

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**November 2001**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

Tel: 020-7453-6258  
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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 NOVEMBER 2001

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	52	0	0	77	23	0	0	0	0	8	94	4	103
TOTAL VIENNA			53	0	0	77	23	0	0	0	0	8	93	5	105
TOTAL AUSTRIA			53	0	0	77	23	0	0	0	0	8	93	5	105
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	148	0	0	91	9	1	0	0	0	4	86	8	145
	FLYBE.BRITISH EUROPEAN	S	90	6	15	92	4	2	0	1	0	6	0	0	0
	SN BRUSSELS AIRLINES	S	130	8	0	95	4	1	0	0	0	3	0	0	0
TOTAL BRUSSELS			368	14	57	93	6	1	0	0	0	4	68	14	505
TOTAL BELGIUM			368	14	57	93	6	1	0	0	0	4	68	14	505
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	8	0	0	38	13	13	38	0	0	38	88	9	8
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	14	0	0	0
TOTAL LARNACA			17	0	0	53	12	18	18	0	0	24	78	42	9
PAPHOS	AIR 2000	S	8	0	0	75	13	0	13	0	0	20	80	12	10
	BRITANNIA AIRWAYS	C	17	0	0	82	12	0	6	0	0	14	20	50	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL PAPHOS			34	0	0	82	9	3	6	0	0	13	50	31	20
TOTAL CYPRUS			51	0	0	73	10	8	10	0	0	17	59	34	29
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	44	0	0	95	5	0	0	0	0	2	0	0	0
TOTAL PRAGUE			44	0	0	95	5	0	0	0	0	2	0	0	0
TOTAL CZECH REPUBLIC			44	0	0	95	5	0	0	0	0	2	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	5	0	0	0
	DUO AIRWAYS LTD	S	200	0	0	77	14	7	2	0	0	10	86	7	190
	SAS	S	172	0	0	80	16	2	3	0	0	11	57	17	63
TOTAL COPENHAGEN			375	0	0	78	15	5	2	0	0	11	79	10	253
TOTAL DENMARK			375	0	0	78	15	5	2	0	0	11	79	10	253
<b>FRANCE</b>															
LYON	DUO AIRWAYS LTD	S	104	0	0	94	1	3	2	0	0	3	86	6	56
TOTAL LYON			104	0	0	94	1	3	2	0	0	3	86	6	56
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	327	0	0	89	5	4	2	0	0	7	83	9	321
	FLYBE.BRITISH EUROPEAN	S	379	0	0	80	10	7	2	0	0	10	60	24	366
TOTAL PARIS (CHARLES DE GAULLE)			706	0	0	85	8	6	2	0	0	8	70	17	687
TOTAL FRANCE			810	0	0	86	7	6	2	0	0	8	72	16	771
<b>GERMANY</b>															
BERLIN (TEGEL)	DUO AIRWAYS LTD	S	104	0	0	73	20	7	0	0	0	10	92	7	102

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BERLIN (TEGEL)			104	0	0	73	20	7	0	0	0	10	92	7	102
COLOGNE (BONN)	AUGSBURG AIRWAYS GMBH	S	37	0	0	68	27	5	0	0	0	13	0	0	0
TOTAL COLOGNE (BONN)			37	0	0	68	27	5	0	0	0	13	0	50	1
DUSSELDORF	BRITISH AIRWAYS PLC	S	203	5	0	92	2	5	0	0	0	5	93	4	215
	EUROWINGS LUFTVERKEHRS	S	144	0	0	85	9	4	2	0	0	8	0	0	0
TOTAL DUSSELDORF			347	5	0	89	5	5	1	0	0	6	88	6	359
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	206	0	2	91	4	3	2	0	0	7	88	7	207
	LUFTHANSA	S	180	0	0	67	22	8	3	0	0	15	87	6	174
TOTAL FRANKFURT MAIN			386	0	2	80	12	5	3	0	0	11	87	6	381
HAMBURG	BRITISH AIRWAYS PLC	S	92	0	4	73	15	8	4	0	0	14	66	13	44
TOTAL HAMBURG			92	0	4	73	15	8	4	0	0	14	66	13	44
HANOVER	BRITISH AIRWAYS PLC	S	52	0	0	94	2	4	0	0	0	4	75	16	44
TOTAL HANOVER			52	0	0	94	2	4	0	0	0	4	75	16	44
MUNICH	BRITISH AIRWAYS PLC	S	99	0	5	83	9	7	1	0	0	8	74	16	103
	LUFTHANSA	S	92	0	4	91	4	2	2	0	0	6	67	13	57
	LUFTHANSA CITY LINE	S	120	0	0	88	10	2	0	0	0	5	83	10	92
	WDL FLUGDIENST	C	12	0	0	75	17	8	0	0	0	12	0	0	0
TOTAL MUNICH			323	0	9	87	8	4	1	0	0	7	75	13	254
STUTTGART	DUO AIRWAYS LTD	S	148	0	0	86	9	4	1	0	0	7	90	5	148
TOTAL STUTTGART			148	0	0	86	9	4	1	0	0	7	90	5	148
TOTAL GERMANY			1489	6	15	83	10	5	2	0	0	8	85	8	1333
GREECE															
TOTAL KOS			2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL RHODES			3	0	0	67	0	0	33	0	0	29	0	0	0
TOTAL GREECE			5	0	0	60	0	20	20	0	0	24	50	47	4
ICELAND															
KEFLAVIK	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	15	100	3	2
TOTAL KEFLAVIK			2	0	0	50	50	0	0	0	0	15	100	3	2
TOTAL ICELAND			2	0	0	50	50	0	0	0	0	15	100	3	2
IRISH REPUBLIC															
CORK	AER LINGUS	S	73	0	0	93	4	3	0	0	0	5	85	16	78
	FLYBE.BRITISH EUROPEAN	S	54	0	0	93	6	2	0	0	0	3	80	16	94
TOTAL CORK			127	0	0	93	5	2	0	0	0	4	82	16	172
DUBLIN	AER LINGUS	S	319	1	1	88	7	3	2	0	0	6	84	14	315
	RYANAIR	S	224	0	0	90	6	3	0	0	0	5	80	12	222
TOTAL DUBLIN			543	1	1	89	6	3	1	0	0	6	82	13	537
SHANNON	FLYBE.BRITISH EUROPEAN	S	52	0	0	94	4	2	0	0	0	3	63	17	51
TOTAL SHANNON			52	0	0	94	4	2	0	0	0	3	63	17	51

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL IRISH REPUBLIC			722	1	1	90	6	3	1	0	0	5	81	14	760
ITALY															
MILAN (MALPENSA)	DUO AIRWAYS LTD	S	153	0	0	67	12	10	10	1	0	20	63	15	155
TOTAL MILAN (MALPENSA)			153	0	0	67	12	10	10	1	0	20	63	15	155
ROME (CIAMPINO)	MONARCH AIRLINES	C	4	0	0	75	0	0	25	0	0	21	0	0	0
TOTAL ROME (CIAMPINO)			5	0	0	60	20	0	20	0	0	20	0	0	0
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	52	0	0	60	17	19	0	4	0	24	0	0	0
TOTAL ROME (FIUMICINO)			52	0	0	60	17	19	0	4	0	24	85	7	52
TREVISO	BRITANNIA AIRWAYS	C	2	0	0	50	0	50	0	0	0	29	0	0	0
TOTAL TREVISO			2	0	0	50	0	50	0	0	0	29	0	0	0
TOTAL ITALY			212	0	0	65	13	13	8	2	0	21	68	13	207
MALTA															
MALTA	AIR MALTA	C	8	0	0	88	13	0	0	0	0	5	75	9	8
	AIR MALTA	S	18	0	0	78	0	11	11	0	0	18	100	3	10
	BRITANNIA AIRWAYS	C	10	0	0	50	10	0	20	20	0	78	50	20	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	100	4	8
TOTAL MALTA			44	0	0	77	5	5	9	5	0	27	80	9	35
TOTAL MALTA			44	0	0	77	5	5	9	5	0	27	80	9	35
NETHERLANDS															
AMSTERDAM	DUO AIRWAYS LTD	S	122	0	0	76	13	6	4	0	1	14	86	10	258
	KLM UK LTD	S	297	0	3	82	5	5	7	0	0	12	85	9	367
TOTAL AMSTERDAM			419	0	3	80	8	5	6	0	0	13	86	9	625
EINDHOVEN	TTA - TRANS TRAVEL AIRLINES BV	S	83	0	13	89	4	5	2	0	0	8	0	0	0
TOTAL EINDHOVEN			83	0	13	89	4	5	2	0	0	8	76	12	66
TOTAL NETHERLANDS			503	0	16	82	7	5	6	0	0	12	85	10	693
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	S	10	0	0	80	0	20	0	0	0	11	88	4	8
	BRITANNIA AIRWAYS	C	10	0	0	100	0	0	0	0	0	3	80	6	10
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	17	13	29	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	25	0	0	0	21	70	9	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	86	6	7
TOTAL FARO			44	0	0	80	7	14	0	0	0	10	67	11	43
TOTAL PORTUGAL(EXCLUDING MADEIRA)			44	0	0	80	7	14	0	0	0	10	69	11	45
PORTUGAL(MADEIRA)															
FUNCHAL	AIR 2000	C	8	0	0	75	25	0	0	0	0	6	88	3	8
	FAIRLINES S A	C	7	0	0	86	0	14	0	0	0	7	0	0	0
TOTAL FUNCHAL			16	0	0	81	13	6	0	0	0	7	75	99	16
TOTAL PORTUGAL(MADEIRA)			16	0	0	81	13	6	0	0	0	7	75	99	16

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	S	8	0	0	88	0	0	13	0	0	17	25	38	8
	BRITANNIA AIRWAYS	C	26	0	0	88	4	0	8	0	0	11	76	20	25
	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	30	38	128	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	31	0	0	0	0	10	63	13	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	1	86	10	7
<b>TOTAL ALICANTE</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>33</b>	<b>64</b>
<b>ALMERIA</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	38	0	0	0	22	50	18	8
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>18</b>	<b>8</b>
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	34	0	0	94	6	0	0	0	0	5	100	2	34
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BARCELONA</b>			<b>38</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>5</b>	<b>100</b>	<b>2</b>	<b>34</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	60	0	0	93	7	0	0	0	0	3	82	9	60
<b>TOTAL MADRID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>9</b>	<b>60</b>
<b>MALAGA</b>	AIR 2000	S	8	0	0	75	13	13	0	0	0	10	38	48	8
	BRITANNIA AIRWAYS	C	18	0	0	83	0	6	11	0	0	16	50	19	18
	MONARCH AIRLINES	C	16	0	0	81	13	6	0	0	0	8	75	10	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	24	50	23	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	86	5	7
<b>TOTAL MALAGA</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>13</b>	<b>60</b>	<b>19</b>	<b>57</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	S	8	0	0	100	0	0	0	0	0	4	25	30	8
	BRITANNIA AIRWAYS	C	26	0	0	85	12	0	4	0	0	10	81	13	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	23	75	11	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>15</b>	<b>36</b>
<b>TOTAL SPAIN</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>17</b>	<b>260</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	S	10	0	0	80	0	20	0	0	0	8	100	5	11
	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	9	75	16	8
	MONARCH AIRLINES	C	10	0	0	50	50	0	0	0	0	11	80	13	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	63	10	8
	THOMAS COOK AIRLINES LTD	C	11	0	0	73	27	0	0	0	0	8	70	15	10
<b>TOTAL ARRECIFE</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>47</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	75	14	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	6	80	7	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	60	33	10
<b>TOTAL FUERTEVENTURA</b>			<b>24</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>78</b>	<b>15</b>	<b>36</b>
<b>LAS PALMAS</b>	AIR 2000	C	8	0	0	100	0	0	0	0	0	1	100	1	8
	BRITANNIA AIRWAYS	C	18	0	0	56	39	6	0	0	0	14	78	14	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	75	11	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	7	75	10	8
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>42</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	S	27	0	0	81	15	4	0	0	0	7	54	15	24

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	18	0	0	83	17	0	0	0	0	6	69	16	16
	EXCEL AIRWAYS LTD	C	8	0	0	13	13	50	13	13	0	64	0	0	0
	FUTURA AIRLINES	C	4	0	0	25	0	25	50	0	0	50	0	0	0
	MONARCH AIRLINES	C	26	0	0	69	8	12	12	0	0	19	44	21	25
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	29	0	12	0	0	22	71	13	17
	THOMAS COOK AIRLINES LTD	C	21	1	0	57	19	14	5	5	0	28	88	6	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>123</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>15</b>	<b>101</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>236</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>226</b>
<b>SWEDEN</b>															
GOTEBORG	DUO AIRWAYS LTD	S	52	0	0	67	17	12	4	0	0	15	0	0	0
<b>TOTAL GOTEBORG</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	DUO AIRWAYS LTD	S	95	0	0	84	6	9	0	0	0	9	88	5	95
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>95</b>
<b>TOTAL SWEDEN</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>5</b>	<b>95</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	102	0	0	75	18	5	2	0	0	10	66	15	102
<b>TOTAL BASLE MULHOUSE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>15</b>	<b>102</b>
ZURICH	SWISS AIRLINES	S	150	0	0	73	18	7	2	0	0	12	77	13	155
<b>TOTAL ZURICH</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>13</b>	<b>155</b>
<b>TOTAL SWITZERLAND</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>14</b>	<b>270</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	2	70	14	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	20	38	20	8
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>17</b>	<b>26</b>
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>17</b>	<b>26</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	4	100	1	7
<b>TOTAL ANTALYA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>7</b>
<b>TOTAL TURKEY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>1</b>	<b>7</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	28	0	0	64	14	14	0	7	0	27	32	63	34
<b>TOTAL ASHKHABAD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>32</b>	<b>63</b>	<b>34</b>
<b>TOTAL TURKMENISTAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>32</b>	<b>63</b>	<b>34</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	58	0	0	81	14	2	3	0	0	7	0	0	0
<b>TOTAL DUBAI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	173	1	0	87	4	6	3	0	0	7	87	8	147
<b>TOTAL ABERDEEN</b>			<b>173</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	<b>147</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	309	0	4	87	10	3	1	0	0	6	65	25	242
<b>TOTAL BELFAST CITY</b>			<b>309</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>25</b>	<b>242</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	264	0	0	88	5	5	2	0	0	8	88	8	216
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>8</b>	<b>216</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	358	0	3	95	4	1	1	0	0	5	86	8	403
	FLYBE.BRITISH EUROPEAN	S	244	0	0	94	4	2	1	0	0	4	85	9	204
<b>TOTAL EDINBURGH</b>			<b>602</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>609</b>
GLASGOW	BRITISH AIRWAYS PLC	S	345	1	3	93	4	2	1	0	0	5	93	5	396
	FLYBE.BRITISH EUROPEAN	S	198	0	2	90	6	3	1	0	0	6	90	5	256
<b>TOTAL GLASGOW</b>			<b>543</b>	<b>1</b>	<b>5</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>5</b>	<b>652</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	52	0	0	88	10	2	0	0	0	6	77	23	44
<b>TOTAL GUERNSEY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>23</b>	<b>44</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	103	0	1	91	6	1	2	0	0	6	80	13	104
<b>TOTAL ISLE OF MAN</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>13</b>	<b>104</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	52	0	0	79	19	2	0	0	0	9	69	16	95
<b>TOTAL JERSEY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>16</b>	<b>95</b>
MANCHESTER	EMIRATES	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	14	1	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MANCHESTER</b>			<b>19</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>14</b>
NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	140	0	0	94	4	2	0	0	0	3	90	9	141
<b>TOTAL NEWCASTLE</b>			<b>141</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>9</b>	<b>141</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2259</b>	<b>7</b>	<b>13</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>2413</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	55	1	1	91	5	0	4	0	0	5	82	10	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>55</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>60</b>
ORLANDO	BRITANNIA AIRWAYS	C	4	0	0	75	0	25	0	0	0	10	67	16	6
<b>TOTAL ORLANDO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>16</b>	<b>6</b>
SANFORD	AIR 2000	C	9	0	0	33	33	22	11	0	0	31	89	3	9
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>89</b>	<b>3</b>	<b>9</b>
<b>TOTAL USA</b>			<b>68</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>20</b>	<b>135</b>
<b>TOTAL BIRMINGHAM</b>			<b>8085</b>	<b>30</b>	<b>103</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>8270</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	151	0	5	88	6	4	2	0	0	7	0	0	0
	FLYBE.BRITISH EUROPEAN	S	72	0	17	79	17	1	3	0	0	10	0	0	0
	SN BRUSSELS AIRLINES	S	37	0	0	68	24	8	0	0	0	11	0	0	0
<b>TOTAL BRUSSELS</b>			<b>260</b>	<b>0</b>	<b>30</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>226</b>
<b>TOTAL BELGIUM</b>			<b>260</b>	<b>0</b>	<b>30</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>13</b>	<b>226</b>
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	59	0	1	85	5	8	2	0	0	10	84	9	57
<b>TOTAL COPENHAGEN</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>57</b>
<b>TOTAL DENMARK</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>57</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	180	0	0	51	16	26	8	0	0	24	43	31	178
	BRITISH AIRWAYS CITIEXPRESS L	S	46	0	0	80	17	0	2	0	0	10	77	12	47
	BRITISH REGIONAL AIRLINES LTD	S	159	1	0	75	15	7	3	0	0	11	54	23	158
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>385</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>25</b>	<b>383</b>
<b>TOTAL FRANCE</b>			<b>385</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>25</b>	<b>387</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	52	0	0	96	4	0	0	0	0	1	89	7	88
<b>TOTAL DUSSELDORF</b>			<b>52</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>1</b>	<b>89</b>	<b>7</b>	<b>88</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	21	0	3	95	0	5	0	0	0	5	97	2	30
	LUFTHANSA	S	119	1	1	86	10	3	1	0	0	7	92	7	119
<b>TOTAL FRANKFURT MAIN</b>			<b>140</b>	<b>1</b>	<b>4</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>6</b>	<b>149</b>
<b>TOTAL GERMANY</b>			<b>193</b>	<b>1</b>	<b>4</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>6</b>	<b>237</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL KEFLAVIK</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	212	0	0	88	10	1	0	0	0	6	85	17	230
	GO FLY LTD	S	223	0	1	88	7	3	3	0	0	7	0	0	0
	RYANAIR	S	216	0	0	86	7	3	3	1	0	11	0	0	0
<b>TOTAL DUBLIN</b>			<b>651</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>17</b>	<b>231</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>651</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>17</b>	<b>231</b>
<b>ITALY</b>															
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	42	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>42</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>0</b>	<b>0</b>	<b>0</b>
VENICE	COUGAR LEASING LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL VENICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL ITALY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	120	0	0	81	11	3	6	0	0	12	0	0	0
	KLM UK LTD	S	266	2	2	73	11	9	7	0	0	15	81	11	340
<b>TOTAL AMSTERDAM</b>			<b>386</b>	<b>3</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>11</b>	<b>340</b>
<b>ROTTERDAM</b>	BRITISH WORLD AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	5	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>TOTAL NETHERLANDS</b>			<b>394</b>	<b>4</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>11</b>	<b>348</b>
<b>NORWAY</b>															
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	10	0	0	20	30	50	0	0	0	31	75	10	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	63	13	8
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>11</b>	<b>16</b>
<b>MADRID</b>	BRITISH AIRWAYS PLC	S	30	0	0	100	0	0	0	0	0	2	80	9	51
<b>TOTAL MADRID</b>			<b>30</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>80</b>	<b>9</b>	<b>51</b>
<b>TOTAL SPAIN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>69</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	IBERWORLD	C	10	0	0	20	0	60	20	0	0	49	0	0	0
<b>TOTAL ARRECIFE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>90</b>	<b>3</b>	<b>10</b>
<b>LAS PALMAS</b>	SPANAIR	C	8	0	0	75	25	0	0	0	0	9	50	23	8
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>23</b>	<b>8</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR EUROPA	C	10	0	0	70	20	10	0	0	0	10	81	9	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>16</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>11</b>	<b>34</b>
<b>UNITED KINGDOM</b>															
<b>BELFAST CITY</b>	BRITISH REGIONAL AIRLINES LTD	S	172	0	0	91	5	1	3	0	0	7	92	4	156
<b>TOTAL BELFAST CITY</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>156</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	180	0	0	84	13	2	0	0	0	6	0	0	0
	GO FLY LTD	S	164	0	0	92	4	1	3	0	0	8	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>94</b>
<b>BIRMINGHAM</b>	BRITISH AIRWAYS PLC	S	234	0	1	97	2	0	1	0	0	3	84	9	234
	FLYBE.BRITISH EUROPEAN	S	243	0	1	94	3	2	1	0	0	4	87	7	204
<b>TOTAL BIRMINGHAM</b>			<b>477</b>	<b>1</b>	<b>2</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>440</b>
<b>BRISTOL</b>	BRITISH AIRWAYS CITIEXPRESS L	S	246	1	0	86	8	3	3	0	0	7	81	12	250
	GO FLY LTD	S	155	0	1	81	14	3	2	0	0	7	0	0	0
<b>TOTAL BRISTOL</b>			<b>401</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>250</b>
<b>CARDIFF WALES</b>	BRITISH REGIONAL AIRLINES LTD	S	133	1	0	76	16	8	0	0	0	9	89	9	132



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL CARDIFF WALES			134	1	0	76	16	8	0	0	0	9	89	9	132
EAST MIDLANDS	BMI BRITISH MIDLAND	S	140	0	0	96	1	1	1	0	0	3	92	6	145
TOTAL EAST MIDLANDS			140	0	0	96	1	1	1	0	0	3	92	6	145
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	328	0	0	89	8	2	1	0	0	5	89	5	323
TOTAL GATWICK			328	0	0	89	8	2	1	0	0	5	89	5	323
GUERNSEY	BRITISH AIRWAYS CITIEXPRESS L	S	2	0	0	100	0	0	0	0	0	0	100	1	4
TOTAL GUERNSEY			2	0	0	100	0	0	0	0	0	0	100	1	4
HEATHROW	BMI BRITISH MIDLAND	S	462	0	2	87	6	3	3	0	0	8	61	20	457
	BRITISH AIRWAYS PLC	S	649	2	0	86	8	5	1	0	0	8	75	13	648
TOTAL HEATHROW			1111	2	2	86	8	4	2	0	0	8	69	16	1105
INVERNESS	LOGANAIR	S	8	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL INVERNESS			8	0	0	100	0	0	0	0	0	5	0	0	0
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL JERSEY			2	1	0	100	0	0	0	0	0	0	0	0	0
KIRKWALL	LOGANAIR	S	94	0	0	81	9	5	4	1	0	12	86	7	107
TOTAL KIRKWALL			94	0	0	81	9	5	4	1	0	12	86	7	107
LEEDS BRADFORD	BMI REGIONAL	S	139	0	0	84	15	1	0	0	0	7	83	12	135
TOTAL LEEDS BRADFORD			139	0	0	84	15	1	0	0	0	7	83	12	135
LONDON CITY	FLYBE.BRITISH EUROPEAN	S	139	0	1	81	14	2	2	0	0	9	79	11	197
	SCOT AIRWAYS	S	406	0	6	83	14	2	0	0	0	7	69	15	317
TOTAL LONDON CITY			545	0	7	83	14	2	1	0	0	8	73	14	514
LUTON	EASYJET AIRLINE COMPANY LTD	S	379	0	1	53	23	20	4	0	0	19	61	30	336
TOTAL LUTON			379	2	1	53	23	20	4	0	0	19	61	30	336
MANCHESTER	BMI REGIONAL	S	188	5	0	93	7	0	0	0	0	5	83	10	183
	BRITISH AIRWAYS CITIEXPRESS L	S	104	1	0	85	12	4	0	0	0	9	79	16	149
	BRITISH AIRWAYS PLC	S	164	0	4	83	9	4	4	0	0	11	70	15	144
TOTAL MANCHESTER			456	9	4	88	9	2	2	0	0	8	78	14	476
NORWICH	EASTERN AIRWAYS	S	140	2	0	66	21	13	1	0	0	14	87	10	150
TOTAL NORWICH			140	2	0	66	21	13	1	0	0	14	87	10	150
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	198	0	0	83	14	2	1	0	0	7	81	10	200
TOTAL SOUTHAMPTON			198	0	0	83	14	2	1	0	0	7	81	10	200
STANSTED	GO FLY LTD	S	380	0	0	86	10	4	1	0	0	6	86	7	344
TOTAL STANSTED			380	3	0	86	10	4	1	0	0	6	86	7	344
STORNOWAY	LOGANAIR	S	51	0	0	82	8	0	10	0	0	15	92	9	52
TOTAL STORNOWAY			51	0	0	82	8	0	10	0	0	15	92	9	52
SUMBURGH	LOGANAIR	S	59	0	0	80	8	7	3	2	0	13	88	10	56
TOTAL SUMBURGH			59	0	0	80	8	7	3	2	0	13	88	10	56
TOTAL UNITED KINGDOM			5560	88	17	84	10	4	2	0	0	8	79	12	5096
TOTAL EDINBURGH			7628	101	55	83	10	5	2	0	0	9	77	13	6748

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>ALGERIA</b>															
HASSI MESSAOUD	AIR 2000	C	10	0	0	90	10	0	0	0	0	6	0	0	0
	ANTINEA AIRLINES	C	18	0	0	94	6	0	0	0	0	4	0	0	0
	BRITISH WORLD AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	0	0	0
	EXCEL AIRWAYS LTD	C	7	1	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>28</b>
<b>TOTAL ALGERIA</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>28</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	AIR 2000	C	4	0	0	100	0	0	0	0	0	10	60	32	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	67	22	11	0	0	0	13	20	28	10
<b>TOTAL ANTIGUA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>36</b>	<b>28</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>36</b>	<b>28</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	51	0	0	88	10	2	0	0	0	4	88	6	43
<b>TOTAL BUENOS AIRES</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>43</b>
<b>TOTAL ARGENTINA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>43</b>
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	100	0	0	0	0	0	1	50	15	16
<b>TOTAL BAKU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>15</b>	<b>16</b>
<b>TOTAL AZERBAIJAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>15</b>	<b>16</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	15	0	0	53	27	20	0	0	0	16	29	64	21
	BRITISH AIRWAYS PLC	S	62	0	0	90	5	5	0	0	0	4	72	9	60
	MY TRAVEL AIRWAYS UK	C	13	0	0	85	8	8	0	0	0	8	88	6	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	29	37	29	6	0	0	27	40	37	40
<b>TOTAL BRIDGETOWN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>27</b>	<b>137</b>
<b>TOTAL BARBADOS</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>27</b>	<b>137</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	16	0	0	75	13	13	0	0	0	11	72	13	18
<b>TOTAL MINSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>18</b>
<b>TOTAL BELARUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>18</b>
<b>BELGIUM</b>															
BRUSSELS	CITY FLYER EXPRESS	S	96	0	0	80	7	7	5	0	0	11	83	9	138
<b>TOTAL BRUSSELS</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>11</b>	<b>287</b>
<b>TOTAL BELGIUM</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>11</b>	<b>287</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	26	0	0	81	8	0	4	0	8	118	85	13	26
<b>TOTAL BERMUDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>118</b>	<b>85</b>	<b>13</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BERMUDA			26	0	0	81	8	0	4	0	8	118	85	13	26
BULGARIA															
SOFIA	BRITISH AIRWAYS (EURO OPS) LG	S	50	0	0	96	4	0	0	0	0	3	83	6	52
TOTAL SOFIA			50	0	0	96	4	0	0	0	0	3	83	6	52
TOTAL BULGARIA			50	0	0	96	4	0	0	0	0	3	83	6	52
CAMEROON															
DOUALA	CAMEROON AIRLINES	S	8	0	5	0	13	13	50	25	0	111	0	0	0
TOTAL DOUALA			8	0	5	0	13	13	50	25	0	111	0	0	0
TOTAL CAMEROON			8	0	5	0	13	13	50	25	0	111	0	0	0
CANADA															
TORONTO	AIR TRANSAT	S	12	0	0	50	0	0	33	17	0	76	44	20	18
TOTAL TORONTO			12	10	0	50	0	0	33	17	0	76	50	21	44
TOTAL CANADA			12	13	0	50	0	0	33	17	0	76	56	19	52
COLOMBIA															
BOGOTA	BRITISH AIRWAYS PLC	S	13	0	0	38	38	15	8	0	0	21	69	13	13
TOTAL BOGOTA			13	0	0	38	38	15	8	0	0	21	69	13	13
TOTAL COLOMBIA			13	0	0	38	38	15	8	0	0	21	69	13	13
CROATIA															
ZAGREB	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	86	2	5	7	0	0	12	91	5	34
	CROATIA AIRLINES	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL ZAGREB			44	0	0	86	2	5	7	0	0	11	91	5	34
TOTAL CROATIA			44	0	0	86	2	5	7	0	0	11	91	5	34
CUBA															
HAVANA	BRITISH AIRWAYS PLC	S	17	0	0	71	6	12	12	0	0	18	56	42	18
TOTAL HAVANA			17	0	0	71	6	12	12	0	0	18	42	37	26
HOLGUIN (FRANK PAIS)	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	62	80	33	5
TOTAL HOLGUIN (FRANK PAIS)			2	0	0	50	0	0	50	0	0	62	80	33	5
VARADERO	MONARCH AIRLINES	C	6	1	0	83	0	0	0	17	0	58	80	25	5
TOTAL VARADERO			6	1	0	83	0	0	0	17	0	58	80	25	5
TOTAL CUBA			25	1	0	72	4	8	12	4	0	31	53	35	36
CYPRUS															
LARNACA	AIR 2000	S	9	0	0	100	0	0	0	0	0	5	80	8	10
	BRITANNIA AIRWAYS	C	10	0	0	20	10	60	10	0	0	39	0	0	0
	CYPRUS AIRWAYS	S	4	0	0	0	75	25	0	0	0	31	20	48	5
	EUROCYPRIA AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	5	50	33	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	63	51	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	22	11	0	0	0	14	67	44	12
TOTAL LARNACA			53	2	0	66	17	15	2	0	0	15	56	30	75

