

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**October 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:

Civil Aviation Authority  
Room K4 G3  
Aviation Data Unit  
CAA House  
45/59 Kingsway  
London WC2B 6TE

Tel. 020-7453-6258  
or 020-7453-6252

or email [aduoutput@caaerg.org.uk](mailto:aduoutput@caaerg.org.uk)

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

Tel: 020-7453-6258  
or 020-7453-6252

or email [aduoutput@caaerg.org.uk](mailto:aduoutput@caaerg.org.uk)

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 OCTOBER 2000

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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>															
VIENNA	DUO AIRWAYS LTD	S	103	1	0	72	21	7	0	0	0	11			
<b>TOTAL VIENNA</b>			<b>103</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>			
<b>TOTAL AUSTRIA</b>			<b>103</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>			
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	133	0	9	40	32	21	7	0	0	25			
	BRITISH AIRWAYS PLC	S	145	0	5	72	14	10	4	0	0	13			
	CITYBIRD	C	2	0	0	50	0	50	0	0	0	22			
	SABENA	S	227	0	5	53	25	14	7	1	0	23			
<b>TOTAL BRUSSELS</b>			<b>507</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>23</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>			
<b>TOTAL BELGIUM</b>			<b>507</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>23</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>			
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	4			
	CANADA 3000 AIRLINES	S	8	0	0	0	25	38	38	0	0	66			
	ROYAL AIRLINES	S	8	0	0	63	25	13	0	0	0	11			
<b>TOTAL TORONTO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>			
<b>TOTAL CANADA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>			
<b>CROATIA</b>															
PULA	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	5			
<b>TOTAL PULA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>			
<b>TOTAL CROATIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>			
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	8	0	0	63	13	25	0	0	0	21			
	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	9			
	CYPRUS AIRWAYS	S	17	1	0	53	6	18	18	6	0	46			
	EUROCYPRIA AIRLINES LTD	C	14	0	2	50	14	29	7	0	0	28			
	HELIOS AIRWAYS LTD	C	7	0	1	29	14	14	43	0	0	45			
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	11			
	THOMAS COOK AIRLINES LTD	C	15	0	2	53	7	27	13	0	0	26			
<b>TOTAL LARNACA</b>			<b>76</b>	<b>1</b>	<b>5</b>	<b>57</b>	<b>11</b>	<b>20</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>			
PAPHOS	AIR 2000	S	18	0	0	44	17	17	22	0	0	34			
	BRITANNIA AIRWAYS	C	17	0	0	65	24	12	0	0	0	11			
	MONARCH AIRLINES	C	9	0	0	67	11	0	22	0	0	24			
	THOMAS COOK AIRLINES LTD	C	9	0	1	56	33	0	11	0	0	30			
<b>TOTAL PAPHOS</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>20</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>			
<b>TOTAL CYPRUS</b>			<b>130</b>	<b>1</b>	<b>6</b>	<b>57</b>	<b>15</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>			
<b>DENMARK</b>															
COPENHAGEN	DUO AIRWAYS LTD	S	203	0	0	85	9	2	4	0	0	10			
<b>TOTAL COPENHAGEN</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>			
<b>TOTAL DENMARK</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>			

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>FRANCE</b>												
LYON	DUO AIRWAYS LTD	S	62	0	0	89	8	3	0	0	0	6
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	333	0	4	82	9	5	4	1	0	11
	FLYBE.BRITISH EUROPEAN	S	345	0	0	51	19	15	13	2	0	29
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>678</b>	<b>1</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	52	0	0	75	12	10	4	0	0	12
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL FRANCE</b>			<b>793</b>	<b>2</b>	<b>4</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>
<b>GERMANY</b>												
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	58	0	0	78	16	5	2	0	0	10
<b>TOTAL BERLIN (TEGEL)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	221	0	0	89	8	2	0	0	0	5
	CIRRUS LUFTFAHRT	S	150	0	0	65	27	8	0	0	0	13
<b>TOTAL DUSSELDORF</b>			<b>371</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	38	0	2	47	32	16	5	0	0	20
	BRITISH AIRWAYS PLC	S	207	0	5	78	13	7	1	1	0	11
	LUFTHANSA	S	185	1	0	46	23	18	12	1	0	28
<b>TOTAL FRANKFURT MAIN</b>			<b>430</b>	<b>1</b>	<b>7</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>
HAMBURG	BRITISH AIRWAYS PLC	S	4	0	0	0	25	25	50	0	0	83
<b>TOTAL HAMBURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>83</b>
HANOVER	BRITISH AIRWAYS PLC	S	44	0	0	80	9	9	2	0	0	10
<b>TOTAL HANOVER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
MUNICH	BRITISH AIRWAYS PLC	S	101	0	5	53	25	16	6	0	0	21
	LUFTHANSA	S	202	0	46	59	23	13	4	0	0	16
	LUFTHANSA CITY LINE	S	9	1	0	67	11	22	0	0	0	14
<b>TOTAL MUNICH</b>			<b>312</b>	<b>1</b>	<b>55</b>	<b>58</b>	<b>23</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
STUTTART	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	76
	DUO AIRWAYS LTD	S	151	0	0	83	13	4	0	0	0	8
<b>TOTAL STUTTART</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL GERMANY</b>			<b>1372</b>	<b>2</b>	<b>62</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>GREECE</b>												
CHANIA	BRITANNIA AIRWAYS	C	9	0	0	67	33	0	0	0	0	14
<b>TOTAL CHANIA</b>			<b>9</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>14</b>
CORFU	AIR 2000	C	18	0	0	56	6	17	11	11	0	43
	BRITANNIA AIRWAYS	C	16	0	0	81	6	13	0	0	0	11
	MONARCH AIRLINES	C	9	0	1	67	22	0	11	0	0	16
	MY TRAVEL AIRWAYS UK	C	12	0	1	67	17	8	8	0	0	13
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	0	22	11	0	0	23
<b>TOTAL CORFU</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>22</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
HERAKLION	AEGEAN AIRLINES	C	5	0	1	100	0	0	0	0	0	6
	AIR 2000	C	8	0	1	88	0	13	0	0	0	7
	MONARCH AIRLINES	C	11	0	1	82	18	0	0	0	0	7
	MY TRAVEL AIRWAYS UK	C	12	0	1	33	17	25	8	17	0	69
	THOMAS COOK AIRLINES LTD	C	8	0	1	88	0	13	0	0	0	8
<b>TOTAL HERAKLION</b>			<b>46</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>23</b>
KAVALLA	BRITANNIA AIRWAYS	C	5	0	0	80	0	0	0	0	20	76
<b>TOTAL KAVALLA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>76</b>
KEFALLINIA	AIR 2000	C	4	0	2	75	0	0	0	0	25	270
	BRITANNIA AIRWAYS	C	7	0	0	71	0	29	0	0	0	15
	SEVEN AIR	C	3	0	5	33	0	0	0	67	0	214
<b>TOTAL KEFALLINIA</b>			<b>14</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>130</b>
KOS	AIR 2000	C	7	0	1	43	0	43	14	0	0	32
	BRITANNIA AIRWAYS	C	7	0	0	57	43	0	0	0	0	9
	MY TRAVEL AIRWAYS UK	C	10	0	1	80	20	0	0	0	0	6
	THOMAS COOK AIRLINES LTD	C	7	0	1	71	14	14	0	0	0	10
<b>TOTAL KOS</b>			<b>31</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>
RHODES	AIR 2000	C	7	0	1	86	14	0	0	0	0	6
	BRITANNIA AIRWAYS	C	10	0	0	20	30	10	10	30	0	104
	MONARCH AIRLINES	C	8	0	1	25	0	38	38	0	0	51
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	14	0	0	0	0	4
	THOMAS COOK AIRLINES LTD	C	7	0	1	100	0	0	0	0	0	2
<b>TOTAL RHODES</b>			<b>39</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>39</b>
SALONIKA	AIR 2000	C	5	0	1	60	0	20	20	0	0	26
	BRITANNIA AIRWAYS	C	3	0	1	100	0	0	0	0	0	6
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>
ZAKINTHOS	AIR 2000	C	9	0	1	89	11	0	0	0	0	6
	BRITANNIA AIRWAYS	C	7	0	0	86	14	0	0	0	0	7
	MONARCH AIRLINES	C	4	0	0	50	50	0	0	0	0	15
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	0	29	0	0	31
	THOMAS COOK AIRLINES LTD	C	14	0	2	50	36	14	0	0	0	17
<b>TOTAL ZAKINTHOS</b>			<b>41</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>24</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL GREECE</b>			<b>258</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>29</b>
IRISH REPUBLIC												
CORK	AER LINGUS	S	82	0	2	65	6	7	15	7	0	43
	FLYBE.BRITISH EUROPEAN	S	158	2	2	70	13	8	9	1	0	20
<b>TOTAL CORK</b>			<b>240</b>	<b>2</b>	<b>4</b>	<b>68</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>
DUBLIN	AER LINGUS	S	307	0	16	66	12	7	11	3	0	29
	RYANAIR	S	214	0	0	72	15	9	3	0	0	13
<b>TOTAL DUBLIN</b>			<b>521</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>
SHANNON	FLYBE.BRITISH EUROPEAN	S	62	0	0	61	15	13	8	2	2	29
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>29</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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 IRISH REPUBLIC			823	2	20	68	13	8	9	2	0	25
ITALY												
MILAN (MALPENSA)	DUO AIRWAYS LTD	S	194	0	0	44	36	18	2	1	0	24
TOTAL MILAN (MALPENSA)			194	0	0	44	36	18	2	1	0	24
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	25	63	13	0	0	0	21
TOTAL NAPLES			8	0	0	25	63	13	0	0	0	21
ROME (FIUMICINO)	DUO AIRWAYS LTD	S	102	0	0	47	37	14	2	0	0	19
TOTAL ROME (FIUMICINO)			102	0	0	47	37	14	2	0	0	19
VENICE	MONARCH AIRLINES	C	3	0	1	33	67	0	0	0	0	19
TOTAL VENICE			3	0	1	33	67	0	0	0	0	19
VERONA	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	4
TOTAL VERONA			3	0	0	67	0	0	33	0	0	24
TOTAL ITALY			310	0	1	45	37	16	2	0	0	22
MALTA												
MALTA	AIR MALTA	S	8	0	0	75	0	0	0	25	0	58
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	9
	MY TRAVEL AIRWAYS UK	C	13	0	0	54	23	8	15	0	0	36
TOTAL MALTA			30	1	0	67	13	3	10	7	0	39
TOTAL MALTA			30	1	0	67	13	3	10	7	0	39
MEXICO												
CANCUN	AIR 2000	C	2	1	1	50	50	0	0	0	0	10
TOTAL CANCUN			2	1	1	50	50	0	0	0	0	10
TOTAL MEXICO			2	1	1	50	50	0	0	0	0	10
NETHERLANDS												
AMSTERDAM	DUO AIRWAYS LTD	S	274	4	0	69	19	8	3	0	0	14
	KLM UK LTD	S	398	0	8	75	11	5	8	1	0	18
TOTAL AMSTERDAM			672	4	8	73	14	6	6	1	0	16
EINDHOVEN	B A S E BUSINESS AIRLINES	S	91	7	0	63	26	11	0	0	0	13
TOTAL EINDHOVEN			91	9	0	63	26	11	0	0	0	13
TOTAL NETHERLANDS			763	13	8	72	15	7	5	1	0	16
PAKISTAN												
KARACHI	PAKISTAN INTL AIRLINES	S	18	0	0	11	6	50	33	0	0	52
TOTAL KARACHI			18	0	0	11	6	50	33	0	0	52
TOTAL PAKISTAN			18	0	0	11	6	50	33	0	0	52
PORTUGAL(EXCLUDING MADEIRA)												
FARO	AIR 2000	S	15	0	0	60	7	13	13	7	0	33
	BRITANNIA AIRWAYS	C	17	0	0	71	12	18	0	0	0	13
	DUO AIRWAYS LTD	C	9	2	0	56	22	0	11	11	0	41

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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)							
FARO	MONARCH AIRLINES	C	44	0	0	59	16	18	7	0	0	21
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	0	10	0	0	16
	THOMAS COOK AIRLINES LTD	C	24	0	2	63	13	4	17	4	0	32
<b>TOTAL FARO</b>			<b>119</b>	<b>2</b>	<b>3</b>	<b>63</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>25</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>119</b>	<b>2</b>	<b>3</b>	<b>63</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>25</b>
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	AIR 2000	C	10	0	0	40	30	10	0	20	0	64
	EUROATLANTIC AIRWAYS	C	10	0	0	50	30	20	0	0	0	20
<b>TOTAL FUNCHAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>15</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>42</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>15</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>42</b>
<b>SPAIN</b>												
ALICANTE	AIR 2000	S	8	0	0	50	13	13	13	13	0	51
	AIR EUROPA	C	3	1	0	33	33	0	33	0	0	53
	BRITANNIA AIRWAYS	C	18	0	1	50	6	6	28	0	11	74
	MONARCH AIRLINES	C	26	0	0	62	27	12	0	0	0	16
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	17	6	6	0	0	11
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	25	0	13	13	101
<b>TOTAL ALICANTE</b>			<b>81</b>	<b>3</b>	<b>1</b>	<b>56</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>41</b>
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	33	33	11	17	6	0	52
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	12
	THOMAS COOK AIRLINES LTD	C	6	1	2	0	50	33	17	0	0	41
<b>TOTAL ALMERIA</b>			<b>32</b>	<b>1</b>	<b>2</b>	<b>38</b>	<b>31</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>40</b>
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	60	0	0	90	8	2	0	0	0	4
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
GERONA	AIR 2000	C	8	0	0	100	0	0	0	0	0	1
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	38
	MY TRAVEL AIRWAYS UK	C	9	0	1	100	0	0	0	0	0	2
	THOMAS COOK AIRLINES LTD	C	16	0	2	88	0	0	13	0	0	14
<b>TOTAL GERONA</b>			<b>41</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>
IBIZA	AIR 2000	C	8	0	1	75	0	0	25	0	0	34
	BRITANNIA AIRWAYS	C	30	0	2	57	10	17	7	10	0	44
	DUO AIRWAYS LTD	C	19	0	1	95	5	0	0	0	0	2
	MY TRAVEL AIRWAYS UK	C	31	0	1	77	6	6	10	0	0	13
	THOMAS COOK AIRLINES LTD	C	17	0	2	53	0	0	35	12	0	56
<b>TOTAL IBIZA</b>			<b>106</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>6</b>	<b>7</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>28</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	62	0	0	65	23	8	5	0	0	15
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
MAHON	AIR 2000	C	10	0	0	100	0	0	0	0	0	4
	BRITANNIA AIRWAYS	C	23	0	0	61	9	22	4	4	0	24
	MONARCH AIRLINES	C	16	0	0	38	31	19	13	0	0	27
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	0	14	0	0	0	11
	THOMAS COOK AIRLINES LTD	C	7	0	1	100	0	0	0	0	0	1

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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 MAHON</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>11</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>
<b>MALAGA</b>	AIR 2000	S	18	0	0	39	22	17	22	0	0	39
	BRITANNIA AIRWAYS	C	18	0	0	28	33	28	11	0	0	28
	BRITISH AIRWAYS PLC	C	14	4	0	71	14	14	0	0	0	12
	DUO AIRWAYS LTD	C	8	0	0	38	25	25	13	0	0	31
	MONARCH AIRLINES	C	24	0	0	33	29	25	13	0	0	31
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	10	20	10	0	54
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	25	25	0	0	32
<b>TOTAL MALAGA</b>			<b>100</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>24</b>	<b>21</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>32</b>
<b>MURCIA SAN JAVIER</b>	DUO AIRWAYS LTD	C	7	0	1	100	0	0	0	0	0	2
<b>TOTAL MURCIA SAN JAVIER</b>			<b>7</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>2</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	S	17	0	0	76	6	6	0	12	0	31
	AIR 2000	C	16	1	1	56	6	13	13	13	0	46
	AIR EUROPA	C	9	0	0	22	56	22	0	0	0	24
	BRITANNIA AIRWAYS	C	58	0	0	64	19	14	0	3	0	22
	BRITISH AIRWAYS PLC	C	8	0	0	50	13	13	25	0	0	49
	DUO AIRWAYS LTD	C	10	0	0	60	0	20	10	10	0	51
	MONARCH AIRLINES	C	17	0	0	41	41	6	0	12	0	41
	MY TRAVEL AIRWAYS UK	C	38	2	4	53	16	8	18	3	3	63
	THOMAS COOK AIRLINES LTD	C	34	0	4	56	9	12	18	6	0	43
<b>TOTAL PALMA DE MALLORCA</b>			<b>208</b>	<b>3</b>	<b>9</b>	<b>56</b>	<b>17</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>40</b>
<b>REUS</b>	AIR 2000	C	9	0	0	89	11	0	0	0	0	3
	BRITANNIA AIRWAYS	C	16	0	0	63	19	6	13	0	0	24
	MY TRAVEL AIRWAYS UK	C	9	0	1	78	0	0	0	22	0	74
	THOMAS COOK AIRLINES LTD	C	7	0	1	86	14	0	0	0	0	4
<b>TOTAL REUS</b>			<b>41</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>27</b>
<b>TOTAL SPAIN</b>			<b>801</b>	<b>11</b>	<b>28</b>	<b>63</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>29</b>
<b>SPAIN(CANARY ISLANDS)</b>												
<b>ARRECIFE</b>	AIR 2000	S	8	0	0	63	13	13	13	0	0	22
	BRITANNIA AIRWAYS	C	10	0	0	40	40	0	20	0	0	40
	MONARCH AIRLINES	C	16	0	0	38	44	19	0	0	0	19
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	0	20	0	54
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	33	22	0	0	0	18
<b>TOTAL ARRECIFE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>30</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	10	0	0	30	20	0	30	0	20	119
	MY TRAVEL AIRWAYS UK	C	11	0	0	64	27	0	9	0	0	14
	SPANAIR	C	8	0	0	38	38	25	0	0	0	21
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	10
<b>TOTAL FUERTEVENTURA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>43</b>
<b>LAS PALMAS</b>	AIR 2000	C	10	0	0	100	0	0	0	0	0	1
	BRITANNIA AIRWAYS	C	18	0	0	61	11	6	11	11	0	42
	MONARCH AIRLINES	C	10	0	0	80	0	10	10	0	0	14
	MY TRAVEL AIRWAYS UK	C	19	1	0	53	21	16	5	5	0	29
	THOMAS COOK AIRLINES LTD	C	9	0	0	22	22	22	33	0	0	46

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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 LAS PALMAS</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>28</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	S	16	0	0	44	25	19	0	0	13	114
	BRITANNIA AIRWAYS	C	20	0	0	35	35	10	0	10	10	119
	FUTURA AIRLINES	C	8	0	0	38	13	25	0	0	25	239
	IBERWORLD	C	2	0	0	50	50	0	0	0	0	13
	MONARCH AIRLINES	C	37	0	0	57	35	8	0	0	0	14
	MY TRAVEL AIRWAYS UK	C	17	0	0	82	18	0	0	0	0	7
	THOMAS COOK AIRLINES LTD	C	16	1	0	25	25	38	13	0	0	32
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>116</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>28</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>63</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>272</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>45</b>
<b>SWEDEN</b>												
<b>STOCKHOLM (ARLANDA)</b>	DUO AIRWAYS LTD	S	96	0	0	67	20	7	6	0	0	17
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>TOTAL SWEDEN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>SWITZERLAND</b>												
<b>BASLE MULHOUSE</b>	SWISS AIRLINES	S	104	0	0	62	16	20	2	0	0	17
<b>TOTAL BASLE MULHOUSE</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>GENEVA</b>	DUO AIRWAYS LTD	S	95	0	0	83	15	2	0	0	0	7
<b>TOTAL GENEVA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>ZURICH</b>	SWISS AIRLINES	S	150	0	0	72	19	7	3	0	0	14
<b>TOTAL ZURICH</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL SWITZERLAND</b>			<b>349</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TUNISIA</b>												
<b>MONASTIR</b>	AIR 2000	C	10	0	0	40	20	0	40	0	0	53
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	11
	MY TRAVEL AIRWAYS UK	C	8	0	2	63	13	0	13	13	0	54
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	0	40	0	0	42
<b>TOTAL MONASTIR</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>14</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>41</b>
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>14</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>41</b>
<b>TURKEY</b>												
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	40	20	20	20	0	0	40
<b>TOTAL ANTALYA</b>			<b>10</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>40</b>
<b>BODRUM (MILAS)</b>	AIR 2000	C	9	0	1	33	33	0	33	0	0	50
	BRITANNIA AIRWAYS	C	3	0	0	67	0	0	33	0	0	44
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	0	2
	THOMAS COOK AIRLINES LTD	C	9	0	1	89	0	0	0	0	11	81
<b>TOTAL BODRUM (MILAS)</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>47</b>
<b>DALAMAN</b>	AIR 2000	C	7	0	1	71	0	0	29	0	0	37
	BRITANNIA AIRWAYS	C	7	0	0	86	0	0	14	0	0	18
	MY TRAVEL AIRWAYS UK	C	10	0	1	40	30	10	10	10	0	53
	THOMAS COOK AIRLINES LTD	C	17	0	1	65	12	6	18	0	0	19

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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 DALAMAN			41	0	3	63	12	5	17	2	0	30
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	9	0	1	89	0	11	0	0	0	8
TOTAL IZMIR (ADNAM MENDERES)			9	0	1	89	0	11	0	0	0	8
TOTAL TURKEY			88	0	6	65	13	6	15	1	1	34
TURKMENISTAN												
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	33	22	17	22	6	0	48
TOTAL ASHKHABAD			36	0	0	33	22	17	22	6	0	48
TOTAL TURKMENISTAN			36	0	0	33	22	17	22	6	0	48
UNITED KINGDOM												
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	158	0	0	83	9	3	4	0	0	11
TOTAL ABERDEEN			158	0	0	83	9	3	4	0	0	11
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	270	1	7	82	8	6	3	1	0	13
TOTAL BELFAST CITY			270	1	7	82	8	6	3	1	0	13
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	275	2	0	89	4	4	2	0	0	7
TOTAL BELFAST INTERNATIONAL			275	2	0	89	4	4	2	0	0	7
BRISTOL	AIR 2000	C	6	0	1	67	0	17	17	0	0	28
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	1
TOTAL BRISTOL			8	0	1	75	0	13	13	0	0	21
EDINBURGH	BRITISH AIRWAYS PLC	S	408	0	8	83	10	5	2	0	0	8
	FLYBE.BRITISH EUROPEAN	S	219	0	11	68	11	14	7	0	0	18
TOTAL EDINBURGH			628	0	19	78	11	8	4	0	0	11
EXETER	FLYBE.BRITISH EUROPEAN	S	163	0	7	87	8	2	2	0	0	7
TOTAL EXETER			163	0	7	87	8	2	2	0	0	7
GATWICK	FLYBE.BRITISH EUROPEAN	S	4	0	0	25	0	50	25	0	0	40
	THOMAS COOK AIRLINES LTD	C	7	1	2	14	0	43	29	14	0	82
TOTAL GATWICK			11	5	2	18	0	45	27	9	0	67
GLASGOW	BRITISH AIRWAYS PLC	S	403	0	5	85	9	3	3	0	0	8
	FLYBE.BRITISH EUROPEAN	S	273	0	9	85	10	5	0	0	0	7
	TRANSAER	C	2	0	0	50	0	50	0	0	0	35
TOTAL GLASGOW			678	0	14	85	9	4	2	0	0	8
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	85	0	0	62	13	13	9	2	0	24
TOTAL GUERNSEY			85	0	0	62	13	13	9	2	0	24
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	106	0	0	96	4	0	0	0	0	4
TOTAL ISLE OF MAN			106	0	0	96	4	0	0	0	0	4
JERSEY	BMI BRITISH MIDLAND	S	18	0	0	72	6	6	17	0	0	21
	CITY FLYER EXPRESS	C	8	0	0	88	13	0	0	0	0	6
	FLYBE.BRITISH EUROPEAN	S	153	4	0	63	16	8	12	1	0	24
TOTAL JERSEY			179	4	0	65	15	7	12	1	0	23
NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	12	0	0	67	33	0	0	0	0	13



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
NEWCASTLE	DUO AIRWAYS LTD	S	76	0	0	92	4	1	3	0	0	6
<b>TOTAL NEWCASTLE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
PRESTWICK	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	6
<b>TOTAL PRESTWICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
WICK	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	29
<b>TOTAL WICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2655</b>	<b>12</b>	<b>50</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>USA</b>												
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	69	18	8	3	2	0	16
<b>TOTAL CHICAGO (O'HARE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	2	85	8	2	2	3	0	12
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>12</b>
ORLANDO	BRITANNIA AIRWAYS	C	11	1	0	36	18	9	27	9	0	51
<b>TOTAL ORLANDO</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>18</b>	<b>9</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>51</b>
SANFORD	AIR 2000	C	14	0	0	36	14	36	14	0	0	31
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5
	THOMAS COOK AIRLINES LTD	C	6	0	2	17	17	33	0	33	0	92
<b>TOTAL SANFORD</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>14</b>	<b>25</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>37</b>
<b>TOTAL USA</b>			<b>161</b>	<b>1</b>	<b>4</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>21</b>
<b>UZBEKISTAN</b>												
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	75	19	6	0	0	0	10
<b>TOTAL TASHKENT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL UZBEKISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL BIRMINGHAM</b>			<b>9989</b>	<b>51</b>	<b>240</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>												
VIENNA	TYROLEAN AIRWAYS	S	10	2	0	70	10	20	0	0	0	16
TOTAL VIENNA			10	2	0	70	10	20	0	0	0	16
TOTAL AUSTRIA			10	2	0	70	10	20	0	0	0	16
<b>BELGIUM</b>												
BRUSSELS	SABENA	S	229	0	11	66	17	12	5	0	0	15
TOTAL BRUSSELS			229	0	11	66	17	12	5	0	0	15
TOTAL BELGIUM			229	0	11	66	17	12	5	0	0	15
<b>CANADA</b>												
TORONTO	AIR TRANSAT	S	2	0	0	0	0	0	100	0	0	114
TOTAL TORONTO			2	0	0	0	0	0	100	0	0	114
TOTAL CANADA			2	0	0	0	0	0	100	0	0	114
<b>CYPRUS</b>												
LARNACA	MONARCH AIRLINES	C	9	0	1	33	11	11	22	22	0	90
TOTAL LARNACA			9	0	1	33	11	11	22	22	0	90
TOTAL CYPRUS			9	0	1	33	11	11	22	22	0	90
<b>DENMARK</b>												
COPENHAGEN	BMI BRITISH MIDLAND	S	83	0	0	92	4	1	4	0	0	6
TOTAL COPENHAGEN			83	0	0	92	4	1	4	0	0	6
TOTAL DENMARK			83	0	0	92	4	1	4	0	0	6
<b>FRANCE</b>												
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	178	0	8	39	21	24	12	4	0	37
	BRITISH AIRWAYS CITIEXPRESS L	S	43	0	0	86	12	2	0	0	0	6
	BRITISH REGIONAL AIRLINES LTD	S	164	0	0	57	20	16	7	0	0	21
TOTAL PARIS (CHARLES DE GAULLE)			385	0	8	52	20	18	9	2	0	27
TOTAL FRANCE			385	2	8	52	20	18	9	2	0	27
<b>GERMANY</b>												
DUSSELDORF	BRITISH AIRWAYS PLC	S	90	1	5	90	7	3	0	0	0	5
TOTAL DUSSELDORF			90	1	5	90	7	3	0	0	0	5
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	22	0	3	95	0	0	5	0	0	10
	LUFTHANSA	S	124	0	0	83	13	3	1	0	0	7
TOTAL FRANKFURT MAIN			146	1	3	85	11	3	1	0	0	8
TOTAL GERMANY			237	2	8	86	9	3	1	0	0	7
<b>GREECE</b>												
ZAKINTHOS	MONARCH AIRLINES	C	7	0	1	57	14	14	14	0	0	23
TOTAL ZAKINTHOS			7	0	1	57	14	14	14	0	0	23
TOTAL GREECE			7	0	1	57	14	14	14	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)								
<b>ICELAND</b>												
KEFLAVIK	ICELANDAIR	C	6	1	0	83	17	0	0	0	0	11
<b>TOTAL KEFLAVIK</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL ICELAND</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>IRISH REPUBLIC</b>												
DUBLIN	AER LINGUS	S	237	0	11	64	10	12	12	3	0	29
<b>TOTAL DUBLIN</b>			<b>237</b>	<b>1</b>	<b>11</b>	<b>64</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>29</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>237</b>	<b>1</b>	<b>11</b>	<b>64</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>29</b>
<b>ITALY</b>												
<b>TOTAL ALGHERO/SASSARI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>100</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	11	0	0	91	0	9	0	0	0	6
<b>TOTAL ROME (FIUMICINO)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL ITALY</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>21</b>
<b>NETHERLANDS</b>												
AMSTERDAM	KLM UK LTD	S	353	0	1	71	12	7	7	3	0	24
<b>TOTAL AMSTERDAM</b>			<b>353</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>
ROTTERDAM	EUROPEAN AIR CHARTER	C	10	0	0	100	0	0	0	0	0	6
<b>TOTAL ROTTERDAM</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>6</b>
<b>TOTAL NETHERLANDS</b>			<b>363</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>23</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	AIR 2000	C	7	0	1	29	29	43	0	0	0	26
	MONARCH AIRLINES	C	7	0	1	100	0	0	0	0	0	2
	SATA	C	7	0	0	29	14	0	29	29	0	107
<b>TOTAL FARO</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>45</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>45</b>
<b>SPAIN</b>												
ALICANTE	BRITANNIA AIRWAYS	C	10	0	0	70	30	0	0	0	0	11
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	3
	MY TRAVEL AIRWAYS UK	C	2	0	2	0	0	50	0	50	0	140
<b>TOTAL ALICANTE</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>21</b>
IBIZA	AIR EUROPA	C	9	0	0	56	22	22	0	0	0	15
<b>TOTAL IBIZA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
MADRID	BRITISH AIRWAYS PLC	S	58	0	0	78	10	7	5	0	0	11
<b>TOTAL MADRID</b>			<b>58</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>11</b>
MAHON	FUTURA AIRLINES	C	7	0	0	29	57	0	14	0	0	24
	MY TRAVEL AIRWAYS UK	C	7	0	1	29	57	14	0	0	0	22
<b>TOTAL MAHON</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>57</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>
MALAGA	AIR EUROPA	C	10	0	0	50	30	20	0	0	0	17

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
MALAGA	MONARCH AIRLINES	C	6	0	2	67	17	17	0	0	0	15
<b>TOTAL MALAGA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>25</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
PALMA DE MALLORCA	AIR EUROPA	C	16	0	1	38	13	38	0	6	6	70
	BMI BRITISH MIDLAND	C	8	0	0	25	25	13	0	38	0	107
	BRITANNIA AIRWAYS	C	7	0	0	71	29	0	0	0	0	10
	FUTURA AIRLINES	C	4	0	0	0	25	25	0	50	0	112
	MONARCH AIRLINES	C	7	0	1	0	29	29	0	43	0	147
	SPANAIR	C	7	0	1	0	14	43	14	14	14	128
<b>TOTAL PALMA DE MALLORCA</b>			<b>50</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>20</b>	<b>26</b>	<b>2</b>	<b>22</b>	<b>4</b>	<b>93</b>
REUS	BRITANNIA AIRWAYS	C	7	0	0	71	14	0	14	0	0	14
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL SPAIN</b>			<b>174</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>20</b>	<b>14</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>38</b>
<b>SPAIN(CANARY ISLANDS)</b>												
ARRECIFE	FUTURA AIRLINES	C	8	0	0	75	0	25	0	0	0	15
<b>TOTAL ARRECIFE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
LAS PALMAS	MONARCH AIRLINES	C	7	0	2	14	14	29	29	14	0	96
	SPANAIR	C	5	0	1	0	0	60	40	0	0	53
<b>TOTAL LAS PALMAS</b>			<b>12</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>42</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>78</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	10	0	0	50	30	20	0	0	0	19
	FUTURA AIRLINES	C	8	0	0	38	38	25	0	0	0	21
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	11
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>27</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>46</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>17</b>	<b>26</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>33</b>
<b>SWITZERLAND</b>												
ZURICH	SWISS AIRLINES	S	62	0	0	11	21	52	15	2	0	47
<b>TOTAL ZURICH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>21</b>	<b>52</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>47</b>
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>21</b>	<b>52</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>47</b>
<b>TURKEY</b>												
BODRUM (MILAS)	ONUR AIR	C	8	0	0	50	25	25	0	0	0	15
<b>TOTAL BODRUM (MILAS)</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>15</b>
DALAMAN	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	10
<b>TOTAL DALAMAN</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>10</b>
<b>TOTAL TURKEY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>UNITED KINGDOM</b>												
ABERDEEN	BMI REGIONAL	S	18	0	0	83	17	0	0	0	0	6
<b>TOTAL ABERDEEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	157	0	0	91	3	3	3	1	0	7
<b>TOTAL BELFAST CITY</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	98	0	0	93	6	1	0	0	0	6

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>BIRMINGHAM</b>	BRITISH AIRWAYS PLC	S	237	0	0	86	9	4	1	0	0	7
	FLYBE.BRITISH EUROPEAN	S	220	0	10	70	10	13	7	0	0	15
<b>TOTAL BIRMINGHAM</b>			<b>458</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>BRISTOL</b>	BRITISH AIRWAYS CITIEXPRESS L	S	258	0	0	81	6	8	5	0	0	11
<b>TOTAL BRISTOL</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>CARDIFF WALES</b>	BRITISH REGIONAL AIRLINES LTD	S	136	1	0	84	7	6	3	0	0	10
<b>TOTAL CARDIFF WALES</b>			<b>136</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>EAST MIDLANDS</b>	BMI BRITISH MIDLAND	S	158	0	0	80	9	7	3	0	0	9
<b>TOTAL EAST MIDLANDS</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>GATWICK</b>	BRITISH AIRWAYS (EURO OPS) LG	S	322	2	0	77	11	8	4	0	0	13
<b>TOTAL GATWICK</b>			<b>322</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>GLASGOW</b>	BMI BRITISH MIDLAND	S	79	0	2	96	1	1	1	0	0	5
<b>TOTAL GLASGOW</b>			<b>79</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>GUERNSEY</b>	BRITISH AIRWAYS CITIEXPRESS L	S	4	0	0	100	0	0	0	0	0	0
<b>TOTAL GUERNSEY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	471	0	51	73	13	8	5	1	0	16
	BRITISH AIRWAYS PLC	S	659	1	0	81	11	5	3	0	0	10
<b>TOTAL HEATHROW</b>			<b>1130</b>	<b>1</b>	<b>51</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>JERSEY</b>	BMI BRITISH MIDLAND	S	14	0	0	71	29	0	0	0	0	11
	BRITISH AIRWAYS CITIEXPRESS L	S	2	0	0	100	0	0	0	0	0	4
<b>TOTAL JERSEY</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>10</b>
<b>KIRKWALL</b>	LOGANAIR	S	105	0	0	88	9	3	1	0	0	7
<b>TOTAL KIRKWALL</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>LEEDS BRADFORD</b>	BMI REGIONAL	S	139	0	0	89	6	3	1	1	0	8
<b>TOTAL LEEDS BRADFORD</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>
<b>LONDON CITY</b>	FLYBE.BRITISH EUROPEAN	S	160	0	4	83	5	3	8	1	0	15
	SCOT AIRWAYS	S	321	0	8	66	25	7	2	0	0	14
<b>TOTAL LONDON CITY</b>			<b>481</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>
<b>LUTON</b>	EASYJET AIRLINE COMPANY LTD	S	276	0	5	55	20	12	12	1	0	27
<b>TOTAL LUTON</b>			<b>276</b>	<b>2</b>	<b>5</b>	<b>55</b>	<b>20</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>
<b>MANCHESTER</b>	BMI REGIONAL	S	192	0	0	78	9	7	6	0	0	12
	BRITISH AIRWAYS CITIEXPRESS L	S	215	0	0	81	11	5	2	1	0	11
	BRITISH AIRWAYS PLC	S	64	0	2	81	8	6	5	0	0	10
<b>TOTAL MANCHESTER</b>			<b>472</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>NORWICH</b>	EASTERN AIRWAYS	S	142	0	0	82	9	7	1	0	0	9
<b>TOTAL NORWICH</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>PLYMOUTH</b>	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	0	100	0	0	0	0	0	2
<b>TOTAL PLYMOUTH</b>			<b>5</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>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	202	0	0	87	9	3	1	0	0	7
<b>TOTAL SOUTHAMPTON</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
STANSTED	GO FLY LTD	S	392	0	2	86	7	5	1	0	0	7
<b>TOTAL STANSTED</b>			<b>392</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
STORNOWAY	LOGANAIR	S	51	0	0	92	4	2	2	0	0	6
<b>TOTAL STORNOWAY</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
SUMBURGH	LOGANAIR	S	61	3	0	87	11	0	2	0	0	6
<b>TOTAL SUMBURGH</b>			<b>61</b>	<b>3</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5160</b>	<b>11</b>	<b>87</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL EDINBURGH</b>			<b>7060</b>	<b>19</b>	<b>141</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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	16	0	0	69	0	19	13	0	0	27
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	28
<b>TOTAL HASSI MESSAOUD</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>TOTAL ALGERIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>ANTIGUA AND BARBUDA</b>												
<b>ANTIGUA</b>												
	AIR 2000	C	5	0	0	20	60	0	0	20	0	72
	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	11	11	0	0	28
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	22	44	22	11	0	0	33
<b>TOTAL ANTIGUA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>37</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>37</b>
<b>ARGENTINA</b>												
BUENOS AIRES	BRITISH AIRWAYS PLC	S	44	0	0	66	20	7	7	0	0	15
<b>TOTAL BUENOS AIRES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL ARGENTINA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>AUSTRIA</b>												
SALZBURG	BRITISH AIRWAYS (EURO OPS) LG	S	32	0	0	66	22	13	0	0	0	12
	THOMAS COOK AIRLINES LTD	C	5	0	0	20	40	40	0	0	0	27
<b>TOTAL SALZBURG</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL AUSTRIA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>AZERBAIJAN</b>												
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	33	22	22	22	0	0	43
<b>TOTAL BAKU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>43</b>
<b>TOTAL AZERBAIJAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>43</b>
<b>BAHAMAS</b>												
FREEPORT	THOMAS COOK AIRLINES LTD	C	5	0	0	40	0	0	40	20	0	76
<b>TOTAL FREEPORT</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>76</b>
NASSAU	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	25	25	0	87
<b>TOTAL NASSAU</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>69</b>
<b>TOTAL BAHAMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>73</b>
<b>BARBADOS</b>												
BRIDGETOWN	BRITANNIA AIRWAYS	C	12	0	1	58	25	8	8	0	0	20
	BRITISH AIRWAYS PLC	S	62	0	0	81	5	5	6	3	0	22
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	10	30	20	0	10	87
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	44	0	0	11	0	40
	VIRGIN ATLANTIC AIRWAYS LTD	S	38	0	0	50	18	13	5	11	3	58
<b>TOTAL BRIDGETOWN</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>38</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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 BARBADOS</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>38</b>
<b>BELARUS</b>												
<b>MINSK</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	33	61	6	0	0	0	19
<b>TOTAL MINSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>61</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TOTAL BELARUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>61</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>BELGIUM</b>												
<b>BRUSSELS</b>	CITY FLYER EXPRESS	S	140	0	2	60	22	10	7	1	0	20
	VIRGIN EXPRESS IRELAND	S	106	0	5	66	15	9	9	0	0	21
<b>TOTAL BRUSSELS</b>			<b>246</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TOTAL BELGIUM</b>			<b>246</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>19</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>BERMUDA</b>												
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	34	0	0	65	15	15	6	0	0	15
<b>TOTAL BERMUDA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL BERMUDA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>BRAZIL</b>												
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	43	1	1	74	12	12	0	2	0	13
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>
<b>TOTAL BRAZIL</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>
<b>BULGARIA</b>												
<b>SOFIA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	52	0	0	67	17	12	4	0	0	14
<b>TOTAL SOFIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL BULGARIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>CANADA</b>												
<b>TORONTO</b>	AIR TRANSAT	S	44	0	0	43	20	23	7	2	5	75
	CANADA 3000 AIRLINES	S	54	0	0	54	26	4	15	2	0	31
	ROYAL AIRLINES	S	8	0	0	88	0	13	0	0	0	6
<b>TOTAL TORONTO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>47</b>
<b>VANCOUVER</b>	AIR TRANSAT	S	18	0	0	39	44	17	0	0	0	17
	CANADA 3000 AIRLINES	S	24	0	0	50	17	13	21	0	0	31
<b>TOTAL VANCOUVER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>29</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TOTAL CANADA</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>41</b>
<b>CAYMAN ISLANDS</b>												
<b>GRAND CAYMAN</b>	BRITISH AIRWAYS PLC	S	26	1	0	88	4	8	0	0	0	7
<b>TOTAL GRAND CAYMAN</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>COLOMBIA</b>												
<b>BOGOTA</b>	BRITISH AIRWAYS PLC	S	13	0	0	62	15	15	8	0	0	21



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
TOTAL BOGOTA			13	0	0	62	15	15	8	0	0	21
TOTAL COLOMBIA			13	0	0	62	15	15	8	0	0	21
<b>CROATIA</b>												
DUBROVNIK	CROATIA AIRLINES	S	18	0	0	56	17	11	17	0	0	23
TOTAL DUBROVNIK			18	0	0	56	17	11	17	0	0	23
PULA	EUROPEAN AIR CHARTER	C	3	0	2	67	0	0	33	0	0	32
TOTAL PULA			3	0	2	67	0	0	33	0	0	32
SPLIT	CROATIA AIRLINES	S	16	0	0	56	38	6	0	0	0	16
TOTAL SPLIT			16	0	0	56	38	6	0	0	0	16
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	73	11	7	9	0	0	16
TOTAL ZAGREB			44	0	0	73	11	7	9	0	0	16
TOTAL CROATIA			81	0	2	65	17	7	10	0	0	18
<b>CUBA</b>												
CAYO LARGO DEL SUR	MONARCH AIRLINES	C	4	0	0	50	0	0	50	0	0	53
TOTAL CAYO LARGO DEL SUR			4	0	0	50	0	0	50	0	0	53
HAVANA	BRITISH AIRWAYS PLC	S	17	0	0	76	24	0	0	0	0	9
	CUBANA	S	8	0	0	50	13	13	0	25	0	60
TOTAL HAVANA			25	0	0	68	20	4	0	8	0	26
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	4	0	0	25	0	0	75	0	0	77
TOTAL HOLGUIN (FRANK PAIS)			4	0	0	25	0	0	75	0	0	77
VARADERO	MONARCH AIRLINES	C	8	0	0	38	13	13	38	0	0	49
TOTAL VARADERO			8	0	0	38	13	13	38	0	0	49
TOTAL CUBA			41	0	0	56	15	5	20	5	0	38
<b>CYPRUS</b>												
LARNACA	AIR 2000	S	53	0	1	57	21	15	8	0	0	21
	BRITISH WORLD AIRLINES LTD	C	7	0	1	57	14	29	0	0	0	19
	CYPRUS AIRWAYS	S	18	0	0	39	22	17	22	0	0	33
	EUROCYPRIA AIRLINES LTD	C	11	0	1	0	18	64	18	0	0	51
	EXCEL AIRWAYS LTD	C	22	0	2	68	18	5	9	0	0	20
	HELIOS AIRWAYS LTD	C	36	0	0	19	8	22	44	6	0	75
	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	84
	MY TRAVEL AIRWAYS UK	C	19	1	0	16	21	0	37	16	11	168
	THOMAS COOK AIRLINES LTD	C	48	2	4	35	21	17	19	6	2	61
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	0	81	6	13	0	0	0	6
TOTAL LARNACA			232	3	9	41	17	17	20	3	1	51
<b>PAPHOS</b>												
	AIR 2000	S	26	0	0	50	27	0	19	4	0	52
	BRITANNIA AIRWAYS	C	16	0	0	13	19	38	6	25	0	99
	EUROCYPRIA AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3
	EXCEL AIRWAYS LTD	C	43	0	2	47	5	14	28	5	2	75
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	28
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	0	0	40	0	98

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
PAPHOS	THOMAS COOK AIRLINES LTD	C	28	0	0	25	18	21	29	7	0	65
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	50	10	20	20	0	0	38
<b>TOTAL PAPHOS</b>			<b>149</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>13</b>	<b>13</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>64</b>
<b>TOTAL CYPRUS</b>			<b>381</b>	<b>3</b>	<b>11</b>	<b>43</b>	<b>15</b>	<b>15</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>56</b>
<b>DENMARK</b>												
BILLUND	MAERSK AIR	S	176	0	2	59	23	11	7	0	0	21
<b>TOTAL BILLUND</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>23</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>
COPENHAGEN	MAERSK AIR	S	106	0	1	61	25	9	4	0	0	18
<b>TOTAL COPENHAGEN</b>			<b>106</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>25</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL DENMARK</b>			<b>282</b>	<b>1</b>	<b>4</b>	<b>60</b>	<b>24</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>DOMINICAN REPUBLIC</b>												
PUERTO PLATA	AIR 2000	C	4	0	0	50	25	0	25	0	0	20
	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	7
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	20	10	0	0	28
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	0	0	25	206
<b>TOTAL PUERTO PLATA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>67</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	25	25	50	0	0	0	26
	MY TRAVEL AIRWAYS UK	C	5	0	0	20	0	20	60	0	0	69
<b>TOTAL SANTO DOMINGO</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>38</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>42</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>59</b>
<b>EGYPT</b>												
CAIRO	LAUDA-AIR	C	2	0	0	0	0	0	100	0	0	73
<b>TOTAL CAIRO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>73</b>
HURGHADA	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	13	13	0	44
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	15
<b>TOTAL HURGHADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>29</b>
LUXOR	AIR 2000	C	10	0	0	40	30	10	20	0	0	26
	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	11
	EXCEL AIRWAYS LTD	C	9	0	0	78	0	0	22	0	0	34
	MONARCH AIRLINES	C	10	0	0	30	40	30	0	0	0	24
<b>TOTAL LUXOR</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>
SHARM EL SHEIKH (OPHIRA)	AIR 2000	C	9	0	1	56	11	0	33	0	0	43
	EXCEL AIRWAYS LTD	C	9	0	1	67	33	0	0	0	0	10
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	17
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>27</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>TOTAL EGYPT</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>23</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>
<b>ESTONIA</b>												
TALLIN	ESTONIAN AIR	S	54	0	0	76	20	4	0	0	0	11
<b>TOTAL TALLIN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL ESTONIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>FED REP YUGO SERBIA M'ENEGRO</b>												
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	27	1	0	70	15	15	0	0	0	11
<b>TOTAL BELGRADE</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>FINLAND</b>												
HELSINKI	FINNAIR	S	122	0	2	84	11	2	2	0	0	8
	TRANSAER	C	2	0	0	50	0	0	50	0	0	34
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>FRANCE</b>												
AJACCIO	CITY FLYER EXPRESS	C	2	0	0	50	50	0	0	0	0	11
<b>TOTAL AJACCIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
BASTIA	CITY FLYER EXPRESS	C	4	0	0	75	0	25	0	0	0	12
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	10
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	25
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
BORDEAUX	BRITISH AIRWAYS (EURO OPS) LG	S	184	0	0	79	13	3	5	0	0	12
<b>TOTAL BORDEAUX</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>
BREST	BRIT AIR	S	128	0	0	81	13	2	4	0	0	11
<b>TOTAL BREST</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
CALVI	AIR 2000	C	2	0	0	50	50	0	0	0	0	14
<b>TOTAL CALVI</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>14</b>
FIGARI	CITY FLYER EXPRESS	C	8	0	0	63	13	25	0	0	0	14
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	24
<b>TOTAL FIGARI</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
LYON	BRITISH AIRWAYS (EURO OPS) LG	S	165	1	0	78	9	7	5	1	0	13
<b>TOTAL LYON</b>			<b>165</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	197	0	0	78	8	9	4	1	0	16
<b>TOTAL MARSEILLE</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	64	0	0	88	8	3	2	0	0	7
<b>TOTAL MONTPELLIER</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
NANTES	GB AIRWAYS LTD	S	61	0	2	70	16	7	7	0	0	15
<b>TOTAL NANTES</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>
NICE	AIR 2000	C	4	0	0	25	25	0	0	50	0	114
	CITY FLYER EXPRESS	S	115	0	1	76	10	8	7	0	0	14
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	141
	MONARCH AIRLINES	C	2	0	0	0	0	50	50	0	0	64
<b>TOTAL NICE</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>
PARIS (CHARLES DE GAULLE)	AIR 2000	C	2	0	0	0	0	50	50	0	0	78

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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)	AIR GABON	S	4	0	1	50	50	0	0	0	0	14
	BRITISH AIRWAYS (EURO OPS) LG	S	281	1	0	51	18	21	9	1	0	26
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>287</b>	<b>1</b>	<b>8</b>	<b>51</b>	<b>18</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>
STRASBOURG	BRIT AIR	S	146	0	2	56	29	12	3	0	0	17
<b>TOTAL STRASBOURG</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>29</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS (EURO OPS) LG	S	184	0	0	67	18	8	5	1	0	18
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>184</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
<b>TOTAL FRANCE</b>			<b>1563</b>	<b>6</b>	<b>13</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>GABON</b>												
LIBREVILLE	AIR GABON	S	8	0	1	25	25	50	0	0	0	24
<b>TOTAL LIBREVILLE</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>TOTAL GABON</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>GAMBIA</b>												
BANJUL	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	30
	MONARCH AIRLINES	C	8	0	0	25	38	13	25	0	0	36
<b>TOTAL BANJUL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>TOTAL GAMBIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>GERMANY</b>												
BERLIN (SCHONEFELD)	VIRGIN EXPRESS IRELAND	S	10	0	0	30	10	20	20	20	0	88
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>88</b>
BREMEN	CITY FLYER EXPRESS	S	178	0	0	69	17	11	3	1	0	15
<b>TOTAL BREMEN</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>
DUSSELDORF	CITY FLYER EXPRESS	S	238	0	2	70	11	11	8	0	0	16
<b>TOTAL DUSSELDORF</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	170	2	0	58	24	12	5	1	0	21
<b>TOTAL FRANKFURT MAIN</b>			<b>170</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>
HAMBURG	DEUTSCHE BA	S	174	0	4	75	14	6	5	1	0	13
<b>TOTAL HAMBURG</b>			<b>174</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>
HANOVER	CITY FLYER EXPRESS	S	159	0	0	73	14	7	6	0	0	15
<b>TOTAL HANOVER</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
MUNICH	DEUTSCHE BA	S	176	0	2	59	27	11	3	0	0	16
<b>TOTAL MUNICH</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>27</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL GERMANY</b>			<b>1105</b>	<b>2</b>	<b>8</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>GHANA</b>												
ACCRA	BRITISH AIRWAYS PLC	S	51	0	1	61	20	8	10	2	0	24
<b>TOTAL ACCRA</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>
<b>TOTAL GHANA</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>

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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>GIBRALTAR</b>												
GIBRALTAR	GB AIRWAYS LTD	S	105	0	1	77	16	3	4	0	0	12
<b>TOTAL GIBRALTAR</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL GIBRALTAR</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>GREECE</b>												
ATHENS	AIR 2000	C	10	0	0	90	10	0	0	0	0	3
	AXON AIRLINES	C	6	0	0	33	17	50	0	0	0	35
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	78	12	3	7	0	0	11
	MONARCH AIRLINES	C	5	0	1	60	20	0	20	0	0	22
	OLYMPIC AIRWAYS	S	58	0	0	59	19	19	3	0	0	19
	THOMAS COOK AIRLINES LTD	C	15	0	3	47	0	40	13	0	0	29
	VIRGIN ATLANTIC AIRWAYS LTD	S	48	0	0	71	21	4	4	0	0	11
<b>TOTAL ATHENS</b>			<b>203</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>CHANIA</b>												
	AIR 2000	C	9	0	1	78	22	0	0	0	0	10
	BRITISH WORLD AIRLINES LTD	C	3	3	2	67	33	0	0	0	0	9
	MONARCH AIRLINES	C	13	0	1	31	31	8	15	15	0	68
	THOMAS COOK AIRLINES LTD	C	13	0	0	38	31	23	0	8	0	31
<b>TOTAL CHANIA</b>			<b>38</b>	<b>3</b>	<b>4</b>	<b>47</b>	<b>29</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>37</b>
<b>CORFU</b>												
	AIR 2000	C	46	0	4	61	11	24	2	0	2	24
	BRITANNIA AIRWAYS	C	31	0	0	68	3	10	13	6	0	32
	EXCEL AIRWAYS LTD	C	14	1	1	36	7	14	29	14	0	80
	MONARCH AIRLINES	C	16	0	0	56	19	6	19	0	0	34
	MY TRAVEL AIRWAYS UK	C	17	0	1	65	12	18	6	0	0	17
	THOMAS COOK AIRLINES LTD	C	41	1	3	41	29	12	15	0	2	50
	VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	1	100	0	0	0	0	0	1
<b>TOTAL CORFU</b>			<b>175</b>	<b>2</b>	<b>10</b>	<b>58</b>	<b>14</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>35</b>
<b>HERAKLION</b>												
	AIR 2000	C	42	0	0	71	7	10	7	5	0	29
	AIR ATLANTA ICELANDIC	C	6	0	0	33	17	0	50	0	0	71
	BRITANNIA AIRWAYS	C	16	0	0	50	19	13	19	0	0	27
	EXCEL AIRWAYS LTD	C	3	0	1	33	0	33	0	33	0	128
	MONARCH AIRLINES	C	15	0	1	53	20	13	13	0	0	24
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	2
	THOMAS COOK AIRLINES LTD	C	29	1	1	48	21	10	17	3	0	40
	TRANSAER	C	2	0	0	100	0	0	0	0	0	4
	VIRGIN ATLANTIC AIRWAYS LTD	C	17	0	1	100	0	0	0	0	0	1
<b>TOTAL HERAKLION</b>			<b>137</b>	<b>1</b>	<b>4</b>	<b>65</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>29</b>
<b>KALAMATA</b>												
	AIR 2000	C	5	0	0	60	20	20	0	0	0	17
	MONARCH AIRLINES	C	4	0	0	50	0	25	25	0	0	28
	THOMAS COOK AIRLINES LTD	C	2	0	1	50	50	0	0	0	0	10
<b>TOTAL KALAMATA</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>KAVALLA</b>												
	BRITANNIA AIRWAYS	C	5	0	0	80	20	0	0	0	0	10
	EXCEL AIRWAYS LTD	C	3	0	1	33	0	0	33	33	0	102
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	33	33	0	0	0	32
<b>TOTAL KAVALLA</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>38</b>

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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)							
KEFALLINIA	AIR 2000	C	11	0	0	64	18	0	18	0	0	25
	BRITANNIA AIRWAYS	C	7	0	0	71	29	0	0	0	0	10
	EXCEL AIRWAYS LTD	C	11	0	3	36	9	18	36	0	0	44
	MONARCH AIRLINES	C	5	0	1	60	20	20	0	0	0	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	0	11	33	0	22	387
	THOMAS COOK AIRLINES LTD	C	10	3	4	30	10	30	10	20	0	93
<b>TOTAL KEFALLINIA</b>			<b>54</b>	<b>3</b>	<b>8</b>	<b>48</b>	<b>13</b>	<b>13</b>	<b>19</b>	<b>4</b>	<b>4</b>	<b>98</b>
KOS	AIR 2000	C	28	0	1	79	4	11	7	0	0	13
	AIR ATLANTA ICELANDIC	C	4	0	0	75	25	0	0	0	0	12
	BRITANNIA AIRWAYS	C	16	1	0	25	19	25	31	0	0	57
	EXCEL AIRWAYS LTD	C	7	0	2	57	0	14	29	0	0	29
	MONARCH AIRLINES	C	24	0	1	58	8	13	17	4	0	40
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	13	38	0	0	35
	THOMAS COOK AIRLINES LTD	C	18	0	3	39	22	17	22	0	0	38
	TRANSAER	C	2	0	0	100	0	0	0	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	50	13	13	0	0	25	290
<b>TOTAL KOS</b>			<b>115</b>	<b>1</b>	<b>7</b>	<b>56</b>	<b>10</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>50</b>
LEMNOS	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	8
<b>TOTAL LEMNOS</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>8</b>
MIKONOS	AIR 2000	C	3	0	1	67	0	0	0	33	0	69
	EXCEL AIRWAYS LTD	C	3	0	1	33	33	0	33	0	0	27
	THOMAS COOK AIRLINES LTD	C	3	0	1	100	0	0	0	0	0	0
<b>TOTAL MIKONOS</b>			<b>9</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>32</b>
MITILINI	AIR 2000	C	6	0	2	83	0	0	17	0	0	24
	THOMAS COOK AIRLINES LTD	C	9	0	3	100	0	0	0	0	0	1
<b>TOTAL MITILINI</b>			<b>15</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>
PREVEZA	AIR 2000	C	6	0	0	33	17	0	50	0	0	80
	BRITISH WORLD AIRLINES LTD	C	18	0	0	28	17	28	28	0	0	51
	EXCEL AIRWAYS LTD	C	3	1	1	100	0	0	0	0	0	2
	MONARCH AIRLINES	C	7	0	1	57	0	14	29	0	0	27
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5
<b>TOTAL PREVEZA</b>			<b>44</b>	<b>2</b>	<b>3</b>	<b>50</b>	<b>11</b>	<b>14</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>39</b>
RHODES	AIR 2000	C	27	0	2	48	26	7	11	7	0	40
	AIR ATLANTA ICELANDIC	C	2	1	0	100	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	15	0	0	47	13	7	33	0	0	43
	BRITISH WORLD AIRLINES LTD	C	9	0	1	56	22	22	0	0	0	15
	EXCEL AIRWAYS LTD	C	3	1	0	0	0	33	67	0	0	96
	MONARCH AIRLINES	C	16	0	2	75	19	6	0	0	0	7
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	14	14	0	14	14	114
	THOMAS COOK AIRLINES LTD	C	23	0	3	35	17	22	26	0	0	48
	TRANSAER	C	2	0	0	100	0	0	0	0	0	6
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	71	29	0	0	0	0	11
<b>TOTAL RHODES</b>			<b>111</b>	<b>2</b>	<b>10</b>	<b>51</b>	<b>19</b>	<b>12</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>38</b>
SALONIKA	AIR 2000	C	11	0	1	64	36	0	0	0	0	11
	BRITANNIA AIRWAYS	C	5	0	0	60	20	20	0	0	0	22
	EXCEL AIRWAYS LTD	C	5	0	0	40	20	0	40	0	0	50

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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)							
SALONIKA	MY TRAVEL AIRWAYS UK	C	2	2	6	100	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	1	100	0	0	0	0	0	5
<b>TOTAL SALONIKA</b>			<b>29</b>	<b>2</b>	<b>8</b>	<b>69</b>	<b>21</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>
SAMOS	BRITANNIA AIRWAYS	C	10	0	0	50	10	10	30	0	0	34
	EXCEL AIRWAYS LTD	C	3	0	1	0	0	33	0	0	67	561
	THOMAS COOK AIRLINES LTD	C	5	0	1	40	20	0	40	0	0	43
<b>TOTAL SAMOS</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>11</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>11</b>	<b>125</b>
SKIATHOS	AIR 2000	C	15	0	3	60	0	13	20	7	0	36
	BRITISH WORLD AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	8
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	0	3	33	50	8	8	0	0	26
<b>TOTAL SKIATHOS</b>			<b>32</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>22</b>	<b>9</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>27</b>
VOLOS	AIR 2000	C	5	0	0	0	80	0	20	0	0	33
	VIRGIN ATLANTIC AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	12
<b>TOTAL VOLOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>45</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>
ZAKINTHOS	AIR 2000	C	39	0	4	74	10	8	8	0	0	19
	BRITANNIA AIRWAYS	C	16	0	1	63	25	13	0	0	0	14
	EXCEL AIRWAYS LTD	C	7	0	1	43	29	14	14	0	0	37
	MONARCH AIRLINES	C	7	0	1	14	43	14	29	0	0	59
	MY TRAVEL AIRWAYS UK	C	7	0	0	14	29	14	43	0	0	49
	THOMAS COOK AIRLINES LTD	C	45	0	3	69	4	13	13	0	0	23
	VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	1	56	22	0	22	0	0	41
<b>TOTAL ZAKINTHOS</b>			<b>130</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>TOTAL GREECE</b>			<b>1146</b>	<b>17</b>	<b>88</b>	<b>59</b>	<b>15</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>35</b>
<b>GRENADA</b>												
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	71	6	12	12	0	0	17
	THOMAS COOK AIRLINES LTD	C	7	1	0	57	0	14	29	0	0	40
<b>TOTAL GRENADA</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>TOTAL GRENADA</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>HUNGARY</b>												
BUDAPEST	EXCEL AIRWAYS LTD	C	6	0	0	83	0	0	0	17	0	41
	MALEV (HUNGARIAN AIRLINES)	S	60	0	0	75	18	3	3	0	0	12
<b>TOTAL BUDAPEST</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>
<b>TOTAL HUNGARY</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>
<b>ICELAND</b>												
KEFLAVIK	EXCEL AIRWAYS LTD	C	14	0	0	36	0	21	29	0	14	95
<b>TOTAL KEFLAVIK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>21</b>	<b>29</b>	<b>0</b>	<b>14</b>	<b>95</b>
<b>TOTAL ICELAND</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>21</b>	<b>29</b>	<b>0</b>	<b>14</b>	<b>95</b>
<b>INDIA</b>												
GOA	AIR 2000	C	5	0	0	0	20	40	40	0	0	70
	MONARCH AIRLINES	C	7	0	1	29	43	14	14	0	0	30

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
TOTAL GOA			12	0	1	17	33	25	25	0	0	47
TOTAL INDIA			12	0	1	17	33	25	25	0	0	47
INDONESIA												
BALI INTERNATIONAL	GARUDA INDONESIA	S	16	2	0	31	25	25	13	0	6	111
TOTAL BALI INTERNATIONAL			16	2	0	31	25	25	13	0	6	111
TOTAL INDONESIA			16	2	0	31	25	25	13	0	6	111
IRISH REPUBLIC												
CORK	CITY FLYER EXPRESS	S	139	0	0	75	10	8	6	1	0	16
TOTAL CORK			139	0	0	75	10	8	6	1	0	16
DUBLIN	AER LINGUS	S	178	0	8	54	18	15	11	2	0	29
	CITY FLYER EXPRESS	S	344	0	6	72	13	9	6	0	0	16
	FUTURA AIRLINES	C	2	0	0	0	50	0	50	0	0	98
	RYANAIR	S	243	0	5	65	16	10	8	1	0	20
TOTAL DUBLIN			767	0	19	66	15	11	8	1	0	21
SHANNON	CITY FLYER EXPRESS	S	70	0	0	73	13	7	3	4	0	19
	VIRGIN EXPRESS IRELAND	S	74	0	2	72	9	8	11	0	0	20
TOTAL SHANNON			144	0	2	72	11	8	7	2	0	19
TOTAL IRISH REPUBLIC			1050	0	21	68	14	10	8	1	0	20
ISRAEL												
OVDA	EXCEL AIRWAYS LTD	C	8	0	0	63	0	13	13	13	0	56
	MY TRAVEL AIRWAYS UK	C	3	0	0	0	0	33	67	0	0	95
TOTAL OVDA			11	0	0	45	0	18	27	9	0	66
TEL AVIV	AIR 2000	C	11	0	0	9	18	27	45	0	0	55
	ARKIA	C	19	0	1	42	5	32	11	11	0	48
	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	50
	BRITISH AIRWAYS PLC	S	54	0	1	65	22	11	0	2	0	17
	EXCEL AIRWAYS LTD	C	11	1	0	18	9	27	18	9	18	181
	ISRAIR LTD	C	8	0	0	0	13	25	13	50	0	138
	MONARCH AIRLINES	C	40	0	1	18	28	23	28	5	0	57
TOTAL TEL AVIV			145	1	3	37	19	20	15	7	1	55
TOTAL ISRAEL			156	1	3	38	18	20	16	7	1	56
ITALY												
BOLOGNA	ALITALIA	S	116	0	8	54	28	15	3	0	0	18
TOTAL BOLOGNA			116	0	8	54	28	15	3	0	0	18
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	8	0	0	0	38	13	50	0	0	53
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	0	14	0	0	14
TOTAL CATANIA (FONTANAROSSA)			15	0	0	33	27	7	33	0	0	35
FLORENCE	MERIDIANA AIR	S	173	0	3	58	21	14	7	0	0	20
TOTAL FLORENCE			173	0	3	58	21	14	7	0	0	20
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	115	0	0	83	8	4	3	1	1	15



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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 GENOA</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>15</b>
<b>MILAN (MALPENSA)</b>	BRITISH AIRWAYS (EURO OPS) LG	S	167	1	0	66	20	6	6	2	0	20
<b>TOTAL MILAN (MALPENSA)</b>			<b>167</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>
<b>NAPLES</b>	AIR 2000	C	7	0	1	71	14	14	0	0	0	16
	BRITANNIA AIRWAYS	C	17	0	0	35	18	35	12	0	0	31
	BRITISH AIRWAYS (EURO OPS) LG	S	124	0	0	80	10	5	5	0	0	11
	EXCEL AIRWAYS LTD	C	7	1	1	43	14	0	29	14	0	64
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	31
	THOMAS COOK AIRLINES LTD	C	7	0	1	57	14	14	14	0	0	20
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	75	0	0	0	25	0	62
<b>TOTAL NAPLES</b>			<b>186</b>	<b>3</b>	<b>3</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>
<b>OLBIA</b>	MERIDIANA AIR	S	4	0	0	25	0	50	25	0	0	39
<b>TOTAL OLBIA</b>			<b>4</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>39</b>
<b>PISA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	128	0	0	84	11	4	1	0	0	7
	CITY FLYER EXPRESS	C	8	0	0	50	38	13	0	0	0	12
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	11
<b>TOTAL PISA</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>ROME (CIAMPINO)</b>	EXCEL AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	54
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	4
	VIRGIN EXPRESS	C	2	0	0	0	0	100	0	0	0	37
<b>TOTAL ROME (CIAMPINO)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>ROME (FIUMICINO)</b>	ALITALIA	S	118	0	6	69	18	7	7	0	0	16
	BRITISH AIRWAYS (EURO OPS) LG	S	181	1	0	73	15	4	7	0	0	14
<b>TOTAL ROME (FIUMICINO)</b>			<b>299</b>	<b>1</b>	<b>6</b>	<b>72</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>VENICE</b>	ALITALIA	S	182	0	4	62	24	8	6	0	0	17
	BRITISH AIRWAYS (EURO OPS) LG	S	16	0	0	50	6	0	31	13	0	58
	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	11
	MONARCH AIRLINES	C	10	0	0	40	0	60	0	0	0	26
<b>TOTAL VENICE</b>			<b>212</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>22</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>
<b>VERONA</b>	AIR 2000	C	4	0	0	75	0	0	25	0	0	22
	BRITISH AIRWAYS (EURO OPS) LG	S	176	0	0	36	36	19	9	1	0	26
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	83	0	17	0	0	0	9
<b>TOTAL VERONA</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>34</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>
<b>TOTAL ITALY</b>			<b>1627</b>	<b>5</b>	<b>28</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>
<b>IVORY COAST</b>												
<b>ABIDJAN</b>	BRITISH AIRWAYS PLC	S	13	0	0	62	23	0	8	8	0	38
<b>TOTAL ABIDJAN</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>38</b>
<b>TOTAL IVORY COAST</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>38</b>
<b>JAMAICA</b>												
<b>MONTEGO BAY</b>	BRITANNIA AIRWAYS	C	10	0	0	60	0	30	10	0	0	27

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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)							
MONTEGO BAY	BRITISH AIRWAYS PLC	S	34	0	0	65	21	15	0	0	0	14
	MY TRAVEL AIRWAYS UK	C	13	0	0	31	23	8	15	8	15	134
<b>TOTAL MONTEGO BAY</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>44</b>
<b>TOTAL JAMAICA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>43</b>
<b>KAZAKHSTAN</b>												
ALMA ATA	BRITISH AIRWAYS PLC	S	26	0	0	62	12	15	8	4	0	29
<b>TOTAL ALMA ATA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>29</b>
<b>TOTAL KAZAKHSTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>29</b>
<b>KENYA</b>												
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	6	0	0	67	17	0	17	0	0	26
	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	0	20	0	39
	MONARCH AIRLINES	C	10	0	0	60	10	30	0	0	0	19
<b>TOTAL MOMBASA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>28</b>
NAIROBI	BRITISH AIRWAYS PLC	S	10	0	0	90	0	0	10	0	0	7
<b>TOTAL NAIROBI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>TOTAL KENYA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>22</b>
<b>LATVIA</b>												
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	36	0	0	64	22	6	3	3	3	34
<b>TOTAL RIGA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>34</b>
<b>TOTAL LATVIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>34</b>
<b>LIBYA</b>												
TRIPOLI	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	46	23	15	4	12	0	46
<b>TOTAL TRIPOLI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>46</b>
<b>TOTAL LIBYA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>46</b>
<b>LUXEMBOURG</b>												
LUXEMBOURG	CITY FLYER EXPRESS	S	242	0	5	62	25	9	3	1	0	16
<b>TOTAL LUXEMBOURG</b>			<b>242</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>25</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>TOTAL LUXEMBOURG</b>			<b>242</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>25</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>MACEDONIA</b>												
SKOPJE	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	38	38	15	8	0	0	22
<b>TOTAL SKOPJE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>TOTAL MACEDONIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>MALAWI</b>												
LILONGWE	BRITISH AIRWAYS PLC	S	9	0	0	100	0	0	0	0	0	2
<b>TOTAL LILONGWE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>TOTAL MALAWI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

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			MATCHED	Actual (7)								Plan (8)
<b>MALDIVE ISLANDS</b>												
MALE INTERNATIONAL	MONARCH AIRLINES	C	28	0	0	64	7	0	25	0	4	47
TOTAL MALE INTERNATIONAL			28	0	0	64	7	0	25	0	4	47
TOTAL MALDIVE ISLANDS			28	0	0	64	7	0	25	0	4	47
<b>MALTA</b>												
MALTA	AIR 2000	C	9	0	1	11	44	22	0	22	0	68
	AIR MALTA	S	78	0	0	74	15	3	5	3	0	19
	AIR MALTA	C	18	0	0	72	11	0	11	6	0	35
	BRITANNIA AIRWAYS	C	16	0	1	38	13	31	13	6	0	49
	EXCEL AIRWAYS LTD	S	21	1	3	76	10	0	10	0	5	50
	GB AIRWAYS LTD	S	59	1	0	76	8	7	8	0	0	15
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	10	0	20	0	49
	THOMAS COOK AIRLINES LTD	C	25	0	1	68	16	4	12	0	0	24
TOTAL MALTA			236	2	6	69	13	6	8	3	0	28
TOTAL MALTA			236	2	6	69	13	6	8	3	0	28
<b>MAURITIUS</b>												
MAURITIUS	BRITISH AIRWAYS PLC	S	35	0	0	77	11	6	3	3	0	15
TOTAL MAURITIUS			35	0	0	77	11	6	3	3	0	15
TOTAL MAURITIUS			35	0	0	77	11	6	3	3	0	15
<b>MEXICO</b>												
CANCUN	AIR 2000	C	9	0	0	56	22	22	0	0	0	17
	BRITANNIA AIRWAYS	C	6	1	1	67	0	17	0	17	0	53
	BRITISH AIRWAYS PLC	S	18	0	0	67	11	17	6	0	0	15
	MONARCH AIRLINES	C	9	0	0	33	22	11	33	0	0	41
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	13	50	38	0	152
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	10	0	0	11
TOTAL CANCUN			60	1	1	55	10	13	15	7	0	41
PUERTO VALLARTA	AIR 2000	C	10	0	0	60	10	10	0	20	0	68
TOTAL PUERTO VALLARTA			10	0	0	60	10	10	0	20	0	68
TOTAL MEXICO			70	1	1	56	10	13	13	9	0	45
<b>MOROCCO</b>												
AGADIR	MONARCH AIRLINES	C	10	0	0	20	20	20	20	10	10	102
TOTAL AGADIR			10	0	0	20	20	20	20	10	10	102
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	56	0	0	68	18	7	7	0	0	17
TOTAL CASABLANCA MOHAMED V			57	0	0	68	18	7	7	0	0	17
MARRAKESH	EXCEL AIRWAYS LTD	C	4	0	0	0	25	50	25	0	0	46
	GB AIRWAYS LTD	S	15	0	1	60	13	27	0	0	0	16
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	100	0	0	0	42
TOTAL MARRAKESH			21	0	1	43	14	38	5	0	0	24
TOTAL MOROCCO			89	0	1	57	17	16	8	1	1	28

