	0	0	42	58	0	0	0	0	16
	GATWICK	AIR 2000	C	D	12	0	0	83	8	8	0	0	0	10
	GLASGOW	AIR 2000	C	A	3	0	1	33	33	0	33	0	0	39
	GLASGOW	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	35

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)	
					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		
						Plan (8)									
LAS PALMAS															
	MANCHESTER	AIR 2000	C	A	6	2	1	33	33	33	0	0	0	20	
	MANCHESTER	AIR 2000	C	D	8	0	0	63	0	13	13	13	0	55	
	STANSTED	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	8	
	STANSTED	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	22	44	11	11	0	63	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	0	0	11	0	44	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	40	0	0	0	25	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	11	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	11	22	0	0	40	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	0	22	0	0	33	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	20	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	21	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	75	0	0	0	0	15	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	21	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	22	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	0	0	25	132	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	0	25	131	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	62	8	23	8	0	0	24	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	62	15	8	15	0	0	26	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	61	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	46	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
LAS PALMAS	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	8	15	23	8	0	58
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	54	0	15	23	8	0	59
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	36
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	13
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	75	0	25	0	85
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	0	25	0	74
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	33	58	8	0	0	0	17
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	1	83	0	17	0	0	0	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	14	0	0	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	88	0	13	0	0	0	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	94	6	0	0	0	0	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	57
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	60
<b>TOTAL LAS PALMAS</b>					<b>367</b>	<b>3</b>	<b>3</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>26</b>
LAS VEGAS	GATWICK	AIR 2000	C	A	4	1	0	50	0	50	0	0	0	29
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	22
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	60	40	0	0	66
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	15
<b>TOTAL LAS VEGAS</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>6</b>	<b>41</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>35</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	Origin / Destinations: L		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
			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)	
					Actual (7)	Plan (8)								
LE HAVRE														
LEEDS BRADFORD														
	HEATHROW	BMI BRITISH MIDLAND	S	A	141	0	1	76	11	11	3	0	0	12
	HEATHROW	BMI BRITISH MIDLAND	S	D	141	0	1	81	11	7	1	0	0	8
	EDINBURGH	BMI REGIONAL	S	A	69	0	0	91	6	1	1	0	0	5
	EDINBURGH	BMI REGIONAL	S	D	69	0	0	90	6	1	3	0	0	7
	GLASGOW	BMI REGIONAL	S	A	71	0	0	82	8	7	3	0	0	10
	GLASGOW	BMI REGIONAL	S	D	70	0	0	87	9	4	0	0	0	7
<b>TOTAL LEEDS BRADFORD</b>					<b>561</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
LIBREVILLE														
	GATWICK	AIR GABON	S	A	3	0	1	0	0	67	33	0	0	65
	GATWICK	AIR GABON	S	D	3	0	1	0	0	100	0	0	0	36
<b>TOTAL LIBREVILLE</b>					<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>50</b>
LILLE														
<b>TOTAL LILLE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
LILONGWE														
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	6
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	12
<b>TOTAL LILONGWE</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>9</b>
LIMOGES														
<b>TOTAL LIMOGES</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>18</b>
LINZ														
<b>TOTAL LINZ</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>3</b>
LISBON														
	GATWICK	AIR PORTUGAL	S	A	27	0	0	85	11	4	0	0	0	4
	GATWICK	AIR PORTUGAL	S	D	27	0	0	81	11	4	4	0	0	8
	HEATHROW	AIR PORTUGAL	S	A	83	0	0	43	35	17	5	0	0	22
	HEATHROW	AIR PORTUGAL	S	D	104	0	0	64	18	13	3	2	0	19
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	75	14	5	5	0	0	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: L							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					Average delay (mins)		
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours			
					Actual (7)	Plan (8)									
LISBON															
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	78	15	4	2	0	0	10	
	GATWICK	GB AIRWAYS LTD	S	A	33	0	0	91	6	3	0	0	0	4	
	GATWICK	GB AIRWAYS LTD	S	D	56	1	0	80	11	7	0	2	0	12	
	STANSTED	GO FLY LTD	S	A	31	0	0	84	6	3	6	0	0	9	
	STANSTED	GO FLY LTD	S	D	31	0	0	74	16	3	6	0	0	16	
	MANCHESTER	PORTUGALIA	S	A	27	0	0	81	19	0	0	0	0	8	
	MANCHESTER	PORTUGALIA	S	D	27	0	0	93	7	0	0	0	0	3	
<b>TOTAL LISBON</b>					<b>633</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	
LIVERPOOL															
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	89	0	3	83	6	2	9	0	0	12	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	1	3	50	15	18	17	0	0	28	
<b>TOTAL LIVERPOOL</b>					<b>177</b>	<b>1</b>	<b>6</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	
LJUBLJANA															
	HEATHROW	ADRIA AIRWAYS	S	A	26	0	0	50	27	19	4	0	0	22	
	HEATHROW	ADRIA AIRWAYS	S	D	26	0	0	81	12	4	4	0	0	13	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	14	0	0	86	7	7	0	0	0	6	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	92	8	0	0	0	0	5	
<b>TOTAL LJUBLJANA</b>					<b>79</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>13</b>	
LONDON CITY															
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	72	0	8	78	6	4	13	0	0	19	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	71	2	9	68	10	8	14	0	0	22	
	EDINBURGH	SCOT AIRWAYS	S	A	75	0	29	44	36	12	8	0	0	23	
	EDINBURGH	SCOT AIRWAYS	S	D	79	0	25	86	4	5	5	0	0	10	
	GLASGOW	SCOT AIRWAYS	S	A	95	0	5	54	33	13	1	0	0	15	
	GLASGOW	SCOT AIRWAYS	S	D	95	0	5	85	13	2	0	0	0	5	
<b>TOTAL LONDON CITY</b>					<b>487</b>	<b>2</b>	<b>81</b>	<b>69</b>	<b>17</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	
LONDONDERRY															
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	1	97	3	0	0	0	0	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: L							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					Average delay (mins)		
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours			
					Actual (7)	Plan (8)									
LONDONDERRY															
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	77	23	0	0	0	0	7	
	GLASGOW	LOGANAIR	S	A	28	1	0	93	7	0	0	0	0	4	
	GLASGOW	LOGANAIR	S	D	28	1	0	82	14	4	0	0	0	8	
	STANSTED	RYANAIR	S	A	59	0	0	93	0	3	3	0	0	7	
	STANSTED	RYANAIR	S	D	59	0	0	76	14	5	3	2	0	15	
<b>TOTAL LONDONDERRY</b>					<b>235</b>	<b>2</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	
LOS ANGELES INTERNATIONAL															
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	55	13	26	6	0	0	21	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	42	39	10	6	3	0	33	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	6	3	2	2	0	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	73	19	6	0	2	0	15	
	HEATHROW	UNITED AIRLINES	S	A	31	0	1	81	6	13	0	0	0	7	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	65	26	3	6	0	0	14	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	73	11	11	3	2	0	14	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	66	23	8	3	0	0	17	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>372</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	
LUSAKA															
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	86	0	7	7	0	0	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	93	0	7	0	0	0	7	
<b>TOTAL LUSAKA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	
LUTON															
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	141	0	0	75	11	9	3	2	0	15	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	140	0	0	73	11	10	5	1	0	18	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	158	0	0	75	9	9	6	1	0	14	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	158	1	0	72	8	14	6	1	0	17	
<b>TOTAL LUTON</b>					<b>597</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	
LUXEMBOURG															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	0	56	16	19	9	0	0	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	81	6	9	3	0	0	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
LUXEMBOURG														
	GATWICK	CITY FLYER EXPRESS	S	A	89	0	2	81	9	8	2	0	0	12
	GATWICK	CITY FLYER EXPRESS	S	D	90	0	1	87	6	4	2	1	0	10
	HEATHROW	LUXAIR	S	A	62	0	0	61	19	16	3	0	0	17
	HEATHROW	LUXAIR	S	D	62	0	0	81	11	6	2	0	0	8
	MANCHESTER	LUXAIR	S	A	23	0	0	61	26	0	13	0	0	20
	MANCHESTER	LUXAIR	S	D	23	0	0	100	0	0	0	0	0	2
	STANSTED	LUXAIR	S	A	49	0	0	82	12	2	4	0	0	9
	STANSTED	LUXAIR	S	D	49	0	0	78	12	8	2	0	0	11
	LONDON CITY	VLM (BELGIUM)	S	A	76	0	1	68	26	1	4	0	0	13
	LONDON CITY	VLM (BELGIUM)	S	D	76	0	1	82	14	3	1	0	0	10
<b>TOTAL LUXEMBOURG</b>					<b>664</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
LUXOR														
	GATWICK	AIR 2000	C	A	4	0	0	0	50	50	0	0	0	41
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	6
	MANCHESTER	AIR 2000	C	A	4	0	0	25	0	50	25	0	0	43
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	7
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	40	0	20	0	65
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	20	0	0	44
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	8
	HEATHROW	EGYPT AIR	S	A	4	0	0	0	25	0	50	25	0	99
	HEATHROW	EGYPT AIR	S	D	4	0	0	0	0	25	50	25	0	126
	MANCHESTER	EGYPT AIR	S	A	7	2	0	43	0	14	43	0	0	56
	MANCHESTER	EGYPT AIR	S	D	6	1	0	17	17	17	50	0	0	71
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	0	50	25	25	0	85
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	1	1	33	0	33	33	0	0	65
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	25	38	38	0	0	0	25
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	17	17	0	0	0	12
<b>TOTAL LUXOR</b>					<b>78</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>13</b>	<b>23</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>45</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	Origin / Destinations: L		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							Average delay (mins)			
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours					
													MATCHED		UNMATCHED		
LYON	EDINBURGH	AERIS	C	D	2	0	0	50	0	50	0	0	0	23			
	GATWICK	AIR 2000	C	A	15	0	0	47	13	27	7	7	0	44			
	GATWICK	AIR 2000	C	D	15	0	0	73	13	0	7	7	0	26			
	GLASGOW	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	9			
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	3			
	MANCHESTER	AIR 2000	C	A	5	0	0	80	0	20	0	0	0	7			
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	5			
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	50	50	0	171			
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	0	50	0	123			
	GATWICK	BRITANNIA AIRWAYS	C	A	19	0	0	42	16	16	21	5	0	45			
	GATWICK	BRITANNIA AIRWAYS	C	D	19	0	0	63	16	16	5	0	0	20			
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	25	25	0	0	37			
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	0	100	0	0	0	0	24			
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	33	33	0	0	70			
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	1	0	50	0	50	0	0	83			
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	33	33	0	0	55			
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	33	0	33	33	0	0	34			
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	89	11	0	0	0	0	4			
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	1	0	100	0	0	0	0	0	4			
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	8			
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	5			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	75	0	0	73	11	9	7	0	0	15			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	74	0	0	88	4	5	3	0	0	9			
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	12	0	0	50	25	25	0	0	0	18			
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	12	0	0	92	8	0	0	0	0	4			
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	6	0	0	67	33	0	0	0	0	8			
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	6	0	0	67	17	17	0	0	0	11			
	GATWICK	CALEDONIAN AIRWAYS	C	A	12	0	0	67	17	17	0	0	0	12			
	GATWICK	CALEDONIAN AIRWAYS	C	D	12	0	0	75	25	0	0	0	0	8			