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>PAPHOS</b>	AIR 2000	S	25	0	0	40	12	32	16	0	0	31	50	31	26
	BRITANNIA AIRWAYS	C	20	0	0	50	30	10	10	0	0	20	65	17	26
	CYPRUS AIRWAYS	S	4	0	0	50	25	25	0	0	0	19	40	23	5
	EXCEL AIRWAYS LTD	C	14	0	0	93	0	7	0	0	0	4	73	43	11
	HELIOS AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	38	36	16
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	5	75	145	8
	THOMAS COOK AIRLINES LTD	C	15	1	0	53	13	27	7	0	0	21	83	15	24
<b>TOTAL PAPHOS</b>			<b>97</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>35</b>	<b>125</b>
<b>TOTAL CYPRUS</b>			<b>150</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>33</b>	<b>200</b>
<b>DENMARK</b>															
<b>BILLUND</b>	MAERSK AIR	S	172	0	0	95	3	1	1	0	0	4	76	10	172
<b>TOTAL BILLUND</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>10</b>	<b>172</b>
<b>COPENHAGEN</b>	FLYBE, BRITISH EUROPEAN	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MAERSK AIR	S	163	0	2	89	5	4	2	0	0	7	79	11	112
<b>TOTAL COPENHAGEN</b>			<b>165</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>114</b>
<b>TOTAL DENMARK</b>			<b>337</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>11</b>	<b>286</b>
<b>DOMINICAN REPUBLIC</b>															
<b>LA ROMANA</b>	BRITANNIA AIRWAYS	C	9	0	0	67	0	11	22	0	0	20	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL LA ROMANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PUERTO PLATA</b>	BRITANNIA AIRWAYS	C	8	0	0	63	0	13	25	0	0	36	78	12	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	16	22	96	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	8	88	3	8
<b>TOTAL PUERTO PLATA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>31</b>	<b>34</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>51</b>	<b>55</b>
<b>EGYPT</b>															
<b>ALEXANDRIA ( NOUZHA )</b>	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	59	0	0	0
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HURGHADA</b>	EXCEL AIRWAYS LTD	C	7	1	0	100	0	0	0	0	0	1	83	15	6
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	5	75	12	8
<b>TOTAL HURGHADA</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>13</b>	<b>14</b>
<b>LUXOR</b>	AIR 2000	C	8	0	0	50	13	25	13	0	0	25	50	26	8
	BRITANNIA AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	40	123	10
	EXCEL AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	2	100	1	8
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	19	25	39	12
<b>TOTAL LUXOR</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>50</b>	<b>38</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>	AIR 2000	C	8	0	0	63	0	13	13	0	13	200	75	10	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	EXCEL AIRWAYS LTD	C	4	1	0	100	0	0	0	0	0	6	80	8	10
	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	8	57	19	14
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	5	56	19	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
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				Actual (7)	Plan (8)										
TOTAL SHARM EL SHEIKH (OPHIRA)			39	1	0	85	5	5	3	0	3	46	66	15	41
TOTAL EGYPT			87	2	0	80	7	8	3	0	1	28	63	28	97
ESTONIA															
TALLIN	ESTONIAN AIR	S	35	0	0	80	14	0	6	0	0	12	88	5	52
TOTAL TALLIN			35	0	0	80	14	0	6	0	0	12	88	5	52
TOTAL ESTONIA			35	0	0	80	14	0	6	0	0	12	88	5	52
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	88	0	8	4	0	0	8	71	9	24
TOTAL BELGRADE			26	0	0	88	0	8	4	0	0	8	71	9	24
PRISTINA	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	65	8	19	8	0	0	20	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	16	0	0	0
TOTAL PRISTINA			32	0	0	66	9	19	6	0	0	20	0	0	0
TOTAL FED REP YUGO SERBIA M'ENEGRO			58	0	0	76	5	14	5	0	0	14	71	9	24
FINLAND															
ROVANIEMI	BRITANNIA AIRWAYS	C	5	1	0	80	0	20	0	0	0	9	50	20	4
TOTAL ROVANIEMI			5	1	0	80	0	20	0	0	0	9	50	20	4
TOTAL FINLAND			5	1	0	80	0	20	0	0	0	9	81	9	122
FRANCE															
BORDEAUX	CITY FLYER EXPRESS	S	120	0	0	88	8	1	3	1	0	8	0	0	0
TOTAL BORDEAUX			120	0	0	88	8	1	3	1	0	8	89	7	179
BREST	BRIT AIR	S	120	0	0	91	8	1	0	0	0	5	73	12	126
TOTAL BREST			120	0	0	91	8	1	0	0	0	5	73	12	126
CHAMBERY	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	102	0	0	0
TOTAL CHAMBERY			2	0	0	0	0	0	100	0	0	102	0	0	0
MARSEILLE	BRITISH AIRWAYS (EURO OPS) LG	S	224	0	0	93	4	2	1	0	0	4	88	7	180
TOTAL MARSEILLE			224	0	0	93	4	2	1	0	0	4	88	7	180
MONTPELLIER	GB AIRWAYS LTD	S	33	0	0	85	12	3	0	0	0	6	0	0	0
TOTAL MONTPELLIER			33	0	0	85	12	3	0	0	0	6	86	7	58
NANTES	GB AIRWAYS LTD	S	19	0	2	74	16	0	11	0	0	17	77	27	47
TOTAL NANTES			19	0	2	74	16	0	11	0	0	17	77	27	47
NICE	CITY FLYER EXPRESS	S	59	0	0	98	0	2	0	0	0	3	75	15	44
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	95	2	3	0	0	0	4	0	0	0
TOTAL NICE			119	0	0	97	1	3	0	0	0	3	75	15	44
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS (EURO OPS) LG	S	284	0	0	83	8	5	3	0	0	8	72	15	282
TOTAL PARIS (CHARLES DE GAULLE)			284	1	0	83	8	5	3	0	0	8	72	18	285
STRASBOURG	BRIT AIR	S	142	0	0	87	11	1	0	0	0	5	82	9	136
TOTAL STRASBOURG			142	0	0	87	11	1	0	0	0	5	82	9	136

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				Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	CITY FLYER EXPRESS	S	180	0	0	89	8	2	1	0	0	7	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>180</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>7</b>	<b>82</b>	<b>9</b>	181
<b>TOTAL FRANCE</b>			<b>1243</b>	<b>2</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	1411
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	4	0	4	50	25	25	0	0	0	20	43	131	7
<b>TOTAL LIBREVILLE</b>			<b>4</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>131</b>	7
<b>TOTAL GABON</b>			<b>4</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>131</b>	7
<b>GAMBIA</b>															
BANJUL	AIR 2000	C	9	0	0	89	11	0	0	0	0	13	30	26	10
	MONARCH AIRLINES	C	17	1	0	47	18	24	12	0	0	25	69	16	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	5	100	3	7
<b>TOTAL BANJUL</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>16</b>	33
<b>TOTAL GAMBIA</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>16</b>	33
<b>GERMANY</b>															
BREMEN	CITY FLYER EXPRESS	S	172	0	0	92	5	2	0	0	0	4	87	7	172
<b>TOTAL BREMEN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	172
DUSSELDORF	CITY FLYER EXPRESS	S	156	0	0	92	3	4	2	0	0	5	85	8	232
<b>TOTAL DUSSELDORF</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	232
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	172	0	0	79	13	7	1	0	0	10	77	12	172
<b>TOTAL FRANKFURT MAIN</b>			<b>172</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>12</b>	172
HANOVER	CITY FLYER EXPRESS	S	153	3	0	92	3	3	2	0	0	5	88	7	156
<b>TOTAL HANOVER</b>			<b>153</b>	<b>3</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	156
MUNICH	DEUTSCHE BA	S	164	0	0	93	5	1	0	0	0	3	72	13	172
<b>TOTAL MUNICH</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>13</b>	172
<b>TOTAL GERMANY</b>			<b>817</b>	<b>4</b>	<b>14</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	1180
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	42	0	0	86	5	5	5	0	0	12	73	17	83
<b>TOTAL GIBRALTAR</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>17</b>	84
<b>TOTAL GIBRALTAR</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>17</b>	84
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	93	5	2	0	0	0	3	79	9	58
<b>TOTAL ATHENS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>12</b>	102
KOS	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL KOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>117</b>	1
<b>TOTAL RHODES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	0
SALONIKA	OLYMPIC AIRWAYS	S	44	0	0	86	11	0	0	2	0	10	0	0	0
<b>TOTAL SALONIKA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>12</b>	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GREECE			115	0	0	90	7	1	2	1	0	8	75	17	110
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	47	24	12	18	0	0	31	28	114	18
TOTAL GRENADA			17	0	0	47	24	12	18	0	0	31	32	99	28
TOTAL GRENADA			17	0	0	47	24	12	18	0	0	31	32	99	28
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	32	0	0	94	6	0	0	0	0	1	76	13	34
TOTAL BUDAPEST			32	0	0	94	6	0	0	0	0	1	76	13	34
TOTAL HUNGARY			32	0	0	94	6	0	0	0	0	1	76	13	34
INDIA															
GOA	AIR 2000	C	17	0	0	47	12	24	18	0	0	34	82	9	17
	MONARCH AIRLINES	C	33	1	0	58	9	15	12	6	0	39	66	32	32
TOTAL GOA			50	1	0	54	10	18	14	4	0	37	63	38	57
TRIVANDRUM	MONARCH AIRLINES	C	7	0	0	100	0	0	0	0	0	2	57	18	7
TOTAL TRIVANDRUM			7	0	0	100	0	0	0	0	0	2	57	18	7
TOTAL INDIA			57	1	0	60	9	16	12	4	0	33	63	36	64
INDONESIA															
BALI INTERNATIONAL	GARUDA INDONESIA	S	28	0	0	71	11	14	4	0	0	13	47	37	15
TOTAL BALI INTERNATIONAL			28	0	0	71	11	14	4	0	0	13	47	37	15
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	24	0	0	75	0	17	4	4	0	24	0	0	0
TOTAL JAKARTA (SOEKARNO-HATTA INTNL)			24	0	0	75	0	17	4	4	0	24	0	0	0
TOTAL INDONESIA			52	0	0	73	6	15	4	2	0	18	47	37	15
IRISH REPUBLIC															
DUBLIN	AER LINGUS	S	179	0	9	95	3	2	0	0	0	3	77	21	179
	CITY FLYER EXPRESS	S	179	0	0	90	6	3	1	0	0	5	81	11	284
	RYANAIR	S	240	1	0	81	12	5	2	0	0	10	83	11	240
TOTAL DUBLIN			598	1	9	88	8	4	1	0	0	6	81	13	703
TOTAL IRISH REPUBLIC			598	2	9	88	8	4	1	0	0	6	79	13	943
ISRAEL															
TEL AVIV	ARKIA	C	8	0	0	50	38	13	0	0	0	13	30	116	10
	EL AL	C	8	0	0	38	13	50	0	0	0	27	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	73	0	0	0
	ISRAIR LTD	C	3	1	0	33	0	33	33	0	0	37	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	19	40	21	10
TOTAL TEL AVIV			23	1	0	39	22	26	13	0	0	27	35	69	20
TOTAL ISRAEL			23	1	0	39	22	26	13	0	0	27	28	56	39
ITALY															
BOLOGNA	BRITISH AIRWAYS (EURO OPS) LG	S	172	0	0	78	14	5	2	0	0	11	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BOLOGNA			172	0	98	78	14	5	2	0	0	11	90	5	114
CATANIA (FONTANAROSSA)	MERIDIANA AIR	S	29	1	1	83	7	7	3	0	0	10	0	0	0
TOTAL CATANIA (FONTANAROSSA)			30	1	1	83	7	7	3	0	0	10	0	0	0
FLORENCE	MERIDIANA AIR	S	116	0	4	74	11	9	6	0	0	14	62	18	164
TOTAL FLORENCE			116	0	4	74	11	9	6	0	0	14	62	18	164
GENOA	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	83	15	2	0	0	0	7	65	18	60
TOTAL GENOA			60	0	0	83	15	2	0	0	0	7	66	17	61
NAPLES	BRITANNIA AIRWAYS	C	10	0	0	50	50	0	0	0	0	12	57	66	7
	BRITISH AIRWAYS (EURO OPS) LG	S	119	0	0	91	4	3	2	0	0	6	93	5	120
TOTAL NAPLES			129	0	0	88	8	3	2	0	0	7	91	8	127
PISA	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	95	3	3	0	0	0	3	86	7	120
TOTAL PISA			120	0	0	95	3	3	0	0	0	3	86	7	120
ROME (FIUMICINO)	ALITALIA	S	58	0	32	72	17	10	0	0	0	10	88	6	118
	BRITISH AIRWAYS (EURO OPS) LG	S	64	1	0	86	5	8	2	0	0	8	84	7	180
TOTAL ROME (FIUMICINO)			122	1	32	80	11	9	1	0	0	9	86	7	298
VENICE	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	0	25	0	97	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	97	1	1	1	0	0	3	65	15	180
TOTAL VENICE			184	0	180	96	1	2	1	1	0	5	72	13	352
VERONA	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	90	7	0	3	0	0	8	75	12	110
TOTAL VERONA			60	0	0	90	7	0	3	0	0	8	75	12	110
TOTAL ITALY			994	5	315	86	8	4	2	0	0	8	78	11	1526
JAMAICA															
MONTEGO BAY	BRITISH AIRWAYS PLC	S	34	1	3	29	21	24	12	6	9	139	12	72	34
	MONARCH AIRLINES	C	8	0	0	13	13	0	25	25	25	429	25	55	8
TOTAL MONTEGO BAY			43	1	3	26	19	21	14	9	12	191	14	69	42
TOTAL JAMAICA			43	1	3	26	19	21	14	9	12	191	14	69	42
JORDAN															
AMMAN	ROYAL JORDANIAN	C	2	0	0	0	0	100	0	0	0	35	100	5	2
TOTAL AMMAN			2	0	0	0	0	100	0	0	0	35	100	5	2
TOTAL JORDAN			2	0	0	0	0	100	0	0	0	35	50	49	6
KENYA															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	8	0	0	75	13	13	0	0	0	9	50	30	4
	BRITANNIA AIRWAYS	C	7	0	0	100	0	0	0	0	0	2	78	13	9
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	15	38	30	8
TOTAL MOMBASA			23	0	0	74	13	13	0	0	0	9	57	23	21
TOTAL KENYA			23	0	0	74	13	13	0	0	0	9	57	23	21
LATVIA															
RIGA	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	95	5	0	0	0	0	4	88	4	34



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			MATCHED	Actual (7)											Plan (8)
TOTAL RIGA			44	0	0	95	5	0	0	0	0	4	88	4	34
TOTAL LATVIA			44	0	0	95	5	0	0	0	0	4	88	4	34
LIBYA															
TRIPOLI	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	85	12	0	4	0	0	10	38	25	26
TOTAL TRIPOLI			26	0	0	85	12	0	4	0	0	10	38	25	26
TOTAL LIBYA			26	0	0	85	12	0	4	0	0	10	38	25	26
LUXEMBOURG															
LUXEMBOURG	CITY FLYER EXPRESS	S	148	0	0	84	9	5	1	1	0	9	87	7	242
TOTAL LUXEMBOURG			148	0	0	84	9	5	1	1	0	9	87	7	242
TOTAL LUXEMBOURG			148	0	0	84	9	5	1	1	0	9	87	7	242
MALDIVE ISLANDS															
MALE INTERNATIONAL	AIR 2000	C	8	0	0	38	0	63	0	0	0	27	63	14	8
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	15	78	13	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	0	50	0	0	54	86	3	7
TOTAL MALE INTERNATIONAL			24	0	0	46	8	29	17	0	0	32	75	11	24
TOTAL MALDIVE ISLANDS			24	0	0	46	8	29	17	0	0	32	75	11	24
MALTA															
MALTA	AIR 2000	C	9	0	0	89	11	0	0	0	0	8	88	6	8
	AIR MALTA	S	42	0	0	100	0	0	0	0	0	1	87	6	62
	BRITANNIA AIRWAYS	C	18	0	0	100	0	0	0	0	0	3	65	12	17
	EXCEL AIRWAYS LTD	S	4	0	1	100	0	0	0	0	0	4	75	14	8
	GB AIRWAYS LTD	S	60	0	0	93	7	0	0	0	0	4	80	18	40
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	3	100	3	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	44	26	9
TOTAL MALTA			147	0	1	97	3	0	0	0	0	3	80	11	152
TOTAL MALTA			147	0	1	97	3	0	0	0	0	3	80	11	152
MAURITIUS															
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	0	96	4	0	0	0	0	2	83	10	24
TOTAL MAURITIUS			26	0	0	96	4	0	0	0	0	2	83	10	24
TOTAL MAURITIUS			26	0	0	96	4	0	0	0	0	2	83	10	24
MEXICO															
CANCUN	AIR 2000	C	8	0	0	88	0	13	0	0	0	8	100	0	1
	BRITISH AIRWAYS PLC	S	17	0	0	47	6	18	18	12	0	58	38	46	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	11	45	25	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	13	0	50	25	0	104	38	29	8
TOTAL CANCUN			43	0	0	53	9	12	16	9	0	46	41	34	46
PUERTO VALLARTA	AIR 2000	C	8	0	0	75	0	25	0	0	0	15	67	9	6
TOTAL PUERTO VALLARTA			8	0	0	75	0	25	0	0	0	15	67	9	6
TOTAL MEXICO			51	0	0	57	8	14	14	8	0	41	44	32	52

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			MATCHED	Actual (7)											Plan (8)
<b>MOROCCO</b>															
AGADIR	MY TRAVEL AIRWAYS UK	C	7	0	0	43	14	29	14	0	0	27	0	0	0
<b>TOTAL AGADIR</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>65</b>	<b>8</b>
MARRAKESH	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	GB AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL MARRAKESH</b>			<b>12</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>83</b>	<b>9</b>	<b>6</b>
<b>TOTAL MOROCCO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>41</b>	<b>14</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	395	0	0	82	8	6	3	1	0	10	83	10	387
	EASYJET AIRLINE COMPANY LTD	S	240	0	0	82	5	6	7	0	0	13	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>635</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>11</b>	<b>83</b>	<b>10</b>	<b>387</b>
ROTTERDAM	TTA - TRANS TRAVEL AIRLINES BV	S	39	0	1	85	8	8	0	0	0	7	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>4</b>	<b>147</b>
<b>TOTAL NETHERLANDS</b>			<b>674</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>594</b>
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	26	0	0	96	4	0	0	0	0	2	22	76	9
<b>TOTAL ABUJA</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>	<b>22</b>	<b>76</b>	<b>9</b>
LAGOS	BRITISH AIRWAYS PLC	S	59	1	1	68	20	10	2	0	0	12	45	26	51
<b>TOTAL LAGOS</b>			<b>59</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>26</b>	<b>51</b>
<b>TOTAL NIGERIA</b>			<b>85</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>42</b>	<b>33</b>	<b>60</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	60	0	0	93	3	2	2	0	0	3	76	9	59
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>9</b>	<b>59</b>
OSLO (GARDERMOEN)	BRAATHENS ASA	S	120	0	0	97	3	0	0	0	0	2	86	10	120
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>120</b>
<b>TOTAL NORWAY</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>10</b>	<b>231</b>
<b>POLAND</b>															
KRAKOW	LOT-POLISH AIRLINES	S	60	0	0	90	3	2	2	3	0	11	83	8	60
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>60</b>
<b>TOTAL POLAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>10</b>	<b>135</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	S	18	0	1	78	22	0	0	0	0	8	73	13	11
	AIR 2000	C	9	0	0	100	0	0	0	0	0	1	80	8	10
	BRITANNIA AIRWAYS	C	18	0	0	94	6	0	0	0	0	3	68	74	19
	BRITISH AIRWAYS PLC	C	8	0	0	88	13	0	0	0	0	5	86	9	14
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	GB AIRWAYS LTD	S	48	0	0	83	2	10	4	0	0	13	81	13	58
	MONARCH AIRLINES	C	25	0	0	56	24	20	0	0	0	13	75	50	28
	MY TRAVEL AIRWAYS UK	C	16	0	0	63	19	0	6	13	0	38	67	52	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	11	0	0	0	9	78	34	23
<b>TOTAL FARO</b>			<b>163</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>31</b>	181
LISBON	AIR PORTUGAL	S	111	9	0	86	9	4	2	0	0	8	79	14	52
	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	19	0	0	0
	GB AIRWAYS LTD	S	45	0	0	82	16	0	2	0	0	6	80	17	56
<b>TOTAL LISBON</b>			<b>159</b>	<b>9</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>16</b>	108
OPORTO ( PORTUGAL )	GB AIRWAYS LTD	S	43	0	2	77	19	2	2	0	0	10	58	37	50
<b>TOTAL OPORTO ( PORTUGAL )</b>			<b>43</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>37</b>	50
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>365</b>	<b>9</b>	<b>3</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>27</b>	339
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	8	0	0	88	13	0	0	0	0	4	75	9	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	38	225	8
	EXCEL AIRWAYS LTD	C	11	0	0	100	0	0	0	0	0	1	63	24	8
	GB AIRWAYS LTD	S	34	0	0	65	15	6	15	0	0	24	64	63	33
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	20	40	44	5
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	50	13	0	0	0	16	33	60	6
<b>TOTAL FUNCHAL</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>66</b>	78
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>65</b>	83
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITANNIA AIRWAYS	C	4	0	0	25	0	25	50	0	0	62	63	16	8
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>4</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>62</b>	<b>63</b>	<b>16</b>	8
<b>TOTAL PUERTO RICO</b>			<b>4</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>62</b>	<b>63</b>	<b>16</b>	8
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	93	3	3	0	0	0	4	86	6	69
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	69
<b>TOTAL RUMANIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	69
<b>RUSSIA</b>															
ST PETERSBURG	AEROFLOT	S	4	0	2	0	0	0	0	100	0	198	50	14	6
	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	90	7	2	0	0	0	5	83	11	42
<b>TOTAL ST PETERSBURG</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>11</b>	48
<b>TOTAL RUSSIA</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>14</b>	49
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	16	0	0	44	25	19	6	6	0	34	56	18	18
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>71</b>	<b>12</b>	35
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>71</b>	<b>12</b>	35
<b>SIERRA LEONE</b>															
FREETOWN	SIERRA NATIONAL AIRLINES	S	8	0	9	63	25	13	0	0	0	19	40	21	5
<b>TOTAL FREETOWN</b>			<b>8</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>40</b>	<b>21</b>	5

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL SIERRA LEONE			8	0	9	63	25	13	0	0	0	19	40	21	5
<b>SPAIN</b>															
ALICANTE	AIR 2000	S	16	0	0	94	6	0	0	0	0	6	69	13	16
	BRITANNIA AIRWAYS	C	26	0	0	81	15	4	0	0	0	8	54	34	26
	BRITISH AIRWAYS PLC	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	BRITISH WORLD AIRLINES LTD	C	4	0	0	25	0	75	0	0	0	36	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	8	0	0	0
	GB AIRWAYS LTD	S	60	0	2	80	12	7	2	0	0	10	84	18	44
	IBERIA	S	59	0	1	81	10	5	3	0	0	9	87	11	60
	MONARCH AIRLINES	C	23	0	0	78	9	9	4	0	0	11	65	36	31
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	0	0	0	0	12	50	82	6	33
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	0	6	0	0	0	4	69	11	16
TOTAL ALICANTE			234	0	3	82	9	6	2	0	1	12	76	17	242
ALMERIA	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	4	60	74	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	4	100	3	10
TOTAL ALMERIA			22	0	0	95	5	0	0	0	0	4	80	38	20
ASTURIAS	AIR NOSTRUM	S	26	0	0	96	4	0	0	0	0	2	88	7	24
TOTAL ASTURIAS			26	0	0	96	4	0	0	0	0	2	88	7	24
BARCELONA	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	87	6	6	1	0	0	6	84	8	180
TOTAL BARCELONA			182	0	0	87	5	6	1	0	0	6	84	8	185
BILBAO	BRITISH AIRWAYS (EURO OPS) LG	S	59	1	0	90	7	3	0	0	0	5	88	8	118
TOTAL BILBAO			59	1	0	90	7	3	0	0	0	5	88	8	118
JEREZ	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL JEREZ			4	0	0	100	0	0	0	0	0	2	0	0	0
MADRID	AIR EUROPA	S	60	0	0	78	15	7	0	0	0	8	43	26	60
	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	94	4	0	1	0	0	4	79	11	178
TOTAL MADRID			240	0	0	90	7	2	1	0	0	5	70	15	238
MAHON	BRITISH AIRWAYS PLC	C	16	0	0	100	0	0	0	0	0	2	88	10	8
TOTAL MAHON			16	0	0	100	0	0	0	0	0	2	88	10	8
<b>MALAGA</b>															
	AIR 2000	C	4	0	0	75	25	0	0	0	0	5	89	7	9
	AIR 2000	S	18	0	0	56	33	11	0	0	0	13	31	27	16
	BRITANNIA AIRWAYS	C	22	0	0	59	18	23	0	0	0	16	56	19	18
	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	31	86	7	14
	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	EUROPEAN AIR CHARTER	C	18	0	0	83	11	6	0	0	0	8	0	0	0
	EXCEL AIRWAYS LTD	C	16	0	0	56	38	6	0	0	0	14	0	0	0
	GB AIRWAYS LTD	S	95	0	0	81	9	8	1	0	0	11	76	19	120
	MONARCH AIRLINES	C	37	0	0	68	24	5	3	0	0	11	64	19	44
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	17	6	6	0	0	13	67	33	27
	THOMAS COOK AIRLINES LTD	C	42	3	0	76	10	12	0	2	0	16	63	14	35
TOTAL MALAGA			274	3	0	73	16	9	1	0	0	12	68	20	290
MURCIA SAN JAVIER	AIR 2000	C	8	0	0	88	13	0	0	0	0	6	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	16	0	0	88	13	0	0	0	0	5	69	11	16
<b>TOTAL MURCIA SAN JAVIER</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>9</b>	<b>22</b>
PALMA DE MALLORCA	AIR 2000	S	16	0	0	100	0	0	0	0	0	1	88	15	16
	AIR EUROPA	S	24	0	0	54	25	13	8	0	0	21	50	24	24
	BRITANNIA AIRWAYS	C	22	0	0	59	23	5	14	0	0	24	69	13	16
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	100	2	4
	GB AIRWAYS LTD	S	16	0	0	94	6	0	0	0	0	3	71	32	17
	MY TRAVEL AIRWAYS UK	C	25	0	0	80	8	0	4	8	0	23	90	16	29
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	8	70	36	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>20</b>	<b>128</b>
SEVILLE	GB AIRWAYS LTD	S	36	0	0	86	8	6	0	0	0	6	79	9	34
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>34</b>
VALENCIA	GB AIRWAYS LTD	S	46	0	0	91	4	0	4	0	0	6	94	3	35
<b>TOTAL VALENCIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>3</b>	<b>35</b>
<b>TOTAL SPAIN</b>			<b>1277</b>	<b>4</b>	<b>3</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>15</b>	<b>1356</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	S	28	0	0	82	18	0	0	0	0	6	68	14	25
	AIR 2000	C	11	0	0	100	0	0	0	0	0	1	77	10	13
	BRITANNIA AIRWAYS	C	18	0	0	78	11	6	0	0	6	78	67	15	21
	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	37	0	0	0
	EXCEL AIRWAYS LTD	C	10	1	0	80	20	0	0	0	0	5	88	8	8
	GB AIRWAYS LTD	S	8	0	0	63	13	13	13	0	0	21	0	0	0
	MONARCH AIRLINES	C	25	0	0	76	16	0	0	8	0	27	61	13	18
	MY TRAVEL AIRWAYS UK	C	19	0	0	100	0	0	0	0	0	1	67	15	27
	THOMAS COOK AIRLINES LTD	C	40	0	0	93	8	0	0	0	0	3	53	21	45
<b>TOTAL ARRECIFE</b>			<b>161</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>65</b>	<b>15</b>	<b>167</b>
FUERTEVENTURA	AIR 2000	C	16	1	0	69	6	25	0	0	0	16	66	18	29
	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	25	0	0	33	69	12	16
	MY TRAVEL AIRWAYS UK	C	17	0	0	94	6	0	0	0	0	2	61	19	18
	THOMAS COOK AIRLINES LTD	C	26	0	0	92	4	4	0	0	0	4	71	10	21
<b>TOTAL FUERTEVENTURA</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>15</b>	<b>84</b>
LAS PALMAS	AIR 2000	C	19	0	0	74	16	11	0	0	0	14	58	22	24
	BRITANNIA AIRWAYS	C	18	0	0	61	6	22	11	0	0	25	72	8	18
	GB AIRWAYS LTD	S	17	0	0	76	24	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	4	75	13	8
	MY TRAVEL AIRWAYS UK	C	33	0	0	76	6	9	9	0	0	20	70	22	33
	THOMAS COOK AIRLINES LTD	C	34	0	0	82	9	6	3	0	0	7	58	22	24
<b>TOTAL LAS PALMAS</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>18</b>	<b>115</b>
SANTA CRUZ DE LA PALMA	THOMAS COOK AIRLINES LTD	C	8	1	0	88	13	0	0	0	0	6	71	55	7
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>55</b>	<b>7</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	S	19	0	0	68	16	16	0	0	0	13	44	36	9
	AIR 2000	C	34	0	0	74	12	12	3	0	0	13	52	40	48
	BRITANNIA AIRWAYS	C	52	0	0	79	12	4	6	0	0	12	50	18	42
	BRITISH WORLD AIRLINES LTD	C	4	0	0	0	0	25	75	0	0	77	0	0	0

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				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	EXCEL AIRWAYS LTD	C	35	0	0	57	9	14	14	6	0	35	25	43	8
	FUTURA AIRLINES	C	7	0	0	0	43	29	29	0	0	53	0	34	7
	GB AIRWAYS LTD	S	51	0	0	69	22	4	6	0	0	14	58	18	24
	MONARCH AIRLINES	C	30	0	0	80	10	7	3	0	0	12	63	17	38
	MY TRAVEL AIRWAYS UK	C	45	0	0	82	7	9	2	0	0	9	77	32	44
	THOMAS COOK AIRLINES LTD	C	66	1	0	77	8	6	8	2	0	16	60	22	52
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>343</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>26</b>	<b>289</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>708</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>21</b>	<b>662</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	26	0	0	65	15	12	4	0	4	33	46	52	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	38	44	19	0	0	0	19	13	60	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>46</b>	<b>48</b>	<b>41</b>
<b>TOTAL ST LUCIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>46</b>	<b>48</b>	<b>41</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	171	1	0	82	13	3	2	0	0	9	82	9	168
	EASYJET SWITZERLAND	S	120	0	0	91	7	2	1	0	0	5	72	16	118
<b>TOTAL GENEVA</b>			<b>291</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>286</b>
<b>TOTAL SWITZERLAND</b>			<b>292</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>397</b>
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	8	0	0	100	0	0	0	0	0	5	25	26	8
	BRITANNIA AIRWAYS	C	16	0	0	88	13	0	0	0	0	4	83	9	18
	MY TRAVEL AIRWAYS UK	C	19	0	0	100	0	0	0	0	0	1	92	4	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	86	10	7
<b>TOTAL MONASTIR</b>			<b>51</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>	<b>74</b>	<b>11</b>	<b>70</b>
TUNIS	GB AIRWAYS LTD	S	42	0	0	90	2	2	5	0	0	12	61	31	36
<b>TOTAL TUNIS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>31</b>	<b>36</b>
<b>TOTAL TUNISIA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>18</b>	<b>106</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	15	1	0	67	7	27	0	0	0	14	47	120	17
<b>TOTAL ANTALYA</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>120</b>	<b>17</b>
ISTANBUL	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL ISTANBUL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>113</b>	<b>19</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	44	0	0	93	5	0	2	0	0	6	75	17	40
	UKRAINE INTERNATIONAL AIRLINE	S	42	0	0	83	12	5	0	0	0	6	80	9	40
<b>TOTAL KIEV (BORISPOL)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>13</b>	<b>80</b>
<b>TOTAL UKRAINE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>13</b>	<b>80</b>
<b>UNITED ARAB EMIRATES</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
DUBAI	EMIRATES	S	60	0	22	85	10	3	2	0	0	9	75	9	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>61</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>61</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	224	0	0	92	6	1	1	0	0	5	87	7	224
<b>TOTAL ABERDEEN</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>224</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	310	8	0	96	3	0	1	0	0	3	75	14	269
<b>TOTAL BELFAST CITY</b>			<b>310</b>	<b>8</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>14</b>	<b>269</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	43	1	1	81	9	5	5	0	0	11	63	25	19
<b>TOTAL BRISTOL</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>25</b>	<b>19</b>
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	328	0	0	92	6	1	1	0	0	4	87	7	325
<b>TOTAL EDINBURGH</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>325</b>
GLASGOW	BRITISH AIRWAYS (EURO OPS) LG	S	328	0	0	96	3	1	0	0	0	4	88	6	334
<b>TOTAL GLASGOW</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>334</b>
GUERNSEY	CITY FLYER EXPRESS	S	156	0	0	87	7	3	3	1	0	10	78	12	206
	FLYBE.BRITISH EUROPEAN	S	216	0	0	99	0	1	0	0	0	1	93	7	213
<b>TOTAL GUERNSEY</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>419</b>
INVERNESS	BRITISH REGIONAL AIRLINES LTD	S	162	0	2	95	1	2	2	0	0	4	82	10	164
<b>TOTAL INVERNESS</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>164</b>
JERSEY	CITY FLYER EXPRESS	S	354	0	0	90	6	3	1	0	0	7	84	9	336
	FLYBE.BRITISH EUROPEAN	S	228	0	4	97	2	0	1	0	0	2	76	18	221
<b>TOTAL JERSEY</b>			<b>584</b>	<b>1</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>13</b>	<b>557</b>
LEEDS BRADFORD	BRITISH REGIONAL AIRLINES LTD	S	162	0	2	97	2	1	0	0	0	3	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	AIR 2000	C	2	8	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	88	13	0	0	0	0	4	61	20	33
	BRITISH AIRWAYS (EURO OPS) LG	S	384	0	0	90	8	2	0	0	0	5	71	14	388
	MONARCH AIRLINES	C	7	9	0	86	0	14	0	0	0	7	50	20	8
	MY TRAVEL AIRWAYS UK	C	10	8	0	70	10	0	20	0	0	21	83	86	6
	THOMAS COOK AIRLINES LTD	C	19	5	0	89	5	5	0	0	0	5	33	58	3
	VIRGIN ATLANTIC AIRWAYS LTD	S	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL MANCHESTER</b>			<b>441</b>	<b>43</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>15</b>	<b>439</b>
NEWCASTLE	CITY FLYER EXPRESS	S	282	0	0	92	4	4	0	0	0	4	75	12	278
<b>TOTAL NEWCASTLE</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>278</b>
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	134	0	0	92	4	3	1	0	0	5	54	25	133
<b>TOTAL NEWQUAY</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>25</b>	<b>133</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	106	0	0	95	3	1	1	0	0	4	60	18	121
<b>TOTAL PLYMOUTH</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>18</b>	<b>121</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3478</b>	<b>53</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>3286</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	80	5	8	5	2	0	14	65	14	60
	DELTA AIRLINES	S	157	0	9	75	8	9	6	1	0	17	61	18	158
<b>TOTAL ATLANTA</b>			<b>217</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>17</b>	<b>218</b>
BOSTON	DELTA AIRLINES	S	59	0	0	92	7	0	2	0	0	4	0	0	0
<b>TOTAL BOSTON</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>9</b>	<b>58</b>
CHARLOTTE	US AIRWAYS	S	60	0	0	75	17	7	2	0	0	9	68	16	60
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>19</b>	<b>120</b>
CINCINNATI	DELTA AIRLINES	S	70	0	0	83	7	4	3	3	0	14	72	13	60
<b>TOTAL CINCINNATI</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>60</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	60	0	1	83	2	10	5	0	0	12	64	21	118
	BRITISH AIRWAYS PLC	S	60	0	0	93	7	0	0	0	0	3	68	19	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>21</b>	<b>178</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	52	0	2	92	4	4	0	0	0	3	87	5	60
<b>TOTAL DENVER INTERNATIONAL</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>60</b>
DETROIT	NORTHWEST AIRLINES	S	60	0	0	97	0	2	2	0	0	3	60	35	60
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>35</b>	<b>60</b>
HOUSTON	BRITISH AIRWAYS PLC	S	58	0	0	78	10	9	3	0	0	12	65	25	74
	CONTINENTAL AIRLINES	S	116	0	4	62	16	9	12	1	1	25	71	12	120
<b>TOTAL HOUSTON</b>			<b>174</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>69</b>	<b>17</b>	<b>194</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	46	15	38	0	0	0	21	47	30	17
<b>TOTAL LAS VEGAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>48</b>	<b>30</b>	<b>27</b>
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	43	33	22	2	0	0	21	30	45	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>33</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>44</b>	<b>120</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	44	0	0	91	2	0	7	0	0	9	60	24	60
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>24</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	114	0	0	88	6	4	2	0	0	6	76	10	112
<b>TOTAL NEW YORK (NEWARK)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>24</b>	<b>172</b>
ORLANDO	BRITANNIA AIRWAYS	C	13	1	0	85	8	0	8	0	0	11	41	23	17
	BRITISH AIRWAYS PLC	S	60	0	0	83	15	2	0	0	0	8	65	27	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	127	0	0	49	22	24	6	0	0	22	39	40	112
<b>TOTAL ORLANDO</b>			<b>200</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>48</b>	<b>34</b>	<b>192</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	61	0	0	79	7	7	7	0	2	19	47	38	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>47</b>	<b>38</b>	<b>60</b>
PHOENIX	BRITISH AIRWAYS PLC	S	58	0	0	84	9	3	2	2	0	10	0	0	0
<b>TOTAL PHOENIX</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
PITTSBURGH	US AIRWAYS	S	59	0	0	88	3	7	0	2	0	10	70	16	60
<b>TOTAL PITTSBURGH</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>60</b>
RALEIGH	AMERICAN AIRLINES	S	58	0	2	79	14	2	5	0	0	8	73	15	56