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			MATCHED	Actual (7)								Plan (8)
<b>NEPAL</b>												
KATHMANDU	ROYAL NEPAL AIRLINES	S	14	0	4	0	7	50	43	0	0	64
TOTAL KATHMANDU			14	0	4	0	7	50	43	0	0	64
TOTAL NEPAL			14	0	4	0	7	50	43	0	0	64
<b>NETHERLANDS</b>												
AMSTERDAM	CITY FLYER EXPRESS	S	333	0	11	66	15	13	5	1	0	21
TOTAL AMSTERDAM			333	0	11	66	15	13	5	1	0	21
EINDHOVEN	B A S E BUSINESS AIRLINES	S	131	1	16	68	17	11	3	0	1	23
TOTAL EINDHOVEN			131	1	16	68	17	11	3	0	1	23
ROTTERDAM	CITY FLYER EXPRESS	S	182	0	7	78	8	8	5	1	0	15
TOTAL ROTTERDAM			182	0	7	78	8	8	5	1	0	15
TOTAL NETHERLANDS			646	1	34	70	13	11	5	1	0	20
<b>NIGERIA</b>												
ABUJA	BRITISH AIRWAYS PLC	S	18	0	0	11	39	33	17	0	0	43
TOTAL ABUJA			18	0	0	11	39	33	17	0	0	43
LAGOS	BRITISH AIRWAYS PLC	S	44	0	0	68	14	11	5	0	2	24
TOTAL LAGOS			44	0	0	68	14	11	5	0	2	24
TOTAL NIGERIA			62	0	0	52	21	18	8	0	2	29
<b>NORWAY</b>												
BERGEN	BRAATHENS ASA	S	60	0	2	60	15	20	5	0	0	19
TOTAL BERGEN			60	0	2	60	15	20	5	0	0	19
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	52	0	1	62	21	13	4	0	0	19
TOTAL KRISTIANSAND (KJEVIK)			52	0	1	62	21	13	4	0	0	19
OSLO (GARDERMOEN)	BRAATHENS ASA	S	124	0	0	83	10	5	2	0	0	11
TOTAL OSLO (GARDERMOEN)			124	0	0	83	10	5	2	0	0	11
TOTAL NORWAY			236	0	3	72	14	11	3	0	0	15
<b>POLAND</b>												
GDANSK	BRITISH AIRWAYS (EURO OPS) LG	S	27	0	0	81	15	0	4	0	0	11
TOTAL GDANSK			27	0	0	81	15	0	4	0	0	11
KRAKOW	LOT-POLISH AIRLINES	S	62	0	0	81	10	3	6	0	0	15
TOTAL KRAKOW			62	0	0	81	10	3	6	0	0	15
WARSAW	LOT-POLISH AIRLINES	S	2	0	2	100	0	0	0	0	0	1
TOTAL WARSAW			2	0	2	100	0	0	0	0	0	1
TOTAL POLAND			91	0	2	81	11	2	5	0	0	14
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	AIR 2000	S	34	1	0	38	26	9	21	6	0	43
	AIR 2000	C	25	0	1	56	32	0	4	8	0	28

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
FARO	AIR ATLANTA ICELANDIC	C	2	0	0	50	50	0	0	0	0	13
	BRITANNIA AIRWAYS	C	17	0	0	59	12	6	24	0	0	28
	BRITISH AIRWAYS PLC	C	10	0	0	40	50	10	0	0	0	19
	EUROATLANTIC AIRWAYS	C	2	0	0	0	100	0	0	0	0	21
	EXCEL AIRWAYS LTD	C	20	0	1	40	10	15	30	0	5	85
	FUTURA AIRLINES	C	2	0	0	50	0	0	0	50	0	97
	GB AIRWAYS LTD	S	134	0	0	81	7	9	2	1	0	12
	MONARCH AIRLINES	C	55	0	1	47	20	7	25	0	0	37
	THOMAS COOK AIRLINES LTD	C	77	0	3	52	14	16	13	1	4	52
	TRANSAER	C	6	0	0	67	33	0	0	0	0	9
VIRGIN ATLANTIC AIRWAYS LTD	C	18	0	2	33	39	11	17	0	0	30	
<b>TOTAL FARO</b>			<b>402</b>	<b>2</b>	<b>8</b>	<b>58</b>	<b>17</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>32</b>
LISBON	AIR PORTUGAL	S	54	0	0	74	19	6	2	0	0	11
	GB AIRWAYS LTD	S	92	0	4	71	11	10	8	1	0	18
<b>TOTAL LISBON</b>			<b>146</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>
OPORTO ( PORTUGAL )	GB AIRWAYS LTD	S	62	0	0	87	2	3	5	3	0	19
<b>TOTAL OPORTO ( PORTUGAL )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>610</b>	<b>2</b>	<b>12</b>	<b>65</b>	<b>15</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>27</b>
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	AIR 2000	C	10	0	0	40	30	30	0	0	0	24
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0
	GB AIRWAYS LTD	S	26	0	0	81	12	4	4	0	0	9
	MONARCH AIRLINES	C	10	0	0	40	30	10	20	0	0	27
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	50	0	0	0	0	15
	THOMAS COOK AIRLINES LTD	C	20	0	2	30	20	25	20	5	0	50
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6
<b>TOTAL FUNCHAL</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>
<b>PUERTO RICO</b>												
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	5
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL PUERTO RICO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>REPUBLIC OF YEMEN</b>												
SANAA	YEMENIA	S	18	0	0	50	17	11	22	0	0	34
<b>TOTAL SANAA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>RUMANIA</b>												
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	67	0	0	66	24	3	4	1	1	24
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>
<b>TOTAL RUMANIA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>
<b>RUSSIA</b>												

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ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
ST PETERSBURG	AEROFLOT	S	8	0	2	38	25	25	13	0	0	24
	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	66	14	11	7	2	0	24
<b>TOTAL ST PETERSBURG</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>
<b>TOTAL RUSSIA</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>
SAINT KITTS AND NEVIS												
ST KITTS	THOMAS COOK AIRLINES LTD	C	3	1	0	33	33	0	33	0	0	34
<b>TOTAL ST KITTS</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>34</b>
SAUDI ARABIA												
DAMMAM	BRITISH AIRWAYS PLC	S	51	1	1	88	6	0	0	6	0	18
<b>TOTAL DAMMAM</b>			<b>51</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>
<b>TOTAL SAUDI ARABIA</b>			<b>51</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>18</b>
SEYCHELLES												
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	39	17	22	22	0	0	35
	BRITISH AIRWAYS PLC	S	18	0	0	67	17	6	11	0	0	20
<b>TOTAL SEYCHELLES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>TOTAL SEYCHELLES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>
SLOVENIA												
LJUBLJANA	BRITISH AIRWAYS (EURO OPS) LG	S	24	0	0	79	13	4	4	0	0	10
<b>TOTAL LJUBLJANA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL SLOVENIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
SPAIN												
ALICANTE	AIR 2000	C	44	0	0	73	11	9	0	7	0	27
	AIR 2000	S	28	0	0	46	25	4	14	11	0	51
	AIR ATLANTA ICELANDIC	C	8	0	0	38	13	25	25	0	0	31
	BRITANNIA AIRWAYS	C	18	1	1	50	6	11	6	6	22	141
	BRITISH AIRWAYS PLC	C	8	0	0	50	50	0	0	0	0	13
	CITY FLYER EXPRESS	C	19	0	7	68	0	21	11	0	0	22
	EXCEL AIRWAYS LTD	C	9	0	0	67	11	0	22	0	0	36
	GB AIRWAYS LTD	S	61	0	0	84	8	2	7	0	0	11
	IBERIA	S	60	0	2	85	10	5	0	0	0	7
	MONARCH AIRLINES	C	44	0	1	45	14	11	27	0	2	61
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	0	11	22	11	0	50
	THOMAS COOK AIRLINES LTD	C	38	0	4	55	21	13	8	3	0	24
	TRANSAER	C	4	0	2	100	0	0	0	0	0	5
	VIRGIN ATLANTIC AIRWAYS LTD	C	18	0	0	67	22	6	6	0	0	14
<b>TOTAL ALICANTE</b>			<b>368</b>	<b>1</b>	<b>17</b>	<b>66</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>32</b>
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	28	33	17	22	0	0	37
	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	42
	THOMAS COOK AIRLINES LTD	C	7	0	1	71	14	14	0	0	0	12
<b>TOTAL ALMERIA</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>27</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>33</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)							
ASTURIAS	AIR NOSTRUM	S	28	0	0	79	11	4	7	0	0	13
<b>TOTAL ASTURIAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>
BARCELONA	AIR 2000	C	2	0	0	50	50	0	0	0	0	12
	BRITISH AIRWAYS (EURO OPS) LG	S	128	0	0	77	9	9	5	0	0	14
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	58
<b>TOTAL BARCELONA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
BILBAO	BRITISH AIRWAYS (EURO OPS) LG	S	12	0	0	33	8	17	33	8	0	69
<b>TOTAL BILBAO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>8</b>	<b>17</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>69</b>
GERONA	AIR 2000	C	18	0	0	83	0	6	0	11	0	31
	BRITANNIA AIRWAYS	C	15	0	0	80	0	7	13	0	0	19
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	0	5
	THOMAS COOK AIRLINES LTD	C	14	0	0	71	7	7	7	7	0	27
<b>TOTAL GERONA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>23</b>
IBIZA	AIR 2000	C	48	0	3	63	10	8	17	2	0	29
	BRITANNIA AIRWAYS	C	38	0	0	79	11	3	8	0	0	15
	BRITISH WORLD AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	10
	CITY FLYER EXPRESS	C	9	0	1	44	11	11	33	0	0	40
	EUROPEAN AIR CHARTER	C	10	0	0	50	30	0	0	20	0	69
	MONARCH AIRLINES	C	12	0	2	33	8	25	33	0	0	50
	MY TRAVEL AIRWAYS UK	C	26	0	1	31	15	4	19	31	0	113
	THOMAS COOK AIRLINES LTD	C	31	1	4	42	3	19	23	13	0	57
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	1	38	38	13	13	0	0	22
<b>TOTAL IBIZA</b>			<b>187</b>	<b>1</b>	<b>12</b>	<b>53</b>	<b>12</b>	<b>10</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>46</b>
MADRID	AIR EUROPA	S	52	0	2	8	13	37	42	0	0	59
	BRITISH AIRWAYS (EURO OPS) LG	S	181	1	0	61	18	14	6	1	0	20
<b>TOTAL MADRID</b>			<b>233</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>17</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>
MAHON	AIR 2000	C	41	0	4	66	7	10	17	0	0	26
	BRITANNIA AIRWAYS	C	30	0	0	47	13	17	13	10	0	50
	BRITISH WORLD AIRLINES LTD	C	2	0	3	50	50	0	0	0	0	9
	CITY FLYER EXPRESS	C	10	0	4	50	40	10	0	0	0	15
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	95
	MONARCH AIRLINES	C	30	0	2	80	13	7	0	0	0	7
	MY TRAVEL AIRWAYS UK	C	15	0	0	93	7	0	0	0	0	3
	THOMAS COOK AIRLINES LTD	C	47	0	13	53	15	26	6	0	0	22
	VIRGIN ATLANTIC AIRWAYS LTD	C	17	0	1	94	6	0	0	0	0	4
<b>TOTAL MAHON</b>			<b>195</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>
MALAGA	AIR 2000	S	33	0	0	61	21	6	9	3	0	23
	AIR 2000	C	53	1	1	51	13	15	21	0	0	35
	AIR ATLANTA ICELANDIC	C	9	4	0	56	11	22	0	0	11	77
	BRITANNIA AIRWAYS	C	18	0	0	33	22	17	28	0	0	42
	BRITISH AIRWAYS PLC	C	12	0	1	75	8	17	0	0	0	17
	EXCEL AIRWAYS LTD	C	4	1	1	50	0	25	25	0	0	36
	GB AIRWAYS LTD	S	124	1	0	73	11	9	4	2	1	23
	MONARCH AIRLINES	C	73	0	0	32	16	16	26	5	4	74
	MY TRAVEL AIRWAYS UK	C	17	0	1	65	12	0	0	24	0	63
	THOMAS COOK AIRLINES LTD	C	73	0	7	33	18	22	23	3	1	53

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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	TRANSAER	C	5	0	2	60	0	20	20	0	0	25
	VIRGIN ATLANTIC AIRWAYS LTD	C	18	0	0	78	11	11	0	0	0	9
<b>TOTAL MALAGA</b>			<b>441</b>	<b>7</b>	<b>13</b>	<b>53</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>41</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	8	0	0	50	0	25	25	0	0	34
	CITY FLYER EXPRESS	C	7	0	1	86	14	0	0	0	0	7
	GB AIRWAYS LTD	S	26	1	0	85	8	4	0	4	0	12
<b>TOTAL MURCIA SAN JAVIER</b>			<b>41</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>
PALMA DE MALLORCA	AIR 2000	S	36	0	0	42	11	19	22	6	0	48
	AIR 2000	C	56	0	1	34	18	21	16	11	0	61
	AIR ATLANTA ICELANDIC	C	2	0	0	0	0	0	0	100	0	269
	AIR EUROPA	S	46	0	0	43	20	20	17	0	0	38
	BRITANNIA AIRWAYS	C	80	0	2	50	23	15	8	5	0	34
	BRITISH AIRWAYS PLC	C	14	0	2	14	14	43	14	7	7	82
	CITY FLYER EXPRESS	C	7	0	4	0	29	29	14	29	0	107
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	50	50	0	176
	FUTURA AIRLINES	C	2	0	0	0	50	50	0	0	0	31
	GB AIRWAYS LTD	S	61	0	0	80	7	7	5	2	0	16
	ISLANDSFLUG	C	3	0	0	0	0	0	67	0	33	274
	MONARCH AIRLINES	C	37	0	0	54	24	8	5	5	3	52
	MY TRAVEL AIRWAYS UK	C	55	1	0	64	15	5	5	5	5	53
	SPANAIR	C	6	0	1	17	0	0	33	0	50	524
	THOMAS COOK AIRLINES LTD	C	98	0	12	41	13	17	19	8	1	59
	VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	0	33	11	44	11	0	0	39
<b>TOTAL PALMA DE MALLORCA</b>			<b>515</b>	<b>1</b>	<b>22</b>	<b>47</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>55</b>
REUS	AIR 2000	C	9	0	0	100	0	0	0	0	0	2
	BRITANNIA AIRWAYS	C	16	0	0	63	25	6	0	6	0	23
	MONARCH AIRLINES	C	3	0	1	67	0	0	0	0	33	168
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	11	0	56	33	0	167
	THOMAS COOK AIRLINES LTD	C	9	0	1	67	0	33	0	0	0	14
<b>TOTAL REUS</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>55</b>
SEVILLE	GB AIRWAYS LTD	S	6	0	0	17	33	17	33	0	0	37
<b>TOTAL SEVILLE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>
VALENCIA	GB AIRWAYS LTD	S	51	0	0	80	4	4	12	0	0	17
<b>TOTAL VALENCIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>TOTAL SPAIN</b>			<b>2343</b>	<b>12</b>	<b>97</b>	<b>58</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>37</b>
<b>SPAIN(CANARY ISLANDS)</b>												
ARRECIFE	AIR 2000	C	21	0	0	57	29	10	5	0	0	17
	AIR 2000	S	17	0	0	35	6	18	18	24	0	80
	AIR ATLANTA ICELANDIC	C	10	0	0	70	20	10	0	0	0	12
	BRITANNIA AIRWAYS	C	18	0	0	39	11	39	0	11	0	55
	MONARCH AIRLINES	C	21	0	1	57	19	14	0	10	0	36
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	0	25	0	56
	THOMAS COOK AIRLINES LTD	C	46	0	1	52	20	15	13	0	0	23
	TRANSAER	C	8	0	0	25	13	25	25	13	0	58
	VIRGIN ATLANTIC AIRWAYS LTD	C	11	0	1	55	9	18	0	0	18	163



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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 ARRECIFE</b>			<b>160</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>16</b>	<b>17</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>46</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	10	0	0	50	10	40	0	0	0	21
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	13
	MY TRAVEL AIRWAYS UK	C	16	0	0	31	31	25	13	0	0	28
	THOMAS COOK AIRLINES LTD	C	21	0	0	57	19	10	5	0	10	55
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	75	0	0	0	25	0	82
<b>TOTAL FUERTEVENTURA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>41</b>
<b>LAS PALMAS</b>	AIR 2000	C	20	0	0	50	15	10	15	10	0	49
	AIR ATLANTA ICELANDIC	C	2	0	0	100	0	0	0	0	0	1
	AIR EUROPA	C	10	0	0	30	50	0	20	0	0	44
	BRITANNIA AIRWAYS	C	18	0	1	50	28	22	0	0	0	15
	MONARCH AIRLINES	C	12	1	0	42	25	0	25	8	0	50
	MY TRAVEL AIRWAYS UK	C	35	0	0	51	9	14	11	9	6	85
	THOMAS COOK AIRLINES LTD	C	64	0	5	31	22	13	23	9	2	67
	TRANSAER	C	10	0	0	70	10	20	0	0	0	12
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	20	60	10	10	0	0	24
<b>TOTAL LAS PALMAS</b>			<b>181</b>	<b>1</b>	<b>6</b>	<b>42</b>	<b>22</b>	<b>12</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>55</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	27	0	0	52	22	7	15	0	4	34
	AIR 2000	S	34	0	0	41	26	24	6	3	0	37
	AIR ATLANTA ICELANDIC	C	20	1	0	35	10	15	40	0	0	45
	BRITANNIA AIRWAYS	C	32	0	0	25	16	28	25	0	6	68
	EXCEL AIRWAYS LTD	C	15	0	2	47	20	13	13	7	0	43
	FUTURA AIRLINES	C	2	0	7	0	0	0	50	50	0	192
	MONARCH AIRLINES	C	45	2	0	49	20	18	13	0	0	26
	MY TRAVEL AIRWAYS UK	C	34	0	0	56	15	12	18	0	0	27
	THOMAS COOK AIRLINES LTD	C	65	0	2	46	22	12	9	8	3	63
	TRANSAER	C	18	0	5	50	22	11	11	0	6	96
	VIRGIN ATLANTIC AIRWAYS LTD	C	17	0	0	53	18	18	0	12	0	57
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>310</b>	<b>3</b>	<b>16</b>	<b>45</b>	<b>20</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>49</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>714</b>	<b>4</b>	<b>25</b>	<b>46</b>	<b>20</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>49</b>
<b>ST LUCIA</b>												
<b>ST LUCIA (HEWANORRA)</b>	AIR 2000	C	9	0	0	44	33	11	0	11	0	47
	BRITISH AIRWAYS PLC	S	25	0	0	68	20	8	4	0	0	12
	THOMAS COOK AIRLINES LTD	C	5	0	0	40	20	20	20	0	0	47
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	1	13	38	25	25	0	0	46
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>26</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>28</b>
<b>TOTAL ST LUCIA</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>26</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>28</b>
<b>SWEDEN</b>												
<b>GOTEBORG</b>	BRITISH AIRWAYS (EURO OPS) LG	S	172	2	0	70	13	11	5	1	0	17
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	18
<b>TOTAL GOTEBORG</b>			<b>174</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS (EURO OPS) LG	S	171	1	0	61	22	11	5	1	0	18
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>171</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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 SWEDEN</b>			<b>345</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
<b>SWITZERLAND</b>												
<b>GENEVA</b>	BRITISH AIRWAYS (EURO OPS) LG	S	168	0	0	82	9	4	5	1	0	12
	EASYJET SWITZERLAND	S	68	0	0	84	6	3	7	0	0	10
<b>TOTAL GENEVA</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>ZURICH</b>	CITY FLYER EXPRESS	S	106	0	2	80	11	5	4	0	0	11
<b>TOTAL ZURICH</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL SWITZERLAND</b>			<b>342</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TANZANIA</b>												
<b>DAR-ES-SALAAM</b>	BRITISH AIRWAYS PLC	S	25	0	0	96	4	0	0	0	0	4
<b>TOTAL DAR-ES-SALAAM</b>			<b>25</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>4</b>
<b>TOTAL TANZANIA</b>			<b>25</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>4</b>
<b>THAILAND</b>												
<b>PHUKET</b>	BRITANNIA AIRWAYS	C	12	0	0	17	17	8	33	8	17	226
<b>TOTAL PHUKET</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>33</b>	<b>8</b>	<b>17</b>	<b>226</b>
<b>TOTAL THAILAND</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>33</b>	<b>8</b>	<b>17</b>	<b>226</b>
<b>TRINIDAD AND TOBAGO</b>												
<b>TOBAGO</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	0	0	10	0	25
<b>TOTAL TOBAGO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>25</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>25</b>
<b>TUNISIA</b>												
<b>MONASTIR</b>	BMI BRITISH MIDLAND	C	10	0	0	50	30	0	20	0	0	30
	BRITANNIA AIRWAYS	C	8	0	0	25	0	25	0	25	25	245
	MONARCH AIRLINES	C	10	0	0	20	0	30	40	10	0	87
	MY TRAVEL AIRWAYS UK	C	18	1	1	50	6	11	11	22	0	75
	NOUVELAIR TUNISIE	C	19	0	4	58	21	11	11	0	0	24
	THOMAS COOK AIRLINES LTD	C	19	0	1	58	16	5	11	11	0	46
<b>TOTAL MONASTIR</b>			<b>84</b>	<b>1</b>	<b>6</b>	<b>48</b>	<b>13</b>	<b>12</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>69</b>
<b>SFAX</b>	MONARCH AIRLINES	C	8	0	2	88	13	0	0	0	0	5
<b>TOTAL SFAX</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TUNIS</b>	AIR 2000	C	4	0	0	25	25	0	50	0	0	58
	GB AIRWAYS LTD	S	36	0	0	72	22	6	0	0	0	9
	MONARCH AIRLINES	C	4	0	0	50	25	0	25	0	0	28
<b>TOTAL TUNIS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL TUNISIA</b>			<b>136</b>	<b>1</b>	<b>8</b>	<b>56</b>	<b>16</b>	<b>9</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>48</b>
<b>TURKEY</b>												
<b>ANTALYA</b>	AIR 2000	C	18	0	1	72	17	6	6	0	0	16
	PEGASUS AIRLINES	C	9	0	1	33	22	22	22	0	0	38
	THOMAS COOK AIRLINES LTD	C	29	0	0	17	17	24	31	10	0	73

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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 ANTALYA</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>18</b>	<b>18</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>49</b>
<b>BODRUM (MILAS)</b>	AIR 2000	C	18	0	2	56	11	6	22	6	0	35
	BRITANNIA AIRWAYS	C	8	0	2	50	13	25	13	0	0	37
	BRITISH WORLD AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	1
	MONARCH AIRLINES	C	9	0	0	44	33	22	0	0	0	21
	MY TRAVEL AIRWAYS UK	C	8	0	1	0	0	0	88	13	0	146
	THOMAS COOK AIRLINES LTD	C	18	0	0	39	22	17	17	6	0	53
	VIRGIN ATLANTIC AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	9
<b>TOTAL BODRUM (MILAS)</b>			<b>70</b>	<b>0</b>	<b>5</b>	<b>46</b>	<b>16</b>	<b>11</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>52</b>
<b>DALAMAN</b>	AIR 2000	C	9	0	0	56	11	11	22	0	0	34
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	10
	BRITISH WORLD AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	16
	EXCEL AIRWAYS LTD	C	8	0	0	38	38	25	0	0	0	18
	MONARCH AIRLINES	C	28	0	2	54	11	25	11	0	0	24
	MY TRAVEL AIRWAYS UK	C	17	0	1	18	24	12	18	18	12	131
	THOMAS COOK AIRLINES LTD	C	31	0	2	65	13	6	10	3	3	45
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	0	50	50	0	0	0	34
<b>TOTAL DALAMAN</b>			<b>119</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>44</b>
<b>IZMIR (ADNAM MENDERES)</b>	EXCEL AIRWAYS LTD	C	4	0	0	25	25	0	0	0	50	205
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	28	6	0	6	0	25
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>57</b>
<b>TOTAL TURKEY</b>			<b>268</b>	<b>0</b>	<b>12</b>	<b>46</b>	<b>18</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>48</b>
<b>UGANDA</b>												
<b>ENTEBBE</b>	BRITISH AIRWAYS PLC	S	12	0	0	83	8	8	0	0	0	8
<b>TOTAL ENTEBBE</b>			<b>13</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>9</b>
<b>TOTAL UGANDA</b>			<b>13</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>9</b>
<b>UKRAINE</b>												
<b>KIEV (BORISPOL)</b>	BRITISH AIRWAYS (EURO OPS) LG	S	46	0	0	39	39	17	4	0	0	22
	UKRAINE INTERNATIONAL AIRLINE	S	44	0	0	48	30	11	7	5	0	29
<b>TOTAL KIEV (BORISPOL)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>34</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>
<b>TOTAL UKRAINE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>34</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>
<b>UNITED ARAB EMIRATES</b>												
<b>DUBAI</b>	EMIRATES	S	62	0	0	63	21	13	0	0	3	27
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>27</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>27</b>
<b>UNITED KINGDOM</b>												
<b>ABERDEEN</b>	BRITISH AIRWAYS (EURO OPS) LG	S	225	1	0	74	12	7	6	0	0	16
<b>TOTAL ABERDEEN</b>			<b>225</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	293	0	7	70	10	8	11	1	0	23
<b>TOTAL BELFAST CITY</b>			<b>293</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>
<b>BIRMINGHAM</b>	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	11

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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>TOTAL BIRMINGHAM</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	42	0	0	79	19	0	0	2	0	13
<b>TOTAL BRISTOL</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	321	3	0	74	12	7	6	0	0	13
<b>TOTAL EDINBURGH</b>			<b>321</b>	<b>4</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	325	1	0	72	15	7	6	0	0	16
	THOMAS COOK AIRLINES LTD	C	10	0	2	70	0	10	0	20	0	49
<b>TOTAL GLASGOW</b>			<b>335</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>
GUERNSEY	CITY FLYER EXPRESS	S	229	0	9	80	9	6	4	0	0	11
	FLYBE.BRITISH EUROPEAN	S	246	0	2	82	6	4	7	1	0	15
<b>TOTAL GUERNSEY</b>			<b>475</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	184	2	0	65	15	10	7	3	1	28
<b>TOTAL INVERNESS</b>			<b>184</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>28</b>
JERSEY	CITY FLYER EXPRESS	S	271	0	4	75	13	6	5	1	0	15
	FLYBE.BRITISH EUROPEAN	S	259	0	3	76	9	7	5	2	0	20
<b>TOTAL JERSEY</b>			<b>530</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
MANCHESTER	AIR 2000	C	2	0	1	50	50	0	0	0	0	11
	BRITANNIA AIRWAYS	C	20	0	0	20	55	0	5	15	5	101
	BRITISH AIRWAYS (EURO OPS) LG	S	383	2	0	70	14	9	5	2	0	19
	MONARCH AIRLINES	C	12	0	0	67	8	25	0	0	0	14
<b>TOTAL MANCHESTER</b>			<b>420</b>	<b>3</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>
NEWCASTLE	CITY FLYER EXPRESS	S	264	25	3	61	19	9	10	1	0	23
<b>TOTAL NEWCASTLE</b>			<b>264</b>	<b>25</b>	<b>3</b>	<b>61</b>	<b>19</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	135	0	2	60	21	6	13	0	0	24
<b>TOTAL NEWQUAY</b>			<b>135</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>21</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	111	0	2	59	16	7	16	1	0	29
<b>TOTAL PLYMOUTH</b>			<b>111</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>16</b>	<b>7</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>29</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3342</b>	<b>38</b>	<b>36</b>	<b>71</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>
<b>USA</b>												
ATLANTA	BRITISH AIRWAYS PLC	S	117	0	0	83	7	9	1	0	1	16
	DELTA AIRLINES	S	186	0	0	74	11	9	4	2	1	21
<b>TOTAL ATLANTA</b>			<b>303</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>19</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	77	10	3	6	2	2	31
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>31</b>
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	6	3	3	6	0	24
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>24</b>
CHARLOTTE	BRITISH AIRWAYS PLC	S	62	0	0	81	10	5	2	3	0	16
	US AIRWAYS	S	61	0	1	77	11	11	0	0	0	9
<b>TOTAL CHARLOTTE</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>13</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
CINCINNATI	DELTA AIRLINES	S	62	0	0	76	15	8	2	0	0	9
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
CLEVELAND	CONTINENTAL AIRLINES	S	62	0	0	60	19	13	6	2	0	21
<b>TOTAL CLEVELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	122	0	3	64	16	11	9	1	0	20
	BRITISH AIRWAYS PLC	S	61	1	0	75	8	5	10	0	2	32
<b>TOTAL DALLAS/FORT WORTH</b>			<b>183</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	80	10	7	3	0	0	9
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
DETROIT	NORTHWEST AIRLINES	S	61	0	1	74	8	11	7	0	0	16
<b>TOTAL DETROIT</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>8</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>
HOUSTON	BRITISH AIRWAYS PLC	S	63	1	0	60	13	14	10	3	0	27
	CONTINENTAL AIRLINES	S	124	0	0	79	13	5	1	2	0	14
<b>TOTAL HOUSTON</b>			<b>187</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	56	33	6	6	0	0	16
<b>TOTAL LAS VEGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	69	13	13	2	3	0	21
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	2	1	49	28	11	2	7	3	47
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>123</b>	<b>2</b>	<b>1</b>	<b>59</b>	<b>20</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>34</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	71	15	11	3	0	0	13
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	74	8	11	3	2	2	25
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>25</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	123	0	1	76	11	10	4	0	0	12
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	3	47	15	22	14	2	0	32
<b>TOTAL NEW YORK (NEWARK)</b>			<b>182</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>12</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>
ORLANDO	AMERICAN TRANS AIR	C	30	0	2	53	7	17	13	7	3	55
	BRITANNIA AIRWAYS	C	17	0	0	59	35	0	0	6	0	25
	BRITISH AIRWAYS PLC	S	62	0	0	63	15	8	8	6	0	31
	VIRGIN ATLANTIC AIRWAYS LTD	S	122	2	0	55	18	13	8	4	2	39
<b>TOTAL ORLANDO</b>			<b>231</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>38</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	118	0	0	86	8	3	2	1	0	8
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>
PITTSBURGH	US AIRWAYS	S	61	0	1	70	16	3	7	3	0	19
<b>TOTAL PITTSBURGH</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>19</b>
RALEIGH	AMERICAN AIRLINES	S	57	0	4	79	12	5	4	0	0	11
<b>TOTAL RALEIGH</b>			<b>57</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	74	11	6	6	2	0	17
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	32	1	0	28	28	31	13	0	0	30

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
TOTAL SAN FRANCISCO			32	1	0	28	28	31	13	0	0	30
SANFORD	AIR 2000	C	25	0	0	64	16	12	8	0	0	18
	MONARCH AIRLINES	C	17	0	0	53	18	12	18	0	0	33
	MY TRAVEL AIRWAYS UK	C	43	1	1	12	14	14	51	7	2	89
	THOMAS COOK AIRLINES LTD	C	17	0	0	53	6	12	24	6	0	43
TOTAL SANFORD			102	1	1	38	14	13	30	4	1	54
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	62	0	0	63	23	11	3	0	0	16
TOTAL ST LOUIS (LAMBERT)			62	0	0	63	23	11	3	0	0	16
TAMPA	BRITISH AIRWAYS PLC	S	27	0	0	48	26	11	11	4	0	32
TOTAL TAMPA			27	0	0	48	26	11	11	4	0	32
TOTAL USA			2364	8	18	69	13	9	6	2	1	22
VENEZUELA												
CARACAS	BRITISH AIRWAYS PLC	S	13	0	0	62	8	15	15	0	0	21
TOTAL CARACAS			13	0	0	62	8	15	15	0	0	21
PORLAMAR	AIR 2000	C	4	0	0	50	0	25	25	0	0	31
TOTAL PORLAMAR			4	0	0	50	0	25	25	0	0	31
TOTAL VENEZUELA			17	0	0	59	6	18	18	0	0	23
VIRGIN ISLANDS (U.S.A)												
ST THOMAS ISLANDS	AIR 2000	C	4	0	0	50	0	0	25	25	0	83
TOTAL ST THOMAS ISLANDS			4	0	0	50	0	0	25	25	0	83
TOTAL VIRGIN ISLANDS (U.S.A)			4	0	0	50	0	0	25	25	0	83
ZAMBIA												
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	88	4	4	4	0	0	9
TOTAL LUSAKA			26	0	0	88	4	4	4	0	0	9
TOTAL ZAMBIA			26	0	0	88	4	4	4	0	0	9
ZIMBABWE												
HARARE	AIR ZIMBABWE	S	36	0	2	64	17	17	3	0	0	16
TOTAL HARARE			36	0	2	64	17	17	3	0	0	16
TOTAL ZIMBABWE			36	0	2	64	17	17	3	0	0	16
TOTAL GATWICK			22064	117	476	64	15	10	8	2	0	25

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>												
GRAZ	AIR 2000	C	4	0	0	50	50	0	0	0	0	14
<b>TOTAL GRAZ</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL AUSTRIA</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>13</b>
<b>BELGIUM</b>												
BRUSSELS	BRITISH AIRWAYS PLC	S	2	0	0	50	0	50	0	0	0	27
	SABENA	S	174	2	6	61	22	14	3	0	0	17
<b>TOTAL BRUSSELS</b>			<b>177</b>	<b>2</b>	<b>6</b>	<b>60</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>TOTAL BELGIUM</b>			<b>177</b>	<b>2</b>	<b>6</b>	<b>60</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>CANADA</b>												
TORONTO	AIR CANADA	S	59	0	1	69	19	3	7	0	2	20
	AIR TRANSAT	S	10	6	0	60	20	20	0	0	0	13
	CANADA 3000 AIRLINES	S	18	0	0	61	6	28	6	0	0	18
	ROYAL AIRLINES	S	10	0	0	20	40	20	20	0	0	55
<b>TOTAL TORONTO</b>			<b>97</b>	<b>6</b>	<b>1</b>	<b>62</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>22</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	63	13	25	0	0	0	16
	CANADA 3000 AIRLINES	S	8	0	0	13	13	25	50	0	0	62
<b>TOTAL VANCOUVER</b>			<b>16</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>39</b>
<b>TOTAL CANADA</b>			<b>113</b>	<b>6</b>	<b>1</b>	<b>58</b>	<b>18</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>25</b>
<b>CROATIA</b>												
DUBROVNIK	CROATIA AIRLINES	C	2	0	0	100	0	0	0	0	0	2
<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>2</b>
SPLIT	CROATIA AIRLINES	C	2	0	1	50	50	0	0	0	0	13
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL ZAGREB</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>15</b>
<b>TOTAL CROATIA</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>CYPRUS</b>												
LARNACA	AIR 2000	S	8	0	0	13	38	25	25	0	0	38
	BRITANNIA AIRWAYS	C	9	0	0	22	11	22	44	0	0	48
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	22	22	11	0	0	33
	THOMAS COOK AIRLINES LTD	C	17	0	1	65	6	6	12	12	0	54
<b>TOTAL LARNACA</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>16</b>	<b>18</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>44</b>
PAPHOS	AIR 2000	S	8	0	0	63	38	0	0	0	0	10
	EUROCYPRIA AIRLINES LTD	C	7	0	1	43	14	29	14	0	0	24
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	13	0	0	0	14
<b>TOTAL PAPHOS</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>26</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL CYPRUS</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>19</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>35</b>
<b>DENMARK</b>												
COPENHAGEN	BMI BRITISH MIDLAND	S	102	0	0	96	0	2	2	0	0	4

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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 COPENHAGEN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>TOTAL DENMARK</b>			<b>102</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>FRANCE</b>												
<b>BORDEAUX</b>	AIR 2000	C	5	1	0	20	40	20	20	0	0	33
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	30
	STAR EUROPE	C	2	0	0	50	0	0	50	0	0	35
<b>TOTAL BORDEAUX</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	182	0	4	46	21	18	15	0	0	30
	BRITISH AIRWAYS PLC	S	222	0	0	85	6	5	3	0	0	10
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>404</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TARBES-LOURDES INTERNATIONAL</b>	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	7
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>7</b>
<b>TOTAL FRANCE</b>			<b>415</b>	<b>1</b>	<b>4</b>	<b>67</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>GERMANY</b>												
<b>FRANKFURT MAIN</b>	BRITISH REGIONAL AIRLINES LTD	S	21	0	0	95	5	0	0	0	0	4
<b>TOTAL FRANKFURT MAIN</b>			<b>21</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>4</b>
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	40	0	0	83	13	3	3	0	0	9
<b>TOTAL HANOVER</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL GERMANY</b>			<b>61</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>GREECE</b>												
<b>CORFU</b>	AIR 2000	C	7	0	1	71	0	0	0	29	0	81
	BRITANNIA AIRWAYS	C	11	0	3	91	9	0	0	0	0	5
	MY TRAVEL AIRWAYS UK	C	10	0	0	10	0	20	70	0	0	101
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	11	11	22	0	0	23
<b>TOTAL CORFU</b>			<b>37</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>5</b>	<b>8</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>49</b>
<b>HERAKLION</b>	AIR 2000	C	10	0	0	70	20	10	0	0	0	10
	BMI BRITISH MIDLAND	C	7	0	1	57	29	14	0	0	0	16
	BRITANNIA AIRWAYS	C	6	1	1	83	0	17	0	0	0	9
	MONARCH AIRLINES	C	9	0	1	89	11	0	0	0	0	7
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	11	11	0	0	18
<b>TOTAL HERAKLION</b>			<b>41</b>	<b>1</b>	<b>3</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>RHODES</b>	AIR 2000	C	7	0	1	100	0	0	0	0	0	0
	BMI BRITISH MIDLAND	C	7	0	1	71	0	0	14	14	0	37
	BRITANNIA AIRWAYS	C	3	0	0	67	33	0	0	0	0	10
	MONARCH AIRLINES	C	7	0	1	71	29	0	0	0	0	9
	THOMAS COOK AIRLINES LTD	C	7	0	1	71	29	0	0	0	0	9
<b>TOTAL RHODES</b>			<b>31</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>13</b>
<b>ZAKINTHOS</b>	AIR 2000	C	9	0	1	56	0	22	22	0	0	34
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	6
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	24	0	0	0	0	8
<b>TOTAL ZAKINTHOS</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
TOTAL GREECE			142	1	12	70	12	6	9	2	0	23
ICELAND												
KEFLAVIK	ICELANDAIR	S	60	0	0	90	7	2	2	0	0	6
TOTAL KEFLAVIK			60	1	0	90	7	2	2	0	0	6
TOTAL ICELAND			60	1	0	90	7	2	2	0	0	6
IRISH REPUBLIC												
CORK	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	84	13	2	0	2	0	10
TOTAL CORK			62	0	0	84	13	2	0	2	0	10
DUBLIN	AER LINGUS	S	235	0	11	71	11	4	12	2	0	25
TOTAL DUBLIN			235	0	11	71	11	4	12	2	0	25
TOTAL IRISH REPUBLIC			297	0	11	74	11	3	9	2	0	22
ITALY												
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	27	0	0	44	26	19	11	0	0	27
TOTAL MILAN (MALPENSA)			27	0	0	44	26	19	11	0	0	27
NAPLES	BRITANNIA AIRWAYS	C	15	0	1	53	7	20	20	0	0	39
TOTAL NAPLES			15	0	1	53	7	20	20	0	0	39
TOTAL RIMINI			2	0	0	50	0	0	50	0	0	34
ROME (CIAMPINO)	BMI BRITISH MIDLAND	C	2	0	0	0	100	0	0	0	0	20
TOTAL ROME (CIAMPINO)			2	0	0	0	100	0	0	0	0	20
VERONA	AIR 2000	C	2	0	0	100	0	0	0	0	0	5
TOTAL VERONA			2	0	0	100	0	0	0	0	0	5
TOTAL ITALY			48	0	1	48	21	17	15	0	0	30
MALTA												
MALTA	AIR MALTA	S	8	0	0	50	13	0	13	25	0	68
	AIR MALTA	C	19	0	3	68	21	11	0	0	0	10
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	0
TOTAL MALTA			36	0	3	72	14	6	3	6	0	20
TOTAL MALTA			36	0	3	72	14	6	3	6	0	20
MEXICO												
CANCUN	MY TRAVEL AIRWAYS UK	C	8	0	1	13	50	0	38	0	0	65
TOTAL CANCUN			8	0	1	13	50	0	38	0	0	65
TOTAL MEXICO			8	0	1	13	50	0	38	0	0	65
NETHERLANDS												
AMSTERDAM	KLM UK LTD	S	247	0	7	82	7	6	4	1	0	11
TOTAL AMSTERDAM			247	0	7	82	7	6	4	1	0	11
TOTAL NETHERLANDS			247	0	7	82	7	6	4	1	0	11

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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(EXCLUDING MADEIRA)</b>												
FARO	AIR 2000	S	16	0	0	81	6	6	6	0	0	12
	BMI BRITISH MIDLAND	C	13	0	0	77	15	0	8	0	0	20
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	0	25	0	67
	BRITISH AIRWAYS PLC	C	8	0	0	75	0	13	13	0	0	17
	EUROATLANTIC AIRWAYS	C	2	0	0	50	0	50	0	0	0	26
	MY TRAVEL AIRWAYS UK	C	6	0	0	0	17	0	50	33	0	137
	THOMAS COOK AIRLINES LTD	C	15	1	1	67	7	0	27	0	0	31
<b>TOTAL FARO</b>			<b>68</b>	<b>3</b>	<b>1</b>	<b>66</b>	<b>9</b>	<b>4</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>36</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>68</b>	<b>3</b>	<b>1</b>	<b>66</b>	<b>9</b>	<b>4</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>36</b>
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	6
	SATA	C	10	0	0	30	50	20	0	0	0	20
<b>TOTAL FUNCHAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>SPAIN</b>												
ALICANTE	AIR 2000	S	8	0	0	75	0	25	0	0	0	16
	AIR EUROPA	C	4	0	0	0	0	0	100	0	0	97
	BMI BRITISH MIDLAND	C	3	0	1	67	0	0	33	0	0	34
	BRITANNIA AIRWAYS	C	19	1	0	42	26	11	21	0	0	29
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	0	6	6	6	6	46
	THOMAS COOK AIRLINES LTD	C	16	0	1	25	13	25	38	0	0	50
<b>TOTAL ALICANTE</b>			<b>68</b>	<b>1</b>	<b>2</b>	<b>50</b>	<b>10</b>	<b>13</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>41</b>
ALMERIA	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	7
<b>TOTAL ALMERIA</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>7</b>
BARCELONA	BMI BRITISH MIDLAND	C	6	0	0	17	33	17	33	0	0	41
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	29	0	14	0	14	81
<b>TOTAL BARCELONA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>62</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3
	MONARCH AIRLINES	C	8	0	0	63	13	0	0	25	0	58
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	19
	THOMAS COOK AIRLINES LTD	C	14	0	1	57	7	21	0	14	0	53
<b>TOTAL GERONA</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>36</b>
IBIZA	AIR 2000	C	8	1	1	50	13	13	13	0	13	68
	BRITANNIA AIRWAYS	C	20	0	1	55	5	20	20	0	0	31
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	14	0	0	0	0	4
	THOMAS COOK AIRLINES LTD	C	10	1	1	30	20	40	10	0	0	31
<b>TOTAL IBIZA</b>			<b>45</b>	<b>2</b>	<b>4</b>	<b>53</b>	<b>11</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>33</b>
MADRID	BRITISH AIRWAYS PLC	S	46	0	0	72	17	9	2	0	0	13
<b>TOTAL MADRID</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
MAHON	AIR 2000	C	9	0	1	100	0	0	0	0	0	5
	BRITANNIA AIRWAYS	C	7	0	0	14	29	29	29	0	0	44

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
			Actual (7)	Plan (8)								
MAHON	FUTURA AIRLINES	C	7	1	0	57	14	29	0	0	0	14
	MY TRAVEL AIRWAYS UK	C	7	0	0	43	43	14	0	0	0	19
	THOMAS COOK AIRLINES LTD	C	14	0	2	71	7	0	21	0	0	22
<b>TOTAL MAHON</b>			<b>44</b>	<b>1</b>	<b>3</b>	<b>61</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>
MALAGA	AIR 2000	C	2	0	0	100	0	0	0	0	0	6
	AIR 2000	S	16	1	0	38	31	13	13	6	0	39
	BRITANNIA AIRWAYS	C	10	0	0	70	10	20	0	0	0	15
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13
	FUTURA AIRLINES	C	4	0	0	0	0	50	0	50	0	172
	MY TRAVEL AIRWAYS UK	C	10	2	2	30	0	20	20	10	20	193
	THOMAS COOK AIRLINES LTD	C	17	0	1	35	24	12	29	0	0	38
<b>TOTAL MALAGA</b>			<b>61</b>	<b>3</b>	<b>3</b>	<b>41</b>	<b>18</b>	<b>16</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>67</b>
PALMA DE MALLORCA	AIR EUROPA	C	2	2	0	50	0	0	0	50	0	122
	BRITANNIA AIRWAYS	C	41	0	0	59	17	15	5	2	2	39
	FUTURA AIRLINES	C	37	0	0	51	11	11	16	8	3	54
	ISLANDSFLUG	C	7	1	0	29	29	0	14	29	0	95
	MONARCH AIRLINES	C	10	0	0	60	40	0	0	0	0	10
	MY TRAVEL AIRWAYS UK	C	23	1	0	30	9	13	26	13	9	135
	SPANAIR	C	9	1	3	0	56	11	11	11	11	100
	THOMAS COOK AIRLINES LTD	C	40	1	6	28	15	23	33	3	0	49
<b>TOTAL PALMA DE MALLORCA</b>			<b>169</b>	<b>6</b>	<b>9</b>	<b>41</b>	<b>18</b>	<b>14</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>63</b>
REUS	AIR 2000	C	9	0	0	67	0	22	0	11	0	50
	BMI BRITISH MIDLAND	C	9	0	1	78	11	11	0	0	0	11
	BRITANNIA AIRWAYS	C	7	0	0	43	29	29	0	0	0	19
	THOMAS COOK AIRLINES LTD	C	7	0	1	71	14	14	0	0	0	13
<b>TOTAL REUS</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>24</b>
<b>TOTAL SPAIN</b>			<b>518</b>	<b>13</b>	<b>24</b>	<b>52</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>45</b>
<b>SPAIN(CANARY ISLANDS)</b>												
ARRECIFE	AIR 2000	S	8	0	0	75	0	25	0	0	0	10
	AIR EUROPA	C	8	0	0	25	25	13	38	0	0	42
	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	0	0	25	194
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	4
	SPANAIR	C	2	0	0	0	0	50	0	0	50	564
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3
<b>TOTAL ARRECIFE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>75</b>
FUERTEVENTURA	FUTURA AIRLINES	C	8	0	0	75	25	0	0	0	0	10
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	18
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
LAS PALMAS	AIR 2000	C	10	0	0	90	10	0	0	0	0	3
	BRITANNIA AIRWAYS	C	17	0	0	88	6	0	6	0	0	14
	EXCEL AIRWAYS LTD	C	6	0	0	50	0	0	17	33	0	106
	MY TRAVEL AIRWAYS UK	C	19	0	0	32	16	5	37	5	5	92
	SPANAIR	C	4	1	0	100	0	0	0	0	0	1
	THOMAS COOK AIRLINES LTD	C	25	0	2	44	16	20	16	0	4	71
<b>TOTAL LAS PALMAS</b>			<b>83</b>	<b>2</b>	<b>2</b>	<b>60</b>	<b>11</b>	<b>7</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>53</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)							
TENERIFE (SURREINA SOFIA)	AIR 2000	S	8	0	0	75	25	0	0	0	0	8
	AIR ATLANTA ICELANDIC	C	3	0	0	33	0	33	33	0	0	49
	BRITANNIA AIRWAYS	C	18	0	0	78	6	6	6	6	0	22
	EXCEL AIRWAYS LTD	C	3	0	0	33	0	33	33	0	0	41
	FUTURA AIRLINES	C	2	0	0	50	0	0	0	50	0	183
	IBERWORLD	C	6	0	0	33	0	0	67	0	0	86
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	30
	MY TRAVEL AIRWAYS UK	C	9	1	0	56	22	11	0	0	11	54
	THOMAS COOK AIRLINES LTD	C	26	0	0	85	0	4	12	0	0	12
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>32</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>213</b>	<b>3</b>	<b>2</b>	<b>65</b>	<b>10</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>48</b>
<b>TUNISIA</b>												
MONASTIR	MY TRAVEL AIRWAYS UK	C	4	0	0	0	0	0	50	50	0	148
	NOUVELAIR TUNISIE	C	19	0	9	58	5	26	11	0	0	21
<b>TOTAL MONASTIR</b>			<b>24</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>4</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>41</b>
<b>TOTAL TUNISIA</b>			<b>24</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>4</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>41</b>
<b>TURKEY</b>												
BODRUM (MILAS)	AIR 2000	C	9	0	0	44	0	44	11	0	0	28
	MONARCH AIRLINES	C	9	0	1	100	0	0	0	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>
DALAMAN	BRITANNIA AIRWAYS	C	7	0	0	71	0	14	0	0	14	149
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	0	29	0	0	0	11
	ONUR AIR	C	8	0	0	38	50	13	0	0	0	17
	PEGASUS AIRLINES	C	9	0	0	78	0	0	22	0	0	23
	THOMAS COOK AIRLINES LTD	C	9	0	1	33	0	56	11	0	0	37
<b>TOTAL DALAMAN</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>10</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>45</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	C	2	0	0	50	0	50	0	0	0	17
<b>TOTAL ISTANBUL</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>17</b>
IZMIR (ADNAM MENDERES)	ONUR AIR	C	8	0	0	88	13	0	0	0	0	5
<b>TOTAL IZMIR (ADNAM MENDERES)</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 TURKEY</b>			<b>68</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>7</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>31</b>
<b>UNITED KINGDOM</b>												
BARRA	LOGANAIR	S	31	20	1	87	10	3	0	0	0	5
<b>TOTAL BARRA</b>			<b>31</b>	<b>20</b>	<b>1</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	204	1	0	95	3	1	1	0	0	4
<b>TOTAL BELFAST CITY</b>			<b>204</b>	<b>1</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	169	0	0	96	2	1	1	0	0	3
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	100	0	0	0	0	0	2
<b>TOTAL BENBECULA</b>			<b>52</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>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	141	0	4	85	9	4	2	0	0	7

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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)							
BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	273	0	9	84	9	6	0	0	0	7
	TRANSAER	C	2	0	0	50	0	0	50	0	0	32
<b>TOTAL BIRMINGHAM</b>			<b>416</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	265	0	0	80	12	6	2	0	0	11
<b>TOTAL BRISTOL</b>			<b>265</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>11</b>
CAMPBELTOWN	LOGANAIR	S	82	0	0	95	2	0	2	0	0	4
<b>TOTAL CAMPBELTOWN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	165	0	0	76	12	10	3	0	0	13
<b>TOTAL CARDIFF WALES</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	191	0	3	86	9	2	2	0	0	7
<b>TOTAL EAST MIDLANDS</b>			<b>191</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	325	0	0	76	12	6	5	0	0	14
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	3
<b>TOTAL GATWICK</b>			<b>327</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
HEATHROW	BMI BRITISH MIDLAND	S	469	5	9	55	24	12	10	0	0	22
	BRITISH AIRWAYS PLC	S	665	0	0	80	11	5	3	0	0	12
<b>TOTAL HEATHROW</b>			<b>1134</b>	<b>5</b>	<b>9</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>
INVERNESS	LOGANAIR	S	86	0	0	87	7	5	1	0	0	7
<b>TOTAL INVERNESS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
ISLAY	LOGANAIR	S	94	0	0	88	12	0	0	0	0	5
<b>TOTAL ISLAY</b>			<b>94</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>5</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	78	4	0	86	10	4	0	0	0	6
<b>TOTAL ISLE OF MAN</b>			<b>78</b>	<b>4</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
JERSEY	BMI BRITISH MIDLAND	S	24	4	3	83	8	0	8	0	0	12
	BRITISH AIRWAYS CITIEXPRESS L	S	7	0	0	100	0	0	0	0	0	6
	FLYBE.BRITISH EUROPEAN	S	2	0	0	50	50	0	0	0	0	15
<b>TOTAL JERSEY</b>			<b>33</b>	<b>4</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>
KIRKWALL	LOGANAIR	S	26	0	0	96	4	0	0	0	0	2
<b>TOTAL KIRKWALL</b>			<b>26</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>
LEEDS BRADFORD	BMI REGIONAL	S	135	0	0	81	10	4	4	1	0	14
<b>TOTAL LEEDS BRADFORD</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>
LONDON CITY	SCOT AIRWAYS	S	184	0	2	79	15	5	1	0	0	9
<b>TOTAL LONDON CITY</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
LONDONDERRY	LOGANAIR	S	62	0	2	77	23	0	0	0	0	8
<b>TOTAL LONDONDERRY</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	322	0	1	41	24	21	11	2	0	35
<b>TOTAL LUTON</b>			<b>323</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>24</b>	<b>21</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>35</b>
MANCHESTER	BMI REGIONAL	S	175	0	0	66	15	12	6	1	0	19
	BRITISH AIRWAYS CITIEXPRESS L	S	188	0	0	61	27	9	4	0	0	16
	BRITISH AIRWAYS PLC	S	25	1	2	56	20	16	8	0	0	22

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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 MANCHESTER</b>			<b>389</b>	<b>1</b>	<b>3</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	45	0	0	67	20	9	4	0	0	14
<b>TOTAL PLYMOUTH</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	181	0	0	85	10	4	0	1	0	9
<b>TOTAL SOUTHAMPTON</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	95	0	0	86	9	2	2	0	0	8
<b>TOTAL STORNOWAY</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
SUMBURGH	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	89	6	2	4	0	0	7
	LOGANAIR	S	26	1	0	85	12	4	0	0	0	8
<b>TOTAL SUMBURGH</b>			<b>80</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>
TIREE	LOGANAIR	S	52	1	0	92	4	0	2	2	0	10
<b>TOTAL TIREE</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4901</b>	<b>37</b>	<b>37</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>USA</b>												
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	2	80	8	3	7	2	0	15
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>15</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	89	6	3	2	0	0	5
<b>TOTAL NEW YORK (NEWARK)</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>5</b>
ORLANDO	BRITANNIA AIRWAYS	C	17	0	0	88	12	0	0	0	0	4
<b>TOTAL ORLANDO</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>4</b>
SANFORD	AIR 2000	C	8	0	0	75	13	0	0	13	0	31
	MY TRAVEL AIRWAYS UK	C	24	0	0	46	13	13	25	0	4	53
<b>TOTAL SANFORD</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>48</b>
<b>TOTAL USA</b>			<b>171</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>16</b>
<b>TOTAL GLASGOW</b>			<b>7770</b>	<b>70</b>	<b>127</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 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	28	0	0	32	29	29	11	0	0	30
<b>TOTAL ALGIERS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>29</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>
<b>TOTAL ALGERIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>29</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>
<b>ARMENIA</b>												
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	76	12	6	6	0	0	15
<b>TOTAL YEREVAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL ARMENIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>AUSTRALIA</b>												
BRISBANE	BRITISH AIRWAYS PLC	S	30	0	0	73	13	10	0	0	3	31
<b>TOTAL BRISBANE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>31</b>
MELBOURNE	QANTAS	S	61	1	1	61	16	15	3	5	0	27
<b>TOTAL MELBOURNE</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>27</b>
SYDNEY	BRITISH AIRWAYS PLC	S	93	0	0	68	18	3	5	5	0	25
	QANTAS	S	84	0	0	43	33	19	5	0	0	21
<b>TOTAL SYDNEY</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>23</b>
<b>TOTAL AUSTRALIA</b>			<b>268</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>22</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>25</b>
<b>AUSTRIA</b>												
VIENNA	AUSTRIAN AIRLINES	S	222	0	2	62	17	14	7	1	0	23
	BRITISH AIRWAYS PLC	S	246	0	0	71	15	11	3	0	0	14
<b>TOTAL VIENNA</b>			<b>468</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
<b>TOTAL AUSTRIA</b>			<b>468</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
<b>AZERBAIJAN</b>												
BAKU	BRITISH MEDITERRANEAN AIRWA	S	16	0	0	81	19	0	0	0	0	6
<b>TOTAL BAKU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL AZERBAIJAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>BAHRAIN</b>												
BAHRAIN	GULF AIR	S	63	0	0	68	19	8	5	0	0	15
<b>TOTAL BAHRAIN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL BAHRAIN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>BANGLADESH</b>												
DACCA	BIMAN BANGLADESH AIRLINES	S	64	4	4	41	17	17	17	3	5	60
	BRITISH AIRWAYS PLC	S	42	0	0	81	19	0	0	0	0	6
<b>TOTAL DACCA</b>			<b>106</b>	<b>4</b>	<b>4</b>	<b>57</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>39</b>
<b>TOTAL BANGLADESH</b>			<b>106</b>	<b>4</b>	<b>4</b>	<b>57</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>39</b>
<b>BELGIUM</b>												
BRUSSELS	BMI BRITISH MIDLAND	S	307	0	0	49	21	19	11	0	0	25

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
BRUSSELS	BRITISH AIRWAYS PLC	S	340	0	4	64	20	11	4	1	0	17
	SABENA	S	518	1	5	39	18	24	16	3	0	41
	UNITED AIRLINES	S	45	0	0	53	18	27	2	0	0	20
<b>TOTAL BRUSSELS</b>			<b>1210</b>	<b>1</b>	<b>9</b>	<b>49</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>29</b>
<b>TOTAL BELGIUM</b>			<b>1210</b>	<b>1</b>	<b>9</b>	<b>49</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>29</b>
<b>BRAZIL</b>												
RIO DE JANEIRO (GALEAO)	VARIG	S	62	0	0	47	19	24	8	2	0	30
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>24</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>30</b>
<b>TOTAL BRAZIL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>24</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>30</b>
<b>BRUNEI</b>												
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	55	16	18	8	3	0	30
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>30</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>30</b>
<b>BULGARIA</b>												
SOFIA	BALKAN BULGARIAN AIRLINES	S	44	0	0	64	11	16	9	0	0	19
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>CANADA</b>												
CALGARY	AIR CANADA	S	62	0	0	63	23	11	3	0	0	16
	CANADIAN AIRLINES INT/L	S	18	0	19	72	22	6	0	0	0	11
<b>TOTAL CALGARY</b>			<b>80</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>22</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
HALIFAX INT	AIR CANADA	S	10	0	3	60	30	10	0	0	0	17
	CANADIAN AIRLINES INT/L	S	47	3	2	83	9	6	2	0	0	11
<b>TOTAL HALIFAX INT</b>			<b>57</b>	<b>3</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	73	19	3	3	2	0	15
	BRITISH AIRWAYS PLC	S	62	0	0	92	3	3	2	0	0	5
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	9	0	4	89	11	0	0	0	0	7
	CANADIAN AIRLINES INT/L	S	49	4	0	86	12	2	0	0	0	7
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>58</b>	<b>4</b>	<b>4</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
TORONTO	AIR CANADA	S	266	6	14	70	12	13	3	2	0	21
	BRITISH AIRWAYS PLC	S	121	1	0	72	18	4	4	2	0	16
	CANADIAN AIRLINES INT/L	S	27	4	10	70	15	11	4	0	0	11
<b>TOTAL TORONTO</b>			<b>414</b>	<b>11</b>	<b>25</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>
VANCOUVER	AIR CANADA	S	30	1	4	50	30	17	3	0	0	21
	BRITISH AIRWAYS PLC	S	62	0	0	66	16	10	8	0	0	18
	CANADIAN AIRLINES INT/L	S	79	2	7	68	20	10	0	1	0	15
<b>TOTAL VANCOUVER</b>			<b>171</b>	<b>3</b>	<b>11</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>TOTAL CANADA</b>			<b>904</b>	<b>21</b>	<b>64</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>CHINA</b>												
BEIJING	AIR CHINA	S	28	0	0	71	25	4	0	0	0	10
	BRITISH AIRWAYS PLC	S	35	0	0	83	9	9	0	0	0	9
<b>TOTAL BEIJING</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	56	15	11	19	0	0	28
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>TOTAL CHINA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>COLOMBIA</b>												
BOGOTA	AVIANCA COLOMBIA	S	26	0	0	62	8	23	8	0	0	21
<b>TOTAL BOGOTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TOTAL COLOMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>CROATIA</b>												
SPLIT	CROATIA AIRLINES	S	8	0	0	25	0	25	50	0	0	96
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>96</b>
ZAGREB	CROATIA AIRLINES	S	62	0	0	52	27	15	6	0	0	21
<b>TOTAL ZAGREB</b>			<b>62</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>21</b>
<b>TOTAL CROATIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>
<b>CYPRUS</b>												
LARNACA	BRITISH AIRWAYS PLC	S	78	0	0	46	26	19	5	4	0	32
	CYPRUS AIRWAYS	S	129	0	0	49	20	19	11	2	0	30
	QANTAS	C	2	0	0	100	0	0	0	0	0	4
<b>TOTAL LARNACA</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>30</b>
<b>TOTAL CYPRUS</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>30</b>
<b>CZECH REPUBLIC</b>												
PRAGUE	BRITISH AIRWAYS PLC	S	128	0	0	72	17	5	5	1	0	16
	CSA	S	124	0	0	54	26	18	1	2	0	20
<b>TOTAL PRAGUE</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>
<b>DENMARK</b>												
COPENHAGEN	BRITISH AIRWAYS PLC	S	296	0	0	74	15	7	3	0	0	13
	SAS	S	370	0	0	72	15	8	4	1	0	14
	VARIG	S	26	0	0	23	31	35	12	0	0	32
<b>TOTAL COPENHAGEN</b>			<b>692</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL DENMARK</b>			<b>692</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>EGYPT</b>												
ALEXANDRIA (BORG EL ARAB)	BRITISH MEDITERRANEAN AIRWA	S	14	0	0	50	43	0	7	0	0	16
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>43</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	71	15	5	6	3	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)							
CAIRO	EGYPT AIR	S	62	0	0	37	26	18	19	0	0	32
<b>TOTAL CAIRO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>11</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>28</b>
LUXOR	BRITISH MEDITERRANEAN AIRWA	S	2	0	0	100	0	0	0	0	0	10
	EGYPT AIR	S	10	0	0	30	0	40	20	10	0	59
<b>TOTAL LUXOR</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>51</b>
<b>TOTAL EGYPT</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>28</b>
ETHIOPIA												
ADDIS ABABA	ETHIOPIAN AIRLINES	S	26	0	0	27	8	4	62	0	0	80
<b>TOTAL ADDIS ABABA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>80</b>
<b>TOTAL ETHIOPIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>80</b>
FED REP YUGO SERBIA M'ENEGRO												
BELGRADE	JATAIRWAYS	S	44	0	0	77	11	7	5	0	0	15
<b>TOTAL BELGRADE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
FINLAND												
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	74	15	6	3	1	0	13
	FINNAIR	S	191	0	0	70	18	7	4	1	0	15
<b>TOTAL HELSINKI</b>			<b>315</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>
<b>TOTAL FINLAND</b>			<b>315</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>
FRANCE												
AJACCIO	BMI BRITISH MIDLAND	C	4	2	0	50	25	25	0	0	0	16
<b>TOTAL AJACCIO</b>			<b>4</b>	<b>2</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>
LYON	FLYBE.BRITISH EUROPEAN	S	164	0	0	86	9	4	1	0	0	6
<b>TOTAL LYON</b>			<b>164</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>
NICE	BMI BRITISH MIDLAND	S	124	0	0	61	23	11	4	1	0	19
	BRITISH AIRWAYS PLC	S	262	0	0	72	11	10	6	1	0	19
<b>TOTAL NICE</b>			<b>386</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	752	10	6	47	24	19	9	0	0	26
	BMI BRITISH MIDLAND	S	405	0	1	49	18	21	12	0	0	27
	BRITISH AIRWAYS PLC	S	409	0	0	65	16	13	7	0	0	17
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1567</b>	<b>10</b>	<b>13</b>	<b>52</b>	<b>20</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	342	0	4	73	18	6	2	1	0	12
<b>TOTAL PARIS (ORLY)</b>			<b>342</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	168	0	0	73	15	9	3	0	0	12
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>168</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>12</b>
<b>TOTAL FRANCE</b>			<b>2631</b>	<b>12</b>	<b>17</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>
GERMANY												
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	303	0	1	82	10	6	2	0	0	11

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			Actual (7)	Plan (8)								
<b>TOTAL BERLIN (TEGEL)</b>			<b>303</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	184	1	0	60	22	11	5	1	0	19
<b>TOTAL COLOGNE (BONN)</b>			<b>184</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>
DUSSELDORF	BMI BRITISH MIDLAND	S	5	0	1	80	0	0	20	0	0	19
	BRITISH AIRWAYS PLC	S	239	0	1	77	12	7	5	0	0	12
	LUFTHANSA	S	243	0	2	79	11	6	4	0	0	11
<b>TOTAL DUSSELDORF</b>			<b>487</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	353	0	1	60	21	12	7	1	0	22
	LUFTHANSA	S	612	0	4	56	28	13	3	1	0	19
<b>TOTAL FRANKFURT MAIN</b>			<b>965</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>25</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>
HAMBURG	BRITISH AIRWAYS PLC	S	182	0	0	75	14	10	1	1	0	12
	LUFTHANSA	S	235	3	2	76	15	7	3	0	0	11
<b>TOTAL HAMBURG</b>			<b>417</b>	<b>3</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
HANOVER	BMI BRITISH MIDLAND	S	178	0	0	74	15	8	3	0	0	13
	LUFTHANSA	S	6	0	0	50	33	17	0	0	0	15
<b>TOTAL HANOVER</b>			<b>184</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>
MUNICH	BRITISH AIRWAYS PLC	S	302	0	0	73	15	9	3	0	0	15
	LUFTHANSA	S	306	0	2	71	17	8	3	1	0	15
<b>TOTAL MUNICH</b>			<b>608</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
STUTTGART	BMI BRITISH MIDLAND	S	182	0	0	70	13	15	2	0	0	14
	BRITISH AIRWAYS PLC	S	242	0	0	74	15	6	4	0	0	13
<b>TOTAL STUTTGART</b>			<b>424</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL GERMANY</b>			<b>3572</b>	<b>4</b>	<b>14</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>GHANA</b>												
ACCRA	GHANA AIRWAYS	S	32	4	0	9	13	34	34	9	0	79
<b>TOTAL ACCRA</b>			<b>32</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>34</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>79</b>
<b>TOTAL GHANA</b>			<b>32</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>34</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>79</b>
<b>GREECE</b>												
ATHENS	AEGEAN AIRLINES	S	54	0	0	46	30	20	0	4	0	25
	BRITISH AIRWAYS PLC	S	124	0	0	78	14	4	4	0	0	12
	OLYMPIC AIRWAYS	S	177	4	3	45	30	19	5	1	0	26
	QANTAS	C	2	0	0	50	0	0	50	0	0	35
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	65	13	13	10	0	0	19
<b>TOTAL ATHENS</b>			<b>419</b>	<b>4</b>	<b>3</b>	<b>58</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>
KOS	BRITISH AIRWAYS PLC	C	2	0	2	50	50	0	0	0	0	20
<b>TOTAL KOS</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
PREVEZA	BMI BRITISH MIDLAND	C	4	0	0	0	0	75	25	0	0	44
<b>TOTAL PREVEZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>
SALONIKA	QANTAS	C	2	0	0	100	0	0	0	0	0	7
<b>TOTAL SALONIKA</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>7</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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 GREECE</b>			<b>427</b>	<b>4</b>	<b>5</b>	<b>58</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>
<b>HONG KONG</b>												
<b>HONG KONG (CHEP LAP KOK)</b>	BRITISH AIRWAYS PLC	S	62	0	0	79	11	6	3	0	0	11
	CATHAY PACIFIC AIRWAYS	S	123	0	1	74	14	6	2	2	2	35
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	55	19	15	11	0	0	23
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>26</b>
<b>TOTAL HONG KONG</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>26</b>
<b>HUNGARY</b>												
<b>BUDAPEST</b>	BMI BRITISH MIDLAND	S	56	0	0	86	7	5	2	0	0	8
	BRITISH AIRWAYS PLC	S	122	0	0	77	13	7	2	0	0	12
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	53	25	10	11	1	0	24
<b>TOTAL BUDAPEST</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL HUNGARY</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>ICELAND</b>												
<b>KEFLAVIK</b>	ICELANDAIR	S	98	0	0	62	26	8	4	0	0	16
<b>TOTAL KEFLAVIK</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL ICELAND</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>INDIA</b>												
<b>CALCUTTA</b>	BRITISH AIRWAYS PLC	S	20	0	0	60	25	5	5	5	0	22
<b>TOTAL CALCUTTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>
<b>DELHI</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	31	25	38	6	0	0	32
<b>TOTAL DELHI</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>31</b>
<b>MADRAS/CHENNAI</b>	BRITISH AIRWAYS PLC	S	18	0	0	83	11	0	6	0	0	13
<b>TOTAL MADRAS/CHENNAI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>MUMBAI</b>	AIR INDIA	S	88	1	0	32	31	19	15	3	0	38
	BRITISH AIRWAYS PLC	S	62	0	0	71	11	13	3	2	0	17
<b>TOTAL MUMBAI</b>			<b>150</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>
<b>TOTAL INDIA</b>			<b>205</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>22</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>
<b>IRAN</b>												
<b>TEHRAN</b>	BRITISH AIRWAYS PLC	S	24	0	0	88	8	4	0	0	0	6
	BRITISH MEDITERRANEAN AIRWA	S	3	0	0	33	0	0	67	0	0	63
	IRAN AIR	S	28	0	0	82	11	4	0	4	0	21
<b>TOTAL TEHRAN</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>TOTAL IRAN</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>IRISH REPUBLIC</b>												
<b>CORK</b>	AER LINGUS	S	224	0	2	55	15	15	13	3	0	30
<b>TOTAL CORK</b>			<b>224</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>
<b>DUBLIN</b>	AER LINGUS	S	830	0	8	44	22	18	14	1	0	32
	BMI BRITISH MIDLAND	S	489	0	0	61	20	12	7	0	0	21