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					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)	
														MATCHED
LYON	BIRMINGHAM	DUO AIRWAYS LTD	S	A	30	0	0	70	27	3	0	0	0	10
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	74	23	3	0	0	0	10
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	0	25	50	25	0	0	41
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	75	0	0	0	25	0	59
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	85	0	0	80	12	5	4	0	0	9
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	85	0	0	82	9	7	1	0	0	8
	STANSTED	GO FLY LTD	S	A	35	0	0	69	17	11	3	0	0	16
	STANSTED	GO FLY LTD	S	D	36	0	0	69	22	6	3	0	0	14
	STANSTED	KLM UK LTD	S	A	80	0	0	84	10	5	1	0	0	7
	STANSTED	KLM UK LTD	S	D	79	1	0	71	20	9	0	0	0	10
	GATWICK	MONARCH AIRLINES	C	A	8	1	1	38	13	38	13	0	0	42
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	33	0	11	0	0	25
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	25	50	25	0	103
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	25	0	25	0	76
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	22
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3
<b>TOTAL LYON</b>					<b>890</b>	<b>3</b>	<b>3</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							Average delay (mins)
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
													Actual (7)	
MAASTRICHT	STANSTED	KLM EXEL	S	A	98	1	1	82	15	2	1	0	0	8
	STANSTED	KLM EXEL	S	D	98	1	1	81	15	3	1	0	0	8
<b>TOTAL MAASTRICHT</b>					<b>196</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	67	0	22	11	0	0	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	75	0	13	13	0	0	21
<b>TOTAL MADRAS/CHENNAI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>
MADRID	GATWICK	AIR EUROPA	S	A	27	0	0	37	30	26	7	0	0	26
	GATWICK	AIR EUROPA	S	D	27	0	0	44	30	22	4	0	0	21
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	75	20	3	1	0	0	9
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	82	15	3	0	0	0	8
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	24	0	0	67	25	0	8	0	0	14
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	24	0	0	67	25	4	4	0	0	14
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	3	0	0	67	0	0	33	0	0	28
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	24	0	0	79	8	13	0	0	0	11
	GLASGOW	BRITISH AIRWAYS PLC	S	A	10	0	2	70	20	10	0	0	0	14
	GLASGOW	BRITISH AIRWAYS PLC	S	D	11	0	0	91	0	9	0	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	56	21	16	6	1	0	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	0	80	12	6	3	0	0	11
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	47	0	0	70	17	13	0	0	0	12
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	47	0	0	74	21	4	0	0	0	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	1	0	84	11	4	2	0	0	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	57	25	9	9	0	0	22
	STANSTED	GO FLY LTD	S	A	59	0	0	63	32	3	0	0	2	19
	STANSTED	GO FLY LTD	S	D	60	0	0	80	10	8	2	0	0	11
	HEATHROW	IBERIA	S	A	186	0	0	56	26	15	3	0	0	18
	HEATHROW	IBERIA	S	D	186	0	0	81	9	4	6	0	0	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
MADRID	GATWICK	SPANAIR	S	A	9	0	0	56	44	0	0	0	0	14
	GATWICK	SPANAIR	S	D	9	0	0	56	33	11	0	0	0	15
<b>TOTAL MADRID</b>					<b>1361</b>	<b>5</b>	<b>2</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
MAHON	GATWICK	CITY FLYER EXPRESS	C	A	4	0	0	50	25	25	0	0	0	22
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	50	25	25	0	0	0	18
	LUTON	MONARCH AIRLINES	S	A	4	0	0	50	50	0	0	0	0	17
	LUTON	MONARCH AIRLINES	S	D	4	0	0	50	50	0	0	0	0	12
<b>TOTAL MAHON</b>					<b>16</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>
MALAGA	BIRMINGHAM	AIR 2000	C	A	3	1	0	100	0	0	0	0	0	10
	BIRMINGHAM	AIR 2000	C	D	3	1	0	100	0	0	0	0	0	3
	GATWICK	AIR 2000	C	A	16	0	0	44	19	19	13	0	6	56
	GATWICK	AIR 2000	C	D	16	0	0	56	13	19	6	0	6	52
	GLASGOW	AIR 2000	C	A	3	1	0	33	33	0	33	0	0	35
	GLASGOW	AIR 2000	C	D	3	1	0	0	67	0	33	0	0	45
	MANCHESTER	AIR 2000	C	A	10	0	1	0	40	50	10	0	0	41
	MANCHESTER	AIR 2000	C	D	11	0	0	36	36	18	9	0	0	27
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	25	0	25	50	0	0	51
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	100	0	0	0	0	0	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	22	44	22	11	0	0	37
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	13
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	11	67	22	0	0	52
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	56	11	22	11	0	0	28
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	1	25	63	13	0	0	0	19
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	56	33	0	11	0	0	24
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	38
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
MALAGA															
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	31	54	8	0	0	8	46	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	77	8	8	0	0	8	37	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	26	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	19	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	
	GATWICK	CALEDONIAN AIRWAYS	C	A	5	0	0	60	20	0	0	20	0	71	
	GATWICK	CALEDONIAN AIRWAYS	C	D	6	0	0	67	0	17	17	0	0	27	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	34	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	68	14	0	19	0	0	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	47	21	13	18	0	0	34	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	1	40	40	0	20	0	0	20	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	1	40	20	20	20	0	0	29	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1	
	GATWICK	GB AIRWAYS LTD	S	A	45	0	0	96	2	2	0	0	0	2	
	GATWICK	GB AIRWAYS LTD	S	D	46	0	0	74	20	7	0	0	0	11	
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	97	3	0	0	0	0	3	
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	87	6	6	0	0	0	11	
	STANSTED	GO FLY LTD	S	A	37	0	0	81	11	3	5	0	0	12	
	STANSTED	GO FLY LTD	S	D	37	0	0	62	30	5	3	0	0	15	
	HEATHROW	IBERIA	S	A	31	0	0	3	35	52	10	0	0	38	
	HEATHROW	IBERIA	S	D	31	0	0	23	16	42	19	0	0	41	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	25	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	13	
	GATWICK	MONARCH AIRLINES	C	A	21	0	0	10	43	29	14	5	0	46	
	GATWICK	MONARCH AIRLINES	C	D	21	0	0	81	5	5	10	0	0	17	
	LUTON	MONARCH AIRLINES	S	A	31	0	0	32	42	19	6	0	0	25	
	LUTON	MONARCH AIRLINES	S	D	31	0	0	74	19	3	3	0	0	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
MALAGA															
	MANCHESTER	MONARCH AIRLINES	C	A	16	1	1	44	25	25	6	0	0	24	
	MANCHESTER	MONARCH AIRLINES	C	D	17	0	0	71	24	0	6	0	0	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	43	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	1	0	50	25	0	25	0	0	27	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	5	1	0	20	20	40	0	0	20	120	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	20	20	0	0	32	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	50	29	7	7	7	0	40	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	1	0	93	0	0	0	7	0	22	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	1	33	0	33	33	0	0	47	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	0	25	172	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	35	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	32	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	28	28	39	0	6	0	40	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	61	22	6	6	6	0	36	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	50	50	0	0	0	32	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	11	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	24	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	33	50	8	8	0	0	28	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	8	0	0	0	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	83	17	0	0	0	0	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	1	
	GATWICK	TRANSAER	C	A	2	2	2	50	50	0	0	0	0	14	
	GATWICK	TRANSAER	C	D	7	0	0	29	14	14	43	0	0	52	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	7	0	2	43	14	14	14	0	14	85	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	6	1	1	50	17	17	17	0	0	29	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	50	25	0	0	25	0	52	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	55	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	
					Actual (7)	Plan (8)								
MALAGA														
<b>TOTAL MALAGA</b>					<b>926</b>	<b>11</b>	<b>12</b>	<b>58</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>26</b>
MALE INTERNATIONAL														
	GATWICK	AIR 2000	C	A	4	0	0	25	0	75	0	0	0	31
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	1
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	75	0	0	0	37
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	24
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	1	0	33	33	33	0	0	0	23
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	15
<b>TOTAL MALE INTERNATIONAL</b>					<b>31</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
MALMO														
	LONDON CITY	BRAATHENS ASA	S	A	36	0	0	86	14	0	0	0	0	5
	LONDON CITY	BRAATHENS ASA	S	D	36	0	0	94	3	3	0	0	0	5
<b>TOTAL MALMO</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
MALTA														
	BIRMINGHAM	AIR 2000	C	A	3	0	1	100	0	0	0	0	0	5
	GATWICK	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	25
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	32
	MANCHESTER	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	31
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	41
	BIRMINGHAM	AIR MALTA	S	A	5	0	0	80	0	0	20	0	0	35
	BIRMINGHAM	AIR MALTA	S	D	5	0	0	80	0	0	0	20	0	41
	GATWICK	AIR MALTA	S	A	32	0	0	94	0	6	0	0	0	3
	GATWICK	AIR MALTA	S	D	32	1	0	69	13	13	3	0	3	28
	GLASGOW	AIR MALTA	S	A	5	0	0	80	20	0	0	0	0	5
	GLASGOW	AIR MALTA	C	A	11	0	0	64	9	0	27	0	0	33
	GLASGOW	AIR MALTA	S	D	5	0	0	60	40	0	0	0	0	11
	GLASGOW	AIR MALTA	C	D	11	0	0	64	9	0	27	0	0	35

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						
			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)
					Actual (7)	Plan (8)	Actual (7)	Plan (8)							
MALTA															
	HEATHROW	AIR MALTA	S	A	58	0	0	86	10	3	0	0	0	5	
	HEATHROW	AIR MALTA	S	D	58	0	0	72	17	9	2	0	0	12	
	MANCHESTER	AIR MALTA	C	A	14	0	0	93	0	0	7	0	0	5	
	MANCHESTER	AIR MALTA	S	A	15	1	0	87	7	0	7	0	0	7	
	MANCHESTER	AIR MALTA	C	D	13	0	0	85	8	0	8	0	0	8	
	MANCHESTER	AIR MALTA	S	D	16	0	0	81	0	13	6	0	0	12	
	NEWCASTLE	AIR MALTA	C	A	4	0	0	75	0	25	0	0	0	14	
	NEWCASTLE	AIR MALTA	C	D	4	0	0	50	0	25	25	0	0	33	
	STANSTED	AIR MALTA	S	A	6	0	0	67	17	0	17	0	0	20	
	STANSTED	AIR MALTA	S	D	6	0	0	33	17	33	17	0	0	34	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	6	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	1	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	5	
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	21	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	16	
	GATWICK	GB AIRWAYS LTD	S	A	23	0	0	100	0	0	0	0	0	1	
	GATWICK	GB AIRWAYS LTD	S	D	24	0	0	92	4	4	0	0	0	7	
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	2	
	HEATHROW	GB AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	33	0	0	35	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	29	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	9	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	0	20	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	43	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	0	0	20	295	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)	
					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		
						Plan (8)									
MALTA															
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	0	0	17
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	67	0	0	0	0	0	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	0	22	0	0	0	25
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	0	20
<b>TOTAL MALTA</b>					<b>487</b>	<b>2</b>	<b>4</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
MANCHESTER															
	BIRMINGHAM	AIR 2000	C	A	6	0	0	67	17	0	17	0	0	0	16
	BIRMINGHAM	AIR 2000	C	D	6	0	1	83	0	0	17	0	0	0	29
	GATWICK	AIR 2000	S	A	5	0	0	80	0	20	0	0	0	0	9
	GATWICK	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	0	2
	GATWICK	AIR 2000	S	D	5	0	0	80	20	0	0	0	0	0	9
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	0	12
	HEATHROW	BMI BRITISH MIDLAND	S	A	236	0	0	81	9	7	4	0	0	0	10
	HEATHROW	BMI BRITISH MIDLAND	S	D	235	0	1	83	9	7	1	0	0	0	8
	EDINBURGH	BMI REGIONAL	S	A	80	0	0	73	16	8	4	0	0	0	13
	EDINBURGH	BMI REGIONAL	S	D	78	0	0	71	18	6	4	1	0	0	16
	GLASGOW	BMI REGIONAL	S	A	96	0	0	84	14	2	0	0	0	0	8
	GLASGOW	BMI REGIONAL	S	D	95	0	0	88	8	3	0	0	0	0	6
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	1	100	0	0	0	0	0	0	6
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	0	6
	GATWICK	BRITANNIA AIRWAYS	C	A	5	1	0	100	0	0	0	0	0	0	3
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	200	0	0	84	7	7	3	0	0	0	10
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	199	1	0	84	10	5	1	0	0	0	8
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	84	0	0	88	7	2	2	0	0	0	7
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	79	0	0	86	6	6	1	0	0	0	7



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)
					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	
						MATCHED	Plan (8)							
MANCHESTER	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	97	2	0	65	27	6	2	0	0	15
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	99	0	0	90	7	3	0	0	0	6
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	50	0	1	64	16	16	4	0	0	15
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	70	1	3	84	10	3	3	0	0	9
	GLASGOW	BRITISH AIRWAYS PLC	S	A	33	0	1	61	21	9	3	0	6	105
	GLASGOW	BRITISH AIRWAYS PLC	S	D	33	0	1	88	9	0	3	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	301	0	0	68	17	8	6	0	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	301	0	1	88	6	5	2	0	0	7
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	72	0	0	92	4	3	1	0	0	5
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	72	0	0	94	1	1	3	0	0	5
	BIRMINGHAM	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	53
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	100	0	0	0	0	0	1
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	40	20	0	40	0	0	53
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	0	11	0	30
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	2	2	43	14	29	14	0	0	32
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	47
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	0	25	25	174
<b>TOTAL MANCHESTER</b>					<b>2606</b>	<b>8</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
MANILA	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	78	0	17	6	0	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	56	6	28	11	0	0	27
<b>TOTAL MANILA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>3</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
MARRAKESH	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	2
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	6
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	27
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	9
	STANSTED	ROYAL AIR MAROC	S	A	9	0	0	44	11	11	33	0	0	36

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
MARRAKESH															
	STANSTED	ROYAL AIR MAROC		S D	9	0	0	22	33	0	44	0	0	48	
<b>TOTAL MARRAKESH</b>					<b>49</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>22</b>	
MARSEILLE															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S A	92	0	0	87	10	1	2	0	0	7	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW		S D	92	0	0	84	12	3	1	0	0	7	
	STANSTED	KLM UK LTD		S A	6	0	0	83	17	0	0	0	0	8	
	STANSTED	KLM UK LTD		S D	6	0	0	100	0	0	0	0	0	4	
<b>TOTAL MARSEILLE</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	
MAURITIUS															
	HEATHROW	AIR MAURITIUS LTD		S A	13	0	0	31	38	8	15	0	8	80	
	HEATHROW	AIR MAURITIUS LTD		S D	13	0	0	31	15	31	15	8	0	59	
	MANCHESTER	AIR MAURITIUS LTD		S A	4	0	0	100	0	0	0	0	0	0	
	MANCHESTER	AIR MAURITIUS LTD		S D	4	0	0	75	25	0	0	0	0	8	
	GATWICK	BRITISH AIRWAYS PLC		S A	17	0	0	82	0	12	6	0	0	11	
	GATWICK	BRITISH AIRWAYS PLC		S D	18	0	0	94	6	0	0	0	0	2	
<b>TOTAL MAURITIUS</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>30</b>	
MEDINA															
MELBOURNE															
	HEATHROW	QANTAS		S A	27	0	0	70	15	0	11	0	4	32	
	HEATHROW	QANTAS		S D	31	0	0	87	6	0	6	0	0	10	
<b>TOTAL MELBOURNE</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>20</b>	
MEXICO CITY															
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	62	31	0	8	0	0	15	
	HEATHROW	BRITISH AIRWAYS PLC		S D	14	0	0	50	29	21	0	0	0	17	
<b>TOTAL MEXICO CITY</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>30</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	
MIAMI INTERNATIONAL															
	HEATHROW	AMERICAN AIRLINES		S A	31	0	0	42	29	13	13	3	0	33	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					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)
						Plan (8)								
MIAMI INTERNATIONAL														
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	55	26	16	3	0	0	19
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	26	13	0	0	0	15
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	65	26	3	6	0	0	14
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	23	39	29	10	0	0	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	19	32	6	0	0	27
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	16	35	13	29	6	0	60
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	32	32	16	19	0	0	41
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>29</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>30</b>
MILAN (LINATE)														
	GATWICK	ALITALIA	S	A	44	0	0	91	5	2	2	0	0	4
	GATWICK	ALITALIA	S	D	40	0	0	93	5	3	0	0	0	3
	HEATHROW	ALITALIA	S	A	61	0	0	52	21	16	10	0	0	23
	HEATHROW	ALITALIA	S	D	98	0	0	79	8	10	3	0	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	95	0	1	62	18	12	7	1	0	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	99	0	0	85	7	5	2	1	0	10
	STANSTED	KLM UK LTD	S	A	80	0	1	74	16	3	8	0	0	15
	STANSTED	KLM UK LTD	S	D	80	0	1	76	13	4	8	0	0	16
<b>TOTAL MILAN (LINATE)</b>					<b>597</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
MILAN (MALPENSA)														
	HEATHROW	ALITALIA	S	A	183	0	0	42	26	21	11	1	0	28
	HEATHROW	ALITALIA	S	D	146	0	0	72	13	10	5	0	0	13
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	78	12	5	3	0	1	16
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	70	15	11	3	1	0	16
	GLASGOW	BRITISH AIRWAYS PLC	S	A	6	0	0	50	50	0	0	0	0	14
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	4	0	50	20	30	0	0	0	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	3	3	0	0	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	79	0	1	61	18	15	6	0	0	20
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	80	0	0	68	20	10	1	1	0	15