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ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL RALEIGH			58	0	2	79	14	2	5	0	0	8	73	15	56
SAN DIEGO	BRITISH AIRWAYS PLC	S	41	0	0	95	2	2	0	0	0	3	70	18	60
TOTAL SAN DIEGO			41	0	0	95	2	2	0	0	0	3	70	18	60
SANFORD	AIR 2000	C	10	0	0	70	10	20	0	0	0	14	60	20	25
	AMERICAN TRANS AIR	C	5	0	0	40	20	20	20	0	0	27	100	12	1
	MY TRAVEL AIRWAYS UK	C	27	1	0	59	7	22	11	0	0	24	40	78	20
	THOMAS COOK AIRLINES LTD	C	6	0	0	50	17	0	33	0	0	33	75	11	8
TOTAL SANFORD			49	1	0	59	10	18	12	0	0	23	56	40	54
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	60	0	0	77	10	12	2	0	0	11	62	22	60
TOTAL ST LOUIS (LAMBERT)			60	0	0	77	10	12	2	0	0	11	62	22	60
TAMPA	BRITISH AIRWAYS PLC	S	25	0	0	64	16	12	4	0	4	65	38	87	26
TOTAL TAMPA			25	0	0	64	16	12	4	0	4	65	38	87	26
TOTAL USA			1667	3	19	77	10	8	4	0	0	14	64	23	2075
VENEZUELA															
CARACAS	BRITISH AIRWAYS PLC	S	13	0	0	85	0	8	8	0	0	12	58	13	12
TOTAL CARACAS			13	0	0	85	0	8	8	0	0	12	58	13	12
PORLAMAR	AIR 2000	C	4	0	0	75	0	25	0	0	0	10	100	9	2
TOTAL PORLAMAR			4	0	0	75	0	25	0	0	0	10	100	9	2
TOTAL VENEZUELA			17	0	0	82	0	12	6	0	0	12	64	12	14
VIRGIN ISLANDS (U.S.A)															
ST THOMAS ISLANDS	AIR 2000	C	5	0	0	40	40	20	0	0	0	18	40	20	5
TOTAL ST THOMAS ISLANDS			5	0	0	40	40	20	0	0	0	18	40	20	5
TOTAL VIRGIN ISLANDS (U.S.A)			5	0	0	40	40	20	0	0	0	18	40	20	5
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	81	8	4	8	0	0	15	85	11	26
TOTAL LUSAKA			26	0	0	81	8	4	8	0	0	15	85	11	26
TOTAL ZAMBIA			26	0	0	81	8	4	8	0	0	15	85	11	26
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	36	0	0	78	11	3	6	3	0	19	78	12	40
TOTAL HARARE			36	0	0	78	11	3	6	3	0	19	78	12	40
TOTAL ZIMBABWE			36	0	0	78	11	3	6	3	0	19	78	12	40
TOTAL GATWICK			15230	116	425	85	8	5	2	0	0	10	75	15	18211

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	100	6	2
TOTAL BRIDGETOWN			2	0	0	50	50	0	0	0	0	13	100	6	2
TOTAL BARBADOS			2	0	0	50	50	0	0	0	0	13	100	6	2
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	27	0	0	85	15	0	0	0	0	5	0	0	0
TOTAL BRUSSELS			28	0	18	86	14	0	0	0	0	5	76	13	234
TOTAL BELGIUM			28	0	18	86	14	0	0	0	0	5	76	13	234
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	60	20	20	0	0	0	15	0	60	10
TOTAL TORONTO			10	2	0	60	20	20	0	0	0	15	26	54	62
TOTAL CANADA			10	2	0	60	20	20	0	0	0	15	26	54	62
<b>CYPRUS</b>															
PAPHOS	AIR 2000	S	8	0	0	50	38	13	0	0	0	13	80	12	10
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	100	5	8
	EUROCYPRIA AIRLINES LTD	C	15	0	0	87	13	0	0	0	0	7	0	72	6
TOTAL PAPHOS			32	0	0	78	19	3	0	0	0	7	68	21	31
TOTAL CYPRUS			33	0	0	79	18	3	0	0	0	7	68	21	34
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	60	0	0	93	2	3	2	0	0	4	86	5	59
TOTAL COPENHAGEN			60	0	0	93	2	3	2	0	0	4	86	5	59
TOTAL DENMARK			60	0	0	93	2	3	2	0	0	4	86	5	59
<b>FRANCE</b>															
NICE	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL NICE			2	0	0	100	0	0	0	0	0	0	0	263	2
PARIS (CHARLES DE GAULLE)	AERIS	C	2	0	0	50	0	50	0	0	0	20	0	0	0
	BRITISH AIRWAYS PLC	S	147	0	1	94	3	2	1	0	0	4	94	5	173
	EURALAIR	C	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			151	0	1	93	3	3	1	0	0	5	79	12	349
TOTAL FRANCE			153	0	1	93	3	3	1	0	0	5	79	13	354
<b>GERMANY</b>															
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	5	0	0	80	0	0	20	0	0	27	0	0	0
	BRITISH AIRWAYS PLC	S	23	0	0	78	4	9	9	0	0	17	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	22	0	0	100	0	0	0	0	0	2	91	6	22
TOTAL FRANKFURT MAIN			50	1	0	88	2	4	6	0	0	12	91	6	22
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	32	0	0	91	3	3	3	0	0	9	100	4	12
TOTAL MUNICH			32	0	0	91	3	3	3	0	0	9	100	4	12
TOTAL GERMANY			82	1	0	89	2	4	5	0	0	10	91	6	35

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>GREECE</b>															
TOTAL RHODES			2	0	0	50	0	0	50	0	0	36	0	0	0
TOTAL GREECE			3	0	0	67	0	0	33	0	0	24	0	0	0
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	50	0	0	86	4	10	0	0	0	7	91	8	54
TOTAL KEFLAVIK			50	0	0	86	4	10	0	0	0	7	91	8	54
TOTAL ICELAND			50	0	0	86	4	10	0	0	0	7	91	8	54
<b>IRISH REPUBLIC</b>															
CORK	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	95	3	2	0	0	0	3	83	11	59
TOTAL CORK			60	0	0	95	3	2	0	0	0	3	83	11	59
DUBLIN	AER LINGUS	S	168	1	0	90	4	5	1	0	0	6	82	11	218
	GO FLY LTD	S	164	0	0	87	4	5	3	1	0	9	0	0	0
TOTAL DUBLIN			333	1	0	89	4	5	2	0	0	8	82	11	218
TOTAL IRISH REPUBLIC			393	1	0	90	4	4	2	0	0	7	82	11	277
<b>ITALY</b>															
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	21	0	0	81	10	0	10	0	0	14	50	21	20
TOTAL MILAN (MALPENSA)			21	0	0	81	10	0	10	0	0	14	50	21	20
TOTAL ITALY			21	2	0	81	10	0	10	0	0	14	55	20	22
<b>MALTA</b>															
MALTA	AIR MALTA	S	10	0	0	90	10	0	0	0	0	3	90	8	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	6	100	2	8
TOTAL MALTA			18	0	0	83	17	0	0	0	0	4	96	4	25
TOTAL MALTA			18	0	0	83	17	0	0	0	0	4	96	4	25
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	120	0	0	83	6	5	7	0	0	12	0	0	0
	KLM UK LTD	S	185	0	3	73	15	9	3	1	0	13	88	8	257
TOTAL AMSTERDAM			305	0	3	77	11	7	5	0	0	13	88	8	257
TOTAL NETHERLANDS			305	0	3	77	11	7	5	0	0	13	88	8	257
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	S	8	0	0	75	13	13	0	0	0	9	88	2	8
	BRITANNIA AIRWAYS	C	8	0	0	38	38	25	0	0	0	19	63	13	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	50	0	0	0	27	38	39	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	8	63	11	8
TOTAL FARO			32	0	0	53	22	25	0	0	0	16	63	16	32
LISBON	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL LISBON			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			34	0	0	56	21	24	0	0	0	15	63	16	32

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	8	0	0	75	13	13	0	0	0	13	75	28	8
	SATA	C	8	0	0	75	13	13	0	0	0	13	29	29	7
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>28</b>	<b>15</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>28</b>	<b>15</b>
<b>RUSSIA</b>															
MOSCOW (VNUKOVO)	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	63	0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
<b>ALICANTE</b>															
	AIR 2000	S	8	0	0	75	0	25	0	0	0	15	88	3	8
	BRITANNIA AIRWAYS	C	16	0	0	75	13	13	0	0	0	11	63	14	16
	MY TRAVEL AIRWAYS UK	C	16	0	0	100	0	0	0	0	0	1	76	20	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	22	41	9
<b>TOTAL ALICANTE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>19</b>	<b>58</b>
<b>BARCELONA</b>															
	BRITISH AIRWAYS PLC	S	24	0	0	100	0	0	0	0	0	2	0	0	0
	COUGAR LEASING LTD	C	2	0	0	0	100	0	0	0	0	21	0	0	0
<b>TOTAL BARCELONA</b>			<b>26</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>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>															
	BRITISH AIRWAYS PLC	S	16	0	0	100	0	0	0	0	0	3	60	16	10
<b>TOTAL MADRID</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>16</b>	<b>10</b>
<b>MALAGA</b>															
	AIR 2000	S	8	0	0	75	0	25	0	0	0	16	25	36	8
	AIR 2000	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	89	0	11	0	0	0	7	50	23	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	17	38	27	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	80	20	0	0	0	0	6	31	31	16
<b>TOTAL MALAGA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>43</b>	<b>26</b>	<b>54</b>
<b>PALMA DE MALLORCA</b>															
	BRITANNIA AIRWAYS	C	18	0	0	72	11	0	6	11	0	38	56	18	16
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	23	50	33	10
	SPANAIR	C	8	0	0	63	38	0	0	0	0	9	75	8	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>18</b>	<b>42</b>
<b>VALENCIA</b>															
	AIR 2000	C	2	0	0	50	0	0	50	0	0	58	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	44	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	58	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	50	25	25	0	0	47	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	41	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL VALENCIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>21</b>	<b>7</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>21</b>	<b>165</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>															
	AIR 2000	S	10	0	0	30	30	10	30	0	0	44	90	9	10
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	90	6	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
ARRECIFE	MY TRAVEL AIRWAYS UK	C	10	0	0	50	40	10	0	0	0	15	60	13	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	3	100	1	10	
<b>TOTAL ARRECIFE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>7</b>	<b>40</b>	
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	9	0	0	56	0	22	0	0	22	98	60	17	10
<b>TOTAL FUERTEVENTURA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>98</b>	<b>60</b>	<b>17</b>	<b>10</b>
LAS PALMAS	AIR 2000	C	8	0	0	63	0	0	38	0	27	100	5	8	
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	0	25	59	70	14	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	0	25	0	27	100	3	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	13	0	16	38	41	8	
<b>TOTAL LAS PALMAS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>32</b>	<b>78</b>	<b>15</b>	<b>36</b>	
TENERIFE (SURREINA SOFIA)	AIR 2000	S	18	0	0	61	17	6	17	0	22	81	6	16	
	BRITANNIA AIRWAYS	C	19	0	0	63	21	16	0	0	15	73	14	15	
	FUTURA AIRLINES	C	22	0	0	45	32	0	23	0	26	13	26	8	
	LTE INTERNATIONAL AIRWAYS	C	2	0	0	100	0	0	0	0	4	0	0	0	
	MY TRAVEL AIRWAYS UK	C	17	0	0	53	18	24	0	0	6	38	69	44	16
	SPANAIR	C	8	0	0	63	0	38	0	0	19	25	19	8	
	THOMAS COOK AIRLINES LTD	C	26	0	0	81	8	8	4	0	9	70	21	20	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>22</b>	<b>83</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>25</b>	<b>71</b>	<b>17</b>	<b>169</b>	
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	0	25	13	50	0	13	198	80	34	5
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>198</b>	<b>80</b>	<b>34</b>	<b>5</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>198</b>	<b>80</b>	<b>34</b>	<b>5</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	27	24	0	74	11	7	7	0	17	91	6	43	
<b>TOTAL BARRA</b>			<b>27</b>	<b>24</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>91</b>	<b>6</b>	<b>43</b>	
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	202	1	0	94	4	2	0	0	4	89	5	198	
	BRITISH WORLD AIRLINES LTD	C	4	0	0	100	0	0	0	0	6	0	0	0	
<b>TOTAL BELFAST CITY</b>			<b>206</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>198</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	180	0	0	87	8	3	3	0	8	0	0	0	
	GO FLY LTD	S	172	0	0	92	3	3	1	1	7	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>96</b>	<b>2</b>	<b>164</b>	
BENBECULA	BRITISH REGIONAL AIRLINES LTD	S	50	2	0	94	6	0	0	0	3	100	1	52	
<b>TOTAL BENBECULA</b>			<b>50</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>52</b>	
BIRMINGHAM	BRITANNIA AIRWAYS	C	3	0	0	33	33	33	0	0	18	100	0	2	
	BRITISH AIRWAYS PLC	S	152	0	1	93	5	1	1	0	5	93	6	223	
	FLYBE.BRITISH EUROPEAN	S	198	0	18	90	7	3	1	0	5	89	6	257	
<b>TOTAL BIRMINGHAM</b>			<b>353</b>	<b>0</b>	<b>19</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>6</b>	<b>483</b>	
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	237	1	0	80	13	5	2	0	8	75	13	271	
	GO FLY LTD	S	104	0	0	79	14	7	0	0	8	0	0	0	
<b>TOTAL BRISTOL</b>			<b>341</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>271</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
CAMPBELTOWN	LOGANAIR	S	85	0	0	94	2	1	2	0	0	5	91	7	81
<b>TOTAL CAMPBELTOWN</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>7</b>	<b>81</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	130	2	0	64	22	12	2	0	0	14	90	7	136
<b>TOTAL CARDIFF WALES</b>			<b>130</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>7</b>	<b>136</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	191	0	1	92	4	4	1	0	0	4	88	8	192
<b>TOTAL EAST MIDLANDS</b>			<b>191</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>8</b>	<b>192</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	328	0	0	96	3	0	1	0	0	4	93	5	334
<b>TOTAL GATWICK</b>			<b>328</b>	<b>6</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>7</b>	<b>340</b>
HEATHROW	BMI BRITISH MIDLAND	S	408	0	8	84	10	4	2	0	0	8	60	18	459
	BRITISH AIRWAYS PLC	S	654	0	0	88	7	3	1	0	0	8	79	12	640
<b>TOTAL HEATHROW</b>			<b>1062</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>15</b>	<b>1099</b>
INVERNESS	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	LOGANAIR	S	94	1	0	80	11	5	2	2	0	15	86	8	88
<b>TOTAL INVERNESS</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>8</b>	<b>88</b>
ISLAY	LOGANAIR	S	91	0	0	70	15	9	1	4	0	21	84	9	94
<b>TOTAL ISLAY</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>9</b>	<b>94</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	65	5	0	86	11	3	0	0	0	6	81	9	84
<b>TOTAL ISLE OF MAN</b>			<b>65</b>	<b>5</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>84</b>
LEEDS BRADFORD	BMI REGIONAL	S	140	0	0	86	11	3	0	0	0	8	80	16	129
<b>TOTAL LEEDS BRADFORD</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>16</b>	<b>129</b>
LONDON CITY	SCOT AIRWAYS	S	176	0	16	86	10	3	0	0	0	6	63	17	181
<b>TOTAL LONDON CITY</b>			<b>176</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>17</b>	<b>181</b>
LONDONDERRY	LOGANAIR	S	104	0	0	89	6	3	2	0	0	6	87	10	60
<b>TOTAL LONDONDERRY</b>			<b>104</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>6</b>	<b>87</b>	<b>10</b>	<b>60</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	380	0	0	51	24	22	3	0	0	20	79	17	368
<b>TOTAL LUTON</b>			<b>380</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>17</b>	<b>368</b>
MANCHESTER	BMI REGIONAL	S	132	0	0	98	2	0	1	0	0	4	71	14	186
	BRITISH AIRWAYS CITIEXPRESS L	S	77	0	0	87	10	0	3	0	0	6	83	11	71
	BRITISH AIRWAYS PLC	S	79	2	2	59	34	3	4	0	0	15	66	21	155
	BRITISH REGIONAL AIRLINES LTD	S	90	0	0	74	23	1	1	0	0	11	0	0	0
<b>TOTAL MANCHESTER</b>			<b>379</b>	<b>3</b>	<b>2</b>	<b>82</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>16</b>	<b>412</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	18	0	0	89	0	11	0	0	0	10	55	20	11
<b>TOTAL PLYMOUTH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>20</b>	<b>11</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	178	0	0	89	10	1	0	0	0	5	84	10	175
<b>TOTAL SOUTHAMPTON</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>10</b>	<b>175</b>
STANSTED	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	GO FLY LTD	S	268	0	0	88	7	4	1	0	0	6	85	7	215
<b>TOTAL STANSTED</b>			<b>270</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>215</b>
STORNOWAY	BRITISH REGIONAL AIRLINES LTD	S	92	4	0	83	8	3	7	0	0	12	97	3	96

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL STORNOWAY</b>			<b>92</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>97</b>	<b>3</b>	<b>96</b>
<b>SUMBURGH</b>	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	90	2	2	6	0	0	7	94	3	52
	BRITISH WORLD AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	LOGANAIR	S	60	0	0	82	8	3	3	3	0	18	81	12	26
<b>TOTAL SUMBURGH</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>78</b>
<b>TEESSIDE</b>	BRITISH WORLD AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL TEESSIDE</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TIREE</b>	LOGANAIR	S	50	0	0	80	8	0	8	4	0	23	95	3	44
<b>TOTAL TIREE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>95</b>	<b>3</b>	<b>44</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5284</b>	<b>54</b>	<b>46</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>5125</b>
<b>USA</b>															
<b>NEW YORK (NEWARK)</b>	CONTINENTAL AIRLINES	S	49	1	1	94	4	2	0	0	0	3	88	7	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>49</b>	<b>1</b>	<b>1</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>60</b>
<b>ORLANDO</b>	BRITANNIA AIRWAYS	C	3	0	0	33	33	33	0	0	0	24	100	5	3
<b>TOTAL ORLANDO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>100</b>	<b>5</b>	<b>3</b>
<b>SANFORD</b>	MY TRAVEL AIRWAYS UK	C	9	1	0	22	33	22	22	0	0	40	25	225	8
<b>TOTAL SANFORD</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>25</b>	<b>165</b>	<b>12</b>
<b>TOTAL USA</b>			<b>63</b>	<b>3</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>33</b>	<b>75</b>
<b>TOTAL GLASGOW</b>			<b>6947</b>	<b>64</b>	<b>69</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>12</b>	<b>7009</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	38	31	23	8	0	0	22	21	31	24
<b>TOTAL ALGIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>21</b>	<b>31</b>	<b>24</b>
ORAN ES SENIA	AIR ALGERIE	S	2	0	0	0	0	0	100	0	0	97	0	0	0
<b>TOTAL ORAN ES SENIA</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>97</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ALGERIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>21</b>	<b>31</b>	<b>24</b>
<b>ARMENIA</b>															
YEREVAN	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	65	0	18	12	6	0	39	72	13	25
<b>TOTAL YEREVAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>72</b>	<b>13</b>	<b>25</b>
<b>TOTAL ARMENIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>72</b>	<b>13</b>	<b>25</b>
<b>AUSTRALIA</b>															
MELBOURNE	BRITISH AIRWAYS PLC	S	42	0	0	62	19	7	10	2	0	24	0	0	0
	QANTAS	S	43	0	0	65	16	12	2	2	2	28	68	15	60
<b>TOTAL MELBOURNE</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>68</b>	<b>15</b>	<b>60</b>
SYDNEY	BRITISH AIRWAYS PLC	S	163	0	0	64	13	13	8	1	1	21	77	10	120
	QANTAS	S	77	0	0	45	25	13	16	1	0	33	64	22	86
<b>TOTAL SYDNEY</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>15</b>	<b>206</b>
<b>TOTAL AUSTRALIA</b>			<b>325</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>71</b>	<b>15</b>	<b>266</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	240	0	0	87	9	2	3	0	0	8	74	12	239
	BRITISH AIRWAYS PLC	S	241	0	0	85	11	2	2	0	0	8	69	15	234
<b>TOTAL VIENNA</b>			<b>481</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>473</b>
<b>TOTAL AUSTRIA</b>			<b>481</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>473</b>
<b>BAHRAIN</b>															
BAHRAIN	BRITISH AIRWAYS PLC	S	4	0	0	75	25	0	0	0	0	6	0	0	0
	GULF AIR	S	44	0	8	91	9	0	0	0	0	3	67	14	42
<b>TOTAL BAHRAIN</b>			<b>48</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>42</b>
<b>TOTAL BAHRAIN</b>			<b>48</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>42</b>
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	47	0	0	57	17	13	13	0	0	23	36	92	59
	BRITISH AIRWAYS PLC	S	26	0	0	35	4	12	46	4	0	61	35	142	26
<b>TOTAL DACCA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>12</b>	<b>12</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>35</b>	<b>107</b>	<b>85</b>
SYLHET	BIMAN BANGLADESH AIRLINES	S	12	1	1	50	17	33	0	0	0	22	0	0	0
<b>TOTAL SYLHET</b>			<b>12</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BANGLADESH</b>			<b>85</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>13</b>	<b>15</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>35</b>	<b>107</b>	<b>85</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	253	0	0	78	13	6	3	0	0	11	56	20	298
	BRITISH AIRWAYS PLC	S	336	0	0	85	10	3	2	0	0	7	69	16	331



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
BRUSSELS	SN BRUSSELS AIRLINES	S	524	82	0	88	8	3	1	0	0	6	0	0	0
<b>TOTAL BRUSSELS</b>			<b>1113</b>	<b>82</b>	<b>36</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>19</b>	<b>1145</b>
<b>TOTAL BELGIUM</b>			<b>1113</b>	<b>83</b>	<b>36</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>19</b>	<b>1145</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	43	0	0	70	19	9	2	0	0	13	0	0	0
	VARIG	S	60	0	0	50	22	20	8	0	0	24	52	23	60
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>52</b>	<b>23</b>	<b>60</b>
<b>TOTAL BRAZIL</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>52</b>	<b>23</b>	<b>60</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	67	15	10	8	0	0	19	85	9	60
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>9</b>	<b>60</b>
<b>TOTAL BRUNEI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>9</b>	<b>60</b>
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	40	0	0	73	10	5	10	3	0	23	69	18	52
<b>TOTAL SOFIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>18</b>	<b>52</b>
<b>TOTAL BULGARIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>18</b>	<b>52</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	60	0	0	70	17	10	2	0	2	18	68	12	60
<b>TOTAL CALGARY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>68</b>	<b>12</b>	<b>60</b>
HALIFAX INT	AIR CANADA	S	60	0	0	50	22	15	12	2	0	27	46	29	56
<b>TOTAL HALIFAX INT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>46</b>	<b>29</b>	<b>56</b>
MONTREAL (DORVAL)	BRITISH AIRWAYS PLC	S	60	0	0	88	8	2	2	0	0	7	80	12	60
<b>TOTAL MONTREAL (DORVAL)</b>			<b>60</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>7</b>	<b>68</b>	<b>14</b>	<b>120</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	47	22	27	3	2	0	28	48	34	60
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>34</b>	<b>60</b>
TORONTO	AIR CANADA	S	196	0	0	77	12	9	2	0	0	11	60	17	238
	BRITISH AIRWAYS PLC	S	120	0	0	70	22	6	3	0	0	12	65	16	117
<b>TOTAL TORONTO</b>			<b>316</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>17</b>	<b>355</b>
VANCOUVER	AIR CANADA	S	60	0	0	78	13	7	2	0	0	10	63	15	60
	BRITISH AIRWAYS PLC	S	60	0	0	85	10	2	3	0	0	8	74	14	58
<b>TOTAL VANCOUVER</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>14</b>	<b>118</b>
<b>TOTAL CANADA</b>			<b>676</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>18</b>	<b>769</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	25	1	0	68	12	8	4	4	4	81	0	0	0
<b>TOTAL GRAND CAYMAN</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>CHINA</b>															
BEIJING	AIR CHINA	S	34	0	0	56	6	15	24	0	0	31	54	22	26
	BRITISH AIRWAYS PLC	S	25	0	0	76	12	12	0	0	0	9	69	98	26
<b>TOTAL BEIJING</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>60</b>	<b>52</b>
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	73	12	12	4	0	0	15	72	12	25
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>12</b>	<b>25</b>
<b>TOTAL CHINA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>45</b>	<b>77</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	58	0	0	67	12	7	14	0	0	22	60	16	60
<b>TOTAL ZAGREB</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>16</b>	<b>60</b>
<b>TOTAL CROATIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>16</b>	<b>60</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	60	0	0	67	22	8	0	3	0	22	75	12	76
	CYPRUS AIRWAYS	S	77	0	0	51	26	18	5	0	0	21	67	13	97
<b>TOTAL LARNACA</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>13</b>	<b>173</b>
PAPHOS	CYPRUS AIRWAYS	S	4	0	0	25	0	75	0	0	0	35	0	31	4
<b>TOTAL PAPHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>31</b>	<b>4</b>
<b>TOTAL CYPRUS</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>13</b>	<b>177</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	180	0	0	81	12	3	2	1	0	12	66	19	180
	CSA	S	120	0	0	83	9	6	2	0	0	9	63	15	120
<b>TOTAL PRAGUE</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>17</b>	<b>300</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>17</b>	<b>300</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	292	0	0	88	7	2	3	1	0	9	72	14	290
	SAS	S	388	3	0	92	4	2	2	0	0	6	82	9	344
	VARIG	S	26	0	0	50	19	23	8	0	0	24	31	31	26
<b>TOTAL COPENHAGEN</b>			<b>706</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>660</b>
<b>TOTAL DENMARK</b>			<b>706</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>660</b>
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	85	10	2	3	0	0	8	70	19	60
	EGYPT AIR	S	60	0	2	43	37	17	3	0	0	23	27	70	60
<b>TOTAL CAIRO</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>44</b>	<b>120</b>
LUXOR	EGYPT AIR	S	8	0	0	25	25	50	0	0	0	31	0	151	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>70</b>	<b>25</b>
<b>TOTAL EGYPT</b>			<b>128</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>23</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>49</b>	<b>145</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BRITISH MEDITERRANEAN AIRWA	S	17	0	0	53	29	6	12	0	0	23	0	0	0

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				Actual (7)	Plan (8)										
ADDIS ABABA	ETHIOPIAN AIRLINES	S	34	0	0	50	26	12	12	0	0	22	8	65	26
<b>TOTAL ADDIS ABABA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>8</b>	<b>65</b>	<b>26</b>
<b>TOTAL ETHIOPIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>8</b>	<b>65</b>	<b>26</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	JATAIRWAYS	S	44	0	0	73	9	9	9	0	0	19	74	15	42
<b>TOTAL BELGRADE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>15</b>	<b>42</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>15</b>	<b>42</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	83	10	6	1	0	0	8	83	12	120
	FINNAIR	S	214	0	0	83	10	4	3	0	0	10	72	12	204
<b>TOTAL HELSINKI</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>324</b>
<b>TOTAL FINLAND</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>324</b>
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS PLC	S	190	0	0	84	9	2	5	0	0	9	0	0	0
	FLYBE.BRITISH EUROPEAN	S	162	0	0	93	4	2	1	0	0	3	83	8	157
<b>TOTAL LYON</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>157</b>
NICE	BMI BRITISH MIDLAND	S	119	0	1	89	3	3	4	0	0	7	69	15	116
	BRITISH AIRWAYS PLC	S	240	0	0	89	7	3	2	0	0	6	71	19	238
<b>TOTAL NICE</b>			<b>359</b>	<b>1</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>18</b>	<b>354</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	717	2	17	60	20	12	8	0	0	19	50	26	735
	BMI BRITISH MIDLAND	S	339	0	2	76	12	8	4	0	0	12	48	25	343
	BRITISH AIRWAYS PLC	S	680	0	1	82	10	4	4	0	0	9	75	15	684
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1736</b>	<b>2</b>	<b>20</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>22</b>	<b>1764</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	162	0	0	91	6	1	1	1	0	8	79	11	160
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	<b>160</b>
<b>TOTAL FRANCE</b>			<b>2609</b>	<b>7</b>	<b>21</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>19</b>	<b>2616</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	356	0	0	90	7	2	2	0	0	6	76	11	298
<b>TOTAL BERLIN (TEGEL)</b>			<b>356</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>11</b>	<b>298</b>
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	222	0	0	82	10	6	2	0	0	9	77	12	170
<b>TOTAL COLOGNE (BONN)</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>170</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	292	0	0	91	4	3	2	0	0	6	77	13	282
	LUFTHANSA	S	236	0	4	96	1	2	2	0	0	3	85	8	233
<b>TOTAL DUSSELDORF</b>			<b>528</b>	<b>1</b>	<b>5</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>571</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	380	0	0	84	7	8	1	0	0	8	73	14	361
	LUFTHANSA	S	589	0	11	85	9	4	2	0	0	8	80	10	594
<b>TOTAL FRANKFURT MAIN</b>			<b>969</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>955</b>
HAMBURG	BRITISH AIRWAYS PLC	S	238	0	0	83	9	4	4	0	0	10	71	16	178
	LUFTHANSA	S	235	0	5	98	1	0	0	0	0	2	86	8	242