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)							
<b>TOTAL DUBLIN</b>			<b>1319</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>
SHANNON	AER LINGUS	S	225	0	1	49	19	15	16	1	0	30
<b>TOTAL SHANNON</b>			<b>225</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>19</b>	<b>15</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>30</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1768</b>	<b>0</b>	<b>11</b>	<b>51</b>	<b>20</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>
<b>ISRAEL</b>												
OVDA	EL AL	S	11	0	0	73	9	18	0	0	0	10
<b>TOTAL OVDA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
TEL AVIV	ARKIA	C	6	0	12	50	33	17	0	0	0	17
	BRITISH AIRWAYS PLC	S	86	0	0	80	10	7	2	0	0	9
	EL AL	S	72	1	1	65	15	13	7	0	0	17
<b>TOTAL TEL AVIV</b>			<b>164</b>	<b>1</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL ISRAEL</b>			<b>175</b>	<b>1</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>ITALY</b>												
BOLOGNA	BRITISH AIRWAYS PLC	S	125	0	0	48	34	12	6	0	0	20
<b>TOTAL BOLOGNA</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>34</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	38	13	38	13	0	0	29
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>
MILAN (LINATE)	ALITALIA	S	211	0	1	45	27	21	7	0	0	23
	BRITISH AIRWAYS PLC	S	184	0	0	66	16	12	4	1	0	18
<b>TOTAL MILAN (LINATE)</b>			<b>395</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>22</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>
MILAN (MALPENSA)	ALITALIA	S	275	0	0	38	25	25	11	1	0	31
	BMI BRITISH MIDLAND	S	240	0	3	55	20	15	7	2	0	24
	BRITISH AIRWAYS PLC	S	118	0	2	55	24	16	3	2	0	21
<b>TOTAL MILAN (MALPENSA)</b>			<b>633</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>23</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>
NAPLES	BMI BRITISH MIDLAND	C	7	0	1	43	43	14	0	0	0	16
<b>TOTAL NAPLES</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>43</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
ROME (FIUMICINO)	ALITALIA	S	305	0	0	39	20	27	14	0	0	31
	BMI BRITISH MIDLAND	S	247	0	0	55	22	14	9	0	0	23
	BRITISH AIRWAYS PLC	S	250	0	0	74	14	6	4	1	0	15
<b>TOTAL ROME (FIUMICINO)</b>			<b>803</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>
VENICE	BRITISH AIRWAYS PLC	S	119	0	0	65	23	8	3	0	1	19
<b>TOTAL VENICE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>19</b>
<b>TOTAL ITALY</b>			<b>2092</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>22</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>
<b>JAMAICA</b>												
KINGSTON	AIR JAMAICA	S	42	0	2	57	14	2	10	14	2	61
<b>TOTAL KINGSTON</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>14</b>	<b>2</b>	<b>10</b>	<b>14</b>	<b>2</b>	<b>61</b>
<b>TOTAL JAMAICA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>14</b>	<b>2</b>	<b>10</b>	<b>14</b>	<b>2</b>	<b>61</b>
<b>JAPAN</b>												
NAGOYA (AFB)	JAPAN AIRLINES	S	18	0	0	67	22	11	0	0	0	15

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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 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>15</b>
<b>OSAKA (KANSAI)</b>	ALL NIPPON AIRWAYS	S	40	0	0	40	38	18	5	0	0	22
	JAPAN AIRLINES	S	62	0	0	34	35	21	5	3	2	38
<b>TOTAL OSAKA (KANSAI)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>32</b>
<b>TOKYO (NARITA)</b>	AEROFLOT	S	18	0	1	33	33	28	6	0	0	26
	ALL NIPPON AIRWAYS	S	62	0	0	71	16	11	2	0	0	13
	BRITISH AIRWAYS PLC	S	120	2	2	66	23	7	4	0	0	14
	JAPAN AIRLINES	S	78	0	0	40	28	21	12	0	0	30
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	65	18	10	8	0	0	18
<b>TOTAL TOKYO (NARITA)</b>			<b>340</b>	<b>2</b>	<b>3</b>	<b>59</b>	<b>23</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TOTAL JAPAN</b>			<b>460</b>	<b>2</b>	<b>3</b>	<b>54</b>	<b>26</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>JORDAN</b>												
<b>AMMAN</b>	BRITISH MEDITERRANEAN AIRWA	S	57	4	0	84	12	2	2	0	0	7
	ROYAL JORDANIAN	S	62	0	0	44	27	6	15	6	2	50
<b>TOTAL AMMAN</b>			<b>119</b>	<b>4</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>29</b>
<b>TOTAL JORDAN</b>			<b>119</b>	<b>4</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>29</b>
<b>KENYA</b>												
<b>NAIROBI</b>	KENYA AIRWAYS	S	62	0	8	63	11	21	3	2	0	21
<b>TOTAL NAIROBI</b>			<b>62</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>11</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>
<b>TOTAL KENYA</b>			<b>62</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>11</b>	<b>21</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>
<b>KUWAIT</b>												
<b>KUWAIT</b>	BRITISH AIRWAYS PLC	S	57	1	2	88	5	5	2	0	0	8
	KUWAIT AIRWAYS	S	62	0	0	60	19	13	8	0	0	19
<b>TOTAL KUWAIT</b>			<b>119</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL KUWAIT</b>			<b>119</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>KYRGYZSTAN</b>												
<b>BISHKEK (FRUNZE)</b>	BRITISH MEDITERRANEAN AIRWA	S	16	1	0	81	13	6	0	0	0	10
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL KYRGYZSTAN</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>LEBANON</b>												
<b>BEIRUT</b>	BRITISH MEDITERRANEAN AIRWA	S	62	0	0	82	13	5	0	0	0	7
	MEA	S	44	0	16	75	16	5	5	0	0	14
<b>TOTAL BEIRUT</b>			<b>106</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL LEBANON</b>			<b>106</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>LIBYA</b>												
<b>BENGHAZI</b>	LIBYAN ARAB AIRLINES	S	8	0	0	50	38	0	13	0	0	21
<b>TOTAL BENGHAZI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TRIPOLI</b>	LIBYAN ARAB AIRLINES	S	8	0	8	50	38	13	0	0	0	15

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 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 TRIPOLI			8	0	8	50	38	13	0	0	0	15
TOTAL LIBYA			16	0	8	50	38	6	6	0	0	18
<b>LITHUANIA</b>												
VILNIUS	LITHUANIA AIRLINES	S	62	0	0	81	15	2	3	0	0	10
TOTAL VILNIUS			62	0	0	81	15	2	3	0	0	10
TOTAL LITHUANIA			62	0	0	81	15	2	3	0	0	10
<b>LUXEMBOURG</b>												
LUXEMBOURG	LUXAIR	S	124	0	0	65	20	10	4	2	0	18
TOTAL LUXEMBOURG			124	0	0	65	20	10	4	2	0	18
TOTAL LUXEMBOURG			124	0	0	65	20	10	4	2	0	18
<b>MALAYSIA</b>												
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	50	0	0	84	8	8	0	0	0	8
	MALAYSIAN AIRLINES SYSTEM-MA	S	124	0	0	46	27	21	5	2	0	26
TOTAL KUALA LUMPUR (SEPANG)			174	0	0	57	21	17	3	1	0	21
TOTAL MALAYSIA			174	0	0	57	21	17	3	1	0	21
<b>MALTA</b>												
MALTA	AIR MALTA	S	134	0	1	74	13	6	7	0	0	14
	GB AIRWAYS LTD	S	45	2	0	80	18	2	0	0	0	6
TOTAL MALTA			179	2	1	75	15	5	5	0	0	12
TOTAL MALTA			179	2	1	75	15	5	5	0	0	12
<b>MAURITIUS</b>												
MAURITIUS	AIR MAURITIUS LTD	S	26	0	0	27	31	42	0	0	0	28
TOTAL MAURITIUS			26	0	0	27	31	42	0	0	0	28
TOTAL MAURITIUS			26	0	0	27	31	42	0	0	0	28
<b>MEXICO</b>												
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	73	19	4	0	0	4	50
TOTAL MEXICO CITY			26	0	0	73	19	4	0	0	4	50
TOTAL MEXICO			26	0	0	73	19	4	0	0	4	50
<b>MOROCCO</b>												
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	4	0	0	50	0	0	25	25	0	79
	ROYAL AIR MAROC	S	62	0	0	50	24	16	10	0	0	24
TOTAL CASABLANCA MOHAMED V			66	0	0	50	23	15	11	2	0	27
TOTAL MOROCCO			67	1	0	49	24	15	10	1	0	27
<b>NAMIBIA</b>												
WINDHOEK	AIR NAMIBIA	S	7	0	1	14	43	14	29	0	0	43
TOTAL WINDHOEK			7	0	1	14	43	14	29	0	0	43

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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 NAMIBIA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>43</b>
<b>NATIONALIST CHINA (TAIWAN)</b>												
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	73	12	4	12	0	0	17
	EVA AIR	S	26	0	0	62	12	23	4	0	0	18
<b>TOTAL TAIPEI</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL NATIONALIST CHINA (TAIWAN)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>NETHERLANDS</b>												
<b>AMSTERDAM</b>												
	BMI BRITISH MIDLAND	S	472	0	0	49	21	18	11	1	0	29
	BRITISH AIRWAYS PLC	S	401	1	1	67	15	12	7	0	0	18
	KLM	S	532	0	2	66	15	11	7	0	1	21
	UNITED AIRLINES	S	58	0	2	66	12	16	5	2	0	20
<b>TOTAL AMSTERDAM</b>			<b>1463</b>	<b>1</b>	<b>5</b>	<b>60</b>	<b>17</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>
<b>EINDHOVEN</b>												
	B A S E BUSINESS AIRLINES	S	79	5	0	51	20	16	13	0	0	23
	KLM	S	87	0	1	45	30	21	5	0	0	22
<b>TOTAL EINDHOVEN</b>			<b>166</b>	<b>5</b>	<b>1</b>	<b>48</b>	<b>25</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>ROTTERDAM</b>												
	B A S E BUSINESS AIRLINES	S	28	3	0	93	0	4	4	0	0	5
	KLM	S	209	0	1	79	11	7	3	0	0	12
<b>TOTAL ROTTERDAM</b>			<b>237</b>	<b>3</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL NETHERLANDS</b>			<b>1866</b>	<b>9</b>	<b>7</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>
<b>NEW ZEALAND</b>												
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	60	0	2	82	8	7	3	0	0	10
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>TOTAL NEW ZEALAND</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>NIGERIA</b>												
LAGOS	BRITISH AIRWAYS PLC	S	50	1	2	66	22	6	4	2	0	17
<b>TOTAL LAGOS</b>			<b>50</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>TOTAL NIGERIA</b>			<b>50</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>NORWAY</b>												
<b>BERGEN</b>												
	SAS	S	5	0	0	40	40	0	20	0	0	43
<b>TOTAL BERGEN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>43</b>
<b>OSLO (GARDERMOEN)</b>												
	BRITISH AIRWAYS PLC	S	303	0	3	72	15	8	5	0	0	15
	SAS	S	353	0	0	62	18	15	5	0	0	18
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>656</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>STAVANGER</b>												
	SAS	S	111	0	0	77	13	6	5	0	0	12
<b>TOTAL STAVANGER</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL NORWAY</b>			<b>772</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>OMAN</b>												
<b>MUSCAT</b>												
	BRITISH AIRWAYS PLC	S	62	0	0	82	13	3	2	0	0	9
	GULF AIR	S	77	0	0	57	23	13	5	1	0	25



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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 MUSCAT			139	0	0	68	19	9	4	1	0	17
TOTAL OMAN			139	0	0	68	19	9	4	1	0	17
PAKISTAN												
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	37	37	7	19	0	0	36
	PAKISTAN INTL AIRLINES	S	21	0	0	33	19	48	0	0	0	26
TOTAL ISLAMABAD			48	0	0	35	29	25	10	0	0	32
KARACHI	PAKISTAN INTL AIRLINES	S	31	0	0	26	26	39	3	6	0	45
TOTAL KARACHI			31	0	0	26	26	39	3	6	0	45
LAHORE	PAKISTAN INTL AIRLINES	S	14	0	0	7	29	29	29	7	0	63
TOTAL LAHORE			14	0	0	7	29	29	29	7	0	63
TOTAL PAKISTAN			93	0	0	28	28	30	11	3	0	41
PHILIPPINES												
MANILA	BRITISH AIRWAYS PLC	S	36	0	0	78	11	3	8	0	0	11
TOTAL MANILA			36	0	0	78	11	3	8	0	0	11
TOTAL PHILIPPINES			36	0	0	78	11	3	8	0	0	11
POLAND												
WARSAW	BRITISH AIRWAYS PLC	S	124	0	0	80	7	7	5	0	1	15
	LOT-POLISH AIRLINES	S	184	0	2	71	17	9	3	1	0	13
TOTAL WARSAW			308	0	2	74	13	8	4	0	0	14
TOTAL POLAND			308	0	2	74	13	8	4	0	0	14
PORTUGAL(EXCLUDING MADEIRA)												
FARO	AIR PORTUGAL	S	62	0	0	63	19	10	8	0	0	20
	BMI BRITISH MIDLAND	C	2	0	1	50	0	50	0	0	0	19
	GB AIRWAYS LTD	S	5	0	0	40	0	20	40	0	0	56
TOTAL FARO			69	0	1	61	17	12	10	0	0	22
LISBON	AIR PORTUGAL	S	183	0	0	55	25	15	5	0	0	19
	BRITISH AIRWAYS PLC	S	194	0	0	77	11	7	5	1	0	13
TOTAL LISBON			377	0	0	66	18	11	5	0	0	16
OPORTO ( PORTUGAL )	AIR PORTUGAL	S	117	0	2	72	18	4	4	0	2	19
	GB AIRWAYS LTD	S	56	0	0	89	5	2	4	0	0	6
TOTAL OPORTO ( PORTUGAL )			173	0	2	77	14	3	4	0	1	15
TOTAL PORTUGAL(EXCLUDING MADEIRA)			619	0	3	69	17	9	5	0	0	16
PORTUGAL(MADEIRA)												
FUNCHAL	AIR PORTUGAL	S	18	0	0	61	33	6	0	0	0	13
TOTAL FUNCHAL			18	0	0	61	33	6	0	0	0	13
TOTAL PORTUGAL(MADEIRA)			18	0	0	61	33	6	0	0	0	13
QATAR												
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	89	6	3	2	0	0	7

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
DOHA	GULF AIR	S	53	0	0	83	8	6	2	2	0	13
	QATAR AIRWAYS	S	80	0	0	70	18	9	1	3	0	17
<b>TOTAL DOHA</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>
<b>TOTAL QATAR</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>
<b>REPUBLIC OF KOREA</b>												
SEOUL (KIMPO)	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	13
	KOREAN AIR	S	42	0	2	52	33	5	10	0	0	18
<b>TOTAL SEOUL (KIMPO)</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>34</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>34</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>REPUBLIC OF SOUTH AFRICA</b>												
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	0	68	19	11	2	0	0	13
	SOUTH AFRICAN AIRWAYS	S	67	1	4	63	16	16	4	0	0	17
	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	80	10	0	10	0	0	14
<b>TOTAL CAPE TOWN</b>			<b>139</b>	<b>1</b>	<b>4</b>	<b>66</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	115	0	0	71	18	8	2	0	1	18
	SOUTH AFRICAN AIRWAYS	S	114	0	2	58	22	13	4	1	2	36
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	68	23	5	3	0	2	29
<b>TOTAL JOHANNESBURG</b>			<b>291</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>28</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>430</b>	<b>1</b>	<b>6</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>23</b>
<b>RUMANIA</b>												
BUCHAREST (OTOPENI)	TAROM	S	62	0	0	69	19	6	5	0	0	16
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>TOTAL RUMANIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>RUSSIA</b>												
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	80	0	0	46	34	15	4	1	0	23
	BRITISH AIRWAYS PLC	S	122	0	0	86	7	5	2	0	0	8
	TRANSAERO AIRLINES	S	48	0	0	81	8	2	8	0	0	17
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
ST PETERSBURG	AEROFLOT	S	8	0	0	25	63	13	0	0	0	22
<b>TOTAL ST PETERSBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>TOTAL RUSSIA</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>SAUDI ARABIA</b>												
DAMMAM	SAUDI ARABIAN AIRLINES	S	18	0	0	72	11	11	6	0	0	19
<b>TOTAL DAMMAM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>
JEDDAH	BRITISH AIRWAYS PLC	S	35	0	0	77	9	3	6	3	3	39
	SAUDI ARABIAN AIRLINES	S	48	1	2	48	25	25	2	0	0	21
<b>TOTAL JEDDAH</b>			<b>83</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>29</b>
RIYADH	BRITISH AIRWAYS PLC	S	27	0	0	74	11	4	7	4	0	23
	SAUDI ARABIAN AIRLINES	S	30	0	0	63	27	10	0	0	0	14

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				Actual (7)	Plan (8)							
TOTAL RIYADH			57	0	0	68	19	7	4	2	0	18
TOTAL SAUDI ARABIA			158	1	2	65	18	12	4	1	1	24
SINGAPORE												
SINGAPORE	BRITISH AIRWAYS PLC	S	63	0	1	68	24	6	2	0	0	13
	SINGAPORE AIRLINES	S	185	0	2	54	28	14	4	1	1	24
TOTAL SINGAPORE			248	0	3	57	27	12	3	1	0	21
TOTAL SINGAPORE			248	0	3	57	27	12	3	1	0	21
SLOVENIA												
LJUBLJANA	ADRIA AIRWAYS	S	62	0	0	60	21	11	8	0	0	21
TOTAL LJUBLJANA			62	0	0	60	21	11	8	0	0	21
TOTAL SLOVENIA			62	0	0	60	21	11	8	0	0	21
SPAIN												
ALICANTE	GB AIRWAYS LTD	S	16	0	0	75	6	0	13	6	0	32
TOTAL ALICANTE			16	0	0	75	6	0	13	6	0	32
BARCELONA	BRITISH AIRWAYS PLC	S	200	0	0	71	18	7	5	1	0	14
	IBERIA	S	245	0	2	80	10	6	4	1	0	13
TOTAL BARCELONA			445	0	2	76	13	6	4	1	0	13
BILBAO	BRITISH AIRWAYS PLC	S	112	0	0	85	9	4	2	0	0	8
	IBERIA	S	62	0	0	82	5	3	8	2	0	17
TOTAL BILBAO			174	0	0	84	7	4	4	1	0	11
MADRID	BMI BRITISH MIDLAND	S	249	0	0	52	17	19	10	1	0	25
	BRITISH AIRWAYS PLC	S	306	0	0	59	23	10	7	1	0	19
	IBERIA	S	370	0	0	58	21	14	6	1	0	22
TOTAL MADRID			925	0	0	57	21	14	7	1	0	22
MALAGA	GB AIRWAYS LTD	S	62	0	0	82	13	2	3	0	0	10
	IBERIA	S	61	0	1	7	23	52	18	0	0	47
TOTAL MALAGA			123	0	1	45	18	27	11	0	0	29
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	70	0	0	47	21	13	16	3	0	35
TOTAL PALMA DE MALLORCA			70	0	0	47	21	13	16	3	0	35
SANTIAGO DE COMPOSTELA ( SPAIN )	IBERIA	S	61	0	0	77	7	8	7	2	0	18
TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )			61	0	0	77	7	8	7	2	0	18
SEVILLE	IBERIA	S	62	0	0	40	21	21	18	0	0	35
TOTAL SEVILLE			62	0	0	40	21	21	18	0	0	35
VALENCIA	IBERIA	S	62	0	0	53	26	13	8	0	0	23
TOTAL VALENCIA			62	0	0	53	26	13	8	0	0	23
TOTAL SPAIN			1938	0	3	63	17	12	7	1	0	20
SRI LANKA												
COLOMBO	SRILANKAN AIRLINES	S	77	0	1	71	9	6	6	1	5	48

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
TOTAL COLOMBO			77	0	1	71	9	6	6	1	5	48
TOTAL SRI LANKA			77	0	1	71	9	6	6	1	5	48
SUDAN												
KHARTOUM	SUDAN AIRWAYS	S	16	0	3	6	38	13	19	13	13	130
TOTAL KHARTOUM			16	0	3	6	38	13	19	13	13	130
TOTAL SUDAN			16	0	3	6	38	13	19	13	13	130
SWEDEN												
GOTEBORG	SAS	S	123	0	0	76	11	7	4	2	0	16
TOTAL GOTEBORG			123	0	0	76	11	7	4	2	0	16
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	304	0	0	75	14	7	4	0	0	12
	SAS	S	362	1	0	70	16	8	6	1	0	16
TOTAL STOCKHOLM (ARLANDA)			666	1	0	72	15	8	5	0	0	15
TOTAL SWEDEN			789	1	0	73	14	7	5	1	0	15
SWITZERLAND												
BASLE MULHOUSE	SWISS AIRLINES	S	184	0	0	68	18	10	3	1	1	17
TOTAL BASLE MULHOUSE			184	0	0	68	18	10	3	1	1	17
GENEVA	BRITISH AIRWAYS PLC	S	290	0	0	74	16	7	4	0	0	13
	SWISSAIR	S	248	0	0	76	13	7	4	0	0	11
TOTAL GENEVA			538	0	0	75	14	7	4	0	0	12
ZURICH	BRITISH AIRWAYS PLC	S	346	0	0	74	14	7	5	0	0	14
	SWISSAIR	S	434	0	0	43	24	23	10	0	0	27
TOTAL ZURICH			780	0	0	57	19	16	8	0	0	21
TOTAL SWITZERLAND			1502	0	0	65	17	12	6	0	0	17
SYRIA												
ALEPPO	BRITISH MEDITERRANEAN AIRWA	S	4	0	0	100	0	0	0	0	0	0
TOTAL ALEPPO			4	0	0	100	0	0	0	0	0	0
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	21	0	0	81	14	5	0	0	0	8
	SYRIANAIR	S	27	0	0	33	30	26	11	0	0	29
TOTAL DAMASCUS			48	0	0	54	23	17	6	0	0	20
TOTAL SYRIA			52	0	0	58	21	15	6	0	0	18
TANZANIA												
DAR-ES-SALAAM	ALLIANCE	S	6	0	4	50	17	17	17	0	0	23
TOTAL DAR-ES-SALAAM			6	0	4	50	17	17	17	0	0	23
TOTAL TANZANIA			6	0	4	50	17	17	17	0	0	23
THAILAND												
BANGKOK	BRITISH AIRWAYS PLC	S	26	0	7	42	38	12	0	4	4	40
	THAI AIRWAYS INTERNATIONAL	S	88	0	0	58	17	18	6	1	0	24

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
TOTAL BANGKOK			114	0	7	54	22	17	4	2	1	28
TOTAL THAILAND			114	0	7	54	22	17	4	2	1	28
TRINIDAD AND TOBAGO												
PORT OF SPAIN	BWIA	S	60	0	2	40	33	22	5	0	0	23
TOTAL PORT OF SPAIN			60	0	2	40	33	22	5	0	0	23
TOTAL TRINIDAD AND TOBAGO			60	0	2	40	33	22	5	0	0	23
TUNISIA												
TUNIS	TUNISAIR	S	36	0	0	33	25	36	6	0	0	26
TOTAL TUNIS			36	0	0	33	25	36	6	0	0	26
TOTAL TUNISIA			36	0	0	33	25	36	6	0	0	26
TURKEY												
ISTANBUL	BRITISH AIRWAYS PLC	S	122	0	0	78	7	10	3	2	0	16
	EUROSUN	C	36	0	0	8	25	25	36	0	6	92
	THY TURK HAVA YOLLARI TURKIS	S	184	2	0	44	26	23	5	2	0	25
TOTAL ISTANBUL			342	2	0	52	19	19	8	1	1	29
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	C	4	0	0	0	0	25	50	25	0	90
	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	22	6	28	39	6	0	68
TOTAL IZMIR (ADNAM MENDERES)			22	0	0	18	5	27	41	9	0	72
TOTAL TURKEY			364	2	0	50	18	19	10	2	1	32
TURKMENISTAN												
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	2	56	17	17	11	0	0	31
TOTAL ASHKHABAD			18	0	2	56	17	17	11	0	0	31
TOTAL TURKMENISTAN			18	0	2	56	17	17	11	0	0	31
UNITED ARAB EMIRATES												
ABU DHABI INTERNATIONAL	GULF AIR	S	43	0	0	60	16	19	2	2	0	21
TOTAL ABU DHABI INTERNATIONAL			43	0	0	60	16	19	2	2	0	21
DUBAI	BRITISH AIRWAYS PLC	S	124	0	0	82	11	5	2	0	0	8
	EMIRATES	S	184	0	0	61	16	13	9	1	1	26
TOTAL DUBAI			308	0	0	69	14	10	6	0	0	19
TOTAL UNITED ARAB EMIRATES			351	0	0	68	15	11	5	1	0	19
UNITED KINGDOM												
ABERDEEN	BRITISH AIRWAYS PLC	S	378	0	0	79	12	6	3	0	0	11
TOTAL ABERDEEN			378	0	0	79	12	6	3	0	0	11
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	484	0	1	76	11	8	5	0	0	13
	BRITISH AIRWAYS PLC	S	367	0	4	80	11	5	3	0	0	11
TOTAL BELFAST INTERNATIONAL			851	0	5	78	11	7	4	0	0	12
EDINBURGH	BMI BRITISH MIDLAND	S	471	1	44	72	13	9	6	0	0	17
	BRITISH AIRWAYS PLC	S	659	0	0	77	14	6	3	0	0	12

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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 EDINBURGH</b>			<b>1130</b>	<b>1</b>	<b>44</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>GLASGOW</b>	BMI BRITISH MIDLAND	S	474	0	1	57	21	12	10	0	0	21
	BRITISH AIRWAYS PLC	S	664	0	2	77	13	6	4	0	0	13
<b>TOTAL GLASGOW</b>			<b>1138</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	168	0	0	85	10	2	4	0	0	9
<b>TOTAL ISLE OF MAN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	222	0	1	76	16	6	1	0	0	11
<b>TOTAL JERSEY</b>			<b>222</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>LEEDS BRADFORD</b>	BMI BRITISH MIDLAND	S	212	0	1	76	15	5	3	0	0	11
<b>TOTAL LEEDS BRADFORD</b>			<b>212</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>MANCHESTER</b>	BMI BRITISH MIDLAND	S	436	1	6	66	18	10	5	0	0	15
	BRITISH AIRWAYS PLC	S	596	1	4	65	17	12	5	1	0	17
<b>TOTAL MANCHESTER</b>			<b>1032</b>	<b>2</b>	<b>10</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	330	0	0	78	11	5	6	0	0	14
<b>TOTAL NEWCASTLE</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TEESSIDE</b>	BMI BRITISH MIDLAND	S	177	0	1	77	9	8	5	0	0	14
<b>TOTAL TEESSIDE</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5640</b>	<b>3</b>	<b>65</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>USA</b>												
<b>BOSTON</b>	AMERICAN AIRLINES	S	124	0	0	69	13	10	6	1	0	17
	BRITISH AIRWAYS PLC	S	182	3	2	75	15	7	3	1	0	12
	UNITED AIRLINES	S	62	0	0	71	8	8	10	3	0	28
<b>TOTAL BOSTON</b>			<b>368</b>	<b>3</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>CHICAGO (O'HARE)</b>	AIR INDIA	S	27	0	0	56	22	15	4	4	0	22
	AMERICAN AIRLINES	S	247	0	0	62	20	10	4	3	0	21
	BRITISH AIRWAYS PLC	S	120	1	1	73	14	8	3	0	1	23
	UNITED AIRLINES	S	130	0	0	58	28	8	5	0	0	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	11	3	2	2	2	23
<b>TOTAL CHICAGO (O'HARE)</b>			<b>586</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>21</b>
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	62	0	0	82	5	8	3	2	0	16
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	61	26	11	2	0	0	14
	BRITISH AIRWAYS PLC	S	136	1	1	74	15	9	3	0	0	12
	UNITED AIRLINES	S	118	0	0	76	14	5	4	0	0	11
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	69	18	5	6	2	0	18
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>440</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	58	11	21	8	2	0	26
	BRITISH AIRWAYS PLC	S	60	1	0	52	35	8	5	0	0	19
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>122</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	62	0	0	27	24	32	13	2	2	58
	AMERICAN AIRLINES	S	363	2	2	69	14	9	7	1	1	21

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	419	0	0	82	10	4	4	0	0	10
	KUWAIT AIRWAYS	S	26	0	0	77	15	8	0	0	0	9
	UNITED AIRLINES	S	182	2	0	89	8	2	2	0	0	6
	VIRGIN ATLANTIC AIRWAYS LTD	S	186	0	0	69	16	7	5	2	1	22
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1238</b>	<b>4</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>
NEW YORK (NEWARK)	AMERICAN AIRLINES	S	58	0	2	67	29	2	0	0	2	16
	BRITISH AIRWAYS PLC	S	122	0	0	82	5	8	4	0	1	14
	UNITED AIRLINES	S	62	0	0	77	10	10	3	0	0	12
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	81	15	0	2	3	0	18
<b>TOTAL NEW YORK (NEWARK)</b>			<b>304</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>15</b>
ORLANDO	BRITISH AIRWAYS PLC	C	4	0	0	50	50	0	0	0	0	12
<b>TOTAL ORLANDO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	121	1	1	88	8	2	2	0	0	8
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>121</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	123	0	0	76	10	9	4	2	0	16
	UNITED AIRLINES	S	124	0	0	70	19	7	3	0	0	13
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	73	16	6	2	3	0	22
<b>TOTAL SAN FRANCISCO</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	69	18	8	5	0	0	14
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	173	0	0	87	8	3	2	0	0	7
	UNITED AIRLINES	S	226	0	0	75	10	10	5	0	0	14
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	15	8	0	3	0	16
<b>TOTAL WASHINGTON (DULLES)</b>			<b>461</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>
<b>TOTAL USA</b>			<b>4077</b>	<b>11</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>UZBEKISTAN</b>												
TASHKENT	UZBEKISTAN AIRLINES	S	36	0	0	81	14	6	0	0	0	9
<b>TOTAL TASHKENT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL UZBEKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL HEATHROW</b>			<b>38877</b>	<b>93</b>	<b>322</b>	<b>65</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)								
<b>BELGIUM</b>												
ANTWERP	VLM (BELGIUM)	S	246	0	2	72	20	7	2	0	0	13
<b>TOTAL ANTWERP</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
BRUSSELS	SABENA	S	223	0	15	30	34	21	14	1	0	33
<b>TOTAL BRUSSELS</b>			<b>223</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>34</b>	<b>21</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>33</b>
<b>TOTAL BELGIUM</b>			<b>469</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>26</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>FRANCE</b>												
BORDEAUX	REGIONAL COMPAGNIE AERIENN	S	94	4	2	54	33	10	3	0	0	17
<b>TOTAL BORDEAUX</b>			<b>94</b>	<b>4</b>	<b>2</b>	<b>54</b>	<b>33</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	256	0	8	68	14	11	7	0	0	18
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>256</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>
RENNES	BRIT AIR	S	102	0	4	84	15	1	0	0	0	8
<b>TOTAL RENNES</b>			<b>102</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>452</b>	<b>4</b>	<b>14</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>GERMANY</b>												
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	42	0	0	36	29	31	5	0	0	25
	LUFTHANSA CITY LINE	S	96	0	0	38	31	29	2	0	0	23
<b>TOTAL FRANKFURT MAIN</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>30</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>24</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	206	0	6	67	26	6	2	0	0	14
<b>TOTAL MOENCHENGLADBACH</b>			<b>206</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>26</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>
MUNSTER-OSNABRUCK	AUGSBURG AIRWAYS GMBH	S	98	0	0	89	8	3	0	0	0	4
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>TOTAL GERMANY</b>			<b>442</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>IRISH REPUBLIC</b>												
DUBLIN	AER LINGUS	S	188	0	16	72	12	7	8	0	0	18
	FLYBE.BRITISH EUROPEAN	S	158	0	2	79	16	4	1	0	0	10
<b>TOTAL DUBLIN</b>			<b>346</b>	<b>2</b>	<b>18</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>346</b>	<b>2</b>	<b>18</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>ITALY</b>												
BERGAMO	GANDALF AIRLINES	S	83	7	13	46	30	19	5	0	0	21
<b>TOTAL BERGAMO</b>			<b>83</b>	<b>7</b>	<b>13</b>	<b>46</b>	<b>30</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TOTAL ITALY</b>			<b>83</b>	<b>7</b>	<b>13</b>	<b>46</b>	<b>30</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>LUXEMBOURG</b>												
LUXEMBOURG	VLM (BELGIUM)	S	143	4	7	48	29	14	9	0	0	23
<b>TOTAL LUXEMBOURG</b>			<b>143</b>	<b>4</b>	<b>7</b>	<b>48</b>	<b>29</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>TOTAL LUXEMBOURG</b>			<b>143</b>	<b>4</b>	<b>7</b>	<b>48</b>	<b>29</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>NETHERLANDS</b>												
AMSTERDAM	KLM UK LTD	S	306	0	14	82	10	5	2	0	0	10
<b>TOTAL AMSTERDAM</b>			<b>306</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
ROTTERDAM	VLM (BELGIUM)	S	242	2	6	81	15	2	1	0	0	9
<b>TOTAL ROTTERDAM</b>			<b>242</b>	<b>2</b>	<b>6</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL NETHERLANDS</b>			<b>548</b>	<b>2</b>	<b>20</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>SWITZERLAND</b>												
BASLE MULHOUSE	SWISS AIRLINES	S	157	0	5	54	30	15	1	0	0	17
<b>TOTAL BASLE MULHOUSE</b>			<b>157</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>30</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>
BERNE	AIR ENGIADINA	S	132	8	8	60	31	8	1	0	0	14
<b>TOTAL BERNE</b>			<b>132</b>	<b>8</b>	<b>8</b>	<b>60</b>	<b>31</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>
GENEVA	SWISS AIRLINES	S	157	0	1	82	10	4	4	0	0	10
<b>TOTAL GENEVA</b>			<b>157</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>
ZURICH	SWISS AIRLINES	S	272	0	4	44	36	17	4	0	0	21
<b>TOTAL ZURICH</b>			<b>272</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>36</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TOTAL SWITZERLAND</b>			<b>718</b>	<b>8</b>	<b>18</b>	<b>57</b>	<b>28</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>UNITED KINGDOM</b>												
ABERDEEN	FLYBE.BRITISH EUROPEAN	S	10	2	2	70	20	10	0	0	0	10
<b>TOTAL ABERDEEN</b>			<b>10</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	119	0	0	87	8	3	2	0	0	6
<b>TOTAL BELFAST CITY</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
DUNDEE	SCOT AIRWAYS	S	191	8	13	59	20	13	7	0	0	21
<b>TOTAL DUNDEE</b>			<b>191</b>	<b>8</b>	<b>13</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>
EDINBURGH	FLYBE.BRITISH EUROPEAN	S	158	0	6	75	13	3	6	2	0	18
	SCOT AIRWAYS	S	183	140	145	62	24	13	2	0	0	15
<b>TOTAL EDINBURGH</b>			<b>341</b>	<b>140</b>	<b>151</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>
GLASGOW	SCOT AIRWAYS	S	180	4	6	79	20	1	0	0	0	9
<b>TOTAL GLASGOW</b>			<b>180</b>	<b>4</b>	<b>6</b>	<b>79</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	23	0	0	61	26	4	4	4	0	23
<b>TOTAL ISLE OF MAN</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>23</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	162	0	2	60	26	6	5	3	0	21
<b>TOTAL JERSEY</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>26</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>
LEEDS BRADFORD	FLYBE.BRITISH EUROPEAN	S	90	0	94	92	8	0	0	0	0	5
<b>TOTAL LEEDS BRADFORD</b>			<b>90</b>	<b>0</b>	<b>94</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1116</b>	<b>154</b>	<b>268</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>
<b>TOTAL LONDON CITY</b>			<b>4317</b>	<b>181</b>	<b>393</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>CYPRUS</b>												
<b>LARNACA</b>	BMI BRITISH MIDLAND	C	9	0	1	22	33	33	11	0	0	30
	BRITANNIA AIRWAYS	C	18	0	0	89	0	0	11	0	0	11
	EUROCYPRIA AIRLINES LTD	C	16	2	0	81	6	13	0	0	0	10
	HELIOS AIRWAYS LTD	C	10	0	0	30	10	20	20	20	0	78
	MONARCH AIRLINES	C	8	0	0	38	13	25	0	25	0	77
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	6
	THOMAS COOK AIRLINES LTD	C	17	0	1	59	12	18	12	0	0	32
<b>TOTAL LARNACA</b>			<b>87</b>	<b>2</b>	<b>2</b>	<b>63</b>	<b>10</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>30</b>
<b>PAPHOS</b>	BMI BRITISH MIDLAND	C	8	0	0	13	13	50	25	0	0	56
	BRITANNIA AIRWAYS	C	32	0	1	75	6	16	0	0	3	46
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	12
<b>TOTAL PAPHOS</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>10</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>42</b>
<b>TOTAL CYPRUS</b>			<b>135</b>	<b>2</b>	<b>3</b>	<b>64</b>	<b>10</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>34</b>
<b>CZECH REPUBLIC</b>												
<b>PRAGUE</b>	CSA	C	2	0	0	0	100	0	0	0	0	26
<b>TOTAL PRAGUE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>DENMARK</b>												
<b>COPENHAGEN</b>	MAERSK AIR	C	4	0	0	0	50	0	25	0	25	131
<b>TOTAL COPENHAGEN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>131</b>
<b>TOTAL DENMARK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>131</b>
<b>FINLAND</b>												
<b>HELSINKI</b>	FINNAIR	C	9	1	0	100	0	0	0	0	0	3
<b>TOTAL HELSINKI</b>			<b>11</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>2</b>
<b>TOTAL FINLAND</b>			<b>12</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>FRANCE</b>												
<b>NICE</b>	EASYJET AIRLINE COMPANY LTD	S	247	0	4	41	21	17	19	2	0	35
<b>TOTAL NICE</b>			<b>247</b>	<b>2</b>	<b>4</b>	<b>41</b>	<b>21</b>	<b>17</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>35</b>
<b>PARIS (CHARLES DE GAULLE)</b>	SCOT AIRWAYS	S	177	0	19	54	21	18	6	2	0	23
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>177</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>21</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>
<b>TARBES-LOURDES INTERNATIONAL</b>	AIR MEDITERRANEE	C	5	0	2	40	0	0	60	0	0	59
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>5</b>	<b>1</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>59</b>
<b>TOTAL FRANCE</b>			<b>429</b>	<b>3</b>	<b>25</b>	<b>46</b>	<b>21</b>	<b>17</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>31</b>
<b>GERMANY</b>												
<b>MOENCHENGLADBACH</b>	EAE EUROPEAN AIR EXPRESS	S	83	0	19	47	13	28	12	0	0	28
<b>TOTAL MOENCHENGLADBACH</b>			<b>83</b>	<b>0</b>	<b>19</b>	<b>47</b>	<b>13</b>	<b>28</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>MUNICH</b>	EAE EUROPEAN AIR EXPRESS	S	46	1	2	33	35	28	4	0	0	27

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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 MUNICH			46	1	2	33	35	28	4	0	0	27
TOTAL GERMANY			130	5	21	42	21	28	9	0	0	28
GIBRALTAR												
GIBRALTAR	MONARCH AIRLINES	S	60	0	2	57	23	12	5	3	0	25
TOTAL GIBRALTAR			60	0	2	57	23	12	5	3	0	25
TOTAL GIBRALTAR			60	0	2	57	23	12	5	3	0	25
GREECE												
ATHENS	EASYJET AIRLINE COMPANY LTD	S	124	0	0	65	21	6	7	1	0	18
TOTAL ATHENS			124	1	0	65	21	6	7	1	0	18
CORFU	BRITANNIA AIRWAYS	C	11	0	0	82	18	0	0	0	0	8
	MONARCH AIRLINES	C	3	0	1	67	33	0	0	0	0	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	11	11	44	22	0	11	90
TOTAL CORFU			24	0	4	50	17	21	8	0	4	41
HERAKLION	BRITANNIA AIRWAYS	C	5	0	4	60	0	0	40	0	0	29
	THOMAS COOK AIRLINES LTD	C	8	0	1	13	38	50	0	0	0	30
TOTAL HERAKLION			14	0	8	36	21	29	14	0	0	27
KEFALLINIA	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	0
TOTAL KEFALLINIA			3	0	0	100	0	0	0	0	0	0
KOS	BRITANNIA AIRWAYS	C	3	0	0	67	0	33	0	0	0	18
TOTAL KOS			3	0	0	67	0	33	0	0	0	18
RHODES	BRITANNIA AIRWAYS	C	3	1	0	33	33	33	0	0	0	25
	GALAXY AIRWAYS	C	4	0	0	0	25	75	0	0	0	34
TOTAL RHODES			8	1	0	25	25	50	0	0	0	26
SALONIKA	BRITANNIA AIRWAYS	C	5	0	0	0	60	40	0	0	0	29
TOTAL SALONIKA			5	0	0	0	60	40	0	0	0	29
ZAKINTHOS	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	2
	THOMAS COOK AIRLINES LTD	C	7	0	1	71	14	14	0	0	0	9
TOTAL ZAKINTHOS			14	0	1	86	7	7	0	0	0	6
TOTAL GREECE			195	2	13	60	20	12	7	1	1	21
IRISH REPUBLIC												
DUBLIN	RYANAIR	S	300	0	4	79	9	5	8	0	0	13
TOTAL DUBLIN			300	0	4	79	9	5	8	0	0	13
TOTAL IRISH REPUBLIC			300	0	4	79	9	5	8	0	0	13
ISRAEL												
OVDA	BRITANNIA AIRWAYS	C	3	0	0	33	0	33	33	0	0	36
TOTAL OVDA			3	0	0	33	0	33	33	0	0	36
TOTAL TEL AVIV			2	2	1	100	0	0	0	0	0	15
TOTAL ISRAEL			5	2	1	60	0	20	20	0	0	28

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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>ITALY</b>												
MILAN (MALPENSA)	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	8
<b>TOTAL MILAN (MALPENSA)</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>8</b>
NAPLES	BRITANNIA AIRWAYS	C	8	0	0	38	50	13	0	0	0	18
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
PALERMO	DUO AIRWAYS LTD	C	7	1	1	57	29	14	0	0	0	18
<b>TOTAL PALERMO</b>			<b>8</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
ROME (CIAMPINO)	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	0	100	0	0	0	0	20
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	50
<b>TOTAL ROME (CIAMPINO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>35</b>
<b>TOTAL ITALY</b>			<b>22</b>	<b>2</b>	<b>1</b>	<b>41</b>	<b>45</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>MALTA</b>												
MALTA	BRITANNIA AIRWAYS	C	9	0	1	100	0	0	0	0	0	6
<b>TOTAL MALTA</b>			<b>9</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>6</b>
<b>TOTAL MALTA</b>			<b>9</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>6</b>
<b>NETHERLANDS</b>												
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	284	1	0	57	18	16	8	1	0	24
	KLM	C	2	0	0	50	50	0	0	0	0	20
<b>TOTAL AMSTERDAM</b>			<b>286</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>
<b>TOTAL NETHERLANDS</b>			<b>286</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>
<b>NORWAY</b>												
OSLO (GARDERMOEN)	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	56	22	11	11	0	0	25
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TOTAL NORWAY</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	BRITANNIA AIRWAYS	C	10	0	0	90	0	10	0	0	0	6
	MONARCH AIRLINES	C	24	0	2	79	17	4	0	0	0	7
	THOMAS COOK AIRLINES LTD	C	23	0	3	39	9	13	35	4	0	61
<b>TOTAL FARO</b>			<b>57</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>11</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>29</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>57</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>11</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>29</b>
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	MONARCH AIRLINES	C	10	0	0	60	10	30	0	0	0	18
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>SPAIN</b>												
ALICANTE	BMI BRITISH MIDLAND	C	10	0	0	20	20	20	30	10	0	63
	BRITANNIA AIRWAYS	C	9	0	0	22	0	44	11	22	0	82
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	7

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2000

Reporting Airport: LUTON (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)							
ALICANTE	MONARCH AIRLINES	S	62	0	0	68	21	6	5	0	0	13
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	13	13	0	61
<b>TOTAL ALICANTE</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>28</b>
ALMERIA	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	0	25	0	54
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>54</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	191	2	3	59	21	8	9	3	0	26
<b>TOTAL BARCELONA</b>			<b>191</b>	<b>2</b>	<b>3</b>	<b>59</b>	<b>21</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>26</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	38	13	13	38	0	0	44
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	2
<b>TOTAL GERONA</b>			<b>16</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>13</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>25</b>
IBIZA	BRITANNIA AIRWAYS	C	34	0	0	71	15	9	3	3	0	22
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	14	0	0	0	0	3
	THOMAS COOK AIRLINES LTD	C	8	0	1	38	13	25	0	25	0	72
<b>TOTAL IBIZA</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>28</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	121	0	2	62	17	11	9	2	0	24
<b>TOTAL MADRID</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>17</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>
MAHON	BMI BRITISH MIDLAND	C	7	0	1	43	43	14	0	0	0	14
	BRITANNIA AIRWAYS	C	20	0	0	45	20	20	15	0	0	36
	MONARCH AIRLINES	C	7	0	1	86	14	0	0	0	0	8
	MONARCH AIRLINES	S	26	0	0	77	15	0	8	0	0	12
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	0	7
	THOMAS COOK AIRLINES LTD	C	16	0	2	31	25	38	0	0	6	106
<b>TOTAL MAHON</b>			<b>83</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>35</b>
MALAGA	BMI BRITISH MIDLAND	C	10	0	0	80	20	0	0	0	0	10
	BRITANNIA AIRWAYS	C	10	0	0	50	30	20	0	0	0	16
	EASYJET AIRLINE COMPANY LTD	S	131	5	0	50	19	22	7	2	0	26
	FUTURA AIRLINES	C	8	0	0	13	38	38	13	0	0	33
	MONARCH AIRLINES	S	69	0	0	64	23	12	1	0	0	13
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	30	10	20	0	0	30
	THOMAS COOK AIRLINES LTD	C	7	0	1	29	71	0	0	0	0	17
<b>TOTAL MALAGA</b>			<b>245</b>	<b>6</b>	<b>2</b>	<b>53</b>	<b>23</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	C	7	1	1	29	0	43	0	29	0	82
	BRITANNIA AIRWAYS	C	49	0	2	59	14	10	8	6	2	57
	EASYJET AIRLINE COMPANY LTD	S	88	2	1	47	25	17	10	1	0	30
	MONARCH AIRLINES	C	7	0	1	14	29	43	14	0	0	37
	MY TRAVEL AIRWAYS UK	C	16	1	0	63	6	13	6	13	0	44
	SPANAIR	C	7	0	1	57	0	0	0	0	43	314
	THOMAS COOK AIRLINES LTD	C	13	3	13	0	15	54	15	15	0	92
<b>TOTAL PALMA DE MALLORCA</b>			<b>187</b>	<b>7</b>	<b>19</b>	<b>47</b>	<b>18</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>55</b>
REUS	BRITANNIA AIRWAYS	C	3	1	1	33	0	33	33	0	0	42
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	29	0	0	0	16
<b>TOTAL REUS</b>			<b>10</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>TOTAL SPAIN</b>			<b>1007</b>	<b>16</b>	<b>36</b>	<b>56</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>31</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>SPAIN(CANARY ISLANDS)</b>												
ARRECIFE	MONARCH AIRLINES	C	8	0	0	38	38	13	13	0	0	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	50	0	0	43
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>6</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>35</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	10	0	0	40	30	10	20	0	0	35
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	3
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	13	13	0	0	34
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	14	43	0	0	0	27
<b>TOTAL FUERTEVENTURA</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>24</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>
LAS PALMAS	BMI BRITISH MIDLAND	C	4	3	1	100	0	0	0	0	0	2
	BRITANNIA AIRWAYS	C	17	0	0	65	18	0	0	12	6	70
	MONARCH AIRLINES	C	10	0	0	30	10	10	30	20	0	74
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	0	22	0	11	76
<b>TOTAL LAS PALMAS</b>			<b>40</b>	<b>4</b>	<b>1</b>	<b>58</b>	<b>13</b>	<b>3</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>66</b>
TENERIFE (SURREINA SOFIA)	BMI BRITISH MIDLAND	C	8	0	0	63	13	25	0	0	0	16
	BRITANNIA AIRWAYS	C	17	1	0	53	12	12	12	12	0	43
	MONARCH AIRLINES	C	8	0	1	100	0	0	0	0	0	2
	MONARCH AIRLINES	S	16	1	0	38	38	0	25	0	0	31
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	0	13	0	0	21
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>65</b>	<b>2</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>24</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>154</b>	<b>6</b>	<b>3</b>	<b>56</b>	<b>19</b>	<b>7</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>36</b>
<b>SWITZERLAND</b>												
GENEVA	EASYJET SWITZERLAND	S	245	3	0	73	14	8	5	0	0	14
<b>TOTAL GENEVA</b>			<b>245</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	54	0	0	24	46	26	4	0	0	27
	EASYJET SWITZERLAND	S	124	0	0	52	24	12	10	1	0	25
<b>TOTAL ZURICH</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>
<b>TOTAL SWITZERLAND</b>			<b>423</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TUNISIA</b>												
MONASTIR	BMI BRITISH MIDLAND	C	7	0	1	43	29	14	14	0	0	29
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	20	0	0	22
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>22</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>22</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TURKEY</b>												
BODRUM (MILAS)	PEGASUS AIRLINES	C	7	0	1	43	0	14	43	0	0	54
<b>TOTAL BODRUM (MILAS)</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>54</b>
DALAMAN	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	22	22	0	0	0	18
<b>TOTAL DALAMAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL TURKEY</b>			<b>24</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
			UNMATCHED		Early to 15 mins	16 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>UNITED KINGDOM</b>												
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	108	0	0	56	13	21	10	0	0	24
<b>TOTAL ABERDEEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	235	0	21	55	17	12	17	0	0	30
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>235</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>17</b>	<b>12</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	276	0	5	56	19	13	11	1	0	27
<b>TOTAL EDINBURGH</b>			<b>276</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>
GATWICK	THOMAS COOK AIRLINES LTD	C	6	0	0	17	50	33	0	0	0	27
<b>TOTAL GATWICK</b>			<b>7</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>43</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
GLASGOW	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	2
	EASYJET AIRLINE COMPANY LTD	S	320	0	3	46	20	20	12	3	0	34
<b>TOTAL GLASGOW</b>			<b>323</b>	<b>1</b>	<b>3</b>	<b>46</b>	<b>20</b>	<b>20</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>34</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	78	0	0	41	18	27	14	0	0	32
<b>TOTAL INVERNESS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>27</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	62	0	0	92	8	0	0	0	0	4
<b>TOTAL ISLE OF MAN</b>			<b>62</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>4</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	70	2	6	81	9	6	3	1	0	12
<b>TOTAL JERSEY</b>			<b>70</b>	<b>2</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>
LIVERPOOL	EASYJET AIRLINE COMPANY LTD	S	166	0	4	49	22	19	9	1	0	28
<b>TOTAL LIVERPOOL</b>			<b>166</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>22</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>28</b>
PRESTWICK	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	15
<b>TOTAL PRESTWICK</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>15</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1328</b>	<b>6</b>	<b>41</b>	<b>54</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>
<b>TOTAL LUTON</b>			<b>4628</b>	<b>53</b>	<b>158</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2000

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>AUSTRIA</b>												
VIENNA	LAUDA-AIR	S	98	0	0	47	29	18	5	0	1	25
<b>TOTAL VIENNA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>25</b>
<b>TOTAL AUSTRIA</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>28</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>24</b>
<b>BARBADOS</b>												
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	22
	MY TRAVEL AIRWAYS UK	C	10	1	0	40	30	0	10	0	20	98
<b>TOTAL BRIDGETOWN</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>64</b>
<b>TOTAL BARBADOS</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>64</b>
<b>BELGIUM</b>												
BRUSSELS	AIR 2000	C	2	0	0	0	50	50	0	0	0	30
	BRITISH AIRWAYS PLC	S	183	11	2	56	19	15	10	0	0	22
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	52
	SABENA	S	296	0	6	61	18	11	9	0	0	20
<b>TOTAL BRUSSELS</b>			<b>483</b>	<b>11</b>	<b>8</b>	<b>59</b>	<b>18</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>TOTAL BELGIUM</b>			<b>483</b>	<b>11</b>	<b>8</b>	<b>59</b>	<b>18</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>BULGARIA</b>												
BURGAS	BALKAN BULGARIAN AIRLINES	C	2	0	0	100	0	0	0	0	0	2
<b>TOTAL BURGAS</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>2</b>
<b>TOTAL BULGARIA</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>2</b>
<b>CANADA</b>												
TORONTO	AIR CANADA	S	60	0	0	70	8	15	5	2	0	19
	AIR TRANSAT	S	15	0	0	40	33	13	13	0	0	31
	CANADA 3000 AIRLINES	S	18	0	0	50	39	0	11	0	0	21
	PAKISTAN INTL AIRLINES	S	17	0	0	18	35	24	24	0	0	46
	ROYAL AIRLINES	S	10	0	0	10	0	70	10	10	0	70
<b>TOTAL TORONTO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	50	38	13	0	0	0	15
	CANADA 3000 AIRLINES	S	8	0	0	25	25	25	13	0	13	88
<b>TOTAL VANCOUVER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>52</b>
<b>TOTAL CANADA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>32</b>
<b>CROATIA</b>												
DUBROVNIK	CROATIA AIRLINES	S	11	0	0	55	18	18	9	0	0	19
<b>TOTAL DUBROVNIK</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>
PULA	EUROPEAN AIR CHARTER	C	3	0	0	67	0	33	0	0	0	17
<b>TOTAL PULA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
SPLIT	CROATIA AIRLINES	C	2	0	0	100	0	0	0	0	0	10
	CROATIA AIRLINES	S	8	0	0	88	0	13	0	0	0	11
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</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)							
TOTAL CROATIA			25	0	0	72	8	16	4	0	0	15
CUBA												
VARADERO	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	33	0	0	0	22
TOTAL VARADERO			3	0	0	67	0	33	0	0	0	22
TOTAL CUBA			3	0	0	67	0	33	0	0	0	22
CYPRUS												
LARNACA	AIR 2000	S	39	0	1	67	10	10	8	5	0	31
	AIR ATLANTA ICELANDIC	C	3	0	0	67	33	0	0	0	0	9
	AIR FOYLE PASSENGER AIRLINES	C	27	3	0	56	22	15	7	0	0	17
	BMI BRITISH MIDLAND	C	9	0	1	33	11	22	22	0	11	129
	BRITANNIA AIRWAYS	C	24	1	2	71	17	0	0	13	0	41
	CYPRUS AIRWAYS	S	16	0	0	63	6	0	19	13	0	58
	EXCEL AIRWAYS LTD	C	17	0	0	65	18	12	6	0	0	19
	HELIOS AIRWAYS LTD	C	8	0	0	13	0	13	75	0	0	77
	MONARCH AIRLINES	C	9	0	1	11	0	44	44	0	0	72
	MY TRAVEL AIRWAYS UK	C	29	0	1	34	10	10	34	10	0	75
	THOMAS COOK AIRLINES LTD	C	18	0	2	56	17	28	0	0	0	16
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	6
TOTAL LARNACA			207	4	8	55	13	13	15	5	0	43
PAPHOS	AIR 2000	S	24	1	0	54	21	8	8	8	0	37
	AIR ATLANTA ICELANDIC	C	10	0	0	60	0	30	10	0	0	20
	BRITANNIA AIRWAYS	C	22	1	1	32	18	23	18	0	9	103
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	80
	MONARCH AIRLINES	C	8	0	0	75	0	25	0	0	0	11
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	22	6	22	0	0	30
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	17	22	0	0	0	19
	VIRGIN ATLANTIC AIRWAYS LTD	C	19	1	1	89	11	0	0	0	0	4
TOTAL PAPHOS			121	3	2	57	15	15	10	2	2	38
TOTAL CYPRUS			328	7	10	55	13	13	13	4	1	41
CZECH REPUBLIC												
PRAGUE	CSA	S	52	0	0	52	21	23	4	0	0	18
TOTAL PRAGUE			52	0	0	52	21	23	4	0	0	18
TOTAL CZECH REPUBLIC			52	0	0	52	21	23	4	0	0	18
DENMARK												
BILLUND	SUN AIR OF SCANDINAVIA	S	96	0	2	69	20	9	2	0	0	13
TOTAL BILLUND			96	0	2	69	20	9	2	0	0	13
COPENHAGEN	SAS	S	236	0	0	73	17	6	3	0	0	13
TOTAL COPENHAGEN			236	0	0	73	17	6	3	0	0	13
TOTAL DENMARK			332	0	2	72	18	7	3	0	0	13
DOMINICAN REPUBLIC												
PUERTO PLATA	AIR 2000	C	6	0	0	17	33	17	33	0	0	38
	BRITANNIA AIRWAYS	C	8	1	1	75	13	0	13	0	0	19

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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)							
PUERTO PLATA	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	15
<b>TOTAL PUERTO PLATA</b>			<b>22</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>27</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	38	25	25	0	13	0	48
<b>TOTAL SANTO DOMINGO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>48</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>30</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>27</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>30</b>
<b>EGYPT</b>												
CAIRO	EGYPT AIR	S	10	0	0	20	10	20	50	0	0	63
<b>TOTAL CAIRO</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>9</b>	<b>18</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>57</b>
HURGHADA	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	6
<b>TOTAL HURGHADA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
LUXOR	AIR 2000	C	10	0	0	30	10	40	20	0	0	40
	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	25	0	0	38
<b>TOTAL LUXOR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>39</b>
<b>TOTAL EGYPT</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>12</b>	<b>21</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>
<b>FINLAND</b>												
HELSINKI	FINNAIR	S	106	0	0	75	13	7	5	0	0	11
<b>TOTAL HELSINKI</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL FINLAND</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>FRANCE</b>												
BASTIA	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	15
<b>TOTAL BASTIA</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>15</b>
LYON	AIR FRANCE	S	4	0	0	50	25	25	0	0	0	16
	BRITISH REGIONAL AIRLINES LTD	S	52	0	2	90	8	2	0	0	0	4
<b>TOTAL LYON</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
NICE	AIR 2000	C	4	0	0	75	0	25	0	0	0	17
	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	73	11	8	8	0	0	17
	DUO AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	57
<b>TOTAL NICE</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	284	4	16	57	15	18	8	1	0	23
	BRITISH AIRWAYS PLC	S	321	1	7	58	16	19	7	0	0	20
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>605</b>	<b>5</b>	<b>23</b>	<b>58</b>	<b>16</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	5	0	2	40	40	20	0	0	0	18
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL FRANCE</b>			<b>736</b>	<b>5</b>	<b>27</b>	<b>61</b>	<b>15</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>GERMANY</b>												
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	87	9	4	0	0	0	6
<b>TOTAL BERLIN (TEGEL)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
DUSSELDORF	BMI BRITISH MIDLAND	S	159	0	0	73	16	8	4	0	0	13
	BRITISH AIRWAYS PLC	S	156	0	0	74	17	4	5	0	0	11

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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 DUSSELDORF</b>			<b>315</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>FRANKFURT MAIN</b>	BRITISH AIRWAYS PLC	S	217	0	2	53	26	14	7	0	0	20
	LUFTHANSA	S	222	0	0	69	22	7	2	0	0	12
<b>TOTAL FRANKFURT MAIN</b>			<b>439</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>HAMBURG</b>	LUFTHANSA	S	16	0	4	44	19	31	6	0	0	23
	LUFTHANSA CITY LINE	S	88	0	0	84	11	3	1	0	0	8
<b>TOTAL HAMBURG</b>			<b>104</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>HANOVER</b>	BRITISH REGIONAL AIRLINES LTD	S	60	0	2	93	5	2	0	0	0	3
	LUFTHANSA	S	6	0	4	100	0	0	0	0	0	3
	LUFTHANSA CITY LINE	S	50	0	0	98	2	0	0	0	0	1
<b>TOTAL HANOVER</b>			<b>117</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>MUNICH</b>	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	47
	LUFTHANSA	S	112	0	4	52	26	17	5	0	0	21
	LUFTHANSA CITY LINE	S	60	0	0	82	10	7	2	0	0	10
<b>TOTAL MUNICH</b>			<b>174</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>STUTT GART</b>	LUFTHANSA CITY LINE	S	62	0	0	85	6	6	2	0	0	8
<b>TOTAL STUTT GART</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>TOTAL GERMANY</b>			<b>1265</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>GREECE</b>												
<b>ATHENS</b>	AIR 2000	C	4	0	0	100	0	0	0	0	0	1
	MONARCH AIRLINES	C	7	0	1	57	14	29	0	0	0	23
	OLYMPIC AIRWAYS	S	16	0	2	13	31	31	25	0	0	42
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	29	29	0	0	0	21
<b>TOTAL ATHENS</b>			<b>34</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>24</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>CHANIA</b>	AIR 2000	C	9	0	1	33	11	22	11	22	0	93
	EUROPEAN AIR CHARTER	C	6	0	0	33	17	33	17	0	0	38
	THOMAS COOK AIRLINES LTD	C	9	0	1	67	22	11	0	0	0	10
<b>TOTAL CHANIA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>46</b>	<b>17</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>49</b>
<b>CORFU</b>	AIR 2000	C	42	0	1	38	19	12	24	5	2	62
	BMI BRITISH MIDLAND	C	4	0	0	0	0	25	75	0	0	81
	BRITANNIA AIRWAYS	C	23	2	2	43	22	17	4	13	0	55
	EXCEL AIRWAYS LTD	C	9	0	2	56	11	0	11	22	0	62
	MONARCH AIRLINES	C	13	0	1	38	15	23	23	0	0	53
	MY TRAVEL AIRWAYS UK	C	26	0	1	27	15	8	31	12	8	153
	THOMAS COOK AIRLINES LTD	C	31	1	1	32	16	23	29	0	0	44
	VIRGIN ATLANTIC AIRWAYS LTD	C	9	0	1	67	0	22	0	11	0	37
<b>TOTAL CORFU</b>			<b>157</b>	<b>3</b>	<b>9</b>	<b>38</b>	<b>16</b>	<b>15</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>71</b>
<b>HERAKLION</b>	AIR 2000	C	18	0	2	67	11	6	17	0	0	19
	AIR FOYLE PASSENGER AIRLINES	C	4	0	0	0	25	75	0	0	0	35
	BMI BRITISH MIDLAND	C	10	0	0	30	0	60	10	0	0	40
	BRITANNIA AIRWAYS	C	17	0	0	41	12	0	29	6	12	111
	EXCEL AIRWAYS LTD	C	10	0	1	50	30	10	10	0	0	18
	GALAXY AIRWAYS	C	7	0	0	71	0	29	0	0	0	14

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)							
HERAKLION	MONARCH AIRLINES	C	15	0	1	53	13	20	13	0	0	25
	MY TRAVEL AIRWAYS UK	C	15	0	3	7	0	7	33	33	20	234
	THOMAS COOK AIRLINES LTD	C	24	0	1	67	29	4	0	0	0	8
	TRANSAER	C	4	0	0	75	25	0	0	0	0	8
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	1	63	38	0	0	0	0	9
<b>TOTAL HERAKLION</b>			<b>132</b>	<b>0</b>	<b>9</b>	<b>49</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>55</b>
KALAMATA	AIR 2000	C	5	0	1	80	20	0	0	0	0	8
<b>TOTAL KALAMATA</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
KAVALLA	BRITANNIA AIRWAYS	C	5	0	0	80	0	20	0	0	0	9
	EXCEL AIRWAYS LTD	C	3	0	1	33	0	0	67	0	0	85
	THOMAS COOK AIRLINES LTD	C	3	0	1	33	33	33	0	0	0	23
<b>TOTAL KAVALLA</b>			<b>11</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>9</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>
KEFALLINIA	AIR 2000	C	6	0	0	33	33	17	17	0	0	27
	BRITANNIA AIRWAYS	C	7	0	1	86	14	0	0	0	0	5
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	0	50	0	103
	MONARCH AIRLINES	C	6	0	1	100	0	0	0	0	0	3
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	11	22	0	0	32
THOMAS COOK AIRLINES LTD	C	9	0	1	56	0	22	22	0	0	26	
<b>TOTAL KEFALLINIA</b>			<b>42</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>10</b>	<b>10</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>28</b>
KOS	AIR 2000	C	16	0	0	56	19	13	13	0	0	29
	BRITANNIA AIRWAYS	C	15	1	0	67	0	0	27	0	7	77
	EXCEL AIRWAYS LTD	C	6	0	1	50	17	17	0	17	0	52
	MONARCH AIRLINES	C	19	0	1	63	21	5	11	0	0	19
	MY TRAVEL AIRWAYS UK	C	16	2	1	44	0	0	44	13	0	89
	THOMAS COOK AIRLINES LTD	C	17	0	2	59	18	24	0	0	0	18
<b>TOTAL KOS</b>			<b>89</b>	<b>3</b>	<b>5</b>	<b>57</b>	<b>12</b>	<b>9</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>45</b>
MIKONOS	EXCEL AIRWAYS LTD	C	3	0	1	100	0	0	0	0	0	2
<b>TOTAL MIKONOS</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
MITILINI	AIR 2000	C	3	0	1	67	0	33	0	0	0	14
	THOMAS COOK AIRLINES LTD	C	5	0	1	100	0	0	0	0	0	1
<b>TOTAL MITILINI</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
PREVEZA	AIR 2000	C	7	0	1	29	14	29	29	0	0	36
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	13	25	25	0	71
<b>TOTAL PREVEZA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>13</b>	<b>19</b>	<b>25</b>	<b>13</b>	<b>6</b>	<b>98</b>
RHODES	AIR 2000	C	28	1	0	57	14	18	7	4	0	31
	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	0	0	0	100	0	0	63
	BRITANNIA AIRWAYS	C	14	0	1	36	14	21	21	7	0	63
	EXCEL AIRWAYS LTD	C	7	0	1	100	0	0	0	0	0	1
	MONARCH AIRLINES	C	9	0	1	44	0	11	44	0	0	54
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	0	0	57	0	0	60
	THOMAS COOK AIRLINES LTD	C	28	0	4	57	18	14	4	7	0	31
	TRANSAER	C	5	0	1	40	20	0	20	20	0	62
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	2	88	13	0	0	0	0	3
<b>TOTAL RHODES</b>			<b>118</b>	<b>1</b>	<b>11</b>	<b>58</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>34</b>

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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)							
SALONIKA	AIR 2000	C	8	0	0	100	0	0	0	0	0	5
	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	0	100	0	0	0	0	26
	BRITANNIA AIRWAYS	C	8	0	0	63	0	0	38	0	0	46
	EXCEL AIRWAYS LTD	C	4	0	0	25	25	0	25	25	0	102
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	33	0	0	0	0	6
	THOMAS COOK AIRLINES LTD	C	9	0	2	89	11	0	0	0	0	6
	<b>TOTAL SALONIKA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>
SAMOS	BRITANNIA AIRWAYS	C	5	0	0	80	20	0	0	0	0	6
	EXCEL AIRWAYS LTD	C	3	0	1	33	0	0	33	0	33	168
<b>TOTAL SAMOS</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>67</b>
SKIATHOS	AIR 2000	C	12	0	2	67	8	8	17	0	0	25
	EUROPEAN AIR CHARTER	C	3	0	1	100	0	0	0	0	0	5
	EXCEL AIRWAYS LTD	C	3	0	1	67	0	33	0	0	0	12
	THOMAS COOK AIRLINES LTD	C	9	0	2	67	11	0	22	0	0	20
<b>TOTAL SKIATHOS</b>			<b>27</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>
VOLOS	EUROPEAN AIR CHARTER	C	5	1	1	80	20	0	0	0	0	8
<b>TOTAL VOLOS</b>			<b>5</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
ZAKINTHOS	AIR 2000	C	20	0	2	80	0	10	5	5	0	24
	BMI BRITISH MIDLAND	C	8	0	0	0	50	13	38	0	0	59
	BRITANNIA AIRWAYS	C	16	0	0	75	13	0	13	0	0	18
	EXCEL AIRWAYS LTD	C	5	0	1	100	0	0	0	0	0	0
	MONARCH AIRLINES	C	16	0	1	50	31	0	19	0	0	24
	MY TRAVEL AIRWAYS UK	C	14	0	0	43	21	21	14	0	0	26
	THOMAS COOK AIRLINES LTD	C	51	1	4	55	12	16	18	0	0	29
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	100	0	0	0	0	0	1
<b>TOTAL ZAKINTHOS</b>			<b>137</b>	<b>1</b>	<b>9</b>	<b>60</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>25</b>
<b>TOTAL GREECE</b>			<b>851</b>	<b>9</b>	<b>71</b>	<b>53</b>	<b>14</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>44</b>
<b>HONG KONG</b>												
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	0	27	31	24	18	0	0	38
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>ICELAND</b>												
KEFLAVIK	ISLANDSFLUG	C	2	0	0	50	0	0	50	0	0	81
<b>TOTAL KEFLAVIK</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>81</b>
<b>TOTAL ICELAND</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>81</b>
<b>IRISH REPUBLIC</b>												
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	44	0	0	68	11	7	7	7	0	27
<b>TOTAL CONNAUGHT</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>27</b>
CORK	BRITISH REGIONAL AIRLINES LTD	S	149	0	3	83	7	4	6	0	0	12
<b>TOTAL CORK</b>			<b>149</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>
DUBLIN	AER LINGUS	S	289	36	4	75	10	5	9	0	0	18