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					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)	
														MATCHED
MILAN (MALPENSA)														
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	101	1	0	81	13	5	1	0	0	7
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	103	0	0	83	8	6	2	1	0	11
	STANSTED	GO FLY LTD	S	A	115	0	0	81	10	5	3	0	2	17
	STANSTED	GO FLY LTD	S	D	115	0	1	58	25	11	4	0	1	23
<b>TOTAL MILAN (MALPENSA)</b>					<b>1176</b>	<b>5</b>	<b>2</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>
MINNEAPOLIS-ST PAUL														
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	65	13	10	10	3	0	24
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	77	16	6	0	0	0	8
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>
MINSK														
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	67	33	0	0	0	0	9
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	89	11	0	0	0	0	5
<b>TOTAL MINSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
MOENCHENGLADBACH														
	LUTON	DENIM AIR	S	A	74	0	0	70	24	3	1	1	0	15
	LUTON	DENIM AIR	S	D	75	0	0	77	17	3	3	0	0	10
	LONDON CITY	VLM (BELGIUM)	S	A	107	0	1	79	13	6	3	0	0	11
	LONDON CITY	VLM (BELGIUM)	S	D	108	0	0	81	8	7	4	0	0	12
<b>TOTAL MOENCHENGLADBACH</b>					<b>364</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
MOMBASA														
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	54
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	22
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	0	50	0	0	53
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
MOMBASA														
<b>TOTAL MOMBASA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>
MONASTIR														
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	22	11	11	0	50
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	22	11	0	0	20
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	0	0	25	273
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	23
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	0	0	11	132
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	8
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	0	0	0	75	25	0	117
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	0	0	0	75	25	0	116
	GATWICK	MONARCH AIRLINES	C	A	10	0	1	40	10	20	30	0	0	42
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	45	9	27	18	0	0	34
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	1	50	33	17	0	0	0	17
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	86	14	0	0	0	0	6
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	26
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	22	0	0	0	0	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	19
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	18
	GATWICK	NOUVELAIR TUNISIE	C	A	3	0	1	67	0	0	0	33	0	84
	GATWICK	NOUVELAIR TUNISIE	C	D	4	0	0	75	0	0	0	25	0	66
	GLASGOW	NOUVELAIR TUNISIE	C	A	8	1	0	88	0	13	0	0	0	9
	GLASGOW	NOUVELAIR TUNISIE	C	D	8	1	0	75	13	0	13	0	0	13
	NEWCASTLE	NOUVELAIR TUNISIE	C	A	5	0	0	80	0	0	20	0	0	14
	NEWCASTLE	NOUVELAIR TUNISIE	C	D	5	0	0	60	20	0	20	0	0	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)	
					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		
						Plan (8)									
MONASTIR															
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	1	60	20	20	0	0	0	0	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	0	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	1
<b>TOTAL MONASTIR</b>					<b>193</b>	<b>2</b>	<b>4</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>33</b>	
MONTEGO BAY															
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	39	17	22	22	0	0	0	33
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	17	39	28	17	0	0	0	42
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	0	15
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	0	36
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	0	23
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	0	37
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	11	22	0	0	11	113	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	25	13	0	0	0	35
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	17	0	17	33	33	0	111	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	0	33	17	17	33	0	113	
<b>TOTAL MONTEGO BAY</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>54</b>	
MONTPELLIER															
	EDINBURGH	AERIS	C	A	2	0	0	0	50	50	0	0	0	0	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	31	0	0	94	6	0	0	0	0	0	3
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	31	0	0	77	16	6	0	0	0	0	9
<b>TOTAL MONTPELLIER</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	
MONTREAL (DORVAL)															
	HEATHROW	AIR CANADA	S	A	31	0	0	39	45	10	6	0	0	0	24
	HEATHROW	AIR CANADA	S	D	22	0	0	68	23	9	0	0	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	16	3	0	0	0	0	6
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	0	3	0	0	0	6
<b>TOTAL MONTREAL (DORVAL)</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: M							PERCENTAGE OF FLIGHTS LATE						
					NUMBER OF FLIGHTS										
					MATCHED	UNMATCHED									
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)		
MOSCOW (SHEREMETYEVO)															
	HEATHROW	AEROFLOT	S	A	40	0	0	53	20	18	8	3	0	26	
	HEATHROW	AEROFLOT	S	D	39	0	0	67	26	5	0	3	0	19	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	25	0	0	92	4	0	4	0	0	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	25	0	0	88	8	0	4	0	0	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	37	0	0	84	11	3	3	0	0	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	86	14	0	0	0	0	5	
	GATWICK	TRANSAERO AIRLINES	S	A	9	0	0	78	11	11	0	0	0	7	
	GATWICK	TRANSAERO AIRLINES	S	D	9	0	0	67	33	0	0	0	0	10	
	HEATHROW	TRANSAERO AIRLINES	S	A	4	0	0	75	25	0	0	0	0	9	
	HEATHROW	TRANSAERO AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>229</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	
MUMBAI															
	HEATHROW	AIR INDIA	S	A	42	0	0	10	5	36	45	5	0	68	
	HEATHROW	AIR INDIA	S	D	34	1	3	9	38	24	26	3	0	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	10	13	13	0	0	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	19	3	0	0	0	11	
<b>TOTAL MUMBAI</b>					<b>138</b>	<b>1</b>	<b>3</b>	<b>37</b>	<b>17</b>	<b>20</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>42</b>	
MUNICH															
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	54	0	3	63	30	4	4	0	0	13	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	54	0	0	76	15	4	6	0	0	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	71	19	6	4	0	0	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	86	9	4	1	0	0	7	
	GATWICK	DEUTSCHE BA	S	A	89	0	0	57	29	12	1	0	0	15	
	GATWICK	DEUTSCHE BA	S	D	89	0	0	70	21	8	1	0	0	12	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	C	A	5	1	1	80	20	0	0	0	0	8	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	C	D	8	2	0	88	13	0	0	0	0	3	
	STANSTED	GO FLY LTD	S	A	54	0	0	93	4	2	2	0	0	6	
	STANSTED	GO FLY LTD	S	D	54	0	0	83	7	6	4	0	0	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					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)	
														MATCHED
MUNICH	BIRMINGHAM	HAMBURG INTERNATIONAL	C	D	3	1	1	100	0	0	0	0	0	0
	BIRMINGHAM	LUFTHANSA	S	A	61	0	3	74	11	10	5	0	0	12
	BIRMINGHAM	LUFTHANSA	S	D	61	0	2	79	15	5	2	0	0	11
	HEATHROW	LUFTHANSA	S	A	154	0	0	70	18	10	3	0	0	13
	HEATHROW	LUFTHANSA	S	D	154	0	0	82	14	3	2	0	0	10
	MANCHESTER	LUFTHANSA	S	A	82	0	1	95	1	2	1	0	0	4
	MANCHESTER	LUFTHANSA	S	D	82	0	1	80	15	2	2	0	0	9
	STANSTED	LUFTHANSA	S	A	93	0	0	71	16	11	2	0	0	13
	STANSTED	LUFTHANSA	S	D	93	1	0	39	38	18	5	0	0	23
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	44	0	0	91	2	5	2	0	0	6
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	45	0	0	76	18	4	2	0	0	13
	MANCHESTER	LUFTHANSA CITY LINE	S	A	6	0	0	100	0	0	0	0	0	0
	MANCHESTER	LUFTHANSA CITY LINE	S	D	6	0	0	83	0	17	0	0	0	13
	BIRMINGHAM	WDL FLUGDIENST	C	A	35	1	1	69	17	11	3	0	0	13
	BIRMINGHAM	WDL FLUGDIENST	C	D	35	1	0	57	31	11	0	0	0	14
<b>TOTAL MUNICH</b>					<b>1666</b>	<b>7</b>	<b>16</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
MUNSTER-OSNABRUCK	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	10	1	0	90	10	0	0	0	0	3
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>11</b>	<b>11</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
MURCIA SAN JAVIER	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	92	8	0	0	0	0	3
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	62	23	15	0	0	0	18
<b>TOTAL MURCIA SAN JAVIER</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	13	0	3	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	94	3	3	0	0	0	6
	HEATHROW	GULF AIR	S	A	35	0	0	43	26	17	14	0	0	25
	HEATHROW	GULF AIR	S	D	29	0	0	66	21	14	0	0	0	15
<b>TOTAL MUSCAT</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
NAGOYA (AFB)														
	HEATHROW	JAPAN AIRLINES	S	A	9	0	0	67	11	22	0	0	0	15
	HEATHROW	JAPAN AIRLINES	S	D	9	0	0	67	33	0	0	0	0	11
<b>TOTAL NAGOYA (AFB)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
NAIROBI														
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	0	20	0	0	15
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	3
	HEATHROW	KENYA AIRWAYS	S	A	26	0	2	42	38	4	15	0	0	24
	HEATHROW	KENYA AIRWAYS	S	D	27	0	0	100	0	0	0	0	0	1
<b>TOTAL NAIROBI</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>
NANTES														
	GATWICK	GB AIRWAYS LTD	S	A	16	0	1	88	6	6	0	0	0	6
	GATWICK	GB AIRWAYS LTD	S	D	16	0	1	88	6	0	6	0	0	8
<b>TOTAL NANTES</b>					<b>32</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>
NAPLES														
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	0	50	25	25	0	0	33
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	17
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	6
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	26
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	20	60	0	0	69
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	20	60	0	0	66
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	87	6	5	0	2	0	10
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	82	11	5	0	2	0	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	1	67	0	33	0	0	0	15
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	2	33	0	67	0	0	0	32
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	15
<b>TOTAL NAPLES</b>					<b>180</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						
			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)
					Actual (7)	Plan (8)								
NASSAU														
<b>TOTAL NASSAU</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
NEW ORLEANS														
NEW YORK (JF KENNEDY)														
	HEATHROW	AIR INDIA	S	A	31	0	0	16	32	35	16	0	0	43
	HEATHROW	AIR INDIA	S	D	31	0	0	0	19	29	45	6	0	72
	HEATHROW	AMERICAN AIRLINES	S	A	184	0	0	40	24	24	10	1	0	32
	HEATHROW	AMERICAN AIRLINES	S	D	184	0	0	86	8	5	1	1	0	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	26	10	0	0	0	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	55	35	3	6	0	0	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	0	65	21	11	3	0	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	233	0	0	79	12	6	3	0	0	14
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	29	0	1	59	21	17	3	0	0	17
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	29	0	1	93	3	3	0	0	0	4
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	84	10	3	3	0	0	11
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	87	10	0	3	0	0	7
	HEATHROW	KUWAIT AIRWAYS	S	A	14	0	0	71	21	0	7	0	0	18
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	54	8	23	15	0	0	29
	HEATHROW	UNITED AIRLINES	S	A	92	1	0	52	26	16	5	0	0	18
	HEATHROW	UNITED AIRLINES	S	D	91	1	0	90	8	0	1	1	0	9
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	93	0	0	47	24	22	8	0	0	23
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	93	0	0	71	20	4	4	0	0	14
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1469</b>	<b>2</b>	<b>4</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
NEW YORK (NEWARK)														
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	10	23	52	16	0	0	42
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	81	16	3	0	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	1	1	79	11	7	4	0	0	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	86	12	2	0	0	0	6
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	48	23	19	6	3	0	34
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	77	6	10	3	3	0	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
														Actual (7)
NEW YORK (NEWARK)														
	GATWICK	CONTINENTAL AIRLINES	S	A	60	1	2	48	35	15	2	0	0	18
	GATWICK	CONTINENTAL AIRLINES	S	D	60	0	2	78	12	10	0	0	0	10
	GLASGOW	CONTINENTAL AIRLINES	S	A	30	0	0	73	3	13	10	0	0	16
	GLASGOW	CONTINENTAL AIRLINES	S	D	30	0	0	90	7	3	0	0	0	5
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	0	0	29	26	13	32	0	0	39
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	94	0	0	6	0	0	9
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	48	13	23	13	3	0	37
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	81	13	3	3	0	0	12
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	23	26	23	16	13	0	66
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	48	16	13	19	3	0	39
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	42	29	23	6	0	0	23
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	16	3	3	0	0	12
<b>TOTAL NEW YORK (NEWARK)</b>					<b>665</b>	<b>2</b>	<b>5</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>
NEWCASTLE														
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	2
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	167	0	0	75	16	5	3	1	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	167	0	0	88	7	5	1	0	0	6
	GATWICK	CITY FLYER EXPRESS	S	A	168	1	0	91	5	2	2	0	0	5
	GATWICK	CITY FLYER EXPRESS	S	D	169	0	1	85	7	5	2	0	0	9
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	69	0	0	93	1	4	1	0	0	4
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	67	1	0	90	4	3	3	0	0	6
	STANSTED	GILL AIRWAYS	S	A	50	0	23	94	4	0	2	0	0	5
	STANSTED	GILL AIRWAYS	S	D	50	0	24	82	16	0	2	0	0	9
<b>TOTAL NEWCASTLE</b>					<b>926</b>	<b>3</b>	<b>48</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
NEWQUAY														
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	53	0	1	75	13	8	2	2	0	15
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	84	0	1	75	17	8	0	0	0	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: N							PERCENTAGE OF FLIGHTS LATE					
		NUMBER OF FLIGHTS												
		MATCHED		UNMATCHED										
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
NEWQUAY														
<b>TOTAL NEWQUAY</b>					<b>141</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>
NICE														
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	55	26	18	2	0	0	17
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	82	15	0	3	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	125	0	0	78	9	8	4	1	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	125	0	0	86	6	6	2	0	0	8
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	6	0	0	100	0	0	0	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	6	0	0	100	0	0	0	0	0	3
	GATWICK	CITY FLYER EXPRESS	S	A	33	0	0	52	21	12	15	0	0	25
	GATWICK	CITY FLYER EXPRESS	S	D	33	0	0	64	15	9	12	0	0	19
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	92	1	6	1	0	0	4
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	89	1	1	75	10	7	7	0	1	19
<b>TOTAL NICE</b>					<b>633</b>	<b>3</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
NORRKOPING														
NORWICH														
	GLASGOW	EASTERN AIRWAYS	S	A	45	0	0	51	29	13	4	2	0	25
	GLASGOW	EASTERN AIRWAYS	S	D	44	0	0	70	14	7	7	2	0	20
	MANCHESTER	EASTERN AIRWAYS	S	A	45	0	0	33	18	7	42	0	0	43
	MANCHESTER	EASTERN AIRWAYS	S	D	45	0	0	87	4	4	4	0	0	11
	EDINBURGH	SCOT AIRWAYS	S	A	39	8	0	62	13	15	10	0	0	21
	EDINBURGH	SCOT AIRWAYS	S	D	37	7	2	70	5	14	11	0	0	19
	LUTON	SCOT AIRWAYS	S	A	24	0	2	46	38	17	0	0	0	19
	LUTON	SCOT AIRWAYS	S	D	22	0	5	59	27	5	9	0	0	18
<b>TOTAL NORWICH</b>					<b>302</b>	<b>15</b>	<b>9</b>	<b>60</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>
NUREMBERG														
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	59	0	0	76	20	2	2	0	0	9
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	59	0	0	78	19	2	2	0	0	10
	HEATHROW	LUFTHANSA	S	A	25	0	0	72	20	4	4	0	0	11
	HEATHROW	LUFTHANSA	S	D	25	0	0	76	12	8	4	0	0	10