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## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL HAMBURG</b>			<b>473</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>11</b>	420
HANOVER	BMI BRITISH MIDLAND	S	180	0	0	87	9	3	2	0	0	7	81	12	120
<b>TOTAL HANOVER</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	168
MUNICH	BRITISH AIRWAYS PLC	S	351	0	1	80	12	5	2	0	10	72	14	347	
	LUFTHANSA	S	360	0	0	88	6	3	3	0	7	80	10	334	
<b>TOTAL MUNICH</b>			<b>711</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	681	
STUTTGART	BMI BRITISH MIDLAND	S	115	0	1	89	9	3	0	0	5	70	14	174	
	BRITISH AIRWAYS PLC	S	237	0	1	84	10	4	1	0	7	76	13	232	
	LUFTHANSA	S	59	0	1	97	2	0	2	0	3	0	0	0	
<b>TOTAL STUTTGART</b>			<b>411</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	406	
<b>TOTAL GERMANY</b>			<b>3850</b>	<b>1</b>	<b>25</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	3669	
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	44	0	0	73	18	9	0	0	10	0	0	0	
	GHANA AIRWAYS	S	26	0	0	8	23	19	38	12	81	3	93	34	
<b>TOTAL ACCRA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>37</b>	<b>3</b>	<b>93</b>	34	
<b>TOTAL GHANA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>37</b>	<b>3</b>	<b>93</b>	34	
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	68	0	0	82	13	1	3	0	7	0	0	0	
<b>TOTAL GIBRALTAR</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0	
<b>TOTAL GIBRALTAR</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0	
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	S	52	0	0	54	25	17	4	0	17	62	15	52	
	BRITISH AIRWAYS PLC	S	120	0	0	88	5	3	3	0	8	80	10	118	
	OLYMPIC AIRWAYS	S	138	0	0	62	20	11	7	0	16	44	24	142	
<b>TOTAL ATHENS</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>18</b>	372	
<b>TOTAL GREECE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>18</b>	372	
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	60	0	0	90	5	2	3	0	6	97	5	60	
	CATHAY PACIFIC AIRWAYS	S	114	0	0	82	13	4	1	0	8	72	39	116	
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	2	2	81	16	3	0	0	6	63	14	60	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>232</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>24</b>	236	
<b>TOTAL HONG KONG</b>			<b>232</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>24</b>	236	
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	120	0	0	83	7	8	3	0	10	72	16	120	
	MALEV (HUNGARIAN AIRLINES)	S	120	0	0	91	6	1	2	0	10	63	18	120	
<b>TOTAL BUDAPEST</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>17</b>	240	
<b>TOTAL HUNGARY</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>17</b>	240	
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	88	0	0	83	9	1	7	0	11	71	13	94	

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				Actual (7)	Plan (8)										
TOTAL KEFLAVIK			88	0	0	83	9	1	7	0	0	11	71	13	94
TOTAL ICELAND			88	0	0	83	9	1	7	0	0	11	71	13	94
INDIA															
CALCUTTA	BRITISH AIRWAYS PLC	S	18	0	0	33	33	33	0	0	0	24	0	0	0
TOTAL CALCUTTA			18	0	0	33	33	33	0	0	0	24	0	0	0
DELHI	BRITISH AIRWAYS PLC	S	59	1	2	29	19	24	27	2	0	45	60	26	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	11	28	33	28	0	0	45	33	45	18
TOTAL DELHI			77	1	2	25	21	26	27	1	0	45	54	30	78
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	16	0	0	69	19	13	0	0	0	10	59	53	17
TOTAL MADRAS/CHENNAI			16	0	0	69	19	13	0	0	0	10	59	53	17
MUMBAI	AIR INDIA	S	67	0	0	28	18	28	18	6	1	52	38	40	85
	BRITISH AIRWAYS PLC	S	60	0	0	58	25	10	7	0	0	18	57	25	60
TOTAL MUMBAI			127	0	0	43	21	20	13	3	1	36	46	34	145
TOTAL INDIA			238	1	2	38	22	22	16	2	0	36	49	34	240
IRAN															
TEHRAN	BRITISH MEDITERRANEAN AIRWA	S	26	0	0	85	8	8	0	0	0	7	52	25	23
	IRAN AIR	S	26	0	0	58	15	27	0	0	0	16	58	23	26
TOTAL TEHRAN			52	0	0	71	12	17	0	0	0	11	55	24	49
TOTAL IRAN			52	0	0	71	12	17	0	0	0	11	55	24	49
IRISH REPUBLIC															
CORK	AER LINGUS	S	180	0	0	93	4	0	2	1	0	7	71	24	178
TOTAL CORK			180	0	0	93	4	0	2	1	0	7	71	24	178
DUBLIN	AER LINGUS	S	762	1	0	87	10	2	1	0	0	7	66	20	759
	BMI BRITISH MIDLAND	S	590	0	0	83	11	5	1	0	0	8	73	16	524
TOTAL DUBLIN			1352	1	0	85	11	3	1	0	0	8	69	19	1283
SHANNON	AER LINGUS	S	180	0	0	84	8	2	6	0	0	10	67	20	177
TOTAL SHANNON			180	0	0	84	8	2	6	0	0	10	67	20	177
TOTAL IRISH REPUBLIC			1712	1	0	86	10	3	2	0	0	8	69	19	1638
ISRAEL															
OVDA	EL AL	S	7	0	2	100	0	0	0	0	0	1	89	4	18
TOTAL OVDA			7	0	2	100	0	0	0	0	0	1	89	4	18
TEL AVIV	BRITISH AIRWAYS PLC	S	118	0	0	64	19	14	3	1	1	28	86	10	154
	EL AL	S	72	0	3	83	10	4	0	0	3	24	68	16	76
TOTAL TEL AVIV			190	0	3	71	15	10	2	1	2	26	79	12	244
TOTAL ISRAEL			197	0	5	72	15	10	2	1	2	25	79	12	262
ITALY															
CAGLIARI (ELMAS)	QANTAS	C	2	0	0	50	0	50	0	0	0	20	0	0	0
TOTAL CAGLIARI (ELMAS)			2	0	0	50	0	50	0	0	0	20	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	2	0	0	50	0	0	50	0	0	41	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</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>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	ALITALIA	S	167	0	13	86	7	4	4	1	0	9	78	10	179
	BMI BRITISH MIDLAND	S	168	0	4	82	7	4	6	1	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	179	0	1	78	6	8	6	2	0	20	75	14	180
<b>TOTAL MILAN (LINATE)</b>			<b>514</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>359</b>
MILAN (MALPENSA)	ALITALIA	S	285	0	15	65	15	11	7	2	0	21	52	21	299
	BRITISH AIRWAYS PLC	S	179	0	1	78	8	5	9	1	0	16	63	17	118
<b>TOTAL MILAN (MALPENSA)</b>			<b>464</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>19</b>	<b>655</b>
PALERMO	BMI BRITISH MIDLAND	C	4	0	0	25	0	25	50	0	0	62	43	23	7
<b>TOTAL PALERMO</b>			<b>4</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>62</b>	<b>43</b>	<b>23</b>	<b>7</b>
ROME (FIUMICINO)	ALITALIA	S	300	0	0	71	13	10	5	0	0	15	63	17	294
	BMI BRITISH MIDLAND	S	118	0	0	75	12	7	4	2	0	14	70	14	236
	BRITISH AIRWAYS PLC	S	299	0	1	80	10	4	5	0	0	12	76	16	300
<b>TOTAL ROME (FIUMICINO)</b>			<b>717</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>830</b>
<b>TOTAL ITALY</b>			<b>1703</b>	<b>0</b>	<b>41</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>16</b>	<b>2027</b>
JAMAICA															
KINGSTON	AIR JAMAICA	S	42	0	2	24	14	17	33	12	0	84	11	120	38
<b>TOTAL KINGSTON</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>14</b>	<b>17</b>	<b>33</b>	<b>12</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>120</b>	<b>38</b>
<b>TOTAL JAMAICA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>14</b>	<b>17</b>	<b>33</b>	<b>12</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>120</b>	<b>38</b>
JAPAN															
NAGOYA (AFB)	JAPAN AIRLINES	S	12	0	0	100	0	0	0	0	0	1	75	9	16
<b>TOTAL NAGOYA (AFB)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>9</b>	<b>16</b>
OSAKA (KANSAI)	JAPAN AIRLINES	S	60	0	1	78	20	2	0	0	0	8	60	13	60
<b>TOTAL OSAKA (KANSAI)</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>13</b>	<b>60</b>
TOKYO (NARITA)	AEROFLOT	S	17	0	0	29	18	35	18	0	0	39	44	19	16
	ALL NIPPON AIRWAYS	S	60	0	0	85	13	2	0	0	0	6	80	15	60
	BRITISH AIRWAYS PLC	S	120	0	0	79	13	5	3	0	0	10	75	16	118
	JAPAN AIRLINES	S	66	0	3	91	6	0	0	3	0	11	76	10	72
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	15	5	0	0	2	29	73	14	60
<b>TOTAL TOKYO (NARITA)</b>			<b>323</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>326</b>
<b>TOTAL JAPAN</b>			<b>395</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>402</b>
JORDAN															
AMMAN	BRITISH MEDITERRANEAN AIRWA	S	51	1	0	73	10	6	10	2	0	19	73	14	55
	ROYAL JORDANIAN	S	58	0	2	78	17	3	2	0	0	9	40	52	60
<b>TOTAL AMMAN</b>			<b>109</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>34</b>	<b>115</b>
<b>TOTAL JORDAN</b>			<b>109</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>34</b>	<b>115</b>
KAZAKHSTAN															
ALMA ATA	BRITISH MEDITERRANEAN AIRWA	S	24	0	0	42	21	21	17	0	0	31	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ALMA ATA			24	0	0	42	21	21	17	0	0	31	0	0	0
TOTAL KAZAKHSTAN			24	0	0	42	21	21	17	0	0	31	0	0	0
KENYA															
NAIROBI	BRITISH AIRWAYS PLC	S	9	0	0	67	11	22	0	0	0	15	0	0	0
	KENYA AIRWAYS	S	50	0	0	78	12	2	4	2	2	21	66	21	50
TOTAL NAIROBI			59	0	0	76	12	5	3	2	2	20	66	21	50
TOTAL KENYA			59	0	0	76	12	5	3	2	2	20	66	21	50
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	97	0	2	2	0	0	3	93	5	56
	KUWAIT AIRWAYS	S	51	0	1	71	16	8	6	0	0	16	55	21	60
TOTAL KUWAIT			111	0	1	85	7	5	4	0	0	9	73	13	116
TOTAL KUWAIT			111	0	1	85	7	5	4	0	0	9	73	13	116
KYRGYZSTAN															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	12	5	0	83	17	0	0	0	0	10	53	63	15
TOTAL BISHKEK (FRUNZE)			12	5	0	83	17	0	0	0	0	10	53	63	15
TOTAL KYRGYZSTAN			12	5	0	83	17	0	0	0	0	10	53	63	15
LEBANON															
BEIRUT	BRITISH MEDITERRANEAN AIRWA	S	14	0	0	86	7	7	0	0	0	8	66	23	56
	MEA	S	42	0	0	67	21	5	7	0	0	19	59	14	44
TOTAL BEIRUT			56	0	0	71	18	5	5	0	0	16	63	19	100
TOTAL LEBANON			56	0	0	71	18	5	5	0	0	16	63	19	100
LIBYA															
BENGHAZI	LIBYAN ARAB AIRLINES	S	2	0	0	50	50	0	0	0	0	18	75	63	8
TOTAL BENGHAZI			2	0	0	50	50	0	0	0	0	18	75	63	8
TRIPOLI	LIBYAN ARAB AIRLINES	S	14	0	0	71	21	7	0	0	0	11	78	10	18
TOTAL TRIPOLI			14	0	0	71	21	7	0	0	0	11	78	10	18
TOTAL LIBYA			16	0	0	69	25	6	0	0	0	12	77	26	26
LITHUANIA															
VILNIUS	LITHUANIA AIRLINES	S	60	0	0	88	10	2	0	0	0	6	67	17	60
TOTAL VILNIUS			60	0	0	88	10	2	0	0	0	6	67	17	60
TOTAL LITHUANIA			60	0	0	88	10	2	0	0	0	6	67	17	60
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	120	0	0	72	18	7	3	0	0	12	69	18	119
TOTAL LUXEMBOURG			120	0	0	72	18	7	3	0	0	12	69	18	119
TOTAL LUXEMBOURG			120	0	0	72	18	7	3	0	0	12	69	18	119
MALAWI															
LILONGWE	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	6	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL LILONGWE			8	0	0	88	13	0	0	0	0	6	0	0	0
TOTAL MALAWI			8	0	0	88	13	0	0	0	0	6	0	0	0
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	126	0	2	72	17	7	2	0	1	22	83	11	120
TOTAL KUALA LUMPUR (SEPANG)			126	0	2	72	17	7	2	0	1	22	85	10	163
TOTAL MALAYSIA			126	0	2	72	17	7	2	0	1	22	85	10	163
<b>MALTA</b>															
MALTA	AIR MALTA	S	120	0	0	82	15	2	2	0	0	7	77	12	120
TOTAL MALTA			120	0	0	82	15	2	2	0	0	7	75	14	136
TOTAL MALTA			120	0	0	82	15	2	2	0	0	7	75	14	136
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	25	1	1	32	20	40	4	0	4	96	25	26	24
TOTAL MAURITIUS			25	1	1	32	20	40	4	0	4	96	25	26	24
TOTAL MAURITIUS			25	1	1	32	20	40	4	0	4	96	25	26	24
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	42	23	23	12	0	0	27	65	27	26
TOTAL MEXICO CITY			26	0	0	42	23	23	12	0	0	27	65	27	26
TOTAL MEXICO			26	0	0	42	23	23	12	0	0	27	65	27	26
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	8	50	42	18
	ROYAL AIR MAROC	S	38	0	0	74	5	18	3	0	0	14	48	24	60
TOTAL CASABLANCA MOHAMED V			46	0	0	76	7	15	2	0	0	13	49	29	78
MARRAKESH	GB AIRWAYS LTD	S	52	0	0	71	21	8	0	0	0	11	55	24	42
	ROYAL AIR MAROC	S	22	0	0	68	23	9	0	0	0	11	0	0	0
TOTAL MARRAKESH			74	0	0	70	22	8	0	0	0	11	55	24	42
TOTAL MOROCCO			120	0	0	73	16	11	1	0	0	12	51	27	120
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	8	0	0	63	0	13	25	0	0	34	50	22	8
TOTAL WINDHOEK			8	0	0	63	0	13	25	0	0	34	50	22	8
TOTAL NAMIBIA			8	0	0	63	0	13	25	0	0	34	50	22	8
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	25	0	0	80	8	8	4	0	0	9	65	14	26
	EVA AIR	S	26	0	0	92	8	0	0	0	0	4	88	8	26
TOTAL TAIPEI			51	0	0	86	8	4	2	0	0	6	77	11	52
TOTAL NATIONALIST CHINA (TAIWAN)			51	0	0	86	8	4	2	0	0	6	77	11	52
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	459	0	3	79	10	5	5	1	0	13	54	24	458



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				Actual (7)	Plan (8)										
AMSTERDAM	BRITISH AIRWAYS PLC	S	464	0	0	78	11	5	6	0	0	12	79	16	398
	KLM	S	478	0	0	83	9	3	4	0	0	9	81	11	512
<b>TOTAL AMSTERDAM</b>			<b>1401</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>17</b>	1420
EINDHOVEN	KLM EXEL	S	88	0	0	70	15	8	7	0	0	16	65	16	86
<b>TOTAL EINDHOVEN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>16</b>	138
ROTTERDAM	KLM	S	207	0	1	89	4	5	1	0	0	6	84	10	212
<b>TOTAL ROTTERDAM</b>			<b>207</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>9</b>	237
<b>TOTAL NETHERLANDS</b>			<b>1696</b>	<b>1</b>	<b>4</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>16</b>	1795
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	60	0	0	80	15	3	2	0	0	9	62	27	60
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>27</b>	60
<b>TOTAL NEW ZEALAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>27</b>	60
<b>NIGERIA</b>															
LAGOS	NIGERIA AIRWAYS	S	10	0	0	10	10	20	60	0	0	75	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	34	0	1	71	6	18	3	0	3	41	0	0	0
<b>TOTAL LAGOS</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>7</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>38</b>	<b>30</b>	34
<b>TOTAL NIGERIA</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>7</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>38</b>	<b>30</b>	34
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	240	0	0	88	6	4	3	0	0	7	66	17	296
	SAS	S	282	0	1	89	5	3	2	0	0	6	80	10	325
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>522</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	621
STAVANGER	SAS	S	45	0	6	84	2	9	4	0	0	9	81	11	59
<b>TOTAL STAVANGER</b>			<b>45</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	59
<b>TOTAL NORWAY</b>			<b>567</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>13</b>	729
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	51	0	0	88	6	4	2	0	0	7	83	12	59
	GULF AIR	S	33	0	0	97	3	0	0	0	0	3	78	11	72
<b>TOTAL MUSCAT</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>12</b>	131
<b>TOTAL OMAN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>12</b>	131
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	29	0	0	14	3	7	55	21	0	106	40	96	30
<b>TOTAL ISLAMABAD</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>7</b>	<b>55</b>	<b>21</b>	<b>0</b>	<b>106</b>	<b>38</b>	<b>62</b>	56
KARACHI	PAKISTAN INTL AIRLINES	S	24	0	0	58	33	0	8	0	0	18	41	59	29
<b>TOTAL KARACHI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>33</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>41</b>	<b>59</b>	29
LAHORE	PAKISTAN INTL AIRLINES	S	13	0	0	15	38	15	23	0	8	77	28	57	25
<b>TOTAL LAHORE</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>28</b>	<b>57</b>	25
<b>TOTAL PAKISTAN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>21</b>	<b>6</b>	<b>32</b>	<b>9</b>	<b>2</b>	<b>68</b>	<b>36</b>	<b>60</b>	110

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				Actual (7)	Plan (8)										
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	35	0	0	83	9	9	0	0	0	8	68	21	34
TOTAL MANILA			35	0	0	83	9	9	0	0	0	8	68	21	34
TOTAL PHILIPPINES			35	0	0	83	9	9	0	0	0	8	68	21	34
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	179	0	1	84	8	6	1	2	0	11	72	12	118
	LOT-POLISH AIRLINES	S	180	0	0	83	11	4	2	0	0	8	69	16	177
	LOT-POLISH AIRLINES	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL WARSAW			361	0	1	84	9	5	1	1	0	10	71	14	295
TOTAL POLAND			361	0	1	84	9	5	1	1	0	10	71	14	295
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	60	0	0	78	12	7	3	0	0	10	79	14	53
	GB AIRWAYS LTD	S	60	0	0	67	23	5	3	2	0	18	62	20	50
TOTAL FARO			120	0	0	73	18	6	3	1	0	14	71	17	103
LISBON	AIR PORTUGAL	S	156	0	0	43	30	15	12	0	0	27	58	20	165
	BRITISH AIRWAYS PLC	S	240	0	0	72	16	9	3	0	0	13	72	18	196
TOTAL LISBON			396	0	0	60	22	11	7	0	0	18	66	19	361
OPORTO ( PORTUGAL )	AIR PORTUGAL	S	94	0	2	59	27	10	5	0	0	17	66	18	70
TOTAL OPORTO ( PORTUGAL )			94	0	2	59	27	10	5	0	0	17	66	18	70
TOTAL PORTUGAL(EXCLUDING MADEIRA)			610	0	2	62	22	10	6	0	0	17	67	19	534
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	17	50	22	0	11	0	53	67	54	15
TOTAL FUNCHAL			18	0	0	17	50	22	0	11	0	53	67	54	15
TOTAL PORTUGAL(MADEIRA)			18	0	0	17	50	22	0	11	0	53	67	54	15
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	48	0	0	94	4	2	0	0	0	4	92	6	59
	QATAR AIRWAYS	S	76	0	0	83	13	1	3	0	0	7	70	16	74
TOTAL DOHA			124	0	4	87	10	2	2	0	0	6	84	9	185
TOTAL QATAR			124	0	4	87	10	2	2	0	0	6	84	9	185
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	KOREAN AIR	S	42	0	0	74	10	17	0	0	0	11	0	0	0
TOTAL SEOUL (INCHEON)			42	0	0	74	10	17	0	0	0	11	0	0	0
TOTAL REPUBLIC OF KOREA			42	0	0	74	10	17	0	0	0	11	26	40	42
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	60	0	0	87	12	0	2	0	0	7	67	18	60
	SOUTH AFRICAN AIRWAYS	S	61	0	0	84	8	5	3	0	0	10	74	12	66
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	84	12	4	0	0	0	7	81	9	16
TOTAL CAPE TOWN			146	0	0	85	10	3	2	0	0	9	72	14	142

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				Actual (7)	Plan (8)										
JOHANNESBURG	BRITISH AIRWAYS PLC	S	120	0	0	92	7	0	2	0	0	7	74	15	111
	SOUTH AFRICAN AIRWAYS	S	112	0	0	78	14	4	4	0	11	61	25	114	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	65	12	22	2	0	17	65	15	60	
<b>TOTAL JOHANNESBURG</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>19</b>	<b>285</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>438</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>18</b>	<b>427</b>	
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	16	0	0	56	19	25	0	0	18	0	0	0	
<b>TOTAL SANAA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	60	1	0	80	10	5	5	0	10	72	15	60	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>15</b>	<b>60</b>	
<b>TOTAL RUMANIA</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>15</b>	<b>60</b>	
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	119	0	10	39	32	20	8	1	25	62	23	81	
	BRITISH AIRWAYS PLC	S	118	0	0	73	10	12	4	1	15	71	14	118	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>237</b>	<b>1</b>	<b>10</b>	<b>56</b>	<b>21</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>20</b>	<b>69</b>	<b>19</b>	<b>243</b>	
ST PETERSBURG	AEROFLOT	S	8	0	0	13	0	50	38	0	48	0	35	8	
<b>TOTAL ST PETERSBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>35</b>	<b>8</b>	
<b>TOTAL RUSSIA</b>			<b>245</b>	<b>1</b>	<b>10</b>	<b>55</b>	<b>20</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>21</b>	<b>67</b>	<b>20</b>	<b>251</b>	
<b>SAUDI ARABIA</b>															
DAMMAM	BRITISH AIRWAYS PLC	S	32	0	0	75	3	6	16	0	16	0	0	0	
<b>TOTAL DAMMAM</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>3</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
JEDDAH	BRITISH AIRWAYS PLC	S	34	0	0	88	9	3	0	0	6	89	8	35	
	SAUDI ARABIAN AIRLINES	S	40	0	16	83	13	5	0	0	8	78	8	60	
<b>TOTAL JEDDAH</b>			<b>74</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>95</b>	
RIYADH	BRITISH AIRWAYS PLC	S	25	0	0	92	4	0	4	0	7	92	6	24	
	SAUDI ARABIAN AIRLINES	S	20	0	12	65	25	10	0	0	11	82	9	34	
<b>TOTAL RIYADH</b>			<b>45</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>58</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>151</b>	<b>0</b>	<b>28</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>153</b>	
<b>SEYCHELLES</b>															
SEYCHELLES	BRITISH AIRWAYS PLC	S	17	0	0	88	6	6	0	0	5	0	0	0	
<b>TOTAL SEYCHELLES</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SEYCHELLES</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	27	0	0	67	22	4	7	0	15	82	13	60	
	SINGAPORE AIRLINES	S	180	0	0	78	14	4	2	1	17	71	13	180	
<b>TOTAL SINGAPORE</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>13</b>	<b>240</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							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL SINGAPORE			207	0	0	77	15	4	3	0	0	16	74	13	240
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	50	0	0	74	12	6	8	0	0	17	56	18	50
TOTAL LJUBLJANA			50	0	0	74	12	6	8	0	0	17	56	18	50
TOTAL SLOVENIA			50	0	0	74	12	6	8	0	0	17	56	18	50
SPAIN															
BARCELONA	BMI BRITISH MIDLAND	S	120	0	0	68	13	13	6	0	0	17	76	11	179
	BRITISH AIRWAYS PLC	S	240	0	0	79	10	6	4	0	0	10	74	14	180
	IBERIA	S	238	0	0	77	13	5	5	0	0	12	81	10	240
TOTAL BARCELONA			598	0	0	76	12	7	5	0	0	12	77	12	599
BILBAO	IBERIA	S	59	0	0	92	2	3	3	0	0	7	87	11	60
TOTAL BILBAO			59	0	0	92	2	3	3	0	0	7	87	11	60
MADRID	BMI BRITISH MIDLAND	S	171	0	1	86	9	4	1	0	0	6	67	14	278
	BRITISH AIRWAYS PLC	S	300	0	0	82	10	6	2	0	0	9	64	19	300
	IBERIA	S	357	1	1	81	13	5	1	0	0	9	63	16	359
TOTAL MADRID			828	1	2	82	11	5	1	0	0	9	64	16	937
MALAGA	GB AIRWAYS LTD	S	60	0	0	67	18	12	3	0	0	13	58	28	59
	IBERIA	S	60	0	0	68	22	8	2	0	0	12	27	31	60
TOTAL MALAGA			120	0	0	68	20	10	3	0	0	13	42	30	120
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	60	0	0	75	17	2	7	0	0	14	72	13	60
TOTAL PALMA DE MALLORCA			60	0	0	75	17	2	7	0	0	14	72	13	60
SANTIAGO DE COMPOSTELA ( SPAIN )	IBERIA	S	59	0	0	92	3	0	5	0	0	8	85	10	59
TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )			59	0	0	92	3	0	5	0	0	8	85	10	59
SEVILLE	IBERIA	S	60	0	0	92	5	2	2	0	0	5	73	13	60
TOTAL SEVILLE			60	0	0	92	5	2	2	0	0	5	73	13	60
VALENCIA	IBERIA	S	60	0	0	90	3	5	2	0	0	6	77	10	60
TOTAL VALENCIA			60	0	0	90	3	5	2	0	0	6	77	10	60
TOTAL SPAIN			1844	1	2	80	11	6	3	0	0	10	69	15	1955
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	58	0	5	79	16	5	0	0	0	8	76	11	78
TOTAL COLOMBO			58	0	5	79	16	5	0	0	0	8	76	11	78
TOTAL SRI LANKA			58	0	5	79	16	5	0	0	0	8	76	11	78
SUDAN															
KHARTOUM	SUDAN AIRWAYS	S	16	0	0	56	13	25	6	0	0	24	19	91	16
TOTAL KHARTOUM			16	0	0	56	13	25	6	0	0	24	19	91	16
TOTAL SUDAN			16	0	0	56	13	25	6	0	0	24	19	91	16
SWEDEN															
GOTEBORG	SAS	S	141	0	1	89	8	2	1	0	0	6	77	10	119

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				Actual (7)	Plan (8)										
<b>TOTAL GOTEBOG</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>10</b>	119
<b>STOCKHOLM (ARLANDA)</b>	BRITISH AIRWAYS PLC	S	344	0	0	86	9	3	2	0	0	7	70	14	300
	SAS	S	402	4	1	90	7	1	2	0	0	6	71	15	349
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>746</b>	<b>4</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>15</b>	649
<b>TOTAL SWEDEN</b>			<b>887</b>	<b>4</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>14</b>	768
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	SWISS AIRLINES	S	180	0	0	85	7	3	6	0	0	10	67	13	180
<b>TOTAL BASLE MULHOUSE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>13</b>	180
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	348	0	0	83	10	5	2	0	0	9	75	12	289
	SWISSAIR	S	238	0	2	98	2	0	0	0	0	1	78	9	240
<b>TOTAL GENEVA</b>			<b>586</b>	<b>3</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>10</b>	529
<b>ZURICH</b>	BRITISH AIRWAYS PLC	S	350	0	0	81	13	3	3	1	0	10	81	12	340
	SWISSAIR	S	406	0	0	90	7	1	1	0	0	5	59	18	420
<b>TOTAL ZURICH</b>			<b>756</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>15</b>	760
<b>TOTAL SWITZERLAND</b>			<b>1522</b>	<b>3</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>13</b>	1469
<b>SYRIA</b>															
<b>DAMASCUS</b>	BRITISH MEDITERRANEAN AIRWA	S	16	0	0	81	6	6	6	0	0	11	53	22	17
	SYRIANAIR	S	25	0	1	84	8	8	0	0	0	7	19	34	26
<b>TOTAL DAMASCUS</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>33</b>	<b>29</b>	43
<b>TOTAL SYRIA</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>33</b>	<b>29</b>	43
<b>TANZANIA</b>															
<b>DAR-ES-SALAAM</b>	BRITISH AIRWAYS PLC	S	26	0	0	85	12	0	0	4	0	12	0	0	0
<b>TOTAL DAR-ES-SALAAM</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL TANZANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
<b>THAILAND</b>															
<b>BANGKOK</b>	BRITISH AIRWAYS PLC	S	26	0	0	50	23	12	15	0	0	25	85	12	26
	THAI AIRWAYS INTERNATIONAL	S	84	0	0	26	19	35	18	1	1	49	66	17	86
<b>TOTAL BANGKOK</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>20</b>	<b>29</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>71</b>	<b>16</b>	112
<b>TOTAL THAILAND</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>20</b>	<b>29</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>71</b>	<b>16</b>	112
<b>TRINIDAD AND TOBAGO</b>															
<b>PORT OF SPAIN</b>	BWIA	S	60	0	0	42	22	23	10	0	3	69	28	42	58
<b>TOTAL PORT OF SPAIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>28</b>	<b>42</b>	58
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>28</b>	<b>42</b>	58
<b>TUNISIA</b>															
<b>TUNIS</b>	TUNISAIR	S	34	0	0	53	18	26	3	0	0	19	13	42	32
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>42</b>	32
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>42</b>	32

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			MATCHED	Actual (7)											Plan (8)
<b>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	120	0	0	88	4	5	3	0	0	8	75	12	120
	THY TURK HAVA YOLLARI TURKIS	S	145	0	2	44	28	23	4	1	0	24	52	23	180
<b>TOTAL ISTANBUL</b>			<b>265</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>22</b>	<b>326</b>
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	15	0	1	13	27	33	27	0	0	47	25	43	16
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>27</b>	<b>33</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>43</b>	<b>16</b>
<b>TOTAL TURKEY</b>			<b>280</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>23</b>	<b>344</b>
<b>TURKMENISTAN</b>															
ASHKhabAD	TURKMENISTAN AIRLINES	S	16	0	8	50	25	6	13	6	0	37	25	73	16
<b>TOTAL ASHKhabAD</b>			<b>16</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>73</b>	<b>16</b>
<b>TOTAL TURKMENISTAN</b>			<b>16</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>25</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>73</b>	<b>16</b>
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	63	38	0	0	0	0	11	0	0	0
<b>TOTAL PROVIDENCIALES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKS AND CAICOS ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	65	19	8	8	0	0	16	0	0	0
<b>TOTAL ENTEBBE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UGANDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	GULF AIR	S	65	0	1	83	9	6	0	0	2	28	73	19	22
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>71</b>	<b>19</b>	<b>24</b>
DUBAI	BRITISH AIRWAYS PLC	S	102	0	3	89	6	3	2	0	0	6	83	13	120
	EMIRATES	S	165	1	1	70	17	10	2	0	0	13	62	16	180
<b>TOTAL DUBAI</b>			<b>267</b>	<b>1</b>	<b>4</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>15</b>	<b>300</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>332</b>	<b>1</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>15</b>	<b>324</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	379	0	1	89	5	3	3	0	0	7	68	16	376
<b>TOTAL ABERDEEN</b>			<b>379</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>16</b>	<b>376</b>
BELFAST CITY	BMI BRITISH MIDLAND	S	412	0	0	83	10	3	4	0	0	10	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>412</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	234	0	0	87	11	2	0	0	0	6	76	13	462
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>13</b>	<b>804</b>
EDINBURGH	BMI BRITISH MIDLAND	S	462	0	0	90	5	2	3	0	0	6	60	21	457
	BRITISH AIRWAYS PLC	S	649	0	0	89	5	4	1	0	0	6	76	13	648
<b>TOTAL EDINBURGH</b>			<b>1111</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>6</b>	<b>69</b>	<b>16</b>	<b>1105</b>
GLASGOW	BMI BRITISH MIDLAND	S	409	0	1	86	9	3	1	0	0	7	62	18	459
	BRITISH AIRWAYS PLC	S	654	0	0	90	6	2	1	0	0	7	76	13	642