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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)							
DUBLIN	RYANAIR	S	298	0	0	71	17	7	4	1	0	14
<b>TOTAL DUBLIN</b>			<b>587</b>	<b>36</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	104	0	2	78	9	8	6	0	0	14
<b>TOTAL SHANNON</b>			<b>104</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>884</b>	<b>37</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>
<b>ISRAEL</b>												
OVDA	EXCEL AIRWAYS LTD	C	2	1	0	50	0	0	0	0	50	587
<b>TOTAL OVDA</b>			<b>3</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>403</b>
TEL AVIV	EL AL	S	15	0	0	40	40	20	0	0	0	19
<b>TOTAL TEL AVIV</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>19</b>	<b>4</b>	<b>0</b>	<b>42</b>	<b>32</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>
<b>ITALY</b>												
ALGHERO/SASSARI	BMI BRITISH MIDLAND	C	2	0	0	50	0	0	0	50	0	99
<b>TOTAL ALGHERO/SASSARI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>99</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	155	0	2	54	26	14	6	0	0	20
<b>TOTAL MILAN (MALPENSA)</b>			<b>155</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>26</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>
NAPLES	AIR 2000	C	8	0	0	63	38	0	0	0	0	12
	BRITANNIA AIRWAYS	C	18	0	0	44	17	28	11	0	0	29
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	25	13	0	0	35
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	0	29	29	0	0	34
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	43	0	29	0	29	0	78
<b>TOTAL NAPLES</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>15</b>	<b>23</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>35</b>
PISA	EUROPEAN AIR CHARTER	C	8	2	8	63	13	25	0	0	0	14
<b>TOTAL PISA</b>			<b>9</b>	<b>2</b>	<b>9</b>	<b>56</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
ROME (CIAMPINO)	TITAN AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	27
<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>27</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	54	0	0	63	26	9	2	0	0	15
<b>TOTAL ROME (FIUMICINO)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>
VENICE	EXCEL AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	57
	MONARCH AIRLINES	C	4	0	0	0	50	0	50	0	0	57
<b>TOTAL VENICE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>
VERONA	BRITISH AIRWAYS PLC	C	3	0	1	0	33	33	33	0	0	67
<b>TOTAL VERONA</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>65</b>
<b>TOTAL ITALY</b>			<b>281</b>	<b>2</b>	<b>14</b>	<b>52</b>	<b>24</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>
<b>JAMAICA</b>												
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	30	10	0	0	30
<b>TOTAL MONTEGO BAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>
<b>TOTAL JAMAICA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
			MATCHED	Actual (7)								Plan (8)
<b>KENYA</b>												
MOMBASA	BRITANNIA AIRWAYS	C	10	0	0	50	20	0	20	10	0	59
	MONARCH AIRLINES	C	10	0	0	60	10	30	0	0	0	16
<b>TOTAL MOMBASA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>37</b>
<b>TOTAL KENYA</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>37</b>
<b>LUXEMBOURG</b>												
LUXEMBOURG	LUXAIR	S	44	0	0	66	7	18	9	0	0	19
<b>TOTAL LUXEMBOURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>7</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>TOTAL LUXEMBOURG</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>7</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>MALAYSIA</b>												
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	28	0	0	61	18	14	0	7	0	26
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>26</b>
<b>TOTAL MALAYSIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>26</b>
<b>MALTA</b>												
MALTA	AIR 2000	C	7	0	1	57	29	0	14	0	0	24
	AIR MALTA	C	19	0	3	79	21	0	0	0	0	5
	AIR MALTA	S	50	0	0	74	12	10	0	4	0	17
	BRITANNIA AIRWAYS	C	16	0	1	75	13	0	6	6	0	30
	EXCEL AIRWAYS LTD	S	8	0	0	75	0	0	13	13	0	43
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	11
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	40	20	10	0	0	23
	THOMAS COOK AIRLINES LTD	C	24	1	1	54	8	17	17	4	0	38
<b>TOTAL MALTA</b>			<b>136</b>	<b>1</b>	<b>6</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>23</b>
<b>TOTAL MALTA</b>			<b>136</b>	<b>1</b>	<b>6</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>23</b>
<b>MAURITIUS</b>												
MAURITIUS	AIR MAURITIUS LTD	S	10	0	0	30	50	10	10	0	0	23
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>TOTAL MAURITIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>MEXICO</b>												
ACAPULCO	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	10	20	0	0	30
<b>TOTAL ACAPULCO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>
CANCUN	AIR 2000	C	10	1	0	20	20	10	50	0	0	67
	BRITANNIA AIRWAYS	C	7	2	4	57	14	14	14	0	0	36
	MY TRAVEL AIRWAYS UK	C	13	0	0	23	46	15	8	8	0	50
<b>TOTAL CANCUN</b>			<b>30</b>	<b>3</b>	<b>4</b>	<b>30</b>	<b>30</b>	<b>13</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>52</b>
PUERTO VALLARTA	AIR 2000	C	9	0	0	44	0	33	22	0	0	38
<b>TOTAL PUERTO VALLARTA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>TOTAL MEXICO</b>			<b>49</b>	<b>3</b>	<b>4</b>	<b>37</b>	<b>22</b>	<b>16</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>45</b>

MOROCCO

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)							
AGADIR	MY TRAVEL AIRWAYS UK	C	10	0	0	30	0	30	30	10	0	71
<b>TOTAL AGADIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>71</b>
<b>TOTAL MOROCCO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>71</b>
<b>NETHERLANDS</b>												
AMSTERDAM	BRITISH AIRWAYS PLC	S	251	0	7	70	14	10	6	0	0	15
	KLM UK LTD	S	520	0	12	67	11	10	10	2	0	23
<b>TOTAL AMSTERDAM</b>			<b>772</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>
EINDHOVEN	B A S E BUSINESS AIRLINES	S	138	1	4	71	9	11	9	0	0	15
	SOBELAIR	C	2	0	0	0	0	0	100	0	0	79
<b>TOTAL EINDHOVEN</b>			<b>141</b>	<b>1</b>	<b>4</b>	<b>70</b>	<b>9</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>
ROTTERDAM	VLM (BELGIUM)	S	94	2	2	68	22	9	1	0	0	14
<b>TOTAL ROTTERDAM</b>			<b>94</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>22</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>TOTAL NETHERLANDS</b>			<b>1007</b>	<b>3</b>	<b>25</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>
<b>NORWAY</b>												
OSLO (GARDERMOEN)	BRAATHENS ASA	C	2	0	0	0	50	50	0	0	0	29
	BRITISH AIRWAYS PLC	S	106	0	0	71	17	8	2	2	0	16
	SAS	S	52	0	0	79	15	6	0	0	0	10
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>
<b>TOTAL NORWAY</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>
<b>PAKISTAN</b>												
ISLAMABAD	PAKISTAN INTL AIRLINES	S	10	0	0	40	30	20	10	0	0	31
<b>TOTAL ISLAMABAD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>31</b>
KARACHI	PAKISTAN INTL AIRLINES	S	56	0	0	27	20	30	18	4	2	50
<b>TOTAL KARACHI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>20</b>	<b>30</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>50</b>
LAHORE	PAKISTAN INTL AIRLINES	S	14	0	0	29	14	29	14	14	0	60
<b>TOTAL LAHORE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>60</b>
<b>TOTAL PAKISTAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>20</b>	<b>29</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>49</b>
<b>POLAND</b>												
WARSAW	BRITISH AIRWAYS PLC	S	54	0	0	69	17	13	2	0	0	13
<b>TOTAL WARSAW</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL POLAND</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	AIR 2000	C	22	0	1	77	5	14	5	0	0	15
	AIR 2000	S	15	0	0	53	13	13	20	0	0	30
	AIR FOYLE PASSENGER AIRLINES	C	2	0	6	50	0	50	0	0	0	19
	BRITANNIA AIRWAYS	C	22	0	1	36	23	23	9	9	0	42
	BRITISH AIRWAYS PLC	C	8	0	0	88	0	0	13	0	0	14
	EXCEL AIRWAYS LTD	C	6	0	2	83	0	0	17	0	0	24
	MONARCH AIRLINES	C	52	0	0	44	33	10	10	4	0	36
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	0	75	0	0	82



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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)							
FARO	PORTUGALIA	S	8	0	0	38	25	0	13	25	0	75
	THOMAS COOK AIRLINES LTD	C	80	0	5	56	18	5	11	10	0	44
	VIRGIN ATLANTIC AIRWAYS LTD	C	14	0	2	71	14	0	0	14	0	34
<b>TOTAL FARO</b>			<b>238</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>18</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>38</b>
LISBON	PORTUGALIA	S	50	0	0	78	10	10	2	0	0	13
<b>TOTAL LISBON</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
OPORTO ( PORTUGAL )	PORTUGALIA	S	4	0	0	100	0	0	0	0	0	2
<b>TOTAL OPORTO ( PORTUGAL )</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>292</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>16</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>33</b>
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	EUROPEAN AIR CHARTER	C	10	0	0	30	20	20	30	0	0	38
	MONARCH AIRLINES	C	10	0	0	70	10	0	20	0	0	26
	THOMAS COOK AIRLINES LTD	C	20	0	0	20	25	20	25	10	0	63
	VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	50	30	0	20	0	0	33
<b>TOTAL FUNCHAL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>22</b>	<b>12</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>44</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>22</b>	<b>12</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>44</b>
<b>SINGAPORE</b>												
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	44	21	24	8	3	0	31
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>21</b>	<b>24</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>31</b>
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>21</b>	<b>24</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>31</b>
<b>SLOVENIA</b>												
LJUBLJANA	ADRIA AIRWAYS	S	2	0	0	100	0	0	0	0	0	6
<b>TOTAL LJUBLJANA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL SLOVENIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>SPAIN</b>												
ALICANTE	AIR 2000	S	26	1	0	69	12	12	8	0	0	14
	AIR 2000	C	25	1	2	56	16	12	4	12	0	38
	BRITANNIA AIRWAYS	C	44	1	0	41	9	14	27	0	9	93
	EUROPEAN AIR CHARTER	C	8	0	0	25	13	25	25	13	0	71
	MONARCH AIRLINES	C	26	0	0	62	23	0	15	0	0	23
	MONARCH AIRLINES	S	26	1	0	23	15	46	15	0	0	38
	MY TRAVEL AIRWAYS UK	C	40	0	0	45	18	3	23	13	0	61
	THOMAS COOK AIRLINES LTD	C	57	0	0	58	16	11	11	5	0	34
	VIRGIN ATLANTIC AIRWAYS LTD	C	17	0	0	76	12	0	12	0	0	13
<b>TOTAL ALICANTE</b>			<b>270</b>	<b>4</b>	<b>2</b>	<b>51</b>	<b>15</b>	<b>12</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>45</b>
ALMERIA	BRITANNIA AIRWAYS	C	18	0	0	78	11	11	0	0	0	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	0	38	50	0	0	82
	THOMAS COOK AIRLINES LTD	C	8	0	1	13	25	50	13	0	0	36
<b>TOTAL ALMERIA</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>12</b>	<b>26</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>
BARCELONA	IBERIA	S	61	0	0	59	34	7	0	0	0	13
	MY TRAVEL AIRWAYS UK	C	5	0	0	20	0	40	20	0	20	116

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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 BARCELONA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>32</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>21</b>
<b>GERONA</b>	BMI BRITISH MIDLAND	C	8	0	1	75	0	25	0	0	0	15
	BRITANNIA AIRWAYS	C	17	0	2	24	29	29	18	0	0	34
	MY TRAVEL AIRWAYS UK	C	16	0	1	44	13	0	31	0	13	93
	THOMAS COOK AIRLINES LTD	C	35	0	2	91	6	0	3	0	0	5
<b>TOTAL GERONA</b>			<b>76</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>31</b>
<b>IBIZA</b>	AIR 2000	C	25	2	3	68	12	0	12	8	0	37
	BRITANNIA AIRWAYS	C	48	0	1	40	13	8	27	13	0	65
	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	4
	MONARCH AIRLINES	C	22	0	2	27	32	23	18	0	0	36
	MY TRAVEL AIRWAYS UK	C	46	0	4	54	9	4	15	9	9	115
	THOMAS COOK AIRLINES LTD	C	48	2	4	50	21	17	10	2	0	29
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	1	2	57	0	29	14	0	0	23
<b>TOTAL IBIZA</b>			<b>205</b>	<b>5</b>	<b>16</b>	<b>50</b>	<b>15</b>	<b>10</b>	<b>17</b>	<b>6</b>	<b>2</b>	<b>58</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	102	0	1	54	22	21	4	0	0	20
<b>TOTAL MADRID</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>22</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>MAHON</b>	AIR 2000	C	42	0	2	67	19	12	2	0	0	15
	BRITANNIA AIRWAYS	C	32	0	0	41	13	22	16	9	0	55
	MONARCH AIRLINES	C	16	0	0	56	6	13	25	0	0	42
	MY TRAVEL AIRWAYS UK	C	28	0	2	39	21	11	11	11	7	85
	THOMAS COOK AIRLINES LTD	C	38	1	4	84	3	8	5	0	0	12
	VIRGIN ATLANTIC AIRWAYS LTD	C	16	0	2	81	6	0	13	0	0	25
<b>TOTAL MAHON</b>			<b>174</b>	<b>1</b>	<b>10</b>	<b>61</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>36</b>
<b>MALAGA</b>	AIR 2000	C	21	0	0	67	10	10	14	0	0	20
	AIR 2000	S	34	0	0	44	18	29	9	0	0	27
	AIR FOYLE PASSENGER AIRLINES	C	8	0	0	25	0	38	38	0	0	65
	BRITANNIA AIRWAYS	C	16	2	2	6	31	19	38	6	0	74
	BRITISH AIRWAYS PLC	C	28	0	0	50	21	21	7	0	0	23
	EXCEL AIRWAYS LTD	C	9	0	0	56	11	11	22	0	0	23
	FUTURA AIRLINES	C	8	0	0	38	63	0	0	0	0	15
	MONARCH AIRLINES	S	44	0	0	18	30	27	23	2	0	41
	MONARCH AIRLINES	C	50	0	1	48	12	16	24	0	0	36
	MY TRAVEL AIRWAYS UK	C	41	1	0	34	20	10	34	2	0	54
	THOMAS COOK AIRLINES LTD	C	36	0	0	69	14	8	3	6	0	26
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	16
	VIRGIN ATLANTIC AIRWAYS LTD	C	18	0	1	83	6	11	0	0	0	9
<b>TOTAL MALAGA</b>			<b>316</b>	<b>3</b>	<b>4</b>	<b>45</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>35</b>
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS PLC	C	8	0	0	63	13	0	25	0	0	27
<b>TOTAL MURCIA SAN JAVIER</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>27</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	46	1	3	30	22	22	20	7	0	49
	AIR 2000	S	17	0	0	35	29	18	18	0	0	32
	AIR EUROPA	C	19	0	0	21	11	11	42	16	0	95
	BMI BRITISH MIDLAND	C	9	0	0	11	11	56	11	11	0	55
	BRITANNIA AIRWAYS	C	89	1	0	34	17	19	22	7	1	61
	BRITISH AIRWAYS PLC	C	13	1	0	38	8	15	23	8	8	125
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	55

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				Actual (7)	Plan (8)							
PALMA DE MALLORCA	FUTURA AIRLINES	C	3	0	2	33	0	33	33	0	0	47
	ISLANDSFLUG	C	4	0	0	0	0	25	0	75	0	203
	MONARCH AIRLINES	C	29	0	0	45	7	17	24	7	0	53
	MY TRAVEL AIRWAYS UK	C	99	1	2	29	10	16	30	12	2	85
	SPANAIR	C	8	0	1	38	13	25	0	25	0	81
	THOMAS COOK AIRLINES LTD	C	92	1	9	43	18	8	25	5	0	53
	VIRGIN ATLANTIC AIRWAYS LTD	C	15	0	1	73	7	13	7	0	0	19
<b>TOTAL PALMA DE MALLORCA</b>			<b>446</b>	<b>6</b>	<b>18</b>	<b>35</b>	<b>15</b>	<b>17</b>	<b>24</b>	<b>9</b>	<b>1</b>	<b>65</b>
REUS	AIR 2000	C	15	0	1	73	7	7	13	0	0	17
	BRITANNIA AIRWAYS	C	16	0	1	31	6	38	25	0	0	42
	MY TRAVEL AIRWAYS UK	C	21	0	1	76	5	10	5	5	0	22
	THOMAS COOK AIRLINES LTD	C	14	0	2	79	14	7	0	0	0	8
<b>TOTAL REUS</b>			<b>67</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>7</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>
<b>TOTAL SPAIN</b>			<b>1764</b>	<b>19</b>	<b>67</b>	<b>48</b>	<b>16</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>45</b>
<b>SPAIN(CANARY ISLANDS)</b>												
ARRECIFE	AIR 2000	S	18	0	0	50	22	0	28	0	0	25
	AIR 2000	C	16	0	0	44	25	31	0	0	0	22
	AIR EUROPA	C	8	0	0	25	13	50	13	0	0	43
	BRITANNIA AIRWAYS	C	18	0	0	61	11	6	11	11	0	52
	MONARCH AIRLINES	C	8	0	0	38	13	13	38	0	0	50
	MY TRAVEL AIRWAYS UK	C	27	0	0	37	0	19	37	7	0	60
	SPANAIR	C	10	0	1	0	30	10	30	10	20	198
	THOMAS COOK AIRLINES LTD	C	33	0	1	64	18	18	0	0	0	14
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	11
	<b>TOTAL ARRECIFE</b>			<b>147</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>3</b>	<b>1</b>
FUERTEVENTURA	BMI BRITISH MIDLAND	C	8	0	0	88	0	13	0	0	0	7
	BRITANNIA AIRWAYS	C	20	0	0	35	35	20	5	0	5	47
	MONARCH AIRLINES	C	8	0	0	25	38	25	13	0	0	29
	MY TRAVEL AIRWAYS UK	C	16	0	0	19	31	13	19	19	0	79
	THOMAS COOK AIRLINES LTD	C	16	1	0	75	13	13	0	0	0	9
	VIRGIN ATLANTIC AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	13
<b>TOTAL FUERTEVENTURA</b>			<b>76</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>36</b>
LAS PALMAS	AIR 2000	C	20	0	2	45	20	15	20	0	0	34
	AIR ATLANTA ICELANDIC	C	4	0	0	25	75	0	0	0	0	19
	BRITANNIA AIRWAYS	C	27	0	2	37	26	15	19	4	0	40
	EXCEL AIRWAYS LTD	C	6	0	0	17	0	33	17	33	0	121
	IBERWORLD	C	8	2	0	0	0	0	75	25	0	155
	MONARCH AIRLINES	C	11	0	0	27	27	9	36	0	0	58
	MY TRAVEL AIRWAYS UK	C	44	0	0	30	11	9	39	7	5	109
	SPANAIR	C	4	1	0	75	0	25	0	0	0	13
	THOMAS COOK AIRLINES LTD	C	57	0	2	21	16	25	32	7	0	62
VIRGIN ATLANTIC AIRWAYS LTD	C	10	0	0	40	30	10	20	0	0	35	
<b>TOTAL LAS PALMAS</b>			<b>193</b>	<b>3</b>	<b>6</b>	<b>30</b>	<b>18</b>	<b>16</b>	<b>30</b>	<b>6</b>	<b>1</b>	<b>69</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	S	25	0	0	80	12	0	4	4	0	20
	AIR 2000	C	37	0	1	59	8	11	5	16	0	49
	AIR ATLANTA ICELANDIC	C	6	0	0	0	0	0	100	0	0	104

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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)							
TENERIFE (SURREINA SOFIA)	AIR FOYLE PASSENGER AIRLINES	C	14	0	4	21	36	21	21	0	0	38
	BMI BRITISH MIDLAND	C	8	0	1	0	13	75	13	0	0	46
	BRITANNIA AIRWAYS	C	31	1	0	32	19	23	19	6	0	53
	EXCEL AIRWAYS LTD	C	23	0	1	39	35	13	4	9	0	42
	IBERWORLD	C	2	0	0	50	50	0	0	0	0	22
	MONARCH AIRLINES	C	57	0	0	54	25	5	16	0	0	25
	MY TRAVEL AIRWAYS UK	C	31	0	0	58	10	13	13	6	0	44
	SPANAIR	C	8	0	0	25	25	13	38	0	0	39
	THOMAS COOK AIRLINES LTD	C	67	0	1	48	24	19	9	0	0	24
VIRGIN ATLANTIC AIRWAYS LTD	C	34	0	0	79	15	0	0	6	0	19	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>344</b>	<b>1</b>	<b>8</b>	<b>51</b>	<b>19</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>34</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>760</b>	<b>5</b>	<b>16</b>	<b>44</b>	<b>19</b>	<b>15</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>45</b>
<b>ST LUCIA</b>												
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	2
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>TOTAL ST LUCIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>SWEDEN</b>												
GOTEBORG	EUROPEAN AIR CHARTER	C	4	0	0	100	0	0	0	0	0	5
<b>TOTAL GOTEBORG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	S	99	0	0	69	17	6	8	0	0	17
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>TOTAL SWEDEN</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>SWITZERLAND</b>												
BASLE MULHOUSE	SWISS AIRLINES	S	156	0	0	43	29	20	8	0	0	25
<b>TOTAL BASLE MULHOUSE</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>
GENEVA	BRITISH AIRWAYS PLC	S	100	3	0	78	14	7	0	1	0	11
	BRITISH WORLD AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	15
<b>TOTAL GENEVA</b>			<b>104</b>	<b>3</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>
ZURICH	SWISSAIR	S	124	0	0	57	17	21	4	1	0	21
<b>TOTAL ZURICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>
<b>TOTAL SWITZERLAND</b>			<b>384</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>
<b>THAILAND</b>												
PHUKET	BRITANNIA AIRWAYS	C	8	1	1	25	25	25	25	0	0	51
<b>TOTAL PHUKET</b>			<b>8</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51</b>
<b>TOTAL THAILAND</b>			<b>8</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>51</b>
<b>TUNISIA</b>												
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	50	25	0	25	0	0	26
	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	13
	MY TRAVEL AIRWAYS UK	C	26	0	2	38	19	8	12	15	8	139
	NOUVELAIR TUNISIE	C	2	0	1	50	0	50	0	0	0	25

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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)							
MONASTIR	THOMAS COOK AIRLINES LTD	C	10	0	0	10	20	30	20	20	0	72
<b>TOTAL MONASTIR</b>			<b>56</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>21</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>85</b>
<b>TOTAL TUNISIA</b>			<b>56</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>21</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>85</b>
<b>TURKEY</b>												
ANTALYA	BRITANNIA AIRWAYS	C	8	0	0	0	50	13	38	0	0	64
	THOMAS COOK AIRLINES LTD	C	30	0	0	43	17	10	23	7	0	50
<b>TOTAL ANTALYA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>24</b>	<b>11</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>53</b>
<b>BODRUM (MILAS)</b>												
	AIR 2000	C	9	0	1	78	0	0	22	0	0	29
	BRITANNIA AIRWAYS	C	9	0	0	78	0	0	0	22	0	75
	MONARCH AIRLINES	C	9	0	1	44	11	44	0	0	0	23
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	7
	ONUR AIR	C	9	0	0	0	11	78	11	0	0	50
	THOMAS COOK AIRLINES LTD	C	18	0	0	39	11	22	28	0	0	43
<b>TOTAL BODRUM (MILAS)</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>7</b>	<b>25</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>40</b>
<b>DALAMAN</b>												
	AIR 2000	C	26	0	2	50	23	15	12	0	0	22
	AIR FOYLE PASSENGER AIRLINES	C	2	0	0	50	50	0	0	0	0	16
	BRITANNIA AIRWAYS	C	14	0	0	36	21	14	29	0	0	38
	MONARCH AIRLINES	C	9	0	1	44	22	33	0	0	0	21
	MY TRAVEL AIRWAYS UK	C	31	0	1	52	13	3	19	10	3	68
	ONUR AIR	C	8	0	0	75	25	0	0	0	0	10
	THOMAS COOK AIRLINES LTD	C	25	0	1	48	40	0	12	0	0	22
	VIRGIN ATLANTIC AIRWAYS LTD	C	7	0	1	71	0	0	0	29	0	64
<b>TOTAL DALAMAN</b>			<b>122</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>23</b>	<b>8</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>37</b>
<b>ISTANBUL</b>												
	EUROSUN	C	9	1	0	0	0	22	56	22	0	108
	THY TURK HAVA YOLLARI TURKIS	S	36	0	0	14	33	39	14	0	0	37
<b>TOTAL ISTANBUL</b>			<b>45</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>27</b>	<b>36</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>51</b>
<b>IZMIR (ADNAM MENDERES)</b>												
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13
	PEGASUS AIRLINES	C	3	0	0	100	0	0	0	0	0	7
	THOMAS COOK AIRLINES LTD	C	18	0	0	39	17	11	28	6	0	58
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>9</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>47</b>
<b>TOTAL TURKEY</b>			<b>289</b>	<b>2</b>	<b>8</b>	<b>43</b>	<b>20</b>	<b>16</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>43</b>
<b>UNITED ARAB EMIRATES</b>												
DUBAI	EMIRATES	S	62	1	0	90	6	3	0	0	0	5
<b>TOTAL DUBAI</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>UNITED KINGDOM</b>												
ABERDEEN	BMI REGIONAL	S	149	0	0	72	14	10	3	0	1	15
	BRITISH AIRWAYS CITIEXPRESS L	S	307	1	2	75	14	5	6	0	0	13
<b>TOTAL ABERDEEN</b>			<b>456</b>	<b>3</b>	<b>3</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	227	0	3	72	12	8	7	0	0	15
<b>TOTAL BELFAST CITY</b>			<b>227</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>

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				Actual (7)	Plan (8)							
BELFAST INTERNATIONAL	BRITISH REGIONAL AIRLINES LTD	S	212	0	3	84	6	6	4	0	0	9
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>213</b>	<b>1</b>	<b>3</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>
BIRMINGHAM	BRITANNIA AIRWAYS	C	5	0	0	80	0	20	0	0	0	14
	THOMAS COOK AIRLINES LTD	C	5	0	1	20	20	40	20	0	0	34
<b>TOTAL BIRMINGHAM</b>			<b>10</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	44	1	0	80	9	5	7	0	0	14
<b>TOTAL BRISTOL</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>
EDINBURGH	BMI REGIONAL	S	174	0	0	77	13	3	7	0	0	12
	BRITISH AIRWAYS CITIEXPRESS L	S	177	0	0	88	7	3	2	1	0	10
	BRITISH AIRWAYS PLC	S	113	0	3	74	14	7	4	1	0	13
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	29
<b>TOTAL EDINBURGH</b>			<b>467</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
GATWICK	BRITANNIA AIRWAYS	C	4	0	0	50	0	50	0	0	0	23
	BRITISH AIRWAYS (EURO OPS) LG	S	383	3	0	73	13	9	4	2	0	16
	EUROPEAN AIR CHARTER	C	2	0	1	100	0	0	0	0	0	12
<b>TOTAL GATWICK</b>			<b>391</b>	<b>6</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>
GLASGOW	BMI REGIONAL	S	175	0	0	70	11	11	5	2	0	19
	BRITISH AIRWAYS CITIEXPRESS L	S	191	0	0	74	14	8	5	0	0	13
	BRITISH AIRWAYS PLC	S	96	1	3	64	16	16	5	0	0	18
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	67
<b>TOTAL GLASGOW</b>			<b>466</b>	<b>1</b>	<b>4</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>
GUERNSEY	AURIGNY AIR SERVICES	S	106	0	3	59	17	12	9	2	0	23
	BRITISH REGIONAL AIRLINES LTD	S	56	1	0	77	14	9	0	0	0	10
	CITY FLYER EXPRESS	C	8	0	0	100	0	0	0	0	0	0
<b>TOTAL GUERNSEY</b>			<b>170</b>	<b>1</b>	<b>3</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>
HEATHROW	BMI BRITISH MIDLAND	S	437	0	12	71	14	9	6	0	0	14
	BRITISH AIRWAYS PLC	S	596	1	4	75	14	7	4	0	0	14
<b>TOTAL HEATHROW</b>			<b>1033</b>	<b>1</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	184	2	0	87	4	5	4	0	0	8
<b>TOTAL ISLE OF MAN</b>			<b>184</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>
JERSEY	BRITISH REGIONAL AIRLINES LTD	S	106	1	1	75	10	8	3	4	0	19
	CITY FLYER EXPRESS	C	8	0	0	75	13	13	0	0	0	8
<b>TOTAL JERSEY</b>			<b>114</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>18</b>
LONDONDERRY	BRITISH REGIONAL AIRLINES LTD	S	62	0	0	73	10	10	6	2	0	18
<b>TOTAL LONDONDERRY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>
NORWICH	EASTERN AIRWAYS	S	132	0	0	81	4	5	9	1	0	15
<b>TOTAL NORWICH</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>15</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	140	0	2	89	4	5	1	1	0	9
<b>TOTAL SOUTHAMPTON</b>			<b>142</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>
STANSTED	BRITISH REGIONAL AIRLINES LTD	S	140	0	2	86	9	4	1	0	0	6
<b>TOTAL STANSTED</b>			<b>140</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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 UNITED KINGDOM			4254	22	44	76	11	7	5	1	0	14
USA												
ATLANTA	DELTA AIRLINES	S	62	1	0	87	6	6	0	0	0	7
TOTAL ATLANTA			62	1	0	87	6	6	0	0	0	7
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	61	0	1	69	15	8	7	0	2	24
TOTAL CHICAGO (O'HARE)			61	0	1	69	15	8	7	0	2	24
LAS VEGAS	MONARCH AIRLINES	C	10	0	0	50	20	20	10	0	0	20
TOTAL LAS VEGAS			10	0	0	50	20	20	10	0	0	20
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	57	0	0	79	7	7	4	4	0	16
	DELTA AIRLINES	S	62	0	0	77	10	11	2	0	0	10
	PAKISTAN INTL AIRLINES	S	27	0	0	41	15	26	15	4	0	39
TOTAL NEW YORK (JF KENNEDY)			146	1	0	71	10	12	5	2	0	18
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	1	0	84	8	6	2	0	0	9
TOTAL NEW YORK (NEWARK)			63	1	0	83	8	8	2	0	0	10
ORLANDO	AMERICAN TRANS AIR	C	38	0	0	74	16	3	8	0	0	11
	BRITANNIA AIRWAYS	C	17	0	0	59	29	0	6	6	0	32
	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	58	13	19	8	2	0	25
TOTAL ORLANDO			109	0	0	63	17	11	7	2	0	21
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	61	0	1	77	10	2	5	5	2	34
TOTAL PHILADELPHIA INTERNATIONAL			61	0	1	77	10	2	5	5	2	34
SANFORD	AIR 2000	C	27	0	0	41	15	26	19	0	0	37
	MONARCH AIRLINES	C	39	0	1	51	23	15	0	10	0	38
	MY TRAVEL AIRWAYS UK	C	35	0	0	49	11	14	14	11	0	62
TOTAL SANFORD			101	0	1	48	17	18	10	8	0	46
TOTAL USA			613	3	3	69	12	11	6	3	0	23
VENEZUELA												
PORLAMAR	AIR 2000	C	4	0	0	25	0	25	0	50	0	130
TOTAL PORLAMAR			4	0	0	25	0	25	0	50	0	130
TOTAL VENEZUELA			4	0	0	25	0	25	0	50	0	130
TOTAL MANCHESTER			16063	143	352	64	15	11	9	2	0	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>BELGIUM</b>												
BRUSSELS	SABENA	S	220	0	2	59	22	14	5	0	0	17
TOTAL BRUSSELS			220	2	2	59	22	14	5	0	0	17
TOTAL BELGIUM			220	2	2	59	22	14	5	0	0	17
<b>CANADA</b>												
TORONTO	AIR TRANSAT	S	2	0	0	50	0	50	0	0	0	30
TOTAL TORONTO			2	0	0	50	0	50	0	0	0	30
TOTAL CANADA			2	0	0	50	0	50	0	0	0	30
<b>CYPRUS</b>												
LARNACA	AIR 2000	S	10	0	0	70	10	0	20	0	0	22
	BRITANNIA AIRWAYS	C	9	0	0	78	22	0	0	0	0	7
	EUROCYPRIA AIRLINES LTD	C	18	0	0	56	22	11	11	0	0	21
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	0	13	0	0	28
	THOMAS COOK AIRLINES LTD	C	7	0	1	43	14	0	43	0	0	49
TOTAL LARNACA			52	0	1	60	21	4	15	0	0	23
PAPHOS	AIR 2000	S	8	0	0	38	13	25	13	13	0	57
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	2
TOTAL PAPHOS			16	0	0	69	6	13	6	6	0	30
TOTAL CYPRUS			68	0	1	62	18	6	13	1	0	25
<b>DENMARK</b>												
COPENHAGEN	BRITISH AIRWAYS CITIEXPRESS L	S	54	0	0	74	9	6	7	4	0	21
TOTAL COPENHAGEN			54	0	0	74	9	6	7	4	0	21
TOTAL DENMARK			54	0	0	74	9	6	7	4	0	21
<b>FRANCE</b>												
PARIS (CHARLES DE GAULLE)	GILL AIRWAYS	S	156	0	0	70	10	13	6	1	0	17
TOTAL PARIS (CHARLES DE GAULLE)			156	0	0	70	10	13	6	1	0	17
TOTAL FRANCE			156	0	0	70	10	13	6	1	0	17
<b>GERMANY</b>												
HAMBURG	AUGSBURG AIRWAYS GMBH	S	12	0	0	83	8	8	0	0	0	11
TOTAL HAMBURG			12	0	0	83	8	8	0	0	0	11
TOTAL GERMANY			12	0	0	83	8	8	0	0	0	11
<b>GREECE</b>												
CORFU	AIR 2000	C	7	0	1	100	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	14	0	0	50	29	7	14	0	0	25
	MY TRAVEL AIRWAYS UK	C	9	0	1	78	0	22	0	0	0	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	22	0	0	22	11	151
	VIRGIN ATLANTIC AIRWAYS LTD	C	6	0	0	83	0	0	0	17	0	53
TOTAL CORFU			45	0	2	67	13	7	4	7	2	47
HERAKLION	AIR 2000	C	8	0	1	50	0	38	13	0	0	30



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2000

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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)							
HERAKLION	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	12
	TRANSAER	C	4	0	3	100	0	0	0	0	0	0
<b>TOTAL HERAKLION</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>
KEFALLINIA	SEVEN AIR	C	2	0	2	0	0	50	0	50	0	161
<b>TOTAL KEFALLINIA</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>161</b>
KOS	AEGEAN AIRLINES	C	5	0	0	40	20	40	0	0	0	22
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	27
	SEVEN AIR	C	3	0	0	33	0	33	0	0	33	148
<b>TOTAL KOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>48</b>
RHODES	AIR 2000	C	7	0	1	71	0	0	29	0	0	28
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	0
	GALAXY AIRWAYS	C	2	0	0	100	0	0	0	0	0	1
	TRANSAER	C	5	0	3	100	0	0	0	0	0	0
<b>TOTAL RHODES</b>			<b>23</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>
SALONIKA	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	0	5
<b>TOTAL SALONIKA</b>			<b>5</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>
ZAKINTHOS	AIR 2000	C	9	0	1	67	11	0	11	0	11	116
	BRITANNIA AIRWAYS	C	9	0	0	56	44	0	0	0	0	13
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	17
<b>TOTAL ZAKINTHOS</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>49</b>
<b>TOTAL GREECE</b>			<b>150</b>	<b>2</b>	<b>13</b>	<b>69</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>37</b>
IRISH REPUBLIC												
DUBLIN	AER LINGUS	S	121	0	4	80	7	2	10	1	0	18
<b>TOTAL DUBLIN</b>			<b>121</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>18</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>121</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>18</b>
ITALY												
NAPLES	MY TRAVEL AIRWAYS UK	C	8	1	0	63	13	0	25	0	0	36
<b>TOTAL NAPLES</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>
<b>TOTAL ITALY</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>
MALTA												
MALTA	AIR MALTA	C	13	0	1	85	15	0	0	0	0	5
<b>TOTAL MALTA</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>TOTAL MALTA</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
NETHERLANDS												
AMSTERDAM	KLM UK LTD	S	301	0	1	75	10	7	6	1	0	17
<b>TOTAL AMSTERDAM</b>			<b>301</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>
<b>TOTAL NETHERLANDS</b>			<b>301</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>
NORWAY												

## 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)							
OSLO (GARDERMOEN)	BRAATHENS ASA	S	54	0	0	96	4	0	0	0	0	4
<b>TOTAL OSLO (GARDERMOEN)</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>4</b>
STAVANGER	BRAATHENS ASA	S	54	0	0	85	11	4	0	0	0	6
<b>TOTAL STAVANGER</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL NORWAY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
FARO	AIR 2000	S	8	0	0	50	13	13	25	0	0	34
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	0	40	0	0	54
	SATA	C	7	0	0	57	0	0	43	0	0	53
	THOMAS COOK AIRLINES LTD	C	17	0	1	53	24	12	12	0	0	22
<b>TOTAL FARO</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>14</b>	<b>7</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>37</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>14</b>	<b>7</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>37</b>
<b>PORTUGAL(MADEIRA)</b>												
FUNCHAL	SATA	C	10	0	0	80	20	0	0	0	0	9
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>SPAIN</b>												
ALICANTE	AIR 2000	S	8	0	0	50	25	0	25	0	0	44
	BRITANNIA AIRWAYS	C	19	0	0	89	5	0	5	0	0	9
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	44	22	0	22	11	0	58
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	17	6	0	22	0	50
<b>TOTAL ALICANTE</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>3</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>36</b>
GERONA	BRITANNIA AIRWAYS	C	8	0	0	75	0	25	0	0	0	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	0	14	14	0	41
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	7
<b>TOTAL GERONA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>
IBIZA	AIR 2000	C	8	0	1	63	0	0	38	0	0	63
	AIR EUROPA	C	7	2	0	29	14	29	29	0	0	56
	BRITANNIA AIRWAYS	C	19	0	0	89	5	0	5	0	0	11
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	9
	THOMAS COOK AIRLINES LTD	C	7	0	1	57	0	0	43	0	0	39
<b>TOTAL IBIZA</b>			<b>50</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>6</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>32</b>
MAHON	AIR 2000	C	7	0	1	86	0	14	0	0	0	6
	BRITANNIA AIRWAYS	C	14	0	0	71	21	7	0	0	0	10
	MY TRAVEL AIRWAYS UK	C	7	0	1	71	29	0	0	0	0	5
	THOMAS COOK AIRLINES LTD	C	7	0	1	57	0	29	14	0	0	26
<b>TOTAL MAHON</b>			<b>35</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
MALAGA	AIR 2000	S	8	0	0	13	13	50	25	0	0	46
	BRITANNIA AIRWAYS	C	18	0	0	67	17	11	6	0	0	14
	EXCEL AIRWAYS LTD	C	6	0	0	33	67	0	0	0	0	17
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	10	0	20	0	61

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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)							
MALAGA	SEVEN AIR	C	2	0	0	50	0	50	0	0	0	31
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	20	10	30	10	0	62
<b>TOTAL MALAGA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>37</b>
PALMA DE MALLORCA	AIR 2000	C	10	0	0	70	20	10	0	0	0	11
	AIR 2000	S	8	0	0	75	13	0	13	0	0	28
	AIR EUROPA	C	6	0	0	67	33	0	0	0	0	13
	BRITANNIA AIRWAYS	C	32	0	0	63	13	6	19	0	0	25
	IBERWORLD	C	7	0	1	29	0	0	71	0	0	56
	MY TRAVEL AIRWAYS UK	C	24	0	0	42	8	13	13	25	0	86
	SPANAIR	C	24	0	2	42	29	13	4	13	0	42
	THOMAS COOK AIRLINES LTD	C	16	0	2	75	0	0	13	13	0	48
<b>TOTAL PALMA DE MALLORCA</b>			<b>127</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>14</b>	<b>7</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>43</b>
REUS	BRITANNIA AIRWAYS	C	9	0	0	89	11	0	0	0	0	4
	MY TRAVEL AIRWAYS UK	C	9	0	1	56	0	11	33	0	0	35
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>6</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>379</b>	<b>2</b>	<b>11</b>	<b>61</b>	<b>13</b>	<b>8</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>34</b>
<b>SPAIN(CANARY ISLANDS)</b>												
ARRECIFE	AIR 2000	S	8	0	0	75	13	13	0	0	0	8
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	8
	FUTURA AIRLINES	C	8	0	0	50	25	25	0	0	0	25
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	0	25	0	92
<b>TOTAL ARRECIFE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>33</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	9	0	0	89	0	11	0	0	0	7
	FUTURA AIRLINES	C	8	0	0	88	13	0	0	0	0	5
<b>TOTAL FUERTEVENTURA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
LAS PALMAS	AIR 2000	C	10	0	0	100	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	10	0	0	70	20	0	10	0	0	18
	MY TRAVEL AIRWAYS UK	C	9	0	0	33	22	22	0	22	0	77
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	22	0	11	22	0	85
<b>TOTAL LAS PALMAS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>43</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	S	8	0	0	100	0	0	0	0	0	4
	AIR ATLANTA ICELANDIC	C	8	0	0	0	0	75	25	0	0	54
	BRITANNIA AIRWAYS	C	10	0	0	80	0	0	0	0	20	192
	FUTURA AIRLINES	C	8	0	0	25	25	50	0	0	0	32
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	0	63	0	0	0	27
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	2
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>3</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>49</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>39</b>
<b>TUNISIA</b>												
MONASTIR	NOUVELAIR TUNISIE	C	7	0	1	71	14	14	0	0	0	11
<b>TOTAL MONASTIR</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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)								
<b>TURKEY</b>												
<b>BODRUM (MILAS)</b>	AIR 2000	C	9	0	0	56	33	11	0	0	0	11
	MY TRAVEL AIRWAYS UK	C	9	0	1	56	11	11	22	0	0	30
	ONUR AIR	C	9	0	0	89	0	11	0	0	0	6
<b>TOTAL BODRUM (MILAS)</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>DALAMAN</b>												
<b>DALAMAN</b>	AIR 2000	C	9	0	1	89	0	11	0	0	0	5
	BRITANNIA AIRWAYS	C	7	0	0	57	14	14	0	0	14	155
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	32
	ONUR AIR	C	9	0	0	44	22	22	11	0	0	28
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	0	0	0	11	46
<b>TOTAL DALAMAN</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>49</b>
<b>TOTAL TURKEY</b>			<b>69</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>36</b>
<b>UNITED KINGDOM</b>												
<b>ABERDEEN</b>												
<b>ABERDEEN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	263	1	0	80	11	7	2	0	0	10
	GILL AIRWAYS	S	43	0	1	91	7	2	0	0	0	4
<b>TOTAL ABERDEEN</b>			<b>306</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>BELFAST CITY</b>												
<b>BELFAST CITY</b>	BRITISH AIRWAYS CITIEXPRESS L	S	154	0	0	73	12	7	6	3	0	17
	GILL AIRWAYS	S	262	0	4	96	1	2	1	0	0	2
<b>TOTAL BELFAST CITY</b>			<b>416</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>
<b>BIRMINGHAM</b>												
<b>BIRMINGHAM</b>	BRITISH REGIONAL AIRLINES LTD	S	12	0	0	75	17	8	0	0	0	11
	DUO AIRWAYS LTD	S	76	0	0	92	3	3	3	0	0	6
<b>TOTAL BIRMINGHAM</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>BRISTOL</b>												
<b>BRISTOL</b>	BRITISH AIRWAYS CITIEXPRESS L	S	158	1	0	80	10	7	3	0	0	10
<b>TOTAL BRISTOL</b>			<b>158</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>CARDIFF WALES</b>												
<b>CARDIFF WALES</b>	BRITISH REGIONAL AIRLINES LTD	S	4	0	0	75	25	0	0	0	0	6
<b>TOTAL CARDIFF WALES</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>6</b>
<b>GATWICK</b>												
<b>GATWICK</b>	CITY FLYER EXPRESS	S	289	0	0	72	12	11	3	1	0	15
<b>TOTAL GATWICK</b>			<b>289</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>
<b>GLASGOW</b>												
<b>GLASGOW</b>	AIR 2000	S	5	0	0	40	0	60	0	0	0	26
	AIR 2000	C	4	0	0	50	0	25	25	0	0	31
	BRITANNIA AIRWAYS	C	3	0	0	33	0	33	0	0	33	346
<b>TOTAL GLASGOW</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>107</b>
<b>HEATHROW</b>												
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	329	0	5	82	9	4	6	0	0	12
<b>TOTAL HEATHROW</b>			<b>329</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>SOUTHAMPTON</b>												
<b>SOUTHAMPTON</b>	BRITISH AIRWAYS CITIEXPRESS L	S	106	0	0	78	14	8	0	0	0	11
<b>TOTAL SOUTHAMPTON</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>STANSTED</b>												
<b>STANSTED</b>	GILL AIRWAYS	S	96	2	43	96	4	0	0	0	0	3
<b>TOTAL STANSTED</b>			<b>96</b>	<b>2</b>	<b>43</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>WICK</b>												
<b>WICK</b>	GILL AIRWAYS	S	44	0	0	89	5	2	5	0	0	7
<b>TOTAL WICK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</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)							
TOTAL UNITED KINGDOM			1848	5	53	82	9	6	3	0	0	10
USA												
ORLANDO	BRITANNIA AIRWAYS	C	13	0	0	69	15	15	0	0	0	11
TOTAL ORLANDO			13	0	0	69	15	15	0	0	0	11
SANFORD	AIR 2000	C	8	0	0	63	0	13	25	0	0	32
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6
TOTAL SANFORD			16	0	0	75	6	6	13	0	0	19
TOTAL USA			29	0	0	72	10	10	7	0	0	15
TOTAL NEWCASTLE			3745	12	90	75	10	7	5	1	0	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 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>												
VIENNA	KLM UK LTD	S	116	0	0	71	17	9	2	2	0	16
TOTAL VIENNA			<b>116</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>
TOTAL AUSTRIA			<b>117</b>	<b>1</b>	<b>2</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>
<b>CANADA</b>												
TORONTO	ROYAL AIRLINES	S	6	0	0	33	33	33	0	0	0	26
TOTAL TORONTO			<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
TOTAL CANADA			<b>6</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>CYPRUS</b>												
LARNACA	CYPRUS AIRWAYS	S	28	0	0	39	18	7	14	18	4	81
TOTAL LARNACA			<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>18</b>	<b>7</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>81</b>
TOTAL CYPRUS			<b>29</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>17</b>	<b>7</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>78</b>
<b>CZECH REPUBLIC</b>												
PRAGUE	CSA	S	62	0	0	52	35	10	3	0	0	19
	GO FLY LTD	S	122	0	0	86	7	6	2	0	0	8
TOTAL PRAGUE			<b>184</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
TOTAL CZECH REPUBLIC			<b>184</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>DENMARK</b>												
AARHUS (TIRSTRUP)	RYANAIR	S	123	0	1	67	9	11	12	0	1	22
TOTAL AARHUS (TIRSTRUP)			<b>123</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>9</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>22</b>
COPENHAGEN	GO FLY LTD	S	159	0	1	72	16	8	3	1	0	14
	MYTRAVEL AIRWAYS (DENMARK)	C	14	0	0	71	7	14	7	0	0	15
	SAS	S	168	0	0	67	20	8	5	0	0	15
TOTAL COPENHAGEN			<b>341</b>	<b>3</b>	<b>1</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>
TOTAL DENMARK			<b>464</b>	<b>3</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>FINLAND</b>												
HELSINKI	AIR BOTNIA	S	26	0	1	69	15	12	4	0	0	14
	BRITISH WORLD AIRLINES LTD	C	3	0	1	33	67	0	0	0	0	18
	KLM UK LTD	S	116	0	0	86	11	1	2	0	0	7
TOTAL HELSINKI			<b>145</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
TOTAL FINLAND			<b>145</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>FRANCE</b>												
BIARRITZ	RYANAIR	S	61	0	1	67	8	11	13	0	0	23
TOTAL BIARRITZ			<b>61</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>8</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>
BORDEAUX	KLM UK LTD	S	61	1	0	59	11	15	15	0	0	25
TOTAL BORDEAUX			<b>61</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>
CALVI	EUROPEAN AIR CHARTER	C	4	0	0	50	50	0	0	0	0	17

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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 CALVI			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
CARCASSONNE	RYANAIR	S	118	0	0	81	14	5	1	0	0	9
TOTAL CARCASSONNE			<b>118</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
DINARD	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	14
	RYANAIR	S	61	0	1	49	18	21	8	0	3	35
TOTAL DINARD			<b>63</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>19</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>34</b>
FIGARI	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	26
TOTAL FIGARI			<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>26</b>
LE HAVRE	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	3
TOTAL LE HAVRE			<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>
LYON	KLM UK LTD	S	62	0	0	56	21	10	13	0	0	27
TOTAL LYON			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>
MARSEILLE	KLM UK LTD	S	114	0	0	66	15	11	8	0	0	18
TOTAL MARSEILLE			<b>114</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>
MONTPELLIER	KLM UK LTD	S	8	0	0	63	13	0	25	0	0	47
TOTAL MONTPELLIER			<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>47</b>
NICE	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	17
TOTAL NICE			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
NIMES	RYANAIR	S	62	0	0	44	27	23	6	0	0	19
TOTAL NIMES			<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	222	1	1	68	9	10	13	0	0	24
TOTAL PARIS (CHARLES DE GAULLE)			<b>222</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>9</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>
PERIGEUX/BASSILLAC	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4
TOTAL PERIGEUX/BASSILLAC			<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>
PERPIGNAN	RYANAIR	S	64	0	0	70	16	6	6	2	0	18
TOTAL PERPIGNAN			<b>64</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>
ST ETIENNE	RYANAIR	S	62	0	0	76	15	5	3	2	0	14
TOTAL ST ETIENNE			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>
STRASBOURG	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	14
TOTAL STRASBOURG			<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>14</b>
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	6
TOTAL TARBES-LOURDES INTERNATIONAL			<b>9</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
TOULOUSE (BLAGNAC)	KLM UK LTD	S	8	0	0	38	38	13	13	0	0	26
TOTAL TOULOUSE (BLAGNAC)			<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>26</b>
TOTAL FRANCE			<b>931</b>	<b>13</b>	<b>3</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>
GERMANY												
BERLIN (SCHONEFELD)	VIRGIN EXPRESS IRELAND	S	104	0	0	71	9	17	1	2	0	18
TOTAL BERLIN (SCHONEFELD)			<b>104</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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)							
BERLIN (TEGEL)	KLM UK LTD	S	164	0	0	76	15	7	2	0	0	10
<b>TOTAL BERLIN (TEGEL)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
COLOGNE (BONN)	BMI BRITISH MIDLAND	S	184	0	2	84	12	3	1	0	0	8
<b>TOTAL COLOGNE (BONN)</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
DORTMUND	EUROWINGS LUFTVERKEHRS	S	97	0	1	65	24	9	2	0	0	14
<b>TOTAL DORTMUND</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>
DUSSELDORF	KLM UK LTD	S	166	0	0	72	14	9	4	1	0	17
<b>TOTAL DUSSELDORF</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>
FRANKFURT MAIN	KLM UK LTD	S	168	0	0	57	19	17	6	1	0	23
	LUFTHANSA	S	187	0	1	61	23	13	3	0	0	15
<b>TOTAL FRANKFURT MAIN</b>			<b>355</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>
HAHN	RYANAIR	S	175	0	1	59	17	15	6	2	0	23
<b>TOTAL HAHN</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>
HAMBURG	KLM UK LTD	S	122	0	2	70	12	11	7	0	0	17
	LUFTHANSA	S	69	0	3	65	13	12	10	0	0	21
	LUFTHANSA CITY LINE	S	96	0	0	55	27	15	3	0	0	18
<b>TOTAL HAMBURG</b>			<b>287</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>
HANOVER	LUFTHANSA	S	15	0	9	80	0	13	7	0	0	16
	LUFTHANSA CITY LINE	S	94	11	0	86	9	5	0	0	0	6
<b>TOTAL HANOVER</b>			<b>109</b>	<b>11</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
LUBECK	RYANAIR	S	114	0	0	79	9	8	4	1	0	13
<b>TOTAL LUBECK</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>
MUNICH	GO FLY LTD	S	68	0	0	87	4	7	1	0	0	8
	LUFTHANSA	S	185	0	1	53	30	14	3	0	0	19
<b>TOTAL MUNICH</b>			<b>253</b>	<b>2</b>	<b>1</b>	<b>62</b>	<b>23</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>
NUREMBERG	EUROWINGS LUFTVERKEHRS	S	157	0	1	57	25	15	3	0	0	17
<b>TOTAL NUREMBERG</b>			<b>157</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>25</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
PADERBORN	EUROWINGS LUFTVERKEHRS	S	4	0	0	50	50	0	0	0	0	12
<b>TOTAL PADERBORN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL GERMANY</b>			<b>2169</b>	<b>14</b>	<b>21</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>
GREECE												
CORFU	AIR 2000	C	3	0	1	67	33	0	0	0	0	6
	BRITANNIA AIRWAYS	C	7	0	0	57	14	14	14	0	0	24
	GALAXY AIRWAYS	C	2	0	0	50	50	0	0	0	0	15
	THOMAS COOK AIRLINES LTD	C	6	0	1	83	17	0	0	0	0	6
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>
HERAKLION	BRITANNIA AIRWAYS	C	5	0	0	100	0	0	0	0	0	5
	MY TRAVEL AIRWAYS UK	C	7	0	1	100	0	0	0	0	0	2
	THOMAS COOK AIRLINES LTD	C	8	0	2	88	0	13	0	0	0	7
<b>TOTAL HERAKLION</b>			<b>20</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</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)							
KOS	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	0	11	11	0	44
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>44</b>
RHODES	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	11
	MY TRAVEL AIRWAYS UK	C	7	0	1	43	29	0	29	0	0	37
<b>TOTAL RHODES</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>21</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>
SALONIKA	GALAXY AIRWAYS	C	16	2	1	88	0	6	6	0	0	12
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>
ZAKINTHOS	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	5
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	0	33	0	11	0	39
<b>TOTAL ZAKINTHOS</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>24</b>
<b>TOTAL GREECE</b>			<b>93</b>	<b>4</b>	<b>7</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>
HUNGARY												
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	C	2	0	0	50	0	50	0	0	0	24
<b>TOTAL BUDAPEST</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>24</b>
<b>TOTAL HUNGARY</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>24</b>
ICELAND												
KEFLAVIK	AIR ATLANTA ICELANDIC	C	3	0	0	33	67	0	0	0	0	15
	TITAN AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	44
<b>TOTAL KEFLAVIK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>TOTAL ICELAND</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>
IRISH REPUBLIC												
CONNAUGHT	RYANAIR	S	94	0	0	66	17	9	9	0	0	21
<b>TOTAL CONNAUGHT</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>
CORK	RYANAIR	S	226	0	0	62	11	11	13	3	0	30
<b>TOTAL CORK</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>11</b>	<b>11</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>
DUBLIN	AER LINGUS	C	2	0	0	100	0	0	0	0	0	4
	RYANAIR	S	719	4	12	67	17	11	5	1	0	18
<b>TOTAL DUBLIN</b>			<b>721</b>	<b>4</b>	<b>12</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
KERRY COUNTY	RYANAIR	S	62	0	0	19	34	34	13	0	0	35
<b>TOTAL KERRY COUNTY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>34</b>	<b>34</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>
SHANNON	RYANAIR	S	169	1	0	85	7	2	2	4	0	15
	VIRGIN EXPRESS IRELAND	S	96	0	0	85	9	3	1	1	0	9
<b>TOTAL SHANNON</b>			<b>265</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>13</b>
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	54	0	0	85	9	4	2	0	0	8
<b>TOTAL WATERFORD</b>			<b>54</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>TOTAL IRISH REPUBLIC</b>			<b>1422</b>	<b>5</b>	<b>12</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>
ISRAEL												
OVDA	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	46

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				Actual (7)	Plan (8)							
TOTAL OVDA			2	0	0	50	0	0	50	0	0	46
TEL AVIV	EL AL	S	38	0	3	55	18	16	11	0	0	21
TOTAL TEL AVIV			38	1	3	55	18	16	11	0	0	21
TOTAL ISRAEL			40	1	3	55	18	15	13	0	0	23
ITALY												
ALGHERO/SASSARI	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	11
	RYANAIR	S	62	0	0	73	15	8	5	0	0	13
TOTAL ALGHERO/SASSARI			64	0	0	73	14	8	5	0	0	13
ANCONA	RYANAIR	S	62	0	0	50	16	15	19	0	0	26
TOTAL ANCONA			62	0	0	50	16	15	19	0	0	26
BOLOGNA	GO FLY LTD	S	62	0	0	63	21	11	5	0	0	17
TOTAL BOLOGNA			62	0	0	63	21	11	5	0	0	17
BRESCIA/MONTICHIARI	RYANAIR	S	112	1	2	45	15	29	10	1	0	29
TOTAL BRESCIA/MONTICHIARI			112	1	2	45	15	29	10	1	0	29
GENOA	RYANAIR	S	123	0	0	59	28	7	4	0	1	20
TOTAL GENOA			123	0	1	59	28	7	4	0	1	20
LAMETIA-TERME	RYANAIR	S	60	0	0	57	23	8	10	2	0	23
TOTAL LAMETIA-TERME			60	0	0	57	23	8	10	2	0	23
MILAN (LINATE)	GO FLY LTD	S	53	0	1	70	19	9	2	0	0	12
	KLM UK LTD	S	168	0	0	46	24	15	13	2	1	33
TOTAL MILAN (LINATE)			221	0	1	52	23	14	10	1	0	28
MILAN (MALPENSA)	EUROFLY SPA	C	6	0	2	33	17	17	33	0	0	49
	GO FLY LTD	S	104	0	12	61	23	8	9	0	0	20
TOTAL MILAN (MALPENSA)			110	0	14	59	23	8	10	0	0	21
NAPLES	GO FLY LTD	S	62	0	0	69	23	8	0	0	0	9
TOTAL NAPLES			63	0	0	70	22	8	0	0	0	9
OLBIA	MERIDIANA AIR	C	4	0	0	50	0	25	25	0	0	43
TOTAL OLBIA			5	2	0	40	0	20	20	20	0	86
PISA	RYANAIR	S	178	1	2	48	27	13	11	0	0	25
TOTAL PISA			178	1	2	48	27	13	11	0	0	25
RIMINI	RYANAIR	S	62	0	0	48	27	15	8	2	0	26
TOTAL RIMINI			62	0	0	48	27	15	8	2	0	26
ROME (CIAMPINO)	GO FLY LTD	S	178	0	8	59	24	11	6	0	0	18
	TITAN AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	46
TOTAL ROME (CIAMPINO)			181	0	8	58	24	11	7	0	0	19
TREVISO	RYANAIR	S	169	0	0	52	25	16	5	0	1	28
TOTAL TREVISO			169	0	0	52	25	16	5	0	1	28
TURIN	RYANAIR	S	119	1	2	61	24	9	3	3	0	19

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				Actual (7)	Plan (8)							
TOTAL TURIN			119	1	2	61	24	9	3	3	0	19
VENICE	GO FLY LTD	S	126	0	0	75	17	6	2	0	0	11
TOTAL VENICE			126	0	0	75	17	6	2	0	0	11
TOTAL ITALY			1718	5	30	57	23	12	7	1	0	22
KAZAKHSTAN												
URALSK	ORIENT EAGLE AIRWAYS	C	8	0	0	13	25	25	38	0	0	47
TOTAL URALSK			8	0	0	13	25	25	38	0	0	47
TOTAL KAZAKHSTAN			8	0	0	13	25	25	38	0	0	47
LUXEMBOURG												
LUXEMBOURG	LUXAIR	S	96	0	2	80	5	11	3	0	0	12
TOTAL LUXEMBOURG			96	0	2	80	5	11	3	0	0	12
TOTAL LUXEMBOURG			96	0	2	80	5	11	3	0	0	12
MALTA												
MALTA	AIR MALTA	S	8	0	0	50	0	38	13	0	0	28
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	4
TOTAL MALTA			19	0	0	74	5	16	5	0	0	14
TOTAL MALTA			19	0	0	74	5	16	5	0	0	14
MOROCCO												
AGADIR	GO FLY LTD	C	4	0	0	75	0	25	0	0	0	21
TOTAL AGADIR			4	0	0	75	0	25	0	0	0	21
MARRAKESH	ROYAL AIR MAROC	S	18	0	0	44	17	39	0	0	0	22
TOTAL MARRAKESH			18	0	0	44	17	39	0	0	0	22
TOTAL MOROCCO			22	0	0	50	14	36	0	0	0	22
NETHERLANDS												
AMSTERDAM	KLM UK LTD	S	512	3	5	72	12	9	6	1	0	18
TOTAL AMSTERDAM			512	3	5	72	12	9	6	1	0	18
EINDHOVEN	KLM EXEL	S	137	0	3	68	21	7	2	1	0	15
TOTAL EINDHOVEN			137	0	3	68	21	7	2	1	0	15
MAASTRICHT	KLM EXEL	S	187	2	1	57	22	17	3	0	0	18
TOTAL MAASTRICHT			187	2	1	57	22	17	3	0	0	18
TOTAL NETHERLANDS			836	5	9	68	16	10	5	1	0	18
NORWAY												
BERGEN	AIR BOTNIA	S	73	1	1	84	11	1	4	0	0	11
TOTAL BERGEN			73	1	1	84	11	1	4	0	0	11
SANDEFJORD(TORP)	RYANAIR	S	114	0	1	50	31	12	5	2	0	24
TOTAL SANDEFJORD(TORP)			114	0	1	50	31	12	5	2	0	24

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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)							
<b>TOTAL NORWAY</b>			<b>188</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>23</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>												
<b>FARO</b>	AIR 2000	C	32	0	1	56	16	9	0	19	0	53
	BRITANNIA AIRWAYS	C	9	0	0	33	0	0	44	22	0	94
	EUROATLANTIC AIRWAYS	C	7	0	1	43	29	29	0	0	0	19
	GO FLY LTD	S	66	0	0	77	12	3	8	0	0	12
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	3
	THOMAS COOK AIRLINES LTD	C	7	0	1	29	43	0	0	29	0	66
<b>TOTAL FARO</b>			<b>131</b>	<b>2</b>	<b>3</b>	<b>66</b>	<b>15</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>30</b>
<b>LISBON</b>	GO FLY LTD	S	121	0	0	77	12	6	5	0	0	12
<b>TOTAL LISBON</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>252</b>	<b>2</b>	<b>3</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>21</b>
<b>SPAIN</b>												
<b>ALICANTE</b>	AIR 2000	C	10	0	0	60	20	20	0	0	0	18
	BMI BRITISH MIDLAND	C	8	1	0	25	38	25	13	0	0	31
	GO FLY LTD	S	70	0	0	71	17	9	3	0	0	11
	THOMAS COOK AIRLINES LTD	C	7	0	1	86	14	0	0	0	0	6
<b>TOTAL ALICANTE</b>			<b>96</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>BARCELONA</b>	GO FLY LTD	S	131	0	1	52	23	18	8	0	0	22
<b>TOTAL BARCELONA</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>23</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>BILBAO</b>	GO FLY LTD	S	62	0	0	76	18	6	0	0	0	10
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>GERONA</b>	BRITANNIA AIRWAYS	C	8	0	1	50	38	0	13	0	0	33
<b>TOTAL GERONA</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>
<b>IBIZA</b>	BRITANNIA AIRWAYS	C	22	1	0	55	9	14	9	9	5	58
	MY TRAVEL AIRWAYS UK	C	7	0	1	86	14	0	0	0	0	9
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	14	0	0	0	7
<b>TOTAL IBIZA</b>			<b>36</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>38</b>
<b>JEREZ</b>	KLM UK LTD	S	8	0	0	63	25	13	0	0	0	15
<b>TOTAL JEREZ</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>15</b>
<b>MADRID</b>	GO FLY LTD	S	118	0	0	53	30	11	6	0	0	20
<b>TOTAL MADRID</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>30</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>MAHON</b>	AIR 2000	C	16	0	1	63	19	6	13	0	0	24
	BMI BRITISH MIDLAND	C	7	0	1	29	57	14	0	0	0	20
	BRITANNIA AIRWAYS	C	16	0	0	50	6	19	25	0	0	40
	MY TRAVEL AIRWAYS UK	C	14	1	1	57	14	14	14	0	0	23
	THOMAS COOK AIRLINES LTD	C	16	0	1	63	13	13	13	0	0	22
<b>TOTAL MAHON</b>			<b>69</b>	<b>1</b>	<b>4</b>	<b>55</b>	<b>17</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>MALAGA</b>	AIR 2000	C	18	0	0	39	22	22	6	11	0	43
	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	10	10	0	42
	GO FLY LTD	S	128	0	0	68	19	9	5	0	0	14
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	10	20	0	20	0	68

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
				Actual (7)	Plan (8)							
MALAGA	THOMAS COOK AIRLINES LTD	C	7	0	1	43	14	29	14	0	0	34
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	21
<b>TOTAL MALAGA</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>22</b>
PALMA DE MALLORCA	AIR 2000	C	26	0	1	62	19	4	0	15	0	48
	BRITANNIA AIRWAYS	C	43	2	1	53	23	2	12	7	2	48
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	42
	GO FLY LTD	S	58	0	0	69	3	0	28	0	0	38
	MY TRAVEL AIRWAYS UK	C	23	0	3	70	9	17	4	0	0	15
	RYANAIR	C	6	1	2	50	0	17	17	17	0	77
	THOMAS COOK AIRLINES LTD	C	24	0	4	50	8	13	25	4	0	44
<b>TOTAL PALMA DE MALLORCA</b>			<b>184</b>	<b>3</b>	<b>11</b>	<b>60</b>	<b>11</b>	<b>8</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>41</b>
REUS	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	9
	MY TRAVEL AIRWAYS UK	C	9	0	1	44	0	11	44	0	0	50
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>6</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>TOTAL SPAIN</b>			<b>905</b>	<b>6</b>	<b>21</b>	<b>60</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>
SPAIN(CANARY ISLANDS)												
ARRECIFE	AIR 2000	S	8	0	0	0	13	88	0	0	0	41
	BRITANNIA AIRWAYS	C	10	0	0	70	10	0	20	0	0	37
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	71
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	25	0	0	30
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8
<b>TOTAL ARRECIFE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	36
<b>TOTAL FUERTEVENTURA</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>36</b>
LAS PALMAS	BMI BRITISH MIDLAND	C	8	0	0	63	13	13	13	0	0	20
	BRITANNIA AIRWAYS	C	9	0	1	22	0	44	33	0	0	50
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	0	11	0	0	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	44
<b>TOTAL LAS PALMAS</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>3</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>31</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	S	8	0	0	13	50	25	13	0	0	33
	BMI BRITISH MIDLAND	C	8	0	0	25	13	63	0	0	0	32
	BRITANNIA AIRWAYS	C	9	0	0	33	0	22	33	11	0	77
	GO FLY LTD	S	26	0	0	73	19	8	0	0	0	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	50	0	25	0	0	38
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	22	33	11	0	0	33
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>30</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>16</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>31</b>
SWEDEN												
KRISTIANSTAD	RYANAIR	S	62	0	0	76	15	2	5	3	0	20
<b>TOTAL KRISTIANSTAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>
MALMO	RYANAIR	S	111	0	3	73	12	11	5	0	0	15
<b>TOTAL MALMO</b>			<b>111</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</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)							
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	18	0	0	50	17	22	11	0	0	23
	SAS	S	112	0	0	71	22	4	3	0	0	13
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	184	0	0	59	22	8	9	2	0	24
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>
<b>TOTAL SWEDEN</b>			<b>487</b>	<b>1</b>	<b>3</b>	<b>67</b>	<b>18</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>
<b>SWITZERLAND</b>												
GENEVA	BRITISH WORLD AIRLINES LTD	C	3	0	1	0	33	67	0	0	0	35
	EASYJET SWITZERLAND	S	62	0	1	35	26	31	8	0	0	25
<b>TOTAL GENEVA</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>26</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TOTAL SWITZERLAND</b>			<b>66</b>	<b>1</b>	<b>2</b>	<b>35</b>	<b>26</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TUNISIA</b>												
MONASTIR	BMI BRITISH MIDLAND	C	10	0	0	60	10	10	20	0	0	27
	NOUVELAIR TUNISIE	C	4	0	0	50	25	25	0	0	0	20
<b>TOTAL MONASTIR</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TOTAL TUNISIA</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>TURKEY</b>												
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	28	33	28	11	0	0	33
	KIBRIS TURKISH AIRLINES - KTHY	C	5	0	1	40	0	60	0	0	0	28
	THOMAS COOK AIRLINES LTD	C	9	1	1	44	11	11	33	0	0	37
<b>TOTAL ANTALYA</b>			<b>32</b>	<b>1</b>	<b>2</b>	<b>34</b>	<b>22</b>	<b>28</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>34</b>
DALAMAN	AIR 2000	C	10	0	0	60	20	0	20	0	0	30
	BRITANNIA AIRWAYS	C	7	0	0	43	29	14	0	14	0	54
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	50	38	13	0	0	0	19
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	11	11	44	0	0	44
<b>TOTAL DALAMAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>9</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>36</b>
ISTANBUL	EUROSUN	C	9	1	3	11	33	22	33	0	0	54
<b>TOTAL ISTANBUL</b>			<b>9</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>33</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>54</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	C	5	0	1	40	40	20	0	0	0	22
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	25	38	38	0	0	0	22
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>38</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
<b>TOTAL TURKEY</b>			<b>88</b>	<b>2</b>	<b>6</b>	<b>36</b>	<b>26</b>	<b>20</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>35</b>
<b>UNITED KINGDOM</b>												
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	220	6	2	80	13	6	0	0	0	8
<b>TOTAL BELFAST CITY</b>			<b>220</b>	<b>6</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
EDINBURGH	GO FLY LTD	S	391	1	1	81	11	6	2	0	0	9
<b>TOTAL EDINBURGH</b>			<b>391</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
GATWICK	THOMAS COOK AIRLINES LTD	C	7	0	3	71	29	0	0	0	0	7
<b>TOTAL GATWICK</b>			<b>7</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>

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				Actual (7)	Plan (8)							
GUERNSEY	AURIGNY AIR SERVICES	S	199	1	2	76	10	6	6	2	0	17
<b>TOTAL GUERNSEY</b>			<b>199</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>
INVERNESS	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	8
<b>TOTAL INVERNESS</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>8</b>
LONDONDERRY	RYANAIR	S	116	0	0	83	11	3	3	0	0	10
<b>TOTAL LONDONDERRY</b>			<b>116</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>
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	139	1	0	81	14	4	1	0	0	8
<b>TOTAL MANCHESTER</b>			<b>140</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
NEWCASTLE	GILL AIRWAYS	S	98	0	43	90	10	0	0	0	0	5
<b>TOTAL NEWCASTLE</b>			<b>98</b>	<b>0</b>	<b>43</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
PRESTWICK	RYANAIR	S	398	1	9	64	17	12	6	1	0	18
<b>TOTAL PRESTWICK</b>			<b>398</b>	<b>1</b>	<b>9</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1571</b>	<b>15</b>	<b>61</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>TOTAL STANSTED</b>			<b>12025</b>	<b>82</b>	<b>194</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	62	0	0	76	5	10	8	0	2	20			
	STANSTED	RYANAIR	S	D	61	0	1	59	13	11	16	0	0	24			
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>9</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>22</b>			
ABERDEEN	EDINBURGH	BMI REGIONAL	S	A	9	0	0	78	22	0	0	0	0	5			
	EDINBURGH	BMI REGIONAL	S	D	9	0	0	89	11	0	0	0	0	7			
	MANCHESTER	BMI REGIONAL	S	A	74	0	0	72	12	11	4	0	1	17			
	MANCHESTER	BMI REGIONAL	S	D	75	0	0	72	16	9	3	0	0	12			
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	112	1	0	73	12	7	7	1	0	17			
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	113	0	0	75	12	7	5	0	0	15			
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	79	0	0	85	9	3	4	0	0	9			
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	79	0	0	81	10	4	5	0	0	12			
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	154	0	1	69	18	7	6	1	0	16			
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	153	1	1	82	10	3	6	0	0	10			
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	132	0	0	83	8	8	2	0	0	11			
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	131	1	0	78	14	6	2	0	0	10			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	189	0	0	71	17	6	5	1	0	15			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	189	0	0	86	7	5	1	0	0	7			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	52	11	26	11	0	0	25			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	59	15	17	9	0	0	23			
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	5	1	1	100	0	0	0	0	0	3			
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	5	1	1	40	40	20	0	0	0	18			
	NEWCASTLE	GILL AIRWAYS	S	A	21	0	1	95	5	0	0	0	0	2			
	NEWCASTLE	GILL AIRWAYS	S	D	22	0	0	86	9	5	0	0	0	5			