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE								
			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)	
					Actual (7)	Plan (8)								
NUREMBERG														
<b>TOTAL NUREMBERG</b>					168	0	0	76	18	3	2	0	0	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					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)	
														MATCHED
OPORTO														
	HEATHROW	AIR PORTUGAL	S	A	52	0	0	52	31	13	4	0	0	21
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	84	3	10	3	0	0	10
	GATWICK	GB AIRWAYS LTD	S	A	53	0	0	91	6	0	4	0	0	6
	GATWICK	GB AIRWAYS LTD	S	D	27	0	0	89	7	0	4	0	0	8
	HEATHROW	GB AIRWAYS LTD	S	A	6	0	0	100	0	0	0	0	0	5
	HEATHROW	GB AIRWAYS LTD	S	D	6	0	0	83	17	0	0	0	0	6
<b>TOTAL OPORTO</b>					<b>175</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
ORLANDO														
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	60	0	0	0	36
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	23
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	20	40	20	0	91
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	40	0	0	0	19
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	22	11	11	0	56
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	11	11	0	48
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	42	35	13	10	0	0	26
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	61	26	10	3	0	0	15
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	37	27	26	8	2	0	29
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	47	26	16	10	2	0	28
<b>TOTAL ORLANDO</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>29</b>
OSAKA (KANSAI)														
	HEATHROW	ALL NIPPON AIRWAYS	S	A	22	0	0	59	27	5	9	0	0	20
	HEATHROW	ALL NIPPON AIRWAYS	S	D	22	0	0	73	14	5	9	0	0	17
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	45	16	29	3	6	0	37
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	81	6	6	3	3	0	21
<b>TOTAL OSAKA (KANSAI)</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>25</b>
OSLO (GARDERMOEN)														
	NEWCASTLE	BRAATHENS ASA	S	A	27	0	0	96	4	0	0	0	0	4
	NEWCASTLE	BRAATHENS ASA	S	D	27	0	0	74	19	7	0	0	0	9
	STANSTED	BRAATHENS ASA	S	A	59	0	1	83	15	2	0	0	0	7

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					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)
						Plan (8)								
OSLO (GARDERMOEN)														
	STANSTED	BRAATHENS ASA	S	D	59	0	1	80	12	8	0	0	0	9
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	45	0	0	64	27	9	0	0	0	12
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	44	0	0	86	5	7	2	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	68	17	12	3	0	1	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	0	84	9	5	2	0	0	9
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	54	0	0	54	26	13	7	0	0	20
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	54	0	0	72	20	4	4	0	0	13
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	78	0	0	22	0	0	22
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	67	11	11	11	0	0	22
	HEATHROW	SAS	S	A	165	0	1	56	21	19	4	0	0	19
	HEATHROW	SAS	S	D	165	0	1	80	13	4	2	0	0	10
	MANCHESTER	SAS	S	A	26	0	1	92	8	0	0	0	0	6
	MANCHESTER	SAS	S	D	26	0	1	85	8	0	4	4	0	16
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1077</b>	<b>1</b>	<b>6</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
OSTERSUND / FROSON														
OTTAWA INTERNATIONAL														
	HEATHROW	AIR CANADA	S	A	22	0	0	45	27	23	5	0	0	21
	HEATHROW	AIR CANADA	S	D	31	0	0	81	16	0	0	3	0	15
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	6	0	0	50	17	17	17	0	0	27
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>
OVDA														
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	15
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	25	0	0	0	28
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	10
	HEATHROW	EL AL	S	A	9	0	0	56	33	11	0	0	0	12

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
OVDA	HEATHROW	EL AL	S	D	9	0	0	89	0	11	0	0	0	5
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	30
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6
<b>TOTAL OVDA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
PADERBORN														
<b>TOTAL PADERBORN</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>9</b>
PALERMO														
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	25	75	0	0	74
<b>TOTAL PALERMO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>74</b>
PALMA DE MALLORCA														
	GATWICK	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	59
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	0	25	0	66
	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	11
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2
	GATWICK	AIR EUROPA	S	A	9	0	1	56	11	22	11	0	0	23
	GATWICK	AIR EUROPA	S	D	9	0	1	56	11	22	11	0	0	19
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	29	32	19	19	0	0	36
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	58	19	10	13	0	0	24
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	44	56	0	0	0	0	15
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	0	33	11	0	0	27
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	1
	GLASGOW	BRITANNIA AIRWAYS	C	A	12	0	1	58	17	17	8	0	0	18
	GLASGOW	BRITANNIA AIRWAYS	C	D	13	0	0	69	23	0	8	0	0	10
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	20	20	0	0	42
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	20	60	20	0	0	0	18
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	11	11	11	0	51
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	33	44	0	11	11	0	46
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	54
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	0	25	0	63
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	86	8	6	0	0	0	4
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	67	17	8	8	0	0	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					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)	
						Plan (8)									
PALMA DE MALLORCA															
	GATWICK	GB AIRWAYS LTD	S	A	14	0	0	93	7	0	0	0	0	2	
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	79	7	7	7	0	0	13	
	STANSTED	GO FLY LTD	S	A	6	0	0	100	0	0	0	0	0	1	
	STANSTED	GO FLY LTD	S	D	6	0	0	83	17	0	0	0	0	10	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	0	25	25	0	95	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	0	25	25	0	80	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	85	8	8	0	0	0	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	85	0	8	8	0	0	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	80	0	0	0	0	17	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	1	1	85	0	0	8	8	0	36	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	1	0	67	13	0	20	0	0	39	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	14	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	9	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	6	
	MANCHESTER	SPANAIR	C	A	4	0	0	75	0	25	0	0	0	13	
	MANCHESTER	SPANAIR	C	D	4	0	0	50	25	25	0	0	0	20	
<b>TOTAL PALMA DE MALLORCA</b>					<b>429</b>	<b>2</b>	<b>5</b>	<b>67</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	
PAPHOS															
	BIRMINGHAM	AIR 2000	S	A	5	0	0	40	40	20	0	0	0	22	
	BIRMINGHAM	AIR 2000	S	D	5	0	0	100	0	0	0	0	0	4	
	GATWICK	AIR 2000	S	A	10	0	0	10	20	50	20	0	0	43	
	GATWICK	AIR 2000	S	D	10	0	0	60	30	10	0	0	0	15	
	GLASGOW	AIR 2000	S	A	5	0	0	40	20	40	0	0	0	24	
	GLASGOW	AIR 2000	S	D	5	0	0	100	0	0	0	0	0	6	
	MANCHESTER	AIR 2000	S	A	5	0	0	0	80	20	0	0	0	30	
	MANCHESTER	AIR 2000	S	D	5	0	0	100	0	0	0	0	0	7	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	
						Actual (7)	Plan (8)							
PAPHOS	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	28
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	22	11	0	0	26
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	34
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	38
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	22	0	0	29
	LUTON	BRITANNIA AIRWAYS	C	D	8	1	0	75	0	0	25	0	0	28
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	33	22	0	0	36
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	22	22	0	0	30
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2
	GATWICK	CYPRUS AIRWAYS	S	A	4	0	0	25	75	0	0	0	0	19
	HEATHROW	CYPRUS AIRWAYS	S	D	4	0	0	25	0	50	25	0	0	36
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	56
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	56
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	63	13	25	0	0	0	18
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	38	25	13	25	0	0	33
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	20	40	20	0	0	57
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	38
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	40	20	0	20	0	55
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	43
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	25	50	0	0	56
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	39
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	80	0	20	0	0	49

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					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)	
														MATCHED
PAPHOS														
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	46
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	11	11	0	0	20
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	22	0	0	0	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	22	0	0	0	0	6
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	20	60	20	0	0	0	21
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6
<b>TOTAL PAPHOS</b>					<b>275</b>	<b>5</b>	<b>4</b>	<b>58</b>	<b>18</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>
PARIS (CHARLES DE GAULLE)														
	EDINBURGH	AIR FRANCE	S	A	92	0	1	47	18	22	13	0	0	27
	EDINBURGH	AIR FRANCE	S	D	91	1	1	38	14	33	12	2	0	36
	GLASGOW	AIR FRANCE	S	A	17	0	2	24	24	18	35	0	0	44
	GLASGOW	AIR FRANCE	S	D	17	1	3	12	12	35	41	0	0	48
	HEATHROW	AIR FRANCE	S	A	399	0	0	51	23	21	6	0	0	21
	HEATHROW	AIR FRANCE	S	D	399	0	1	52	23	17	8	0	0	21
	LONDON CITY	AIR FRANCE	S	A	136	0	2	74	15	9	2	1	0	13
	LONDON CITY	AIR FRANCE	S	D	132	0	6	56	20	19	5	0	0	20
	MANCHESTER	AIR FRANCE	S	A	155	0	0	74	17	6	3	0	1	21
	MANCHESTER	AIR FRANCE	S	D	155	0	0	66	15	14	5	0	0	13
	EDINBURGH	AOM FRENCH AIRLINES	C	A	5	0	1	80	0	0	0	0	20	96
	EDINBURGH	AOM FRENCH AIRLINES	C	D	5	0	1	60	0	20	0	0	20	100
	HEATHROW	BMI BRITISH MIDLAND	S	A	212	0	0	53	19	18	8	1	0	25
	HEATHROW	BMI BRITISH MIDLAND	S	D	211	0	0	49	26	19	6	0	0	20
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	147	0	0	73	16	9	1	0	0	11
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	147	0	0	70	10	17	3	0	0	14
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	17	0	0	41	35	0	24	0	0	29

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: P													
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE									
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
PARIS (CHARLES DE GAULLE)	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	13	0	0	46	38	8	8	0	0	19	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	148	0	0	88	7	3	1	0	0	7	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	148	0	0	81	10	7	1	0	0	9	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	53	0	2	89	8	2	2	0	0	6	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	43	0	0	95	2	2	0	0	0	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	209	0	0	79	12	4	5	0	0	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	209	0	0	82	9	8	2	0	0	8	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	149	1	2	82	12	4	2	0	0	8	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	150	0	1	79	9	10	2	0	0	11	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	84	0	0	69	14	13	4	0	0	14	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	84	0	0	52	18	25	5	0	0	22	
	GATWICK	CAMEROON AIRLINES	S	D	3	0	1	0	0	67	33	0	0	64	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	170	0	0	84	6	5	5	0	0	11	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	170	1	0	67	20	6	6	0	0	17	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	74	0	0	65	26	8	1	0	0	14	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	73	0	0	82	12	5	0	0	0	9	
	NEWCASTLE	GILL AIRWAYS	S	A	80	0	0	53	13	8	26	1	0	41	
	NEWCASTLE	GILL AIRWAYS	S	D	80	1	0	68	13	9	11	0	0	22	
	STANSTED	KLM UK LTD	S	A	116	0	0	86	9	4	0	0	0	5	
	STANSTED	KLM UK LTD	S	D	116	0	0	60	17	22	1	0	0	15	
	LUTON	SCOT AIRWAYS	S	A	99	0	5	31	31	20	16	1	0	36	
	LUTON	SCOT AIRWAYS	S	D	98	1	6	42	23	23	11	0	0	29	
	EDINBURGH	STAR EUROPE	C	A	3	0	0	0	0	100	0	0	0	35	
	EDINBURGH	VIRGIN EXPRESS	C	A	2	0	0	0	0	50	50	0	0	66	
	EDINBURGH	VIRGIN EXPRESS	C	D	2	0	0	50	50	0	0	0	0	15	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4724</b>	<b>6</b>	<b>47</b>	<b>65</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	
PARIS (LE BOURGET)															
PARIS (ORLY)	EDINBURGH	AIR LIB	C	A	2	0	1	100	0	0	0	0	0	7	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: P							PERCENTAGE OF FLIGHTS LATE						
		NUMBER OF FLIGHTS													
		MATCHED		UNMATCHED											
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)		
PARIS (ORLY)															
	EDINBURGH	AIR LIB	C	D	2	0	1	50	50	0	0	0	0	15	
	HEATHROW	AIR LIB	S	A	93	0	0	71	17	9	3	0	0	13	
	HEATHROW	AIR LIB	S	D	93	0	0	76	15	4	4	0	0	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	88	6	5	2	0	0	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	84	9	7	0	0	0	8	
<b>TOTAL PARIS (ORLY)</b>					<b>368</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	
PAU															
<b>TOTAL PAU</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	
PERTH (AUSTRALIA)															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	13	10	3	0	0	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	3	3	0	0	14	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	
PHILADELPHIA INTERNATIONAL															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	44	34	16	6	0	0	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	6	8	3	0	0	10	
	GATWICK	US AIRWAYS	S	A	61	0	1	74	11	8	5	0	2	23	
	GATWICK	US AIRWAYS	S	D	61	0	1	87	7	3	2	2	0	11	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>246</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	
PHUKET															
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	0	0	20	95	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	
<b>TOTAL PHUKET</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>35</b>	
PISA															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	92	2	3	2	2	0	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	89	6	3	2	0	0	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: P							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					Average delay (mins)		
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours			
														Actual (7)	Plan (8)
PISA															
	STANSTED	RYANAIR	S	A	61	0	1	75	16	0	8	0	0	14	
	STANSTED	RYANAIR	S	D	62	0	0	52	35	6	6	0	0	21	
	MANCHESTER	VOLARE AIRLINES	C	A	2	0	0	50	50	0	0	0	0	10	
	MANCHESTER	VOLARE AIRLINES	C	D	2	0	0	50	0	50	0	0	0	24	
<b>TOTAL PISA</b>					<b>253</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	
PITTSBURGH															
PLOVDIV															
	GATWICK	AIR 2000	C	A	2	0	0	50	0	0	50	0	0	66	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	
	GATWICK	AIR VIA BULGARIAN AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	A	2	0	1	50	50	0	0	0	0	18	
	MANCHESTER	AIR VIA BULGARIAN AIRWAYS	C	D	2	0	1	50	0	50	0	0	0	32	
<b>TOTAL PLOVDIV</b>					<b>17</b>	<b>1</b>	<b>4</b>	<b>53</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>30</b>	
PLYMOUTH															
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	69	0	1	74	19	7	0	0	0	10	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	39	0	0	85	8	8	0	0	0	6	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	33	46	8	13	0	0	30	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	25	0	0	72	20	4	4	0	0	12	
<b>TOTAL PLYMOUTH</b>					<b>158</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	
PONTOISE															
PORLAMAR															
	GATWICK	AIR 2000	C	A	3	0	0	0	67	33	0	0	0	36	
	GATWICK	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	1	
	MANCHESTER	AIR 2000	C	A	3	0	0	33	67	0	0	0	0	18	
	MANCHESTER	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	2	
<b>TOTAL PORLAMAR</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: P							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					Average delay (mins)		
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours			
														Actual (7)	Plan (8)
PORT OF SPAIN															
	HEATHROW	BWIA	S	A	31	0	0	32	10	35	23	0	0	36	
	HEATHROW	BWIA	S	D	31	0	0	48	19	16	16	0	0	28	
<b>TOTAL PORT OF SPAIN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>15</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>	
PRAGUE															
	HEATHROW	BMI BRITISH MIDLAND	S	A	40	0	0	40	33	18	10	0	0	24	
	HEATHROW	BMI BRITISH MIDLAND	S	D	40	0	0	78	15	3	5	0	0	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	77	11	8	3	0	0	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	19	2	0	0	0	8	
	HEATHROW	CSA	S	A	62	0	0	48	31	16	3	2	0	22	
	HEATHROW	CSA	S	D	62	0	0	76	10	11	2	2	0	16	
	MANCHESTER	CSA	S	A	25	0	0	88	4	8	0	0	0	7	
	MANCHESTER	CSA	S	D	24	0	0	46	42	13	0	0	0	17	
	STANSTED	CSA	S	A	19	0	0	89	5	0	5	0	0	10	
	STANSTED	CSA	S	D	19	0	0	37	47	16	0	0	0	21	
	STANSTED	GO FLY LTD	S	A	31	0	0	87	0	0	10	3	0	18	
	STANSTED	GO FLY LTD	S	D	31	0	0	61	23	3	10	3	0	29	
<b>TOTAL PRAGUE</b>					<b>481</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	
PRESTWICK															
	STANSTED	RYANAIR	S	A	182	1	4	89	5	4	2	0	0	6	
	STANSTED	RYANAIR	S	D	185	0	3	79	8	8	5	1	0	13	
<b>TOTAL PRESTWICK</b>					<b>367</b>	<b>1</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	
PUERTO PLATA															
	GATWICK	AIR 2000	C	A	2	0	0	50	0	0	50	0	0	51	
	GATWICK	AIR 2000	C	D	3	0	0	67	0	33	0	0	0	15	
	MANCHESTER	AIR 2000	C	A	3	0	0	0	33	33	33	0	0	68	
	MANCHESTER	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	19	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	20	40	0	0	60	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	44	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	0	40	20	40	0	0	61	