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL GLASGOW</b>			<b>1063</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>15</b>	1101
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	164	0	0	92	4	1	2	0	0	5	79	12	164
<b>TOTAL ISLE OF MAN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>12</b>	164
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	216	0	0	96	3	1	0	0	0	3	70	15	216
<b>TOTAL LEEDS BRADFORD</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>15</b>	218
LONDONDERRY	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL LONDONDERRY</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>	<b>0</b>	<b>0</b>	0
MANCHESTER	BMI BRITISH MIDLAND	S	348	0	0	87	8	3	2	0	0	6	68	17	408
	BRITISH AIRWAYS PLC	S	625	0	1	86	8	4	2	0	0	8	59	21	594
<b>TOTAL MANCHESTER</b>			<b>973</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>19</b>	1002
NEWCASTLE	BRITISH AIRWAYS PLC	S	378	2	0	92	4	2	1	0	0	5	69	16	328
<b>TOTAL NEWCASTLE</b>			<b>378</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>16</b>	328
TEESSIDE	BMI BRITISH MIDLAND	S	180	0	0	91	6	2	1	1	0	7	73	14	180
<b>TOTAL TEESSIDE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>14</b>	180
<b>TOTAL UNITED KINGDOM</b>			<b>5112</b>	<b>2</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>16</b>	5278
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	60	0	0	80	12	5	2	2	0	14	0	0	0
<b>TOTAL BALTIMORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
BOSTON	AMERICAN AIRLINES	S	115	0	2	82	13	3	3	0	0	8	63	15	117
	BRITISH AIRWAYS PLC	S	119	0	0	88	6	3	3	0	0	7	70	24	178
	UNITED AIRLINES	S	60	0	0	95	3	2	0	0	0	4	65	22	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	8	0	3	0	0	8	0	0	0
<b>TOTAL BOSTON</b>			<b>354</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>20</b>	355
CHICAGO (O'HARE)	AIR INDIA	S	16	0	1	63	25	13	0	0	0	14	44	40	25
	AMERICAN AIRLINES	S	177	0	19	84	12	3	0	1	0	8	58	22	178
	BRITISH AIRWAYS PLC	S	119	0	0	86	8	5	1	0	0	7	71	15	118
	UNITED AIRLINES	S	176	1	1	86	9	5	1	0	0	6	56	20	176
<b>TOTAL CHICAGO (O'HARE)</b>			<b>488</b>	<b>1</b>	<b>21</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>19</b>	557
DETROIT	BRITISH AIRWAYS PLC	S	56	0	0	79	5	9	7	0	0	15	73	27	60
<b>TOTAL DETROIT</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>27</b>	60
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	59	0	0	83	14	3	0	0	0	6	50	21	60
	BRITISH AIRWAYS PLC	S	119	0	0	71	18	6	6	0	0	14	60	24	118
	UNITED AIRLINES	S	59	1	0	93	5	0	2	0	0	4	58	16	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	85	0	35	78	9	11	2	0	0	10	61	19	120
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>322</b>	<b>1</b>	<b>35</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>21</b>	358
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	72	13	15	0	0	0	13	63	17	60
	BRITISH AIRWAYS PLC	S	112	0	0	80	11	4	4	1	0	12	47	26	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>21</b>	120
NEW YORK (JF KENNEDY)	AIR INDIA	S	50	0	0	24	16	22	30	4	4	67	27	34	60
	AMERICAN AIRLINES	S	232	3	7	65	16	11	8	1	0	20	63	22	352
	BRITISH AIRWAYS PLC	S	328	0	5	84	10	3	2	1	0	10	78	13	418

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
NEW YORK (JF KENNEDY)	KUWAIT AIRWAYS	S	25	0	3	72	16	8	4	0	0	12	64	14	25
	UNITED AIRLINES	S	119	0	0	86	8	2	4	0	0	10	72	13	173
	VIRGIN ATLANTIC AIRWAYS LTD	S	119	0	1	63	18	10	8	1	0	20	49	19	180
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>873</b>	<b>3</b>	<b>16</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>17</b>	1208
NEW YORK (NEWARK)	AMERICAN AIRLINES	S	59	0	0	68	15	12	3	2	0	17	57	22	60
	BRITISH AIRWAYS PLC	S	113	1	0	85	8	2	3	1	2	19	73	19	117
	UNITED AIRLINES	S	61	0	0	89	5	3	3	0	0	7	62	26	58
	VIRGIN ATLANTIC AIRWAYS LTD	S	102	1	9	63	21	8	9	0	0	19	50	18	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>335</b>	<b>2</b>	<b>9</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>63</b>	<b>21</b>	295
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	109	0	0	72	19	7	1	0	0	10	69	14	120
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>14</b>	120
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	113	0	0	82	4	5	4	4	0	20	71	16	101
	UNITED AIRLINES	S	120	0	0	87	7	3	3	0	0	8	51	35	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	18	2	0	0	0	7	43	32	60
<b>TOTAL SAN FRANCISCO</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>27</b>	281
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	77	15	2	7	0	0	12	71	20	58
<b>TOTAL SEATTLE (TACOMA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>20</b>	58
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	116	0	2	78	16	4	2	0	1	20	73	14	117
	UNITED AIRLINES	S	120	0	0	79	13	6	1	1	0	12	55	21	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	13	7	0	0	0	8	57	16	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>296</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>18</b>	297
<b>TOTAL USA</b>			<b>3418</b>	<b>7</b>	<b>85</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>20</b>	3709
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	34	0	0	74	9	12	6	0	0	12	100	3	32
<b>TOTAL TASHKENT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>3</b>	32
<b>TOTAL UZBEKISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>3</b>	32
<b>TOTAL HEATHROW</b>			<b>36420</b>	<b>128</b>	<b>328</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>17</b>	37264



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	243	0	1	98	2	0	0	0	0	4	82	8	240
<b>TOTAL ANTWERP</b>			<b>243</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>240</b>
BRUSSELS	SABENA	S	36	0	6	83	17	0	0	0	0	8	43	22	232
	VLM (BELGIUM)	S	100	0	40	88	9	3	0	0	0	5	0	0	0
<b>TOTAL BRUSSELS</b>			<b>136</b>	<b>2</b>	<b>46</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>43</b>	<b>22</b>	<b>232</b>
<b>TOTAL BELGIUM</b>			<b>379</b>	<b>2</b>	<b>47</b>	<b>94</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>15</b>	<b>472</b>
<b>FRANCE</b>															
CLERMONT FERRAND	REGIONAL COMPAGNIE AERIENN	S	96	0	0	51	28	16	5	0	0	21	0	0	0
<b>TOTAL CLERMONT FERRAND</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>28</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	246	0	0	65	20	13	2	0	0	14	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>26</b>	<b>223</b>
RENNES	BRIT AIR	S	94	0	0	88	10	2	0	0	0	7	89	6	100
<b>TOTAL RENNES</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>100</b>
<b>TOTAL FRANCE</b>			<b>436</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>19</b>	<b>410</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	AUGSBURG AIRWAYS GMBH	S	139	0	0	60	25	11	4	0	0	16	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
DORTMUND	EUROWINGS LUFTVERKEHRS	S	61	0	9	95	2	2	2	0	0	5	0	0	0
<b>TOTAL DORTMUND</b>			<b>61</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	44	0	0	86	9	2	2	0	0	7	66	11	44
	LUFTHANSA CITY LINE	S	96	0	0	55	25	18	2	0	0	17	46	16	94
<b>TOTAL FRANKFURT MAIN</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>14</b>	<b>138</b>
HAMBURG	AUGSBURG AIRWAYS GMBH	S	64	0	0	80	11	8	2	0	0	10	0	0	0
<b>TOTAL HAMBURG</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
MOENCHENGLADBACH	VLM (BELGIUM)	S	166	0	8	87	10	3	0	0	0	6	74	12	197
<b>TOTAL MOENCHENGLADBACH</b>			<b>166</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>12</b>	<b>197</b>
MUNICH	AUGSBURG AIRWAYS GMBH	S	100	0	0	42	32	17	8	1	0	26	0	0	0
<b>TOTAL MUNICH</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>32</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNSTER-OSNABRUCK	EUROWINGS LUFTVERKEHRS	S	64	1	0	98	0	2	0	0	0	2	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>25</b>
PADERBORN	EUROWINGS LUFTVERKEHRS	S	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL PADERBORN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>742</b>	<b>1</b>	<b>17</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>11</b>	<b>429</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	242	0	2	85	10	5	1	0	0	7	75	15	193
<b>TOTAL DUBLIN</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>343</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL IRISH REPUBLIC			242	0	2	85	10	5	1	0	0	7	77	13	343
LUXEMBOURG															
LUXEMBOURG	VLM (BELGIUM)	S	148	0	0	82	15	3	0	0	0	8	56	20	139
TOTAL LUXEMBOURG			148	0	0	82	15	3	0	0	0	8	56	20	139
TOTAL LUXEMBOURG			148	0	0	82	15	3	0	0	0	8	56	20	139
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	225	0	3	76	14	4	7	0	0	14	77	12	306
TOTAL AMSTERDAM			225	1	3	76	14	4	7	0	0	14	77	12	306
ROTTERDAM	VLM (BELGIUM)	S	277	2	9	94	4	1	1	0	0	4	82	8	240
TOTAL ROTTERDAM			277	3	9	94	4	1	1	0	0	4	82	8	240
TOTAL NETHERLANDS			502	4	12	86	8	2	3	0	0	9	79	10	546
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	154	1	0	81	18	1	0	0	0	8	60	16	150
TOTAL BASLE MULHOUSE			154	1	0	81	18	1	0	0	0	8	60	16	150
BERNE	AIR ENGIADINA	S	60	0	0	95	2	0	3	0	0	6	47	22	105
TOTAL BERNE			60	0	0	95	2	0	3	0	0	6	47	22	105
GENEVA	SWISS AIRLINES	S	193	0	3	77	17	5	2	0	0	10	74	14	145
TOTAL GENEVA			193	0	3	77	17	5	2	0	0	10	74	14	145
ZURICH	SWISS AIRLINES	S	315	0	2	75	18	5	2	0	0	12	51	19	315
TOTAL ZURICH			315	0	2	75	18	5	2	0	0	12	51	19	315
TOTAL SWITZERLAND			722	1	5	78	16	4	2	0	0	10	57	18	715
UNITED KINGDOM															
ABERDEEN	SCOT AIRWAYS	S	137	0	3	84	11	4	1	0	0	8	0	0	0
TOTAL ABERDEEN			137	0	3	84	11	4	1	0	0	8	85	11	132
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	316	0	20	85	8	5	3	0	0	8	85	6	94
TOTAL BELFAST CITY			316	0	20	85	8	5	3	0	0	8	85	6	94
DUNDEE	SCOT AIRWAYS	S	200	0	0	81	15	2	3	0	0	9	59	23	193
TOTAL DUNDEE			200	0	0	81	15	2	3	0	0	9	59	23	193
EDINBURGH	FLYBE.BRITISH EUROPEAN	S	140	0	8	86	8	4	2	0	0	8	77	14	196
	SCOT AIRWAYS	S	406	0	6	91	7	2	0	0	0	5	65	14	201
TOTAL EDINBURGH			546	1	14	89	7	3	1	0	0	6	71	14	397
GLASGOW	SCOT AIRWAYS	S	176	0	16	94	6	0	0	0	0	3	64	16	179
TOTAL GLASGOW			176	0	16	94	6	0	0	0	0	3	64	16	179
INVERNESS	SCOT AIRWAYS	S	38	0	14	92	5	0	3	0	0	6	0	0	0
TOTAL INVERNESS			38	0	14	92	5	0	3	0	0	6	0	0	0
ISLE OF MAN	FLYBE.BRITISH EUROPEAN	S	99	0	1	83	13	3	1	0	0	7	85	8	52
TOTAL ISLE OF MAN			99	0	1	83	13	3	1	0	0	7	85	8	52

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
JERSEY	FLYBE.BRITISH EUROPEAN	S	198	0	2	90	8	3	0	0	0	5	84	7	196
TOTAL JERSEY			198	0	2	90	8	3	0	0	0	5	84	7	196
TOTAL UNITED KINGDOM			1710	2	70	87	9	3	1	0	0	6	73	13	1244
TOTAL LONDON CITY			4881	16	153	82	12	4	2	0	0	9	69	14	4327

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CYPRUS</b>															
TOTAL LARNACA			2	0	0	50	0	50	0	0	0	17	0	0	0
PAPHOS	BRITANNIA AIRWAYS	C	16	1	0	94	6	0	0	0	0	4	90	9	10
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	1	80	7	10
TOTAL PAPHOS			25	1	0	92	4	4	0	0	0	4	83	8	35
TOTAL CYPRUS			27	1	0	89	4	7	0	0	0	5	83	8	35
<b>FRANCE</b>															
NICE	EASYJET AIRLINE COMPANY LTD	S	174	0	6	80	10	6	2	1	0	10	64	28	240
TOTAL NICE			174	0	6	80	10	6	2	1	0	10	64	28	240
TOTAL FRANCE			174	3	6	80	10	6	2	1	0	10	61	26	409
<b>GERMANY</b>															
TOTAL GERMANY			2	8	0	50	50	0	0	0	0	14	57	23	129
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	32	0	2	81	3	6	9	0	0	14	41	34	34
TOTAL GIBRALTAR			32	0	2	81	3	6	9	0	0	14	41	34	34
TOTAL GIBRALTAR			32	0	2	81	3	6	9	0	0	14	41	34	34
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	116	0	4	89	6	4	1	0	0	7	70	24	120
TOTAL ATHENS			116	0	4	89	6	4	1	0	0	7	70	24	120
TOTAL GREECE			116	0	4	89	6	4	1	0	0	7	70	24	120
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	274	15	18	93	5	1	0	0	0	3	83	10	330
TOTAL DUBLIN			274	15	18	93	5	1	0	0	0	3	83	10	330
WATERFORD	EUROCELTIC AIRWAYS LTD	S	81	0	0	93	1	2	4	0	0	9	0	0	0
TOTAL WATERFORD			81	0	0	93	1	2	4	0	0	9	0	0	0
TOTAL IRISH REPUBLIC			355	15	18	93	5	1	1	0	0	4	83	10	330
<b>ISRAEL</b>															
OVDA	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	5	50	17	8
TOTAL OVDA			6	0	0	83	17	0	0	0	0	5	50	19	16
TOTAL ISRAEL			6	0	0	83	17	0	0	0	0	5	50	19	16
<b>MALTA</b>															
MALTA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	88	6	8
TOTAL MALTA			8	0	0	100	0	0	0	0	0	2	88	6	8
TOTAL MALTA			8	0	0	100	0	0	0	0	0	2	88	6	8
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	324	0	12	69	14	10	6	0	0	16	60	26	283

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL AMSTERDAM			324	0	12	69	14	10	6	0	0	16	60	26	283
TOTAL NETHERLANDS			324	1	12	69	14	10	6	0	0	16	60	26	283
POLAND															
KRAKOW	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL KRAKOW			4	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL POLAND			4	0	0	100	0	0	0	0	0	5	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
LISBON	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	47	0	0	0
TOTAL LISBON			2	0	0	50	0	0	50	0	0	47	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			3	0	0	67	0	0	33	0	0	31	0	0	0
RUSSIA															
MOSCOW (VNUKOVO)	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	64	0	0	0
TOTAL MOSCOW (VNUKOVO)			2	1	0	50	0	0	50	0	0	64	0	0	0
TOTAL RUSSIA			2	4	0	50	0	0	50	0	0	64	0	54	4
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	13	63	15	8
	MONARCH AIRLINES	S	58	0	2	88	12	0	0	0	0	5	63	19	60
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	75	14	8
TOTAL ALICANTE			74	0	2	89	9	0	1	0	0	6	64	18	76
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	182	1	6	65	16	17	2	0	0	14	57	26	187
TOTAL BARCELONA			182	1	6	65	16	17	2	0	0	14	57	26	187
MADRID	EASYJET AIRLINE COMPANY LTD	S	116	0	4	77	16	7	0	0	0	10	52	26	104
TOTAL MADRID			116	0	4	77	16	7	0	0	0	10	52	26	104
MAHON	MONARCH AIRLINES	S	14	0	2	93	7	0	0	0	0	3	75	22	16
TOTAL MAHON			14	0	2	93	7	0	0	0	0	3	75	22	16
MALAGA	BRITANNIA AIRWAYS	C	7	0	0	86	0	0	14	0	0	15	50	37	8
	EASYJET AIRLINE COMPANY LTD	S	129	4	3	82	7	5	5	0	1	16	56	25	128
	MONARCH AIRLINES	S	62	0	2	81	15	5	0	0	0	8	66	18	68
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	17	63	10	8
TOTAL MALAGA			200	4	5	82	9	5	4	0	1	14	59	22	212
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	6	0	0	100	0	0	0	0	0	6	88	5	8
	EASYJET AIRLINE COMPANY LTD	S	66	0	2	58	17	20	6	0	0	20	65	19	60
TOTAL PALMA DE MALLORCA			72	0	2	61	15	18	6	0	0	18	67	21	69
SANTIAGO DE COMPOSTELA ( SPAIN )	MONARCH AIRLINES	C	3	0	0	33	33	33	0	0	0	25	0	0	0
TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )			3	1	0	33	33	33	0	0	0	25	0	0	0
TOTAL SPAIN			661	11	21	75	13	10	2	0	0	13	59	23	665
SPAIN(CANARY ISLANDS)															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ARRECIFE	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	11	100	5	10
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	0	60	161	10
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>83</b>	<b>20</b>
FUERTEVENTURA	AIR 2000	C	8	0	0	63	13	0	25	0	0	40	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	7	50	17	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	38	237	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>44</b>	<b>127</b>	<b>16</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	7	100	5	10
	MONARCH AIRLINES	C	6	0	0	67	33	0	0	0	0	12	63	17	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	10	0	0	0	20	97	38	141	8
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>43</b>	<b>69</b>	<b>50</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	12	0	0	75	8	17	0	0	0	8	63	17	16
	MONARCH AIRLINES	C	10	0	0	70	10	10	10	0	0	19	75	12	8
	MONARCH AIRLINES	S	26	0	0	77	12	8	4	0	0	15	71	16	24
	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	9	75	12	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>15</b>	<b>64</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>132</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>68</b>	<b>47</b>	<b>126</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	BRITANNIA AB	C	2	1	0	0	0	100	0	0	0	50	20	37	10
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>3</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>62</b>	<b>19</b>	<b>26</b>
<b>TOTAL SWEDEN</b>			<b>3</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>62</b>	<b>19</b>	<b>26</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	42	0	14	90	0	2	7	0	0	11	0	0	0
	EASYJET SWITZERLAND	S	167	0	13	84	12	3	1	0	0	7	79	13	238
<b>TOTAL GENEVA</b>			<b>209</b>	<b>3</b>	<b>27</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>13</b>	<b>238</b>
ZURICH	EASYJET SWITZERLAND	S	174	0	6	82	7	9	2	0	0	10	67	20	117
<b>TOTAL ZURICH</b>			<b>174</b>	<b>1</b>	<b>6</b>	<b>82</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>21</b>	<b>177</b>
<b>TOTAL SWITZERLAND</b>			<b>383</b>	<b>4</b>	<b>33</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>16</b>	<b>415</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	7	0	0	71	29	0	0	0	0	9	40	20	10
<b>TOTAL MONASTIR</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>8</b>	<b>39</b>	<b>25</b>	<b>18</b>
<b>TOTAL TUNISIA</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>8</b>	<b>39</b>	<b>25</b>	<b>18</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	116	0	4	64	17	15	4	0	0	17	62	31	119
<b>TOTAL ABERDEEN</b>			<b>116</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>31</b>	<b>119</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	282	0	10	66	23	8	3	0	0	14	71	22	282
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>282</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>22</b>	<b>282</b>
CARDIFF WALES	AIR 2000	C	3	0	0	67	0	0	33	0	0	33	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	366	0	14	58	23	16	3	0	0	17	60	32	335
<b>TOTAL EDINBURGH</b>			<b>366</b>	<b>3</b>	<b>14</b>	<b>58</b>	<b>23</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>32</b>	<b>335</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	366	0	14	58	22	17	2	0	0	16	78	18	366
<b>TOTAL GLASGOW</b>			<b>366</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>22</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>18</b>	<b>366</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	70	4	2	71	26	3	0	0	0	10	30	37	60
<b>TOTAL INVERNESS</b>			<b>70</b>	<b>4</b>	<b>2</b>	<b>71</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>37</b>	<b>60</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	58	0	2	97	0	3	0	0	0	2	87	10	60
<b>TOTAL ISLE OF MAN</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>10</b>	<b>60</b>
LIVERPOOL	EUROCELTIC AIRWAYS LTD	S	95	0	0	98	0	0	2	0	0	4	0	0	0
<b>TOTAL LIVERPOOL</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>30</b>	<b>180</b>
MANCHESTER	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1360</b>	<b>9</b>	<b>46</b>	<b>65</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>25</b>	<b>1426</b>
<b>TOTAL LUTON</b>			<b>3601</b>	<b>75</b>	<b>142</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>23</b>	<b>4086</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	LAUDA-AIR	S	94	0	0	81	9	5	5	0	0	14	67	14	94
<b>TOTAL VIENNA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>14</b>	<b>94</b>
<b>TOTAL AUSTRIA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>14</b>	<b>94</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	11	0	0	82	9	0	9	0	0	10	58	26	19
	MY TRAVEL AIRWAYS UK	C	12	0	0	33	17	25	25	0	0	40	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>28</b>	<b>23</b>
<b>TOTAL BARBADOS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>28</b>	<b>23</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	95	1	0	88	5	2	4	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	175	0	0	82	11	5	2	0	0	7	56	20	162
	BRITISH REGIONAL AIRLINES LTD	S	26	0	0	85	0	4	12	0	0	13	0	0	0
	SN BRUSSELS AIRLINES	S	83	50	0	94	4	2	0	0	0	4	0	0	0
<b>TOTAL BRUSSELS</b>			<b>379</b>	<b>51</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>16</b>	<b>439</b>
<b>TOTAL BELGIUM</b>			<b>379</b>	<b>51</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>16</b>	<b>439</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	60	20	20	0	0	0	14	0	86	10
	PAKISTAN INTL AIRLINES	S	9	0	0	11	0	22	44	0	22	238	47	70	17
<b>TOTAL TORONTO</b>			<b>19</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>11</b>	<b>120</b>	<b>33</b>	<b>51</b>	<b>87</b>
<b>TOTAL CANADA</b>			<b>19</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>11</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>11</b>	<b>120</b>	<b>33</b>	<b>51</b>	<b>87</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	9	0	0	78	22	0	0	0	0	4	30	27	10
	BRITANNIA AIRWAYS	C	10	0	0	90	10	0	0	0	0	5	0	0	0
	CYPRUS AIRWAYS	S	16	0	0	38	25	31	6	0	0	30	56	95	18
	EUROCYPRIA AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	50	29	10
	EXCEL AIRWAYS LTD	C	14	0	0	50	21	21	7	0	0	20	89	2	9
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	13	36	82	14
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	22	11	0	0	22	38	61	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	7	88	5	17
<b>TOTAL LARNACA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>47</b>	<b>86</b>
<b>PAPHOS</b>															
	AIR 2000	S	9	0	0	78	11	0	11	0	0	15	80	11	20
	AIR CORDIAL LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	50	0	0	50	0	0	39	0	0	0
	BRITANNIA AIRWAYS	C	19	0	0	74	5	21	0	0	0	10	69	19	26
	HELIOS AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	13	33	33	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	60	15	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	33	11	0	0	0	10	77	14	26
<b>TOTAL PAPHOS</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>130</b>
<b>TOTAL CYPRUS</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>29</b>	<b>216</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	52	0	0	90	10	0	0	0	0	5	67	13	43
TOTAL PRAGUE			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>13</b>	<b>43</b>
TOTAL CZECH REPUBLIC			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>13</b>	<b>43</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	96	0	0	91	3	4	2	0	0	6	64	14	96
TOTAL BILLUND			<b>96</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>14</b>	<b>96</b>
COPENHAGEN	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	13	0	0	0	
	SAS	S	220	2	8	90	4	4	1	0	7	80	9	226	
TOTAL COPENHAGEN			<b>222</b>	<b>2</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>9</b>	<b>226</b>	
TOTAL DENMARK			<b>318</b>	<b>2</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>11</b>	<b>322</b>	
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	12	0	0	0
TOTAL LA ROMANA			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO PLATA	AIR 2000	C	8	0	0	75	13	0	0	13	0	29	50	45	4
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	22	0	0	0	16	25	212	8
TOTAL PUERTO PLATA			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>103</b>	<b>21</b>
TOTAL DOMINICAN REPUBLIC			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>39</b>	<b>83</b>	<b>31</b>
<b>EGYPT</b>															
HURGHADA	EXCEL AIRWAYS LTD	C	5	0	0	80	0	0	20	0	0	13	50	27	8
	THOMAS COOK AIRLINES LTD	C	7	2	0	100	0	0	0	0	0	2	0	0	0
TOTAL HURGHADA			<b>12</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>27</b>	<b>8</b>
LUXOR	AIR 2000	C	8	0	0	88	13	0	0	0	0	3	63	17	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	60	15	10
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL LUXOR			<b>20</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>16</b>	<b>18</b>
TOTAL EGYPT			<b>33</b>	<b>3</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>29</b>	<b>36</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	104	0	0	74	19	6	1	0	0	9	81	8	104
TOTAL HELSINKI			<b>104</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>8</b>	<b>105</b>
ROVANIEMI	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	2	100	5	4
TOTAL ROVANIEMI			<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>100</b>	<b>5</b>	<b>4</b>
TOTAL FINLAND			<b>108</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	<b>109</b>
<b>FRANCE</b>															
LILLE	AIR 2000	C	2	0	0	0	0	0	100	0	0	70	0	0	0
TOTAL LILLE			<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>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	AIR FRANCE	S	42	0	2	90	7	2	0	0	0	4	98	1	44
	BRITISH REGIONAL AIRLINES LTD	S	50	0	2	98	0	2	0	0	0	1	90	6	50

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL LYON</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>4</b>	<b>94</b>
NICE	BRITISH REGIONAL AIRLINES LTD	S	59	0	0	92	3	5	0	0	0	4	83	12	60
<b>TOTAL NICE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>12</b>	<b>60</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	292	0	0	60	21	11	8	0	0	19	62	21	294
	BRITISH AIRWAYS PLC	S	264	0	2	75	11	9	6	0	0	13	68	16	314
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>556</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>19</b>	<b>608</b>
<b>TOTAL FRANCE</b>			<b>711</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>762</b>
<b>GAMBIA</b>															
BANJUL	AIR 2000	C	9	0	0	78	11	0	11	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	33	0	0	0	0	8	33	47	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	22	33	0	0	0	18	86	8	7
<b>TOTAL BANJUL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>30</b>	<b>16</b>
<b>TOTAL GAMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>30</b>	<b>16</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	85	5	7	3	0	0	8	85	10	52
<b>TOTAL BERLIN (TEGEL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>52</b>
DUSSELDORF	BMI BRITISH MIDLAND	S	147	0	1	97	1	2	0	0	0	2	86	5	154
	BRITISH AIRWAYS PLC	S	206	0	0	91	3	4	1	0	0	5	74	12	152
<b>TOTAL DUSSELDORF</b>			<b>353</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>9</b>	<b>306</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	212	0	1	82	12	4	2	0	0	8	67	19	214
	LUFTHANSA	S	208	0	0	84	9	3	4	0	0	10	85	7	238
<b>TOTAL FRANKFURT MAIN</b>			<b>420</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>13</b>	<b>452</b>
HAMBURG	LUFTHANSA CITY LINE	S	103	0	0	83	12	2	3	0	0	8	0	0	0
<b>TOTAL HAMBURG</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>98</b>
HANOVER	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	87	7	7	0	0	0	5	93	8	60
<b>TOTAL HANOVER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>8</b>	<b>60</b>
MUNICH	AIR 2000	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	LUFTHANSA	S	119	0	1	86	8	2	4	0	0	9	78	14	117
	LUFTHANSA CITY LINE	S	52	0	0	92	6	0	2	0	0	6	75	9	52
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL MUNICH</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>169</b>
STUTTGAERT	LUFTHANSA CITY LINE	S	60	0	0	97	3	0	0	0	0	2	88	7	52
<b>TOTAL STUTTGAERT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>52</b>
<b>TOTAL GERMANY</b>			<b>1232</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>11</b>	<b>1189</b>
<b>GREECE</b>															
ATHENS	OLYMPIC AIRWAYS	S	26	0	0	27	27	42	4	0	0	30	31	31	26
<b>TOTAL ATHENS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>26</b>	<b>41</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>38</b>	<b>30</b>	<b>42</b>
KOS	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	20	0	0	0
<b>TOTAL KOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</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							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL RHODES			3	0	0	33	33	0	33	0	0	59	0	0	0
TOTAL GREECE			33	0	0	30	24	36	9	0	0	34	36	32	47
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	34	0	0	91	9	0	0	0	0	3	0	0	0
TOTAL BUDAPEST			34	0	0	91	9	0	0	0	0	3	0	0	0
TOTAL HUNGARY			34	0	0	91	9	0	0	0	0	3	0	0	0
INDIA															
GOA	MONARCH AIRLINES	C	26	0	0	69	8	4	12	8	0	33	78	11	23
TOTAL GOA			26	0	0	69	8	4	12	8	0	33	83	9	30
TOTAL INDIA			26	0	0	69	8	4	12	8	0	33	83	9	30
IRISH REPUBLIC															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	33	0	0	85	6	3	6	0	0	9	85	28	34
TOTAL CONNAUGHT			33	0	0	85	6	3	6	0	0	9	83	30	35
CORK	BRITISH REGIONAL AIRLINES LTD	S	157	0	0	82	12	2	2	2	0	11	81	9	137
TOTAL CORK			157	0	0	82	12	2	2	2	0	11	81	9	137
DUBLIN	AER LINGUS	S	331	0	1	92	4	2	1	0	0	5	82	14	336
	LUXAIR	S	60	0	0	98	2	0	0	0	0	2	0	0	0
	RYANAIR	S	282	0	2	92	7	1	0	0	0	4	88	7	292
TOTAL DUBLIN			673	0	3	93	5	1	0	0	0	4	85	11	628
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	59	0	1	78	14	8	0	0	0	7	87	12	97
TOTAL SHANNON			59	0	1	78	14	8	0	0	0	7	87	12	97
TOTAL IRISH REPUBLIC			922	0	4	90	7	2	1	0	0	6	85	12	897
ITALY															
BRESCIA/MONTICHIARI	HAMBURG INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL BRESCIA/MONTICHIARI			2	0	0	100	0	0	0	0	0	6	0	0	0
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	153	0	2	86	3	2	8	1	0	12	71	15	153
	COUGAR LEASING LTD	C	2	0	0	0	0	0	50	50	0	216	0	0	0
TOTAL MILAN (MALPENSA)			155	0	2	85	3	2	9	1	0	15	70	16	155
NAPLES	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	0	12	43	70	7
TOTAL NAPLES			9	0	0	67	22	11	0	0	0	12	43	70	7
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	52	0	0	85	4	6	2	4	0	17	83	7	52
TOTAL ROME (FIUMICINO)			52	0	0	85	4	6	2	4	0	17	83	7	52
VENICE	BRITANNIA AIRWAYS	C	4	0	0	50	0	0	50	0	0	33	0	0	0
TOTAL VENICE			4	0	0	50	0	0	50	0	0	33	50	93	2
TOTAL ITALY			222	0	2	83	4	3	8	2	0	15	72	16	219
JAMAICA															
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	12	0	0	42	25	17	17	0	0	28	0	239	10