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)							
ABERDEEN														
<b>TOTAL ABERDEEN</b>					<b>1659</b>	<b>7</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
ABIDJAN														
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	0	50	0	50	0	0	46
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	0	73	18	0	0	9	0	37
<b>TOTAL ABIDJAN</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>38</b>
ABU DHABI INTERNATIONAL														
	HEATHROW	GULF AIR	S	A	25	0	0	56	16	24	4	0	0	20
	HEATHROW	GULF AIR	S	D	18	0	0	67	17	11	0	6	0	23
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>21</b>
ABUJA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22	33	33	11	0	0	35
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0	44	33	22	0	0	51
<b>TOTAL ABUJA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>39</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>43</b>
ACAPULCO														
	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	20	40	0	40	0	0	53
<b>TOTAL ACAPULCO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>
ACCRA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	53	17	13	13	3	0	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	71	24	0	5	0	0	15
	HEATHROW	GHANA AIRWAYS	S	A	16	2	0	0	25	25	38	13	0	97
	HEATHROW	GHANA AIRWAYS	S	D	16	2	0	19	0	44	31	6	0	62
<b>TOTAL ACCRA</b>					<b>83</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>45</b>
ADDIS ABABA														
	HEATHROW	ETHIOPIAN AIRLINES	S	A	13	0	0	15	15	0	69	0	0	91
	HEATHROW	ETHIOPIAN AIRLINES	S	D	13	0	0	38	0	8	54	0	0	68
<b>TOTAL ADDIS ABABA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>80</b>
AGADIR														

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

Origin / Destinations: A

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)									
AGADIR															
	STANSTED	GO FLY LTD	C	A	2	0	0	50	0	50	0	0	0	0	29
	STANSTED	GO FLY LTD	C	D	2	0	0	100	0	0	0	0	0	0	14
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	20	20	0	20	107	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	20	20	20	20	0	97	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	40	0	0	58	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	0	40	20	20	0	83	
<b>TOTAL AGADIR</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>8</b>	<b>25</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>76</b>	
AJACCIO															
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	1	0	50	0	50	0	0	0	22	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	1	0	50	50	0	0	0	0	9	
<b>TOTAL AJACCIO</b>					<b>6</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	
ALEPPO															
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	4	0	0	100	0	0	0	0	0	0	
<b>TOTAL ALEPPO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALEXANDRIA ( NOUZHA )															
ALEXANDRIA (BORG EL ARAB)															
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	7	0	0	43	43	0	14	0	0	20	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	7	0	0	57	43	0	0	0	0	12	
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>43</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	
ALGHERO/SASSARI															
	STANSTED	RYANAIR	S	A	31	0	0	71	16	6	6	0	0	12	
	STANSTED	RYANAIR	S	D	31	0	0	74	13	10	3	0	0	14	
<b>TOTAL ALGHERO/SASSARI</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>	
ALGIERS															
	HEATHROW	AIR ALGERIE	S	A	14	0	0	50	36	7	7	0	0	20	
	HEATHROW	AIR ALGERIE	S	D	14	0	0	14	21	50	14	0	0	39	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)							
ALGIERS														
<b>TOTAL ALGIERS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>29</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>
ALICANTE														
	BIRMINGHAM	AIR 2000	S	A	4	0	0	50	25	0	25	0	0	45
	BIRMINGHAM	AIR 2000	S	D	4	0	0	50	0	25	0	25	0	57
	GATWICK	AIR 2000	C	A	22	0	0	73	14	5	0	9	0	31
	GATWICK	AIR 2000	S	A	14	0	0	50	21	0	14	14	0	59
	GATWICK	AIR 2000	S	D	14	0	0	43	29	7	14	7	0	44
	GATWICK	AIR 2000	C	D	22	0	0	73	9	14	0	5	0	23
	GLASGOW	AIR 2000	S	A	4	0	0	75	0	25	0	0	0	16
	GLASGOW	AIR 2000	S	D	4	0	0	75	0	25	0	0	0	16
	MANCHESTER	AIR 2000	S	A	13	1	0	69	15	8	8	0	0	14
	MANCHESTER	AIR 2000	C	A	12	1	1	58	17	17	0	8	0	29
	MANCHESTER	AIR 2000	C	D	13	0	1	54	15	8	8	15	0	46
	MANCHESTER	AIR 2000	S	D	13	0	0	69	8	15	8	0	0	14
	NEWCASTLE	AIR 2000	S	A	4	0	0	50	25	0	25	0	0	46
	NEWCASTLE	AIR 2000	S	D	4	0	0	50	25	0	25	0	0	43
	STANSTED	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	10
	STANSTED	AIR 2000	C	D	5	0	0	40	20	40	0	0	0	26
	GATWICK	AIR ATLANTA ICELANDIC	C	A	4	0	0	50	0	25	25	0	0	34
	GATWICK	AIR ATLANTA ICELANDIC	C	D	4	0	0	25	25	25	25	0	0	29
	BIRMINGHAM	AIR EUROPA	C	A	2	0	0	50	0	0	50	0	0	65
	GLASGOW	AIR EUROPA	C	A	2	0	0	0	0	0	100	0	0	84
	GLASGOW	AIR EUROPA	C	D	2	0	0	0	0	0	100	0	0	111
	GLASGOW	BMI BRITISH MIDLAND	C	A	2	0	1	50	0	0	50	0	0	47
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	20	20	20	20	20	0	61
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	20	20	20	40	0	0	66
	STANSTED	BMI BRITISH MIDLAND	C	A	4	1	0	25	25	25	25	0	0	39
	STANSTED	BMI BRITISH MIDLAND	C	D	4	0	0	25	50	25	0	0	0	24
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	1	56	0	11	22	0	11	73
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	0	33	0	11	75

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

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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)
ALICANTE	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	17
	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	1	33	11	22	0	11	22	156
	GATWICK	BRITANNIA AIRWAYS	C	D	9	1	0	67	0	0	11	0	22	125
	GLASGOW	BRITANNIA AIRWAYS	C	A	10	0	0	20	40	10	30	0	0	40
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	1	0	67	11	11	11	0	0	17
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	50	0	25	0	78
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	40	20	20	0	85
	MANCHESTER	BRITANNIA AIRWAYS	C	A	22	1	0	41	9	14	27	0	9	91
	MANCHESTER	BRITANNIA AIRWAYS	C	D	22	0	0	41	9	14	27	0	9	95
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	10	0	0	90	10	0	0	0	0	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	14
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	9
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	25	75	0	0	0	0	17
	GATWICK	CITY FLYER EXPRESS	C	A	10	0	3	60	0	20	20	0	0	31
	GATWICK	CITY FLYER EXPRESS	C	D	9	0	4	78	0	22	0	0	0	11
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	50	50	0	0	74
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	0	0	25	0	69
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	31
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	42
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	90	3	0	6	0	0	7
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	77	13	3	7	0	0	15
	HEATHROW	GB AIRWAYS LTD	S	A	8	0	0	75	0	0	13	13	0	49
	HEATHROW	GB AIRWAYS LTD	S	D	8	0	0	75	13	0	13	0	0	16
	STANSTED	GO FLY LTD	S	A	35	0	0	74	17	6	3	0	0	9
	STANSTED	GO FLY LTD	S	D	35	0	0	69	17	11	3	0	0	14
	GATWICK	IBERIA	S	A	30	0	1	90	10	0	0	0	0	5
	GATWICK	IBERIA	S	D	30	0	1	80	10	10	0	0	0	10
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	54	31	15	0	0	0	17
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	69	23	8	0	0	0	14

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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)								
ALICANTE	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	22	0	1	32	23	14	27	0	5	81
	GATWICK	MONARCH AIRLINES	C	D	22	0	0	59	5	9	27	0	0	40
	LUTON	MONARCH AIRLINES	S	A	31	0	0	52	29	13	6	0	0	17
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	9
	LUTON	MONARCH AIRLINES	S	D	31	0	0	84	13	0	3	0	0	9
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6
	MANCHESTER	MONARCH AIRLINES	S	A	13	1	0	23	15	46	15	0	0	39
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	62	23	0	15	0	0	22
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	62	23	0	15	0	0	23
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	23	15	46	15	0	0	36
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	13
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	11
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	11	0	0	0	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	47
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	20	20	0	52
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	0	11	0	28
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	11	11	0	11	65
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	54
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	0	25	0	68
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	0	40	20	5	20	15	0	65
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	0	50	15	0	25	10	0	56
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	22	0	22	11	0	61
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	22	0	22	11	0	55
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	50	0	25	0	96
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	0	25	106
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	43	24	19	10	5	0	35
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	4	71	18	6	6	0	0	12

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

Origin / Destinations: A

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)	Actual (7)								Plan (8)
ALICANTE															
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	13	25	38	0	0	51	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	1	25	13	25	38	0	0	50	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	28	0	0	54	18	11	11	7	0	40	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	29	0	0	62	14	10	10	3	0	29	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	11	0	22	0	53	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	0	22	0	48	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	6	
	GATWICK	TRANSAER	C	A	2	0	1	100	0	0	0	0	0	0	
	GATWICK	TRANSAER	C	D	2	0	1	100	0	0	0	0	0	11	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	56	22	11	11	0	0	19	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	9	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	10	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	17	
<b>TOTAL ALICANTE</b>					<b>1087</b>	<b>10</b>	<b>25</b>	<b>60</b>	<b>15</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>34</b>	
ALMA ATA															
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	15	15	0	0	32	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	15	0	8	0	26	
<b>TOTAL ALMA ATA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>29</b>	
ALMERIA															
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	22	33	22	11	11	0	57	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	44	33	0	22	0	0	47	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	33	22	22	0	0	37	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	33	11	22	0	0	38	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	25	0	61	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	47	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	22	0	0	0	13	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	48	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
ALMERIA														
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	35
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	17
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	90
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	74
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	1	1	0	0	67	33	0	0	55
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	1	0	100	0	0	0	0	26
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	19
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	40	20	0	0	39
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	1	0	33	67	0	0	0	32
<b>TOTAL ALMERIA</b>					<b>109</b>	<b>1</b>	<b>4</b>	<b>45</b>	<b>22</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>36</b>
AMMAN														
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	26	4	0	100	0	0	0	0	0	2
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	31	0	0	71	23	3	3	0	0	12
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	45	29	0	10	13	3	68
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	42	26	13	19	0	0	31
<b>TOTAL AMMAN</b>					<b>119</b>	<b>4</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>29</b>
AMSTERDAM														
	HEATHROW	BMI BRITISH MIDLAND	S	A	236	0	0	42	23	22	12	2	0	34
	HEATHROW	BMI BRITISH MIDLAND	S	D	236	0	0	56	19	14	9	1	0	24
	HEATHROW	BRITISH AIRWAYS PLC	S	A	200	0	1	62	15	14	9	1	0	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	201	1	0	72	14	9	4	0	0	14
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	125	0	4	66	16	11	6	0	0	18
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	126	0	3	74	12	10	5	0	0	13
	GATWICK	CITY FLYER EXPRESS	S	A	166	0	6	63	17	14	4	1	1	23
	GATWICK	CITY FLYER EXPRESS	S	D	167	0	5	69	13	11	6	1	0	19
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	135	4	0	61	26	10	3	0	0	16

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						
					139	UNMATCHED		Early to 15 mins	16 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	BIRMINGHAM	DUO AIRWAYS LTD	S	D	139	0	0	77	12	7	4	0	0	11
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	142	0	0	60	15	15	8	1	0	23
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	142	1	0	55	20	17	7	1	0	25
	HEATHROW	KLM	S	A	266	0	1	68	14	12	6	1	0	19
	HEATHROW	KLM	S	D	266	0	1	64	17	11	8	0	1	23
	BIRMINGHAM	KLM UK LTD	S	A	200	0	3	79	9	5	6	1	1	16
	BIRMINGHAM	KLM UK LTD	S	D	198	0	5	72	12	5	10	2	0	21
	EDINBURGH	KLM UK LTD	S	A	176	0	1	80	7	4	6	3	0	20
	EDINBURGH	KLM UK LTD	S	D	177	0	0	63	16	11	7	3	0	27
	GLASGOW	KLM UK LTD	S	A	124	0	3	94	2	3	1	1	0	5
	GLASGOW	KLM UK LTD	S	D	123	0	4	71	13	8	7	1	0	17
	LONDON CITY	KLM UK LTD	S	A	153	0	7	91	6	2	1	0	0	5
	LONDON CITY	KLM UK LTD	S	D	153	0	7	74	15	8	3	0	0	14
	MANCHESTER	KLM UK LTD	S	A	261	0	5	74	8	8	8	2	0	19
	MANCHESTER	KLM UK LTD	S	D	259	0	7	61	14	12	12	2	0	28
	NEWCASTLE	KLM UK LTD	S	A	151	0	0	74	11	7	7	2	0	18
	NEWCASTLE	KLM UK LTD	S	D	150	0	1	77	10	7	5	1	0	15
	STANSTED	KLM UK LTD	S	A	255	1	1	76	10	6	6	1	0	16
	STANSTED	KLM UK LTD	S	D	257	2	4	68	14	11	6	2	0	19
	HEATHROW	UNITED AIRLINES	S	A	29	0	1	52	17	28	3	0	0	23
	HEATHROW	UNITED AIRLINES	S	D	29	0	1	79	7	3	7	3	0	16
<b>TOTAL AMSTERDAM</b>					<b>5245</b>	<b>9</b>	<b>71</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>
ANCONA	STANSTED	RYANAIR	S	A	31	0	0	55	13	16	16	0	0	23
	STANSTED	RYANAIR	S	D	31	0	0	45	19	13	23	0	0	30
<b>TOTAL ANCONA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>
ANTALYA	GATWICK	AIR 2000	C	A	10	0	0	50	30	10	10	0	0	22
	GATWICK	AIR 2000	C	D	8	0	1	100	0	0	0	0	0	8



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: A

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)	
ANTALYA														
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	0	50	0	0	65
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	0	50	25	25	0	0	63
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	33	33	22	11	0	0	28
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	3	0	0	33	0	67	0	0	0	31
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	2	0	1	50	0	50	0	0	0	24
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	22	33	33	11	0	0	38
	GATWICK	PEGASUS AIRLINES	C	A	5	0	0	20	20	40	20	0	0	47
	GATWICK	PEGASUS AIRLINES	C	D	4	0	1	50	25	0	25	0	0	27
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	40	20	0	0	50
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	30
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	0	21	29	36	14	0	87
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	33	13	20	27	7	0	60
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	27	27	13	27	7	0	57
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	60	7	7	20	7	0	42
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	1	0	40	20	20	20	0	0	33
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	1	50	0	0	50	0	0	43
<b>TOTAL ANTALYA</b>					<b>136</b>	<b>1</b>	<b>4</b>	<b>36</b>	<b>21</b>	<b>18</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>46</b>
ANTIGUA														
	GATWICK	AIR 2000	C	D	5	0	0	20	60	0	0	20	0	72
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	28
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	22	44	22	11	0	0	33
<b>TOTAL ANTIGUA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>37</b>
ANTWERP														
	LONDON CITY	VLM (BELGIUM)	S	A	123	0	1	74	18	7	2	0	0	13
	LONDON CITY	VLM (BELGIUM)	S	D	123	0	1	70	22	7	2	0	0	13
<b>TOTAL ANTWERP</b>					<b>246</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>
AQABA														
ARRECIFE														

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)	
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours			
													MATCHED		UNMATCHED
ARRECIFE															
	BIRMINGHAM	AIR 2000	S	A	4	0	0	50	0	25	25	0	0	33	
	BIRMINGHAM	AIR 2000	S	D	4	0	0	75	25	0	0	0	0	11	
	GATWICK	AIR 2000	S	A	8	0	0	25	0	25	25	25	0	91	
	GATWICK	AIR 2000	C	A	11	0	0	45	27	18	9	0	0	25	
	GATWICK	AIR 2000	C	D	10	0	0	70	30	0	0	0	0	9	
	GATWICK	AIR 2000	S	D	9	0	0	44	11	11	11	22	0	69	
	GLASGOW	AIR 2000	S	A	4	0	0	75	0	25	0	0	0	9	
	GLASGOW	AIR 2000	S	D	4	0	0	75	0	25	0	0	0	11	
	MANCHESTER	AIR 2000	S	A	9	0	0	44	22	0	33	0	0	31	
	MANCHESTER	AIR 2000	C	A	8	0	0	38	13	50	0	0	0	29	
	MANCHESTER	AIR 2000	C	D	8	0	0	50	38	13	0	0	0	16	
	MANCHESTER	AIR 2000	S	D	9	0	0	56	22	0	22	0	0	20	
	NEWCASTLE	AIR 2000	S	A	4	0	0	75	0	25	0	0	0	9	
	NEWCASTLE	AIR 2000	S	D	4	0	0	75	25	0	0	0	0	8	
	STANSTED	AIR 2000	S	A	4	0	0	0	0	100	0	0	0	46	
	STANSTED	AIR 2000	S	D	4	0	0	0	25	75	0	0	0	36	
	GATWICK	AIR ATLANTA ICELANDIC	C	A	5	0	0	60	20	20	0	0	0	13	
	GATWICK	AIR ATLANTA ICELANDIC	C	D	5	0	0	80	20	0	0	0	0	10	
	GLASGOW	AIR EUROPA	C	A	4	0	0	50	25	0	25	0	0	27	
	GLASGOW	AIR EUROPA	C	D	4	0	0	0	25	25	50	0	0	58	
	MANCHESTER	AIR EUROPA	C	A	4	0	0	50	25	25	0	0	0	21	
	MANCHESTER	AIR EUROPA	C	D	4	0	0	0	0	75	25	0	0	65	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	0	20	0	0	42	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	38	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	44	0	11	0	56	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	22	33	0	11	0	53	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	0	0	25	192	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	0	25	196	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	11	11	11	0	58	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	11	11	0	45	

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

Origin / Destinations: A

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)							
ARRECIFE														
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	14
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	34
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	39
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	0	25	0	0	0	16
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	50	25	25	0	0	0	22
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	50	25	25	0	0	0	27
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	13	63	25	0	0	0	26
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	63	25	13	0	0	0	11
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	45	27	18	0	9	0	39
	GATWICK	MONARCH AIRLINES	C	D	10	0	1	70	10	10	0	10	0	34
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	22
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	29
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	50
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	50
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	53
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	56
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	57
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	55
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	39
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	48
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	50	0	14	29	7	0	50
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	23	0	23	46	8	0	70
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	15
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	0	25	0	0	45
	MANCHESTER	SPANAIR	C	A	5	0	0	0	40	0	40	0	20	114
	MANCHESTER	SPANAIR	C	D	5	0	1	0	20	20	20	20	20	281

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)
ARRECIFE														
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	60	40	0	0	0	28
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	29	29	21	21	0	0	33
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	22	0	1	77	9	9	5	0	0	13
	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	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	47	29	24	0	0	0	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	1	81	6	13	0	0	0	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	103
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	81
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	15
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1
	GATWICK	TRANSAER	C	A	4	0	0	25	0	0	50	25	0	88
	GATWICK	TRANSAER	C	D	4	0	0	25	25	50	0	0	0	27
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	6	0	0	50	0	33	0	0	17	152
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	1	60	20	0	0	0	20	176
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14
<b>TOTAL ARRECIFE</b>					<b>494</b>	<b>0</b>	<b>5</b>	<b>52</b>	<b>16</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>44</b>
ASHKHABAD														
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	39	17	17	22	6	0	40
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	28	28	17	22	6	0	55
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	1	56	22	11	11	0	0	37
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	1	56	11	22	11	0	0	26
<b>TOTAL ASHKHABAD</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>20</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>42</b>
ASTURIAS														
	GATWICK	AIR NOSTRUM	S	A	14	0	0	79	14	0	7	0	0	14
	GATWICK	AIR NOSTRUM	S	D	14	0	0	79	7	7	7	0	0	12
<b>TOTAL ASTURIAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>

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

Origin / Destinations: A

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)								
ASWAN															
ATHENS															
	HEATHROW	AEGEAN AIRLINES	S	A	27	0	0	33	37	26	0	4	0	29	
	HEATHROW	AEGEAN AIRLINES	S	D	27	0	0	59	22	15	0	4	0	20	
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	2	
	GATWICK	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	4	
	MANCHESTER	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	0	
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	1	
	GATWICK	AXON AIRLINES	C	A	3	0	0	33	33	33	0	0	0	29	
	GATWICK	AXON AIRLINES	C	D	3	0	0	33	0	67	0	0	0	40	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	87	3	3	7	0	0	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	70	20	3	7	0	0	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	71	16	8	5	0	0	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	85	11	0	3	0	0	10	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	73	19	2	6	0	0	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	58	23	10	8	2	0	23	
	GATWICK	MONARCH AIRLINES	C	A	2	0	1	50	0	0	50	0	0	41	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	10	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	1	67	33	0	0	0	0	11	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	33	
	GATWICK	OLYMPIC AIRWAYS	S	A	29	0	0	69	21	10	0	0	0	11	
	GATWICK	OLYMPIC AIRWAYS	S	D	29	0	0	48	17	28	7	0	0	27	
	HEATHROW	OLYMPIC AIRWAYS	S	A	89	1	1	38	26	28	7	1	0	29	
	HEATHROW	OLYMPIC AIRWAYS	S	D	88	3	2	52	34	9	3	1	0	22	
	MANCHESTER	OLYMPIC AIRWAYS	S	A	8	0	1	25	50	13	13	0	0	31	
	MANCHESTER	OLYMPIC AIRWAYS	S	D	8	0	1	0	13	50	38	0	0	54	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	0	67	11	0	0	38	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	3	83	0	0	17	0	0	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	50	0	0	0	33	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Plan (8)							
ATHENS	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	6	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	0	0	88	8	0	4	0	0	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	54	33	8	4	0	0	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	68	10	13	10	0	0	18	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	61	16	13	10	0	0	20	
<b>TOTAL ATHENS</b>					<b>781</b>	<b>8</b>	<b>11</b>	<b>61</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	95	2	0	2	0	2	19	
	GATWICK	BRITISH AIRWAYS PLC	S	D	58	0	0	71	12	17	0	0	0	12	
	GATWICK	DELTA AIRLINES	S	A	93	0	0	75	6	11	5	1	1	22	
	GATWICK	DELTA AIRLINES	S	D	93	0	0	72	16	6	2	2	1	19	
	MANCHESTER	DELTA AIRLINES	S	A	31	1	0	90	6	3	0	0	0	5	
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	84	6	10	0	0	0	8	
<b>TOTAL ATLANTA</b>					<b>365</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>17</b>	
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	30	0	1	90	3	7	0	0	0	4	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	30	0	1	73	13	7	7	0	0	16	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
BAHRAIN	HEATHROW	GULF AIR	S	A	29	0	0	69	17	10	3	0	0	14
	HEATHROW	GULF AIR	S	D	34	0	0	68	21	6	6	0	0	15
<b>TOTAL BAHRAIN</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
BAKU	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	9	0	0	33	22	33	11	0	0	30
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	9	0	0	33	22	11	33	0	0	56
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	63	38	0	0	0	0	10
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	100	0	0	0	0	0	2
<b>TOTAL BAKU</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>
BALI INTERNATIONAL	GATWICK	GARUDA INDONESIA	S	A	8	1	0	25	13	38	13	0	13	200
	GATWICK	GARUDA INDONESIA	S	D	8	1	0	38	38	13	13	0	0	22
<b>TOTAL BALI INTERNATIONAL</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>111</b>
BALTIMORE	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	3	3	6	0	3	43
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	71	16	3	6	3	0	19
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>31</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	35	23	23	13	6	0	44
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	74	10	13	3	0	0	15
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>30</b>
BANGKOK	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	3	23	46	23	0	8	0	38
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	4	62	31	0	0	0	8	43
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	44	0	0	48	18	23	9	2	0	31
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	44	0	0	68	16	14	2	0	0	18
<b>TOTAL BANGKOK</b>					<b>114</b>	<b>0</b>	<b>7</b>	<b>54</b>	<b>22</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>28</b>

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

Origin / Destinations: B

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)								
BANJUL														
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	47
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	13
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	39
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	33
<b>TOTAL BANJUL</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>
BARCELONA														
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	25	0	0	33
	GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	0	50	0	50	0	0	57
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	64	0	0	75	11	8	6	0	0	15
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	64	0	0	78	8	9	5	0	0	14
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	87	13	0	0	0	0	6
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	93	3	3	0	0	0	3
	HEATHROW	BRITISH AIRWAYS PLC	S	A	100	0	0	68	20	8	4	0	0	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	100	0	0	73	16	5	5	1	0	14
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	96	1	1	61	18	7	8	5	0	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	95	1	2	56	24	9	11	0	0	25
	STANSTED	GO FLY LTD	S	A	65	0	1	66	17	12	5	0	0	15
	STANSTED	GO FLY LTD	S	D	66	0	0	38	29	23	11	0	0	28
	HEATHROW	IBERIA	S	A	123	0	1	73	15	7	5	1	0	16
	HEATHROW	IBERIA	S	D	122	0	1	86	5	5	3	1	0	10
	MANCHESTER	IBERIA	S	A	31	0	0	68	29	3	0	0	0	11
	MANCHESTER	IBERIA	S	D	30	0	0	50	40	10	0	0	0	16
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	0	25	0	25	138
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	25	0	25	133
<b>TOTAL BARCELONA</b>					<b>1038</b>	<b>2</b>	<b>6</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>
BARRA														
	GLASGOW	LOGANAIR	S	A	15	10	1	93	0	7	0	0	0	5



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
BARRA	GLASGOW	LOGANAIR	S	D	16	10	0	81	19	0	0	0	0	6
<b>TOTAL BARRA</b>					<b>31</b>	<b>20</b>	<b>1</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
BASLE MULHOUSE	BIRMINGHAM	SWISS AIRLINES	S	A	52	0	0	69	13	17	0	0	0	13
	BIRMINGHAM	SWISS AIRLINES	S	D	52	0	0	54	19	23	4	0	0	21
	HEATHROW	SWISS AIRLINES	S	A	92	0	0	63	20	12	4	1	0	19
	HEATHROW	SWISS AIRLINES	S	D	92	0	0	73	16	9	1	0	1	15
	LONDON CITY	SWISS AIRLINES	S	A	79	0	2	77	16	6	0	0	0	10
	LONDON CITY	SWISS AIRLINES	S	D	78	0	3	31	44	24	1	0	0	24
	MANCHESTER	SWISS AIRLINES	S	A	78	0	0	59	21	17	4	0	0	19
	MANCHESTER	SWISS AIRLINES	S	D	78	0	0	27	37	23	13	0	0	31
<b>TOTAL BASLE MULHOUSE</b>					<b>601</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>24</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>
BASTIA	GATWICK	CITY FLYER EXPRESS	C	A	2	0	0	50	0	50	0	0	0	18
	GATWICK	CITY FLYER EXPRESS	C	D	2	0	0	100	0	0	0	0	0	6
<b>TOTAL BASTIA</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
BEAUVAIS														
BEIJING	HEATHROW	AIR CHINA	S	A	14	0	0	57	36	7	0	0	0	13
	HEATHROW	AIR CHINA	S	D	14	0	0	86	14	0	0	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	83	11	6	0	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	82	6	12	0	0	0	9
<b>TOTAL BEIJING</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
BEIRUT	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	31	0	0	94	3	3	0	0	0	3
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	31	0	0	71	23	6	0	0	0	10
	HEATHROW	MEA	S	A	22	0	8	73	18	5	5	0	0	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
BEIRUT	HEATHROW	MEA	S	D	22	0	8	77	14	5	5	0	0	17
<b>TOTAL BEIRUT</b>					<b>106</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
BELFAST CITY	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	0	73	13	6	5	3	0	17
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	0	0	73	10	8	6	3	0	17
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	78	0	0	90	3	4	3	1	0	9
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	79	0	0	92	3	3	3	0	0	5
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	102	0	0	93	3	3	1	0	0	5
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	102	1	0	96	3	0	1	0	0	4
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	113	0	2	68	15	8	9	0	0	17
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	114	0	1	76	10	8	6	0	0	14
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	138	0	3	85	6	6	3	1	0	11
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	132	1	4	79	11	7	3	1	0	14
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	146	0	4	73	8	8	10	1	0	21
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	147	0	3	67	12	7	13	1	0	25
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	70	0	0	94	3	1	1	0	0	3
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	49	0	0	78	16	4	2	0	0	10
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	110	3	1	84	11	5	0	0	0	7
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	110	3	1	77	15	7	1	0	0	10
	NEWCASTLE	GILL AIRWAYS	S	A	131	0	2	96	1	3	0	0	0	2
	NEWCASTLE	GILL AIRWAYS	S	D	131	0	2	96	2	1	2	0	0	3
<b>TOTAL BELFAST CITY</b>					<b>1906</b>	<b>8</b>	<b>23</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>
BELFAST INTERNATIONAL	HEATHROW	BMI BRITISH MIDLAND	S	A	242	0	1	74	11	9	6	0	0	15
	HEATHROW	BMI BRITISH MIDLAND	S	D	242	0	0	77	12	7	4	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	184	0	2	74	17	4	4	0	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	183	0	2	86	5	7	2	0	0	8
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	49	0	0	98	2	0	0	0	0	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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
BELFAST INTERNATIONAL														
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	49	0	0	88	10	2	0	0	0	8
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	85	0	0	95	1	1	2	0	0	4
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	84	0	0	96	4	0	0	0	0	2
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	106	0	1	88	4	5	4	0	0	8
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	106	0	2	80	8	7	5	0	0	10
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	138	0	0	93	3	2	1	1	0	5
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	137	2	0	85	6	6	4	0	0	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	118	0	20	53	19	12	17	0	0	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	117	0	1	57	15	12	16	0	0	30
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1841</b>	<b>3</b>	<b>29</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>
BELGRADE														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	1	0	92	0	8	0	0	0	2
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	14	0	0	50	29	21	0	0	0	19
	HEATHROW	JATAIRWAYS	S	A	22	0	0	77	14	5	5	0	0	13
	HEATHROW	JATAIRWAYS	S	D	22	0	0	77	9	9	5	0	0	17
<b>TOTAL BELGRADE</b>					<b>71</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
BENBECULA														
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	100	0	0	0	0	0	1
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	100	0	0	0	0	0	3
<b>TOTAL BENBECULA</b>					<b>52</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>
BENGHAZI														
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	4	0	0	75	25	0	0	0	0	7
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	4	0	0	25	50	0	25	0	0	35
<b>TOTAL BENGHAZI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>
BERGAMO														
	LONDON CITY	GANDALF AIRLINES	S	A	42	3	6	81	7	10	2	0	0	11
	LONDON CITY	GANDALF AIRLINES	S	D	41	4	7	10	54	29	7	0	0	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
BERGAMO														
<b>TOTAL BERGAMO</b>					<b>85</b>	<b>7</b>	<b>13</b>	<b>45</b>	<b>31</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>
BERGEN														
	STANSTED	AIR BOTNIA	S	A	37	0	0	95	0	0	5	0	0	8
	STANSTED	AIR BOTNIA	S	D	36	1	1	72	22	3	3	0	0	13
	GATWICK	BRAATHENS ASA	S	A	30	0	1	53	13	27	7	0	0	22
	GATWICK	BRAATHENS ASA	S	D	30	0	1	67	17	13	3	0	0	16
	HEATHROW	SAS	S	A	2	0	0	50	0	0	50	0	0	81
	HEATHROW	SAS	S	D	3	0	0	33	67	0	0	0	0	17
<b>TOTAL BERGEN</b>					<b>138</b>	<b>1</b>	<b>3</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
BERLIN (SCHONEFELD)														
	GATWICK	VIRGIN EXPRESS IRELAND	S	A	5	0	0	20	0	20	40	20	0	100
	GATWICK	VIRGIN EXPRESS IRELAND	S	D	5	0	0	40	20	20	0	20	0	76
	STANSTED	VIRGIN EXPRESS IRELAND	S	A	52	0	0	81	4	13	0	2	0	15
	STANSTED	VIRGIN EXPRESS IRELAND	S	D	52	0	0	62	13	21	2	2	0	22
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>18</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>24</b>
BERLIN (TEGEL)														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	1	74	13	10	3	0	1	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	0	89	7	2	2	0	0	6
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	85	11	4	0	0	0	9
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	89	7	4	0	0	0	4
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	29	0	0	76	14	7	3	0	0	11
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	29	0	0	79	17	3	0	0	0	9
	STANSTED	KLM UK LTD	S	A	82	0	0	84	10	6	0	0	0	7
	STANSTED	KLM UK LTD	S	D	82	0	0	68	20	9	4	0	0	14
<b>TOTAL BERLIN (TEGEL)</b>					<b>579</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>
BERMUDA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	59	24	12	6	0	0	15
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	71	6	18	6	0	0	15
<b>TOTAL BERMUDA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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
BERNE	LONDON CITY	AIR ENGIADINA	S	A	66	4	4	74	21	5	0	0	0	10
	LONDON CITY	AIR ENGIADINA	S	D	66	4	4	45	41	12	2	0	0	19
<b>TOTAL BERNE</b>					<b>132</b>	<b>8</b>	<b>8</b>	<b>60</b>	<b>31</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>
BIARRITZ	STANSTED	RYANAIR	S	A	30	0	1	77	3	7	13	0	0	20
	STANSTED	RYANAIR	S	D	31	0	0	58	13	16	13	0	0	26
<b>TOTAL BIARRITZ</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>8</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>
BILBAO	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	6	0	0	33	0	17	33	17	0	88
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	6	0	0	33	17	17	33	0	0	50
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	82	9	5	4	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	88	9	4	0	0	0	4
	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	61	32	6	0	0	0	13
	HEATHROW	IBERIA	S	A	31	0	0	74	10	6	10	0	0	16
	HEATHROW	IBERIA	S	D	31	0	0	90	0	0	6	3	0	17
<b>TOTAL BILBAO</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>
BILLUND	GATWICK	MAERSK AIR	S	A	88	0	1	49	31	15	6	0	0	23
	GATWICK	MAERSK AIR	S	D	88	0	1	69	15	7	9	0	0	18
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	48	0	1	58	25	15	2	0	0	15
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	48	0	1	79	15	4	2	0	0	10
<b>TOTAL BILLUND</b>					<b>272</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>22</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>
BIRMINGHAM	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	11
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	16
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	124	0	0	89	6	5	1	0	0	7
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	113	0	0	82	12	4	2	0	0	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)
						Plan (8)								
BIRMINGHAM														
	GLASGOW	BRITISH AIRWAYS PLC	S	A	70	0	2	83	11	6	0	0	0	7
	GLASGOW	BRITISH AIRWAYS PLC	S	D	71	0	2	87	7	1	4	0	0	7
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	6	0	0	67	17	17	0	0	0	16
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	6	0	0	83	17	0	0	0	0	7
	NEWCASTLE	DUO AIRWAYS LTD	S	A	38	0	0	92	3	3	3	0	0	6
	NEWCASTLE	DUO AIRWAYS LTD	S	D	38	0	0	92	3	3	3	0	0	6
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	110	0	5	70	10	13	7	0	0	15
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	110	0	5	70	11	13	6	0	0	15
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	137	0	4	81	12	7	1	0	0	9
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	136	0	5	88	7	6	0	0	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	20
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	50	0	0	0	25
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	1	33	0	33	33	0	0	39
<b>TOTAL BIRMINGHAM</b>					<b>976</b>	<b>3</b>	<b>25</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
BISHKEK (FRUNZE)														
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	6
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	7	1	0	71	14	14	0	0	0	14
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
BODRUM (MILAS)														
	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	20	0	40	0	0	50
	BIRMINGHAM	AIR 2000	C	D	4	0	1	25	50	0	25	0	0	49
	GATWICK	AIR 2000	C	A	10	0	0	50	10	0	30	10	0	47
	GATWICK	AIR 2000	C	D	8	0	2	63	13	13	13	0	0	20
	GLASGOW	AIR 2000	C	A	5	0	0	40	0	60	0	0	0	26
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	32
	MANCHESTER	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	27
	MANCHESTER	AIR 2000	C	D	4	0	1	75	0	0	25	0	0	32

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)
BODRUM (MILAS)														
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	40	0	0	0	0	9
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	15
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	60
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	1	25	25	25	25	0	0	54
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	1	75	0	25	0	0	0	19
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	64
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	89
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	28
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	4	0	1	100	0	0	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	0	20
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	25	25	50	0	0	0	28
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	0	0	100	0	0	131
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	75	25	0	161
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	7
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	26
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	1	50	0	25	25	0	0	36
	EDINBURGH	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	7
	EDINBURGH	ONUR AIR	C	D	4	0	0	25	25	50	0	0	0	24
	MANCHESTER	ONUR AIR	C	A	5	0	0	0	20	80	0	0	0	46
	MANCHESTER	ONUR AIR	C	D	4	0	0	0	0	75	25	0	0	56
	NEWCASTLE	ONUR AIR	C	A	5	0	0	100	0	0	0	0	0	2
	NEWCASTLE	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	13
	LUTON	PEGASUS AIRLINES	C	A	4	0	0	50	0	0	50	0	0	53
	LUTON	PEGASUS AIRLINES	C	D	3	0	1	33	0	33	33	0	0	56

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
BODRUM (MILAS)														
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	145
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	1	100	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	20	30	20	20	10	0	73
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	13	0	0	27
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	30	10	20	40	0	0	55
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	13	25	13	0	0	28
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	14
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5
<b>TOTAL BODRUM (MILAS)</b>					<b>219</b>	<b>1</b>	<b>12</b>	<b>55</b>	<b>11</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>39</b>
BOGOTA														
	HEATHROW	AVIANCA COLOMBIA	S	A	13	0	0	54	0	31	15	0	0	31
	HEATHROW	AVIANCA COLOMBIA	S	D	13	0	0	69	15	15	0	0	0	11
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	15	8	0	0	21
<b>TOTAL BOGOTA</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>
BOLOGNA														
	GATWICK	ALITALIA	S	A	58	0	4	50	28	17	5	0	0	19
	GATWICK	ALITALIA	S	D	58	0	4	59	28	12	2	0	0	16
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	48	29	16	6	0	0	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	48	40	8	5	0	0	18
	STANSTED	GO FLY LTD	S	A	31	0	0	87	3	3	6	0	0	11
	STANSTED	GO FLY LTD	S	D	31	0	0	39	39	19	3	0	0	22
<b>TOTAL BOLOGNA</b>					<b>303</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>29</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
BORDEAUX														
	GLASGOW	AIR 2000	C	A	2	1	0	0	0	50	50	0	0	53
	GLASGOW	AIR 2000	C	D	3	0	0	33	67	0	0	0	0	20
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	92	0	0	80	13	3	3	0	0	10
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	92	0	0	77	13	3	7	0	0	14
	STANSTED	KLM UK LTD	S	A	30	1	0	63	10	13	13	0	0	23



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

Origin / Destinations: B

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)							
BORDEAUX														
	STANSTED	KLM UK LTD	S	D	31	0	0	55	13	16	16	0	0	27
	LONDON CITY	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	47	2	1	60	30	11	0	0	0	15
	LONDON CITY	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	47	2	1	49	36	9	6	0	0	19
<b>TOTAL BORDEAUX</b>					<b>348</b>	<b>7</b>	<b>2</b>	<b>68</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>
BOSTON														
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	60	13	13	13	2	0	25
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	79	13	8	0	0	0	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	3	2	81	12	4	2	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	70	17	9	3	1	0	15
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	55	10	13	16	6	0	45
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	87	6	3	3	0	0	11
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	0	0	3	6	0	21
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	13	6	3	6	0	26
<b>TOTAL BOSTON</b>					<b>430</b>	<b>3</b>	<b>2</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>
BOURNEMOUTH														
BRATISLAVA														
BREMEN														
	GATWICK	CITY FLYER EXPRESS	S	A	89	0	0	67	18	11	3	0	0	14
	GATWICK	CITY FLYER EXPRESS	S	D	89	0	0	70	16	10	3	1	0	16
<b>TOTAL BREMEN</b>					<b>179</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>
BRESCIA/MONTICHIARI														
	STANSTED	RYANAIR	S	A	56	0	2	57	13	16	13	2	0	27
	STANSTED	RYANAIR	S	D	56	1	0	32	18	43	7	0	0	32
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>112</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>15</b>	<b>29</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>29</b>
BREST														
	GATWICK	BRIT AIR	S	A	64	0	0	77	17	3	3	0	0	12
	GATWICK	BRIT AIR	S	D	64	0	0	86	9	0	5	0	0	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)							
BREST														
<b>TOTAL BREST</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
BRIDGETOWN														
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	1	50	33	0	17	0	0	22
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	67	17	17	0	0	0	17
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	23
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	3	6	3	0	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	0	6	6	3	0	23
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	20	0	20	141
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	32
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	1	0	40	40	0	0	0	20	83
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	0	20	0	20	112
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	44	0	0	11	0	40
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	19	0	0	53	21	11	5	11	0	46
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	19	0	0	47	16	16	5	11	5	69
<b>TOTAL BRIDGETOWN</b>					<b>149</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>41</b>
BRISBANE														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	60	13	20	0	0	7	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	15	0	0	87	13	0	0	0	0	6
<b>TOTAL BRISBANE</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>31</b>
BRISTOL														
	BIRMINGHAM	AIR 2000	C	A	3	0	0	67	0	0	33	0	0	36
	BIRMINGHAM	AIR 2000	C	D	3	0	1	67	0	33	0	0	0	19
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	134	0	0	82	5	7	5	0	0	11
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	124	0	0	81	7	8	4	0	0	12
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	68	27	0	0	5	0	18
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	90	10	0	0	0	0	7

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
BRISTOL															
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	134	0	0	78	11	8	2	0	0	12	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	131	0	0	81	12	4	2	1	0	11	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	86	5	5	5	0	0	12	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	1	0	73	14	5	9	0	0	16	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	79	1	0	75	14	9	3	0	0	11	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	79	0	0	85	6	5	4	0	0	8	
<b>TOTAL BRISTOL</b>					<b>776</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	
BRUSSELS															
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	65	0	6	40	32	22	6	0	0	26	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	68	0	3	40	32	21	7	0	0	24	
	HEATHROW	BMI BRITISH MIDLAND	S	A	153	0	0	31	27	28	13	1	0	33	
	HEATHROW	BMI BRITISH MIDLAND	S	D	154	0	0	66	15	10	9	0	0	18	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	72	0	3	56	24	14	7	0	0	20	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	73	0	2	89	4	5	1	0	0	7	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	2	0	0	50	0	50	0	0	0	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	2	48	28	18	5	1	0	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	2	81	11	4	3	1	0	11	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	85	11	1	51	21	18	11	0	0	25	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	98	0	1	61	16	13	9	0	0	20	
	GATWICK	CITY FLYER EXPRESS	S	A	70	0	1	41	30	19	9	1	0	28	
	GATWICK	CITY FLYER EXPRESS	S	D	70	0	1	79	14	1	6	0	0	13	
	BIRMINGHAM	SABENA	S	A	114	0	2	54	23	17	6	1	0	21	
	BIRMINGHAM	SABENA	S	D	113	0	3	53	27	11	8	2	0	25	
	EDINBURGH	SABENA	S	A	115	0	5	73	12	10	4	0	0	13	
	EDINBURGH	SABENA	S	D	114	0	6	58	23	14	5	0	0	18	
	GLASGOW	SABENA	S	A	87	1	3	74	17	8	1	0	0	11	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)
					87	UNMATCHED		Early to 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)							
BRUSSELS	GLASGOW	SABENA	S	D	87	1	3	48	26	20	6	0	0	22
	HEATHROW	SABENA	S	A	260	1	1	27	21	31	18	3	0	46
	HEATHROW	SABENA	S	D	258	0	4	51	14	17	14	3	0	35
	LONDON CITY	SABENA	S	A	112	0	7	22	39	25	13	1	0	33
	LONDON CITY	SABENA	S	D	111	0	8	38	28	17	16	1	0	34
	MANCHESTER	SABENA	S	A	148	0	3	68	13	11	7	0	0	17
	MANCHESTER	SABENA	S	D	148	0	3	55	24	11	10	1	0	23
	NEWCASTLE	SABENA	S	A	110	0	1	56	23	16	5	0	0	18
	NEWCASTLE	SABENA	S	D	110	0	1	61	22	11	6	0	0	17
	HEATHROW	UNITED AIRLINES	S	A	22	0	0	45	23	32	0	0	0	21
	HEATHROW	UNITED AIRLINES	S	D	23	0	0	61	13	22	4	0	0	19
	GATWICK	VIRGIN EXPRESS IRELAND	S	A	53	0	3	49	23	13	15	0	0	30
	GATWICK	VIRGIN EXPRESS IRELAND	S	D	53	0	2	83	8	6	4	0	0	12
<b>TOTAL BRUSSELS</b>					<b>3295</b>	<b>16</b>	<b>77</b>	<b>54</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>
BUCHAREST (OTOPENI)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	33	0	0	79	12	0	3	3	3	31
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	34	0	0	53	35	6	6	0	0	18
	HEATHROW	TAROM	S	A	31	0	0	61	26	6	6	0	0	18
	HEATHROW	TAROM	S	D	31	0	0	77	13	6	3	0	0	15
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>129</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>21</b>
BUDAPEST	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	82	11	7	0	0	0	9
	HEATHROW	BMI BRITISH MIDLAND	S	D	28	0	0	89	4	4	4	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	72	15	10	3	0	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	82	11	5	2	0	0	10
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	0	0	33	0	75
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	6
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	30	0	0	83	10	3	3	0	0	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
BUDAPEST															
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	30	0	0	67	27	3	3	0	0	13	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	44	26	16	13	2	0	30	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	63	24	3	10	0	0	18	
<b>TOTAL BUDAPEST</b>					<b>370</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	
BUENOS AIRES															
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	64	27	9	0	0	0	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	68	14	5	14	0	0	20	
<b>TOTAL BUENOS AIRES</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	
BURGAS															
<b>TOTAL BURGAS</b>					<b>3</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>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)
CAEN														
CAGLIARI (ELMAS)														
CAIRO														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	3	6	3	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	23	6	6	3	0	29
	HEATHROW	EGYPT AIR	S	A	31	0	0	52	23	10	16	0	0	25
	HEATHROW	EGYPT AIR	S	D	31	0	0	23	29	26	23	0	0	39
	MANCHESTER	EGYPT AIR	S	A	5	0	0	40	0	20	40	0	0	41
	MANCHESTER	EGYPT AIR	S	D	5	0	0	0	20	20	60	0	0	84
<b>TOTAL CAIRO</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>12</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>31</b>
CALCUTTA														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	80	10	0	0	10	0	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	40	40	10	10	0	0	24
<b>TOTAL CALCUTTA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>
CALGARY														
	HEATHROW	AIR CANADA	S	A	31	0	0	68	16	16	0	0	0	12
	HEATHROW	AIR CANADA	S	D	31	0	0	58	29	6	6	0	0	20
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	9	0	19	56	33	11	0	0	0	13
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	9	0	0	89	11	0	0	0	0	9
<b>TOTAL CALGARY</b>					<b>80</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>
CALVI														
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	50	50	0	0	0	0	17
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	50	50	0	0	0	0	18
<b>TOTAL CALVI</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>16</b>
CAMPBELTOWN														
	GLASGOW	LOGANAIR	S	A	41	0	0	93	5	0	2	0	0	3
	GLASGOW	LOGANAIR	S	D	41	0	0	98	0	0	2	0	0	5
<b>TOTAL CAMPBELTOWN</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
CANCUN														

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
CANCUN															
	GATWICK	AIR 2000	C	A	4	0	0	25	25	50	0	0	0	28	
	GATWICK	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	8	
	MANCHESTER	AIR 2000	C	A	5	0	0	20	20	0	60	0	0	79	
	MANCHESTER	AIR 2000	C	D	5	1	0	20	20	20	40	0	0	55	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	1	1	67	0	33	0	0	0	19	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	0	33	0	87	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	1	3	100	0	0	0	0	0	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	1	1	25	25	25	25	0	0	60	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	6	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	11	33	11	0	0	25	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	50	0	50	0	0	50	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	34	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	25	50	25	0	140	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	0	50	50	0	164	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	72	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	1	0	75	0	25	0	0	58	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	0	50	33	17	0	0	42	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	43	43	0	0	14	0	57	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	7	
<b>TOTAL CANCUN</b>					<b>100</b>	<b>5</b>	<b>7</b>	<b>44</b>	<b>20</b>	<b>12</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>45</b>	
CAPE TOWN															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	35	39	23	3	0	0	24	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	33	0	2	73	21	6	0	0	0	11	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	34	1	2	53	12	26	9	0	0	22	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	60	20	0	20	0	0	25	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	3	
<b>TOTAL CAPE TOWN</b>					<b>139</b>	<b>1</b>	<b>4</b>	<b>66</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)							
CARACAS	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	15	15	0	0	21
<b>TOTAL CARACAS</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>
CARCASSONNE	STANSTED	RYANAIR	S	A	59	0	0	90	7	3	0	0	0	5
	STANSTED	RYANAIR	S	D	59	0	0	71	20	7	2	0	0	13
<b>TOTAL CARCASSONNE</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
CARDIFF WALES	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	68	0	0	82	7	4	6	0	0	12
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	68	1	0	85	7	7	0	0	0	7
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	82	0	0	74	15	9	2	0	0	13
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	83	0	0	77	8	11	4	0	0	13
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	2	0	0	100	0	0	0	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	2	0	0	50	50	0	0	0	0	12
<b>TOTAL CARDIFF WALES</b>					<b>305</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
CASABLANCA MOHAMED V	GATWICK	GB AIRWAYS LTD	S	A	28	0	0	79	11	4	7	0	0	14
	GATWICK	GB AIRWAYS LTD	S	D	28	0	0	57	25	11	7	0	0	20
	HEATHROW	GB AIRWAYS LTD	S	D	3	0	0	33	0	0	33	33	0	105
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	45	19	29	6	0	0	26
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	55	29	3	13	0	0	22
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>
CATANIA (FONTANAROSSA)	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	75	25	0	0	50
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	8
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	69
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	0	25	0	0	37
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	24
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>22</b>	<b>17</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>33</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
CAYO LARGO DEL SUR															
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	53	
<b>TOTAL CAYO LARGO DEL SUR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>53</b>	
CHANIA															
	GATWICK	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	6	
	GATWICK	AIR 2000	C	D	4	0	1	75	25	0	0	0	0	16	
	MANCHESTER	AIR 2000	C	A	5	0	0	40	20	20	0	20	0	77	
	MANCHESTER	AIR 2000	C	D	4	0	1	25	0	25	25	25	0	114	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	16	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	12	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	9	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	3	0	0	33	0	33	33	0	0	57	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	3	0	0	33	33	33	0	0	0	20	
	GATWICK	MONARCH AIRLINES	C	A	6	0	1	33	17	17	17	17	0	71	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	29	43	0	14	14	0	66	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	29	14	43	0	14	0	49	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	50	50	0	0	0	0	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	1	75	25	0	0	0	0	10	
<b>TOTAL CHANIA</b>					<b>71</b>	<b>3</b>	<b>6</b>	<b>49</b>	<b>25</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>38</b>	
CHARLOTTE															
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	0	3	3	0	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	10	0	3	0	22	
	GATWICK	US AIRWAYS	S	A	31	0	0	81	10	10	0	0	0	7	
	GATWICK	US AIRWAYS	S	D	30	0	1	73	13	13	0	0	0	10	
<b>TOTAL CHARLOTTE</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>13</b>	
CHICAGO (O'HARE)															
	HEATHROW	AIR INDIA	S	A	13	0	0	69	8	23	0	0	0	12	
	HEATHROW	AIR INDIA	S	D	14	0	0	43	36	7	7	7	0	31	
	BIRMINGHAM	AMERICAN AIRLINES	S	A	31	0	0	65	16	16	3	0	0	16	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
CHICAGO (O'HARE)														
	BIRMINGHAM	AMERICAN AIRLINES	S	D	31	0	0	74	19	0	3	3	0	16
	GLASGOW	AMERICAN AIRLINES	S	A	30	0	1	77	10	7	3	3	0	15
	GLASGOW	AMERICAN AIRLINES	S	D	30	0	1	83	7	0	10	0	0	14
	HEATHROW	AMERICAN AIRLINES	S	A	123	0	0	64	15	13	6	2	0	21
	HEATHROW	AMERICAN AIRLINES	S	D	124	0	0	60	26	7	3	3	0	21
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	74	13	0	10	0	3	32
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	1	63	17	17	3	0	0	16
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	1	1	90	0	7	2	0	2	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	57	28	10	5	0	0	18
	HEATHROW	UNITED AIRLINES	S	A	65	0	0	75	15	5	5	0	0	14
	HEATHROW	UNITED AIRLINES	S	D	65	0	0	40	42	12	6	0	0	23
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	3	0	3	0	3	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	19	6	0	3	0	17
<b>TOTAL CHICAGO (O'HARE)</b>					<b>769</b>	<b>1</b>	<b>4</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>
CINCINNATI														
	GATWICK	DELTA AIRLINES	S	A	31	0	0	90	3	3	3	0	0	5
	GATWICK	DELTA AIRLINES	S	D	31	0	0	61	26	13	0	0	0	13
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>
CLEVELAND														
	GATWICK	CONTINENTAL AIRLINES	S	A	31	0	0	65	10	10	13	3	0	27
	GATWICK	CONTINENTAL AIRLINES	S	D	31	0	0	55	29	16	0	0	0	16
<b>TOTAL CLEVELAND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>
COGNAC														
COLOGNE (BONN)														
	STANSTED	BMI BRITISH MIDLAND	S	A	92	0	1	86	11	2	1	0	0	7
	STANSTED	BMI BRITISH MIDLAND	S	D	92	0	1	82	13	4	1	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	47	27	17	8	1	0	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	1	0	74	18	5	3	0	0	11
<b>TOTAL COLOGNE (BONN)</b>					<b>368</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
COLOMBO	HEATHROW	SRILANKAN AIRLINES	S	A	39	0	0	82	3	3	8	0	5	42
	HEATHROW	SRILANKAN AIRLINES	S	D	38	0	1	61	16	11	5	3	5	53
<b>TOTAL COLOMBO</b>					<b>77</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>48</b>
CONNAUGHT	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	22	0	0	73	9	5	5	9	0	28
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	22	0	0	64	14	9	9	5	0	26
	STANSTED	RYANAIR	S	A	47	0	0	68	17	6	9	0	0	20
	STANSTED	RYANAIR	S	D	47	0	0	64	17	11	9	0	0	23
<b>TOTAL CONNAUGHT</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>
COPENHAGEN	EDINBURGH	BMI BRITISH MIDLAND	S	A	51	0	0	94	2	0	4	0	0	5
	EDINBURGH	BMI BRITISH MIDLAND	S	D	32	0	0	88	6	3	3	0	0	8
	GLASGOW	BMI BRITISH MIDLAND	S	A	51	0	0	96	0	2	2	0	0	4
	GLASGOW	BMI BRITISH MIDLAND	S	D	51	0	0	96	0	2	2	0	0	4
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	70	7	7	11	4	0	23
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	27	0	0	78	11	4	4	4	0	19
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	0	66	19	10	4	1	0	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	0	82	11	4	3	0	0	9
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	101	0	0	80	13	3	4	0	0	11
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	102	0	0	89	5	2	4	0	0	9
	STANSTED	GO FLY LTD	S	A	79	0	1	81	9	6	3	1	0	12
	STANSTED	GO FLY LTD	S	D	80	0	0	63	24	10	4	0	0	16
	GATWICK	MAERSK AIR	S	A	54	0	1	44	39	11	6	0	0	23
	GATWICK	MAERSK AIR	S	D	52	0	0	79	12	8	2	0	0	13
	LUTON	MAERSK AIR	C	A	2	0	0	0	50	0	50	0	0	64
	LUTON	MAERSK AIR	C	D	2	0	0	0	50	0	0	0	50	197
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	7	0	0	71	0	14	14	0	0	19
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	7	0	0	71	14	14	0	0	0	12

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

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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)	Plan (8)							
COPENHAGEN														
	HEATHROW	SAS	S	A	185	0	0	63	20	11	5	1	0	17
	HEATHROW	SAS	S	D	185	0	0	81	11	5	3	1	0	11
	MANCHESTER	SAS	S	A	118	0	0	78	14	5	3	0	0	10
	MANCHESTER	SAS	S	D	118	0	0	69	19	8	3	1	0	17
	STANSTED	SAS	S	A	84	0	0	70	19	6	5	0	0	15
	STANSTED	SAS	S	D	84	0	0	64	20	11	5	0	0	16
	HEATHROW	VARIG	S	A	13	0	0	38	23	31	8	0	0	28
	HEATHROW	VARIG	S	D	13	0	0	8	38	38	15	0	0	37
<b>TOTAL COPENHAGEN</b>					<b>1821</b>	<b>4</b>	<b>3</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>
CORFU														
	BIRMINGHAM	AIR 2000	C	A	9	0	0	56	0	22	11	11	0	42
	BIRMINGHAM	AIR 2000	C	D	9	0	0	56	11	11	11	11	0	43
	GATWICK	AIR 2000	C	A	24	0	1	42	17	38	0	0	4	37
	GATWICK	AIR 2000	C	D	22	0	3	82	5	9	5	0	0	10
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	0	0	25	0	71
	GLASGOW	AIR 2000	C	D	3	0	1	67	0	0	0	33	0	93
	MANCHESTER	AIR 2000	C	A	23	0	0	30	22	9	26	9	4	90
	MANCHESTER	AIR 2000	C	D	19	0	1	47	16	16	21	0	0	29
	NEWCASTLE	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	0
	NEWCASTLE	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	0
	STANSTED	AIR 2000	C	A	2	0	0	50	50	0	0	0	0	9
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	0	100	0	0	105
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	0	0	50	50	0	0	58
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	22	0	0	0	14
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	0	0	86	14	0	0	0	0	6
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	71	6	6	12	6	0	30
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	64	0	14	14	7	0	33
	GLASGOW	BRITANNIA AIRWAYS	C	A	7	0	1	100	0	0	0	0	0	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	2	75	25	0	0	0	0	10
	LUTON	BRITANNIA AIRWAYS	C	A	6	0	0	83	17	0	0	0	0	7

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

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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)							
CORFU	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	50	7	21	7	14	0	66
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	2	2	33	44	11	0	11	0	37
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	13	13	0	0	29
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	6	0	0	67	17	0	17	0	0	20
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	16
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	0	33	0	0	34
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	1	0	25	13	13	25	25	0	103
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	1	50	0	17	33	0	0	50
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	33	17	0	17	33	0	92
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	2	100	0	0	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	19
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	1	75	25	0	0	0	0	12
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	25	13	13	0	0	36
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	13	0	25	0	0	32
	LUTON	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	16
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	43	0	29	29	0	0	59
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	1	33	33	17	17	0	0	45
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	7	0	0	57	14	14	14	0	0	18
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	1	80	20	0	0	0	0	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	50	10	30	10	0	0	27
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	1	86	14	0	0	0	0	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	0	20	60	0	0	87
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	20	80	0	0	115
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	20	13	13	33	7	13	205
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	11	0	1	36	18	0	27	18	0	82
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	40	0	0	0	14
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	0	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	29
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	16

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
CORFU															
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	23	0	0	22	39	17	17	0	4	76	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	1	3	67	17	6	11	0	0	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	40	0	0	32	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	
	LUTON	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	0	60	20	0	20	133	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	36	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	24	24	18	35	0	0	50	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	1	1	43	7	29	21	0	0	36	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	0	20	20	227	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	55	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	1	100	0	0	0	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	11	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	1	100	0	0	0	0	0	2	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	60	0	20	0	20	0	59	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	1	75	0	25	0	0	0	10	
	NEWCASTLE	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	
	NEWCASTLE	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	0	67	0	0	0	33	0	106	
<b>TOTAL CORFU</b>					<b>520</b>	<b>5</b>	<b>33</b>	<b>53</b>	<b>14</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>46</b>	
CORK															
	BIRMINGHAM	AER LINGUS	S	A	30	0	1	63	0	13	10	13	0	48	
	BIRMINGHAM	AER LINGUS	S	D	52	0	1	65	10	4	17	4	0	39	
	HEATHROW	AER LINGUS	S	A	113	0	0	60	13	12	12	3	0	28	
	HEATHROW	AER LINGUS	S	D	111	0	2	50	16	19	13	3	0	33	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	77	16	3	0	3	0	16	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	90	10	0	0	0	0	4	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	74	0	2	84	7	3	7	0	0	12	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	75	0	1	81	8	5	5	0	0	12	
	GATWICK	CITY FLYER EXPRESS	S	A	70	0	0	77	7	9	7	0	0	14	
	GATWICK	CITY FLYER EXPRESS	S	D	69	0	0	72	13	7	6	1	0	17	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	79	1	1	80	5	5	9	1	0	17
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	79	1	1	59	20	10	9	1	0	23
	STANSTED	RYANAIR	S	A	113	0	0	67	5	11	13	4	0	31
	STANSTED	RYANAIR	S	D	113	0	0	58	16	12	12	3	0	30
<b>TOTAL CORK</b>					<b>1040</b>	<b>2</b>	<b>9</b>	<b>68</b>	<b>11</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	32	2	3	41	9	16	28	0	6	71
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	32	2	1	41	25	19	6	6	3	50
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	95	5	0	0	0	0	2
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	67	33	0	0	0	0	11
<b>TOTAL DACCA</b>					<b>106</b>	<b>4</b>	<b>4</b>	<b>57</b>	<b>18</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>39</b>
DALAMAN														
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	28
	BIRMINGHAM	AIR 2000	C	D	3	0	1	67	0	0	33	0	0	49
	GATWICK	AIR 2000	C	A	5	0	0	60	0	20	20	0	0	30
	GATWICK	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	39
	MANCHESTER	AIR 2000	C	A	14	0	0	50	21	14	14	0	0	22
	MANCHESTER	AIR 2000	C	D	12	0	2	50	25	17	8	0	0	23
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	1	75	0	25	0	0	0	11
	STANSTED	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	31
	STANSTED	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	28
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	25
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	8
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	0	25	261
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	13	25	0	0	31
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	0	0	17	33	17	33	0	0	48
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	0	25	264
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	9
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	25	0	80
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	20
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	22
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Plan (8)								
DALAMAN															
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	24	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	50	25	25	0	0	0	19	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	50	50	0	0	0	0	18	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	12	
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	47	7	33	13	0	0	27	
	GATWICK	MONARCH AIRLINES	C	D	13	0	2	62	15	15	8	0	0	21	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	17	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	25	25	50	0	0	0	27	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	33	17	17	0	0	37	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	50	25	0	0	25	0	77	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	1	11	22	22	22	11	11	130	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	25	0	13	25	13	133	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	1	33	0	67	0	0	0	25	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	47	18	6	12	12	6	69	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	1	57	7	0	29	7	0	66	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	34	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	31	
	GLASGOW	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	5	
	GLASGOW	ONUR AIR	C	D	4	0	0	0	75	25	0	0	0	29	
	MANCHESTER	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	7	
	MANCHESTER	ONUR AIR	C	D	4	0	0	75	25	0	0	0	0	12	
	NEWCASTLE	ONUR AIR	C	A	5	0	0	40	20	20	20	0	0	35	
	NEWCASTLE	ONUR AIR	C	D	4	0	0	50	25	25	0	0	0	19	
	GLASGOW	PEGASUS AIRLINES	C	A	5	0	0	80	0	0	20	0	0	20	
	GLASGOW	PEGASUS AIRLINES	C	D	4	0	0	75	0	0	25	0	0	28	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Plan (8)							
DALAMAN														
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	11	22	0	0	26
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	1	75	13	0	13	0	0	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	50	17	11	11	6	6	71
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	2	85	8	0	8	0	0	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	60	20	0	0	41
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	1	50	0	50	0	0	0	31
	LUTON	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	40	40	0	0	0	29
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	36	50	0	14	0	0	27
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	1	64	27	0	9	0	0	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	80
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	20	40	0	0	45
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	43
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	0	25	75	0	0	0	43
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	0	75	25	0	0	0	26
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	57
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	1	67	0	0	0	33	0	74
<b>TOTAL DALAMAN</b>					<b>423</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>18</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>39</b>
DALLAS/FORT WORTH														
	GATWICK	AMERICAN AIRLINES	S	A	61	0	1	72	10	3	13	2	0	19
	GATWICK	AMERICAN AIRLINES	S	D	61	0	2	56	21	18	5	0	0	22
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	1	0	77	7	0	13	0	3	49
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	10	10	6	0	0	15
<b>TOTAL DALLAS/FORT WORTH</b>					<b>183</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>
DAMASCUS														
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	69	23	8	0	0	0	10
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	100	0	0	0	0	0	4

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

Origin / Destinations: D

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)							
DAMASCUS														
	HEATHROW	SYRIANAIR	S	A	13	0	0	15	8	54	23	0	0	45
	HEATHROW	SYRIANAIR	S	D	14	0	0	50	50	0	0	0	0	13
<b>TOTAL DAMASCUS</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>
DAMMAM														
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	92	4	0	0	4	0	10
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	1	1	84	8	0	0	8	0	27
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	89	0	0	11	0	0	21
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	9	0	0	56	22	22	0	0	0	17
<b>TOTAL DAMMAM</b>					<b>69</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>18</b>
DAR-ES-SALAAM														
	HEATHROW	ALLIANCE	S	A	3	0	2	100	0	0	0	0	0	1
	HEATHROW	ALLIANCE	S	D	3	0	2	0	33	33	33	0	0	44
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	6
<b>TOTAL DAR-ES-SALAAM</b>					<b>31</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>
DEAUVILLE														
DELHI														
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	25	13	50	13	0	0	41
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	38	38	25	0	0	0	22
<b>TOTAL DELHI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>31</b>
DENVER INTERNATIONAL														
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	3	0	0	3
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	67	17	13	3	0	0	15
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>
DETROIT														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	3	0	3	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	10	13	6	0	0	20
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	81	3	3	13	0	0	17

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

Origin / Destinations: D

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)							
DETROIT	GATWICK	NORTHWEST AIRLINES	S	D	30	0	1	67	13	20	0	0	0	15
<b>TOTAL DETROIT</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>
DHAHRAN														
DINARD	STANSTED	RYANAIR	S	A	30	0	1	67	3	23	3	0	3	29
	STANSTED	RYANAIR	S	D	31	0	0	32	32	19	13	0	3	40
<b>TOTAL DINARD</b>					<b>63</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>19</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>34</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	3
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	6	3	0	0	11
	HEATHROW	GULF AIR	S	A	27	0	0	74	11	11	0	4	0	19
	HEATHROW	GULF AIR	S	D	26	0	0	92	4	0	4	0	0	6
	HEATHROW	QATAR AIRWAYS	S	A	40	0	0	80	13	3	0	5	0	20
	HEATHROW	QATAR AIRWAYS	S	D	40	0	0	60	23	15	3	0	0	14
<b>TOTAL DOHA</b>					<b>195</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>
DORTMUND	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	46	0	1	70	20	11	0	0	0	11
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	51	0	0	61	27	8	4	0	0	16
<b>TOTAL DORTMUND</b>					<b>97</b>	<b>4</b>	<b>1</b>	<b>65</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>
DOUALA														
DRESDEN														
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	90	3	5	2	0	0	6
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	74	19	5	2	0	0	10
	GATWICK	EMIRATES	S	A	31	0	0	68	23	6	0	0	3	25
	GATWICK	EMIRATES	S	D	31	0	0	58	19	19	0	0	3	29
	HEATHROW	EMIRATES	S	A	92	0	0	74	14	7	5	0	0	13
	HEATHROW	EMIRATES	S	D	92	0	0	48	18	20	12	1	1	39

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
DUBAI	MANCHESTER	EMIRATES	S	A	31	0	0	94	6	0	0	0	0	4
	MANCHESTER	EMIRATES	S	D	31	1	0	87	6	6	0	0	0	7
<b>TOTAL DUBAI</b>					<b>432</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>18</b>
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	166	0	7	66	12	7	13	2	0	28
	BIRMINGHAM	AER LINGUS	S	D	141	0	9	67	11	8	9	5	0	32
	EDINBURGH	AER LINGUS	S	A	118	0	6	64	10	12	12	3	0	28
	EDINBURGH	AER LINGUS	S	D	119	0	5	64	9	12	13	3	0	29
	GATWICK	AER LINGUS	S	A	89	0	4	48	24	15	12	1	0	31
	GATWICK	AER LINGUS	S	D	89	0	4	61	12	16	9	2	0	27
	GLASGOW	AER LINGUS	S	A	117	0	6	72	11	3	13	1	0	23
	GLASGOW	AER LINGUS	S	D	118	0	5	71	10	4	11	3	0	26
	HEATHROW	AER LINGUS	S	A	417	0	3	36	24	22	15	2	0	37
	HEATHROW	AER LINGUS	S	D	413	0	5	52	20	15	12	1	0	28
	LONDON CITY	AER LINGUS	S	A	94	0	8	84	2	5	9	0	0	13
	LONDON CITY	AER LINGUS	S	D	94	0	8	61	22	10	7	0	0	22
	MANCHESTER	AER LINGUS	S	A	140	25	1	79	8	4	9	0	0	16
	MANCHESTER	AER LINGUS	S	D	149	11	3	72	12	7	9	0	1	21
	NEWCASTLE	AER LINGUS	S	A	60	0	2	82	7	2	8	2	0	16
	NEWCASTLE	AER LINGUS	S	D	61	0	2	79	7	3	11	0	0	20
	HEATHROW	BMI BRITISH MIDLAND	S	A	245	0	0	57	23	12	7	0	0	23
	HEATHROW	BMI BRITISH MIDLAND	S	D	244	0	0	64	17	13	6	0	0	19
	GATWICK	CITY FLYER EXPRESS	S	A	172	0	3	73	13	9	5	0	0	16
	GATWICK	CITY FLYER EXPRESS	S	D	172	0	3	72	13	8	7	0	0	16
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	79	0	1	92	4	3	1	0	0	5
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	79	0	1	66	28	5	1	0	0	14
	BIRMINGHAM	RYANAIR	S	A	107	0	0	78	12	7	3	0	0	11
	BIRMINGHAM	RYANAIR	S	D	107	0	0	66	19	11	4	0	0	16
	GATWICK	RYANAIR	S	A	122	0	2	61	20	12	7	0	0	20
	GATWICK	RYANAIR	S	D	121	0	3	69	12	8	8	2	0	20