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
PUERTO PLATA															
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	48	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	75	0	25	0	0	38	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	20	20	0	0	49	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	29	
<b>TOTAL PUERTO PLATA</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>26</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>41</b>	
PUERTO VALLARTA															
	GATWICK	AIR 2000	C	A	5	0	0	20	20	20	20	20	0	68	
<b>TOTAL PUERTO VALLARTA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>58</b>	
PUNTA CANA															

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: R							PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		Early to 15 mins	PERCENTAGE OF FLIGHTS LATE					Average delay (mins)		
					MATCHED	UNMATCHED		16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours			
														Actual (7)	Plan (8)
RALEIGH															
	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	55	26	16	3	0	0	18	
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	65	16	10	6	3	0	19	
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	
RENNES															
	LONDON CITY	BRIT AIR	S	A	53	0	0	70	23	8	0	0	0	13	
	LONDON CITY	BRIT AIR	S	D	53	0	0	57	30	13	0	0	0	17	
<b>TOTAL RENNES</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
REUS															
RHODES															
RIGA															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	28	0	0	75	21	4	0	0	0	9	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	28	0	0	89	11	0	0	0	0	5	
<b>TOTAL RIGA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	
RIMINI															
	STANSTED	RYANAIR	S	A	30	0	1	73	20	3	3	0	0	12	
	STANSTED	RYANAIR	S	D	30	0	1	37	37	23	3	0	0	23	
<b>TOTAL RIMINI</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>28</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	
RIO DE JANEIRO (GALEAO)															
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	1	0	65	25	10	0	0	0	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	96	4	0	0	0	0	2	
	HEATHROW	VARIG	S	A	24	0	0	29	8	38	25	0	0	37	
	HEATHROW	VARIG	S	D	24	0	0	71	29	0	0	0	0	10	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	
RIYADH															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	9	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	19	0	0	58	16	26	0	0	0	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: R													
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE							
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)									
RIYADH															
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	72	11	11	6	0	0	17	
<b>TOTAL RIYADH</b>					<b>63</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	
ROME (CIAMPINO)															
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	0	50	50	0	0	0	26	
	STANSTED	GO FLY LTD	S	A	68	0	0	81	7	6	6	0	0	11	
	STANSTED	GO FLY LTD	S	D	68	0	0	63	16	15	6	0	0	20	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	20	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	7	
<b>TOTAL ROME (CIAMPINO)</b>					<b>152</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	
ROME (FIUMICINO)															
	GATWICK	ALITALIA	S	A	11	0	1	73	27	0	0	0	0	14	
	GATWICK	ALITALIA	S	D	11	0	1	73	9	18	0	0	0	13	
	HEATHROW	ALITALIA	S	A	153	0	2	54	18	19	9	0	0	22	
	HEATHROW	ALITALIA	S	D	153	0	2	57	16	15	12	1	0	25	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	93	0	0	83	8	6	3	0	0	10	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	93	0	0	86	11	1	2	0	0	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	73	10	8	7	1	1	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	77	12	3	7	1	0	15	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	20	0	0	80	10	0	10	0	0	15	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	20	0	0	50	30	10	10	0	0	28	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	53	0	0	25	38	25	9	4	0	38	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	53	0	0	74	11	8	6	2	0	18	
<b>TOTAL ROME (FIUMICINO)</b>					<b>910</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	
ROTTERDAM															
	HEATHROW	B A S E BUSINESS AIRLINES	S	A	6	0	0	67	17	0	17	0	0	29	
	HEATHROW	B A S E BUSINESS AIRLINES	S	D	6	0	0	100	0	0	0	0	0	0	
	EDINBURGH	BRITISH WORLD AIRLINES LTD	C	A	2	0	1	100	0	0	0	0	0	6	
	EDINBURGH	BRITISH WORLD AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE									
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)	Actual (7)	Plan (8)								
ROTTERDAM																
	GATWICK	CITY FLYER EXPRESS	S	A	95	0	0	89	6	2	2	0	0	6		
	GATWICK	CITY FLYER EXPRESS	S	D	95	0	0	91	7	2	0	0	0	4		
	HEATHROW	KLM	S	A	109	0	0	66	18	6	10	0	0	17		
	HEATHROW	KLM	S	D	108	1	0	77	10	5	8	0	0	14		
	LONDON CITY	VLM (BELGIUM)	S	A	128	0	0	85	13	1	1	1	0	8		
	LONDON CITY	VLM (BELGIUM)	S	D	128	0	0	85	11	3	0	1	0	9		
	MANCHESTER	VLM (BELGIUM)	S	A	48	0	2	75	17	0	8	0	0	15		
	MANCHESTER	VLM (BELGIUM)	S	D	48	0	2	85	4	2	8	0	0	11		
<b>TOTAL ROTTERDAM</b>					<b>787</b>	<b>1</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>		
RZESZOW																
<b>TOTAL RZESZOW</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>58</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					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)	
						Plan (8)									
SALONIKA															
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	0	10
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	5
<b>TOTAL SALONIKA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
SALZBURG															
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	0	7
	BIRMINGHAM	AIR 2000	C	D	3	0	1	67	33	0	0	0	0	0	10
	GATWICK	AIR 2000	C	A	4	0	0	0	0	75	0	25	0	0	97
	GATWICK	AIR 2000	C	D	4	0	0	75	0	0	0	25	0	0	69
	MANCHESTER	AIR 2000	C	A	5	0	0	40	20	0	20	20	0	0	100
	MANCHESTER	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	0	68
	NEWCASTLE	AIR 2000	C	A	3	0	0	100	0	0	0	0	0	0	8
	NEWCASTLE	AIR 2000	C	D	2	0	1	100	0	0	0	0	0	0	0
	STANSTED	AIR 2000	C	A	4	0	0	0	25	25	50	0	0	0	65
	STANSTED	AIR 2000	C	D	3	0	1	33	0	0	67	0	0	0	53
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	33	67	0	0	0	0	0	19
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	1	100	0	0	0	0	0	0	1
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	0	45
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	0	26
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	33	0	67	0	0	0	0	32
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	1	0	50	0	50	0	0	0	83
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	0	27
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	1	0	100	0	0	0	0	0	22
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	33	0	0	0	54
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	33	0	0	0	0	17
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	17	0	0	94	0	0	6	0	0	0	7
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	17	0	0	47	29	24	0	0	0	0	19
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	0	23
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	6

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Actual (7)							
SALZBURG														
	GATWICK	LAUDA-AIR	C	A	4	0	0	25	75	0	0	0	0	19
	GATWICK	LAUDA-AIR	C	D	4	0	0	100	0	0	0	0	0	6
	MANCHESTER	LAUDA-AIR	C	A	4	0	0	100	0	0	0	0	0	5
	MANCHESTER	LAUDA-AIR	C	D	4	0	0	50	50	0	0	0	0	15
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	13	40	27	20	0	0	34
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	60	20	13	7	0	0	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	1	0	75	25	0	0	0	0	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	1
<b>TOTAL SALZBURG</b>					<b>168</b>	<b>3</b>	<b>7</b>	<b>52</b>	<b>23</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>
SAMARKAND														
SAN DIEGO														
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	13	3	6	0	6	54
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	55	35	6	3	0	0	17
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>35</b>
SAN FRANCISCO														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	72	15	11	2	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	0	69	17	13	2	0	0	16
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	82	11	3	3	0	0	8
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	87	10	3	0	0	0	5
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	16	13	0	0	0	10
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	61	32	6	0	0	0	14
<b>TOTAL SAN FRANCISCO</b>					<b>281</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>
SAN JOSE COST RICA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	33	0	33	33	0	0	40
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	100	0	0	0	0	0	6
<b>TOTAL SAN JOSE COST RICA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>
SAN JUAN (PUERTO RICO)														

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Plan (8)							
SAN JUAN (PUERTO RICO)														
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	25	0	0	46
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	28
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>
SANAA														
	GATWICK	YEMENIA	S	A	9	0	0	44	11	11	11	11	11	108
	GATWICK	YEMENIA	S	D	9	0	0	56	11	22	11	0	0	24
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>66</b>
SANDEFJORD(TORP)														
	STANSTED	RYANAIR	S	A	58	0	0	88	5	5	2	0	0	7
	STANSTED	RYANAIR	S	D	58	0	0	55	28	14	2	2	0	21
<b>TOTAL SANDEFJORD(TORP)</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>
SANFORD														
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	1
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	25
	GATWICK	AIR 2000	C	A	9	0	0	33	11	44	11	0	0	30
	GATWICK	AIR 2000	C	D	12	0	0	42	50	0	8	0	0	29
	MANCHESTER	AIR 2000	C	A	12	1	0	75	17	0	8	0	0	13
	MANCHESTER	AIR 2000	C	D	14	0	0	64	7	21	7	0	0	23
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	20	20	10	40	0	10	179
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	11	0	0	45	9	18	9	0	18	185
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	20	40	0	20	160
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	1	0	50	17	0	0	25	8	105
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	1	0	54	8	0	23	15	0	82
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	25	25	25	191
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	47
<b>TOTAL SANFORD</b>					<b>117</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>79</b>
SANTIAGO DE CHILE														
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	87	4	4	0	0	4	54
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	96	0	0	4	0	0	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: S												
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
SANTIAGO DE CHILE														
<b>TOTAL SANTIAGO DE CHILE</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>29</b>
SANTIAGO DE COMPOSTELA														
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	80
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	8
	HEATHROW	IBERIA	S	A	31	0	0	74	13	10	3	0	0	12
	HEATHROW	IBERIA	S	D	31	0	0	74	6	3	16	0	0	18
<b>TOTAL SANTIAGO DE COMPOSTELA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>
SANTO DOMINGO														
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	75	0	0	79
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	35
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	17
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	22
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	0	33	0	0	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	0	67	0	0	0	39
<b>TOTAL SANTO DOMINGO</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>
SAO PAULO (GUARULHOS)														
	HEATHROW	VARIG	S	A	7	0	0	43	29	29	0	0	0	26
	HEATHROW	VARIG	S	D	7	0	0	100	0	0	0	0	0	2
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
SEATTLE (TACOMA)														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	3	0	6	0	0	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	10	13	0	0	0	9
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
SEOUL (KIMPO)														
	HEATHROW	KOREAN AIR	S	A	20	2	2	75	15	10	0	0	0	9
	HEATHROW	KOREAN AIR	S	D	22	0	0	73	23	5	0	0	0	10
<b>TOTAL SEOUL (KIMPO)</b>					<b>42</b>	<b>2</b>	<b>2</b>	<b>74</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: S													
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE							
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)									
SEVILLE															
	HEATHROW	IBERIA	S	A	31	0	0	71	16	6	3	3	0	21	
	HEATHROW	IBERIA	S	D	31	0	0	71	23	0	3	3	0	17	
<b>TOTAL SEVILLE</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	
SEYCHELLES															
	GATWICK	AIR SEYCHELLES	S	A	8	0	1	25	50	13	13	0	0	27	
	GATWICK	AIR SEYCHELLES	S	D	8	1	0	50	25	0	0	13	13	105	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	1	
<b>TOTAL SEYCHELLES</b>					<b>34</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>33</b>	
SFAX															
SHANGHAI															
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	38	50	0	13	0	0	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	4	
<b>TOTAL SHANGHAI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	
SHANNON															
	HEATHROW	AER LINGUS	S	A	95	0	0	53	26	6	15	0	0	25	
	HEATHROW	AER LINGUS	S	D	95	0	0	57	20	6	17	0	0	25	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	54	0	0	80	15	4	2	0	0	9	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	54	0	0	80	13	4	2	2	0	11	
	GATWICK	CITY FLYER EXPRESS	S	A	31	1	0	58	26	13	3	0	0	19	
	GATWICK	CITY FLYER EXPRESS	S	D	32	0	0	66	19	13	3	0	0	15	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	27	0	1	96	4	0	0	0	0	2	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	27	0	1	89	4	4	4	0	0	11	
	STANSTED	VIRGIN EXPRESS IRELAND	S	A	54	0	0	83	9	4	4	0	0	12	
	STANSTED	VIRGIN EXPRESS IRELAND	S	D	54	0	0	83	6	2	9	0	0	15	
<b>TOTAL SHANNON</b>					<b>523</b>	<b>2</b>	<b>3</b>	<b>71</b>	<b>16</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	
SHARM EL SHEIKH (OPHIRA)															
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	4	22	33	22	11	0	11	67	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	89	0	0	0	11	0	39	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					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)
						MATCHED	Plan (8)							
SHARM EL SHEIKH (OPHIRA)														
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	25
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	21
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>28</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>18</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>42</b>
SHEFFIELD CITY														
	LONDON CITY	BRITISH REGIONAL AIRLINES LTD	S	A	72	0	1	85	14	1	0	0	0	6
	LONDON CITY	BRITISH REGIONAL AIRLINES LTD	S	D	72	0	1	94	6	0	0	0	0	4
<b>TOTAL SHEFFIELD CITY</b>					<b>144</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
SINGAPORE														
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	42	26	30	2	0	0	21
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	85	11	2	2	0	0	8
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	55	16	23	6	0	0	21
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	26	32	26	16	0	0	34
<b>TOTAL SINGAPORE</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>
SION														
	GATWICK	CITY FLYER EXPRESS	C	A	4	0	0	0	25	25	50	0	0	88
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	50	25	0	25	0	0	42
	HEATHROW	SWISS AIRLINES	S	A	4	0	0	75	0	25	0	0	0	19
	HEATHROW	SWISS AIRLINES	S	D	4	0	0	50	0	50	0	0	0	26
<b>TOTAL SION</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>44</b>
SKOPJE														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	14	0	0	50	21	14	14	0	0	28
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	14	0	0	43	14	36	7	0	0	27
<b>TOTAL SKOPJE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>18</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>
SOFIA														
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	22	0	0	36	14	32	18	0	0	35
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	22	0	0	82	5	5	9	0	0	13
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	0	0	33	0	83