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MONTEGO BAY			12	0	0	42	25	17	17	0	0	28	0	239	10
TOTAL JAMAICA			12	0	0	42	25	17	17	0	0	28	0	239	10
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	7	1	0	100	0	0	0	0	0	0	75	10	8
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	75	17	8
TOTAL MOMBASA			15	1	0	100	0	0	0	0	0	1	75	14	16
TOTAL KENYA			15	1	0	100	0	0	0	0	0	1	75	14	16
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	60	0	0	93	7	0	0	0	0	3	82	9	44
TOTAL LUXEMBOURG			60	0	0	93	7	0	0	0	0	3	82	9	44
TOTAL LUXEMBOURG			60	0	0	93	7	0	0	0	0	3	82	9	44
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	26	0	0	58	19	19	0	0	4	55	62	14	26
TOTAL KUALA LUMPUR (SEPANG)			26	0	0	58	19	19	0	0	4	55	62	14	26
TOTAL MALAYSIA			26	0	0	58	19	19	0	0	4	55	62	14	26
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	24	71	233	7
TOTAL MALE INTERNATIONAL			8	0	0	63	13	13	13	0	0	24	71	233	7
TOTAL MALDIVE ISLANDS			8	0	0	63	13	13	13	0	0	24	71	233	7
<b>MALTA</b>															
MALTA	AIR 2000	C	8	0	0	75	25	0	0	0	0	7	50	34	8
	AIR MALTA	C	2	0	0	100	0	0	0	0	0	0	96	2	24
	AIR MALTA	S	41	1	1	98	2	0	0	0	0	1	92	4	26
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	78	6	9
	EXCEL AIRWAYS LTD	S	5	0	0	60	0	40	0	0	0	13	50	29	6
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	25	0	0	0	16	38	82	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	88	10	16
TOTAL MALTA			80	1	1	88	6	6	0	0	0	4	80	15	97
TOTAL MALTA			80	1	1	88	6	6	0	0	0	4	80	15	97
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	8	0	0	25	13	25	13	0	25	389	38	36	8
TOTAL MAURITIUS			8	0	0	25	13	25	13	0	25	389	38	36	8
TOTAL MAURITIUS			8	0	0	25	13	25	13	0	25	389	38	36	8
<b>MEXICO</b>															
ACAPULCO	MY TRAVEL AIRWAYS UK	C	4	1	0	100	0	0	0	0	0	1	67	21	9
TOTAL ACAPULCO			4	1	0	100	0	0	0	0	0	1	67	21	9
CANCUN	AIR 2000	C	8	0	0	88	13	0	0	0	0	3	50	32	8
	MY TRAVEL AIRWAYS UK	C	19	0	0	37	26	26	11	0	0	29	50	155	2

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				Actual (7)	Plan (8)										
TOTAL CANCUN			27	0	0	52	22	19	7	0	0	21	50	56	10
TOTAL MEXICO			31	1	0	58	19	16	6	0	0	18	65	33	23
MOROCCO															
AGADIR	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	26	0	0	0
TOTAL AGADIR			8	0	0	88	0	0	13	0	0	26	75	120	8
TOTAL MOROCCO			8	0	0	88	0	0	13	0	0	26	75	120	8
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	258	0	0	81	9	6	3	0	0	11	77	13	247
	KLM UK LTD	S	402	0	2	79	9	6	6	0	0	12	77	16	483
TOTAL AMSTERDAM			660	0	2	80	9	6	5	0	0	12	77	15	730
ROTTERDAM	VLM (BELGIUM)	S	89	0	0	83	13	3	0	0	0	7	78	12	91
TOTAL ROTTERDAM			90	0	0	83	13	3	0	0	0	7	78	12	91
TOTAL NETHERLANDS			750	0	2	80	10	6	4	0	0	11	77	15	906
NORWAY															
OSLO (GARDERMOEN)	BRITISH REGIONAL AIRLINES LTD	S	103	0	1	91	4	5	0	0	0	5	0	0	0
TOTAL OSLO (GARDERMOEN)			103	0	1	91	4	5	0	0	0	5	88	7	153
TOTAL NORWAY			103	0	1	91	4	5	0	0	0	5	88	7	153
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	14	0	0	0	7	21	50	21	0	117	25	43	12
TOTAL ISLAMABAD			14	0	0	0	7	21	50	21	0	117	25	43	12
KARACHI	PAKISTAN INTL AIRLINES	S	32	0	2	25	25	25	9	6	9	119	32	77	47
TOTAL KARACHI			32	0	2	25	25	25	9	6	9	119	32	77	47
LAHORE	PAKISTAN INTL AIRLINES	S	14	0	0	0	7	7	50	29	7	200	25	72	16
TOTAL LAHORE			14	0	0	0	7	7	50	29	7	200	25	72	16
TOTAL PAKISTAN			60	0	2	13	17	20	28	15	7	137	29	71	75
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	52	0	0	94	6	0	0	0	0	2	73	13	52
TOTAL WARSAW			52	0	0	94	6	0	0	0	0	2	73	13	52
TOTAL POLAND			52	0	0	94	6	0	0	0	0	2	73	13	52
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	8	0	0	63	25	13	0	0	0	10	100	1	6
	AIR 2000	S	18	0	0	72	6	11	11	0	0	13	50	80	16
	BRITANNIA AIRWAYS	C	18	0	0	78	17	6	0	0	0	9	80	27	10
	MONARCH AIRLINES	C	24	0	0	75	17	0	0	8	0	27	40	33	25
	MY TRAVEL AIRWAYS UK	C	26	0	0	65	23	0	12	0	0	17	56	61	18
	THOMAS COOK AIRLINES LTD	C	32	1	0	75	19	0	6	0	0	10	84	8	25
TOTAL FARO			126	1	0	72	17	3	6	2	0	15	63	36	104
LISBON	BRITANNIA AIRWAYS	C	4	0	0	100	0	0	0	0	0	0	0	0	0

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				Actual (7)	Plan (8)										
LISBON	PORTUGALIA	S	60	0	0	78	15	5	2	0	0	9	47	34	30
<b>TOTAL LISBON</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>32</b>	<b>32</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>191</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>34</b>	<b>162</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	8	0	0	100	0	0	0	0	0	1	75	17	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	86	3	7
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	38	168	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	80	147	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	57	21	7
<b>TOTAL FUNCHAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>78</b>	<b>40</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>78</b>	<b>40</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	60	0	0	40	8	25	27	0	0	38	52	23	60
<b>TOTAL SINGAPORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>8</b>	<b>25</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>52</b>	<b>23</b>	<b>60</b>
<b>TOTAL SINGAPORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>8</b>	<b>25</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>52</b>	<b>23</b>	<b>60</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	S	22	0	0	77	18	5	0	0	0	9	71	18	24
	AIR 2000	C	17	0	0	94	6	0	0	0	0	4	53	18	19
	BRITANNIA AIRWAYS	C	52	0	0	81	15	0	2	2	0	12	80	10	44
	MONARCH AIRLINES	S	46	0	0	100	0	0	0	0	0	4	65	15	26
	MONARCH AIRLINES	C	19	0	0	89	11	0	0	0	0	5	65	14	20
	MY TRAVEL AIRWAYS UK	C	40	1	0	65	5	10	15	5	0	32	46	70	37
	THOMAS COOK AIRLINES LTD	C	41	0	0	95	2	2	0	0	0	3	85	8	39
<b>TOTAL ALICANTE</b>			<b>238</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>22</b>	<b>217</b>
ALMERIA	MY TRAVEL AIRWAYS UK	C	10	0	0	70	0	30	0	0	0	15	22	35	9
<b>TOTAL ALMERIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>22</b>	<b>35</b>	<b>9</b>
BARCELONA	IBERIA	S	60	0	0	52	22	12	13	2	0	26	60	13	60
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>16</b>	<b>62</b>
<b>TOTAL IBIZA</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>	<b>0</b>	<b>0</b>	<b>0</b>
MADRID	BRITISH AIRWAYS PLC	S	86	0	0	98	2	0	0	0	0	2	71	14	86
<b>TOTAL MADRID</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>86</b>
MALAGA	AIR 2000	C	11	0	0	73	27	0	0	0	0	9	50	51	14
	AIR 2000	S	26	0	0	54	8	27	8	4	0	27	31	37	16
	AIR CORDIAL LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	AZZURRA AIR	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	BRITANNIA AIRWAYS	C	34	0	0	76	15	6	3	0	0	10	50	39	28
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	29	0	0	69	14	17	0	0	0	14	47	24	38
	MONARCH AIRLINES	S	58	0	1	76	22	2	0	0	0	7	61	17	41
	MY TRAVEL AIRWAYS UK	C	34	0	0	35	26	29	9	0	0	28	44	47	34
	THOMAS COOK AIRLINES LTD	C	43	0	0	72	12	12	5	0	0	12	74	11	38

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL MALAGA</b>			<b>244</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>28</b>	<b>222</b>
<b>TOTAL MURCIA SAN JAVIER</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>26</b>	<b>100</b>	<b>4</b>	<b>2</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	S	12	0	0	83	17	0	0	0	0	5	31	26	16
	BRITANNIA AIRWAYS	C	26	0	0	77	15	4	4	0	0	10	71	23	17
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	67	14	3
	MY TRAVEL AIRWAYS UK	C	30	0	0	83	10	3	3	0	0	8	72	31	39
	SPANAIR	C	2	0	0	100	0	0	0	0	0	0	86	3	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	6	85	8	13
<b>TOTAL PALMA DE MALLORCA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>24</b>	<b>108</b>
<b>TOTAL SPAIN</b>			<b>724</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>23</b>	<b>708</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	S	18	0	0	100	0	0	0	0	0	2	71	12	21
	AIR 2000	C	20	0	0	55	15	10	20	0	0	25	41	30	17
	BRITANNIA AIRWAYS	C	22	0	0	100	0	0	0	0	0	3	94	6	18
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	10	60	22	10
	MY TRAVEL AIRWAYS UK	C	28	0	0	86	0	7	4	4	0	17	72	18	18
	THOMAS COOK AIRLINES LTD	C	38	0	0	89	11	0	0	0	0	6	82	8	38
<b>TOTAL ARRECIFE</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>17</b>	<b>141</b>
<b>FUERTEVENTURA</b>	AIR 2000	C	17	0	0	71	29	0	0	0	0	11	75	9	20
	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	38	19	16
	MY TRAVEL AIRWAYS UK	C	23	0	0	83	4	13	0	0	0	9	42	23	19
	THOMAS COOK AIRLINES LTD	C	20	1	0	80	15	5	0	0	0	7	91	5	22
<b>TOTAL FUERTEVENTURA</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>13</b>	<b>77</b>
<b>LAS PALMAS</b>	AIR 2000	C	16	0	0	81	13	6	0	0	0	9	81	9	16
	BRITANNIA AIRWAYS	C	28	0	0	79	14	7	0	0	0	9	72	19	18
	MONARCH AIRLINES	C	8	0	0	38	13	50	0	0	0	24	88	5	8
	MY TRAVEL AIRWAYS UK	C	29	0	0	86	3	7	0	3	0	18	41	53	34
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	12	0	0	0	0	3	81	8	32
<b>TOTAL LAS PALMAS</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>23</b>	<b>116</b>
<b>SANTA CRUZ DE LA PALMA</b>	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL SANTA CRUZ DE LA PALMA</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>0</b>	<b>0</b>	<b>0</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	S	34	0	9	85	12	3	0	0	0	6	55	21	33
	AIR 2000	C	31	0	0	87	6	3	3	0	0	7	56	17	25
	AIR CORDIAL LTD	C	19	0	0	53	5	16	5	21	0	76	0	0	0
	AZZURRA AIR	C	15	0	0	13	13	27	47	0	0	66	0	0	0
	BRITANNIA AIRWAYS	C	50	0	0	68	22	6	4	0	0	12	48	21	42
	EXCEL AIRWAYS LTD	C	25	0	0	44	12	20	16	0	8	63	92	10	12
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	7	50	17	4
	MONARCH AIRLINES	C	44	0	0	75	18	5	2	0	0	9	66	14	41
	MY TRAVEL AIRWAYS UK	C	53	1	0	62	15	8	11	2	2	30	47	59	43
	THOMAS COOK AIRLINES LTD	C	81	0	0	75	12	6	6	0	0	12	75	10	61
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>354</b>	<b>1</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>61</b>	<b>22</b>	<b>320</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>666</b>	<b>2</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>20</b>	<b>654</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SWEDEN</b>															
GOTEBORG	BRITISH REGIONAL AIRLINES LTD	S	50	0	2	98	2	0	0	0	0	1	0	0	0
<b>TOTAL GOTEBORG</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	S	96	0	4	97	1	2	0	0	0	2	86	10	104
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>96</b>	<b>0</b>	<b>4</b>	<b>97</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>104</b>
<b>TOTAL SWEDEN</b>			<b>146</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>104</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	152	0	1	91	8	1	0	0	0	4	54	19	154
<b>TOTAL BASLE MULHOUSE</b>			<b>152</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>19</b>	<b>154</b>
GENEVA	BRITISH AIRWAYS PLC	S	60	0	0	82	17	2	0	0	0	6	71	14	58
<b>TOTAL GENEVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>14</b>	<b>58</b>
ZURICH	BRITISH AIRWAYS PLC	S	101	0	3	78	12	10	0	0	0	9	0	0	0
	SWISS AIRLINES	S	118	0	0	82	8	8	3	0	0	9	0	0	0
<b>TOTAL ZURICH</b>			<b>219</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>15</b>	<b>163</b>
<b>TOTAL SWITZERLAND</b>			<b>431</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>17</b>	<b>375</b>
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	8	0	0	88	13	0	0	0	0	4	13	63	8
	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	4	61	16	18
	MY TRAVEL AIRWAYS UK	C	12	0	0	100	0	0	0	0	0	1	75	28	16
	NOUVELAIR TUNISIE	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	1	0	100	0	0	0	0	0	1	63	19	8
<b>TOTAL MONASTIR</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>28</b>	<b>50</b>
<b>TOTAL TUNISIA</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>28</b>	<b>50</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	17	0	0	94	0	6	0	0	0	4	31	42	16
<b>TOTAL ANTALYA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>42</b>	<b>17</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	34	0	2	44	41	15	0	0	0	18	24	35	34
<b>TOTAL ISTANBUL</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>41</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>25</b>	<b>58</b>	<b>40</b>
<b>TOTAL TURKEY</b>			<b>51</b>	<b>1</b>	<b>2</b>	<b>61</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>27</b>	<b>53</b>	<b>60</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	70	25	5	0	0	0	10	78	9	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	146	0	0	96	4	0	0	0	0	2	85	9	145
	BRITISH AIRWAYS CITIEXPRESS L	S	299	0	4	86	6	5	3	0	0	9	82	9	297
<b>TOTAL ABERDEEN</b>			<b>446</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>9</b>	<b>442</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	328	0	8	87	7	2	3	1	0	9	82	11	224



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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL BELFAST CITY</b>			<b>328</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>11</b>	224
<b>EDINBURGH</b>	BMI REGIONAL	S	192	0	0	97	3	0	0	0	0	2	82	11	171
	BRITISH AIRWAYS CITIEXPRESS L	S	103	2	0	92	4	4	0	0	0	5	81	14	153
	BRITISH AIRWAYS PLC	S	186	0	7	80	12	5	3	0	0	9	66	16	140
<b>TOTAL EDINBURGH</b>			<b>481</b>	<b>2</b>	<b>7</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	464
<b>GATWICK</b>	AIR 2000	C	9	0	0	89	0	0	11	0	0	8	75	5	4
	BRITANNIA AIRWAYS	C	9	0	0	67	0	22	11	0	0	19	50	27	18
	BRITISH AIRWAYS (EURO OPS) LG	S	382	0	0	95	3	2	0	0	0	3	76	11	387
<b>TOTAL GATWICK</b>			<b>402</b>	<b>2</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	413
<b>GLASGOW</b>	BMI REGIONAL	S	132	0	0	99	1	0	0	0	0	1	71	12	187
	BRITISH AIRWAYS CITIEXPRESS L	S	103	0	0	94	2	1	3	0	0	5	77	11	176
	BRITISH AIRWAYS PLC	S	138	0	1	84	12	1	3	0	0	8	58	23	99
	BRITISH REGIONAL AIRLINES LTD	S	44	0	0	86	14	0	0	0	0	7	0	0	0
<b>TOTAL GLASGOW</b>			<b>417</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>14</b>	462
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	108	0	0	87	11	0	0	2	0	9	79	9	102
<b>TOTAL GUERNSEY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	110
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	348	0	4	88	6	4	1	0	0	6	71	16	408
	BRITISH AIRWAYS PLC	S	625	0	1	87	8	3	2	0	0	7	65	19	596
<b>TOTAL HEATHROW</b>			<b>973</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>18</b>	1005
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	189	0	1	97	2	0	1	0	0	4	89	6	180
<b>TOTAL ISLE OF MAN</b>			<b>189</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>6</b>	180
<b>JERSEY</b>	BRITISH REGIONAL AIRLINES LTD	S	104	0	2	85	5	4	5	2	0	14	84	9	102
<b>TOTAL JERSEY</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>9</b>	102
<b>LONDONDERRY</b>	LOGANAIR	S	60	0	0	92	2	3	3	0	0	4	0	0	0
<b>TOTAL LONDONDERRY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>8</b>	60
<b>NORWICH</b>	EASTERN AIRWAYS	S	132	0	0	98	2	0	0	0	0	3	89	6	132
<b>TOTAL NORWICH</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>6</b>	132
<b>SOUTHAMPTON</b>	BRITISH REGIONAL AIRLINES LTD	S	139	0	1	97	3	0	0	0	0	2	78	14	144
<b>TOTAL SOUTHAMPTON</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	144
<b>STANSTED</b>	BRITISH REGIONAL AIRLINES LTD	S	126	0	6	83	9	6	3	0	0	9	86	9	168
<b>TOTAL STANSTED</b>			<b>126</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	168
<b>TOTAL UNITED KINGDOM</b>			<b>3906</b>	<b>5</b>	<b>36</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	4173
<b>USA</b>															
<b>ATLANTA</b>	DELTA AIRLINES	S	60	0	0	90	3	3	3	0	0	6	68	20	60
<b>TOTAL ATLANTA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>20</b>	60
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	60	0	0	88	3	3	2	3	0	14	38	42	60
	BMI BRITISH MIDLAND	S	57	0	2	96	4	0	0	0	0	2	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>117</b>	<b>1</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>38</b>	<b>42</b>	60
<b>LAS VEGAS</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	25	25	0	0	29	0	430	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL LAS VEGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>430</b>	<b>7</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	88	3	2	5	2	0	12	69	17	59
	PAKISTAN INTL AIRLINES	S	32	1	2	31	9	25	19	9	6	121	19	88	26
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>92</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>50</b>	<b>65</b>	<b>26</b>	<b>147</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	52	0	0	96	0	4	0	0	0	2	77	10	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>52</b>	<b>1</b>	<b>1</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>10</b>	<b>60</b>
ORLANDO	BRITANNIA AIRWAYS	C	8	0	0	88	13	0	0	0	0	5	75	14	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	21	0	0	95	0	0	5	0	0	5	56	27	48
<b>TOTAL ORLANDO</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>23</b>	<b>61</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	59	0	1	85	7	3	3	2	0	12	78	16	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>16</b>	<b>60</b>
SANFORD	AIR 2000	C	17	2	0	94	0	6	0	0	0	5	58	16	31
	AMERICAN TRANS AIR	C	6	1	0	67	0	17	17	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	43	0	0	58	14	9	14	5	0	36	28	207	36
<b>TOTAL SANFORD</b>			<b>67</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>115</b>	<b>70</b>
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	52	0	0	88	10	2	0	0	0	4	0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>536</b>	<b>6</b>	<b>6</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>41</b>	<b>526</b>
VENEZUELA															
PORLAMAR	AIR 2000	C	4	0	0	100	0	0	0	0	0	0	75	10	4
<b>TOTAL PORLAMAR</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>75</b>	<b>10</b>	<b>4</b>
<b>TOTAL VENEZUELA</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>75</b>	<b>10</b>	<b>4</b>
<b>TOTAL MANCHESTER</b>			<b>12482</b>	<b>85</b>	<b>96</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>18</b>	<b>13079</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>BELGIUM</b>															
BRUSSELS	FLYBE.BRITISH EUROPEAN	S	110	4	16	78	14	4	5	0	0	11	0	0	0
	SN BRUSSELS AIRLINES	S	99	41	0	95	3	2	0	0	0	3	0	0	0
<b>TOTAL BRUSSELS</b>			<b>209</b>	<b>45</b>	<b>48</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>16</b>	214
<b>TOTAL BELGIUM</b>			<b>209</b>	<b>45</b>	<b>48</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>16</b>	214
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	8	0	0	100	0	0	0	0	0	2	63	23	8
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	2	57	58	7
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	29	0	14	0	0	25	0	0	0
<b>TOTAL LARNACA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>39</b>	15
PAPHOS	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PAPHOS</b>			<b>7</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>67</b>	<b>48</b>	9
<b>TOTAL CYPRUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>43</b>	24
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	FLYBE.BRITISH EUROPEAN	S	133	23	0	61	14	18	8	0	0	21	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>133</b>	<b>23</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>27</b>	155
TOULOUSE (BLAGNAC)	AIR MEDITERRANEE	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL FRANCE</b>			<b>135</b>	<b>24</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>27</b>	155
<b>GERMANY</b>															
DUSSELDORF	LUFTHANSA CITY LINE	S	50	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>50</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>0</b>	<b>0</b>	0
<b>TOTAL GERMANY</b>			<b>50</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>0</b>	<b>0</b>	0
<b>GREECE</b>															
<b>TOTAL RHODES</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>0</b>	<b>0</b>	0
<b>TOTAL GREECE</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>67</b>	<b>25</b>	3
<b>IRISH REPUBLIC</b>															
CORK	BRITISH AIRWAYS CITIEXPRESS L	S	32	0	0	78	6	13	3	0	0	10	0	0	0
<b>TOTAL CORK</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
DUBLIN	BRITISH AIRWAYS CITIEXPRESS L	S	154	2	0	83	8	7	1	0	0	9	0	0	0
<b>TOTAL DUBLIN</b>			<b>154</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	120
<b>TOTAL IRISH REPUBLIC</b>			<b>186</b>	<b>4</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	120
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	100	0	0	0	0	0	2	67	24	6
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>24</b>	6
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>24</b>	6

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	258	0	0	80	8	7	5	0	0	13	82	11	320
TOTAL AMSTERDAM			258	0	0	80	8	7	5	0	0	13	82	11	320
TOTAL NETHERLANDS			258	0	0	80	8	7	5	0	0	13	82	11	320
<b>NORWAY</b>															
STAVANGER	BRAATHENS ASA	S	102	0	2	89	8	3	0	0	0	5	92	10	52
TOTAL STAVANGER			102	0	2	89	8	3	0	0	0	5	92	10	52
TOTAL NORWAY			102	0	2	89	8	3	0	0	0	5	92	10	103
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	63	79	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	43	24	7
TOTAL FARO			16	0	0	88	13	0	0	0	0	6	70	35	23
TOTAL PORTUGAL(EXCLUDING MADEIRA)			16	0	0	88	13	0	0	0	0	6	70	35	23
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	SATA	C	8	0	0	100	0	0	0	0	0	2	63	21	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	2	63	21	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	2	63	21	8
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	8	0	0	75	25	0	0	0	0	6	100	1	8
	BRITANNIA AIRWAYS	C	26	0	0	85	0	8	8	0	0	13	85	10	26
	MY TRAVEL AIRWAYS UK	C	16	0	0	100	0	0	0	0	0	3	44	56	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	100	5	8
TOTAL ALICANTE			57	0	0	89	4	4	4	0	0	8	78	21	58
MALAGA	AIR 2000	C	9	0	0	56	0	22	0	22	0	60	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	13	38	0	0	0	22	78	18	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	88	9	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	7	63	20	8
TOTAL MALAGA			32	1	0	72	6	16	0	6	0	24	69	21	42
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	10	0	0	60	0	30	10	0	0	25	100	2	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	0	44	0	0	0	19	63	86	8
TOTAL PALMA DE MALLORCA			19	0	0	58	0	37	5	0	0	22	87	31	23
TOTAL SPAIN			108	1	0	79	4	13	3	2	0	15	76	23	123
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	70	11	10
	SPANAIR	C	8	0	0	50	50	0	0	0	0	16	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	60	65	10
TOTAL ARRECIFE			26	0	0	85	15	0	0	0	0	6	77	23	39
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	60	16	10
TOTAL FUERTEVENTURA			8	0	0	100	0	0	0	0	0	2	60	16	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	6	75	7	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	13	25	0	0	34	63	108	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	13	63	28	8
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>48</b>	<b>24</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	S	10	0	0	70	0	30	0	0	0	17	100	2	8
	BRITANNIA AIRWAYS	C	17	0	0	65	6	18	12	0	0	21	56	20	16
	MY TRAVEL AIRWAYS UK	C	12	0	0	67	17	0	17	0	0	24	38	196	16
	THOMAS COOK AIRLINES LTD	C	19	0	0	42	32	0	26	0	0	38	44	20	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>60</b>	<b>72</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>45</b>	<b>145</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	254	0	0	91	3	3	4	0	0	7	74	16	250
<b>TOTAL ABERDEEN</b>			<b>254</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>15</b>	<b>291</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	254	4	6	92	5	2	2	0	0	6	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>254</b>	<b>4</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>380</b>
BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	140	0	0	94	3	4	0	0	0	4	83	11	141
<b>TOTAL BIRMINGHAM</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>12</b>	<b>145</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	128	0	0	83	9	5	2	0	0	9	72	15	151
<b>TOTAL BRISTOL</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>15</b>	<b>151</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	52	0	0	87	8	6	0	0	0	5	92	7	52
<b>TOTAL CARDIFF WALES</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>7</b>	<b>52</b>
GATWICK	CITY FLYER EXPRESS	S	282	0	0	92	4	4	0	0	0	4	82	10	278
<b>TOTAL GATWICK</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>278</b>
HEATHROW	BRITISH AIRWAYS PLC	S	378	2	0	92	5	2	1	0	0	5	72	15	328
<b>TOTAL HEATHROW</b>			<b>378</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>15</b>	<b>328</b>
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	26	0	0	88	12	0	0	0	0	7	0	0	0
<b>TOTAL PLYMOUTH</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	108	0	0	94	2	0	4	0	0	7	74	16	106
<b>TOTAL SOUTHAMPTON</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>16</b>	<b>106</b>
STANSTED	GO FLY LTD	S	104	0	0	68	20	8	4	0	0	15	0	0	0
<b>TOTAL STANSTED</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>7</b>	<b>116</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1728</b>	<b>15</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>12</b>	<b>1902</b>
<b>USA</b>															
SANFORD	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	0	22	0	0	38	0	52	5
<b>TOTAL SANFORD</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>52</b>	<b>5</b>
<b>TOTAL USA</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>35</b>	<b>9</b>
<b>TOTAL NEWCASTLE</b>			<b>2962</b>	<b>90</b>	<b>56</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>15</b>	<b>3206</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>ALBANIA</b>															
TIRANA	EUROPEAN AIR CHARTER	C	5	0	0	80	20	0	0	0	0	6	0	0	0
TOTAL TIRANA			5	0	0	80	20	0	0	0	0	6	0	0	0
TOTAL ALBANIA			5	0	0	80	20	0	0	0	0	6	0	0	0
<b>AUSTRIA</b>															
SALZBURG	RYANAIR	S	122	5	0	82	15	2	1	0	0	7	0	0	0
TOTAL SALZBURG			122	5	0	82	15	2	1	0	0	7	0	0	0
TOTAL AUSTRIA			122	5	0	82	15	2	1	0	0	7	81	10	114
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	5	1	0	20	20	20	0	40	0	89	0	0	0
TOTAL BRIDGETOWN			5	1	0	20	20	20	0	40	0	89	0	0	0
TOTAL BARBADOS			5	1	0	20	20	20	0	40	0	89	0	0	0
<b>BELGIUM</b>															
CHARLEROI	RYANAIR	S	221	0	12	73	8	7	8	3	0	21	0	0	0
TOTAL CHARLEROI			221	0	12	73	8	7	8	3	0	21	0	0	0
TOTAL BELGIUM			221	0	12	73	8	7	8	3	0	21	0	0	0
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	8	0	0	100	0	0	0	0	0	8	88	15	8
TOTAL LARNACA			8	0	0	100	0	0	0	0	0	8	88	15	8
PAPHOS	AIR 2000	S	9	0	0	89	0	0	11	0	0	16	0	0	0
TOTAL PAPHOS			9	0	0	89	0	0	11	0	0	16	0	0	0
TOTAL CYPRUS			17	0	0	94	0	0	6	0	0	12	88	15	8
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	78	0	2	94	6	0	0	0	0	3	62	20	58
	GO FLY LTD	S	120	0	0	72	12	14	3	0	0	14	89	7	102
TOTAL PRAGUE			198	0	2	80	10	9	2	0	0	10	79	12	160
TOTAL CZECH REPUBLIC			198	0	2	80	10	9	2	0	0	10	79	12	160
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	112	0	0	59	17	16	8	0	0	19	77	11	112
TOTAL AARHUS (TIRSTRUP)			112	0	0	59	17	16	8	0	0	19	77	11	112
COPENHAGEN	GO FLY LTD	S	104	0	0	70	20	9	1	0	0	12	80	10	164
TOTAL COPENHAGEN			106	0	0	70	20	8	2	0	0	12	77	13	324
ESBJERG	RYANAIR	S	60	0	0	62	20	12	7	0	0	18	0	0	0
TOTAL ESBJERG			60	0	0	62	20	12	7	0	0	18	0	0	0
TOTAL DENMARK			278	0	0	64	19	12	5	0	0	16	77	13	436

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Reporting Airport: STANSTED (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	8	0	0	38	25	13	25	0	0	38	0	0	0
TOTAL VAGAR			8	0	0	38	25	13	25	0	0	38	0	0	0
TOTAL FAROE ISLANDS			8	0	0	38	25	13	25	0	0	38	0	0	0
<b>FINLAND</b>															
HELSINKI	KLM UK LTD	S	60	0	0	90	5	3	2	0	0	6	93	5	118
TOTAL HELSINKI			60	0	0	90	5	3	2	0	0	6	92	5	172
TOTAL FINLAND			60	0	0	90	5	3	2	0	0	6	92	5	172
<b>FRANCE</b>															
BIARRITZ	RYANAIR	S	60	0	0	67	8	20	5	0	0	16	92	5	60
TOTAL BIARRITZ			60	0	0	67	8	20	5	0	0	16	92	5	60
BORDEAUX	KLM UK LTD	S	60	0	0	92	3	3	2	0	0	5	97	3	59
TOTAL BORDEAUX			60	0	0	92	3	3	2	0	0	5	97	3	59
CARCASSONNE	RYANAIR	S	59	0	0	73	14	10	3	0	0	12	85	9	60
TOTAL CARCASSONNE			59	0	0	73	14	10	3	0	0	12	85	9	60
CLERMONT FERRAND	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL CLERMONT FERRAND			2	0	0	50	0	50	0	0	0	26	0	0	0
DINARD	RYANAIR	S	60	0	0	90	7	3	0	0	0	5	82	12	60
TOTAL DINARD			60	0	0	90	7	3	0	0	0	5	82	12	60
LA ROCHELLE	KLM UK LTD	S	26	0	0	96	0	0	4	0	0	6	0	0	0
TOTAL LA ROCHELLE			26	0	0	96	0	0	4	0	0	6	0	0	0
LYON	KLM UK LTD	S	60	0	0	97	3	0	0	0	0	2	88	5	60
TOTAL LYON			60	0	0	97	3	0	0	0	0	2	88	5	60
MARSEILLE	KLM UK LTD	S	60	0	0	88	5	5	2	0	0	6	85	7	78
TOTAL MARSEILLE			60	0	0	88	5	5	2	0	0	6	85	7	78
NICE	GO FLY LTD	S	60	0	0	93	7	0	0	0	0	2	0	0	0
TOTAL NICE			60	0	0	93	7	0	0	0	0	2	100	13	1
NIMES	RYANAIR	S	60	0	0	70	18	8	3	0	0	13	83	8	59
TOTAL NIMES			60	0	0	70	18	8	3	0	0	13	83	8	59
PARIS (CHARLES DE GAULLE)	KLM UK LTD	S	207	1	1	82	7	7	4	0	0	12	79	12	172
TOTAL PARIS (CHARLES DE GAULLE)			207	1	1	82	7	7	4	0	0	12	79	12	174
PERPIGNAN	RYANAIR	S	60	0	1	93	7	0	0	0	0	5	78	12	59
TOTAL PERPIGNAN			60	0	1	93	7	0	0	0	0	5	78	12	59
POITIERS	KLM UK LTD	S	26	0	0	62	15	15	4	4	0	26	0	0	0
TOTAL POITIERS			26	0	0	62	15	15	4	4	0	26	0	0	0
ST ETIENNE	RYANAIR	S	55	5	0	84	9	4	4	0	0	9	63	14	60
TOTAL ST ETIENNE			55	5	0	84	9	4	4	0	0	9	63	14	60