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

Origin / Destinations: D

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)								
DUBLIN														
	LUTON	RYANAIR	S	A	150	0	4	78	9	5	8	0	0	13
	LUTON	RYANAIR	S	D	150	0	0	79	9	4	7	0	0	13
	MANCHESTER	RYANAIR	S	A	150	0	0	77	13	5	4	1	0	13
	MANCHESTER	RYANAIR	S	D	148	0	0	65	21	9	4	1	0	16
	STANSTED	RYANAIR	S	A	359	3	7	71	14	10	4	1	0	16
	STANSTED	RYANAIR	S	D	360	1	5	63	19	11	6	1	0	20
<b>TOTAL DUBLIN</b>					<b>5154</b>	<b>43</b>	<b>107</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>
DUBROVNIK														
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	67	11	11	11	0	0	18
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	44	22	11	22	0	0	28
	MANCHESTER	CROATIA AIRLINES	S	A	6	0	0	67	17	17	0	0	0	12
	MANCHESTER	CROATIA AIRLINES	S	D	5	0	0	40	20	20	20	0	0	26
<b>TOTAL DUBROVNIK</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>
DUNDEE														
	LONDON CITY	SCOT AIRWAYS	S	A	95	5	7	63	19	11	7	0	0	19
	LONDON CITY	SCOT AIRWAYS	S	D	96	3	6	55	22	16	7	0	0	22
<b>TOTAL DUNDEE</b>					<b>191</b>	<b>8</b>	<b>13</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>
DUSSELDORF														
	HEATHROW	BMI BRITISH MIDLAND	S	A	2	0	1	100	0	0	0	0	0	7
	HEATHROW	BMI BRITISH MIDLAND	S	D	3	0	0	67	0	0	33	0	0	27
	MANCHESTER	BMI BRITISH MIDLAND	S	A	79	0	0	75	13	10	3	0	0	12
	MANCHESTER	BMI BRITISH MIDLAND	S	D	80	0	0	71	19	5	5	0	0	13
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	110	0	0	86	13	1	0	0	0	6
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	111	0	0	92	4	4	1	0	0	5
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	53	0	1	89	8	4	0	0	0	6
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	37	1	4	92	5	3	0	0	0	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	68	17	10	5	0	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	85	7	3	5	0	0	9
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	78	0	0	79	14	1	5	0	0	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
DUSSELDORF	MANCHESTER	BRITISH AIRWAYS PLC	S	D	78	0	0	68	21	6	5	0	0	13
	BIRMINGHAM	CIRRUS LUFTFAHRT	S	A	75	0	0	63	28	9	0	0	0	13
	BIRMINGHAM	CIRRUS LUFTFAHRT	S	D	75	0	0	68	25	7	0	0	0	12
	GATWICK	CITY FLYER EXPRESS	S	A	118	0	2	74	8	13	5	0	0	13
	GATWICK	CITY FLYER EXPRESS	S	D	120	0	0	66	14	9	11	0	0	19
	STANSTED	KLM UK LTD	S	A	83	0	0	80	8	7	4	1	0	14
	STANSTED	KLM UK LTD	S	D	83	0	0	64	19	11	5	1	0	20
	HEATHROW	LUFTHANSA	S	A	121	0	1	74	12	9	4	0	0	13
	HEATHROW	LUFTHANSA	S	D	122	0	1	84	10	2	3	0	0	9
<b>TOTAL DUSSELDORF</b>					<b>1667</b>	<b>1</b>	<b>11</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>

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

Origin / Destinations: E

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)								
EAST MIDLANDS														
	EDINBURGH	BMI BRITISH MIDLAND	S	A	79	0	0	82	8	6	4	0	0	9
	EDINBURGH	BMI BRITISH MIDLAND	S	D	79	0	0	78	11	8	3	0	0	9
	GLASGOW	BMI BRITISH MIDLAND	S	A	96	0	1	88	8	2	2	0	0	7
	GLASGOW	BMI BRITISH MIDLAND	S	D	95	0	2	85	11	2	2	0	0	7
<b>TOTAL EAST MIDLANDS</b>					<b>349</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>
EDINBURGH														
	HEATHROW	BMI BRITISH MIDLAND	S	A	235	1	22	69	14	9	7	1	0	19
	HEATHROW	BMI BRITISH MIDLAND	S	D	236	0	22	75	11	8	6	0	0	14
	MANCHESTER	BMI REGIONAL	S	A	87	0	0	76	13	2	9	0	0	14
	MANCHESTER	BMI REGIONAL	S	D	87	0	0	78	13	5	5	0	0	10
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	159	2	0	74	11	8	6	0	0	14
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	162	1	0	75	14	7	5	0	0	12
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	96	0	0	84	7	4	3	1	0	13
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	81	0	0	91	6	1	1	0	0	6
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	204	0	4	83	12	3	2	0	0	9
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	204	0	4	83	9	6	1	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	A	329	0	0	71	18	7	4	0	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	D	330	0	0	84	9	4	2	0	0	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	48	0	2	73	19	6	2	0	0	11
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	65	0	1	75	11	8	5	2	0	14
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	138	0	2	62	17	10	9	1	0	23
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	138	0	3	49	20	15	14	1	0	32
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	110	0	5	69	12	12	7	0	0	17
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	109	0	6	67	10	17	6	0	0	18
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	79	0	3	86	3	4	5	3	0	14
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	79	0	3	65	24	3	8	1	0	22
	STANSTED	GO FLY LTD	S	A	195	1	1	87	7	5	2	0	0	7



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

Origin / Destinations: E

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)								
EDINBURGH														
	STANSTED	GO FLY LTD	S	D	196	0	0	74	16	8	2	0	0	12
	LONDON CITY	SCOT AIRWAYS	S	A	92	68	72	67	17	13	2	0	0	14
	LONDON CITY	SCOT AIRWAYS	S	D	91	72	73	56	31	12	1	0	0	16
<b>TOTAL EDINBURGH</b>					<b>3554</b>	<b>147</b>	<b>223</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
EDMONTON														
EINDHOVEN														
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	48	1	0	58	31	10	0	0	0	13
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	43	6	0	67	21	12	0	0	0	13
	GATWICK	B A S E BUSINESS AIRLINES	S	A	66	0	8	65	20	11	3	0	2	31
	GATWICK	B A S E BUSINESS AIRLINES	S	D	65	1	8	71	14	12	3	0	0	14
	HEATHROW	B A S E BUSINESS AIRLINES	S	A	53	5	0	26	30	25	19	0	0	34
	HEATHROW	B A S E BUSINESS AIRLINES	S	D	26	0	0	100	0	0	0	0	0	2
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	68	0	3	57	10	19	13	0	0	22
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	70	1	1	84	9	3	4	0	0	8
	HEATHROW	KLM	S	A	44	0	0	50	23	23	5	0	0	22
	HEATHROW	KLM	S	D	43	0	1	40	37	19	5	0	0	23
	STANSTED	KLM EXEL	S	A	69	0	1	59	23	13	3	1	0	17
	STANSTED	KLM EXEL	S	D	68	0	2	76	19	1	1	1	0	13
<b>TOTAL EINDHOVEN</b>					<b>666</b>	<b>16</b>	<b>24</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
ENTEBBE														
	GATWICK	BRITISH AIRWAYS PLC	S	A	6	0	0	100	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	6	0	0	67	17	17	0	0	0	17
<b>TOTAL ENTEBBE</b>					<b>13</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>9</b>
EXETER														
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	81	0	4	89	6	2	2	0	0	7
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	82	0	3	85	10	2	2	0	0	8
<b>TOTAL EXETER</b>					<b>163</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>

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

Origin / Destinations: F

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)									
FARO															
	BIRMINGHAM	AIR 2000	S	A	8	0	0	38	13	25	13	13	0	49	
	BIRMINGHAM	AIR 2000	S	D	7	0	0	86	0	0	14	0	0	14	
	EDINBURGH	AIR 2000	C	A	4	0	0	25	0	75	0	0	0	33	
	EDINBURGH	AIR 2000	C	D	3	0	1	33	67	0	0	0	0	17	
	GATWICK	AIR 2000	C	A	13	0	0	46	38	0	8	8	0	34	
	GATWICK	AIR 2000	S	A	17	0	0	35	18	18	24	6	0	49	
	GATWICK	AIR 2000	C	D	12	0	1	67	25	0	0	8	0	23	
	GATWICK	AIR 2000	S	D	17	1	0	41	35	0	18	6	0	38	
	GLASGOW	AIR 2000	S	A	8	0	0	88	0	0	13	0	0	13	
	GLASGOW	AIR 2000	S	D	8	0	0	75	13	13	0	0	0	10	
	MANCHESTER	AIR 2000	S	A	8	0	0	38	13	25	25	0	0	42	
	MANCHESTER	AIR 2000	C	A	11	0	0	73	9	18	0	0	0	15	
	MANCHESTER	AIR 2000	C	D	11	0	1	82	0	9	9	0	0	14	
	MANCHESTER	AIR 2000	S	D	7	0	0	71	14	0	14	0	0	16	
	NEWCASTLE	AIR 2000	S	A	4	0	0	50	0	25	25	0	0	38	
	NEWCASTLE	AIR 2000	S	D	4	0	0	50	25	0	25	0	0	31	
	STANSTED	AIR 2000	C	A	17	0	0	47	18	18	0	18	0	54	
	STANSTED	AIR 2000	C	D	15	0	1	67	13	0	0	20	0	53	
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	48	26	13	13	0	0	28	
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	77	13	6	3	0	0	12	
	GLASGOW	BMI BRITISH MIDLAND	C	A	6	0	0	100	0	0	0	0	0	6	
	GLASGOW	BMI BRITISH MIDLAND	C	D	7	0	0	57	29	0	14	0	0	31	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	50	13	38	0	0	0	19	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	56	11	11	22	0	0	27	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	63	13	0	25	0	0	28	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	58	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	75	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	11	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
FARO	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	33	17	33	8	8	0	45
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	1	40	30	10	10	10	0	39
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	0	40	20	0	82
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	0	50	25	0	108
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	25	50	25	0	0	0	22
	GATWICK	BRITISH AIRWAYS PLC	C	D	6	0	0	50	50	0	0	0	0	17
	GLASGOW	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	0	25	0	0	18
	GLASGOW	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	15
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	0	25	0	0	20
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	8
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	5	1	0	20	40	0	20	20	0	68
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	1	0	100	0	0	0	0	0	7
	STANSTED	EUROATLANTIC AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9
	STANSTED	EUROATLANTIC AIRWAYS	C	D	3	0	1	0	33	67	0	0	0	33
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	27	9	27	27	0	9	121
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	1	56	11	0	33	0	0	42
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	0	33	0	0	38
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	2	100	0	0	0	0	0	10
	GATWICK	GB AIRWAYS LTD	S	A	69	0	0	80	10	7	3	0	0	9
	GATWICK	GB AIRWAYS LTD	S	D	65	0	0	82	5	11	2	2	0	14
	HEATHROW	GB AIRWAYS LTD	S	A	3	0	0	33	0	0	67	0	0	79
	HEATHROW	GB AIRWAYS LTD	S	D	2	0	0	50	0	50	0	0	0	22
	STANSTED	GO FLY LTD	S	A	33	0	0	85	6	0	9	0	0	9
	STANSTED	GO FLY LTD	S	D	33	0	0	70	18	6	6	0	0	16
	BIRMINGHAM	MONARCH AIRLINES	C	A	22	0	0	41	27	23	9	0	0	27
	BIRMINGHAM	MONARCH AIRLINES	C	D	22	0	0	77	5	14	5	0	0	16
	EDINBURGH	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	5
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	28	0	0	36	25	11	29	0	0	44
	GATWICK	MONARCH AIRLINES	C	D	27	0	1	59	15	4	22	0	0	29

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
FARO	LUTON	MONARCH AIRLINES	C	A	13	0	0	69	23	8	0	0	0	8
	LUTON	MONARCH AIRLINES	C	D	11	0	2	91	9	0	0	0	0	4
	MANCHESTER	MONARCH AIRLINES	C	A	27	0	0	44	26	15	11	4	0	38
	MANCHESTER	MONARCH AIRLINES	C	D	25	0	0	44	40	4	8	4	0	34
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	29
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	0	67	33	0	151
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	33	0	33	33	0	123
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	84
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	75	0	0	80
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	40	0	0	66
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	40	0	0	41
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2
	MANCHESTER	PORTUGALIA	S	A	4	0	0	25	50	0	0	25	0	68
	MANCHESTER	PORTUGALIA	S	D	4	0	0	50	0	0	25	25	0	82
	EDINBURGH	SATA	C	A	4	0	0	25	25	0	25	25	0	98
	EDINBURGH	SATA	C	D	3	0	0	33	0	0	33	33	0	120
	NEWCASTLE	SATA	C	A	4	0	0	50	0	0	50	0	0	61
	NEWCASTLE	SATA	C	D	3	0	0	67	0	0	33	0	0	43
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	62	15	0	15	8	0	42
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	11	0	2	64	9	9	18	0	0	21
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	39	0	1	44	10	23	15	3	5	70
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	38	0	2	61	18	8	11	0	3	34
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	1	0	63	13	0	25	0	0	30
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	1	71	0	0	29	0	0	31
	LUTON	THOMAS COOK AIRLINES LTD	C	A	13	0	0	38	8	8	38	8	0	72
	LUTON	THOMAS COOK AIRLINES LTD	C	D	10	0	3	40	10	20	30	0	0	47
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	43	0	0	51	21	2	14	12	0	50
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	37	0	5	62	14	8	8	8	0	37

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
FARO														
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	11	11	0	0	21
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	1	50	25	13	13	0	0	22
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	0	25	0	61
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	1	33	33	0	0	33	0	73
	GATWICK	TRANSAER	C	A	3	0	0	33	67	0	0	0	0	16
	GATWICK	TRANSAER	C	D	3	0	0	100	0	0	0	0	0	2
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	10	0	0	20	50	10	20	0	0	31
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	2	50	25	13	13	0	0	29
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	75	13	0	0	13	0	29
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	6	0	2	67	17	0	0	17	0	41
<b>TOTAL FARO</b>					<b>1147</b>	<b>9</b>	<b>41</b>	<b>60</b>	<b>16</b>	<b>9</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>32</b>
FIGARI														
	GATWICK	CITY FLYER EXPRESS	C	A	4	0	0	25	25	50	0	0	0	27
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	100	0	0	0	0	0	2
<b>TOTAL FIGARI</b>					<b>13</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
FLORENCE														
	GATWICK	MERIDIANA AIR	S	A	86	0	2	66	17	9	7	0	0	15
	GATWICK	MERIDIANA AIR	S	D	87	0	1	49	25	18	7	0	0	24
<b>TOTAL FLORENCE</b>					<b>173</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>
FRANKFURT MAIN														
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	21	0	0	43	19	38	0	0	0	23
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	21	0	0	29	38	24	10	0	0	26
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	19	0	1	53	37	11	0	0	0	14
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	19	0	1	42	26	21	11	0	0	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	85	1	0	58	24	12	5	2	0	22
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	85	1	0	59	24	12	6	0	0	20
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	102	0	3	77	16	5	1	1	0	10
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	105	0	2	79	10	10	1	1	0	11

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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														
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	22	0	0	95	0	0	5	0	0	10
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	1	55	20	15	9	1	0	24
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	0	64	21	8	6	0	1	20
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	108	0	1	61	25	8	6	0	0	17
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	109	0	1	45	27	19	9	0	0	23
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	21	0	0	95	5	0	0	0	0	4
	STANSTED	KLM UK LTD	S	A	84	0	0	73	8	13	5	1	0	17
	STANSTED	KLM UK LTD	S	D	84	0	0	42	30	20	7	1	0	28
	BIRMINGHAM	LUFTHANSA	S	A	93	0	0	53	17	19	11	0	0	24
	BIRMINGHAM	LUFTHANSA	S	D	92	1	0	40	29	16	13	1	0	33
	EDINBURGH	LUFTHANSA	S	A	62	0	0	98	0	2	0	0	0	1
	EDINBURGH	LUFTHANSA	S	D	62	0	0	68	26	5	2	0	0	13
	HEATHROW	LUFTHANSA	S	A	307	0	2	52	26	18	3	1	0	20
	HEATHROW	LUFTHANSA	S	D	305	0	2	60	30	8	3	1	0	17
	MANCHESTER	LUFTHANSA	S	A	111	0	0	75	17	7	1	0	0	10
	MANCHESTER	LUFTHANSA	S	D	111	0	0	64	26	6	4	0	0	15
	STANSTED	LUFTHANSA	S	A	93	0	0	78	15	5	1	0	0	8
	STANSTED	LUFTHANSA	S	D	94	0	1	44	31	21	4	0	0	21
	LONDON CITY	LUFTHANSA CITY LINE	S	A	48	0	0	67	21	13	0	0	0	14
	LONDON CITY	LUFTHANSA CITY LINE	S	D	48	0	0	8	42	46	4	0	0	32
<b>TOTAL FRANKFURT MAIN</b>					<b>2665</b>	<b>4</b>	<b>18</b>	<b>60</b>	<b>23</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>
FREEPORT														
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	25	25	0	74
<b>TOTAL FREEPORT</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>76</b>
FUERTEVENTURA														
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	3
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	0	40	0	20	132
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	0	20	0	20	107

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

Origin / Destinations: F

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)									
FUERTEVENTURA															
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	27	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	15	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	20	20	0	0	38	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	20	0	0	32	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	20	50	20	0	0	10	64	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	50	20	20	10	0	0	29	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	11	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	20	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	50	25	25	0	0	40	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	19	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	0	83	17	0	0	0	0	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	24	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	38	38	0	0	0	26	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	13	25	0	0	30	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	46	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	38	13	25	13	0	79	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	25	25	13	13	25	0	79	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	30	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	42	
	BIRMINGHAM	SPANAIR	C	A	4	0	0	25	50	25	0	0	0	19	
	BIRMINGHAM	SPANAIR	C	D	4	0	0	50	25	25	0	0	0	24	

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

Origin / Destinations: F

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)								
FUERTEVENTURA														
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	20	10	10	0	10	62
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	18	9	0	0	9	50
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	35
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	0	33	0	0	0	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	1	0	75	13	13	0	0	0	10
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	84
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	80
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17
<b>TOTAL FUERTEVENTURA</b>					<b>244</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>34</b>
FUNCHAL														
	BIRMINGHAM	AIR 2000	C	A	5	0	0	20	40	20	0	20	0	72
	BIRMINGHAM	AIR 2000	C	D	5	0	0	60	20	0	0	20	0	55
	GATWICK	AIR 2000	C	A	5	0	0	20	40	40	0	0	0	29
	GATWICK	AIR 2000	C	D	5	0	0	60	20	20	0	0	0	19
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	67	33	0	0	0	0	11
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	56	33	11	0	0	0	15
	BIRMINGHAM	EUROATLANTIC AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	19
	BIRMINGHAM	EUROATLANTIC AIRWAYS	C	D	5	0	0	40	60	0	0	0	0	20
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	40	0	40	20	0	0	35
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	20	40	0	40	0	0	40
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	85	15	0	0	0	0	4
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	77	8	8	8	0	0	14
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	60	20	20	0	0	38
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	17
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Actual (7)	Plan (8)							
FUNCHAL	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	9	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	0	21	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	16	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	24	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	29	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	50	0	0	0	0	16	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	15	
	GLASGOW	SATA	C	A	5	0	0	0	60	40	0	0	0	28	
	GLASGOW	SATA	C	D	5	0	0	60	40	0	0	0	0	12	
	NEWCASTLE	SATA	C	A	5	0	0	80	20	0	0	0	0	10	
	NEWCASTLE	SATA	C	D	5	0	0	80	20	0	0	0	0	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	1	10	30	40	10	10	0	60	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	1	50	10	10	30	0	0	39	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	10	20	20	30	20	0	88	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	30	30	20	20	0	0	37	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	8	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	28	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	20	60	0	20	0	0	38	
<b>TOTAL FUNCHAL</b>					<b>212</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>23</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>	

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

Origin / Destinations: G

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
GATWICK														
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	23
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	162	1	0	80	10	8	2	0	0	10
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	160	1	0	74	12	8	6	0	0	15
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	0	70	15	10	5	0	0	16
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	161	0	0	83	9	3	6	0	0	12
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	191	3	0	74	12	9	4	1	0	13
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	192	0	0	72	13	8	4	3	0	20
	NEWCASTLE	CITY FLYER EXPRESS	S	A	145	0	0	71	12	12	4	1	0	16
	NEWCASTLE	CITY FLYER EXPRESS	S	D	144	0	0	74	13	10	3	1	0	14
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	25	0	50	25	0	0	40
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	2	0	0	50	50	0	0	97
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	1	0	20	0	40	20	20	0	76
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	3
	LUTON	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0	100	0	0	0	0	23
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	0	67	0	0	0	32
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	1	33	67	0	0	0	0	15
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	2	100	0	0	0	0	0	1
<b>TOTAL GATWICK</b>					<b>1354</b>	<b>17</b>	<b>8</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>
GDANSK														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	85	15	0	0	0	0	8
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	14	0	0	79	14	0	7	0	0	14
<b>TOTAL GDANSK</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
GENEVA														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	84	0	0	85	7	5	4	0	0	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)
						MATCHED	Plan (8)							
GENEVA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	84	0	0	80	11	2	6	1	0	14
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	63	22	10	5	1	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	85	9	3	3	0	0	9
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	50	1	0	82	8	8	0	2	0	12
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	50	2	0	74	20	6	0	0	0	10
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	4
	MANCHESTER	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	100	0	0	0	0	26
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	28
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	47	0	0	74	21	4	0	0	0	10
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	48	0	0	92	8	0	0	0	0	4
	GATWICK	EASYJET SWITZERLAND	S	A	34	0	0	88	3	3	6	0	0	7
	GATWICK	EASYJET SWITZERLAND	S	D	34	0	0	79	9	3	9	0	0	13
	LUTON	EASYJET SWITZERLAND	S	A	123	1	0	80	11	3	7	0	0	13
	LUTON	EASYJET SWITZERLAND	S	D	122	2	0	66	17	12	4	0	0	15
	STANSTED	EASYJET SWITZERLAND	S	A	31	0	0	42	29	23	6	0	0	20
	STANSTED	EASYJET SWITZERLAND	S	D	31	0	1	29	23	39	10	0	0	30
	LONDON CITY	SWISS AIRLINES	S	A	78	0	1	94	1	1	4	0	0	6
	LONDON CITY	SWISS AIRLINES	S	D	79	0	0	70	19	8	4	0	0	14
	HEATHROW	SWISSAIR	S	A	124	0	0	73	14	8	5	0	0	13
	HEATHROW	SWISSAIR	S	D	124	0	0	78	12	6	3	0	0	10
<b>TOTAL GENEVA</b>					<b>1441</b>	<b>6</b>	<b>3</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>
GENOA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	58	0	0	88	3	3	2	2	2	17
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	57	0	0	79	12	5	4	0	0	13
	STANSTED	RYANAIR	S	A	62	0	0	74	15	8	2	0	2	20
	STANSTED	RYANAIR	S	D	61	0	0	44	43	7	7	0	0	20
<b>TOTAL GENOA</b>					<b>238</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>17</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
GERONA														
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	1
	GATWICK	AIR 2000	C	A	9	0	0	89	0	0	0	11	0	29
	GATWICK	AIR 2000	C	D	9	0	0	78	0	11	0	11	0	33
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	15
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	1	75	0	25	0	0	0	14
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	29
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	52
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	0	13	13	0	0	20
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	86	0	0	14	0	0	18
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	20	40	0	0	49
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	0	33	0	0	37
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	30	20	30	20	0	0	32
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	2	14	43	29	14	0	0	36
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	7
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	13
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	1	50	25	0	25	0	0	51
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	15
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	58
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	58
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	0	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	3
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	29
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	2
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1
	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	3

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
GERONA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	0	33	0	11	85
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	1	43	14	0	29	0	14	104
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	25	0	53
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	26
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	2	86	0	0	14	0	0	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	0	13	0	38
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	0	17	0	0	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	25	0	13	0	47
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	1	50	17	17	0	17	0	61
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	95	5	0	0	0	0	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	2	88	6	0	6	0	0	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5
<b>TOTAL GERONA</b>					<b>257</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>26</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	52	0	1	85	8	4	4	0	0	11
	GATWICK	GB AIRWAYS LTD	S	D	53	0	0	70	25	2	4	0	0	14
	LUTON	MONARCH AIRLINES	S	A	30	0	1	57	23	10	7	3	0	26
	LUTON	MONARCH AIRLINES	S	D	30	0	1	57	23	13	3	3	0	23
<b>TOTAL GIBRALTAR</b>					<b>165</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>19</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>
GLASGOW	NEWCASTLE	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	31
	NEWCASTLE	AIR 2000	S	D	5	0	0	40	0	60	0	0	0	26
	EDINBURGH	BMI BRITISH MIDLAND	S	A	29	0	2	97	3	0	0	0	0	5
	EDINBURGH	BMI BRITISH MIDLAND	S	D	50	0	0	96	0	2	2	0	0	5
	HEATHROW	BMI BRITISH MIDLAND	S	A	237	0	1	53	19	15	12	0	0	24
	HEATHROW	BMI BRITISH MIDLAND	S	D	237	0	0	60	22	9	8	0	0	19
	MANCHESTER	BMI REGIONAL	S	A	87	0	0	70	11	10	6	2	0	20

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	
						MATCHED	Plan (8)								
GLASGOW															
	MANCHESTER	BMI REGIONAL	S	D	88	0	0	70	11	13	3	2	0	18	
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	0	0	50	0	0	50	518	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	161	1	0	73	16	5	6	1	0	16	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	0	71	14	9	6	0	0	15	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	96	0	0	74	16	7	3	0	0	12	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	95	0	0	74	12	8	6	0	0	15	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	202	0	3	86	8	3	2	0	0	8	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	201	0	2	84	9	3	3	0	0	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	332	0	0	73	14	7	5	0	1	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	332	0	2	80	12	5	3	0	0	10	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	48	0	1	56	21	21	2	0	0	19	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	48	1	2	71	10	10	8	0	0	17	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	160	0	1	51	19	18	11	3	0	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	160	0	2	41	21	23	14	3	0	37	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	136	0	5	88	8	4	1	0	0	6	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	137	0	4	83	11	6	0	0	0	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	67	
	LONDON CITY	SCOT AIRWAYS	S	A	90	2	3	87	11	2	0	0	0	8	
	LONDON CITY	SCOT AIRWAYS	S	D	90	2	3	71	29	0	0	0	0	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	2	67	0	33	0	0	0	15	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	0	0	0	29	0	63	
<b>TOTAL GLASGOW</b>					<b>3211</b>	<b>9</b>	<b>34</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	
GOA															
	GATWICK	AIR 2000	C	A	2	0	0	0	0	50	50	0	0	70	
	GATWICK	AIR 2000	C	D	3	0	0	0	33	33	33	0	0	71	
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	67	0	0	33	0	0	35	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
GOA															
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	25	0	0	0	27	
<b>TOTAL GOA</b>					<b>12</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>33</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>47</b>	
GOTEBORG															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	85	2	0	59	21	15	5	0	0	19	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	87	0	0	80	6	7	6	1	0	15	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	8	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	1	
	HEATHROW	SAS	S	A	61	0	0	70	16	5	7	2	0	18	
	HEATHROW	SAS	S	D	62	0	0	81	6	10	2	2	0	13	
<b>TOTAL GOTEBORG</b>					<b>301</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	
GRAND CAYMAN															
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	1	0	100	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	79	7	14	0	0	0	14	
<b>TOTAL GRAND CAYMAN</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	
GRAZ															
	GLASGOW	AIR 2000	C	A	2	0	0	50	50	0	0	0	0	13	
	GLASGOW	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	14	
<b>TOTAL GRAZ</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
GRENADA															
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	11	11	0	0	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	0	13	13	0	0	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	1	0	57	0	14	29	0	0	40	
<b>TOTAL GRENADA</b>					<b>24</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	
GUERNSEY															
	MANCHESTER	AURIGNY AIR SERVICES	S	A	53	0	1	58	15	13	11	2	0	26	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	53	0	2	60	19	11	8	2	0	20	
	STANSTED	AURIGNY AIR SERVICES	S	A	99	1	1	79	10	6	4	1	0	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)							
GUERNSEY	STANSTED	AURIGNY AIR SERVICES	S	D	100	0	1	74	10	6	8	2	0	20
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	4	0	0	100	0	0	0	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	28	0	0	86	4	11	0	0	0	8
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	28	1	0	68	25	7	0	0	0	12
	GATWICK	CITY FLYER EXPRESS	S	A	114	0	5	87	4	4	4	1	0	9
	GATWICK	CITY FLYER EXPRESS	S	D	115	0	4	73	14	8	5	0	0	13
	MANCHESTER	CITY FLYER EXPRESS	C	A	4	0	0	100	0	0	0	0	0	0
	MANCHESTER	CITY FLYER EXPRESS	C	D	4	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	36	0	0	64	14	8	11	3	0	24
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	49	0	0	61	12	16	8	2	0	24
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	123	0	1	84	4	5	7	1	0	14
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	123	0	1	80	7	3	8	1	0	17
<b>TOTAL GUERNSEY</b>					<b>933</b>	<b>2</b>	<b>16</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</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 OCTOBER 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	87	0	1	76	5	13	5	2	0	17
		STANSTED	RYANAIR	S	D	88	0	0	43	30	17	8	2	0	29
<b>TOTAL HAHN</b>						<b>175</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>
HALIFAX INT		HEATHROW	AIR CANADA	S	A	8	0	1	50	38	13	0	0	0	21
		HEATHROW	AIR CANADA	S	D	2	0	2	100	0	0	0	0	0	1
		HEATHROW	CANADIAN AIRLINES INT/L	S	A	21	1	1	71	10	14	5	0	0	15
		HEATHROW	CANADIAN AIRLINES INT/L	S	D	26	2	1	92	8	0	0	0	0	7
<b>TOTAL HALIFAX INT</b>						<b>57</b>	<b>3</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>
HAMBURG		NEWCASTLE	AUGSBURG AIRWAYS GMBH	S	A	6	0	0	83	17	0	0	0	0	10
		NEWCASTLE	AUGSBURG AIRWAYS GMBH	S	D	6	0	0	83	0	17	0	0	0	12
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	2	0	0	0	0	50	50	0	0	103
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	2	0	0	0	50	0	50	0	0	63
		HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	68	19	11	0	2	0	16
		HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	81	9	9	1	0	0	8
		GATWICK	DEUTSCHE BA	S	A	87	0	2	78	13	7	2	0	0	11
		GATWICK	DEUTSCHE BA	S	D	87	0	2	72	15	5	7	1	0	16
		STANSTED	KLM UK LTD	S	A	61	0	1	74	10	10	7	0	0	15
		STANSTED	KLM UK LTD	S	D	61	0	1	66	15	11	8	0	0	20
		HEATHROW	LUFTHANSA	S	A	116	3	1	63	23	11	3	0	0	16
		HEATHROW	LUFTHANSA	S	D	119	0	1	88	7	3	3	0	0	7
		MANCHESTER	LUFTHANSA	S	A	8	0	2	50	13	38	0	0	0	19
		MANCHESTER	LUFTHANSA	S	D	8	0	2	38	25	25	13	0	0	28
		STANSTED	LUFTHANSA	S	A	35	0	1	69	11	14	6	0	0	19
		STANSTED	LUFTHANSA	S	D	34	0	2	62	15	9	15	0	0	25
		MANCHESTER	LUFTHANSA CITY LINE	S	A	44	0	0	95	5	0	0	0	0	3
		MANCHESTER	LUFTHANSA CITY LINE	S	D	44	0	0	73	18	7	2	0	0	12
		STANSTED	LUFTHANSA CITY LINE	S	A	48	0	0	54	31	13	2	0	0	18

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
HAMBURG															
	STANSTED	LUFTHANSA CITY LINE	S	D	48	0	0	56	23	17	4	0	0	18	
<b>TOTAL HAMBURG</b>					<b>998</b>	<b>3</b>	<b>15</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	
HANOVER															
	HEATHROW	BMI BRITISH MIDLAND	S	A	89	0	0	73	15	9	3	0	0	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	89	0	0	75	15	8	2	0	0	13	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	22	0	0	73	5	18	5	0	0	14	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	22	0	0	86	14	0	0	0	0	6	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	20	0	0	85	10	0	5	0	0	10	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	20	0	0	80	15	5	0	0	0	7	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	1	97	3	0	0	0	0	1	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	1	90	7	3	0	0	0	4	
	GATWICK	CITY FLYER EXPRESS	S	A	79	0	0	68	16	10	5	0	0	16	
	GATWICK	CITY FLYER EXPRESS	S	D	80	0	0	78	11	4	8	0	0	14	
	HEATHROW	LUFTHANSA	S	A	3	0	0	33	33	33	0	0	0	25	
	HEATHROW	LUFTHANSA	S	D	3	0	0	67	33	0	0	0	0	5	
	MANCHESTER	LUFTHANSA	S	A	3	0	2	100	0	0	0	0	0	0	
	MANCHESTER	LUFTHANSA	S	D	3	0	2	100	0	0	0	0	0	6	
	STANSTED	LUFTHANSA	S	A	8	0	3	100	0	0	0	0	0	6	
	STANSTED	LUFTHANSA	S	D	7	0	6	57	0	29	14	0	0	26	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	25	0	0	96	4	0	0	0	0	1	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	25	0	0	100	0	0	0	0	0	0	
	STANSTED	LUFTHANSA CITY LINE	S	A	48	4	0	90	4	6	0	0	0	5	
	STANSTED	LUFTHANSA CITY LINE	S	D	46	7	0	83	13	4	0	0	0	7	
<b>TOTAL HANOVER</b>					<b>653</b>	<b>11</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	
HARARE															
	GATWICK	AIR ZIMBABWE	S	A	18	0	1	61	11	22	6	0	0	19	
	GATWICK	AIR ZIMBABWE	S	D	18	0	1	67	22	11	0	0	0	13	
<b>TOTAL HARARE</b>					<b>36</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	
HASSI MESSAOUD															

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
HASSI MESSAOUD														
	GATWICK	AIR ALGERIE	C	A	8	0	0	88	0	0	13	0	0	22
	GATWICK	AIR ALGERIE	C	D	8	0	0	50	0	38	13	0	0	32
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	23
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	34
<b>TOTAL HASSI MESSAOUD</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>
HAVANA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	22	0	0	0	0	6
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	25	0	0	0	0	14
	GATWICK	CUBANA	S	A	4	0	0	75	0	0	0	25	0	53
	GATWICK	CUBANA	S	D	4	0	0	25	25	25	0	25	0	67
<b>TOTAL HAVANA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>26</b>
HEATHROW														
	EDINBURGH	BMI BRITISH MIDLAND	S	A	236	0	24	69	15	10	6	0	0	16
	EDINBURGH	BMI BRITISH MIDLAND	S	D	235	0	27	76	11	7	5	1	0	16
	GLASGOW	BMI BRITISH MIDLAND	S	A	232	4	5	52	27	11	10	0	0	22
	GLASGOW	BMI BRITISH MIDLAND	S	D	237	1	4	57	21	12	9	0	0	22
	MANCHESTER	BMI BRITISH MIDLAND	S	A	218	0	6	67	17	10	6	0	0	16
	MANCHESTER	BMI BRITISH MIDLAND	S	D	219	0	6	76	11	8	5	0	0	13
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	330	0	0	81	12	4	3	0	0	9
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	329	1	0	81	10	5	3	1	0	11
	GLASGOW	BRITISH AIRWAYS PLC	S	A	333	0	0	77	14	5	3	0	0	11
	GLASGOW	BRITISH AIRWAYS PLC	S	D	332	0	0	83	8	5	3	0	1	13
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	298	0	2	79	11	6	3	0	0	12
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	298	1	2	71	16	7	5	0	0	15
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	165	0	2	80	11	4	5	0	0	12
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	164	0	3	84	7	4	6	0	0	11
<b>TOTAL HEATHROW</b>					<b>3626</b>	<b>7</b>	<b>81</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
HELSINKI														
	STANSTED	AIR BOTNIA	S	A	13	0	1	85	0	8	8	0	0	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)							
HELSINKI	STANSTED	AIR BOTNIA	S	D	13	0	0	54	31	15	0	0	0	15
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	66	19	10	3	2	0	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	82	11	3	3	0	0	8
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	0	100	0	0	0	0	23
	GATWICK	FINNAIR	S	A	61	0	1	92	7	2	0	0	0	4
	GATWICK	FINNAIR	S	D	61	0	1	77	16	3	3	0	0	12
	HEATHROW	FINNAIR	S	A	96	0	0	58	26	10	3	2	0	18
	HEATHROW	FINNAIR	S	D	95	0	0	81	9	4	5	0	0	11
	LUTON	FINNAIR	C	A	4	1	0	100	0	0	0	0	0	2
	LUTON	FINNAIR	C	D	5	0	0	100	0	0	0	0	0	4
	MANCHESTER	FINNAIR	S	A	53	0	0	85	11	2	2	0	0	7
	MANCHESTER	FINNAIR	S	D	53	0	0	66	15	11	8	0	0	15
	STANSTED	KLM UK LTD	S	A	58	0	0	88	10	0	2	0	0	5
	STANSTED	KLM UK LTD	S	D	58	0	0	84	12	2	2	0	0	10
<b>TOTAL HELSINKI</b>					<b>702</b>	<b>1</b>	<b>4</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>
HERAKLION	BIRMINGHAM	AEGEAN AIRLINES	C	A	3	0	0	100	0	0	0	0	0	5
	BIRMINGHAM	AEGEAN AIRLINES	C	D	2	0	1	100	0	0	0	0	0	8
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	4
	BIRMINGHAM	AIR 2000	C	D	4	0	1	75	0	25	0	0	0	11
	GATWICK	AIR 2000	C	A	21	0	0	76	5	10	10	0	0	20
	GATWICK	AIR 2000	C	D	21	0	0	67	10	10	5	10	0	38
	GLASGOW	AIR 2000	C	A	5	0	0	60	20	20	0	0	0	13
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	6
	MANCHESTER	AIR 2000	C	A	10	0	0	70	10	10	10	0	0	16
	MANCHESTER	AIR 2000	C	D	8	0	2	63	13	0	25	0	0	22
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	0	50	0	0	0	29
	NEWCASTLE	AIR 2000	C	D	4	0	1	50	0	25	25	0	0	32
	GATWICK	AIR ATLANTA ICELANDIC	C	A	3	0	0	33	33	0	33	0	0	69
	GATWICK	AIR ATLANTA ICELANDIC	C	D	3	0	0	33	0	0	67	0	0	73

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

Origin / Destinations: H

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)								
HERAKLION	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	2	0	0	0	0	100	0	0	0	44
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	2	0	0	0	50	50	0	0	0	26
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	20
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	1	67	33	0	0	0	0	11
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	80	20	0	0	56
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	60	0	40	0	0	0	24
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	22	11	0	0	27
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	57	14	0	29	0	0	25
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	1	1	100	0	0	0	0	0	2
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	16
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	4	67	0	0	33	0	0	25
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	36
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	50	10	0	20	10	10	95
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	29	14	0	43	0	14	134
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	4
	STANSTED	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	3
	STANSTED	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	0	50	0	185
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	28
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	1	60	40	0	0	0	0	9
	MANCHESTER	GALAXY AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	11
	MANCHESTER	GALAXY AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	19
	BIRMINGHAM	MONARCH AIRLINES	C	A	6	0	0	100	0	0	0	0	0	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	1	60	40	0	0	0	0	11
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	13	13	25	0	0	34
	GATWICK	MONARCH AIRLINES	C	D	7	0	1	57	29	14	0	0	0	13
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2
	GLASGOW	MONARCH AIRLINES	C	D	4	0	1	75	25	0	0	0	0	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
HERAKLION	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	13	25	13	0	0	27
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	1	57	14	14	14	0	0	22
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	7	0	0	29	14	29	14	14	0	80
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	1	40	20	20	0	20	0	53
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	1	13	0	0	38	25	25	255
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	2	0	0	14	29	43	14	210
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	1	100	0	0	0	0	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	1	0	25	31	19	19	6	0	55
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	1	77	8	0	15	0	0	22
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	28
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	1	0	25	75	0	0	0	39
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	1	58	42	0	0	0	0	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	17	8	0	0	0	7
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	21
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	1	75	0	25	0	0	0	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	1	100	0	0	0	0	0	2
	MANCHESTER	TRANSAER	C	A	2	0	0	100	0	0	0	0	0	4
	MANCHESTER	TRANSAER	C	D	2	0	0	50	50	0	0	0	0	13
	NEWCASTLE	TRANSAER	C	A	2	0	1	100	0	0	0	0	0	0
	NEWCASTLE	TRANSAER	C	D	2	0	2	100	0	0	0	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	1	100	0	0	0	0	0	3

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
HERAKLION	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	1	25	75	0	0	0	0	18
<b>TOTAL HERAKLION</b>					<b>420</b>	<b>2</b>	<b>36</b>	<b>63</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>33</b>
HOLGUIN (FRANK PAIS)	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	0	75	0	0	77
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>77</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	84	10	3	3	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	10	3	0	0	13
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	61	0	1	75	16	3	0	0	5	48
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	62	0	0	73	11	8	5	3	0	22
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	29	26	29	16	0	0	37
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	31	0	0	26	35	19	19	0	0	39
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	52	23	23	3	0	0	18
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	58	16	6	19	0	0	27
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>309</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>28</b>
HOUSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	31	1	0	68	10	10	10	3	0	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	0	53	16	19	9	3	0	31
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	84	5	5	2	5	0	18
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	74	21	5	0	0	0	10
<b>TOTAL HOUSTON</b>					<b>187</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>
HURGHADA	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	36
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	52
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	11
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	18
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	12

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

Origin / Destinations: H

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)								
HURGHADA														
<b>TOTAL HURGHADA</b>					20	0	0	75	10	5	5	5	0	25



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

Origin / Destinations: I

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)							
IBIZA	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	26
	BIRMINGHAM	AIR 2000	C	D	3	0	1	67	0	0	33	0	0	47
	GATWICK	AIR 2000	C	A	26	0	0	65	12	4	19	0	0	26
	GATWICK	AIR 2000	C	D	22	0	3	59	9	14	14	5	0	32
	GLASGOW	AIR 2000	C	A	5	0	0	40	20	20	0	0	20	93
	GLASGOW	AIR 2000	C	D	3	1	1	67	0	0	33	0	0	24
	MANCHESTER	AIR 2000	C	A	15	0	1	73	7	0	13	7	0	36
	MANCHESTER	AIR 2000	C	D	10	2	2	60	20	0	10	10	0	38
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	0	0	40	0	0	66
	NEWCASTLE	AIR 2000	C	D	3	0	1	67	0	0	33	0	0	58
	EDINBURGH	AIR EUROPA	C	A	5	0	0	60	20	20	0	0	0	14
	EDINBURGH	AIR EUROPA	C	D	4	0	0	50	25	25	0	0	0	17
	NEWCASTLE	AIR EUROPA	C	A	4	1	0	25	25	25	25	0	0	48
	NEWCASTLE	AIR EUROPA	C	D	3	1	0	33	0	33	33	0	0	68
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	17	0	1	47	18	18	12	6	0	41
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	1	69	0	15	0	15	0	47
	GATWICK	BRITANNIA AIRWAYS	C	A	22	0	0	68	18	5	9	0	0	19
	GATWICK	BRITANNIA AIRWAYS	C	D	16	0	0	94	0	0	6	0	0	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	12	0	0	58	0	17	25	0	0	31
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	1	50	13	25	13	0	0	31
	LUTON	BRITANNIA AIRWAYS	C	A	19	0	0	63	16	11	5	5	0	34
	LUTON	BRITANNIA AIRWAYS	C	D	15	0	0	80	13	7	0	0	0	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	27	0	0	41	11	7	30	11	0	63
	MANCHESTER	BRITANNIA AIRWAYS	C	D	21	0	1	38	14	10	24	14	0	68
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	11	0	0	82	9	0	9	0	0	19
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	13	0	0	62	0	15	8	8	8	69
	STANSTED	BRITANNIA AIRWAYS	C	D	9	1	0	44	22	11	11	11	0	42
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	7
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	0

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

Origin / Destinations: I

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)								
IBIZA	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	20
	GATWICK	CITY FLYER EXPRESS	C	A	5	0	0	20	20	20	40	0	0	47
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	1	75	0	0	25	0	0	33
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	3
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	9	0	1	100	0	0	0	0	0	1
	GATWICK	EUROPEAN AIR CHARTER	C	A	5	0	0	40	40	0	0	20	0	70
	GATWICK	EUROPEAN AIR CHARTER	C	D	5	0	0	60	20	0	0	20	0	68
	GATWICK	MONARCH AIRLINES	C	A	7	0	1	43	14	29	14	0	0	37
	GATWICK	MONARCH AIRLINES	C	D	5	0	1	20	0	20	60	0	0	67
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	31	38	15	15	0	0	30
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	2	22	22	33	22	0	0	44
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	17	0	0	82	0	12	6	0	0	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	14	0	1	71	14	0	14	0	0	17
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	14	0	0	29	14	7	14	36	0	124
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	1	33	17	0	25	25	0	100
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	33	0	0	0	0	9
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6
	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	25	0	1	60	4	4	16	8	8	107
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	21	0	3	48	14	5	14	10	10	126
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	0	0	30	10	0	50
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	2	43	0	0	43	14	0	65
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	19	0	0	47	5	11	26	11	0	54
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	1	4	33	0	33	17	17	0	62

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

Origin / Destinations: I

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)								
IBIZA															
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	17	33	50	0	0	0	30	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	1	1	50	0	25	25	0	0	32	
	LUTON	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	0	20	0	63	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	1	33	0	33	0	33	0	88	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	27	0	1	56	19	11	11	4	0	32	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	21	2	3	43	24	24	10	0	0	27	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	44	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	0	0	33	0	0	32	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	25	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	1	33	67	0	0	0	0	16	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	1	1	75	0	25	0	0	0	14	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	1	33	0	33	33	0	0	35	
<b>TOTAL IBIZA</b>					<b>687</b>	<b>11</b>	<b>45</b>	<b>58</b>	<b>12</b>	<b>10</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>43</b>	
INDIANAPOLIS															
INNSBRUCK															
INVERNESS															
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	92	1	0	54	25	11	7	2	1	30	
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	92	1	0	75	5	9	7	3	1	27	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	46	15	23	15	0	0	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	36	21	31	13	0	0	34	
	GLASGOW	LOGANAIR	S	A	42	0	0	93	2	5	0	0	0	5	
	GLASGOW	LOGANAIR	S	D	44	0	0	82	11	5	2	0	0	10	
<b>TOTAL INVERNESS</b>					<b>351</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	
ISLAMABAD															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	23	46	8	23	0	0	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	50	29	7	14	0	0	30	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	10	0	0	60	10	30	0	0	0	17	

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

ORIGIN / DESTINATION		REPORTING AIRPORT		AIRLINE		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								
						CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
								Actual (7)	Plan (8)							
ISLAMABAD																
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	11	0	0	9	27	64	0	0	0	34		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	5	0	0	80	20	0	0	0	0	6		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	5	0	0	0	40	40	20	0	0	56		
<b>TOTAL ISLAMABAD</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>32</b>		
ISLAY																
	GLASGOW	LOGANAIR	S	A	47	0	0	87	13	0	0	0	0	5		
	GLASGOW	LOGANAIR	S	D	47	0	0	89	11	0	0	0	0	5		
<b>TOTAL ISLAY</b>					<b>94</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>5</b>		
ISLE OF MAN																
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	53	0	0	98	2	0	0	0	0	3		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	53	0	0	94	6	0	0	0	0	5		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	41	0	0	85	12	2	0	0	0	6		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	37	4	0	86	8	5	0	0	0	7		
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	84	0	0	83	10	2	5	0	0	11		
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	84	0	0	86	10	1	4	0	0	8		
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	31	0	0	90	10	0	0	0	0	5		
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	31	0	0	94	6	0	0	0	0	3		
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	92	1	0	89	3	3	4	0	0	8		
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	92	1	0	85	5	7	3	0	0	8		
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	23	0	0	61	26	4	4	4	0	23		
<b>TOTAL ISLE OF MAN</b>					<b>621</b>	<b>6</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>		
ISTANBUL																
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	82	5	8	2	3	0	16		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	74	10	11	5	0	0	15		
	HEATHROW	EUROSUN	C	A	18	0	0	6	28	28	33	0	6	94		
	HEATHROW	EUROSUN	C	D	18	0	0	11	22	22	39	0	6	91		
	MANCHESTER	EUROSUN	C	A	5	0	0	0	0	20	60	20	0	111		
	MANCHESTER	EUROSUN	C	D	4	1	0	0	0	25	50	25	0	105		
	STANSTED	EUROSUN	C	A	5	0	1	20	40	20	20	0	0	52		

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

		Origin / Destinations: I							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)									
ISTANBUL															
	STANSTED	EUROSUN	C	D	4	1	2	0	25	25	50	0	0	56	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	92	1	0	38	25	27	8	2	0	29	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	92	1	0	50	26	20	3	1	0	22	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	18	0	0	28	44	28	0	0	0	26	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	18	0	0	0	22	50	28	0	0	48	
<b>TOTAL ISTANBUL</b>					<b>398</b>	<b>5</b>	<b>3</b>	<b>47</b>	<b>20</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>32</b>	
IZMIR (ADNAM MENDERES)															
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	0	0	50	199	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	0	0	0	50	212	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	C	A	2	0	0	0	0	50	50	0	0	58	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	C	D	2	0	0	0	0	0	50	50	0	122	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	50	25	25	0	0	0	17	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	3	0	0	0	67	33	0	0	0	30	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	0	50	50	0	0	0	28	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	2	0	1	100	0	0	0	0	0	10	
	GLASGOW	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	5	
	GLASGOW	ONUR AIR	C	D	4	0	0	100	0	0	0	0	0	5	
	MANCHESTER	PEGASUS AIRLINES	C	A	2	0	0	100	0	0	0	0	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	13	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	1	100	0	0	0	0	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	40	40	10	0	10	0	40	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	30	20	10	30	10	0	71	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	13	13	25	0	0	41	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	33	11	33	22	0	0	53	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	9	0	0	11	0	22	56	11	0	84	

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

Origin / Destinations: I

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)								
IZMIR (ADNAM MENDERES)														
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>98</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>18</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>45</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	17	0	0	76	6	6	6	0	6	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	78	11	0	6	6	0	22	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	26	0	1	42	27	27	4	0	0	25	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	22	1	1	55	23	23	0	0	0	17	
<b>TOTAL JEDDAH</b>					<b>83</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>29</b>	
JERBA															
JEREZ															
	STANSTED	KLM UK LTD	S	A	4	0	0	50	25	25	0	0	0	15	
	STANSTED	KLM UK LTD	S	D	4	0	0	75	25	0	0	0	0	15	
<b>TOTAL JEREZ</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>15</b>	
JERSEY															
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	9	0	0	67	11	0	22	0	0	27	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	9	0	0	78	0	11	11	0	0	16	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	7	0	0	57	43	0	0	0	0	12	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	7	0	0	86	14	0	0	0	0	9	
	GLASGOW	BMI BRITISH MIDLAND	S	A	10	4	3	70	20	0	10	0	0	13	
	GLASGOW	BMI BRITISH MIDLAND	S	D	14	0	0	93	0	0	7	0	0	11	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	2	0	0	100	0	0	0	0	0	4	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	3	0	0	100	0	0	0	0	0	1	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	4	0	0	100	0	0	0	0	0	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	0	68	21	9	2	1	0	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	110	0	1	84	12	4	1	0	0	7	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	53	0	0	72	13	9	2	4	0	20	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	53	1	1	79	8	6	4	4	0	18	
	BIRMINGHAM	CITY FLYER EXPRESS	C	A	4	0	0	100	0	0	0	0	0	1	
	BIRMINGHAM	CITY FLYER EXPRESS	C	D	4	0	0	75	25	0	0	0	0	11	

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

Origin / Destinations: J

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)								
JERSEY														
	GATWICK	CITY FLYER EXPRESS	S	A	135	0	2	75	13	7	5	1	0	16
	GATWICK	CITY FLYER EXPRESS	S	D	136	0	2	76	13	6	4	1	0	15
	MANCHESTER	CITY FLYER EXPRESS	C	A	4	0	0	75	25	0	0	0	0	6
	MANCHESTER	CITY FLYER EXPRESS	C	D	4	0	0	75	0	25	0	0	0	9
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	83	2	0	65	13	10	11	1	0	22
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	70	2	0	61	19	6	13	1	0	26
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	129	0	1	77	8	7	7	2	0	18
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	130	0	2	75	11	7	4	2	1	22
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	82	0	0	66	22	5	4	4	0	19
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	80	0	2	54	30	8	6	3	0	24
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	35	1	3	86	3	6	3	3	0	14
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	35	1	3	77	14	6	3	0	0	10
<b>TOTAL JERSEY</b>					<b>1326</b>	<b>12</b>	<b>21</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>
JOHANNESBURG														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	83	12	3	0	0	2	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	60	25	12	4	0	0	18
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	57	0	1	46	28	19	4	0	4	51
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	57	0	1	70	16	7	5	2	0	22
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	19	6	0	0	3	38
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	26	3	6	0	0	19
<b>TOTAL JOHANNESBURG</b>					<b>291</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>28</b>



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

Origin / Destinations: K

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)							
KALAMATA														
	GATWICK	AIR 2000	C	A	3	0	0	67	0	33	0	0	0	17
	GATWICK	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	17
	MANCHESTER	AIR 2000	C	A	3	0	0	67	33	0	0	0	0	9
	MANCHESTER	AIR 2000	C	D	2	0	1	100	0	0	0	0	0	7
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	24
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	32
<b>TOTAL KALAMATA</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>
KARACHI														
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	0	67	11	0	0	35
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	9	0	0	0	11	33	56	0	0	68
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	57	21	14	0	7	0	36
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	17	0	0	0	29	59	6	6	0	52
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	30	0	0	47	20	17	13	3	0	30
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	26	0	0	4	19	46	23	4	4	73
<b>TOTAL KARACHI</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>19</b>	<b>36</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>49</b>
KATHMANDU														
	GATWICK	ROYAL NEPAL AIRLINES	S	A	7	0	2	0	0	43	57	0	0	71
	GATWICK	ROYAL NEPAL AIRLINES	S	D	7	0	2	0	14	57	29	0	0	56
<b>TOTAL KATHMANDU</b>					<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>64</b>
KAVALLA														
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	0	0	0	33	126
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	11
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	10
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	14
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	61
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	67
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	50	0	0	0	45

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

Origin / Destinations: K

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)							
KAVALLA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	24
<b>TOTAL KAVALLA</b>					<b>28</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>43</b>
KEFALLINIA	BIRMINGHAM	AIR 2000	C	A	2	0	1	100	0	0	0	0	0	0
	BIRMINGHAM	AIR 2000	C	D	2	0	1	50	0	0	0	0	50	540
	GATWICK	AIR 2000	C	A	5	0	0	60	20	0	20	0	0	27
	GATWICK	AIR 2000	C	D	6	0	0	67	17	0	17	0	0	23
	MANCHESTER	AIR 2000	C	A	3	0	0	67	33	0	0	0	0	13
	MANCHESTER	AIR 2000	C	D	3	0	0	0	33	33	33	0	0	42
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	24
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	2
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	12
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	9
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	1	100	0	0	0	0	0	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	1	50	17	17	17	0	0	35
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	2	20	0	20	60	0	0	56
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	0	50	0	107
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	0	50	0	99
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	10
	GATWICK	MONARCH AIRLINES	C	D	2	0	1	50	50	0	0	0	0	11
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	2
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	20	0	20	331
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	0	50	0	25	458
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	25
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	42
	BIRMINGHAM	SEVEN AIR	C	A	2	0	2	50	0	0	0	50	0	159
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	29	0	43	14	14	0	84

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Actual (7)							
KEFALLINIA														
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	3	4	33	33	0	0	33	0	114
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	24
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	1	50	0	25	25	0	0	29
<b>TOTAL KEFALLINIA</b>					<b>115</b>	<b>3</b>	<b>21</b>	<b>57</b>	<b>10</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>75</b>
KEFLAVIK														
	STANSTED	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	100	0	0	0	0	23
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	0	29	0	14	43	0	14	100
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	43	0	29	14	0	14	89
	EDINBURGH	ICELANDAIR	C	A	3	0	0	67	33	0	0	0	0	14
	EDINBURGH	ICELANDAIR	C	D	3	1	0	100	0	0	0	0	0	7
	GLASGOW	ICELANDAIR	S	A	30	0	0	87	7	3	3	0	0	10
	GLASGOW	ICELANDAIR	S	D	30	0	0	93	7	0	0	0	0	3
	HEATHROW	ICELANDAIR	S	A	49	0	0	80	16	0	4	0	0	10
	HEATHROW	ICELANDAIR	S	D	49	0	0	45	35	16	4	0	0	21
<b>TOTAL KEFLAVIK</b>					<b>185</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>19</b>
KERRY COUNTY														
	STANSTED	RYANAIR	S	A	31	0	0	13	26	48	13	0	0	40
	STANSTED	RYANAIR	S	D	31	0	0	26	42	19	13	0	0	29
<b>TOTAL KERRY COUNTY</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>34</b>	<b>34</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>
KHARTOUM														
	HEATHROW	SUDAN AIRWAYS	S	A	8	0	2	13	25	25	0	25	13	142
	HEATHROW	SUDAN AIRWAYS	S	D	8	0	1	0	50	0	38	0	13	118
<b>TOTAL KHARTOUM</b>					<b>16</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>38</b>	<b>13</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>130</b>
KIEV														
KIEV (BORISPOL)														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	23	0	0	43	26	26	4	0	0	23
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	23	0	0	35	52	9	4	0	0	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
KIEV (BORISPOL)														
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	22	0	0	50	27	9	9	5	0	29
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	22	0	0	45	32	14	5	5	0	28
<b>TOTAL KIEV (BORISPOL)</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>34</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>
KINGSTON														
	HEATHROW	AIR JAMAICA	S	A	21	0	1	62	14	0	10	14	0	50
	HEATHROW	AIR JAMAICA	S	D	21	0	1	52	14	5	10	14	5	73
<b>TOTAL KINGSTON</b>					<b>43</b>	<b>1</b>	<b>2</b>	<b>58</b>	<b>14</b>	<b>2</b>	<b>9</b>	<b>14</b>	<b>2</b>	<b>60</b>
KIRKWALL														
	EDINBURGH	LOGANAIR	S	A	52	0	0	98	0	2	0	0	0	1
	EDINBURGH	LOGANAIR	S	D	53	0	0	77	17	4	2	0	0	12
	GLASGOW	LOGANAIR	S	A	26	0	0	96	4	0	0	0	0	2
<b>TOTAL KIRKWALL</b>					<b>131</b>	<b>0</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>
KISHINEV														
KOS														
	NEWCASTLE	AEGEAN AIRLINES	C	A	3	0	0	67	0	33	0	0	0	15
	NEWCASTLE	AEGEAN AIRLINES	C	D	2	0	0	0	50	50	0	0	0	32
	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	50	0	0	0	27
	BIRMINGHAM	AIR 2000	C	D	3	0	1	33	0	33	33	0	0	39
	GATWICK	AIR 2000	C	A	16	0	0	69	6	19	6	0	0	15
	GATWICK	AIR 2000	C	D	12	0	1	92	0	0	8	0	0	9
	MANCHESTER	AIR 2000	C	A	8	0	0	63	25	0	13	0	0	24
	MANCHESTER	AIR 2000	C	D	8	0	0	50	13	25	13	0	0	34
	GATWICK	AIR ATLANTA ICELANDIC	C	A	2	0	0	50	50	0	0	0	0	12
	GATWICK	AIR ATLANTA ICELANDIC	C	D	2	0	0	100	0	0	0	0	0	11
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	6
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	33	67	0	0	0	0	14
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	11	22	33	0	0	57
	GATWICK	BRITANNIA AIRWAYS	C	D	7	1	0	14	29	29	29	0	0	56

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

Origin / Destinations: K

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)							
KOS	LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	22
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	0	0	22	0	11	105
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	1	0	67	0	0	33	0	0	36
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	24
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	2	50	0	0	50	0	0	40
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	0	25	0	69
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	1	50	50	0	0	0	0	16
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	57	7	21	14	0	0	34
	GATWICK	MONARCH AIRLINES	C	D	10	0	1	60	10	0	20	10	0	47
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	82	9	0	9	0	0	11
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	1	38	38	13	13	0	0	30
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	0	67	33	0	0	0	0	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	100	0	0	0	0	0	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	27
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	43
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	1	0	44	0	0	44	11	0	82
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	1	1	43	0	0	43	14	0	98
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	29
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	26
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	33
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	58
	NEWCASTLE	SEVEN AIR	C	A	2	0	0	0	0	50	0	0	50	222
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	0	33	0	0	0	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	27	36	9	27	0	0	42
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	3	57	0	29	14	0	0	31
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	20	30	0	0	0	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	2	71	14	14	0	0	0	14
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	279
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	25	25	25	0	0	25	301

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)							
KOS														
<b>TOTAL KOS</b>					<b>265</b>	<b>4</b>	<b>17</b>	<b>58</b>	<b>12</b>	<b>12</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>43</b>
KRAKOW														
	GATWICK	LOT-POLISH AIRLINES	S	A	31	0	0	94	0	0	6	0	0	9
	GATWICK	LOT-POLISH AIRLINES	S	D	31	0	0	68	19	6	6	0	0	21
<b>TOTAL KRAKOW</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>
KRISTIANSAND (KJEVIK)														
	GATWICK	MAERSK AIR	S	A	25	0	1	60	20	16	4	0	0	20
	GATWICK	MAERSK AIR	S	D	27	0	0	63	22	11	4	0	0	17
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>52</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>
KRISTIANSTAD														
	STANSTED	RYANAIR	S	A	31	0	0	84	10	0	3	3	0	15
	STANSTED	RYANAIR	S	D	31	0	0	68	19	3	6	3	0	25
<b>TOTAL KRISTIANSTAD</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>
KUALA LUMPUR (SEPANG)														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	84	0	16	0	0	0	10
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	84	16	0	0	0	0	6
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	40	18	35	5	2	0	31
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	52	35	6	5	2	0	21
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	14	0	0	93	0	0	0	7	0	18
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	14	0	0	29	36	29	0	7	0	34
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>
KUWAIT														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	1	1	100	0	0	0	0	0	2
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	76	10	10	3	0	0	13
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	74	13	6	6	0	0	13
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	45	26	19	10	0	0	24

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

Origin / Destinations: K

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)	
					Actual (7)	Plan (8)								
KUWAIT														
<b>TOTAL KUWAIT</b>					119	1	2	73	13	9	5	0	0	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
LA CORUNA															
LAGOS															
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	86	5	5	5	0	0	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	50	23	18	5	0	5	36	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	1	88	8	0	0	4	0	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	1	1	44	36	12	8	0	0	22	
<b>TOTAL LAGOS</b>					<b>94</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>20</b>	
LAHORE															
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	11	11	33	33	11	0	77	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	5	0	0	0	60	20	20	0	0	38	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	5	0	0	60	0	0	20	20	0	69	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	11	22	44	11	11	0	55	
<b>TOTAL LAHORE</b>					<b>28</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>21</b>	<b>29</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>62</b>	
LAMETIA-TERME															
	STANSTED	RYANAIR	S	A	30	0	0	73	10	7	10	0	0	15	
	STANSTED	RYANAIR	S	D	30	0	0	40	37	10	10	3	0	30	
<b>TOTAL LAMETIA-TERME</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	
LARNACA															
	BIRMINGHAM	AIR 2000	S	A	4	0	0	50	25	25	0	0	0	22	
	BIRMINGHAM	AIR 2000	S	D	4	0	0	75	0	25	0	0	0	20	
	GATWICK	AIR 2000	S	A	26	0	1	50	19	23	8	0	0	24	
	GATWICK	AIR 2000	S	D	27	0	0	63	22	7	7	0	0	18	
	GLASGOW	AIR 2000	S	A	4	0	0	25	50	0	25	0	0	31	
	GLASGOW	AIR 2000	S	D	4	0	0	0	25	50	25	0	0	45	
	MANCHESTER	AIR 2000	S	A	20	0	0	70	0	15	10	5	0	32	
	MANCHESTER	AIR 2000	S	D	19	0	1	63	21	5	5	5	0	30	
	NEWCASTLE	AIR 2000	S	A	5	0	0	60	20	0	20	0	0	19	
	NEWCASTLE	AIR 2000	S	D	5	0	0	80	0	0	20	0	0	25	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	2	0	0	100	0	0	0	0	0	4	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							
						MISMATCHED		Early to 15 mins	16 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)								
LARNACA															
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	14	1	0	71	7	21	0	0	0	11	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	13	2	0	38	38	8	15	0	0	23	
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	20	0	60	20	0	0	40	
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	1	25	75	0	0	0	0	19	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	40	20	0	20	212	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	1	75	0	0	25	0	0	25	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	12	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	5	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	20	40	0	0	45	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	25	50	0	0	50	
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	10	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	12	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	64	14	0	0	21	0	65	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	1	2	80	20	0	0	0	0	7	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	10	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	39	0	0	36	33	18	8	5	0	37	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	39	0	0	56	18	21	3	3	0	27	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	15	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	3	0	1	33	33	33	0	0	0	25	
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	9	0	0	78	0	0	22	0	0	23	
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	8	1	0	25	13	38	13	13	0	71	
	GATWICK	CYPRUS AIRWAYS	S	A	9	0	0	44	22	11	22	0	0	28	
	GATWICK	CYPRUS AIRWAYS	S	D	9	0	0	33	22	22	22	0	0	37	
	HEATHROW	CYPRUS AIRWAYS	S	A	65	0	0	49	22	17	12	0	0	26	
	HEATHROW	CYPRUS AIRWAYS	S	D	64	0	0	48	19	20	9	3	0	33	
	MANCHESTER	CYPRUS AIRWAYS	S	A	8	0	0	75	0	0	13	13	0	52	
	MANCHESTER	CYPRUS AIRWAYS	S	D	8	0	0	50	13	0	25	13	0	65	
	STANSTED	CYPRUS AIRWAYS	S	A	14	0	0	57	7	0	14	21	0	70	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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
LARNACA																
	STANSTED	CYPRUS AIRWAYS	S	D	14	0	0	21	29	14	14	14	7	92		
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	8	0	0	50	0	38	13	0	0	38		
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	6	0	2	50	33	17	0	0	0	16		
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	6	0	0	0	17	67	17	0	0	48		
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	5	0	1	0	20	60	20	0	0	54		
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	8	1	0	75	13	13	0	0	0	8		
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	8	1	0	88	0	13	0	0	0	12		
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	56	22	11	11	0	0	23		
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	9	0	0	56	22	11	11	0	0	18		
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	1	64	9	9	18	0	0	31		
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	1	73	27	0	0	0	0	10		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	10		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	56	22	11	11	0	0	27		
	BIRMINGHAM	HELIOS AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	41		
	BIRMINGHAM	HELIOS AIRWAYS LTD	C	D	3	0	1	0	33	33	33	0	0	51		
	GATWICK	HELIOS AIRWAYS LTD	C	A	18	0	0	17	17	11	50	6	0	75		
	GATWICK	HELIOS AIRWAYS LTD	C	D	18	0	0	22	0	33	39	6	0	74		
	LUTON	HELIOS AIRWAYS LTD	C	A	5	0	0	40	0	20	20	20	0	69		
	LUTON	HELIOS AIRWAYS LTD	C	D	5	0	0	20	20	20	20	20	0	88		
	MANCHESTER	HELIOS AIRWAYS LTD	C	A	4	0	0	25	0	0	75	0	0	65		
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	4	0	0	0	0	25	75	0	0	90		
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	12		
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10		
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	40	20	0	20	20	0	75		
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	1	25	0	25	25	25	0	108		
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	25	25	0	25	0	83		
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	0	25	0	25	0	70		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	0	40	40	0	0	67		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	0	0	50	50	0	0	78		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	10	20	0	40	20	10	181		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
LARNACA															
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	1	0	22	22	0	33	11	11	153	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	40	20	0	0	49	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	14	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	5	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	27	7	13	33	20	0	83	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	1	43	14	7	36	0	0	67	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	39	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	16	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	13	50	13	0	0	34	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	2	86	0	0	14	0	0	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	25	1	1	24	12	32	24	4	4	70	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	23	1	3	48	30	0	13	9	0	51	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	11	11	11	0	51	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	1	63	13	0	13	13	0	58	
	LUTON	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	22	11	0	0	33	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	8	0	1	63	13	13	13	0	0	32	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	20	30	0	0	0	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	2	63	13	25	0	0	0	15	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	54	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	0	0	33	0	0	44	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	9	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12	
<b>TOTAL LARNACA</b>					<b>945</b>	<b>10</b>	<b>27</b>	<b>50</b>	<b>16</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>40</b>	
LAS PALMAS															
	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	0	
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	2	
	GATWICK	AIR 2000	C	A	10	0	0	40	20	10	20	10	0	52	

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

Origin / Destinations: L

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)							
LAS PALMAS	GATWICK	AIR 2000	C	D	10	0	0	60	10	10	10	10	0	45
	GLASGOW	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	4
	GLASGOW	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	1
	MANCHESTER	AIR 2000	C	A	10	0	1	30	20	30	20	0	0	44
	MANCHESTER	AIR 2000	C	D	10	0	1	60	20	0	20	0	0	24
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	0
	NEWCASTLE	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	2	0	0	50	50	0	0	0	0	12
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	100	0	0	0	0	26
	GATWICK	AIR EUROPA	C	A	5	0	0	40	40	0	20	0	0	41
	GATWICK	AIR EUROPA	C	D	5	0	0	20	60	0	20	0	0	46
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	2
	STANSTED	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	0	25	0	0	24
	STANSTED	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	17
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	11	11	11	0	48
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	0	11	11	0	35
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	44	33	0	0	0	24
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	1	78	11	11	0	0	0	7
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	22
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	5
	LUTON	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	0	11	11	93
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	0	13	0	44
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	43	21	14	14	7	0	40
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	2	31	31	15	23	0	0	41
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	33
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	1	0	0	75	25	0	0	50
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	20	40	0	0	50
	GLASGOW	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	0	0	33	0	88
	GLASGOW	EXCEL AIRWAYS LTD	C	D	3	0	0	33	0	0	33	33	0	124