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: S							PERCENTAGE OF FLIGHTS LATE						
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE									
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
SOFIA															
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	1	0	0	50	0	50	0	127	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	23	0	0	83	9	4	4	0	0	10	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	24	0	0	46	33	13	8	0	0	23	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	47	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	0	33	0	0	36	
<b>TOTAL SOFIA</b>					<b>103</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	
SOUTHAMPTON															
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	56	23	12	10	0	0	22	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	63	24	4	10	0	0	18	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	102	0	0	81	6	7	6	0	0	12	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	102	0	0	75	14	7	4	1	0	12	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	101	0	0	78	13	6	3	0	0	11	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	83	0	0	84	7	6	2	0	0	7	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	73	0	0	95	3	1	1	0	0	4	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	73	0	0	93	4	1	1	0	0	3	
<b>TOTAL SOUTHAMPTON</b>					<b>638</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	
SPLIT															
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	50	25	0	25	0	0	27	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	75	0	25	0	0	0	17	
<b>TOTAL SPLIT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>34</b>	
ST ETIENNE															
	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	4	
	STANSTED	RYANAIR	S	D	31	0	0	94	0	3	3	0	0	6	
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	
ST KITTS															
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	68	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: S												
		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE							
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
ST KITTS														
<b>TOTAL ST KITTS</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>68</b>
ST LOUIS (LAMBERT)														
	GATWICK	TRANS WORLD AIRLINES	S	A	31	0	0	39	19	35	6	0	0	26
	GATWICK	TRANS WORLD AIRLINES	S	D	31	0	0	77	10	10	3	0	0	13
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>
ST LUCIA (HEWANORRA)														
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	11
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	26
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	21
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	57	21	21	0	0	0	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	23	0	0	0	16
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	0	75	25	0	0	0	28
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	25	25	50	0	0	0	29
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>
ST PETERSBURG														
	GATWICK	AEROFLOT	S	A	3	0	2	100	0	0	0	0	0	1
	GATWICK	AEROFLOT	S	D	3	0	2	100	0	0	0	0	0	0
	HEATHROW	AEROFLOT	S	A	3	0	1	100	0	0	0	0	0	0
	HEATHROW	AEROFLOT	S	D	3	0	1	100	0	0	0	0	0	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	86	9	0	0	5	0	13
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	86	9	0	0	5	0	17
<b>TOTAL ST PETERSBURG</b>					<b>56</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>
ST THOMAS ISLANDS														
	GATWICK	AIR 2000	C	A	5	0	0	40	0	20	40	0	0	38
<b>TOTAL ST THOMAS ISLANDS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>38</b>
STANSTED														

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					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)	
						MATCHED	Plan (8)								
STANSTED															
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	70	2	3	96	0	1	3	0	0	4	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	73	0	0	93	4	1	1	0	0	4	
	NEWCASTLE	GILL AIRWAYS	S	A	50	0	23	90	8	0	2	0	0	8	
	NEWCASTLE	GILL AIRWAYS	S	D	50	0	23	96	2	0	2	0	0	4	
	EDINBURGH	GO FLY LTD	S	A	182	3	1	82	10	6	1	0	0	8	
	EDINBURGH	GO FLY LTD	S	D	179	7	0	77	11	8	4	1	0	14	
	EDINBURGH	KLM UK LTD	S	A	86	1	1	88	6	5	1	0	0	5	
	EDINBURGH	KLM UK LTD	S	D	88	0	0	90	3	5	2	0	0	6	
	GLASGOW	KLM UK LTD	S	A	84	0	2	83	11	5	1	0	0	7	
	GLASGOW	KLM UK LTD	S	D	86	0	1	88	7	3	1	0	0	7	
<b>TOTAL STANSTED</b>					<b>949</b>	<b>15</b>	<b>54</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	
STAVANGER															
	NEWCASTLE	BRAATHENS ASA	S	A	27	0	0	63	26	7	4	0	0	12	
	NEWCASTLE	BRAATHENS ASA	S	D	27	0	0	93	4	4	0	0	0	3	
	HEATHROW	SAS	S	A	58	0	0	71	19	9	2	0	0	12	
	HEATHROW	SAS	S	D	58	0	0	91	5	2	2	0	0	6	
<b>TOTAL STAVANGER</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	
STOCKHOLM (ARLANDA)															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	92	0	0	86	8	5	1	0	0	7	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	92	0	0	89	7	1	3	0	0	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	77	8	9	5	1	0	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	86	8	5	2	0	0	8	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	50	0	0	74	14	8	4	0	0	13	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	50	0	0	76	8	10	6	0	0	16	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	17	0	0	82	6	6	6	0	0	12	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	17	0	0	65	18	12	6	0	0	14	
	HEATHROW	SAS	S	A	180	0	0	72	14	8	6	0	0	14	
	HEATHROW	SAS	S	D	180	0	0	84	8	4	3	0	0	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)	Plan (8)							
STOCKHOLM (ARLANDA)														
	STANSTED	SAS	S	A	50	0	2	82	16	2	0	0	0	7
	STANSTED	SAS	S	D	49	0	3	92	4	4	0	0	0	6
	MANCHESTER	SKYWAYS EXPRESS	S	A	53	0	0	79	15	4	2	0	0	9
	MANCHESTER	SKYWAYS EXPRESS	S	D	53	0	0	91	6	2	2	0	0	7
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1193</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
STOCKHOLM (SKAVSTA)														
	STANSTED	RYANAIR	S	A	86	0	0	77	12	9	2	0	0	12
	STANSTED	RYANAIR	S	D	86	0	0	56	31	8	5	0	0	18
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
STORNOWAY														
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	50	0	0	84	14	2	0	0	0	5
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	50	0	0	84	4	12	0	0	0	8
	EDINBURGH	LOGANAIR	S	A	23	0	0	87	4	9	0	0	0	5
	EDINBURGH	LOGANAIR	S	D	23	0	0	100	0	0	0	0	0	1
<b>TOTAL STORNOWAY</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
STRASBOURG														
	GATWICK	BRIT AIR	S	A	76	0	1	83	14	3	0	0	0	9
	GATWICK	BRIT AIR	S	D	76	0	1	75	21	3	1	0	0	9
<b>TOTAL STRASBOURG</b>					<b>154</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>
STUTTGART														
	HEATHROW	BMI BRITISH MIDLAND	S	A	93	0	0	61	17	14	8	0	0	19
	HEATHROW	BMI BRITISH MIDLAND	S	D	93	0	0	72	16	11	1	0	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	75	14	7	3	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	88	8	4	0	0	0	6
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	77	0	0	91	8	1	0	0	0	6
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	77	0	0	83	14	1	1	0	0	7
	MANCHESTER	LUFTHANSA CITY LINE	S	A	31	0	0	90	6	3	0	0	0	4
	MANCHESTER	LUFTHANSA CITY LINE	S	D	31	0	0	100	0	0	0	0	0	2
<b>TOTAL STUTTGART</b>					<b>647</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								
					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)		
														MATCHED	UNMATCHED
SUMBURGH															
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	1	0	85	8	4	4	0	0	8	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	89	7	4	0	0	0	5	
	EDINBURGH	LOGANAIR	S	A	24	4	0	96	4	0	0	0	0	1	
	EDINBURGH	LOGANAIR	S	D	28	0	0	86	7	4	4	0	0	7	
	GLASGOW	LOGANAIR	S	A	26	0	0	92	8	0	0	0	0	4	
	GLASGOW	LOGANAIR	S	D	27	0	0	85	15	0	0	0	0	8	
<b>TOTAL SUMBURGH</b>					<b>158</b>	<b>5</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	
SYDNEY															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	64	16	11	7	0	2	42	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	82	2	4	11	0	0	16	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	6	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	50	50	0	0	86	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	8	
	HEATHROW	QANTAS	S	A	47	1	1	68	11	17	4	0	0	15	
	HEATHROW	QANTAS	S	D	43	0	0	65	28	7	0	0	0	12	
<b>TOTAL SYDNEY</b>					<b>187</b>	<b>3</b>	<b>3</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>21</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: T							PERCENTAGE OF FLIGHTS LATE						
		NUMBER OF FLIGHTS													
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)									
TAIPEI															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	6	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	8	23	8	0	0	24	
	HEATHROW	EVA AIR	S	A	13	0	0	54	23	23	0	0	0	20	
	HEATHROW	EVA AIR	S	D	13	0	0	85	8	8	0	0	0	6	
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	
TALLIN															
	GATWICK	ESTONIAN AIR	S	A	27	0	0	89	4	0	7	0	0	11	
	GATWICK	ESTONIAN AIR	S	D	27	0	0	93	0	4	4	0	0	8	
<b>TOTAL TALLIN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	
TAMPA															
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	22	28	44	6	0	0	35	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	59	29	6	0	6	0	23	
<b>TOTAL TAMPA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>29</b>	<b>26</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>29</b>	
TANGIERS (IBN BATUTA)															
TARBES-LOURDES INTERNA															
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>2</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
TASHKENT															
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	2	0	0	100	0	0	0	0	0	0	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	2	0	0	50	0	50	0	0	0	32	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	0	94	0	0	6	0	0	5	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	0	76	6	18	0	0	0	11	
<b>TOTAL TASHKENT</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	
TBILISI															
TEESSIDE															
	HEATHROW	BMI BRITISH MIDLAND	S	A	138	0	0	84	9	5	1	0	0	7	
	HEATHROW	BMI BRITISH MIDLAND	S	D	138	0	0	88	8	3	1	0	0	5	
<b>TOTAL TEESSIDE</b>					<b>277</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	
TEHRAN															



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: T							PERCENTAGE OF FLIGHTS LATE						
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
TEHRAN		HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	79	21	0	0	0	0	7
		HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	8	0	0	0	10
		HEATHROW	IRAN AIR	S	A	13	0	0	62	15	23	0	0	0	16
		HEATHROW	IRAN AIR	S	D	13	0	0	31	46	23	0	0	0	24
<b>TOTAL TEHRAN</b>						<b>53</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
TEL AVIV		GATWICK	AIR 2000	C	A	4	0	0	0	50	50	0	0	0	33
		GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	18
		HEATHROW	ARKIA	C	A	7	0	0	71	0	14	14	0	0	21
		HEATHROW	ARKIA	C	D	7	0	0	86	0	14	0	0	0	9
		GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	42	39	6	13	0	0	26
		GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	16	6	10	0	0	24
		HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	79	9	12	0	0	0	9
		HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	86	7	2	5	0	0	8
		GATWICK	EL AL	C	A	8	1	0	38	25	25	13	0	0	30
		GATWICK	EL AL	C	D	8	1	0	50	13	25	13	0	0	24
		HEATHROW	EL AL	S	A	37	0	0	38	30	27	5	0	0	25
		HEATHROW	EL AL	S	D	39	0	0	49	31	18	3	0	0	21
		MANCHESTER	EL AL	S	A	10	0	0	50	40	10	0	0	0	15
		MANCHESTER	EL AL	S	D	9	0	0	56	33	11	0	0	0	16
		STANSTED	EL AL	S	A	4	0	0	75	0	25	0	0	0	8
		STANSTED	EL AL	S	D	3	0	0	67	33	0	0	0	0	10
		GATWICK	MONARCH AIRLINES	C	A	12	0	0	0	33	33	33	0	0	48
		GATWICK	MONARCH AIRLINES	C	D	12	0	0	67	33	0	0	0	0	12
<b>TOTAL TEL AVIV</b>						<b>312</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>
TENERIFE (SURREINA SOFIA)		BIRMINGHAM	AIR 2000	C	A	14	0	0	43	43	7	7	0	0	25
		BIRMINGHAM	AIR 2000	C	D	13	1	0	62	15	23	0	0	0	14
		GATWICK	AIR 2000	C	A	30	0	0	27	20	33	13	7	0	45