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Reporting Airport: STANSTED (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL FRANCE			855	8	2	84	8	6	2	0	0	9	83	9	732
GERMANY															
BERLIN (SCHONEFELD)	KLM UK LTD	S	180	0	0	84	7	6	3	0	0	9	0	0	0
TOTAL BERLIN (SCHONEFELD)			180	0	0	84	7	6	3	0	0	9	0	0	0
COLOGNE (BONN)	LUFTHANSA	S	178	0	2	93	3	3	1	0	0	4	0	0	0
TOTAL COLOGNE (BONN)			178	0	2	93	3	3	1	0	0	4	80	8	176
DUSSELDORF	KLM UK LTD	S	140	6	0	86	4	4	5	0	0	10	92	5	154
TOTAL DUSSELDORF			141	6	0	86	5	4	5	0	0	10	92	5	154
FRANKFURT MAIN	KLM UK LTD	S	132	8	0	80	11	5	4	0	0	12	83	8	154
TOTAL FRANKFURT MAIN			132	8	0	80	11	5	4	0	0	12	80	9	332
HAHN	RYANAIR	S	161	0	1	80	11	7	1	2	0	14	79	10	136
TOTAL HAHN			161	0	1	80	11	7	1	2	0	14	79	10	136
LUBECK	RYANAIR	S	102	1	1	70	16	11	4	0	0	15	75	15	104
TOTAL LUBECK			102	1	1	70	16	11	4	0	0	15	75	15	104
MUNICH	GO FLY LTD	S	120	0	0	78	10	9	3	0	0	11	71	11	120
TOTAL MUNICH			120	0	0	78	10	9	3	0	0	11	76	10	296
PADERBORN	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	13	0	0	0
TOTAL PADERBORN			2	0	0	100	0	0	0	0	0	13	79	9	48
TOTAL GERMANY			1016	16	4	83	8	6	3	0	0	10	79	10	1727
GREECE															
ATHENS	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL ATHENS			2	0	0	100	0	0	0	0	0	2	100	6	1
CORFU	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL CORFU			2	0	0	100	0	0	0	0	0	2	0	0	0
HERAKLION	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	6	100	14	1
TOTAL HERAKLION			3	0	0	100	0	0	0	0	0	5	100	7	2
RHODES	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL RHODES			3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL GREECE			11	0	0	100	0	0	0	0	0	3	83	15	6
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	60	0	0	68	23	5	3	0	0	13	76	13	54
TOTAL CONNAUGHT			60	0	0	68	23	5	3	0	0	13	76	13	54
CORK	RYANAIR	S	172	0	0	70	16	9	5	0	0	16	62	19	164
TOTAL CORK			172	0	0	70	16	9	5	0	0	16	62	19	164
DUBLIN	RYANAIR	S	588	1	11	79	13	6	2	0	0	10	78	13	573
TOTAL DUBLIN			588	2	11	79	13	6	2	0	0	10	78	13	573
KERRY COUNTY	RYANAIR	S	59	0	1	90	3	2	5	0	0	8	83	15	59



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				Actual (7)	Plan (8)										
TOTAL KERRY COUNTY			59	0	1	90	3	2	5	0	0	8	83	15	59
SHANNON	RYANAIR	S	209	4	0	92	5	3	0	0	0	4	79	14	170
TOTAL SHANNON			209	4	0	92	5	3	0	0	0	4	79	14	170
TOTAL IRISH REPUBLIC			1088	6	12	80	12	6	2	0	0	10	76	15	1027
ISRAEL															
TEL AVIV	ARKIA	C	2	0	0	50	0	50	0	0	0	19	50	45	4
TOTAL TEL AVIV			2	0	0	50	0	50	0	0	0	19	67	25	9
TOTAL ISRAEL			2	0	0	50	0	50	0	0	0	19	67	25	9
ITALY															
ALGHERO/SASSARI	RYANAIR	S	60	0	0	72	20	7	2	0	0	11	52	24	42
TOTAL ALGHERO/SASSARI			61	0	0	72	20	7	2	0	0	11	52	24	42
ANCONA	RYANAIR	S	60	0	0	75	22	3	0	0	0	10	47	25	60
TOTAL ANCONA			60	0	0	75	22	3	0	0	0	10	47	25	60
BOLOGNA	GO FLY LTD	S	60	0	0	72	12	13	2	2	0	16	95	4	60
TOTAL BOLOGNA			60	0	0	72	12	13	2	2	0	16	95	4	60
BRESCIA/MONTICHIARI	RYANAIR	S	114	0	4	59	26	11	4	0	0	17	63	12	104
TOTAL BRESCIA/MONTICHIARI			114	0	4	59	26	11	4	0	0	17	63	12	104
FORLI	RYANAIR	S	58	1	0	47	14	29	10	0	0	28	0	0	0
TOTAL FORLI			58	1	0	47	14	29	10	0	0	28	0	0	0
GENOA	RYANAIR	S	112	0	0	74	17	4	3	2	0	16	76	16	101
TOTAL GENOA			112	0	0	74	17	4	3	2	0	16	76	16	101
MILAN (LINATE)	GO FLY LTD	S	60	0	0	78	7	10	2	3	0	17	80	8	60
	KLM UK LTD	S	150	0	4	81	6	4	8	1	1	18	71	19	155
TOTAL MILAN (LINATE)			210	0	4	80	6	6	6	1	0	18	73	16	215
MILAN (MALPENSA)	EUROFLY SPA	C	4	0	0	50	25	0	25	0	0	26	0	0	0
TOTAL MILAN (MALPENSA)			5	0	0	60	20	0	20	0	0	21	82	12	102
NAPLES	GO FLY LTD	S	60	0	0	82	7	5	7	0	0	13	83	8	60
TOTAL NAPLES			60	0	0	82	7	5	7	0	0	13	83	8	60
PESCARA	RYANAIR	S	59	1	1	75	15	10	0	0	0	11	0	0	0
TOTAL PESCARA			59	1	1	75	15	10	0	0	0	11	0	0	0
PISA	RYANAIR	S	119	0	1	81	17	3	0	0	0	8	76	14	120
TOTAL PISA			119	0	1	81	17	3	0	0	0	8	76	14	122
ROME (CIAMPINO)	GO FLY LTD	S	112	0	4	88	8	3	1	0	0	7	78	10	104
TOTAL ROME (CIAMPINO)			112	0	4	88	8	3	1	0	0	7	78	10	104
TREVISO	RYANAIR	S	145	0	1	69	17	6	6	2	0	19	78	11	104
TOTAL TREVISO			145	0	1	69	17	6	6	2	0	19	78	11	104
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	60	0	0	87	8	0	5	0	0	11	0	0	0

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			60	0	0	87	8	0	5	0	0	11	0	0	0
TURIN	RYANAIR	S	117	0	1	75	15	5	3	2	0	14	82	10	101
TOTAL TURIN			117	0	1	75	15	5	3	2	0	14	81	13	103
VENICE	GO FLY LTD	S	60	0	0	78	13	8	0	0	0	9	82	10	60
TOTAL VENICE			60	0	0	78	13	8	0	0	0	9	82	10	60
TOTAL ITALY			1414	4	16	75	14	7	3	1	0	14	73	14	1341
KAZAKHSTAN															
URALSK	EUROFLY SPA	C	2	0	0	0	0	0	0	0	100	399	0	0	0
TOTAL URALSK			2	0	0	0	0	0	0	0	100	399	0	0	0
TOTAL KAZAKHSTAN			2	0	0	0	0	0	0	0	100	399	0	0	0
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	136	0	0	99	1	1	0	0	0	1	95	4	91
TOTAL LUXEMBOURG			136	0	0	99	1	1	0	0	0	1	95	4	91
TOTAL LUXEMBOURG			136	0	0	99	1	1	0	0	0	1	95	4	91
MALTA															
MALTA	AIR MALTA	S	10	0	0	10	30	40	20	0	0	41	40	15	10
TOTAL MALTA			10	0	0	10	30	40	20	0	0	41	40	15	10
TOTAL MALTA			10	0	0	10	30	40	20	0	0	41	40	15	10
MOROCCO															
MARRAKESH	ROYAL AIR MAROC	S	5	0	2	60	40	0	0	0	0	7	36	28	22
TOTAL MARRAKESH			5	0	2	60	40	0	0	0	0	7	38	27	24
TOTAL MOROCCO			5	0	2	60	40	0	0	0	0	7	38	27	24
NETHERLANDS															
AMSTERDAM	KLM	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	KLM UK LTD	S	360	0	0	77	13	5	4	0	0	12	83	11	471
TOTAL AMSTERDAM			363	0	0	77	13	5	4	0	0	12	83	11	472
EINDHOVEN	KLM EXEL	S	133	1	2	78	6	8	8	1	0	15	83	7	133
TOTAL EINDHOVEN			133	1	2	78	6	8	8	1	0	15	83	7	133
MAASTRICHT	KLM EXEL	S	140	0	3	79	9	5	6	0	0	12	70	18	187
TOTAL MAASTRICHT			140	0	3	79	9	5	6	0	0	12	70	18	187
TOTAL NETHERLANDS			636	1	5	78	11	6	6	0	0	13	80	12	792
NORWAY															
SANDEFJORD(TORP)	RYANAIR	S	112	0	0	68	17	11	4	0	0	15	68	15	112
TOTAL SANDEFJORD(TORP)			112	0	0	68	17	11	4	0	0	15	68	15	112
TOTAL NORWAY			112	0	0	68	17	11	4	0	0	15	70	14	149

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	8	0	0	88	0	13	0	0	0	5	83	7	6
	GO FLY LTD	S	61	0	1	79	11	5	5	0	0	12	85	40	33
<b>TOTAL FARO</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>32</b>	<b>49</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>18</b>	<b>111</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BRITANNIA AIRWAYS	C	10	0	0	80	20	0	0	0	0	10	100	5	10
	GO FLY LTD	S	60	0	0	83	13	0	3	0	0	11	81	8	32
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	75	9	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ALICANTE</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>50</b>
<b>BARCELONA</b>	GO FLY LTD	S	120	0	0	66	23	8	1	2	0	15	78	13	120
	TITAN AIRWAYS LTD	C	2	2	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL BARCELONA</b>			<b>122</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>13</b>	<b>120</b>
<b>BILBAO</b>	GO FLY LTD	S	60	0	0	80	13	3	3	0	0	11	95	6	60
<b>TOTAL BILBAO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>95</b>	<b>6</b>	<b>60</b>
<b>JEREZ</b>	KLM UK LTD	S	18	0	0	83	17	0	0	0	0	7	0	0	0
<b>TOTAL JEREZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALAGA</b>	AIR 2000	C	2	0	0	100	0	0	0	0	0	0	50	17	4
	BRITANNIA AIRWAYS	C	12	0	0	67	17	8	8	0	0	14	63	14	8
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	GO FLY LTD	S	120	0	0	73	15	7	6	0	0	14	79	11	86
	MY TRAVEL AIRWAYS UK	C	6	2	0	83	0	17	0	0	0	10	88	4	8
<b>TOTAL MALAGA</b>			<b>142</b>	<b>4</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>11</b>	<b>106</b>
<b>MURCIA SAN JAVIER</b>	KLM UK LTD	S	34	0	0	91	9	0	0	0	0	5	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>1</b>
<b>PALMA DE MALLORCA</b>	BRITANNIA AIRWAYS	C	9	0	0	78	22	0	0	0	0	9	63	14	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>14</b>	<b>8</b>
<b>SANTIAGO DE COMPOSTELA ( SPAIN )</b>	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>462</b>	<b>6</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>466</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	S	9	0	1	78	22	0	0	0	0	9	56	13	9
	BRITANNIA AIRWAYS	C	8	0	0	50	13	25	13	0	0	23	50	20	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	63	25	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	11	0	0	0	14	0	0	0
<b>TOTAL ARRECIFE</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>18</b>	<b>28</b>
<b>FUERTEVENTURA</b>	BRITANNIA AIRWAYS	C	8	0	0	88	0	0	13	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	8	80	6	10
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>6</b>	<b>11</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	AIR 2000	C	8	0	0	88	0	13	0	0	0	6	88	9	8
	BRITANNIA AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	75	9	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	11	75	16	8
	THOMAS COOK AIRLINES LTD	C	6	0	0	83	0	0	17	0	0	10	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>24</b>	
TENERIFE (SURREINA SOFIA)	AIR 2000	S	26	0	0	46	15	23	15	0	0	32	54	21	24
	BRITANNIA AIRWAYS	C	17	0	0	76	12	0	12	0	0	13	75	27	16
	MY TRAVEL AIRWAYS UK	C	17	0	0	94	0	6	0	0	0	5	81	5	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	11	0	0	0	6	0	117	1
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>16</b>	<b>82</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>15</b>	<b>145</b>	
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	104	0	0	61	29	10	0	0	1	20	0	0	0
<b>TOTAL GOTEBORG (SAVE)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
HELSINGBORG-ANGELHOLM	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL HELSINGBORG-ANGELHOLM</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALMO	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	33	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	RYANAIR	S	111	0	1	82	15	1	2	0	0	7	65	18	112
<b>TOTAL MALMO</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>18</b>	<b>112</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	138	0	0	68	22	8	1	0	0	12	76	16	164
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>16</b>	<b>164</b>
VASTERAS	RYANAIR	S	60	0	0	38	27	32	3	0	0	24	0	0	0
<b>TOTAL VASTERAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>27</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>420</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>23</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>15</b>	<b>442</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	6	0	0	33	0	0	50	17	0	91	75	10	8
<b>TOTAL MONASTIR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>91</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>91</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	24	0	0	50	29	13	4	4	0	31	59	17	27
<b>TOTAL ANTALYA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>59</b>	<b>17</b>	<b>27</b>
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL DALAMAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	80	20	0	0	0	0	9	75	7	8
<b>TOTAL IZMIR (ADNAM MENDERES)</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>75</b>	<b>7</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>38</b>	<b>40</b>
<b>UNITED KINGDOM</b>															
BELFAST INTERNATIONAL	GO FLY LTD	S	224	0	1	83	11	4	3	0	0	10	72	13	162

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 2001

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL BELFAST INTERNATIONAL			224	0	1	83	11	4	3	0	0	10	72	13	162
EDINBURGH	GO FLY LTD	S	380	0	0	87	7	5	1	0	0	6	83	8	343
TOTAL EDINBURGH			380	0	0	87	7	5	1	0	0	6	83	8	343
GLASGOW	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	GO FLY LTD	S	268	0	0	89	6	4	1	0	0	6	85	8	215
TOTAL GLASGOW			270	0	0	89	6	4	1	0	0	6	85	8	215
GUERNSEY	AURIGNY AIR SERVICES	S	130	0	8	94	4	1	2	0	0	4	91	6	192
TOTAL GUERNSEY			130	0	8	94	4	1	2	0	0	4	91	6	192
LONDONDERRY	RYANAIR	S	112	0	0	83	12	5	0	0	0	7	88	9	109
TOTAL LONDONDERRY			112	0	0	83	12	5	0	0	0	7	88	9	109
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	125	1	0	80	8	9	3	0	0	10	81	13	165
TOTAL MANCHESTER			126	1	0	79	9	9	3	0	0	10	81	13	165
NEWCASTLE	GO FLY LTD	S	104	0	0	69	20	7	4	0	0	13	0	0	0
TOTAL NEWCASTLE			104	0	0	69	20	7	4	0	0	13	87	9	116
PRESTWICK	RYANAIR	S	509	0	9	83	8	5	3	0	0	11	81	10	494
TOTAL PRESTWICK			509	0	9	83	8	5	3	0	0	11	81	10	494
TOTAL UNITED KINGDOM			1855	12	18	84	9	5	2	0	0	9	84	9	2000
TOTAL STANSTED			9199	59	76	79	11	6	3	0	0	11	79	12	10086

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	56	0	0	77	4	13	7	0	0	13	91	5	56	
	STANSTED	RYANAIR	S	D	56	0	0	41	30	20	9	0	0	25	63	16	56	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>11</b>	<b>11</b>	
ABERDEEN																		
	MANCHESTER	BMI REGIONAL	S	A	73	0	0	93	7	0	0	0	0	4	86	8	72	
	MANCHESTER	BMI REGIONAL	S	D	73	0	0	99	1	0	0	0	0	1	84	11	73	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	112	0	0	91	6	1	2	0	0	4	89	7	112	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	112	0	0	92	6	2	0	0	0	5	85	6	112	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	87	0	0	86	5	6	3	0	0	7	90	7	73	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	86	1	0	88	3	6	2	0	0	7	84	10	74	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	148	0	3	83	9	5	3	0	0	10	80	11	147	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	151	0	1	89	3	5	3	0	0	8	85	8	150	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	126	0	0	90	3	3	4	0	0	7	77	13	127	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	128	0	0	91	2	3	3	0	0	7	72	19	123	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	189	0	1	87	5	4	3	0	0	8	60	19	188	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	190	0	0	92	5	1	2	0	0	6	76	12	188	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	2	66	17	12	5	0	0	15	65	30	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	2	62	17	17	3	0	0	19	59	32	59	
	LONDON CITY	SCOT AIRWAYS	S	A	68	0	2	91	6	1	1	0	0	3	0	0	0	
	LONDON CITY	SCOT AIRWAYS	S	D	69	0	1	77	16	6	1	0	0	12	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1729</b>	<b>4</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>13</b>	<b>13</b>	
ABIDJAN																		
ABU DHABI INTERNATIONAL																		
	HEATHROW	GULF AIR	S	A	33	0	1	82	9	9	0	0	0	7	67	22	18	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ABU DHABI INTERNATIONAL	HEATHROW	GULF AIR	S	D	32	0	0	84	9	3	0	0	3	50	100	5	4
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>65</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>71</b>	<b>19</b>	<b>19</b>
ABUJA	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	0	22	76	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	5	0	0	0
<b>TOTAL ABUJA</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>	<b>22</b>	<b>76</b>	<b>76</b>
ACAPULCO	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	1	0	100	0	0	0	0	0	0	75	13	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	2	60	28	5
<b>TOTAL ACAPULCO</b>					<b>4</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>1</b>	<b>67</b>	<b>21</b>	<b>21</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	95	5	0	0	0	0	2	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	50	32	18	0	0	0	18	0	0	0
	HEATHROW	GHANA AIRWAYS	S	A	13	0	0	8	31	23	23	15	0	85	6	105	17
	HEATHROW	GHANA AIRWAYS	S	D	13	0	0	8	15	15	54	8	0	78	0	82	17
<b>TOTAL ACCRA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>38</b>	<b>55</b>	<b>55</b>
ADDIS ABABA	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	75	25	0	0	0	0	8	0	0	0
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	33	33	11	22	0	0	37	0	0	0
	HEATHROW	ETHIOPIAN AIRLINES	S	A	17	0	0	35	24	24	18	0	0	30	0	92	13
	HEATHROW	ETHIOPIAN AIRLINES	S	D	17	0	0	65	29	0	6	0	0	13	15	39	13
<b>TOTAL ADDIS ABABA</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>8</b>	<b>65</b>	<b>65</b>
AGADIR	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	46	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	46	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
AGADIR																		
<b>TOTAL AGADIR</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>92</b>	<b>92</b>	
AKROTIRI																		
ALEXANDRIA ( NOUZHA )																		
<b>TOTAL ALEXANDRIA ( NOUZHA )</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALEXANDRIA (BORG EL ARAB																		
ALGHERO/SASSARI																		
	STANSTED	RYANAIR	S	A	30	0	0	73	13	10	3	0	0	11	33	32	21	
	STANSTED	RYANAIR	S	D	30	0	0	70	27	3	0	0	0	11	71	16	21	
<b>TOTAL ALGHERO/SASSARI</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>24</b>	<b>24</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	13	0	0	31	54	8	8	0	0	20	42	19	12	
	HEATHROW	AIR ALGERIE	S	D	13	0	0	46	8	38	8	0	0	24	0	43	12	
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>21</b>	<b>31</b>	<b>31</b>	
ALICANTE																		
	BIRMINGHAM	AIR 2000	S	A	4	0	0	75	0	0	25	0	0	27	25	37	4	
	BIRMINGHAM	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	7	25	39	4	
	GATWICK	AIR 2000	S	A	8	0	0	100	0	0	0	0	0	6	63	14	8	
	GATWICK	AIR 2000	S	D	8	0	0	88	13	0	0	0	0	6	75	12	8	
	GLASGOW	AIR 2000	S	A	4	0	0	75	0	25	0	0	0	17	75	5	4	
	GLASGOW	AIR 2000	S	D	4	0	0	75	0	25	0	0	0	12	100	2	4	
	MANCHESTER	AIR 2000	C	A	9	0	0	89	11	0	0	0	0	6	60	19	10	
	MANCHESTER	AIR 2000	S	A	11	0	0	64	36	0	0	0	0	10	67	17	12	
	MANCHESTER	AIR 2000	C	D	8	0	0	100	0	0	0	0	0	2	44	17	9	
	MANCHESTER	AIR 2000	S	D	11	0	0	91	0	9	0	0	0	8	75	18	12	
	NEWCASTLE	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	13	100	0	4	
	NEWCASTLE	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	85	8	0	8	0	0	12	67	22	12	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	92	0	0	8	0	0	11	85	18	13	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	40	0	0	0	20	75	10	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALICANTE	EDINBURGH	BRITANNIA AIRWAYS	C	D	5	0	0	0	40	60	0	0	0	42	75	9	4
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	62	31	8	0	0	0	13	31	41	13
	GATWICK	BRITANNIA AIRWAYS	C	D	13	0	0	100	0	0	0	0	0	3	77	27	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	13	0	0	0	15	25	25	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	0	88	0	13	0	0	0	7	100	3	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	26	50	17	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	12	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	26	0	0	73	23	0	4	0	0	14	82	9	22
	MANCHESTER	BRITANNIA AIRWAYS	C	D	26	0	0	88	8	0	0	4	0	10	77	10	22
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	13	0	0	69	0	15	15	0	0	26	85	11	13
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	13	0	0	100	0	0	0	0	0	1	85	10	13
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	9	100	3	5
	STANSTED	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	11	100	8	5
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	0	0	100	0	0	0	47	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	9	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	30	0	1	77	13	10	0	0	0	11	86	16	22
	GATWICK	GB AIRWAYS LTD	S	D	30	0	1	83	10	3	3	0	0	9	82	21	22
	STANSTED	GO FLY LTD	S	A	30	0	0	90	7	0	3	0	0	9	81	5	16
	STANSTED	GO FLY LTD	S	D	30	0	0	77	20	0	3	0	0	13	81	10	16
	GATWICK	IBERIA	S	A	30	0	0	80	10	7	3	0	0	10	90	12	30
	GATWICK	IBERIA	S	D	29	0	1	83	10	3	3	0	0	9	83	11	30
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	29	25	128	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	31	50	127	4
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	83	0	17	0	0	0	10	63	34	16
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	73	18	0	9	0	0	11	67	37	15
	LUTON	MONARCH AIRLINES	S	A	29	0	1	90	10	0	0	0	0	6	67	19	30
	LUTON	MONARCH AIRLINES	S	D	29	0	1	86	14	0	0	0	0	5	60	18	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						NOV 2000			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ALICANTE																	
	MANCHESTER	MONARCH AIRLINES	S	A	23	0	0	100	0	0	0	0	0	5	54	17	13
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	90	10	0	0	0	0	6	60	15	10
	MANCHESTER	MONARCH AIRLINES	S	D	23	0	0	100	0	0	0	0	0	3	77	13	13
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	3	70	14	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	50	0	0	0	0	12	38	17	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	8	88	9	8
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	25	18	4
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	100	8	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	0	0	13	54	76	7	17
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	0	0	11	47	88	5	16
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	1	78	21	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	1	75	19	8
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	14	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	13	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	0	60	5	10	15	10	0	45	41	77	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	1	0	70	5	10	15	0	0	20	50	64	20
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	3	50	51	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	3	38	60	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	15	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	100	2	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	7	63	14	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	75	9	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	20	53	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	25	26	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	95	5	0	0	0	0	4	80	10	20
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	21	0	0	95	0	5	0	0	0	2	89	6	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	6	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	4	4
<b>TOTAL ALICANTE</b>					<b>808</b>	<b>1</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>20</b>	<b>20</b>

ALMA ATA

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ALMA ATA																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	12	0	0	50	17	25	8	0	0	22	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	12	0	0	33	25	17	25	0	0	40	0	0	0	
<b>TOTAL ALMA ATA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>21</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>92</b>	<b>9</b>	<b>9</b>	
ALMERIA																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	40	84	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	5	80	63	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	28	25	25	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	17	75	10	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	6	100	5	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	100	1	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	40	0	0	0	23	0	55	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	7	40	18	5	
<b>TOTAL ALMERIA</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>32</b>	<b>32</b>	
AMMAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	26	0	0	96	0	0	4	0	0	4	90	3	30	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	25	1	0	48	20	12	16	4	0	35	52	27	25	
	HEATHROW	ROYAL JORDANIAN	S	A	29	0	1	72	24	3	0	0	0	8	50	66	30	
	HEATHROW	ROYAL JORDANIAN	S	D	29	0	1	83	10	3	3	0	0	9	30	38	30	
<b>TOTAL AMMAN</b>					<b>111</b>	<b>1</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>33</b>	<b>33</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	229	0	2	81	7	5	6	1	0	13	50	26	229	
	HEATHROW	BMI BRITISH MIDLAND	S	D	230	0	1	77	13	5	3	1	0	12	58	22	229	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	232	0	0	79	10	5	6	0	0	12	77	17	199	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	232	0	0	76	12	6	6	0	0	12	80	16	199	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	129	0	0	75	14	6	5	0	0	14	73	15	123	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	129	0	0	87	5	6	2	0	0	7	81	11	124	
	GATWICK	CITY FLYER EXPRESS	S	A	197	0	0	84	8	6	3	1	0	9	85	9	193	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
AMSTERDAM	GATWICK	CITY FLYER EXPRESS	S	D	198	0	0	80	9	7	4	1	0	12	81	11	194
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	61	0	0	72	15	8	3	0	2	18	84	11	129
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	61	0	0	80	11	3	5	0	0	10	88	9	129
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	80	10	3	7	0	0	10	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	82	12	2	5	0	0	13	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	80	6	8	7	0	0	13	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	83	4	5	8	0	0	13	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	88	3	5	3	0	0	7	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	77	8	5	10	0	0	18	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	162	0	6	73	10	10	6	0	0	15	69	22	141
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	162	0	6	66	17	10	6	0	0	17	52	29	142
	HEATHROW	KLM	S	A	239	0	0	88	7	2	3	0	0	6	85	8	256
	HEATHROW	KLM	S	D	239	0	0	79	12	4	5	0	0	13	76	15	256
	BIRMINGHAM	KLM UK LTD	S	A	148	0	2	86	4	4	5	0	0	8	89	6	183
	BIRMINGHAM	KLM UK LTD	S	D	149	0	1	78	7	5	9	1	0	17	82	12	184
	EDINBURGH	KLM UK LTD	S	A	134	2	0	81	8	6	4	0	0	10	83	9	171
	EDINBURGH	KLM UK LTD	S	D	132	0	2	64	14	13	10	0	0	20	78	13	169
	GLASGOW	KLM UK LTD	S	A	93	0	1	85	6	6	2	0	0	7	94	5	129
	GLASGOW	KLM UK LTD	S	D	92	0	2	61	23	11	4	1	0	19	83	11	128
	LONDON CITY	KLM UK LTD	S	A	113	0	1	88	8	1	4	0	0	7	90	7	153
	LONDON CITY	KLM UK LTD	S	D	112	0	2	63	20	7	10	0	0	21	65	17	153
	MANCHESTER	KLM UK LTD	S	A	201	0	1	77	11	4	7	0	0	13	79	12	242
	MANCHESTER	KLM UK LTD	S	D	201	0	1	81	7	7	5	0	0	11	74	20	241
	NEWCASTLE	KLM UK LTD	S	A	129	0	0	79	9	7	5	0	0	12	83	9	160
	NEWCASTLE	KLM UK LTD	S	D	129	0	0	81	7	6	5	1	0	13	82	12	160
	STANSTED	KLM UK LTD	S	A	180	0	0	85	7	3	4	1	0	10	86	9	234
	STANSTED	KLM UK LTD	S	D	180	0	0	69	18	7	5	0	0	14	81	13	237
<b>TOTAL AMSTERDAM</b>					<b>4976</b>	<b>5</b>	<b>28</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>14</b>	<b>14</b>
ANCONA	STANSTED	RYANAIR	S	A	30	0	0	70	23	7	0	0	0	11	17	36	30

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ANCONA	STANSTED	RYANAIR	S	D	30	0	0	80	20	0	0	0	0	9	77	13	30
<b>TOTAL ANCONA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>25</b>	<b>25</b>
ANTALYA	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	12	0	0	67	8	17	0	8	0	29	57	12	14
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	12	0	0	33	50	8	8	0	0	32	62	22	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	2	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	1	0	29	14	57	0	0	0	29	33	182	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	63	50	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	8	13	68	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	0	50	16	8
<b>TOTAL ANTALYA</b>					<b>63</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>46</b>	<b>46</b>
ANTIGUA	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	10	83	19	6
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	2	40	20	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	33	44	22	0	0	0	24	0	36	5
<b>TOTAL ANTIGUA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>36</b>	<b>36</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	121	0	1	98	2	0	0	0	0	4	86	7	120
	LONDON CITY	VLM (BELGIUM)	S	D	122	0	0	98	1	1	0	0	0	4	78	9	120
<b>TOTAL ANTWERP</b>					<b>243</b>	<b>0</b>	<b>1</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>8</b>
AQABA																	
ARRECIFE	BIRMINGHAM	AIR 2000	S	A	5	0	0	80	0	20	0	0	0	7	100	3	6
	BIRMINGHAM	AIR 2000	S	D	5	0	0	80	0	20	0	0	0	9	100	7	5
	GATWICK	AIR 2000	S	A	14	0	0	71	29	0	0	0	0	7	45	22	11
	GATWICK	AIR 2000	C	A	6	0	0	100	0	0	0	0	0	2	63	15	8
	GATWICK	AIR 2000	S	D	14	0	0	93	7	0	0	0	0	5	86	9	14
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	0	100	4	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ARRECIFE	GLASGOW	AIR 2000	S	A	5	0	0	20	40	0	40	0	0	46	80	14	5
	GLASGOW	AIR 2000	S	D	5	0	0	40	20	20	20	0	0	41	100	5	5
	MANCHESTER	AIR 2000	C	A	10	0	0	50	20	10	20	0	0	30	33	38	9
	MANCHESTER	AIR 2000	S	A	9	0	0	100	0	0	0	0	0	2	60	16	10
	MANCHESTER	AIR 2000	C	D	10	0	0	60	10	10	20	0	0	20	50	21	8
	MANCHESTER	AIR 2000	S	D	9	0	0	100	0	0	0	0	0	1	82	8	11
	STANSTED	AIR 2000	S	A	4	0	1	75	25	0	0	0	0	11	20	22	5
	STANSTED	AIR 2000	S	D	5	0	0	80	20	0	0	0	0	7	100	2	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	12	75	16	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	75	15	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	11	0	0	11	149	55	20	11
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	6	80	10	10
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	6	5
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	5	5
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	100	0	0	0	0	0	4	100	4	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	100	0	0	0	0	0	2	89	8	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	60	13	5
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	80	9	5
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	28	40	23	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	18	60	16	5
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	0	0	100	0	0	0	37	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	1	0	80	20	0	0	0	0	6	75	8	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	3	100	8	4
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	63	13	13	13	0	0	21	0	0	0
	EDINBURGH	IBERWORLD	C	A	5	0	0	20	0	80	0	0	0	45	0	0	0
	EDINBURGH	IBERWORLD	C	D	5	0	0	20	0	40	40	0	0	53	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	80	0	0	0	0	16	80	16	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	6	80	10	5