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	0	33	33	0	110	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	0	0	67	0	33	0	132	
	MANCHESTER	IBERWORLD	C	A	4	1	0	0	0	0	75	25	0	153	
	MANCHESTER	IBERWORLD	C	D	4	1	0	0	0	0	75	25	0	158	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	17	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	12	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	20	0	40	20	20	0	99	
	EDINBURGH	MONARCH AIRLINES	C	D	2	0	2	0	50	0	50	0	0	87	
	GATWICK	MONARCH AIRLINES	C	A	6	1	0	50	17	0	33	0	0	49	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	33	33	0	17	17	0	51	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	20	20	20	20	20	0	77	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	0	0	40	20	0	71	
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	17	33	17	33	0	0	58	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	0	40	0	0	57	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	11	0	0	45	27	9	9	9	0	38	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	1	0	63	13	25	0	0	0	17	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	18	0	0	44	17	11	17	6	6	82	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	17	0	0	59	0	18	6	12	6	89	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	10	0	0	30	10	10	40	0	10	114	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	22	0	33	11	0	68	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	20	0	20	106	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	39	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	23	0	0	30	13	9	35	9	4	110	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	21	0	0	29	10	10	43	5	5	107	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	0	20	0	74	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	81	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	18	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	
	EDINBURGH	SPANAIR	C	A	2	0	1	0	0	50	50	0	0	53	
	EDINBURGH	SPANAIR	C	D	3	0	0	0	0	67	33	0	0	53	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	GLASGOW	SPANAIR	C	A	2	0	0	100	0	0	0	0	0	0
	GLASGOW	SPANAIR	C	D	2	1	0	100	0	0	0	0	0	3
	MANCHESTER	SPANAIR	C	A	2	1	0	100	0	0	0	0	0	0
	MANCHESTER	SPANAIR	C	D	2	0	0	50	0	50	0	0	0	26
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	40	20	40	0	0	53
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	37
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	35	0	0	17	29	14	29	11	0	73
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	29	0	5	48	14	10	17	7	3	59
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	14	0	0	36	14	29	14	0	7	102
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	11	0	2	55	18	9	18	0	0	31
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	31	0	0	10	19	26	39	6	0	65
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	26	0	2	35	12	23	23	8	0	58
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	20	20	0	87
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	83
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	39
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	49
	GATWICK	TRANSAER	C	A	5	0	0	80	20	0	0	0	0	6
	GATWICK	TRANSAER	C	D	5	0	0	60	0	40	0	0	0	18
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	0	60	20	20	0	0	32
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	15
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	39
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	31
<b>TOTAL LAS PALMAS</b>					<b>648</b>	<b>11</b>	<b>19</b>	<b>45</b>	<b>16</b>	<b>12</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>55</b>
LAS VEGAS	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	24
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	15
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	78	22	0	0	0	0	6
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	33	44	11	11	0	0	25
<b>TOTAL LAS VEGAS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Actual (7)							
LE HAVRE														
<b>TOTAL LE HAVRE</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>
LEEDS BRADFORD														
	HEATHROW	BMI BRITISH MIDLAND	S	A	108	0	1	76	19	2	3	0	0	10
	HEATHROW	BMI BRITISH MIDLAND	S	D	104	0	0	77	11	9	3	1	0	12
	EDINBURGH	BMI REGIONAL	S	A	70	0	0	93	3	3	0	1	0	7
	EDINBURGH	BMI REGIONAL	S	D	69	0	0	86	9	3	1	1	0	9
	GLASGOW	BMI REGIONAL	S	A	67	0	0	85	6	3	4	1	0	13
	GLASGOW	BMI REGIONAL	S	D	68	0	0	76	13	4	4	1	0	14
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	45	0	47	93	7	0	0	0	0	4
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	45	0	47	91	9	0	0	0	0	6
<b>TOTAL LEEDS BRADFORD</b>					<b>576</b>	<b>1</b>	<b>95</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>
LEMNOS														
<b>TOTAL LEMNOS</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>8</b>
LEUCHARS														
LIBREVILLE														
	GATWICK	AIR GABON	S	A	4	0	1	50	25	25	0	0	0	14
	GATWICK	AIR GABON	S	D	4	0	0	0	25	75	0	0	0	35
<b>TOTAL LIBREVILLE</b>					<b>8</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
LILONGWE														
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	1
<b>TOTAL LILONGWE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
LINZ														
LISBON														
	GATWICK	AIR PORTUGAL	S	A	27	0	0	78	22	0	0	0	0	6
	GATWICK	AIR PORTUGAL	S	D	27	0	0	70	15	11	4	0	0	15
	HEATHROW	AIR PORTUGAL	S	A	91	0	0	45	34	15	5	0	0	21
	HEATHROW	AIR PORTUGAL	S	D	92	0	0	64	16	14	5	0	0	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
LISBON														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	97	0	0	73	12	7	6	1	0	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	97	0	0	80	9	6	4	0	0	10
	GATWICK	GB AIRWAYS LTD	S	A	44	0	2	75	14	5	5	2	0	17
	GATWICK	GB AIRWAYS LTD	S	D	48	0	2	67	8	15	10	0	0	20
	STANSTED	GO FLY LTD	S	A	62	0	0	85	6	5	3	0	0	8
	STANSTED	GO FLY LTD	S	D	59	0	0	68	19	7	7	0	0	16
	MANCHESTER	PORTUGALIA	S	A	27	0	0	74	15	7	4	0	0	14
	MANCHESTER	PORTUGALIA	S	D	23	0	0	83	4	13	0	0	0	12
<b>TOTAL LISBON</b>					<b>694</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
LIVERPOOL														
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	83	0	2	55	20	14	10	0	0	25
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	83	0	2	42	23	24	8	2	0	32
<b>TOTAL LIVERPOOL</b>					<b>166</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>22</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>28</b>
LJUBLJANA														
	HEATHROW	ADRIA AIRWAYS	S	A	31	0	0	52	26	16	6	0	0	23
	HEATHROW	ADRIA AIRWAYS	S	D	31	0	0	68	16	6	10	0	0	19
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	12	0	0	92	0	8	0	0	0	6
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	12	0	0	67	25	0	8	0	0	14
<b>TOTAL LJUBLJANA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>
LONDON CITY														
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	79	0	3	81	9	1	9	0	0	15
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	81	0	1	85	1	5	6	2	0	16
	EDINBURGH	SCOT AIRWAYS	S	A	162	0	3	46	39	12	3	1	0	20
	EDINBURGH	SCOT AIRWAYS	S	D	159	0	5	86	10	3	1	0	0	8
	GLASGOW	SCOT AIRWAYS	S	A	92	0	1	67	24	8	1	0	0	13
	GLASGOW	SCOT AIRWAYS	S	D	92	0	1	90	7	2	1	0	0	5
<b>TOTAL LONDON CITY</b>					<b>666</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>
LONDONDERRY														



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)
						Plan (8)								
LONDONDERRY														
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	77	6	10	6	0	0	18
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	68	13	10	6	3	0	19
	GLASGOW	LOGANAIR	S	A	31	0	1	90	10	0	0	0	0	5
	GLASGOW	LOGANAIR	S	D	31	0	1	65	35	0	0	0	0	12
	STANSTED	RYANAIR	S	A	58	0	0	93	0	5	2	0	0	5
	STANSTED	RYANAIR	S	D	58	0	0	72	22	0	5	0	0	15
<b>TOTAL LONDONDERRY</b>					<b>240</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>
LOS ANGELES INTERNATIONAL														
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	81	10	6	3	0	0	11
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	42	42	16	0	0	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	68	1	1	88	6	3	3	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	68	0	0	59	24	15	3	0	0	16
	HEATHROW	UNITED AIRLINES	S	A	59	0	0	78	15	0	7	0	0	11
	HEATHROW	UNITED AIRLINES	S	D	59	0	0	75	14	10	2	0	0	11
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	94	2	0	3	2	0	7
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	45	34	10	10	2	0	29
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>440</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
LUBECK														
	STANSTED	RYANAIR	S	A	57	0	0	79	9	7	4	2	0	14
	STANSTED	RYANAIR	S	D	57	0	0	79	9	9	4	0	0	12
<b>TOTAL LUBECK</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>
LUSAKA														
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	3
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	0	8	8	0	0	15
<b>TOTAL LUSAKA</b>					<b>26</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>9</b>
LUTON														
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	138	0	3	59	15	11	14	1	0	28
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	138	0	2	51	25	12	10	1	0	27
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	161	0	1	39	25	21	12	2	0	36

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)
						Plan (8)								
LUTON	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	161	0	0	43	24	20	10	2	0	33
<b>TOTAL LUTON</b>					<b>601</b>	<b>2</b>	<b>6</b>	<b>48</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>31</b>
LUXEMBOURG	GATWICK	CITY FLYER EXPRESS	S	A	120	0	3	55	29	12	3	1	0	18
	GATWICK	CITY FLYER EXPRESS	S	D	122	0	2	69	20	7	3	1	0	13
	HEATHROW	LUXAIR	S	A	62	0	0	53	31	11	3	2	0	21
	HEATHROW	LUXAIR	S	D	62	0	0	76	10	8	5	2	0	15
	MANCHESTER	LUXAIR	S	A	22	0	0	41	14	27	18	0	0	33
	MANCHESTER	LUXAIR	S	D	22	0	0	91	0	9	0	0	0	5
	STANSTED	LUXAIR	S	A	48	0	1	79	6	13	2	0	0	11
	STANSTED	LUXAIR	S	D	48	0	1	81	4	10	4	0	0	12
	LONDON CITY	VLM (BELGIUM)	S	A	69	4	6	41	33	16	10	0	0	26
	LONDON CITY	VLM (BELGIUM)	S	D	74	0	1	54	26	12	8	0	0	20
<b>TOTAL LUXEMBOURG</b>					<b>649</b>	<b>4</b>	<b>14</b>	<b>62</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
LUXOR	GATWICK	AIR 2000	C	A	5	0	0	20	40	20	20	0	0	32
	GATWICK	AIR 2000	C	D	5	0	0	60	20	0	20	0	0	20
	MANCHESTER	AIR 2000	C	A	5	0	0	0	20	60	20	0	0	46
	MANCHESTER	AIR 2000	C	D	5	0	0	60	0	20	20	0	0	33
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	36
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	25	25	0	0	40
	HEATHROW	EGYPT AIR	S	A	5	0	0	60	0	20	20	0	0	41
	HEATHROW	EGYPT AIR	S	D	5	0	0	0	0	60	20	20	0	78
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	30
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	40
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	30
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	19

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
LUXOR														
<b>TOTAL LUXOR</b>					<b>67</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>19</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>
LVOV														
LYON														
	MANCHESTER	AIR FRANCE	S	A	2	0	0	50	50	0	0	0	0	10
	MANCHESTER	AIR FRANCE	S	D	2	0	0	50	0	50	0	0	0	22
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	82	1	0	80	9	5	6	0	0	11
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	83	0	0	76	10	8	5	1	0	15
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	1	100	0	0	0	0	0	2
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	1	81	15	4	0	0	0	7
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	31	0	0	84	10	6	0	0	0	7
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	31	0	0	94	6	0	0	0	0	4
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	82	0	0	88	6	5	1	0	0	6
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	82	0	0	84	12	4	0	0	0	6
	STANSTED	KLM UK LTD	S	A	31	0	0	71	13	6	10	0	0	19
	STANSTED	KLM UK LTD	S	D	31	0	0	42	29	13	16	0	0	34
<b>TOTAL LYON</b>					<b>509</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)
					93	UNMATCHED		Early to 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)							
MAASTRICHT	STANSTED	KLM EXEL	S	A	93	1	1	51	24	23	3	0	0	20
	STANSTED	KLM EXEL	S	D	94	1	0	64	21	12	3	0	0	16
<b>TOTAL MAASTRICHT</b>					<b>187</b>	<b>2</b>	<b>1</b>	<b>57</b>	<b>22</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	13
<b>TOTAL MADRAS/CHENNAI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>
MADRID	GATWICK	AIR EUROPA	S	A	26	0	1	8	4	42	46	0	0	61
	GATWICK	AIR EUROPA	S	D	26	0	1	8	23	31	38	0	0	58
	HEATHROW	BMI BRITISH MIDLAND	S	A	124	0	0	41	23	21	14	1	1	32
	HEATHROW	BMI BRITISH MIDLAND	S	D	125	0	0	63	12	18	6	1	0	19
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	1	0	64	20	8	7	1	0	18
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	91	0	0	58	16	20	5	0	0	21
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	31	0	0	48	29	16	6	0	0	21
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	31	0	0	81	16	0	3	0	0	8
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	27	0	0	67	11	15	7	0	0	16
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	0	3	0	0	7
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	62	19	14	5	0	0	20
	GLASGOW	BRITISH AIRWAYS PLC	S	D	25	0	0	80	16	4	0	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	153	0	0	48	28	14	9	1	0	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	153	0	0	71	18	7	4	0	0	13
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	51	0	1	41	25	27	6	0	0	25
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	51	0	0	67	18	14	2	0	0	15
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	2	75	12	7	5	2	0	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	49	21	15	13	2	0	32
	STANSTED	GO FLY LTD	S	A	59	0	0	56	27	14	3	0	0	18
	STANSTED	GO FLY LTD	S	D	59	0	0	51	32	8	8	0	0	22

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	HEATHROW	IBERIA	S	A	185	0	0	51	26	16	5	1	0	23
	HEATHROW	IBERIA	S	D	185	0	0	64	16	11	6	1	1	22
<b>TOTAL MADRID</b>					<b>1665</b>	<b>1</b>	<b>5</b>	<b>57</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>
MAHON														
	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	8
	GATWICK	AIR 2000	C	A	22	0	0	64	5	14	18	0	0	28
	GATWICK	AIR 2000	C	D	19	0	4	68	11	5	16	0	0	23
	GLASGOW	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	2
	GLASGOW	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	9
	MANCHESTER	AIR 2000	C	A	22	0	0	59	23	18	0	0	0	15
	MANCHESTER	AIR 2000	C	D	20	0	2	75	15	5	5	0	0	14
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	11
	NEWCASTLE	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	0
	STANSTED	AIR 2000	C	A	9	0	0	56	22	11	11	0	0	28
	STANSTED	AIR 2000	C	D	7	0	1	71	14	0	14	0	0	20
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	12
	LUTON	BMI BRITISH MIDLAND	C	D	3	0	1	33	33	33	0	0	0	18
	STANSTED	BMI BRITISH MIDLAND	C	A	4	0	0	50	50	0	0	0	0	16
	STANSTED	BMI BRITISH MIDLAND	C	D	3	0	1	0	67	33	0	0	0	25
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	54	8	31	0	8	0	31
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	10	0	0	70	10	10	10	0	0	15
	GATWICK	BRITANNIA AIRWAYS	C	A	17	0	0	35	18	18	18	12	0	62
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	62	8	15	8	8	0	35
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	43
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	0	33	33	33	0	0	46
	LUTON	BRITANNIA AIRWAYS	C	A	11	0	0	27	27	18	27	0	0	54
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	13
	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	29	18	24	18	12	0	63
	MANCHESTER	BRITANNIA AIRWAYS	C	D	15	0	0	53	7	20	13	7	0	45

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
MAHON															
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	13	0	0	0	14	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	6	0	0	83	17	0	0	0	0	5	
	STANSTED	BRITANNIA AIRWAYS	C	A	9	0	0	33	11	33	22	0	0	44	
	STANSTED	BRITANNIA AIRWAYS	C	D	7	0	0	71	0	0	29	0	0	36	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	2	0	3	50	50	0	0	0	0	9	
	GATWICK	CITY FLYER EXPRESS	C	A	6	0	1	17	67	17	0	0	0	22	
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	3	100	0	0	0	0	0	4	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	25	75	0	0	0	0	18	
	EDINBURGH	FUTURA AIRLINES	C	D	3	0	0	33	33	0	33	0	0	32	
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	50	0	50	0	0	0	16	
	GLASGOW	FUTURA AIRLINES	C	D	3	1	0	67	33	0	0	0	0	11	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	25	38	25	13	0	0	31	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	50	25	13	13	0	0	23	
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	75	13	13	0	0	0	8	
	GATWICK	MONARCH AIRLINES	C	D	14	0	2	86	14	0	0	0	0	6	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	69	23	0	8	0	0	13	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	85	8	0	8	0	0	10	
	LUTON	MONARCH AIRLINES	C	D	3	0	1	100	0	0	0	0	0	8	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	38	13	25	25	0	0	45	
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	75	0	0	25	0	0	39	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	0	33	0	0	0	20	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	75	25	0	0	0	29	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	3	0	1	67	33	0	0	0	0	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	0	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	100	0	0	0	0	0	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	25	0	0	0	26	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	11	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Plan (8)							
MAHON	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	0	0	25	25	19	13	13	6	95
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	2	58	17	0	8	8	8	71
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	1	0	75	13	0	13	0	0	17
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	6	0	1	33	17	33	17	0	0	32
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	26	0	3	54	12	27	8	0	0	23
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	10	52	19	24	5	0	0	22
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	0	25	0	0	26
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	2	83	0	0	17	0	0	15
	LUTON	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	33	33	0	0	11	166
	LUTON	THOMAS COOK AIRLINES LTD	C	D	7	0	2	43	14	43	0	0	0	27
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	21	1	1	86	0	10	5	0	0	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	3	82	6	6	6	0	0	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	30
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	0	33	0	0	0	20
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	22	11	0	0	25
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	7	0	1	86	0	0	14	0	0	18
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	8	0	1	100	0	0	0	0	0	4
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	22
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	7	0	2	71	14	0	14	0	0	29
<b>TOTAL MAHON</b>					<b>677</b>	<b>3</b>	<b>54</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>
MALAGA	BIRMINGHAM	AIR 2000	S	A	9	0	0	11	33	22	33	0	0	54
	BIRMINGHAM	AIR 2000	S	D	9	0	0	67	11	11	11	0	0	24
	GATWICK	AIR 2000	C	A	27	0	1	33	26	15	26	0	0	43

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
MALAGA															
	GATWICK	AIR 2000	S	A	16	0	0	63	25	0	6	6	0	25	
	GATWICK	AIR 2000	C	D	26	1	0	69	0	15	15	0	0	27	
	GATWICK	AIR 2000	S	D	17	0	0	59	18	12	12	0	0	22	
	GLASGOW	AIR 2000	S	A	8	1	0	38	25	25	13	0	0	30	
	GLASGOW	AIR 2000	S	D	8	0	0	38	38	0	13	13	0	49	
	MANCHESTER	AIR 2000	S	A	17	0	0	35	24	29	12	0	0	31	
	MANCHESTER	AIR 2000	C	A	11	0	0	55	18	18	9	0	0	20	
	MANCHESTER	AIR 2000	C	D	10	0	0	80	0	0	20	0	0	19	
	MANCHESTER	AIR 2000	S	D	17	0	0	53	12	29	6	0	0	23	
	NEWCASTLE	AIR 2000	S	A	4	0	0	25	0	50	25	0	0	48	
	NEWCASTLE	AIR 2000	S	D	4	0	0	0	25	50	25	0	0	44	
	STANSTED	AIR 2000	C	A	9	0	0	11	44	22	11	11	0	50	
	STANSTED	AIR 2000	C	D	9	0	0	67	0	22	0	11	0	35	
	GATWICK	AIR ATLANTA ICELANDIC	C	A	4	2	0	50	0	50	0	0	0	22	
	GATWICK	AIR ATLANTA ICELANDIC	C	D	5	2	0	60	20	0	0	0	20	121	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	60	20	20	0	0	0	13	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	40	40	20	0	0	0	21	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	4	0	0	0	0	50	50	0	0	90	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	4	0	0	50	0	25	25	0	0	40	
	LUTON	BMI BRITISH MIDLAND	C	A	5	0	0	60	40	0	0	0	0	13	
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	0	44	33	22	0	0	39	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	56	22	22	0	0	0	18	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	33	22	44	0	0	67	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	11	11	0	0	18	
	GLASGOW	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	21	
	GLASGOW	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	9	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	20	40	40	0	0	0	28	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)							
MALAGA	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	1	0	0	25	25	38	13	0	90
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	1	2	13	38	13	38	0	0	57
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	33	33	22	11	0	0	26
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	1
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	0	20	0	49
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	34
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	7	2	0	43	29	29	0	0	0	23
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	7	2	0	100	0	0	0	0	0	1
	GATWICK	BRITISH AIRWAYS PLC	C	A	6	0	1	67	17	17	0	0	0	21
	GATWICK	BRITISH AIRWAYS PLC	C	D	6	0	0	83	0	17	0	0	0	14
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	14	0	0	29	14	43	14	0	0	35
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	14	0	0	71	29	0	0	0	0	11
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	24
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	38
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	64	4	0	58	19	17	5	2	0	21
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	67	1	0	43	19	27	9	1	0	30
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	1	1	67	0	33	0	0	0	11
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	25	50	0	0	43
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	20
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	13
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	0	0	50	0	50	0	168
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	0	0	50	0	50	0	177
	LUTON	FUTURA AIRLINES	C	A	4	0	0	0	50	50	0	0	0	30
	LUTON	FUTURA AIRLINES	C	D	4	0	0	25	25	25	25	0	0	36
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	0	100	0	0	0	0	22
	GATWICK	GB AIRWAYS LTD	S	A	62	1	0	84	5	5	3	2	2	25
	GATWICK	GB AIRWAYS LTD	S	D	62	0	0	63	18	13	5	2	0	21
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	84	10	3	3	0	0	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	81	16	0	3	0	0	11
	STANSTED	GO FLY LTD	S	A	64	0	0	67	22	8	3	0	0	12
	STANSTED	GO FLY LTD	S	D	64	0	0	69	16	9	6	0	0	16
	HEATHROW	IBERIA	S	A	31	0	0	6	29	48	16	0	0	43
	HEATHROW	IBERIA	S	D	30	0	1	7	17	57	20	0	0	52
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	25	17	42	17	0	0	38
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	42	42	8	8	0	0	24
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	23
	EDINBURGH	MONARCH AIRLINES	C	D	2	0	2	100	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	36	0	0	22	19	19	28	6	6	87
	GATWICK	MONARCH AIRLINES	C	D	37	0	0	41	14	14	24	5	3	62
	LUTON	MONARCH AIRLINES	S	A	34	0	0	56	29	12	3	0	0	16
	LUTON	MONARCH AIRLINES	S	D	35	0	0	71	17	11	0	0	0	9
	MANCHESTER	MONARCH AIRLINES	S	A	22	0	0	0	27	41	27	5	0	52
	MANCHESTER	MONARCH AIRLINES	C	A	26	0	0	38	8	27	27	0	0	43
	MANCHESTER	MONARCH AIRLINES	C	D	24	0	1	58	17	4	21	0	0	28
	MANCHESTER	MONARCH AIRLINES	S	D	22	0	0	36	32	14	18	0	0	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	0	20	20	0	62
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	47
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	1	63	13	0	0	25	0	68
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	0	0	22	0	59
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	1	1	20	0	20	40	0	20	180
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	1	1	40	0	20	0	20	20	207
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	60	20	20	0	0	38
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	21
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	22	1	0	32	18	9	36	5	0	61
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	37	21	11	32	0	0	45
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	20	0	20	0	67
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	54
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	40	0	20	0	71

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	0	20	0	64
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	39
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	26
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	38	0	2	21	21	26	26	5	0	56
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	35	0	5	46	14	17	20	0	3	49
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	11	11	33	0	0	43
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	1	25	38	13	25	0	0	32
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	100	0	0	0	0	24
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	33	0	0	0	0	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	61	22	6	6	6	0	29
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	78	6	11	0	6	0	23
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	40	20	40	0	0	71
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	20	20	0	53
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	39
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	0	0	33	0	0	27
	GATWICK	TRANSAER	C	A	3	0	1	67	0	33	0	0	0	19
	GATWICK	TRANSAER	C	D	2	0	1	50	0	0	50	0	0	35
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	56	22	22	0	0	0	15
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	1	89	0	11	0	0	0	7
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	10
<b>TOTAL MALAGA</b>					<b>1531</b>	<b>23</b>	<b>26</b>	<b>50</b>	<b>18</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>33</b>
MALE INTERNATIONAL	GATWICK	MONARCH AIRLINES	C	A	14	0	0	64	7	0	21	0	7	67
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	64	7	0	29	0	0	26
<b>TOTAL MALE INTERNATIONAL</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>4</b>	<b>47</b>
MALMO	STANSTED	RYANAIR	S	A	55	0	2	85	4	7	4	0	0	10
	STANSTED	RYANAIR	S	D	56	0	1	61	20	14	5	0	0	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
MALMO														
<b>TOTAL MALMO</b>					<b>111</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>
MALTA														
	GATWICK	AIR 2000	C	A	4	0	1	0	50	25	0	25	0	82
	GATWICK	AIR 2000	C	D	5	0	0	20	40	20	0	20	0	57
	MANCHESTER	AIR 2000	C	A	3	0	1	67	33	0	0	0	0	14
	MANCHESTER	AIR 2000	C	D	4	0	0	50	25	0	25	0	0	32
	BIRMINGHAM	AIR MALTA	S	A	4	0	0	75	0	0	0	25	0	52
	BIRMINGHAM	AIR MALTA	S	D	4	0	0	75	0	0	0	25	0	65
	GATWICK	AIR MALTA	C	A	9	0	0	78	11	0	11	0	0	18
	GATWICK	AIR MALTA	S	A	39	0	0	85	8	0	5	3	0	16
	GATWICK	AIR MALTA	S	D	39	0	0	64	23	5	5	3	0	22
	GATWICK	AIR MALTA	C	D	9	0	0	67	11	0	11	11	0	53
	GLASGOW	AIR MALTA	S	A	4	0	0	50	25	0	0	25	0	57
	GLASGOW	AIR MALTA	C	A	10	0	1	90	0	10	0	0	0	6
	GLASGOW	AIR MALTA	S	D	4	0	0	50	0	0	25	25	0	80
	GLASGOW	AIR MALTA	C	D	9	0	2	44	44	11	0	0	0	14
	HEATHROW	AIR MALTA	S	A	67	0	1	82	12	0	6	0	0	10
	HEATHROW	AIR MALTA	S	D	67	0	0	66	15	12	7	0	0	18
	MANCHESTER	AIR MALTA	S	A	25	0	0	80	8	8	0	4	0	14
	MANCHESTER	AIR MALTA	C	A	9	0	1	78	22	0	0	0	0	4
	MANCHESTER	AIR MALTA	S	D	25	0	0	68	16	12	0	4	0	20
	MANCHESTER	AIR MALTA	C	D	10	0	2	80	20	0	0	0	0	6
	NEWCASTLE	AIR MALTA	C	A	7	0	0	86	14	0	0	0	0	4
	NEWCASTLE	AIR MALTA	C	D	6	0	1	83	17	0	0	0	0	7
	STANSTED	AIR MALTA	S	A	4	0	0	75	0	25	0	0	0	14
	STANSTED	AIR MALTA	S	D	4	0	0	25	0	50	25	0	0	41
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	14
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	13	50	13	13	0	70
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	1	63	13	13	13	0	0	28

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
MALTA															
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	9	
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	1	100	0	0	0	0	0	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	0	0	13	0	39	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	1	88	0	0	13	0	0	22	
	GATWICK	EXCEL AIRWAYS LTD	S	A	10	1	2	80	0	0	10	0	10	88	
	GATWICK	EXCEL AIRWAYS LTD	S	D	11	0	1	73	18	0	9	0	0	15	
	MANCHESTER	EXCEL AIRWAYS LTD	S	A	4	0	0	75	0	0	25	0	0	39	
	MANCHESTER	EXCEL AIRWAYS LTD	S	D	4	0	0	75	0	0	0	25	0	46	
	GATWICK	GB AIRWAYS LTD	S	A	29	1	0	93	0	0	7	0	0	8	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	60	17	13	10	0	0	22	
	HEATHROW	GB AIRWAYS LTD	S	A	24	0	0	75	21	4	0	0	0	7	
	HEATHROW	GB AIRWAYS LTD	S	D	21	2	0	86	14	0	0	0	0	5	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	0	0	67	17	0	17	0	0	33	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	0	0	43	29	14	14	0	0	38	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	0	20	0	48	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	49	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	40	0	0	0	25	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	22	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	57	21	7	14	0	0	27	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	1	82	9	0	9	0	0	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	1	0	62	8	8	15	8	0	38	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	1	45	9	27	18	0	0	38	
<b>TOTAL MALTA</b>					<b>658</b>	<b>6</b>	<b>18</b>	<b>71</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	
MANCHESTER															
	HEATHROW	BMI BRITISH MIDLAND	S	A	218	1	3	65	18	11	6	0	0	17	
	HEATHROW	BMI BRITISH MIDLAND	S	D	218	0	3	68	17	9	5	0	0	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
MANCHESTER														
	EDINBURGH	BMI REGIONAL	S	A	96	0	0	74	10	10	5	0	0	14
	EDINBURGH	BMI REGIONAL	S	D	96	0	0	81	8	4	6	0	0	10
	GLASGOW	BMI REGIONAL	S	A	88	0	0	58	22	13	7	1	0	21
	GLASGOW	BMI REGIONAL	S	D	87	0	0	74	9	11	6	0	0	17
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	13	75	0	0	13	0	48
	GATWICK	BRITANNIA AIRWAYS	C	D	12	0	0	25	42	0	8	17	8	135
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	191	1	0	64	17	10	5	3	0	23
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	192	1	0	76	11	8	5	0	0	14
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	119	0	0	82	10	6	2	1	0	11
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	96	0	0	80	13	3	3	1	0	12
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	93	0	0	49	35	10	5	0	0	20
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	95	0	0	72	18	7	3	0	0	12
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	27	0	0	63	15	11	11	0	0	19
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	37	0	2	95	3	3	0	0	0	5
	GLASGOW	BRITISH AIRWAYS PLC	S	A	3	1	1	0	0	67	33	0	0	56
	GLASGOW	BRITISH AIRWAYS PLC	S	D	22	0	1	64	23	9	5	0	0	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	298	1	2	50	24	18	7	1	0	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	298	0	2	81	10	6	3	0	0	10
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	0	79	17	3	1	0	0	8
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	69	1	0	84	10	4	1	0	0	8
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	50	17	33	0	0	0	18
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	83	0	17	0	0	0	9
<b>TOTAL MANCHESTER</b>					<b>2455</b>	<b>9</b>	<b>18</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>
MANILA														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	89	6	0	6	0	0	5
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	67	17	6	11	0	0	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)
						Matched	Plan (8)							
MANILA														
<b>TOTAL MANILA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>
MARRAKESH														
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	25	50	25	0	0	46
	GATWICK	GB AIRWAYS LTD	S	A	7	0	1	57	0	43	0	0	0	19
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	63	25	13	0	0	0	14
	STANSTED	ROYAL AIR MAROC	S	A	9	0	0	56	11	33	0	0	0	16
	STANSTED	ROYAL AIR MAROC	S	D	9	0	0	33	22	44	0	0	0	28
<b>TOTAL MARRAKESH</b>					<b>40</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>18</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>
MARSEILLE														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	99	0	0	84	5	6	4	1	0	13
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	98	0	0	71	11	12	4	1	0	19
	STANSTED	KLM UK LTD	S	A	57	0	0	70	16	9	5	0	0	14
	STANSTED	KLM UK LTD	S	D	57	0	0	61	14	14	11	0	0	23
<b>TOTAL MARSEILLE</b>					<b>311</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>
MAURITIUS														
	HEATHROW	AIR MAURITIUS LTD	S	A	13	0	0	15	38	46	0	0	0	31
	HEATHROW	AIR MAURITIUS LTD	S	D	13	0	0	38	23	38	0	0	0	25
	MANCHESTER	AIR MAURITIUS LTD	S	A	5	0	0	40	40	0	20	0	0	23
	MANCHESTER	AIR MAURITIUS LTD	S	D	5	0	0	20	60	20	0	0	0	22
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	89	6	0	6	0	0	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	65	18	12	0	6	0	22
<b>TOTAL MAURITIUS</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>21</b>
MELBOURNE														
	HEATHROW	QANTAS	S	A	31	0	0	61	13	13	3	10	0	37
	HEATHROW	QANTAS	S	D	30	1	1	60	20	17	3	0	0	17
<b>TOTAL MELBOURNE</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>27</b>
MEXICO CITY														

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
MEXICO CITY														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	0	0	8	86
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	31	8	0	0	0	14
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>
MIAMI INTERNATIONAL														
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	48	10	23	16	3	0	34
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	68	13	19	0	0	0	18
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	3	3	3	0	15
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	16	23	0	3	0	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	0	79	10	7	3	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	26	58	10	6	0	0	25
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	1	61	19	6	0	10	3	48
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	2	0	37	37	17	3	3	3	45
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>245</b>	<b>3</b>	<b>1</b>	<b>57</b>	<b>22</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>28</b>
MIKONOS														
	GATWICK	AIR 2000	C	A	2	0	0	50	0	0	0	50	0	99
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	41
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0
<b>TOTAL MIKONOS</b>					<b>12</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>25</b>
MILAN (LINATE)														
	HEATHROW	ALITALIA	S	A	120	0	0	37	33	24	6	0	0	25
	HEATHROW	ALITALIA	S	D	91	0	1	57	19	16	8	0	0	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	59	16	18	5	1	0	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	74	16	5	3	1	0	14
	STANSTED	GO FLY LTD	S	A	26	0	1	88	12	0	0	0	0	4
	STANSTED	GO FLY LTD	S	D	27	0	0	52	26	19	4	0	0	20
	STANSTED	KLM UK LTD	S	A	84	0	0	56	18	11	13	1	1	32
	STANSTED	KLM UK LTD	S	D	84	0	0	36	30	20	12	2	0	34
<b>TOTAL MILAN (LINATE)</b>					<b>616</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>22</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
MILAN (MALPENSA)															
	HEATHROW	ALITALIA	S	A	123	0	0	21	24	38	16	0	0	39	
	HEATHROW	ALITALIA	S	D	152	0	0	51	26	14	6	2	0	25	
	HEATHROW	BMI BRITISH MIDLAND	S	A	120	0	3	48	23	18	8	3	0	28	
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	0	63	18	13	6	1	0	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	83	1	0	67	18	7	6	1	0	18	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	84	0	0	64	23	5	6	2	0	21	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	27	0	0	44	26	19	11	0	0	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	29	36	29	5	2	0	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	81	12	3	2	2	0	12	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	76	0	2	39	33	18	9	0	0	26	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	79	0	0	67	20	10	3	0	0	14	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	96	0	0	36	36	25	2	0	0	26	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	98	0	0	51	36	10	2	1	0	21	
	STANSTED	EUROFLY SPA	C	A	3	0	1	33	33	33	0	0	0	23	
	STANSTED	EUROFLY SPA	C	D	3	0	1	33	0	0	67	0	0	75	
	STANSTED	GO FLY LTD	S	A	52	0	1	65	17	10	8	0	0	17	
	STANSTED	GO FLY LTD	S	D	52	0	11	56	29	6	10	0	0	22	
<b>TOTAL MILAN (MALPENSA)</b>					<b>1288</b>	<b>1</b>	<b>24</b>	<b>51</b>	<b>25</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	
MINNEAPOLIS-ST PAUL															
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	81	10	6	3	0	0	10	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	61	19	16	3	0	0	16	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	
MINSK															
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	22	67	11	0	0	0	22	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	44	56	0	0	0	0	16	
<b>TOTAL MINSK</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>61</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	
MITILINI															

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
MITILINI														
	GATWICK	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	34
	GATWICK	AIR 2000	C	D	2	0	2	100	0	0	0	0	0	6
	MANCHESTER	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	3	100	0	0	0	0	0	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	1	100	0	0	0	0	0	2
<b>TOTAL MITILINI</b>					<b>23</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>
MOENCHENGLADBACH														
	LUTON	EAE EUROPEAN AIR EXPRESS	S	A	40	0	8	38	10	30	23	0	0	36
	LUTON	EAE EUROPEAN AIR EXPRESS	S	D	43	0	11	56	16	26	2	0	0	20
	LONDON CITY	VLM (BELGIUM)	S	A	103	0	3	56	32	10	2	0	0	16
	LONDON CITY	VLM (BELGIUM)	S	D	103	0	3	77	19	2	2	0	0	12
<b>TOTAL MOENCHENGLADBACH</b>					<b>289</b>	<b>1</b>	<b>25</b>	<b>61</b>	<b>22</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>
MOMBASA														
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	3	0	0	67	33	0	0	0	0	9
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	3	0	0	67	0	0	33	0	0	44
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	37
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	40
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	62
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	0	20	0	56
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	14
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	23
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	10
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	21
<b>TOTAL MOMBASA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>32</b>
MONASTIR														
	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	20	0	40	0	0	50
	BIRMINGHAM	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	56

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

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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)
MONASTIR	GATWICK	BMI BRITISH MIDLAND	C	A	5	0	0	40	40	0	20	0	0	27
	GATWICK	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	0	20	0	0	33
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	25	0	0	41
	LUTON	BMI BRITISH MIDLAND	C	D	3	0	1	67	33	0	0	0	0	14
	STANSTED	BMI BRITISH MIDLAND	C	A	5	0	0	60	0	20	20	0	0	33
	STANSTED	BMI BRITISH MIDLAND	C	D	5	0	0	60	20	0	20	0	0	22
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	16
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	50	0	25	25	257
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	0	0	25	25	233
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	29
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	23
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	40	40	20	0	114
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	20	40	0	0	60
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	15
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	11
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	1	75	0	0	25	0	0	50
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	50	25	0	0	25	0	58
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	0	22	11	22	0	81
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	1	1	56	11	0	11	22	0	69
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	0	50	50	0	148
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	0	50	50	0	148
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	19
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	25
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	1	38	15	8	15	15	8	139
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	1	38	23	8	8	15	8	140
	GATWICK	NOUVELAIR TUNISIE	C	A	10	0	3	60	20	10	10	0	0	24
	GATWICK	NOUVELAIR TUNISIE	C	D	9	0	1	56	22	11	11	0	0	24
	GLASGOW	NOUVELAIR TUNISIE	C	A	10	0	4	50	10	20	20	0	0	27
	GLASGOW	NOUVELAIR TUNISIE	C	D	9	0	5	67	0	33	0	0	0	14

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
MONASTIR															
	NEWCASTLE	NOUVELAIR TUNISIE	C	A	4	0	0	75	0	25	0	0	0	0	13
	NEWCASTLE	NOUVELAIR TUNISIE	C	D	3	0	1	67	33	0	0	0	0	0	8
	STANSTED	NOUVELAIR TUNISIE	C	A	2	0	0	50	50	0	0	0	0	0	13
	STANSTED	NOUVELAIR TUNISIE	C	D	2	0	0	50	0	50	0	0	0	0	27
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	0	42
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	40	0	0	0	41
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	40	30	10	10	10	0	0	49
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	1	78	0	0	11	11	0	0	43
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	20	20	40	20	0	0	79
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	20	40	0	20	0	0	64
<b>TOTAL MONASTIR</b>					<b>239</b>	<b>1</b>	<b>22</b>	<b>50</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>58</b>	
MONTEGO BAY															
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	0	10
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	40	20	0	0	0	45
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	88	0	13	0	0	0	0	6
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	44	39	17	0	0	0	0	20
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	29	14	0	29	14	14	162	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	33	33	17	0	0	17	102	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	20	20	0	0	37	
<b>TOTAL MONTEGO BAY</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>42</b>	
MONTPELLIER															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	32	0	0	91	6	3	0	0	0	0	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	32	0	0	84	9	3	3	0	0	0	10
	STANSTED	KLM UK LTD	S	A	4	0	0	75	0	0	25	0	0	0	44
	STANSTED	KLM UK LTD	S	D	4	0	0	50	25	0	25	0	0	0	49
<b>TOTAL MONTPELLIER</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	
MONTREAL (DORVAL)															

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)
MONTREAL (DORVAL)														
	HEATHROW	AIR CANADA	S	A	31	0	0	84	13	0	0	3	0	13
	HEATHROW	AIR CANADA	S	D	31	0	0	61	26	6	6	0	0	16
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	2
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	3	3	3	0	0	7
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>
MOSCOW (SHEREMETYEVO)														
	HEATHROW	AEROFLOT	S	A	40	0	0	48	33	18	3	0	0	20
	HEATHROW	AEROFLOT	S	D	40	0	0	45	35	13	5	3	0	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	84	8	5	3	0	0	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	89	5	5	2	0	0	7
	HEATHROW	TRANSAERO AIRLINES	S	A	24	0	0	67	13	4	17	0	0	30
	HEATHROW	TRANSAERO AIRLINES	S	D	24	0	0	96	4	0	0	0	0	3
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>
MOSCOW (VNUKOVO)														
MUMBAI														
	HEATHROW	AIR INDIA	S	A	45	0	0	56	24	11	7	2	0	23
	HEATHROW	AIR INDIA	S	D	43	1	0	7	37	28	23	5	0	54
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	6	0	3	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	23	19	6	0	0	22
<b>TOTAL MUMBAI</b>					<b>150</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>23</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>
MUNICH														
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	50	0	3	40	32	22	6	0	0	25
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	51	0	2	67	18	10	6	0	0	17
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	0	70	13	12	5	1	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	0	75	16	7	2	0	0	12
	GATWICK	DEUTSCHE BA	S	A	88	0	1	58	27	13	2	0	0	17
	GATWICK	DEUTSCHE BA	S	D	88	0	1	60	26	9	5	0	0	16
	LUTON	EAE EUROPEAN AIR EXPRESS	S	A	25	0	2	0	48	48	4	0	0	36
	LUTON	EAE EUROPEAN AIR EXPRESS	S	D	21	1	0	71	19	5	5	0	0	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
MUNICH															
	STANSTED	GO FLY LTD	S	A	34	0	0	91	0	6	3	0	0	6	
	STANSTED	GO FLY LTD	S	D	34	0	0	82	9	9	0	0	0	9	
	BIRMINGHAM	LUFTHANSA	S	A	101	0	22	77	9	13	1	0	0	10	
	BIRMINGHAM	LUFTHANSA	S	D	101	0	24	42	38	13	8	0	0	22	
	HEATHROW	LUFTHANSA	S	A	153	0	1	64	20	11	4	1	0	18	
	HEATHROW	LUFTHANSA	S	D	153	0	1	78	14	5	1	1	0	12	
	MANCHESTER	LUFTHANSA	S	A	56	0	2	36	29	29	7	0	0	27	
	MANCHESTER	LUFTHANSA	S	D	56	0	2	68	23	5	4	0	0	15	
	STANSTED	LUFTHANSA	S	A	93	0	0	68	23	8	2	0	0	14	
	STANSTED	LUFTHANSA	S	D	92	0	1	38	38	21	3	0	0	24	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	5	0	0	80	0	20	0	0	0	10	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	4	1	0	50	25	25	0	0	0	18	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	30	0	0	90	0	7	3	0	0	8	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	30	0	0	73	20	7	0	0	0	12	
<b>TOTAL MUNICH</b>					<b>1569</b>	<b>4</b>	<b>66</b>	<b>64</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	
MUNSTER-OSNABRUCK															
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	49	0	0	88	8	4	0	0	0	4	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	49	0	0	90	8	2	0	0	0	4	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	
MURCIA SAN JAVIER															
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	50	0	0	50	0	0	41	
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	50	0	50	0	0	0	28	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	0	25	0	0	18	
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	4	0	0	50	25	0	25	0	0	35	
	GATWICK	CITY FLYER EXPRESS	C	A	3	0	1	100	0	0	0	0	0	6	
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	75	25	0	0	0	0	7	
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	3	0	1	100	0	0	0	0	0	3	
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	
	GATWICK	GB AIRWAYS LTD	S	A	13	1	0	69	15	8	0	8	0	22	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
MURCIA SAN JAVIER															
	GATWICK	GB AIRWAYS LTD		S D	13	0	0	100	0	0	0	0	0	0	2
<b>TOTAL MURCIA SAN JAVIER</b>					<b>57</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	
MUSCAT															
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	87	10	3	0	0	0	6	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	77	16	3	3	0	0	11	
	HEATHROW	GULF AIR		S A	37	0	0	49	16	22	11	3	0	38	
	HEATHROW	GULF AIR		S D	40	0	0	65	30	5	0	0	0	12	
<b>TOTAL MUSCAT</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	

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

Origin / Destinations: N

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)								
NAGOYA (AFB)														
	HEATHROW	JAPAN AIRLINES	S	A	9	0	0	56	22	22	0	0	0	18
	HEATHROW	JAPAN AIRLINES	S	D	9	0	0	78	22	0	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>15</b>
NAIROBI														
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	1
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	80	0	0	20	0	0	13
	HEATHROW	KENYA AIRWAYS	S	A	31	0	4	39	16	35	6	3	0	36
	HEATHROW	KENYA AIRWAYS	S	D	31	0	4	87	6	6	0	0	0	6
<b>TOTAL NAIROBI</b>					<b>72</b>	<b>1</b>	<b>8</b>	<b>67</b>	<b>10</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>
NANTES														
	GATWICK	GB AIRWAYS LTD	S	A	30	0	1	70	17	10	3	0	0	15
	GATWICK	GB AIRWAYS LTD	S	D	31	0	1	71	16	3	10	0	0	15
<b>TOTAL NANTES</b>					<b>61</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>
NAPLES														
	GATWICK	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	16
	GATWICK	AIR 2000	C	D	3	0	1	67	33	0	0	0	0	16
	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	6
	MANCHESTER	AIR 2000	C	D	4	0	0	50	50	0	0	0	0	17
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	50	25	0	0	0	24
	HEATHROW	BMI BRITISH MIDLAND	C	D	3	0	1	67	33	0	0	0	0	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	25	0	0	0	26
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	22	22	0	0	38
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	38	13	50	0	0	0	23
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	50	13	13	25	0	0	40
	GLASGOW	BRITANNIA AIRWAYS	C	D	7	0	1	57	0	29	14	0	0	38
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	75	25	0	0	0	26
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	22	11	22	0	0	37



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

Origin / Destinations: N

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)							
NAPLES	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	44	11	44	0	0	0	21
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	62	0	0	84	8	5	3	0	0	9
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	62	0	0	76	13	5	6	0	0	13
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	1	1	33	0	0	33	33	0	109
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	30
	STANSTED	GO FLY LTD	S	A	31	0	0	84	13	3	0	0	0	5
	STANSTED	GO FLY LTD	S	D	31	0	0	55	32	13	0	0	0	14
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	59
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	63
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	25	0	25	0	0	46
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	26
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	35
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	31
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	1	33	0	33	33	0	0	38
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	57
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	68
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	50	0	25	0	25	0	66
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	1	33	0	33	0	33	0	94
<b>TOTAL NAPLES</b>					<b>343</b>	<b>4</b>	<b>7</b>	<b>65</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>
NASSAU														
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	25	0	87
<b>TOTAL NASSAU</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>69</b>
NEW YORK (JF KENNEDY)														

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Plan (8)							
NEW YORK (JF KENNEDY)	HEATHROW	AIR INDIA	S	A	31	0	0	35	32	13	16	0	3	75
	HEATHROW	AIR INDIA	S	D	31	0	0	19	16	52	10	3	0	42
	HEATHROW	AMERICAN AIRLINES	S	A	180	2	2	68	11	11	9	1	1	23
	HEATHROW	AMERICAN AIRLINES	S	D	183	0	0	70	17	8	4	1	1	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	94	0	3	0	0	3	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	55	16	19	6	3	0	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	209	0	0	87	7	3	2	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	0	78	12	5	5	0	0	14
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	29	0	0	83	7	7	0	3	0	14
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	28	0	0	75	7	7	7	4	0	19
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	84	6	6	3	0	0	9
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	71	13	16	0	0	0	12
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	85	15	0	0	0	0	7
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	69	15	15	0	0	0	12
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	14	0	0	71	21	7	0	0	0	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	13	0	0	8	8	46	31	8	0	71
	HEATHROW	UNITED AIRLINES	S	A	91	2	0	92	3	2	2	0	0	5
	HEATHROW	UNITED AIRLINES	S	D	91	0	0	86	12	1	1	0	0	6
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	93	0	0	77	12	2	6	1	1	20
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	93	0	0	61	20	12	4	2	0	24
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1446</b>	<b>5</b>	<b>2</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>
NEW YORK (NEWARK)	HEATHROW	AMERICAN AIRLINES	S	A	29	0	1	76	21	0	0	0	3	19
	HEATHROW	AMERICAN AIRLINES	S	D	29	0	1	59	38	3	0	0	0	14
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	89	2	5	3	0	2	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	75	8	11	5	0	0	14
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	1	87	7	3	0	3	0	10
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	1	83	10	0	3	3	0	15
	GATWICK	CONTINENTAL AIRLINES	S	A	61	0	1	93	2	5	0	0	0	3
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	58	19	15	8	0	0	20

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
NEW YORK (NEWARK)														
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	94	0	3	3	0	0	4
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	84	13	3	0	0	0	7
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	1	0	87	0	10	3	0	0	11
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	81	16	3	0	0	0	8
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	74	6	19	0	0	0	11
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	81	13	0	6	0	0	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	2	62	10	17	7	3	0	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	33	20	27	20	0	0	35
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	19	0	0	3	0	16
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	84	10	0	3	3	0	20
<b>TOTAL NEW YORK (NEWARK)</b>					<b>671</b>	<b>1</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>
NEWCASTLE														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	0	70	16	7	6	1	0	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	0	85	5	4	5	0	0	10
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	A	6	0	0	67	33	0	0	0	0	12
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	D	6	0	0	67	33	0	0	0	0	14
	GATWICK	CITY FLYER EXPRESS	S	A	144	0	2	61	20	7	10	1	0	23
	GATWICK	CITY FLYER EXPRESS	S	D	120	25	1	61	17	12	10	1	0	22
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	38	0	0	95	3	0	3	0	0	4
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	38	0	0	89	5	3	3	0	0	8
	STANSTED	GILL AIRWAYS	S	A	49	0	22	96	4	0	0	0	0	2
	STANSTED	GILL AIRWAYS	S	D	49	0	21	84	16	0	0	0	0	7
<b>TOTAL NEWCASTLE</b>					<b>781</b>	<b>25</b>	<b>46</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>
NEWQUAY														
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	1	46	33	6	15	0	0	27
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	83	0	1	69	14	6	11	0	0	22
<b>TOTAL NEWQUAY</b>					<b>135</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>21</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>

NICE

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							Average delay (mins)
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours		
													MATCHED	
NICE														
	GATWICK	AIR 2000	C	A	2	0	0	0	50	0	0	50	0	129
	GATWICK	AIR 2000	C	D	2	0	0	50	0	0	0	50	0	98
	MANCHESTER	AIR 2000	C	A	2	0	0	50	0	50	0	0	0	22
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	13
	HEATHROW	BMI BRITISH MIDLAND	S	A	62	0	0	44	29	21	5	2	0	27
	HEATHROW	BMI BRITISH MIDLAND	S	D	62	0	0	79	16	2	3	0	0	10
	HEATHROW	BRITISH AIRWAYS PLC	S	A	131	0	0	63	17	11	8	1	1	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	131	0	0	80	6	9	4	1	0	14
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	31	0	0	61	19	13	6	0	0	19
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	31	0	0	84	3	3	10	0	0	16
	GATWICK	CITY FLYER EXPRESS	S	A	57	0	1	70	14	9	7	0	0	16
	GATWICK	CITY FLYER EXPRESS	S	D	58	0	0	81	5	7	7	0	0	12
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	123	0	0	54	17	13	14	2	0	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	124	0	4	27	26	21	24	2	0	43
<b>TOTAL NICE</b>					<b>827</b>	<b>2</b>	<b>5</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>
NIMES														
	STANSTED	RYANAIR	S	A	31	0	0	81	13	3	3	0	0	6
	STANSTED	RYANAIR	S	D	31	0	0	6	42	42	10	0	0	31
<b>TOTAL NIMES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>27</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>
NORWICH														
	EDINBURGH	EASTERN AIRWAYS	S	A	71	0	0	90	6	4	0	0	0	7
	EDINBURGH	EASTERN AIRWAYS	S	D	71	0	0	75	13	10	3	0	0	12
	MANCHESTER	EASTERN AIRWAYS	S	A	66	0	0	79	5	6	11	0	0	16
	MANCHESTER	EASTERN AIRWAYS	S	D	66	0	0	83	3	5	8	2	0	14
<b>TOTAL NORWICH</b>					<b>274</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>
NUREMBERG														
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	79	0	0	54	28	15	3	0	0	17
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	78	0	1	60	22	15	3	0	0	17
<b>TOTAL NUREMBERG</b>					<b>157</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>25</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Actual (7)	Plan (8)							
OHRID															
OLBIA															
	GATWICK	MERIDIANA AIR	S	A	2	0	0	50	0	50	0	0	0	25	
	GATWICK	MERIDIANA AIR	S	D	2	0	0	0	0	50	50	0	0	54	
	STANSTED	MERIDIANA AIR	C	A	2	0	0	50	0	50	0	0	0	25	
	STANSTED	MERIDIANA AIR	C	D	2	0	0	50	0	0	50	0	0	61	
<b>TOTAL OLBIA</b>					<b>9</b>	<b>2</b>	<b>4</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>65</b>	
OPORTO ( PORTUGAL )															
	HEATHROW	AIR PORTUGAL	S	A	59	0	1	58	29	5	7	0	2	24	
	HEATHROW	AIR PORTUGAL	S	D	58	0	1	86	7	3	2	0	2	15	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	81	3	3	6	6	0	28	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	94	0	3	3	0	0	9	
	HEATHROW	GB AIRWAYS LTD	S	A	28	0	0	89	4	4	4	0	0	5	
	HEATHROW	GB AIRWAYS LTD	S	D	28	0	0	89	7	0	4	0	0	6	
	MANCHESTER	PORTUGALIA	S	D	4	0	0	100	0	0	0	0	0	2	
<b>TOTAL OPORTO ( PORTUGAL )</b>					<b>239</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>16</b>	
ORLANDO															
	GATWICK	AMERICAN TRANS AIR	C	A	18	0	0	56	6	11	11	11	6	68	
	GATWICK	AMERICAN TRANS AIR	C	D	12	0	2	50	8	25	17	0	0	36	
	MANCHESTER	AMERICAN TRANS AIR	C	A	22	0	0	91	0	0	9	0	0	6	
	MANCHESTER	AMERICAN TRANS AIR	C	D	16	0	0	50	38	6	6	0	0	17	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	50	17	0	17	17	0	48	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	1	0	20	20	20	40	0	0	56	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	22	0	0	11	0	35	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	50	0	0	0	0	15	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	10	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	25	50	0	13	13	0	62	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	7	0	0	86	0	14	0	0	0	6	

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

Origin / Destinations: O

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)								
ORLANDO															
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	6	0	0	50	33	17	0	0	0	16	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	3	10	6	6	0	25	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	52	26	6	10	6	0	36	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	0	100	0	0	0	0	25	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	1	0	74	11	7	3	3	2	26	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	61	1	0	36	25	20	13	5	2	51	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	77	4	8	8	4	0	19	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	38	23	31	8	0	0	31	
<b>TOTAL ORLANDO</b>					<b>385</b>	<b>3</b>	<b>2</b>	<b>60</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>31</b>	
OSAKA (KANSAI)															
	HEATHROW	ALL NIPPON AIRWAYS	S	A	20	0	0	35	40	20	5	0	0	24	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	20	0	0	45	35	15	5	0	0	21	
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	45	23	26	3	0	3	33	
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	23	48	16	6	6	0	43	
<b>TOTAL OSAKA (KANSAI)</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>32</b>	
OSLO (GARDERMOEN)															
	GATWICK	BRAATHENS ASA	S	A	62	0	0	82	11	5	2	0	0	11	
	GATWICK	BRAATHENS ASA	S	D	62	0	0	84	10	5	2	0	0	10	
	NEWCASTLE	BRAATHENS ASA	S	A	27	0	0	100	0	0	0	0	0	4	
	NEWCASTLE	BRAATHENS ASA	S	D	27	0	0	93	7	0	0	0	0	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	2	60	19	14	7	1	0	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	1	84	11	2	3	0	0	9	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	53	0	0	68	13	15	2	2	0	17	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	53	0	0	74	21	2	2	2	0	14	
	LUTON	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	44	33	11	11	0	0	28	
	LUTON	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	67	11	11	11	0	0	22	
	HEATHROW	SAS	S	A	177	0	0	47	25	23	5	0	0	24	
	HEATHROW	SAS	S	D	176	0	0	78	11	7	4	0	0	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
OSLO (GARDERMOEN)	MANCHESTER	SAS	S	A	26	0	0	85	12	4	0	0	0	8
	MANCHESTER	SAS	S	D	26	0	0	73	19	8	0	0	0	12
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1014</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	9	0	2	89	11	0	0	0	0	7
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	20	2	0	90	5	5	0	0	0	4
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	29	2	0	83	17	0	0	0	0	8
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>58</b>	<b>4</b>	<b>4</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
OUARZAZATE														
OVDA	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	16
	HEATHROW	EL AL	S	A	5	0	0	80	20	0	0	0	0	5
	HEATHROW	EL AL	S	D	6	0	0	67	0	33	0	0	0	14
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	51
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	60
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	0	50	50	0	0	84
<b>TOTAL OVDA</b>					<b>30</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>3</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>75</b>

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

Origin / Destinations: P

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)									
PADERBORN															
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	4	0	0	50	50	0	0	0	0	0	12
<b>TOTAL PADERBORN</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
PALERMO															
	LUTON	DUO AIRWAYS LTD	C	A	3	1	1	100	0	0	0	0	0	0	4
	LUTON	DUO AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	0	29
<b>TOTAL PALERMO</b>					<b>8</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
PALMA DE MALLORCA															
	BIRMINGHAM	AIR 2000	C	A	9	0	0	67	0	0	22	11	0	0	43
	BIRMINGHAM	AIR 2000	S	A	9	0	0	78	0	11	0	11	0	0	33
	BIRMINGHAM	AIR 2000	C	D	7	1	1	43	14	29	0	14	0	0	49
	BIRMINGHAM	AIR 2000	S	D	8	0	0	75	13	0	0	13	0	0	30
	GATWICK	AIR 2000	C	A	29	0	0	38	14	17	17	14	0	0	72
	GATWICK	AIR 2000	S	A	18	0	0	39	17	17	22	6	0	0	48
	GATWICK	AIR 2000	C	D	27	0	1	30	22	26	15	7	0	0	51
	GATWICK	AIR 2000	S	D	18	0	0	44	6	22	22	6	0	0	48
	MANCHESTER	AIR 2000	S	A	9	0	0	44	22	22	11	0	0	0	27
	MANCHESTER	AIR 2000	C	A	25	0	0	32	16	24	20	8	0	0	54
	MANCHESTER	AIR 2000	S	D	8	0	0	25	38	13	25	0	0	0	37
	MANCHESTER	AIR 2000	C	D	21	1	3	29	29	19	19	5	0	0	44
	NEWCASTLE	AIR 2000	C	A	5	0	0	60	40	0	0	0	0	0	13
	NEWCASTLE	AIR 2000	S	A	4	0	0	50	25	0	25	0	0	0	52
	NEWCASTLE	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	0	5
	NEWCASTLE	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	0	9
	STANSTED	AIR 2000	C	A	14	0	0	64	14	7	0	14	0	0	46
	STANSTED	AIR 2000	C	D	12	0	1	58	25	0	0	17	0	0	51
	BIRMINGHAM	AIR EUROPA	C	A	5	0	0	20	80	0	0	0	0	0	19
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	25	25	50	0	0	0	0	30
	EDINBURGH	AIR EUROPA	C	A	9	0	0	44	11	33	0	11	0	0	59
	EDINBURGH	AIR EUROPA	C	D	7	0	1	29	14	43	0	0	14	0	82



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE									
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
					Actual (7)	Plan (8)								
PALMA DE MALLORCA														
	GATWICK	AIR EUROPA	S	A	23	0	0	26	35	22	17	0	0	43
	GATWICK	AIR EUROPA	S	D	23	0	0	61	4	17	17	0	0	33
	MANCHESTER	AIR EUROPA	C	A	11	0	0	36	18	9	36	0	0	50
	MANCHESTER	AIR EUROPA	C	D	8	0	0	0	0	13	50	38	0	158
	NEWCASTLE	AIR EUROPA	C	A	3	0	0	33	67	0	0	0	0	19
	NEWCASTLE	AIR EUROPA	C	D	3	0	0	100	0	0	0	0	0	7
	EDINBURGH	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	0	0	50	0	123
	EDINBURGH	BMI BRITISH MIDLAND	C	D	4	0	0	25	25	25	0	25	0	90
	HEATHROW	BMI BRITISH MIDLAND	S	A	35	0	0	23	37	17	17	6	0	47
	HEATHROW	BMI BRITISH MIDLAND	S	D	35	0	0	71	6	9	14	0	0	23
	LUTON	BMI BRITISH MIDLAND	C	A	4	1	0	25	0	50	0	25	0	80
	LUTON	BMI BRITISH MIDLAND	C	D	3	0	1	33	0	33	0	33	0	84
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	60	0	20	0	70
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	25	0	50	25	0	0	37
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	30	0	0	43	30	23	0	3	0	30
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	28	0	0	86	7	4	0	4	0	14
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14
	EDINBURGH	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	5
	GATWICK	BRITANNIA AIRWAYS	C	A	42	0	1	31	33	21	12	2	0	38
	GATWICK	BRITANNIA AIRWAYS	C	D	38	0	1	71	11	8	3	8	0	29
	GLASGOW	BRITANNIA AIRWAYS	C	A	22	0	0	45	23	18	5	5	5	59
	GLASGOW	BRITANNIA AIRWAYS	C	D	19	0	0	74	11	11	5	0	0	17
	LUTON	BRITANNIA AIRWAYS	C	A	27	0	0	41	19	19	11	7	4	83
	LUTON	BRITANNIA AIRWAYS	C	D	22	0	2	82	9	0	5	5	0	25
	MANCHESTER	BRITANNIA AIRWAYS	C	A	47	0	0	32	19	13	28	6	2	67
	MANCHESTER	BRITANNIA AIRWAYS	C	D	42	1	0	36	14	26	17	7	0	54
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	17	0	0	53	18	6	24	0	0	29
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	15	0	0	73	7	7	13	0	0	21
	STANSTED	BRITANNIA AIRWAYS	C	A	23	1	1	39	35	4	13	9	0	45
	STANSTED	BRITANNIA AIRWAYS	C	D	20	1	0	70	10	0	10	5	5	51

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

Origin / Destinations: P

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)								
PALMA DE MALLORCA	BIRMINGHAM	BRITISH AIRWAYS PLC	C	A	4	0	0	25	25	0	50	0	0	84
	BIRMINGHAM	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	25	0	0	0	14
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	13	25	25	13	13	13	109
	GATWICK	BRITISH AIRWAYS PLC	C	D	6	0	2	17	0	67	17	0	0	46
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	7	0	0	43	0	0	29	14	14	195
	MANCHESTER	BRITISH AIRWAYS PLC	C	D	6	1	0	33	17	33	17	0	0	43
	GATWICK	CITY FLYER EXPRESS	C	A	5	0	1	0	20	20	20	40	0	136
	GATWICK	CITY FLYER EXPRESS	C	D	2	0	3	0	50	50	0	0	0	36
	BIRMINGHAM	DUO AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	57
	BIRMINGHAM	DUO AIRWAYS LTD	C	D	5	0	0	40	0	40	20	0	0	44
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	44	1	1	66	16	9	7	2	0	24
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	44	1	0	27	34	25	14	0	0	35
	EDINBURGH	FUTURA AIRLINES	C	A	2	0	0	0	0	50	0	50	0	111
	EDINBURGH	FUTURA AIRLINES	C	D	2	0	0	0	50	0	0	50	0	114
	GLASGOW	FUTURA AIRLINES	C	A	19	0	0	58	5	11	16	11	0	47
	GLASGOW	FUTURA AIRLINES	C	D	18	0	0	44	17	11	17	6	6	61
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	1	50	0	50	0	0	0	26
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	83	3	7	7	0	0	14
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	77	10	6	3	3	0	18
	STANSTED	GO FLY LTD	S	A	29	0	0	69	3	0	28	0	0	35
	STANSTED	GO FLY LTD	S	D	29	0	0	69	3	0	28	0	0	41
	NEWCASTLE	IBERWORLD	C	A	4	0	0	25	0	0	75	0	0	62
	NEWCASTLE	IBERWORLD	C	D	3	0	1	33	0	0	67	0	0	48
	GATWICK	ISLANDSFLUG	C	A	2	0	0	0	0	0	50	0	50	340
	GLASGOW	ISLANDSFLUG	C	A	4	0	0	25	25	0	25	25	0	80
	GLASGOW	ISLANDSFLUG	C	D	3	1	0	33	33	0	0	33	0	114
	MANCHESTER	ISLANDSFLUG	C	A	2	0	0	0	0	50	0	50	0	145
	MANCHESTER	ISLANDSFLUG	C	D	2	0	0	0	0	0	0	100	0	261
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	38	50	0	0	13	0	40
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	44	33	11	0	11	0	41

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Actual (7)	Plan (8)							
PALMA DE MALLORCA	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	0	25	25	0	50	0	164	
	EDINBURGH	MONARCH AIRLINES	C	D	3	0	1	0	33	33	0	33	0	123	
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	47	26	5	11	5	5	75	
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	61	22	11	0	6	0	28	
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	40	60	0	0	0	0	16	
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	3	
	LUTON	MONARCH AIRLINES	C	A	3	0	1	33	33	0	33	0	0	34	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	0	25	75	0	0	0	39	
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	40	7	20	20	13	0	63	
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	50	7	14	29	0	0	44	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	21	1	1	52	10	5	29	0	5	87	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	17	1	3	53	24	12	6	6	0	34	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	30	0	0	60	17	7	7	7	3	50	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	25	1	0	68	12	4	4	4	8	57	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	12	1	0	17	8	25	25	8	17	178	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	11	0	0	45	9	0	27	18	0	88	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	9	1	0	44	11	22	11	11	0	52	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	0	0	0	14	0	33	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	54	0	2	28	7	19	30	13	4	93	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	45	1	0	31	13	13	31	11	0	76	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	0	15	15	23	0	82	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	11	0	0	36	18	9	9	27	0	92	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	13	0	1	77	8	15	0	0	0	11	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	10	0	2	60	10	20	10	0	0	21	
	STANSTED	RYANAIR	C	A	3	1	1	67	0	0	0	33	0	83	
	STANSTED	RYANAIR	C	D	3	0	1	33	0	33	33	0	0	71	
	EDINBURGH	SPANAIR	C	A	4	0	0	0	25	50	0	25	0	88	
	EDINBURGH	SPANAIR	C	D	3	0	1	0	0	33	33	0	33	183	
	GATWICK	SPANAIR	C	A	3	0	1	33	0	0	33	0	33	380	
	GATWICK	SPANAIR	C	D	3	0	0	0	0	0	33	0	67	668	

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

Origin / Destinations: P

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)							
PALMA DE MALLORCA	GLASGOW	SPANAIR	C	A	4	1	2	0	50	25	0	25	0	86
	GLASGOW	SPANAIR	C	D	5	0	1	0	60	0	20	0	20	111
	LUTON	SPANAIR	C	A	4	0	0	50	0	0	0	0	50	318
	LUTON	SPANAIR	C	D	3	0	1	67	0	0	0	0	33	309
	MANCHESTER	SPANAIR	C	A	4	0	0	50	0	25	0	25	0	75
	MANCHESTER	SPANAIR	C	D	4	0	1	25	25	25	0	25	0	88
	NEWCASTLE	SPANAIR	C	A	13	0	0	54	23	15	0	8	0	31
	NEWCASTLE	SPANAIR	C	D	11	0	2	27	36	9	9	18	0	55
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	19	0	0	53	11	5	21	11	0	58
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	15	0	4	60	7	20	13	0	0	23
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	55	0	2	35	11	22	24	7	2	65
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	43	0	10	49	16	12	14	9	0	51
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	22	1	2	27	18	14	36	5	0	55
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	18	0	4	28	11	33	28	0	0	42
	LUTON	THOMAS COOK AIRLINES LTD	C	A	5	3	8	0	20	20	40	20	0	116
	LUTON	THOMAS COOK AIRLINES LTD	C	D	8	0	5	0	13	75	0	13	0	76
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	51	0	0	37	20	10	27	6	0	59
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	41	1	9	51	17	5	22	5	0	46
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	0	22	11	0	62
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	0	2	86	0	0	0	14	0	31
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	13	0	1	46	8	8	31	8	0	50
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	11	0	3	55	9	18	18	0	0	36
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	0	20	60	20	0	0	61
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	12
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	63	13	13	13	0	0	28
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	7	0	1	86	0	14	0	0	0	8
<b>TOTAL PALMA DE MALLORCA</b>					<b>1956</b>	<b>26</b>	<b>96</b>	<b>46</b>	<b>16</b>	<b>14</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>55</b>
PAPHOS	BIRMINGHAM	AIR 2000	S	A	9	0	0	33	33	11	22	0	0	34
	BIRMINGHAM	AIR 2000	S	D	9	0	0	56	0	22	22	0	0	33

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

Origin / Destinations: P

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)								
PAPHOS	GATWICK	AIR 2000	S	A	13	0	0	46	23	0	23	8	0	67
	GATWICK	AIR 2000	S	D	13	0	0	54	31	0	15	0	0	36
	GLASGOW	AIR 2000	S	A	4	0	0	75	25	0	0	0	0	8
	GLASGOW	AIR 2000	S	D	4	0	0	50	50	0	0	0	0	13
	MANCHESTER	AIR 2000	S	A	12	1	0	67	8	8	8	8	0	33
	MANCHESTER	AIR 2000	S	D	12	0	0	42	33	8	8	8	0	41
	NEWCASTLE	AIR 2000	S	A	4	0	0	25	25	25	25	0	0	61
	NEWCASTLE	AIR 2000	S	D	4	0	0	50	0	25	0	25	0	54
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	5	0	0	100	0	0	0	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	5	0	0	20	0	60	20	0	0	40
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	25	0	0	52
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	75	25	0	0	61
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	22	0	0	0	14
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	8
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	0	13	50	13	25	0	107
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	25	25	25	0	25	0	91
	LUTON	BRITANNIA AIRWAYS	C	A	17	0	0	65	6	24	0	0	6	79
	LUTON	BRITANNIA AIRWAYS	C	D	15	0	1	87	7	7	0	0	0	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	33	17	17	17	0	17	151
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	1	1	30	20	30	20	0	0	46
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	13
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	3	0	1	33	0	33	33	0	0	39
	GATWICK	EXCEL AIRWAYS LTD	C	A	22	0	0	55	5	9	23	5	5	92
	GATWICK	EXCEL AIRWAYS LTD	C	D	21	0	2	38	5	19	33	5	0	57
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	80
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0

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

Origin / Destinations: P

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)							
PAPHOS	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	20	0	40	0	0	44
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	29
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	27
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	13
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	9
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	0	40	0	96
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	0	0	40	0	99
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	33	0	22	0	0	27
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	11	22	0	0	33
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	0	20	0	0	48
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	1	75	25	0	0	0	0	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	21	7	36	29	7	0	71
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	29	29	7	29	7	0	58
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	33	33	0	0	0	25
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	40	0	40	20	0	0	44
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	31
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	1	1	100	0	0	0	0	0	1
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	10	0	0	80	20	0	0	0	0	7
<b>TOTAL PAPHOS</b>					<b>412</b>	<b>3</b>	<b>7</b>	<b>54</b>	<b>15</b>	<b>14</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>44</b>
PAPHOS														
PARIS (CHARLES DE GAULLE)	EDINBURGH	AIR FRANCE	S	A	89	0	4	40	16	25	15	4	0	37
	EDINBURGH	AIR FRANCE	S	D	89	0	4	37	27	22	10	3	0	38
	GLASGOW	AIR FRANCE	S	A	91	0	2	51	19	18	13	0	0	29
	GLASGOW	AIR FRANCE	S	D	91	0	2	42	24	18	16	0	0	31
	HEATHROW	AIR FRANCE	S	A	377	5	0	45	24	21	9	0	0	27