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
TENERIFE (SURREINA SOFIA)															
	GATWICK	AIR 2000	C	D	33	0	0	76	9	9	0	6	0	23	
	GLASGOW	AIR 2000	C	A	9	0	0	56	33	0	11	0	0	17	
	GLASGOW	AIR 2000	C	D	9	0	0	89	0	11	0	0	0	8	
	MANCHESTER	AIR 2000	C	A	30	1	1	30	20	40	10	0	0	31	
	MANCHESTER	AIR 2000	C	D	33	0	0	70	18	9	3	0	0	14	
	NEWCASTLE	AIR 2000	C	A	9	0	0	56	11	11	11	11	0	55	
	NEWCASTLE	AIR 2000	C	D	9	0	0	78	0	11	0	11	0	45	
	STANSTED	AIR 2000	C	A	13	0	0	31	38	15	15	0	0	38	
	STANSTED	AIR 2000	C	D	14	0	0	64	29	0	7	0	0	15	
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	75	0	25	0	0	0	8	
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	75	0	25	0	0	0	13	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	25	0	25	0	0	28	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	25	25	25	25	0	0	37	
	GATWICK	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	4	
	GATWICK	AIR EUROPA	C	D	2	0	0	50	50	0	0	0	0	10	
	MANCHESTER	AIR EUROPA	C	A	3	0	0	67	33	0	0	0	0	6	
	MANCHESTER	AIR EUROPA	C	D	2	0	0	50	0	50	0	0	0	16	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	6	0	0	17	67	17	0	0	0	24	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	6	0	0	83	17	0	0	0	0	10	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	22	0	0	0	18	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	23	0	0	13	22	35	26	4	0	58	
	GATWICK	BRITANNIA AIRWAYS	C	D	23	0	0	57	9	17	17	0	0	35	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	44	33	11	0	0	11	182	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	0	0	11	174	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	0	60	20	0	0	40	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	63	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	22	0	1	45	27	14	14	0	0	25	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	23	0	0	74	9	13	4	0	0	16	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)
					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	
						MATCHED	Plan (8)							
TENERIFE (SURREINA SOFIA)	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	25	13	0	0	25
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	67	0	33	0	0	0	15
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	75	13	13	0	0	0	12
	STANSTED	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	6
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	20	20	40	0	0	60
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	13
	GATWICK	FUTURA AIRLINES	C	A	6	0	0	67	17	0	17	0	0	22
	GATWICK	FUTURA AIRLINES	C	D	5	0	1	60	40	0	0	0	0	12
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	100	0	0	0	0	0	1
	MANCHESTER	FUTURA AIRLINES	C	A	10	0	0	100	0	0	0	0	0	5
	MANCHESTER	FUTURA AIRLINES	C	D	9	0	1	78	22	0	0	0	0	7
	GLASGOW	IBERWORLD	C	A	4	0	1	25	75	0	0	0	0	16
	GLASGOW	IBERWORLD	C	D	5	0	0	40	0	60	0	0	0	29
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	15	38	46	0	0	0	28
	BIRMINGHAM	MONARCH AIRLINES	C	D	14	0	0	100	0	0	0	0	0	4
	GATWICK	MONARCH AIRLINES	C	A	14	0	1	36	21	21	14	7	0	40
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	50	29	7	7	7	0	31
	LUTON	MONARCH AIRLINES	S	A	13	0	0	38	31	31	0	0	0	23
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	30
	LUTON	MONARCH AIRLINES	S	D	13	0	0	54	31	15	0	0	0	16
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	12
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	42	26	32	0	0	0	22
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	47	37	11	5	0	0	19
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	11	11	22	0	79
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	11	11	11	0	52
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	48
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	19	0	0	47	21	11	21	0	0	34
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	17	0	1	53	24	6	12	6	0	33
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	0	50	50	0	0	72

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
TENERIFE (SURREINA SOFIA)	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	0	33	11	0	0	31
	LUTON	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	11	0	11	62
	LUTON	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	22	11	0	0	20
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	39	22	6	22	6	6	76
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	56	17	11	6	6	6	64
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	49
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	10
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	8
	GLASGOW	SPANAIR	C	A	5	0	0	100	0	0	0	0	0	7
	GLASGOW	SPANAIR	C	D	5	0	0	60	20	20	0	0	0	19
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	7	0	0	29	14	43	0	14	0	48
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	26
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	32	41	23	0	5	0	29
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	24	0	0	71	17	8	0	4	0	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	36	0	0	50	31	14	6	0	0	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	37	0	0	89	8	3	0	0	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	11	44	0	0	0	25
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	0	20	0	0	0	10
	GATWICK	TRANSAER	C	A	5	0	0	20	80	0	0	0	0	15
	GATWICK	TRANSAER	C	D	5	0	0	80	0	20	0	0	0	11
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	44	33	11	11	0	0	24
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	13	0	0	69	23	8	0	0	0	10
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	2
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>997</b>	<b>2</b>	<b>8</b>	<b>58</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>28</b>
TIREE	GLASGOW	LOGANAIR	S	A	26	0	0	73	4	4	19	0	0	28

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE								
						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)
								Actual (7)	Plan (8)								
TIREE		GLASGOW		LOGANAIR		S	D	27	0	0	78	0	4	19	0	0	27
<b>TOTAL TIREE</b>								<b>53</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>2</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>
TOBAGO		GATWICK		BRITISH AIRWAYS PLC		S	A	4	0	0	50	0	50	0	0	0	26
		GATWICK		BRITISH AIRWAYS PLC		S	D	4	0	0	50	0	50	0	0	0	27
		GATWICK		CALEDONIAN AIRWAYS		C	A	7	0	0	71	0	14	0	14	0	51
<b>TOTAL TOBAGO</b>								<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>38</b>
TOKYO (NARITA)		HEATHROW		AEROFLOT		S	A	8	0	0	88	0	13	0	0	0	6
		HEATHROW		AEROFLOT		S	D	9	0	0	44	44	11	0	0	0	18
		HEATHROW		ALL NIPPON AIRWAYS		S	A	31	0	0	68	23	6	3	0	0	14
		HEATHROW		ALL NIPPON AIRWAYS		S	D	31	0	0	84	10	3	3	0	0	10
		HEATHROW		BRITISH AIRWAYS PLC		S	A	62	0	0	74	6	13	5	0	2	37
		HEATHROW		BRITISH AIRWAYS PLC		S	D	62	0	0	65	21	10	3	2	0	20
		HEATHROW		JAPAN AIRLINES		S	A	36	2	2	86	14	0	0	0	0	5
		HEATHROW		JAPAN AIRLINES		S	D	35	0	0	80	17	3	0	0	0	10
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	31	0	0	52	13	16	19	0	0	26
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	31	0	0	55	29	6	6	3	0	25
<b>TOTAL TOKYO (NARITA)</b>								<b>336</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>
TORONTO		GLASGOW		AIR CANADA		S	A	23	0	0	52	26	9	13	0	0	29
		GLASGOW		AIR CANADA		S	D	22	0	0	55	27	5	14	0	0	24
		HEATHROW		AIR CANADA		S	A	80	0	4	64	21	11	3	1	0	16
		HEATHROW		AIR CANADA		S	D	80	0	0	85	6	5	3	1	0	14
		MANCHESTER		AIR CANADA		S	A	22	0	0	64	9	9	18	0	0	30
		MANCHESTER		AIR CANADA		S	D	22	0	0	50	18	14	18	0	0	35
		GATWICK		AIR TRANSAT		C	A	5	0	0	60	0	40	0	0	0	17
		GATWICK		AIR TRANSAT		C	D	5	0	0	60	40	0	0	0	0	10
		MANCHESTER		AIR TRANSAT		C	A	5	0	0	40	40	20	0	0	0	23

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					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)	
					Actual (7)	Plan (8)								
TORONTO	MANCHESTER	AIR TRANSAT	C	D	5	0	0	40	0	60	0	0	0	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	36	0	0	75	14	6	3	3	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	37	0	0	62	5	24	5	3	0	27
	GATWICK	CANADA 3000 AIRLINES	C	A	5	0	0	60	0	40	0	0	0	16
	GATWICK	CANADA 3000 AIRLINES	C	D	5	0	0	60	0	40	0	0	0	22
	GLASGOW	CANADA 3000 AIRLINES	C	A	5	0	0	0	0	60	40	0	0	80
	GLASGOW	CANADA 3000 AIRLINES	C	D	5	0	0	0	20	20	60	0	0	75
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	83	1	1	54	25	14	6	0	0	21
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	78	0	1	77	14	8	1	0	0	11
<b>TOTAL TORONTO</b>					<b>523</b>	<b>1</b>	<b>12</b>	<b>65</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>
TORREJON DE ARDOZ														
TOULON / HYERES														
TOULOUSE (BLAGNAC)	EDINBURGH	AERIS	C	A	4	0	1	0	50	25	25	0	0	53
	EDINBURGH	AERIS	C	D	4	0	3	0	0	25	50	25	0	106
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	3
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	4
	GATWICK	AIR 2000	C	A	8	0	0	63	13	13	0	13	0	31
	GATWICK	AIR 2000	C	D	8	0	0	63	13	13	0	13	0	33
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	25	0	25	0	59
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	50	0	0	25	118
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	15
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	4
	GATWICK	AIR LIB	S	A	92	0	1	75	18	7	0	0	0	10
	GATWICK	AIR LIB	S	D	92	0	1	84	11	4	1	0	0	7
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	25
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	0	33	0	67	0	0	60
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
TOULOUSE (BLAGNAC)															
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	0	21	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	3	0	0	100	0	0	0	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	19	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	8	0	0	100	0	0	0	0	0	1	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	8	0	0	88	0	0	13	0	0	13	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	85	0	0	69	14	11	6	0	0	15	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	86	0	0	79	9	6	6	0	0	11	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	42	8	42	8	0	0	30	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	83	8	0	8	0	0	11	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	0	25	0	104	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	66	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	2	0	50	0	50	0	0	0	25	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	2	0	75	0	0	25	0	0	25	
	STANSTED	RYANAIR	C	A	3	0	0	0	67	33	0	0	0	31	
	STANSTED	RYANAIR	C	D	3	0	0	67	33	0	0	0	0	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	47	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>508</b>	<b>4</b>	<b>7</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	
TREVISIO															
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	5	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	4	
	STANSTED	RYANAIR	S	A	54	0	1	44	31	19	6	0	0	23	
	STANSTED	RYANAIR	S	D	54	0	2	43	46	7	4	0	0	20	
<b>TOTAL TREVISIO</b>					<b>114</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>37</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	
TRIESTE (RONCHI DEI LEGIO)															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	10	0	0	70	10	20	0	0	0	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

		Origin / Destinations: T													
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE							
ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)									
TRIESTE (RONCHI DEI LEGIO)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	10	0	0	80	10	0	10	0	0	11	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	
TRIPOLI	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	85	8	8	0	0	0	7	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	62	38	0	0	0	0	14	
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	5	0	0	0	40	40	20	0	0	42	
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	5	0	0	0	60	20	20	0	0	39	
<b>TOTAL TRIPOLI</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>31</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	
TRIVANDRUM	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	21	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	30	
<b>TOTAL TRIVANDRUM</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>25</b>	
TROMSOE															
TRONDHEIM (VAERNES)															
TUNIS	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	83	6	6	0	6	0	16	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	72	17	11	0	0	0	13	
	HEATHROW	TUNISAIR	S	A	17	0	0	18	35	29	18	0	0	33	
	HEATHROW	TUNISAIR	S	D	17	0	0	35	47	12	6	0	0	21	
<b>TOTAL TUNIS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	
TURIN	GATWICK	AIR 2000	C	A	4	0	0	0	25	75	0	0	0	36	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	
	MANCHESTER	AIR 2000	C	A	9	3	0	89	11	0	0	0	0	5	
	MANCHESTER	AIR 2000	C	D	12	0	0	92	0	8	0	0	0	7	
	STANSTED	AIR 2000	C	A	4	0	0	0	50	25	25	0	0	43	
	STANSTED	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	26	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)	
					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		
						Plan (8)									
TURIN															
	STANSTED	ALITALIA	S	A	23	0	0	74	13	13	0	0	0	10	
	STANSTED	ALITALIA	S	D	23	0	0	48	39	13	0	0	0	16	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	36	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	0	100	0	0	0	0	21	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	93	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	73	
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	0	0	0	33	67	0	0	69	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	0	0	33	67	0	0	70	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	66	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	20	
	BIRMINGHAM	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	48	
	BIRMINGHAM	CALEDONIAN AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	54	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	7	0	0	57	0	29	14	0	0	34	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	7	0	0	71	14	0	0	14	0	36	
	NEWCASTLE	CITY FLYER EXPRESS	C	A	3	0	0	33	0	67	0	0	0	34	
	NEWCASTLE	CITY FLYER EXPRESS	C	D	2	0	1	100	0	0	0	0	0	7	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	38	25	0	0	0	22	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	19	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	
	STANSTED	RYANAIR	S	A	61	0	0	89	2	2	8	0	0	11	
	STANSTED	RYANAIR	S	D	61	0	0	67	25	3	5	0	0	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	50	13	0	0	0	19	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	3	
<b>TOTAL TURIN</b>					<b>311</b>	<b>3</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
URALSK	STANSTED	MALEV (HUNGARIAN AIRLINES)	C	A	3	0	0	100	0	0	0	0	0	0
	STANSTED	MALEV (HUNGARIAN AIRLINES)	C	D	2	0	0	0	0	100	0	0	0	39
<b>TOTAL URALSK</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
					Actual (7)	Plan (8)								
VAGAR														
VALENCIA														
	MANCHESTER	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	2
	MANCHESTER	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	19
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	95	0	5	0	0	0	3
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	86	9	5	0	0	0	7
	HEATHROW	IBERIA	S	A	31	0	0	39	39	23	0	0	0	21
	HEATHROW	IBERIA	S	D	31	0	0	87	13	0	0	0	0	5
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	14
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	10
<b>TOTAL VALENCIA</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
VANCOUVER														
	HEATHROW	AIR CANADA	S	A	31	0	0	74	10	16	0	0	0	12
	HEATHROW	AIR CANADA	S	D	31	0	0	68	23	6	3	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	19	10	3	0	0	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	57	27	13	3	0	0	15
	GATWICK	CANADA 3000 AIRLINES	C	A	4	0	0	25	25	25	0	0	25	117
	GATWICK	CANADA 3000 AIRLINES	C	D	4	0	0	25	50	0	0	0	25	118
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	4	0	0	50	50	0	0	0	0	12
<b>TOTAL VANCOUVER</b>					<b>135</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>21</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>19</b>
VARADERO														
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	0	20	20	0	66
<b>TOTAL VARADERO</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>66</b>
VAXJO														
<b>TOTAL VAXJO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
VENICE														
	GATWICK	ALITALIA	S	A	92	0	1	49	35	15	1	0	0	18
	GATWICK	ALITALIA	S	D	95	0	0	55	22	19	4	0	0	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	42	34	18	6	0	0	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	63	19	11	6	0	0	16

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)	
					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		
						MATCHED	Plan (8)								
VENICE															
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	1	0	0	100	0	0	0	0	48
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	25	75	0	0	0	0	0	19
	STANSTED	GO FLY LTD	S	A	62	0	1	69	15	11	5	0	0	0	16
	STANSTED	GO FLY LTD	S	D	62	0	0	82	13	2	3	0	0	0	12
<b>TOTAL VENICE</b>					<b>442</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>24</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
VERONA															
	GATWICK	AIR 2000	C	A	3	0	0	33	67	0	0	0	0	0	18
	GATWICK	AIR 2000	C	D	3	0	0	100	0	0	0	0	0	0	9
	MANCHESTER	AIR 2000	C	A	3	0	0	33	33	33	0	0	0	0	20
	MANCHESTER	AIR 2000	C	D	3	0	0	33	33	33	0	0	0	0	21
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	58	23	16	3	0	0	0	18
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	89	1	0	70	17	10	3	0	0	0	13
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	0	0	33	67	0	0	0	0	42
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	0	0	100	0	0	0	0	0	0	3
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	50	50	0	0	0	0	0	15
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	0	6
<b>TOTAL VERONA</b>					<b>201</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
VIENNA															
	HEATHROW	AUSTRIAN AIRLINES	S	A	120	1	0	68	22	6	5	0	0	0	13
	HEATHROW	AUSTRIAN AIRLINES	S	D	121	0	0	74	17	5	4	0	0	0	13
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	36	0	0	72	19	6	0	3	0	0	17
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	35	0	0	69	23	9	0	0	0	0	11
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	70	15	11	4	0	0	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	85	9	5	2	0	0	0	8
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	53	0	0	68	21	4	8	0	0	0	14
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	53	0	0	79	13	4	4	0	0	0	11
	STANSTED	KLM UK LTD	S	A	72	1	2	79	7	7	7	0	0	0	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)									
VIENNA															
	STANSTED	KLM UK LTD	S	D	75	0	0	63	23	5	9	0	0	19	
	GATWICK	LAUDA-AIR	S	A	14	0	0	36	36	29	0	0	0	25	
	GATWICK	LAUDA-AIR	S	D	14	0	0	36	21	43	0	0	0	23	
	MANCHESTER	LAUDA-AIR	S	A	50	0	0	60	30	6	4	0	0	15	
	MANCHESTER	LAUDA-AIR	S	D	50	0	0	56	36	4	4	0	0	16	
	EDINBURGH	TYROLEAN AIRWAYS	S	A	10	0	11	70	30	0	0	0	0	9	
	EDINBURGH	TYROLEAN AIRWAYS	S	D	10	0	11	100	0	0	0	0	0	5	
<b>TOTAL VIENNA</b>					<b>959</b>	<b>2</b>	<b>24</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	
VILNIUS															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	11	0	0	100	0	0	0	0	0	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	11	0	0	73	18	9	0	0	0	9	
	HEATHROW	LITHUANIA AIRLINES	S	A	31	0	0	58	19	16	6	0	0	18	
	HEATHROW	LITHUANIA AIRLINES	S	D	31	0	0	77	6	13	3	0	0	12	
<b>TOTAL VILNIUS</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	
VITORIA															

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					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)	
														MATCHED
WARSAW														
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	73	18	8	2	0	0	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	81	16	3	0	0	0	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	11	6	6	0	0	11
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	8	3	3	0	0	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	1	58	27	15	0	0	0	15
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	89	7	0	4	0	0	8
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	72	15	6	5	1	0	15
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	82	9	6	2	1	0	9
<b>TOTAL WARSAW</b>					<b>487</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
WASHINGTON (DULLES)														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	73	26	2	0	0	0	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	61	24	10	5	0	0	17
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	23	37	34	6	0	0	31
	HEATHROW	UNITED AIRLINES	S	D	63	0	0	71	17	5	6	0	0	16
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	23	0	3	0	0	10
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	61	35	0	3	0	0	15
<b>TOTAL WASHINGTON (DULLES)</b>					<b>312</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>27</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>
WATERFORD														
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	93	4	0	4	0	0	4
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	85	15	0	0	0	0	6
<b>TOTAL WATERFORD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>
WICK														
	NEWCASTLE	GILL AIRWAYS	S	A	23	0	0	91	9	0	0	0	0	3
	NEWCASTLE	GILL AIRWAYS	S	D	23	0	0	96	0	4	0	0	0	2
<b>TOTAL WICK</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
WINDHOEK														
	HEATHROW	AIR NAMIBIA	S	A	8	0	0	88	13	0	0	0	0	7
	HEATHROW	AIR NAMIBIA	S	D	8	0	0	75	13	13	0	0	0	11
<b>TOTAL WINDHOEK</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE						
			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)
					Actual (7)	Plan (8)	Actual (7)	Plan (8)							
YEREVAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	75	13	0	13	0	0	18	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	67	22	0	11	0	0	24	
<b>TOTAL YEREVAN</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
					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)	
														MATCHED
ZAGREB														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	23	0	0	100	0	0	0	0	0	2
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	23	0	0	78	22	0	0	0	0	10
	HEATHROW	CROATIA AIRLINES	S	A	29	0	1	66	21	3	10	0	0	20
	HEATHROW	CROATIA AIRLINES	S	D	29	0	1	45	31	14	10	0	0	24
<b>TOTAL ZAGREB</b>					<b>104</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>19</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
ZARAGOZA														
ZURICH														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	57	24	14	5	0	0	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	0	81	10	7	2	0	0	11
	GATWICK	CITY FLYER EXPRESS	S	A	82	0	0	59	23	12	6	0	0	18
	GATWICK	CITY FLYER EXPRESS	S	D	81	0	1	70	12	15	2	0	0	15
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	40	20	40	0	0	0	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	20	20	60	0	0	0	30
	LUTON	EASYJET SWITZERLAND	S	A	84	4	0	65	18	8	8	0	0	17
	LUTON	EASYJET SWITZERLAND	S	D	84	3	0	43	30	15	12	0	0	27
	STANSTED	GO FLY LTD	S	A	24	0	1	67	13	13	8	0	0	16
	STANSTED	GO FLY LTD	S	D	25	0	0	56	24	4	16	0	0	27
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	0	50	0	0	63
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	75	0	0	0	43
	BIRMINGHAM	SWISS AIRLINES	S	A	80	0	0	51	25	19	5	0	0	19
	BIRMINGHAM	SWISS AIRLINES	S	D	79	0	0	49	28	20	3	0	0	19
	EDINBURGH	SWISS AIRLINES	S	A	31	0	0	6	23	68	3	0	0	37
	EDINBURGH	SWISS AIRLINES	S	D	31	0	0	29	29	35	6	0	0	29
	LONDON CITY	SWISS AIRLINES	S	A	130	1	2	43	33	22	2	0	0	20
	LONDON CITY	SWISS AIRLINES	S	D	130	1	5	26	48	23	3	0	0	26
	MANCHESTER	SWISS AIRLINES	S	A	22	0	0	50	41	9	0	0	0	16
	MANCHESTER	SWISS AIRLINES	S	D	21	0	0	10	38	48	5	0	0	33
	HEATHROW	SWISSAIR	S	A	217	0	0	38	28	26	8	0	0	26



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MARCH 2000

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						
			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)
					Actual (7)	Plan (8)	Actual (7)	Plan (8)							
ZURICH	HEATHROW	SWISSAIR	S	D	216	0	1	54	28	13	6	0	0	20	
	MANCHESTER	SWISSAIR	S	A	62	0	0	24	39	27	10	0	0	30	
	MANCHESTER	SWISSAIR	S	D	62	0	0	82	10	8	0	0	0	9	
<b>TOTAL ZURICH</b>					<b>1787</b>	<b>9</b>	<b>10</b>	<b>50</b>	<b>26</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAR 1999			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	648	4	6	83	7	4	6	0	0	10			
DUBLIN	541	4	34	85	9	4	1	0	0	7			
PALMA DE MALLORCA	28	0	0	79	21	0	0	0	0	7			
PARIS (CHARLES DE GAULLE)	636	1	0	80	11	6	4	0	0	11			
CHARTERED FLIGHTS(ALL ROUTES)	745	12	41	67	16	10	5	2	0	19			
SCHEDULED FLIGHTS(ALL ROUTES)	7792	37	73	79	12	6	3	0	0	10			
AIRPORT TOTAL	8537	49	114	78	12	6	4	0	0	11			

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
		Actual (7)	Plan (8)							
AMSTERDAM	328	0	0	80	6	4	9	1	0	14
DUBLIN	204	1	1	81	10	7	1	0	0	13
PARIS (CHARLES DE GAULLE)	406	1	11	50	18	22	9	0	0	26
CHARTERED FLIGHTS(ALL ROUTES)	129	6	20	48	19	18	10	2	2	38
SCHEDULED FLIGHTS(ALL ROUTES)	6458	41	255	77	10	8	4	0	0	12
AIRPORT TOTAL	6587	47	275	76	11	8	5	0	0	13

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							Average delay (mins)
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
		Actual (7)	Plan (8)								
AMSTERDAM	526	0	7	72	14	8	7	0	0	15	
ATHENS	112	1	3	81	12	4	4	0	0	9	
DUBLIN	768	9	8	77	12	8	3	0	0	12	
NEW YORK (JF KENNEDY)	62	0	0	60	31	6	3	0	0	16	
PALMA DE MALLORCA	98	0	2	74	7	11	6	1	0	15	
PARIS (CHARLES DE GAULLE)	298	0	6	71	13	13	2	0	0	13	
CHARTERED FLIGHTS(ALL ROUTES)	2907	27	36	53	18	15	10	3	1	33	
SCHEDULED FLIGHTS(ALL ROUTES)	16350	43	210	76	12	7	3	0	0	12	
AIRPORT TOTAL	19257	70	246	73	13	9	4	1	0	15	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							Average delay (mins)
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
		Actual (7)	Plan (8)								
AMSTERDAM	292	0	0	82	6	6	5	0	0	10	
DUBLIN	189	1	0	89	6	2	3	0	0	6	
PALMA DE MALLORCA	37	0	1	65	24	5	5	0	0	12	
PARIS (CHARLES DE GAULLE)	279	1	7	72	15	8	5	0	0	13	
CHARTERED FLIGHTS(ALL ROUTES)	512	7	15	59	16	13	10	0	2	36	
SCHEDULED FLIGHTS(ALL ROUTES)	6565	40	67	79	11	6	3	0	0	11	
AIRPORT TOTAL	7077	47	82	78	12	7	3	0	0	12	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							Average delay (mins)
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
		Actual (7)	Plan (8)								
AMSTERDAM	1485	0	1	72	11	10	6	1	0	16	
ATHENS	396	0	1	67	18	12	3	0	0	15	
DUBLIN	1287	0	3	65	17	11	6	0	0	17	
NEW YORK (JF KENNEDY)	1287	2	2	64	18	12	6	1	0	18	
PALMA DE MALLORCA	62	0	0	44	26	15	16	0	0	29	
PARIS (CHARLES DE GAULLE)	1639	0	1	59	19	16	6	0	0	18	
CHARTERED FLIGHTS(ALL ROUTES)	44	2	9	41	20	25	14	0	0	28	
SCHEDULED FLIGHTS(ALL ROUTES)	38273	38	144	70	15	10	5	0	0	15	
AIRPORT TOTAL	38317	40	153	69	15	10	5	0	0	15	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
		Actual (7)	Plan (8)							
AMSTERDAM	320	0	12	84	5	6	5	0	0	10
DUBLIN	368	0	2	79	14	3	4	0	0	10
PARIS (CHARLES DE GAULLE)	268	0	8	65	17	14	4	0	0	16
SCHEDULED FLIGHTS(ALL ROUTES)	4118	47	106	71	17	8	3	0	0	13
AIRPORT TOTAL	4118	48	106	71	17	8	3	0	0	13

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							Average delay (mins)
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
		Actual (7)	Plan (8)								
AMSTERDAM	244	2	0	75	9	8	8	0	0	15	
ATHENS	123	0	1	76	13	5	5	1	0	13	
DUBLIN	163	3	2	87	2	6	4	1	0	11	
PALMA DE MALLORCA	82	0	0	70	17	9	5	0	0	13	
PARIS (CHARLES DE GAULLE)	197	1	11	37	27	22	14	1	0	32	
CHARTERED FLIGHTS(ALL ROUTES)	284	20	6	59	18	13	8	0	1	26	
SCHEDULED FLIGHTS(ALL ROUTES)	3459	24	30	69	14	10	7	0	0	16	
AIRPORT TOTAL	3743	44	36	68	14	10	7	0	0	17	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							Average delay (mins)
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
		Actual (7)	Plan (8)								
AMSTERDAM	770	0	10	74	9	10	7	0	0	14	
DUBLIN	663	4	6	87	6	5	2	0	0	6	
NEW YORK (JF KENNEDY)	120	0	2	81	11	6	3	0	0	9	
PALMA DE MALLORCA	70	2	2	61	16	4	11	7	0	40	
PARIS (CHARLES DE GAULLE)	609	1	3	75	13	8	3	0	0	13	
CHARTERED FLIGHTS(ALL ROUTES)	2238	39	34	61	17	12	8	2	1	29	
SCHEDULED FLIGHTS(ALL ROUTES)	10918	28	112	78	12	6	3	0	0	11	
AIRPORT TOTAL	13156	67	146	75	12	7	4	1	0	14	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							Average delay (mins)
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
		Actual (7)	Plan (8)								
AMSTERDAM	313	0	7	82	5	5	7	1	0	12	
DUBLIN	124	0	0	90	6	4	0	0	0	5	
PALMA DE MALLORCA	20	0	0	90	5	5	0	0	0	7	
PARIS (CHARLES DE GAULLE)	160	1	0	60	13	8	19	1	0	31	
CHARTERED FLIGHTS(ALL ROUTES)	326	1	4	68	10	13	7	2	1	23	
SCHEDULED FLIGHTS(ALL ROUTES)	2872	4	107	79	9	6	5	0	0	12	
AIRPORT TOTAL	3198	5	111	78	9	7	5	1	0	13	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2000

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							Average delay (mins)
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
		Actual (7)	Plan (8)								
AMSTERDAM	516	2	2	81	8	4	6	1	0	12	
DUBLIN	624	0	14	78	14	6	2	0	0	10	
PALMA DE MALLORCA	32	0	0	69	19	6	0	6	0	20	
PARIS (CHARLES DE GAULLE)	232	0	0	73	13	13	0	0	0	10	
CHARTERED FLIGHTS(ALL ROUTES)	401	6	9	59	20	12	7	1	0	21	
SCHEDULED FLIGHTS(ALL ROUTES)	9904	22	138	78	13	6	3	0	0	11	
AIRPORT TOTAL	10305	28	147	77	13	6	3	0	0	12	