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						Average delay (mins)
					375	UNMATCHED		Early to 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)							
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	D	375	5	6	50	23	17	9	1	0	25
	LONDON CITY	AIR FRANCE	S	A	128	0	4	77	9	7	7	0	0	15
	LONDON CITY	AIR FRANCE	S	D	128	0	4	58	20	14	8	0	0	21
	MANCHESTER	AIR FRANCE	S	A	144	0	9	58	21	15	6	0	0	20
	MANCHESTER	AIR FRANCE	S	D	140	4	7	56	10	21	11	1	0	26
	GATWICK	AIR GABON	S	A	3	0	0	33	67	0	0	0	0	16
	HEATHROW	BMI BRITISH MIDLAND	S	A	203	0	0	40	20	24	16	1	0	33
	HEATHROW	BMI BRITISH MIDLAND	S	D	202	0	1	57	16	19	8	0	0	20
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	140	1	0	47	21	20	11	1	0	29
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	141	0	0	55	15	23	7	1	0	23
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	19	0	0	95	5	0	0	0	0	3
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	0	79	17	4	0	0	0	9
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	166	0	2	75	11	7	5	1	0	17
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	167	0	2	89	7	2	2	0	0	6
	GLASGOW	BRITISH AIRWAYS PLC	S	A	111	0	0	82	8	5	5	0	0	11
	GLASGOW	BRITISH AIRWAYS PLC	S	D	111	0	0	88	5	5	1	1	0	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	203	0	0	61	16	14	9	0	0	20
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	0	68	16	12	4	0	0	15
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	159	1	5	50	20	22	8	0	0	24
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	162	0	2	66	12	16	6	0	0	17
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	82	0	0	51	21	21	7	0	0	23
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	82	0	0	63	20	11	6	0	0	18
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	173	0	0	60	18	8	12	2	0	26
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	172	0	0	43	20	22	13	2	0	32
	NEWCASTLE	GILL AIRWAYS	S	A	78	0	0	50	12	26	12	1	0	28
	NEWCASTLE	GILL AIRWAYS	S	D	78	0	0	90	8	1	1	0	0	6
	STANSTED	KLM UK LTD	S	A	111	1	0	74	6	7	12	0	1	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
PARIS (CHARLES DE GAULLE)														
	STANSTED	KLM UK LTD	S	D	111	0	1	61	11	14	14	1	0	27
	LUTON	SCOT AIRWAYS	S	A	88	0	10	35	30	25	8	2	0	30
	LUTON	SCOT AIRWAYS	S	D	89	0	9	72	12	10	4	1	0	16
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4737</b>	<b>18</b>	<b>88</b>	<b>58</b>	<b>17</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>
PARIS (LE BOURGET)														
PARIS (ORLY)														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	2	75	15	7	2	1	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	2	70	21	6	2	1	0	12
<b>TOTAL PARIS (ORLY)</b>					<b>342</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>
PERIGEUX/BASSILLAC														
<b>TOTAL PERIGEUX/BASSILLAC</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>
PERPIGNAN														
	STANSTED	RYANAIR	S	A	32	0	0	78	13	6	0	3	0	17
	STANSTED	RYANAIR	S	D	32	0	0	63	19	6	13	0	0	20
<b>TOTAL PERPIGNAN</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>
PERTH (AUSTRALIA)														
PHILADELPHIA INTERNATIONAL														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	1	1	88	8	0	3	0	0	6
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	87	8	3	2	0	0	9
	GATWICK	US AIRWAYS	S	A	59	0	0	92	3	3	0	2	0	6
	GATWICK	US AIRWAYS	S	D	59	0	0	81	14	2	3	0	0	10
	MANCHESTER	US AIRWAYS	S	A	30	0	1	87	3	0	3	7	0	22
	MANCHESTER	US AIRWAYS	S	D	31	0	0	68	16	3	6	3	3	45
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>300</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>
PHUKET														
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	17	17	17	33	0	17	211
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	17	17	0	33	17	17	241
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	1	1	0	33	33	33	0	0	76



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)							
PHUKET	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	36
<b>TOTAL PHUKET</b>					<b>20</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>20</b>	<b>15</b>	<b>30</b>	<b>5</b>	<b>10</b>	<b>156</b>
PISA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	64	0	0	94	5	2	0	0	0	3
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	64	0	0	75	17	6	2	0	0	11
	GATWICK	CITY FLYER EXPRESS	C	A	4	0	0	100	0	0	0	0	0	0
	GATWICK	CITY FLYER EXPRESS	C	D	4	0	0	0	75	25	0	0	0	25
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	1	4	50	25	25	0	0	0	17
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	1	4	75	0	25	0	0	0	12
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	18
	STANSTED	RYANAIR	S	A	89	1	1	66	10	11	12	0	0	20
	STANSTED	RYANAIR	S	D	89	0	1	30	44	16	10	0	0	29
<b>TOTAL PISA</b>					<b>331</b>	<b>3</b>	<b>11</b>	<b>63</b>	<b>20</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>
PITTSBURGH	GATWICK	US AIRWAYS	S	A	30	0	1	80	7	0	7	7	0	23
	GATWICK	US AIRWAYS	S	D	31	0	0	61	26	6	6	0	0	16
<b>TOTAL PITTSBURGH</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>19</b>
PLYMOUTH	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	100	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	70	0	1	61	16	11	11	0	0	23
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	41	0	1	56	17	0	24	2	0	37
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	55	32	9	5	0	0	20
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	23	0	0	78	9	9	4	0	0	8
<b>TOTAL PLYMOUTH</b>					<b>161</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>17</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Plan (8)							
PORLAMAR														
	GATWICK	AIR 2000	C	A	2	0	0	50	0	0	50	0	0	34
	GATWICK	AIR 2000	C	D	2	0	0	50	0	50	0	0	0	28
	MANCHESTER	AIR 2000	C	A	2	0	0	50	0	0	0	50	0	93
	MANCHESTER	AIR 2000	C	D	2	0	0	0	0	50	0	50	0	167
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>81</b>
PORT OF SPAIN														
	HEATHROW	BWIA	S	A	30	0	1	47	27	23	3	0	0	22
	HEATHROW	BWIA	S	D	30	0	1	33	40	20	7	0	0	24
<b>TOTAL PORT OF SPAIN</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>33</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>
PRAGUE														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	64	0	0	70	17	5	6	2	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	64	0	0	73	17	5	5	0	0	13
	HEATHROW	CSA	S	A	62	0	0	32	40	26	0	2	0	26
	HEATHROW	CSA	S	D	62	0	0	76	11	10	2	2	0	15
	MANCHESTER	CSA	S	A	26	0	0	81	12	4	4	0	0	8
	MANCHESTER	CSA	S	D	26	0	0	23	31	42	4	0	0	28
	STANSTED	CSA	S	A	31	0	0	71	23	3	3	0	0	14
	STANSTED	CSA	S	D	31	0	0	32	48	16	3	0	0	24
	STANSTED	GO FLY LTD	S	A	61	0	0	90	3	5	2	0	0	6
	STANSTED	GO FLY LTD	S	D	61	0	0	82	10	7	2	0	0	11
<b>TOTAL PRAGUE</b>					<b>490</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>
PRESTWICK														
	STANSTED	RYANAIR	S	A	199	1	5	74	11	10	5	1	0	14
	STANSTED	RYANAIR	S	D	199	0	4	54	24	15	7	1	0	22
<b>TOTAL PRESTWICK</b>					<b>403</b>	<b>1</b>	<b>9</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>
PREVEZA														
	GATWICK	AIR 2000	C	A	3	0	0	33	33	0	33	0	0	63
	GATWICK	AIR 2000	C	D	3	0	0	33	0	0	67	0	0	97
	MANCHESTER	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	25

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Plan (8)							
PREVEZA														
	MANCHESTER	AIR 2000	C	D	3	0	1	0	0	67	33	0	0	51
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	100	0	0	0	35
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	0	0	50	50	0	0	52
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	9	0	0	22	0	44	33	0	0	59
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	9	0	0	33	33	11	22	0	0	43
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	31
	GATWICK	MONARCH AIRLINES	C	D	3	0	1	67	0	0	33	0	0	22
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	25	25	0	70
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	25	25	0	72
<b>TOTAL PREVEZA</b>					<b>64</b>	<b>2</b>	<b>5</b>	<b>41</b>	<b>11</b>	<b>19</b>	<b>25</b>	<b>3</b>	<b>2</b>	<b>54</b>
PUERTO PLATA														
	GATWICK	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	0
	GATWICK	AIR 2000	C	D	2	0	0	0	50	0	50	0	0	41
	MANCHESTER	AIR 2000	C	A	3	0	0	0	33	33	33	0	0	45
	MANCHESTER	AIR 2000	C	D	3	0	0	33	33	0	33	0	0	32
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	1	1	100	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	11
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	40	20	20	0	0	45
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	21
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	303
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	0	25	108
<b>TOTAL PUERTO PLATA</b>					<b>53</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>23</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>48</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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 VALLARTA															
	GATWICK	AIR 2000	C	A	5	0	0	60	0	20	0	20	0	67	
	GATWICK	AIR 2000	C	D	5	0	0	60	20	0	0	20	0	69	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	16	
	MANCHESTER	AIR 2000	C	D	5	0	0	20	0	40	40	0	0	56	
<b>TOTAL PUERTO VALLARTA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>5</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>54</b>	
PULA															
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	7	
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	1	50	0	0	50	0	0	45	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	50	0	0	0	18	
<b>TOTAL PULA</b>					<b>9</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	28	0	2	93	4	0	4	0	0	5
	GATWICK	AMERICAN AIRLINES	S	D	29	0	2	66	21	10	3	0	0	16
<b>TOTAL RALEIGH</b>					<b>57</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>
RENNES	LONDON CITY	BRIT AIR	S	A	51	0	2	94	6	0	0	0	0	4
	LONDON CITY	BRIT AIR	S	D	51	0	2	75	24	2	0	0	0	12
<b>TOTAL RENNES</b>					<b>102</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
REUS	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	7
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	2
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3
	GLASGOW	AIR 2000	C	A	5	0	0	60	0	20	0	20	0	77
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	16
	MANCHESTER	AIR 2000	C	A	8	0	0	75	13	0	13	0	0	13
	MANCHESTER	AIR 2000	C	D	7	0	1	71	0	14	14	0	0	22
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	20	0	0	0	17
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	1	100	0	0	0	0	0	3
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	11	11	0	0	26
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	7	0	0	71	14	0	14	0	0	20
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0
	EDINBURGH	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	0	33	0	0	33
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	0	11	0	30
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	57	43	0	0	0	0	14
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	33	33	33	0	0	0	19
	LUTON	BRITANNIA AIRWAYS	C	A	2	1	0	50	0	50	0	0	0	23
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	44	11	0	0	32
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	1	14	14	29	43	0	0	53

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Origin / Destinations: R

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)								
REUS															
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	0	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	0	6
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	0	13
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	0	0	0	50	253	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	0	64
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	1	75	0	0	0	25	0	0	85
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	0	60	40	0	192	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	0	50	25	0	136	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	33	0	0	0	24	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	1	77	0	15	0	8	0	28	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	0	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	37	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	1	50	0	25	25	0	0	33	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	20	40	0	0	48	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	1	50	0	0	50	0	0	52	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	1	50	0	50	0	0	0	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	0	33	0	0	0	15	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	2	67	17	17	0	0	0	13	
<b>TOTAL REUS</b>					<b>237</b>	<b>1</b>	<b>18</b>	<b>65</b>	<b>10</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>30</b>	
RHODES															
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	3	
	BIRMINGHAM	AIR 2000	C	D	3	0	1	67	33	0	0	0	0	10	
	GATWICK	AIR 2000	C	A	16	0	0	63	13	6	13	6	0	35	

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Origin / Destinations: R

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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)									
RHODES															
	GATWICK	AIR 2000	C	D	11	0	2	27	45	9	9	9	0	48	
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	0	
	GLASGOW	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	1	
	MANCHESTER	AIR 2000	C	A	15	0	0	53	20	13	7	7	0	36	
	MANCHESTER	AIR 2000	C	D	13	1	0	62	8	23	8	0	0	26	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	22	
	NEWCASTLE	AIR 2000	C	D	3	0	1	67	0	0	33	0	0	37	
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	0	0	25	0	49	
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	1	67	0	0	33	0	0	20	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	6	0	0	0	33	17	17	33	0	120	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	0	25	0	78	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	33	22	11	33	0	0	46	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	67	0	0	33	0	0	38	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	
	LUTON	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	33	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	25	25	13	25	13	0	79	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	0	1	50	0	33	17	0	0	41	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	1	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	8	
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	16	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	19	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	1	75	0	25	0	0	0	11	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	82	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	0	2	
	LUTON	GALAXY AIRWAYS	C	A	2	0	0	0	50	50	0	0	0	34	
	LUTON	GALAXY AIRWAYS	C	D	2	0	0	0	0	100	0	0	0	34	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	0	40	20	0	0	38	
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	1	0	0	33	67	0	0	73	

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	
						MATCHED	Plan (8)								
RHODES															
	GATWICK	MONARCH AIRLINES	C	A	9	0	1	78	11	11	0	0	0	7	
	GATWICK	MONARCH AIRLINES	C	D	7	0	1	71	29	0	0	0	0	7	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	
	GLASGOW	MONARCH AIRLINES	C	D	3	0	1	67	33	0	0	0	0	13	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	0	20	40	0	0	51	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	1	50	0	0	50	0	0	59	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	1	100	0	0	0	0	0	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	0	25	103	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	1	33	0	33	0	33	0	128	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	50	0	0	57	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	1	33	0	0	67	0	0	63	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	25	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	1	0	67	0	33	0	0	53	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	31	23	15	31	0	0	50	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	3	40	10	30	20	0	0	46	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	63	13	13	6	6	0	31	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	4	50	25	17	0	8	0	31	
	MANCHESTER	TRANSAER	C	A	3	0	0	33	0	0	33	33	0	94	
	MANCHESTER	TRANSAER	C	D	2	0	1	50	50	0	0	0	0	13	
	NEWCASTLE	TRANSAER	C	A	2	0	2	100	0	0	0	0	0	0	
	NEWCASTLE	TRANSAER	C	D	3	0	1	100	0	0	0	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	0	8	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	7	0	2	71	29	0	0	0	0	6	



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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)								
RHODES														
<b>TOTAL RHODES</b>					<b>344</b>	<b>4</b>	<b>34</b>	<b>58</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>32</b>
RIGA														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	18	0	0	83	6	0	0	6	6	47
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	18	0	0	44	39	11	6	0	0	21
<b>TOTAL RIGA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>34</b>
RIMINI														
	STANSTED	RYANAIR	S	A	31	0	0	68	6	13	10	3	0	25
	STANSTED	RYANAIR	S	D	31	0	0	29	48	16	6	0	0	28
<b>TOTAL RIMINI</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>
RIO DE JANEIRO (GALEAO)														
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	1	1	73	14	14	0	0	0	10
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	76	10	10	0	5	0	17
	HEATHROW	VARIG	S	A	31	0	0	35	19	32	10	3	0	36
	HEATHROW	VARIG	S	D	31	0	0	58	19	16	6	0	0	24
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>105</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>16</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>
RIYADH														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	79	7	7	7	0	0	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	0	8	8	0	29
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	13	0	0	54	31	15	0	0	0	15
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	17	0	0	71	24	6	0	0	0	14
<b>TOTAL RIYADH</b>					<b>57</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>
ROME (CIAMPINO)														
	STANSTED	GO FLY LTD	S	A	89	0	4	69	17	9	6	0	0	15
	STANSTED	GO FLY LTD	S	D	89	0	4	49	31	12	7	0	0	22
<b>TOTAL ROME (CIAMPINO)</b>					<b>196</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>26</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>
ROME (FIUMICINO)														
	GATWICK	ALITALIA	S	A	59	0	3	54	32	7	7	0	0	18

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						Plan (8)									
ROME (FIUMICINO)															
	GATWICK	ALITALIA	S	D	59	0	3	83	3	7	7	0	0	13	
	HEATHROW	ALITALIA	S	A	153	0	0	28	24	35	13	0	0	35	
	HEATHROW	ALITALIA	S	D	152	0	0	50	16	18	15	0	0	27	
	HEATHROW	BMI BRITISH MIDLAND	S	A	123	0	0	43	27	19	11	0	0	28	
	HEATHROW	BMI BRITISH MIDLAND	S	D	124	0	0	66	18	10	6	1	0	18	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	1	0	70	16	6	9	0	0	16	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	91	0	0	77	14	3	5	0	0	12	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	11	0	0	91	0	9	0	0	0	6	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	125	0	0	66	17	9	6	1	1	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	125	0	0	82	11	3	2	1	0	10	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	27	0	0	59	33	7	0	0	0	14	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	67	19	11	4	0	0	16	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	51	0	0	25	43	27	4	0	0	25	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	51	0	0	69	31	0	0	0	0	13	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1269</b>	<b>1</b>	<b>6</b>	<b>59</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	
ROSKILDE															
ROTTERDAM															
	HEATHROW	B A S E BUSINESS AIRLINES	S	D	28	3	0	93	0	4	4	0	0	5	
	GATWICK	CITY FLYER EXPRESS	S	A	90	0	5	80	6	10	3	1	0	15	
	GATWICK	CITY FLYER EXPRESS	S	D	92	0	2	76	11	5	8	0	0	15	
	EDINBURGH	EUROPEAN AIR CHARTER	C	A	5	0	0	100	0	0	0	0	0	6	
	EDINBURGH	EUROPEAN AIR CHARTER	C	D	5	0	0	100	0	0	0	0	0	5	
	HEATHROW	KLM	S	A	105	0	0	71	15	10	4	0	0	15	
	HEATHROW	KLM	S	D	104	0	1	87	6	5	3	0	0	10	
	LONDON CITY	VLM (BELGIUM)	S	A	121	1	3	80	17	2	1	0	0	9	
	LONDON CITY	VLM (BELGIUM)	S	D	121	1	3	83	14	2	1	0	0	8	
	MANCHESTER	VLM (BELGIUM)	S	A	47	1	1	68	21	11	0	0	0	14	
	MANCHESTER	VLM (BELGIUM)	S	D	47	1	1	68	23	6	2	0	0	13	

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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)								
ROTTERDAM														
<b>TOTAL ROTTERDAM</b>					765	7	16	79	12	6	3	0	0	11

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

Origin / Destinations: S

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)									
SALONIKA															
	BIRMINGHAM	AIR 2000	C	A	3	0	0	67	0	33	0	0	0	11	
	BIRMINGHAM	AIR 2000	C	D	2	0	1	50	0	0	50	0	0	49	
	GATWICK	AIR 2000	C	A	6	0	0	83	17	0	0	0	0	5	
	GATWICK	AIR 2000	C	D	5	0	1	40	60	0	0	0	0	17	
	MANCHESTER	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	0	
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	10	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	33	33	33	0	0	0	30	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	9	
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	0	67	33	0	0	0	27	
	LUTON	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	32	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	0	40	0	0	43	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	0	33	0	0	52	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	4	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	7	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	59	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	33	33	0	33	0	0	45	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	86	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	0	0	50	0	118	
	STANSTED	GALAXY AIRWAYS	C	A	8	1	1	100	0	0	0	0	0	0	
	STANSTED	GALAXY AIRWAYS	C	D	8	1	0	75	0	13	13	0	0	23	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	2	100	0	0	0	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	1	100	0	0	0	0	0	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	2	100	0	0	0	0	0	4	
<b>TOTAL SALONIKA</b>					<b>99</b>	<b>4</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	

SALZBURG

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

Origin / Destinations: S

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)							
SALZBURG														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	16	0	0	88	6	6	0	0	0	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	16	0	0	44	38	19	0	0	0	19
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	33	0	0	0	28
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	25
<b>TOTAL SALZBURG</b>					<b>39</b>	<b>1</b>	<b>2</b>	<b>62</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
SAMOS														
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	20	40	0	0	43
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	0	20	0	0	25
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	15
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	0	0	50	617
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	0	0	50	213
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	0	34
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	1	0	50	0	50	0	0	57
<b>TOTAL SAMOS</b>					<b>26</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>12</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>12</b>	<b>107</b>
SAN DIEGO														
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	0	10	0	0	10
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	58	23	13	3	3	0	25
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>
SAN FRANCISCO														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	6	5	3	2	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	67	13	13	5	2	0	20
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	65	21	10	5	0	0	16
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	76	18	5	2	0	0	10
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	16	1	0	38	13	31	19	0	0	29
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	16	0	0	19	44	31	6	0	0	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	77	13	6	0	3	0	17
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	19	6	3	3	0	26

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
SAN FRANCISCO														
<b>TOTAL SAN FRANCISCO</b>					<b>341</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>
SAN JOSE COST RICA														
SAN JUAN (PUERTO RICO)														
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	3
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	6
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
SAN SEBASTIAN														
SANAA														
	GATWICK	YEMENIA	S	A	9	0	0	56	11	11	22	0	0	33
	GATWICK	YEMENIA	S	D	9	0	0	44	22	11	22	0	0	36
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>
SANDEFJORD(TORP)														
	STANSTED	RYANAIR	S	A	57	0	0	56	28	11	5	0	0	21
	STANSTED	RYANAIR	S	D	57	0	1	44	33	14	5	4	0	28
<b>TOTAL SANDEFJORD(TORP)</b>					<b>114</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>31</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>24</b>
SANFORD														
	BIRMINGHAM	AIR 2000	C	A	8	0	0	50	0	25	25	0	0	31
	BIRMINGHAM	AIR 2000	C	D	6	0	0	17	33	50	0	0	0	32
	GATWICK	AIR 2000	C	A	13	0	0	77	15	8	0	0	0	8
	GATWICK	AIR 2000	C	D	12	0	0	50	17	17	17	0	0	29
	GLASGOW	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	6
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	0	25	0	56
	MANCHESTER	AIR 2000	C	A	13	0	0	31	15	23	31	0	0	45
	MANCHESTER	AIR 2000	C	D	14	0	0	50	14	29	7	0	0	29
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	19
	NEWCASTLE	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	46
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	78	0	0	22	0	0	25
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	25	38	25	13	0	0	43
	MANCHESTER	MONARCH AIRLINES	C	A	20	0	1	65	15	10	0	10	0	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
SANFORD														
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	37	32	21	0	11	0	46
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	21	1	1	5	14	10	62	10	0	98
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	22	0	0	18	14	18	41	5	5	79
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	13	0	0	62	8	8	15	0	8	58
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	11	0	0	27	18	18	36	0	0	47
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	53	12	18	6	12	0	53
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	44	11	11	22	11	0	71
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	0	25	0	73
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	2	0	0	50	0	50	0	131
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	0	22	22	11	0	54
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	0	25	0	0	30
<b>TOTAL SANFORD</b>					<b>279</b>	<b>1</b>	<b>4</b>	<b>46</b>	<b>14</b>	<b>15</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>47</b>
SANTANDER														
<b>TOTAL SANTANDER</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
SANTIAGO DE CHILE														
SANTIAGO DE COMPOSTELA														
	HEATHROW	IBERIA	S	A	31	0	0	77	6	6	6	3	0	23
	HEATHROW	IBERIA	S	D	30	0	0	77	7	10	7	0	0	13
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>
SANTO DOMINGO														
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	75	0	0	0	37
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	15
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	0	25	0	84
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	35

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
SANTO DOMINGO	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	0	0	33	67	0	0	92
<b>TOTAL SANTO DOMINGO</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>19</b>	<b>33</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>45</b>
SAO PAULO (GUARULHOS)														
SARAJEVO														
SEATTLE (TACOMA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	6	0	6	0	0	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	29	16	3	0	0	19
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
SEOUL (KIMPO)	HEATHROW	KOREAN AIR	S	A	21	0	1	48	24	10	19	0	0	26
	HEATHROW	KOREAN AIR	S	D	21	0	1	57	43	0	0	0	0	11
<b>TOTAL SEOUL (KIMPO)</b>					<b>44</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>34</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>
SEVILLE	GATWICK	GB AIRWAYS LTD	S	A	3	0	0	33	33	0	33	0	0	27
	GATWICK	GB AIRWAYS LTD	S	D	3	0	0	0	33	33	33	0	0	47
	HEATHROW	IBERIA	S	A	31	0	0	39	19	29	13	0	0	33
	HEATHROW	IBERIA	S	D	31	0	0	42	23	13	23	0	0	36
<b>TOTAL SEVILLE</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>22</b>	<b>21</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>35</b>
SEYCHELLES	GATWICK	AIR SEYCHELLES	S	A	9	0	0	56	11	11	22	0	0	26
	GATWICK	AIR SEYCHELLES	S	D	9	0	0	22	22	33	22	0	0	43
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	0	22	0	0	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	11	0	0	0	13
<b>TOTAL SEYCHELLES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>
SFAX	GATWICK	MONARCH AIRLINES	C	A	4	0	1	75	25	0	0	0	0	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	1	100	0	0	0	0	0	5
<b>TOTAL SFAX</b>					<b>8</b>	<b>1</b>	<b>2</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)									
SHANGHAI															
SHANGHAI (PU DONG)															
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	36	21	21	21	0	0	34	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	77	8	0	15	0	0	22	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>11</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	
SHANNON															
	HEATHROW	AER LINGUS	S	A	113	0	0	51	20	12	15	1	0	28	
	HEATHROW	AER LINGUS	S	D	112	0	1	47	17	17	18	1	0	33	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	1	81	4	10	6	0	0	13	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	52	0	1	75	13	6	6	0	0	14	
	GATWICK	CITY FLYER EXPRESS	S	A	35	0	0	69	14	9	3	6	0	23	
	GATWICK	CITY FLYER EXPRESS	S	D	35	0	0	77	11	6	3	3	0	15	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	31	0	0	74	10	6	6	0	3	23	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	31	0	0	48	19	19	10	3	0	35	
	STANSTED	RYANAIR	S	A	85	0	0	92	2	1	1	4	0	10	
	STANSTED	RYANAIR	S	D	84	1	0	79	12	4	2	4	0	19	
	GATWICK	VIRGIN EXPRESS IRELAND	S	A	37	0	0	86	5	5	3	0	0	9	
	GATWICK	VIRGIN EXPRESS IRELAND	S	D	37	0	2	57	14	11	19	0	0	31	
	STANSTED	VIRGIN EXPRESS IRELAND	S	A	48	0	0	88	10	0	0	2	0	9	
	STANSTED	VIRGIN EXPRESS IRELAND	S	D	48	0	0	83	8	6	2	0	0	9	
<b>TOTAL SHANNON</b>					<b>800</b>	<b>2</b>	<b>5</b>	<b>70</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	
SHARM EL SHEIKH (OPHIRA)															
	GATWICK	AIR 2000	C	A	4	0	1	75	0	0	25	0	0	37	
	GATWICK	AIR 2000	C	D	5	0	0	40	20	0	40	0	0	47	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	1	75	25	0	0	0	0	10	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	10	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	23	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>26</b>	<b>1</b>	<b>2</b>	<b>58</b>	<b>27</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	
SINGAPORE															

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
SINGAPORE														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	1	81	13	6	0	0	0	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	35	6	3	0	0	19
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	1	59	17	17	4	1	1	25
	HEATHROW	SINGAPORE AIRLINES	S	D	92	0	1	48	38	10	3	1	0	22
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	65	13	13	10	0	0	20
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	23	29	35	6	6	0	42
<b>TOTAL SINGAPORE</b>					<b>310</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>25</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>23</b>
SKIATHOS														
	GATWICK	AIR 2000	C	A	8	0	1	63	0	0	25	13	0	46
	GATWICK	AIR 2000	C	D	7	0	2	57	0	29	14	0	0	25
	MANCHESTER	AIR 2000	C	A	7	0	0	86	0	0	14	0	0	14
	MANCHESTER	AIR 2000	C	D	5	0	2	40	20	20	20	0	0	41
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	8
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	38	13	13	0	0	29
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	3	25	75	0	0	0	0	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	13	0	0	13
<b>TOTAL SKIATHOS</b>					<b>60</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>15</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>28</b>
SKOPJE														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	15	54	23	8	0	0	24
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	62	23	8	8	0	0	20
<b>TOTAL SKOPJE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>
SOFIA														
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	22	0	0	64	9	14	14	0	0	19
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	22	0	0	64	14	18	5	0	0	18

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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)								
SOFIA															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	77	12	12	0	0	0	8	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	58	23	12	8	0	0	21	
<b>TOTAL SOFIA</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	
SOUTHAMPTON															
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	53	0	0	74	15	11	0	0	0	14	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	53	0	0	83	13	4	0	0	0	8	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	101	0	0	86	11	2	1	0	0	7	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	101	0	0	88	7	4	1	0	0	7	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	101	0	0	84	11	4	0	1	0	11	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	80	0	0	86	10	4	0	0	0	6	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	1	90	1	6	1	1	0	8	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	1	87	6	4	1	1	0	10	
<b>TOTAL SOUTHAMPTON</b>					<b>633</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	
SPLIT															
	GATWICK	CROATIA AIRLINES	S	A	8	0	0	75	25	0	0	0	0	15	
	GATWICK	CROATIA AIRLINES	S	D	8	0	0	38	50	13	0	0	0	18	
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	25	0	25	50	0	0	95	
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	25	0	25	50	0	0	97	
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	4	
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	75	0	25	0	0	0	18	
<b>TOTAL SPLIT</b>					<b>36</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>19</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>32</b>	
ST ETIENNE															
	STANSTED	RYANAIR	S	A	31	0	0	81	16	0	3	0	0	10	
	STANSTED	RYANAIR	S	D	31	0	0	71	13	10	3	3	0	17	
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	
ST KITTS															

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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)									
ST KITTS															
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	1	0	33	33	0	33	0	0	0	34
<b>TOTAL ST KITTS</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
ST LOUIS (LAMBERT)															
	GATWICK	TRANS WORLD AIRLINES	S	A	31	0	0	84	10	3	3	0	0	10	
	GATWICK	TRANS WORLD AIRLINES	S	D	31	0	0	42	35	19	3	0	0	22	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	
ST LUCIA (HEWANORRA)															
	GATWICK	AIR 2000	C	A	5	0	0	60	20	0	0	20	0	66	
	GATWICK	AIR 2000	C	D	4	0	0	25	50	25	0	0	0	24	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	0	100	0	0	0	0	0	1	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	43	36	14	7	0	0	21	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	47	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	1	13	38	25	25	0	0	46	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>51</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>24</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	
ST PETERSBURG															
	GATWICK	AEROFLOT	S	A	4	0	1	0	50	25	25	0	0	33	
	GATWICK	AEROFLOT	S	D	4	0	1	75	0	25	0	0	0	15	
	HEATHROW	AEROFLOT	S	A	4	0	0	50	50	0	0	0	0	17	
	HEATHROW	AEROFLOT	S	D	4	0	0	0	75	25	0	0	0	27	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	77	9	5	5	5	0	23	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	55	18	18	9	0	0	24	
<b>TOTAL ST PETERSBURG</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>22</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	
ST THOMAS ISLANDS															
	GATWICK	AIR 2000	C	A	4	0	0	50	0	0	25	25	0	83	
<b>TOTAL ST THOMAS ISLANDS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>83</b>	

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Origin / Destinations: S

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)
						MATCHED	Plan (8)							
STANSTED														
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	1	90	4	4	1	0	0	6
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	1	81	14	3	1	0	0	7
	NEWCASTLE	GILL AIRWAYS	S	A	48	1	21	92	8	0	0	0	0	5
	NEWCASTLE	GILL AIRWAYS	S	D	48	1	22	100	0	0	0	0	0	1
	EDINBURGH	GO FLY LTD	S	A	196	0	1	88	6	5	1	0	0	7
	EDINBURGH	GO FLY LTD	S	D	196	0	1	85	8	5	2	0	0	8
<b>TOTAL STANSTED</b>					<b>629</b>	<b>5</b>	<b>47</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
STAVANGER														
	NEWCASTLE	BRAATHENS ASA	S	A	27	0	0	74	22	4	0	0	0	8
	NEWCASTLE	BRAATHENS ASA	S	D	27	0	0	96	0	4	0	0	0	3
	HEATHROW	SAS	S	A	56	0	0	68	18	11	4	0	0	14
	HEATHROW	SAS	S	D	55	0	0	85	7	2	5	0	0	11
<b>TOTAL STAVANGER</b>					<b>165</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
STOCKHOLM (ARLANDA)														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	85	1	0	61	25	11	4	0	0	16
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	86	0	0	62	20	10	7	1	0	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	0	66	18	9	6	1	0	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	0	84	9	5	2	0	0	8
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	48	0	0	69	19	6	6	0	0	16
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	48	0	0	65	21	8	6	0	0	18
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	9	0	0	56	22	22	0	0	0	16
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	9	0	0	44	11	22	22	0	0	31
	HEATHROW	SAS	S	A	183	0	0	55	26	13	5	1	0	22
	HEATHROW	SAS	S	D	179	1	0	85	5	3	7	0	0	11
	STANSTED	SAS	S	A	56	0	0	64	34	2	0	0	0	14
	STANSTED	SAS	S	D	56	0	0	79	11	5	5	0	0	13
	MANCHESTER	SKYWAYS EXPRESS	S	A	50	0	0	68	20	4	8	0	0	15
	MANCHESTER	SKYWAYS EXPRESS	S	D	49	0	0	69	14	8	8	0	0	18

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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)							
STOCKHOLM (ARLANDA)														
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1162</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>
STOCKHOLM (SKAVSTA)														
	STANSTED	RYANAIR	S	A	92	0	0	61	12	10	14	3	0	30
	STANSTED	RYANAIR	S	D	92	0	0	58	32	7	4	0	0	18
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>
STORNOWAY														
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	47	0	0	87	9	2	2	0	0	8
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	48	0	0	85	10	2	2	0	0	9
	EDINBURGH	LOGANAIR	S	A	26	0	0	92	0	4	4	0	0	7
	EDINBURGH	LOGANAIR	S	D	25	0	0	92	8	0	0	0	0	6
<b>TOTAL STORNOWAY</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
STRASBOURG														
	GATWICK	BRIT AIR	S	A	73	0	1	40	37	21	3	0	0	21
	GATWICK	BRIT AIR	S	D	73	0	1	73	21	4	3	0	0	12
<b>TOTAL STRASBOURG</b>					<b>148</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>29</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>
STUTTGART														
	HEATHROW	BMI BRITISH MIDLAND	S	A	91	0	0	63	13	20	4	0	0	18
	HEATHROW	BMI BRITISH MIDLAND	S	D	91	0	0	77	13	10	0	0	0	10
	HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	0	68	19	8	4	1	0	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	121	0	0	81	12	4	3	0	0	10
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	75	0	0	84	13	3	0	0	0	7
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	76	0	0	82	13	5	0	0	0	8
	MANCHESTER	LUFTHANSA CITY LINE	S	A	31	0	0	84	6	6	3	0	0	10
	MANCHESTER	LUFTHANSA CITY LINE	S	D	31	0	0	87	6	6	0	0	0	6
<b>TOTAL STUTTGART</b>					<b>639</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>12</b>
SUMBURGH														
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	81	7	4	7	0	0	10
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	96	4	0	0	0	0	3
	EDINBURGH	LOGANAIR	S	A	31	1	0	84	13	0	3	0	0	7

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
SUMBURGH	EDINBURGH	LOGANAIR	S	D	30	2	0	90	10	0	0	0	0	6
	GLASGOW	LOGANAIR	S	D	26	0	0	85	12	4	0	0	0	8
<b>TOTAL SUMBURGH</b>					<b>141</b>	<b>4</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	46	0	0	70	15	2	7	7	0	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	0	66	21	4	4	4	0	23
	HEATHROW	QANTAS	S	A	42	0	0	45	31	17	7	0	0	21
	HEATHROW	QANTAS	S	D	42	0	0	40	36	21	2	0	0	22
<b>TOTAL SYDNEY</b>					<b>177</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>23</b>

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

Origin / Destinations: T

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
TABARKA															
TAIPEI															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	7	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	23	8	15	0	0	27	
	HEATHROW	EVA AIR	S	A	13	0	0	54	15	31	0	0	0	17	
	HEATHROW	EVA AIR	S	D	13	0	0	69	8	15	8	0	0	19	
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	
TALLIN															
	GATWICK	ESTONIAN AIR	S	A	27	0	0	67	33	0	0	0	0	11	
	GATWICK	ESTONIAN AIR	S	D	27	0	0	85	7	7	0	0	0	10	
<b>TOTAL TALLIN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	
TAMPA															
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	43	29	14	7	7	0	35	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	23	8	15	0	0	30	
<b>TOTAL TAMPA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>32</b>	
TAMPERE															
TARBES-LOURDES INTERNA															
	LUTON	AIR MEDITERRANEE	C	A	2	0	2	50	0	0	50	0	0	43	
	LUTON	AIR MEDITERRANEE	C	D	3	0	0	33	0	0	67	0	0	71	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	3	0	1	33	33	33	0	0	0	24	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	1	50	50	0	0	0	0	11	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>21</b>	<b>2</b>	<b>4</b>	<b>62</b>	<b>19</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	
TASHKENT															
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	8	0	0	100	0	0	0	0	0	3	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	8	0	0	50	38	13	0	0	0	17	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	0	0	94	6	0	0	0	0	4	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	0	0	67	22	11	0	0	0	13	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
TASHKENT														
<b>TOTAL TASHKENT</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>
TBILISI														
TEESSIDE														
	HEATHROW	BMI BRITISH MIDLAND	S	A	89	0	0	76	9	9	6	0	0	16
	HEATHROW	BMI BRITISH MIDLAND	S	D	88	0	1	78	9	8	5	0	0	13
<b>TOTAL TEESSIDE</b>					<b>177</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>
TEHRAN														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	92	8	0	0	0	0	3
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	83	8	8	0	0	0	10
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	2	0	0	0	0	0	100	0	0	87
	HEATHROW	IRAN AIR	S	A	14	0	0	100	0	0	0	0	0	4
	HEATHROW	IRAN AIR	S	D	14	0	0	64	21	7	0	7	0	39
<b>TOTAL TEHRAN</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>
TEL AVIV														
	GATWICK	AIR 2000	C	A	5	0	0	0	20	40	40	0	0	51
	GATWICK	AIR 2000	C	D	6	0	0	17	17	17	50	0	0	58
	GATWICK	ARKIA	C	A	10	0	0	40	10	30	10	10	0	45
	GATWICK	ARKIA	C	D	9	0	1	44	0	33	11	11	0	52
	HEATHROW	ARKIA	C	A	3	0	6	67	33	0	0	0	0	15
	HEATHROW	ARKIA	C	D	3	0	6	33	33	33	0	0	0	19
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	1	63	19	15	0	4	0	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	67	26	7	0	0	0	12
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	70	14	12	5	0	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	91	7	2	0	0	0	5
	HEATHROW	EL AL	S	A	36	0	0	58	14	19	8	0	0	21
	HEATHROW	EL AL	S	D	36	1	1	72	17	6	6	0	0	13
	MANCHESTER	EL AL	S	A	7	0	0	57	14	29	0	0	0	16
	MANCHESTER	EL AL	S	D	8	0	0	25	63	13	0	0	0	22

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Plan (8)								
TEL AVIV															
	STANSTED	EL AL	S	A	17	0	2	65	24	0	12	0	0	17	
	STANSTED	EL AL	S	D	21	0	1	48	14	29	10	0	0	25	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	17	0	17	33	0	33	279	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	1	0	20	20	40	0	20	0	64	
	GATWICK	ISRAIR LTD	C	A	4	0	0	0	0	50	0	50	0	134	
	GATWICK	ISRAIR LTD	C	D	4	0	0	0	25	0	25	50	0	143	
	GATWICK	MONARCH AIRLINES	C	A	20	0	1	15	20	30	30	5	0	65	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	20	35	15	25	5	0	50	
<b>TOTAL TEL AVIV</b>					<b>365</b>	<b>7</b>	<b>20</b>	<b>56</b>	<b>17</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>31</b>	
TENERIFE (SURREINA SOFIA)															
	BIRMINGHAM	AIR 2000	S	A	8	0	0	38	25	25	0	0	13	116	
	BIRMINGHAM	AIR 2000	S	D	8	0	0	50	25	13	0	0	13	111	
	GATWICK	AIR 2000	C	A	13	0	0	23	46	8	23	0	0	32	
	GATWICK	AIR 2000	S	A	17	0	0	18	35	35	6	6	0	52	
	GATWICK	AIR 2000	S	D	17	0	0	65	18	12	6	0	0	21	
	GATWICK	AIR 2000	C	D	14	0	0	79	0	7	7	0	7	37	
	GLASGOW	AIR 2000	S	A	4	0	0	50	50	0	0	0	0	13	
	GLASGOW	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	3	
	MANCHESTER	AIR 2000	C	A	18	0	1	56	6	22	0	17	0	46	
	MANCHESTER	AIR 2000	S	A	12	0	0	83	8	0	8	0	0	17	
	MANCHESTER	AIR 2000	C	D	19	0	0	63	11	0	11	16	0	53	
	MANCHESTER	AIR 2000	S	D	13	0	0	77	15	0	0	8	0	22	
	NEWCASTLE	AIR 2000	S	A	4	0	0	100	0	0	0	0	0	6	
	NEWCASTLE	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	3	
	STANSTED	AIR 2000	S	A	4	0	0	0	75	0	25	0	0	37	
	STANSTED	AIR 2000	S	D	4	0	0	25	25	50	0	0	0	29	
	GATWICK	AIR ATLANTA ICELANDIC	C	A	11	0	0	9	9	27	55	0	0	63	
	GATWICK	AIR ATLANTA ICELANDIC	C	D	9	1	0	67	11	0	22	0	0	24	
	GLASGOW	AIR ATLANTA ICELANDIC	C	A	2	0	0	50	0	0	50	0	0	48	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	3	0	0	0	0	0	100	0	0	107	

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

Origin / Destinations: T

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)								
TENERIFE (SURREINA SOFIA)															
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	3	0	0	0	0	0	100	0	0	101	
	NEWCASTLE	AIR ATLANTA ICELANDIC	C	A	4	0	0	0	0	75	25	0	0	52	
	NEWCASTLE	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	0	75	25	0	0	57	
	EDINBURGH	AIR EUROPA	C	A	5	0	0	60	20	20	0	0	0	14	
	EDINBURGH	AIR EUROPA	C	D	5	0	0	40	40	20	0	0	0	25	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	A	7	0	2	29	29	14	29	0	0	40	
	MANCHESTER	AIR FOYLE PASSENGER AIRLINES	C	D	7	0	2	14	43	29	14	0	0	36	
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	50	0	0	0	28	
	LUTON	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	5	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	75	0	0	0	38	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	1	0	0	75	25	0	0	55	
	STANSTED	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	100	0	0	0	48	
	STANSTED	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	16	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	10	0	0	20	50	10	0	10	10	122	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	10	0	0	50	20	10	0	10	10	116	
	GATWICK	BRITANNIA AIRWAYS	C	A	16	0	0	13	13	44	25	0	6	75	
	GATWICK	BRITANNIA AIRWAYS	C	D	16	0	0	38	19	13	25	0	6	61	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	11	0	11	0	30	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	15	
	LUTON	BRITANNIA AIRWAYS	C	A	8	1	0	38	13	25	13	13	0	51	
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	0	11	11	0	35	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	16	1	0	19	25	25	25	6	0	61	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	15	0	0	47	13	20	13	7	0	43	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	0	0	0	20	205	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	0	0	20	180	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	70	
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	40	0	20	20	20	0	83	
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	1	29	29	14	14	14	0	56	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	1	63	13	13	13	0	0	32	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	0	41
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	33	33	17	8	8	0	43
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	11	0	1	45	36	9	0	9	0	41
	BIRMINGHAM	FUTURA AIRLINES	C	A	4	0	0	50	0	25	0	0	25	330
	BIRMINGHAM	FUTURA AIRLINES	C	D	4	0	0	25	25	25	0	0	25	148
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	50	25	25	0	0	0	20
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	25	50	25	0	0	0	23
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	25	25	50	0	0	0	33
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	25	25	50	0	0	0	30
	STANSTED	GO FLY LTD	S	A	13	0	0	69	23	8	0	0	0	10
	STANSTED	GO FLY LTD	S	D	13	0	0	77	15	8	0	0	0	9
	GLASGOW	IBERWORLD	C	A	3	0	0	33	0	0	67	0	0	76
	GLASGOW	IBERWORLD	C	D	3	0	0	33	0	0	67	0	0	95
	MANCHESTER	IBERWORLD	C	A	2	0	0	50	50	0	0	0	0	22
	BIRMINGHAM	MONARCH AIRLINES	C	A	18	0	0	56	33	11	0	0	0	15
	BIRMINGHAM	MONARCH AIRLINES	C	D	19	0	0	58	37	5	0	0	0	13
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13
	GATWICK	MONARCH AIRLINES	C	A	22	1	0	32	27	18	23	0	0	36
	GATWICK	MONARCH AIRLINES	C	D	23	1	0	65	13	17	4	0	0	17
	LUTON	MONARCH AIRLINES	C	A	4	0	1	100	0	0	0	0	0	2
	LUTON	MONARCH AIRLINES	S	A	8	0	0	25	50	0	25	0	0	35
	LUTON	MONARCH AIRLINES	S	D	8	1	0	50	25	0	25	0	0	27
	LUTON	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1
	MANCHESTER	MONARCH AIRLINES	C	A	28	0	0	57	18	11	14	0	0	25
	MANCHESTER	MONARCH AIRLINES	C	D	29	0	0	52	31	0	17	0	0	25
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	25	0	0	0	0	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	16	0	0	44	19	13	25	0	0	33
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	18	0	0	67	11	11	11	0	0	21

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	Actual (7)	Plan (8)							
TENERIFE (SURREINA SOFIA)	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	25	25	0	0	0	18	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	0	0	20	82	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	4	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	60	13	7	13	7	0	44	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	16	0	0	56	6	19	13	6	0	43	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	100	0	0	0	44	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	75	0	25	0	0	45	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	30	
	MANCHESTER	SPANAIR	C	A	4	0	0	25	50	0	25	0	0	33	
	MANCHESTER	SPANAIR	C	D	4	0	0	25	0	25	50	0	0	46	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	1	0	13	25	38	25	0	0	42	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	25	38	0	0	0	22	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	32	0	1	25	34	19	13	3	6	79	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	33	0	1	67	9	6	6	12	0	48	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	0	8	15	0	0	16	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	0	8	0	0	8	
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	33	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	33	0	1	33	30	24	12	0	0	30	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	34	0	0	62	18	15	6	0	0	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	50	0	0	0	29	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	37	
	GATWICK	TRANSAER	C	A	9	0	3	44	22	11	11	0	11	169	
	GATWICK	TRANSAER	C	D	9	0	2	56	22	11	11	0	0	23	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	8	0	0	50	13	25	0	13	0	61	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	9	0	0	56	22	11	0	11	0	53	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	17	0	0	88	6	0	0	6	0	16
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	17	0	0	71	24	0	0	6	0	22
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1066</b>	<b>8</b>	<b>25</b>	<b>51</b>	<b>19</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>41</b>
THIRA (SANTORINI)														
<b>TOTAL THIRA (SANTORINI)</b>					<b>2</b>	<b>1</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>
TIREE														
	GLASGOW	LOGANAIR	S	A	26	0	0	88	4	0	4	4	0	16
	GLASGOW	LOGANAIR	S	D	26	1	0	96	4	0	0	0	0	4
<b>TOTAL TIREE</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>
TOBAGO														
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	20	0	0	10	0	25
<b>TOTAL TOBAGO</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>25</b>
TOKYO (NARITA)														
	HEATHROW	AEROFLOT	S	A	9	0	0	22	33	33	11	0	0	33
	HEATHROW	AEROFLOT	S	D	9	0	1	44	33	22	0	0	0	19
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	68	16	16	0	0	0	13
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	74	16	6	3	0	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	2	2	63	31	3	3	0	0	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	69	16	10	5	0	0	15
	HEATHROW	JAPAN AIRLINES	S	A	39	0	0	51	13	26	10	0	0	30
	HEATHROW	JAPAN AIRLINES	S	D	39	0	0	28	44	15	13	0	0	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	65	10	16	10	0	0	19
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	26	3	6	0	0	16
<b>TOTAL TOKYO (NARITA)</b>					<b>340</b>	<b>2</b>	<b>3</b>	<b>59</b>	<b>23</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>
TORONTO														
	GLASGOW	AIR CANADA	S	A	29	0	1	76	14	3	7	0	0	11
	GLASGOW	AIR CANADA	S	D	30	0	0	63	23	3	7	0	3	28
	HEATHROW	AIR CANADA	S	A	138	2	1	79	5	11	3	2	0	15
	HEATHROW	AIR CANADA	S	D	128	4	13	59	19	16	3	2	1	26

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)	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
TORONTO																
	MANCHESTER	AIR CANADA	S	A	30	0	0	80	10	7	3	0	0	9		
	MANCHESTER	AIR CANADA	S	D	30	0	0	60	7	23	7	3	0	30		
	BIRMINGHAM	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	4		
	BIRMINGHAM	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	5		
	GATWICK	AIR TRANSAT	S	A	22	0	0	68	5	23	0	0	5	50		
	GATWICK	AIR TRANSAT	S	D	22	0	0	18	36	23	14	5	5	100		
	GLASGOW	AIR TRANSAT	S	A	5	3	0	80	0	20	0	0	0	8		
	GLASGOW	AIR TRANSAT	S	D	5	3	0	40	40	20	0	0	0	18		
	MANCHESTER	AIR TRANSAT	S	A	8	0	0	63	25	0	13	0	0	19		
	MANCHESTER	AIR TRANSAT	S	D	7	0	0	14	43	29	14	0	0	44		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	1	0	80	7	5	5	3	0	18		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	64	30	3	3	0	0	15		
	BIRMINGHAM	CANADA 3000 AIRLINES	S	A	4	0	0	0	50	25	25	0	0	55		
	BIRMINGHAM	CANADA 3000 AIRLINES	S	D	4	0	0	0	0	50	50	0	0	76		
	GATWICK	CANADA 3000 AIRLINES	S	A	27	0	0	74	11	0	11	4	0	22		
	GATWICK	CANADA 3000 AIRLINES	S	D	27	0	0	33	41	7	19	0	0	39		
	GLASGOW	CANADA 3000 AIRLINES	S	A	9	0	0	56	11	22	11	0	0	21		
	GLASGOW	CANADA 3000 AIRLINES	S	D	9	0	0	67	0	33	0	0	0	15		
	MANCHESTER	CANADA 3000 AIRLINES	S	A	9	0	0	78	22	0	0	0	0	8		
	MANCHESTER	CANADA 3000 AIRLINES	S	D	9	0	0	22	56	0	22	0	0	35		
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	9	3	4	33	33	33	0	0	0	22		
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	18	1	6	89	6	0	6	0	0	6		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	13	38	25	25	0	0	48		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	22	33	22	22	0	0	44		
	BIRMINGHAM	ROYAL AIRLINES	S	A	4	0	0	100	0	0	0	0	0	2		
	BIRMINGHAM	ROYAL AIRLINES	S	D	4	0	0	25	50	25	0	0	0	21		
	GATWICK	ROYAL AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0		
	GATWICK	ROYAL AIRLINES	S	D	4	0	0	75	0	25	0	0	0	11		
	GLASGOW	ROYAL AIRLINES	S	A	5	0	0	20	60	0	20	0	0	48		
	GLASGOW	ROYAL AIRLINES	S	D	5	0	0	20	20	40	20	0	0	62		

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

Origin / Destinations: T

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)								
TORONTO														
	MANCHESTER	ROYAL AIRLINES	S	A	5	0	0	20	0	60	20	0	0	63
	MANCHESTER	ROYAL AIRLINES	S	D	5	0	0	0	0	80	0	20	0	76
	STANSTED	ROYAL AIRLINES	S	A	3	0	0	33	33	33	0	0	0	22
	STANSTED	ROYAL AIRLINES	S	D	3	0	0	33	33	33	0	0	0	29
<b>TOTAL TORONTO</b>					<b>771</b>	<b>17</b>	<b>28</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>
TOULON / HYERES														
TOULOUSE (BLAGNAC)														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	92	0	0	62	20	12	5	1	0	20
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	92	0	0	73	16	4	5	1	0	16
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	26	0	0	81	8	8	4	0	0	11
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	69	15	12	4	0	0	14
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	84	0	0	67	18	12	4	0	0	16
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	84	0	0	79	13	6	2	0	0	9
	STANSTED	KLM UK LTD	S	A	4	0	0	25	50	25	0	0	0	27
	STANSTED	KLM UK LTD	S	D	4	0	0	50	25	0	25	0	0	25
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>412</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>
TRANPANI														
TREVISO														
	STANSTED	RYANAIR	S	A	85	0	0	64	18	12	5	0	2	31
	STANSTED	RYANAIR	S	D	84	0	0	40	33	20	6	0	0	26
<b>TOTAL TREVISO</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>28</b>
TRIESTE (RONCHI DEI LEGIO)														
TRIPOLI														
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	54	23	8	0	15	0	49
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	38	23	23	8	8	0	43
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	4	0	4	50	25	25	0	0	0	17



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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)								
TRIPOLI														
	HEATHROW	LIBYAN ARAB AIRLINES		S D	4	0	4	50	50	0	0	0	0	14
<b>TOTAL TRIPOLI</b>					<b>34</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>39</b>
TRONDHEIM (VAERNES)														
TUNIS														
	GATWICK	AIR 2000		C A	2	0	0	0	50	0	50	0	0	66
	GATWICK	AIR 2000		C D	2	0	0	50	0	0	50	0	0	50
	GATWICK	GB AIRWAYS LTD		S A	18	0	0	89	11	0	0	0	0	3
	GATWICK	GB AIRWAYS LTD		S D	18	0	0	56	33	11	0	0	0	16
	GATWICK	MONARCH AIRLINES		C A	2	0	0	50	0	0	50	0	0	36
	GATWICK	MONARCH AIRLINES		C D	2	0	0	50	50	0	0	0	0	20
	HEATHROW	TUNISAIR		S A	18	0	0	44	17	39	0	0	0	21
	HEATHROW	TUNISAIR		S D	18	0	0	22	33	33	11	0	0	31
<b>TOTAL TUNIS</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>
TURIN														
	STANSTED	RYANAIR		S A	58	1	2	79	10	5	3	2	0	12
	STANSTED	RYANAIR		S D	61	0	0	44	38	13	2	3	0	27
<b>TOTAL TURIN</b>					<b>119</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>24</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	ORIENT EAGLE AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	41
	STANSTED	ORIENT EAGLE AIRWAYS	C	D	4	0	0	0	25	25	50	0	0	53
<b>TOTAL URALSK</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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

Origin / Destinations: V

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
VALENCIA														
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	85	0	8	8	0	0	13
	GATWICK	GB AIRWAYS LTD	S	D	25	0	0	76	8	0	16	0	0	22
	HEATHROW	IBERIA	S	A	31	0	0	42	26	23	10	0	0	29
	HEATHROW	IBERIA	S	D	31	0	0	65	26	3	6	0	0	18
<b>TOTAL VALENCIA</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>
VANCOUVER														
	HEATHROW	AIR CANADA	S	A	20	1	0	60	25	10	5	0	0	18
	HEATHROW	AIR CANADA	S	D	10	0	4	30	40	30	0	0	0	25
	GATWICK	AIR TRANSAT	S	A	9	0	0	67	11	22	0	0	0	12
	GATWICK	AIR TRANSAT	S	D	9	0	0	11	78	11	0	0	0	22
	GLASGOW	AIR TRANSAT	S	A	4	0	0	75	0	25	0	0	0	15
	GLASGOW	AIR TRANSAT	S	D	4	0	0	50	25	25	0	0	0	17
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	50	50	0	0	0	0	13
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	50	25	25	0	0	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	13	13	6	0	0	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	19	6	10	0	0	20
	GATWICK	CANADA 3000 AIRLINES	S	A	12	0	0	50	25	8	17	0	0	29
	GATWICK	CANADA 3000 AIRLINES	S	D	12	0	0	50	8	17	25	0	0	34
	GLASGOW	CANADA 3000 AIRLINES	S	A	4	0	0	25	0	25	50	0	0	60
	GLASGOW	CANADA 3000 AIRLINES	S	D	4	0	0	0	25	25	50	0	0	63
	MANCHESTER	CANADA 3000 AIRLINES	S	A	4	0	0	50	0	25	25	0	0	35
	MANCHESTER	CANADA 3000 AIRLINES	S	D	4	0	0	0	50	25	0	0	25	142
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	35	0	4	63	23	11	0	3	0	20
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	44	2	3	73	18	9	0	0	0	11
<b>TOTAL VANCOUVER</b>					<b>245</b>	<b>3</b>	<b>11</b>	<b>58</b>	<b>22</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>
VARADERO														
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	13	13	38	0	0	49
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	50	0	0	0	27
<b>TOTAL VARADERO</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>9</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>42</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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		
						Plan (8)									
VARNA															
VENICE															
	GATWICK	ALITALIA	S	A	91	0	2	70	14	10	5	0	0	15	
	GATWICK	ALITALIA	S	D	91	0	2	54	34	5	7	0	0	18	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	7	0	0	43	14	0	29	14	0	52	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	9	0	0	56	0	0	33	11	0	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	65	18	10	5	0	2	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	64	27	7	2	0	0	13	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	16	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	
	STANSTED	GO FLY LTD	S	A	63	0	0	70	17	11	2	0	0	13	
	STANSTED	GO FLY LTD	S	D	63	0	0	79	17	2	2	0	0	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	14	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	80	0	0	0	33	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	18	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	54	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	50	0	50	0	0	61	
<b>TOTAL VENICE</b>					<b>467</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>21</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	
VERONA															
	GATWICK	AIR 2000	C	A	2	0	0	50	0	0	50	0	0	40	
	GATWICK	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	5	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	88	0	0	38	32	20	9	1	0	28	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	88	0	0	34	41	17	8	0	0	25	
	MANCHESTER	BRITISH AIRWAYS PLC	C	A	2	0	0	0	0	50	50	0	0	93	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	0	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	5	
<b>TOTAL VERONA</b>					<b>199</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>33</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	
VIENNA															

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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														
	HEATHROW	AUSTRIAN AIRLINES	S	A	111	0	1	60	17	14	8	1	0	23
	HEATHROW	AUSTRIAN AIRLINES	S	D	111	0	1	63	16	14	5	2	0	23
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	67	15	13	4	1	0	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	76	14	8	2	0	0	11
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	51	1	0	73	18	10	0	0	0	12
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	52	0	0	71	25	4	0	0	0	10
	STANSTED	KLM UK LTD	S	A	58	0	0	76	14	7	2	2	0	13
	STANSTED	KLM UK LTD	S	D	58	0	0	66	21	10	2	2	0	19
	MANCHESTER	LAUDA-AIR	S	A	49	0	0	51	29	16	4	0	0	18
	MANCHESTER	LAUDA-AIR	S	D	49	0	0	43	29	20	6	0	2	32
	EDINBURGH	TYROLEAN AIRWAYS	S	A	5	1	0	60	20	20	0	0	0	19
	EDINBURGH	TYROLEAN AIRWAYS	S	D	5	1	0	80	0	20	0	0	0	13
<b>TOTAL VIENNA</b>					<b>795</b>	<b>3</b>	<b>2</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>
VILNIUS														
	HEATHROW	LITHUANIA AIRLINES	S	A	31	0	0	81	16	3	0	0	0	9
	HEATHROW	LITHUANIA AIRLINES	S	D	31	0	0	81	13	0	6	0	0	11
<b>TOTAL VILNIUS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>
VOLOS														
	GATWICK	AIR 2000	C	A	3	0	0	0	67	0	33	0	0	44
	GATWICK	AIR 2000	C	D	2	0	0	0	100	0	0	0	0	18
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	1	1	100	0	0	0	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	3	0	0	67	33	0	0	0	0	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	14
<b>TOTAL VOLOS</b>					<b>16</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>38</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	BRITISH AIRWAYS PLC	S	A	62	0	0	81	5	8	5	0	2	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	79	10	6	5	0	0	12
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	27	0	0	70	19	11	0	0	0	11
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	27	0	0	67	15	15	4	0	0	15
	HEATHROW	LOT-POLISH AIRLINES	S	A	92	0	1	63	23	11	2	1	0	15
	HEATHROW	LOT-POLISH AIRLINES	S	D	92	0	1	78	12	7	3	0	0	11
<b>TOTAL WARSAW</b>					<b>364</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>
WASHINGTON (DULLES)														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	95	3	1	0	0	0	2
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	79	13	5	3	0	0	11
	HEATHROW	UNITED AIRLINES	S	A	113	0	0	67	11	13	8	1	0	17
	HEATHROW	UNITED AIRLINES	S	D	113	0	0	82	10	6	2	0	0	10
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	90	3	3	0	3	0	11
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	58	26	13	0	3	0	21
<b>TOTAL WASHINGTON (DULLES)</b>					<b>461</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>
WATERFORD														
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	27	0	0	93	4	4	0	0	0	5
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	27	0	0	78	15	4	4	0	0	11
<b>TOTAL WATERFORD</b>					<b>54</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>
WICK														
	NEWCASTLE	GILL AIRWAYS	S	A	22	0	0	86	9	0	5	0	0	7
	NEWCASTLE	GILL AIRWAYS	S	D	22	0	0	91	0	5	5	0	0	7
<b>TOTAL WICK</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>
WINDHOEK														
	HEATHROW	AIR NAMIBIA	S	A	3	0	1	0	33	33	33	0	0	58
	HEATHROW	AIR NAMIBIA	S	D	4	0	0	25	50	0	25	0	0	32
<b>TOTAL WINDHOEK</b>					<b>7</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>43</b>

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

Origin / Destinations: Y

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)								
YEREVAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	9	0	0	67	11	11	11	0	0	21
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	88	13	0	0	0	0	7
<b>TOTAL YEREVAN</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							Average delay (mins)	
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours			
													MATCHED		UNMATCHED
ZAGREB															
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	86	0	5	9	0	0	11	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	59	23	9	9	0	0	20	
	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	58	23	13	6	0	0	20	
	HEATHROW	CROATIA AIRLINES	S	D	31	0	0	45	32	16	6	0	0	23	
<b>TOTAL ZAGREB</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	
ZAKINTHOS															
	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	0	
	BIRMINGHAM	AIR 2000	C	D	4	0	1	75	25	0	0	0	0	14	
	GATWICK	AIR 2000	C	A	21	0	1	81	10	5	5	0	0	13	
	GATWICK	AIR 2000	C	D	18	0	3	67	11	11	11	0	0	26	
	GLASGOW	AIR 2000	C	A	5	0	0	40	0	20	40	0	0	47	
	GLASGOW	AIR 2000	C	D	4	0	1	75	0	25	0	0	0	17	
	MANCHESTER	AIR 2000	C	A	11	0	0	73	0	18	0	9	0	25	
	MANCHESTER	AIR 2000	C	D	9	0	2	89	0	0	11	0	0	24	
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	0	0	0	0	20	189	
	NEWCASTLE	AIR 2000	C	D	4	0	1	50	25	0	25	0	0	25	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	0	50	0	0	63	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	0	50	25	25	0	0	55	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	12	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	44	11	0	0	0	17	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	1	86	0	14	0	0	0	10	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	7	
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	5	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	14	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	7	0	0	57	29	0	14	0	0	24	



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

Origin / Destinations: Z

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)									
ZAKINTHOS															
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	60	0	0	0	0	17	
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	45	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	1	33	33	33	0	0	0	26	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	1	100	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	15	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	15	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	15	
	EDINBURGH	MONARCH AIRLINES	C	D	3	0	1	33	33	0	33	0	0	35	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	55	
	GATWICK	MONARCH AIRLINES	C	D	3	0	1	0	67	0	33	0	0	65	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	67	22	0	11	0	0	18	
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	1	29	43	0	29	0	0	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	24	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	0	33	0	0	41	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	50	0	0	55	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	0	33	0	0	41	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	25	13	13	0	0	21	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	33	17	33	17	0	0	33	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	38	25	0	0	0	22	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	2	67	33	0	0	0	0	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	26	0	0	65	8	12	15	0	0	24	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	3	74	0	16	11	0	0	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	25	0	0	0	0	8	
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	1	67	33	0	0	0	0	5	

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

Origin / Destinations: Z

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)								
ZAKINTHOS														
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	29	0	0	52	17	14	17	0	0	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	1	4	59	5	18	18	0	0	28
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	18
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	23
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	0	25	0	60
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	34
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	4	0	1	50	25	0	25	0	0	50
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	D	3	0	1	100	0	0	0	0	0	3
<b>TOTAL ZAKINTHOS</b>					<b>405</b>	<b>2</b>	<b>27</b>	<b>64</b>	<b>15</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>
ZARAGOZA														
ZURICH														
	HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	0	66	18	9	6	0	0	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	0	82	9	5	4	0	0	11
	GATWICK	CITY FLYER EXPRESS	S	A	53	0	1	75	13	9	2	0	0	13
	GATWICK	CITY FLYER EXPRESS	S	D	53	0	1	85	9	0	6	0	0	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	11	48	33	7	0	0	33
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	37	44	19	0	0	0	20
	LUTON	EASYJET SWITZERLAND	S	A	62	0	0	45	24	18	11	2	0	31
	LUTON	EASYJET SWITZERLAND	S	D	62	0	0	60	24	6	10	0	0	20
	BIRMINGHAM	SWISS AIRLINES	S	A	76	0	0	75	13	11	1	0	0	13
	BIRMINGHAM	SWISS AIRLINES	S	D	74	0	0	69	24	3	4	0	0	14
	EDINBURGH	SWISS AIRLINES	S	A	31	0	0	10	29	48	13	0	0	42
	EDINBURGH	SWISS AIRLINES	S	D	31	0	0	13	13	55	16	3	0	53
	LONDON CITY	SWISS AIRLINES	S	A	137	0	1	54	29	14	3	0	0	17
	LONDON CITY	SWISS AIRLINES	S	D	135	0	3	33	42	20	4	0	0	25
	HEATHROW	SWISSAIR	S	A	217	0	0	30	29	28	12	0	0	32
	HEATHROW	SWISSAIR	S	D	217	0	0	55	19	18	7	0	0	22

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR OCTOBER 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	MANCHESTER	SWISSAIR	S	A	62	0	0	40	23	32	3	2	0	28	
	MANCHESTER	SWISSAIR	S	D	62	0	0	74	11	10	5	0	0	15	
<b>TOTAL ZURICH</b>					<b>1672</b>	<b>2</b>	<b>6</b>	<b>54</b>	<b>23</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2000

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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	672	4	8	73	14	6	6	1	0	16			
DUBLIN	521	0	16	69	13	8	8	2	0	22			
PALMA DE MALLORCA	208	3	9	56	17	12	9	6	0	39			
PARIS (CHARLES DE GAULLE)	678	1	4	67	14	10	8	1	0	20			
CHARTERED FLIGHTS(ALL ROUTES)	1595	24	82	60	16	11	9	3	1	32			
SCHEDULED FLIGHTS(ALL ROUTES)	8394	27	158	72	15	8	5	1	0	15			
AIRPORT TOTAL	9989	51	240	70	15	9	5	1	0	18			

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 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	353	0	1	71	12	7	7	3	0	23
DUBLIN	237	1	11	64	10	12	12	3	0	28
PALMA DE MALLORCA	50	0	3	26	20	26	2	22	4	93
PARIS (CHARLES DE GAULLE)	385	0	8	52	20	18	9	2	0	26
CHARTERED FLIGHTS(ALL ROUTES)	236	9	15	49	20	17	5	8	1	42
SCHEDULED FLIGHTS(ALL ROUTES)	6824	10	126	76	11	7	4	1	0	13
AIRPORT TOTAL	7060	19	141	75	12	8	4	1	0	14

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2000

Reporting Airport: GATWICK (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	333	0	11	66	15	13	5	1	0	21
ATHENS	203	0	4	67	15	12	5	0	0	15
DUBLIN	767	0	19	66	15	11	8	1	0	20
NEW YORK (JF KENNEDY)	62	0	0	74	8	11	3	2	2	25
PALMA DE MALLORCA	515	1	22	47	16	16	13	6	2	55
PARIS (CHARLES DE GAULLE)	287	1	8	51	18	21	9	1	0	25
CHARTERED FLIGHTS(ALL ROUTES)	5024	54	273	50	16	13	15	4	1	46
SCHEDULED FLIGHTS(ALL ROUTES)	17040	63	203	69	15	9	6	1	0	18
AIRPORT TOTAL	22064	117	476	64	15	10	8	2	0	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 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	247	0	7	82	7	6	4	1	0	10	
DUBLIN	235	0	11	71	11	4	12	2	0	24	
PALMA DE MALLORCA	169	6	9	41	18	14	17	7	3	62	
PARIS (CHARLES DE GAULLE)	404	0	4	68	13	11	8	0	0	19	
CHARTERED FLIGHTS(ALL ROUTES)	1142	24	60	58	13	11	13	3	2	40	
SCHEDULED FLIGHTS(ALL ROUTES)	6628	46	67	76	13	7	4	0	0	13	
AIRPORT TOTAL	7770	70	127	73	13	7	6	1	0	17	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 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	1463	1	5	60	17	14	8	1	0	22	
ATHENS	419	4	3	58	22	14	5	1	0	20	
DUBLIN	1319	0	8	50	21	16	11	1	0	28	
NEW YORK (JF KENNEDY)	1238	4	2	75	12	7	5	1	0	17	
PALMA DE MALLORCA	70	0	0	47	21	13	16	3	0	34	
PARIS (CHARLES DE GAULLE)	1567	10	13	52	20	18	9	0	0	24	
CHARTERED FLIGHTS(ALL ROUTES)	91	2	28	29	22	24	22	1	2	53	
SCHEDULED FLIGHTS(ALL ROUTES)	38786	91	294	65	17	11	6	1	0	18	
AIRPORT TOTAL	38877	93	322	65	17	11	6	1	0	19	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 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	306	0	14	82	10	5	2	0	0	9
DUBLIN	346	2	18	75	14	6	5	0	0	13
PARIS (CHARLES DE GAULLE)	256	0	8	68	14	11	7	0	0	18
SCHEDULED FLIGHTS(ALL ROUTES)	4317	179	393	66	21	9	4	0	0	15
AIRPORT TOTAL	4317	181	393	66	21	9	4	0	0	15

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 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	286	1	0	57	18	16	8	1	0	24	
ATHENS	124	1	0	65	21	6	7	1	0	17	
DUBLIN	300	0	4	79	9	5	8	0	0	13	
PALMA DE MALLORCA	187	7	19	47	18	19	9	5	2	55	
PARIS (CHARLES DE GAULLE)	177	0	19	54	21	18	6	2	0	23	
CHARTERED FLIGHTS(ALL ROUTES)	865	39	63	56	17	14	9	3	1	37	
SCHEDULED FLIGHTS(ALL ROUTES)	3763	17	95	57	19	14	10	1	0	24	
AIRPORT TOTAL	4628	56	158	57	18	14	9	1	0	26	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 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	772	0	19	68	12	10	9	1	0	20	
ATHENS	34	0	4	38	24	26	12	0	0	29	
DUBLIN	587	36	4	73	13	6	6	0	0	16	
NEW YORK (JF KENNEDY)	146	1	0	71	10	12	5	2	0	17	
PALMA DE MALLORCA	446	6	18	35	15	17	24	9	1	65	
PARIS (CHARLES DE GAULLE)	605	5	23	58	16	19	8	0	0	21	
CHARTERED FLIGHTS(ALL ROUTES)	4422	68	221	49	16	13	16	5	1	45	
SCHEDULED FLIGHTS(ALL ROUTES)	11641	75	131	69	15	10	6	1	0	16	
AIRPORT TOTAL	16063	143	352	64	15	11	9	2	0	24	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2000

Reporting Airport: NEWCASTLE (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	301	0	1	75	10	7	6	1	0	16
DUBLIN	121	0	4	80	7	2	10	1	0	18
PALMA DE MALLORCA	127	0	5	56	14	7	14	9	0	42
PARIS (CHARLES DE GAULLE)	156	0	0	70	10	13	6	1	0	16
CHARTERED FLIGHTS(ALL ROUTES)	864	8	30	65	12	9	9	4	1	34
SCHEDULED FLIGHTS(ALL ROUTES)	2881	4	60	79	10	7	4	1	0	12
AIRPORT TOTAL	3745	12	90	75	10	7	5	1	0	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 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	512	3	5	72	12	9	6	1	0	17	
DUBLIN	721	4	12	67	17	11	5	1	0	18	
PALMA DE MALLORCA	184	3	11	60	11	8	16	5	1	40	
PARIS (CHARLES DE GAULLE)	222	1	1	68	9	10	13	0	0	23	
CHARTERED FLIGHTS(ALL ROUTES)	794	44	50	57	15	12	11	4	0	32	
SCHEDULED FLIGHTS(ALL ROUTES)	11231	38	144	67	17	10	5	1	0	17	
AIRPORT TOTAL	12025	82	194	66	17	10	6	1	0	18	