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

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					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
ARRECIFE	GATWICK	MONARCH AIRLINES	C	A	13	0	0	85	8	0	0	8	0	25	56	14	9
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	67	25	0	0	8	0	30	67	12	9
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	7	100	5	5
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	15	100	5	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	14	40	34	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	6	80	11	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	25	14	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	100	5	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	100	0	0	0	0	0	1	69	14	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	0	64	16	14
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	0	19	40	19	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	10	80	6	5
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	60	244	5
	LUTON	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	60	79	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	86	0	7	7	0	0	17	67	23	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	86	0	7	0	7	0	18	78	12	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	23	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	26	4
	NEWCASTLE	SPANAIR	C	A	4	0	0	50	50	0	0	0	0	19	0	0	0
	NEWCASTLE	SPANAIR	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	50	0	0	0	0	13	60	20	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	9	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	20	0	0	90	10	0	0	0	0	3	39	30	23
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	95	5	0	0	0	0	4	68	12	22
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	3	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	84	16	0	0	0	0	9	79	9	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	19	0	0	95	5	0	0	0	0	3	84	8	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	40	72	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	57	5

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ARRECIFE	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	18	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL ARRECIFE</b>					<b>476</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>18</b>	<b>18</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	14	0	0	79	14	0	0	7	0	21	47	57	17
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	14	0	0	50	14	29	0	7	0	33	18	69	17
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	4	38	25	13	13	13	0	49	0	83	8
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	4	63	25	0	13	0	0	25	50	62	8
<b>TOTAL ASHKHABAD</b>					<b>44</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>30</b>	<b>66</b>	<b>66</b>
ASTURIAS	GATWICK	AIR NOSTRUM	S	A	13	0	0	92	8	0	0	0	0	3	92	5	12
	GATWICK	AIR NOSTRUM	S	D	13	0	0	100	0	0	0	0	0	0	83	9	12
<b>TOTAL ASTURIAS</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>	<b>88</b>	<b>7</b>	<b>7</b>
ATHENS	HEATHROW	AEGEAN AIRLINES	S	A	26	0	0	42	31	19	8	0	0	22	46	21	26
	HEATHROW	AEGEAN AIRLINES	S	D	26	0	0	65	19	15	0	0	0	13	77	10	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	100	0	0	0	0	0	1	90	4	29
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	87	10	3	0	0	0	6	69	14	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	2	2	5	0	0	7	75	10	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	8	5	2	0	0	8	85	9	59
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	2	88	7	3	2	0	0	7	75	22	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	2	90	5	5	0	0	0	7	65	26	60
	HEATHROW	OLYMPIC AIRWAYS	S	A	69	0	0	54	23	16	7	0	0	19	39	26	71
	HEATHROW	OLYMPIC AIRWAYS	S	D	69	0	0	71	17	6	6	0	0	14	48	22	71
	MANCHESTER	OLYMPIC AIRWAYS	S	A	13	0	0	15	38	46	0	0	0	33	23	33	13
	MANCHESTER	OLYMPIC AIRWAYS	S	D	13	0	0	38	15	38	8	0	0	28	38	28	13
<b>TOTAL ATHENS</b>					<b>516</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>19</b>	<b>19</b>
ATLANTA																	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	3	13	10	0	0	16	63	14	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	87	7	3	0	3	0	11	67	14	30	
	GATWICK	DELTA AIRLINES	S	A	78	0	7	71	12	9	8	1	0	20	48	24	79	
	GATWICK	DELTA AIRLINES	S	D	79	0	2	80	5	9	5	1	0	14	73	12	79	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	87	3	3	7	0	0	9	53	30	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	93	3	3	0	0	0	3	83	11	30	
<b>TOTAL ATLANTA</b>					<b>277</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>18</b>	<b>18</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	30	0	0	90	7	0	3	0	0	5	70	21	30	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	30	0	0	70	23	7	0	0	0	13	53	32	30	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>27</b>	<b>27</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BAHRAIN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	HEATHROW	GULF AIR	S	A	20	0	0	90	10	0	0	0	0	4	83	8	12
	HEATHROW	GULF AIR	S	D	24	0	8	92	8	0	0	0	0	3	60	17	30
<b>TOTAL BAHRAIN</b>					<b>48</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>14</b>
BAKU																	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	9	0	0	100	0	0	0	0	0	1	75	9	8
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	9	0	0	100	0	0	0	0	0	1	25	20	8
<b>TOTAL BAKU</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>15</b>	<b>15</b>
BALI INTERNATIONAL																	
	GATWICK	GARUDA INDONESIA	S	A	14	0	0	71	14	7	7	0	0	14	50	49	8
	GATWICK	GARUDA INDONESIA	S	D	14	0	0	71	7	21	0	0	0	13	43	23	7
<b>TOTAL BALI INTERNATIONAL</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>47</b>	<b>37</b>	<b>37</b>
BALTIMORE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	0	3	0	9	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	23	10	3	0	0	18	0	0	0
<b>TOTAL BALTIMORE</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>14</b>	<b>14</b>
BANDAR SERI BEGAWAN																	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	63	13	10	13	0	0	25	87	9	30
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	70	17	10	3	0	0	13	83	9	30
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>9</b>	<b>9</b>
BANGKOK																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	15	15	0	0	20	85	4	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	8	15	0	0	30	85	19	13
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	42	0	0	5	17	45	31	2	0	58	47	23	43
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	42	0	0	48	21	24	5	0	2	41	86	12	43
<b>TOTAL BANGKOK</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>20</b>	<b>29</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>71</b>	<b>16</b>	<b>16</b>
BANGOR																	
BANJUL																	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BANJUL																		
	GATWICK	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	14	20	26	5	
	GATWICK	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	12	40	25	5	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	29	0	0	0	
	MANCHESTER	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	8	1	0	25	25	38	13	0	0	33	63	20	8	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	11	11	11	0	0	18	75	13	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	9	50	26	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	6	20	63	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	100	3	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	50	0	0	0	32	67	15	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	6	100	2	4	
<b>TOTAL BANJUL</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>21</b>	<b>21</b>	
BARCELONA																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	63	20	12	5	0	0	17	71	14	89	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	73	7	13	7	0	0	16	81	8	90	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	87	7	6	1	0	0	6	82	7	90	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	88	4	7	1	0	0	7	87	9	90	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	7	100	2	17	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	17	0	0	94	6	0	0	0	0	4	100	2	17	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	12	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	78	10	8	5	0	0	11	78	13	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	81	11	5	3	0	0	9	70	15	90	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	91	1	3	70	14	15	0	0	0	11	62	22	93	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	91	0	3	59	19	19	3	0	0	17	52	31	94	
	STANSTED	GO FLY LTD	S	A	60	0	0	72	20	5	2	2	0	13	82	11	60	
	STANSTED	GO FLY LTD	S	D	60	0	0	60	27	12	0	2	0	17	73	15	60	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
BARCELONA																	
	HEATHROW	IBERIA	S	A	119	0	0	72	18	5	5	0	0	14	73	14	120
	HEATHROW	IBERIA	S	D	119	0	0	82	8	5	4	0	0	10	88	7	120
	MANCHESTER	IBERIA	S	A	30	0	0	43	27	17	10	3	0	28	67	13	30
	MANCHESTER	IBERIA	S	D	30	0	0	60	17	7	17	0	0	24	53	13	30
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL BARCELONA</b>					<b>1208</b>	<b>4</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>13</b>	<b>13</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	13	12	0	77	8	8	8	0	0	15	95	6	21
	GLASGOW	LOGANAIR	S	D	14	12	0	71	14	7	7	0	0	18	86	6	22
<b>TOTAL BARRA</b>					<b>27</b>	<b>24</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>91</b>	<b>6</b>	<b>6</b>
BASLE MULHOUSE																	
	BIRMINGHAM	SWISS AIRLINES	S	A	51	0	0	75	20	4	2	0	0	10	75	12	51
	BIRMINGHAM	SWISS AIRLINES	S	D	51	0	0	76	16	6	2	0	0	11	57	18	51
	HEATHROW	SWISS AIRLINES	S	A	90	0	0	81	10	3	6	0	0	11	59	15	90
	HEATHROW	SWISS AIRLINES	S	D	90	0	0	89	3	2	6	0	0	9	74	11	90
	LONDON CITY	SWISS AIRLINES	S	A	77	1	0	88	12	0	0	0	0	4	79	10	75
	LONDON CITY	SWISS AIRLINES	S	D	77	0	0	74	23	3	0	0	0	11	41	21	75
	MANCHESTER	SWISS AIRLINES	S	A	76	0	1	87	12	1	0	0	0	5	64	16	77
	MANCHESTER	SWISS AIRLINES	S	D	76	0	0	95	4	1	0	0	0	3	44	22	77
<b>TOTAL BASLE MULHOUSE</b>					<b>589</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>16</b>	<b>16</b>
BEAUVAIS																	
BEIJING																	
	HEATHROW	AIR CHINA	S	A	17	0	0	41	6	18	35	0	0	42	46	26	13
	HEATHROW	AIR CHINA	S	D	17	0	0	71	6	12	12	0	0	20	62	17	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	15	0	0	0	9	77	93	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	75	17	8	0	0	0	8	62	103	13
<b>TOTAL BEIJING</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>8</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>60</b>	<b>60</b>
BEIRUT																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BEIRUT																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	7	0	0	86	14	0	0	0	0	4	77	9	26	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	7	0	0	86	0	14	0	0	0	11	57	34	30	
	HEATHROW	MEA	S	A	21	0	0	62	24	10	5	0	0	19	64	12	22	
	HEATHROW	MEA	S	D	21	0	0	71	19	0	10	0	0	19	55	17	22	
<b>TOTAL BEIRUT</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>19</b>	<b>19</b>	
BELFAST CITY																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	206	0	0	85	8	3	4	0	0	9	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	206	0	0	80	13	3	4	0	0	10	0	0	0	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	86	0	0	87	7	2	3	0	0	8	90	5	78	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	86	0	0	94	3	0	2	0	0	5	94	4	78	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	100	1	0	94	4	2	0	0	0	4	88	6	99	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	102	0	0	94	4	2	0	0	0	3	91	5	99	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	164	0	4	80	13	2	4	1	0	13	79	13	112	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	164	0	4	93	1	2	3	1	0	6	86	9	112	
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	12	0	0	0	
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	154	0	3	88	9	3	1	0	0	5	75	20	122	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	155	0	1	86	10	3	1	0	0	7	56	30	120	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	155	4	0	97	2	0	1	0	0	2	75	14	134	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	155	4	0	95	3	1	1	0	0	4	75	14	135	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	156	0	10	88	6	4	1	0	0	6	91	3	47	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	160	0	10	81	10	5	4	0	0	11	79	10	47	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	129	0	1	92	4	2	2	0	0	6	0	0	0	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	125	4	5	91	6	2	2	0	0	6	0	0	0	
<b>TOTAL BELFAST CITY</b>					<b>2307</b>	<b>13</b>	<b>38</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>11</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	117	0	0	88	10	1	1	0	0	5	77	14	231	
	HEATHROW	BMI BRITISH MIDLAND	S	D	117	0	0	85	11	3	0	0	0	6	75	12	231	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					131	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BELFAST INTERNATIONAL																	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	131	0	0	91	2	4	3	0	0	7	91	6	108
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	133	0	0	84	8	6	2	1	0	8	85	10	108
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	91	9	0	0	0	0	3	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	78	18	4	0	0	0	9	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	91	3	3	2	0	0	6	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	82	12	2	3	0	0	10	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	141	0	5	79	11	7	2	0	0	10	73	21	141
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	141	0	5	52	34	9	4	0	0	18	69	22	141
	EDINBURGH	GO FLY LTD	S	A	82	0	0	95	2	0	2	0	0	6	0	0	0
	EDINBURGH	GO FLY LTD	S	D	82	0	0	89	5	2	4	0	0	10	0	0	0
	GLASGOW	GO FLY LTD	S	A	86	0	0	91	2	5	1	1	0	7	0	0	0
	GLASGOW	GO FLY LTD	S	D	86	0	0	93	3	2	0	1	0	7	0	0	0
	STANSTED	GO FLY LTD	S	A	112	0	0	90	6	2	2	0	0	7	78	11	81
	STANSTED	GO FLY LTD	S	D	112	0	1	75	15	5	4	0	0	13	67	15	81
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1700</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>13</b>	<b>13</b>
BELGRADE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	92	0	8	0	0	0	4	92	2	12
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	85	0	8	8	0	0	12	50	16	12
	HEATHROW	JATAIRWAYS	S	A	22	0	0	73	14	5	9	0	0	16	81	12	21
	HEATHROW	JATAIRWAYS	S	D	22	0	0	73	5	14	9	0	0	21	67	17	21
<b>TOTAL BELGRADE</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>13</b>	<b>13</b>
BENBECULA																	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	25	1	0	96	4	0	0	0	0	2	100	0	26
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	25	1	0	92	8	0	0	0	0	5	100	2	26
<b>TOTAL BENBECULA</b>					<b>50</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>1</b>
BENGHAZI																	
<b>TOTAL BENGHAZI</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>63</b>	<b>63</b>
BERGAMO																	

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	30	0	0	93	3	3	0	0	0	3	59	14	29	
	GATWICK	BRAATHENS ASA	S	D	30	0	0	93	3	0	3	0	0	3	93	4	30	
<b>TOTAL BERGEN</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>12</b>	<b>12</b>	
BERGERAC																		
BERLIN (SCHONEFELD)																		
	STANSTED	KLM UK LTD	S	A	90	0	0	89	3	4	3	0	0	7	0	0	0	
	STANSTED	KLM UK LTD	S	D	90	0	0	79	11	7	3	0	0	10	0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>180</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>16</b>	<b>16</b>	
BERLIN (TEGEL)																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	69	0	0	71	22	6	1	0	0	11	0	0	0	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	70	0	0	49	29	16	7	0	0	21	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	89	7	1	2	0	0	6	72	14	149	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	90	7	2	1	0	0	6	80	9	149	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	83	10	3	3	0	0	8	81	12	26	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	87	0	10	3	0	0	7	88	8	26	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	52	0	0	67	25	8	0	0	0	12	88	9	51	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	52	0	0	79	15	6	0	0	0	8	96	5	51	
<b>TOTAL BERLIN (TEGEL)</b>					<b>659</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>10</b>	
BERLIN (TEMPLEHOF)																		
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	15	0	8	0	8	124	85	18	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	0	0	0	0	8	112	85	7	13	
<b>TOTAL BERMUDA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>118</b>	<b>85</b>	<b>13</b>	<b>13</b>	
BERNE																		
	LONDON CITY	AIR ENGIADINA	S	A	30	0	0	97	0	0	3	0	0	5	71	15	52	
	LONDON CITY	AIR ENGIADINA	S	D	30	0	0	93	3	0	3	0	0	8	23	29	53	
<b>TOTAL BERNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>47</b>	<b>22</b>	<b>22</b>	
BIARRITZ																		

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Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
BIARRITZ	STANSTED	RYANAIR	S	A	30	0	0	80	10	7	3	0	0	8	97	1	30
	STANSTED	RYANAIR	S	D	30	0	0	53	7	33	7	0	0	24	87	8	30
<b>TOTAL BIARRITZ</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>5</b>	<b>5</b>
BIGGIN HILL																	
BILBAO	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	1	0	93	3	3	0	0	0	4	90	9	59
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	87	10	3	0	0	0	5	86	7	59
	STANSTED	GO FLY LTD	S	A	30	0	0	90	3	7	0	0	0	6	97	3	30
	STANSTED	GO FLY LTD	S	D	30	0	0	70	23	0	7	0	0	15	93	8	30
	HEATHROW	IBERIA	S	A	30	0	0	90	3	3	3	0	0	8	87	15	30
	HEATHROW	IBERIA	S	D	29	0	0	93	0	3	3	0	0	7	87	6	30
<b>TOTAL BILBAO</b>					<b>178</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	<b>8</b>
BILLUND	GATWICK	MAERSK AIR	S	A	86	0	0	95	2	1	1	0	0	5	65	13	86
	GATWICK	MAERSK AIR	S	D	86	0	0	95	3	0	1	0	0	3	87	7	86
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	48	0	0	90	4	4	2	0	0	8	50	16	48
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	48	0	0	92	2	4	2	0	0	4	77	11	48
<b>TOTAL BILLUND</b>					<b>268</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>12</b>	<b>12</b>
BIRMINGHAM	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	50	50	0	0	0	0	9	100	0	1
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	129	0	1	96	2	0	2	0	0	3	89	6	114
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	105	0	0	97	2	1	0	0	0	3	79	12	120
	GLASGOW	BRITISH AIRWAYS PLC	S	A	63	0	1	92	5	2	2	0	0	6	90	6	102
	GLASGOW	BRITISH AIRWAYS PLC	S	D	89	0	0	93	4	1	1	0	0	4	95	6	121
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	0	93	4	3	0	0	0	4	77	14	71
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	0	94	1	4	0	0	0	4	89	9	70
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	121	0	1	95	2	2	2	0	0	3	85	8	102
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	122	0	0	93	5	2	0	0	0	5	88	7	102



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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
BIRMINGHAM	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	99	0	9	87	8	4	1	0	0	6	88	6	128
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	99	0	9	93	6	1	0	0	0	4	90	5	129
<b>TOTAL BIRMINGHAM</b>					<b>971</b>	<b>3</b>	<b>21</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>8</b>
BISHKEK (FRUNZE)	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	4	5	0	75	25	0	0	0	0	9	67	118	6
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	88	13	0	0	0	0	10	44	26	9
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>12</b>	<b>5</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>63</b>	<b>63</b>
BODRUM (MILAS)																	
BOGOTA	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	38	15	8	0	0	21	69	13	13
<b>TOTAL BOGOTA</b>					<b>13</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>21</b>	<b>51</b>	<b>21</b>	<b>21</b>
BOLOGNA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	86	0	0	71	20	7	2	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	86	0	0	86	8	3	2	0	0	8	0	0	0
	STANSTED	GO FLY LTD	S	A	30	0	0	83	3	10	0	3	0	14	100	0	30
	STANSTED	GO FLY LTD	S	D	30	0	0	60	20	17	3	0	0	18	90	8	30
<b>TOTAL BOLOGNA</b>					<b>232</b>	<b>0</b>	<b>104</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>11</b>
BORDEAUX	GATWICK	CITY FLYER EXPRESS	S	A	60	0	0	93	3	0	2	2	0	7	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	60	0	0	83	12	2	3	0	0	10	0	0	0
	STANSTED	KLM UK LTD	S	A	30	0	0	93	3	3	0	0	0	3	100	1	29
	STANSTED	KLM UK LTD	S	D	30	0	0	90	3	3	3	0	0	8	93	4	30
<b>TOTAL BORDEAUX</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>9</b>
BOSTON	HEATHROW	AMERICAN AIRLINES	S	A	57	0	1	75	16	4	5	0	0	12	56	17	59
	HEATHROW	AMERICAN AIRLINES	S	D	58	0	1	88	10	2	0	0	0	5	71	12	58

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BOSTON	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	92	7	0	2	0	0	4	87	19	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	85	5	7	3	0	0	10	53	28	89
	GATWICK	DELTA AIRLINES	S	A	30	0	0	87	10	0	3	0	0	6	0	0	0
	GATWICK	DELTA AIRLINES	S	D	29	0	0	97	3	0	0	0	0	1	0	0	0
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	93	3	3	0	0	0	5	60	19	30
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	97	3	0	0	0	0	4	70	25	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	7	0	3	0	0	7	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	87	10	0	3	0	0	10	0	0	0
<b>TOTAL BOSTON</b>					<b>413</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>19</b>	<b>19</b>
BREMEN	GATWICK	CITY FLYER EXPRESS	S	A	86	0	0	95	2	2	0	0	0	3	87	6	86
	GATWICK	CITY FLYER EXPRESS	S	D	86	0	0	90	8	2	0	0	0	5	87	8	86
<b>TOTAL BREMEN</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>7</b>
BRESCIA/MONTICHIARI	STANSTED	RYANAIR	S	A	54	0	4	48	28	19	6	0	0	22	48	16	52
	STANSTED	RYANAIR	S	D	60	0	0	68	25	5	2	0	0	12	79	8	52
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>116</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>26</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>12</b>	<b>12</b>
BREST	GATWICK	BRIT AIR	S	A	60	0	0	83	15	2	0	0	0	8	63	14	63
	GATWICK	BRIT AIR	S	D	60	0	0	98	2	0	0	0	0	2	83	9	63
<b>TOTAL BREST</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>12</b>	<b>12</b>
BRIDGETOWN	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	38	25	38	0	0	0	23	18	56	11
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	0	71	29	0	0	0	0	7	40	73	10
	MANCHESTER	BRITANNIA AIRWAYS	C	A	6	0	0	67	17	0	17	0	0	18	40	41	10
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	78	10	9
	STANSTED	BRITANNIA AIRWAYS	C	A	2	1	0	0	50	0	0	50	0	106	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	D	3	0	0	33	0	33	0	33	0	77	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	2	87	5	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Matched	Plan (8)										
BRIDGETOWN																	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	6	10	0	0	0	7	57	14	30
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	86	0	14	0	0	0	9	100	0	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	6	75	11	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	17	17	33	33	0	0	55	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	17	17	17	0	0	26	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	0	53	29	12	6	0	0	21	55	31	20
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	6	44	44	6	0	0	32	25	44	20
<b>TOTAL BRIDGETOWN</b>					<b>156</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>26</b>	<b>26</b>
BRISTOL																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	127	0	0	89	6	2	3	0	0	6	80	12	128
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	119	1	0	83	10	4	3	0	0	8	83	12	122
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	21	1	1	76	14	5	5	0	0	13	63	25	19
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	86	5	5	5	0	0	9	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	125	1	0	73	18	7	2	0	0	10	72	14	141
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	112	0	0	88	6	4	2	0	0	6	78	11	130
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	73	17	8	2	0	0	13	65	18	74
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	76	0	0	89	4	4	3	0	0	6	78	11	77
	EDINBURGH	GO FLY LTD	S	A	78	0	0	85	12	1	3	0	0	6	0	0	0
	EDINBURGH	GO FLY LTD	S	D	77	0	1	78	16	5	1	0	0	9	0	0	0
	GLASGOW	GO FLY LTD	S	A	52	0	0	77	21	2	0	0	0	7	0	0	0
	GLASGOW	GO FLY LTD	S	D	52	0	0	81	8	12	0	0	0	9	0	0	0
<b>TOTAL BRISTOL</b>					<b>914</b>	<b>11</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>13</b>
BRUSSELS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	75	0	3	92	3	3	3	0	0	6	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BRUSSELS	EDINBURGH	BMI BRITISH MIDLAND	S	D	76	0	2	84	9	5	1	0	0	9	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	126	0	0	80	12	4	4	0	0	11	54	22	149
	HEATHROW	BMI BRITISH MIDLAND	S	D	127	0	0	76	13	8	2	0	0	11	59	18	149
	MANCHESTER	BMI REGIONAL	S	A	48	0	0	81	10	0	8	0	0	10	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	47	1	0	96	0	4	0	0	0	3	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	74	0	0	85	14	1	0	0	0	6	79	10	72
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	74	0	0	96	4	0	0	0	0	2	92	5	73
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	0	82	11	5	2	0	0	8	66	16	166
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	0	88	9	2	2	0	0	7	72	15	165
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	101	0	0	83	9	6	2	0	0	8	59	18	81
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	74	0	0	81	15	3	1	0	0	6	53	21	81
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	85	0	4	12	0	0	13	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	A	48	0	0	83	4	10	2	0	0	8	80	9	69
	GATWICK	CITY FLYER EXPRESS	S	D	48	0	0	77	10	4	8	0	0	14	87	8	69
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	44	3	9	98	2	0	0	0	0	1	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	46	3	6	87	7	4	0	2	0	11	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	35	0	9	89	6	3	3	0	0	8	0	0	0
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	37	0	8	70	27	0	3	0	0	11	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	57	0	8	74	16	4	7	0	0	15	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	53	4	8	83	11	4	2	0	0	7	0	0	0
	LONDON CITY	SABENA	S	A	18	0	3	78	22	0	0	0	0	8	42	22	116
	LONDON CITY	SABENA	S	D	18	0	3	89	11	0	0	0	0	7	44	21	116
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	68	4	0	97	1	1	0	0	0	4	0	0	0
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	62	4	0	94	6	0	0	0	0	3	0	0	0
	EDINBURGH	SN BRUSSELS AIRLINES	S	A	18	0	0	78	17	6	0	0	0	8	0	0	0
	EDINBURGH	SN BRUSSELS AIRLINES	S	D	19	0	0	58	32	11	0	0	0	15	0	0	0
	GLASGOW	SN BRUSSELS AIRLINES	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0
	GLASGOW	SN BRUSSELS AIRLINES	S	D	14	0	0	79	21	0	0	0	0	7	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	A	263	40	0	89	7	3	1	0	0	6	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	D	261	42	0	87	8	3	2	0	0	6	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BRUSSELS																	
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	43	24	0	88	7	5	0	0	0	7	0	0	0
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	40	26	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	50	20	0	92	4	4	0	0	0	5	0	0	0
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	49	21	0	98	2	0	0	0	0	1	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	50	0	20	82	16	2	0	0	0	7	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	50	0	20	94	2	4	0	0	0	4	0	0	0
<b>TOTAL BRUSSELS</b>					<b>2589</b>	<b>194</b>	<b>237</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>16</b>	<b>16</b>
BUCHAREST (OTOPENI)																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	100	0	0	0	0	0	0	97	2	34
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	87	7	7	0	0	0	7	74	10	35
	HEATHROW	TAROM	S	A	30	0	0	80	13	0	7	0	0	11	67	18	30
	HEATHROW	TAROM	S	D	30	1	0	80	7	10	3	0	0	9	77	13	30
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>10</b>	<b>10</b>
BUDAPEST																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	85	5	8	2	0	0	9	72	15	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	80	8	7	5	0	0	12	72	17	60
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	16	0	0	100	0	0	0	0	0	0	82	10	17
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	16	0	0	88	13	0	0	0	0	2	71	16	17
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	60	0	0	93	3	2	2	0	0	4	50	23	60
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	88	8	0	2	0	2	16	77	13	60
	MANCHESTER	MALEV (HUNGARIAN AIRLINES)	S	A	17	0	0	94	6	0	0	0	0	2	0	0	0
	MANCHESTER	MALEV (HUNGARIAN AIRLINES)	S	D	17	0	0	88	12	0	0	0	0	4	0	0	0
<b>TOTAL BUDAPEST</b>					<b>306</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>18</b>	<b>18</b>
BUENOS AIRES																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	80	16	4	0	0	0	5	86	7	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	96	4	0	0	0	0	2	91	4	22
<b>TOTAL BUENOS AIRES</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
CAGLIARI (ELMAS)																	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>15</b>	<b>15</b>	
CAIRO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	1	90	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	17	3	7	0	15	50	33	30	
	HEATHROW	EGYPT AIR	S	A	30	0	1	30	43	23	3	0	25	37	64	30	
	HEATHROW	EGYPT AIR	S	D	30	0	1	57	30	10	3	0	20	17	76	30	
<b>TOTAL CAIRO</b>					<b>120</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>44</b>	<b>44</b>	
CALCUTTA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0	44	56	0	0	34	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	67	22	11	0	0	14	0	0	0	
<b>TOTAL CALCUTTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CALGARY																	
	HEATHROW	AIR CANADA	S	A	30	0	0	60	13	20	3	0	3	29	67	12	30
	HEATHROW	AIR CANADA	S	D	30	0	0	80	20	0	0	0	7	70	12	30	
<b>TOTAL CALGARY</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>68</b>	<b>12</b>	<b>12</b>
CAMPBELTOWN																	
	GLASGOW	LOGANAIR	S	A	43	0	0	95	0	2	2	0	5	93	7	41	
	GLASGOW	LOGANAIR	S	D	42	0	0	93	5	0	2	0	5	90	7	40	
<b>TOTAL CAMPBELTOWN</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>7</b>	<b>7</b>	
CANCUN																	
	GATWICK	AIR 2000	C	A	4	0	0	75	0	25	0	0	15	100	0	1	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	1	0	0	0	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	6	50	29	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	50	34	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	13	13	13	13	55	38	36	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	0	22	22	11	61	38	56	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	40	20	0	0	20	40	28	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	3	50	23	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	11	44	11	0	37	0	309	1	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
CANCON																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	40	40	10	10	0	0	22	100	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	0	0	75	25	0	130	25	45	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	25	25	0	79	50	13	4
<b>TOTAL CANCON</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>14</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>44</b>	<b>38</b>	<b>38</b>
CAPE TOWN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	5	100	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	20	0	3	0	0	10	33	35	30
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	30	0	0	93	7	0	0	0	0	3	88	9	34
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	74	10	10	6	0	0	17	59	16	32
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	83	8	8	0	0	0	6	88	10	8
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	85	15	0	0	0	0	8	75	7	8
<b>TOTAL CAPE TOWN</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>14</b>	<b>14</b>
CARACAS																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	0	12	58	13	12
<b>TOTAL CARACAS</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>13</b>	<b>13</b>
CARCASSONNE																	
	STANSTED	RYANAIR	S	A	29	0	0	76	17	3	3	0	0	9	90	5	30
	STANSTED	RYANAIR	S	D	30	0	0	70	10	17	3	0	0	16	80	12	30
<b>TOTAL CARCASSONNE</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>8</b>
CARDIFF WALES																	
	LUTON	AIR 2000	C	D	3	0	0	67	0	0	33	0	0	33	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	67	1	0	75	18	7	0	0	0	9	91	7	67
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	66	0	0	77	14	9	0	0	0	10	88	10	65
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	65	0	0	66	25	8	2	0	0	13	94	5	67
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	65	2	0	62	20	15	3	0	0	15	86	9	69
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	81	12	8	0	0	0	7	92	4	26
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	92	4	4	0	0	0	3	92	10	26
<b>TOTAL CARDIFF WALES</b>					<b>319</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>8</b>	<b>8</b>
CASABLANCA MOHAMED V																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CASABLANCA MOHAMED V																		
	HEATHROW	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	2	67	19	9	
	HEATHROW	GB AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	15	33	66	9	
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	70	7	23	0	0	0	15	30	30	30	
	HEATHROW	ROYAL AIR MAROC	S	D	8	0	0	88	0	0	13	0	0	11	67	19	30	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>49</b>	<b>29</b>	<b>29</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	MERIDIANA AIR	S	A	14	1	1	71	14	7	7	0	0	16	0	0	0	
	GATWICK	MERIDIANA AIR	S	D	15	0	0	93	0	7	0	0	0	5	0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>32</b>	<b>1</b>	<b>1</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CHAMBERY																		
<b>TOTAL CHAMBERY</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>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CHARLEROI																		
	STANSTED	RYANAIR	S	A	109	0	7	81	3	5	7	5	0	20	0	0	0	
	STANSTED	RYANAIR	S	D	112	0	5	66	13	10	9	2	0	21	0	0	0	
<b>TOTAL CHARLEROI</b>					<b>221</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	30	0	0	63	23	10	3	0	0	13	60	16	30	
	GATWICK	US AIRWAYS	S	D	30	0	0	87	10	3	0	0	0	5	77	16	30	
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>19</b>	<b>19</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	8	0	0	63	13	25	0	0	0	14	31	64	13	
	HEATHROW	AIR INDIA	S	D	8	0	1	63	38	0	0	0	0	14	58	15	12	
	HEATHROW	AMERICAN AIRLINES	S	A	88	0	13	83	10	7	0	0	0	8	37	34	89	
	HEATHROW	AMERICAN AIRLINES	S	D	89	0	6	84	15	0	0	1	0	9	79	10	89	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	90	0	3	3	3	0	15	40	39	30	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	87	7	3	0	3	0	13	37	44	30	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	28	0	1	96	4	0	0	0	0	2	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	29	0	1	97	3	0	0	0	0	1	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	92	5	3	0	0	0	3	75	13	59	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
CHICAGO (O'HARE)	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	80	12	7	2	0	0	10	68	17	59
	HEATHROW	UNITED AIRLINES	S	A	87	0	0	83	10	6	1	0	0	7	44	25	88
	HEATHROW	UNITED AIRLINES	S	D	89	1	1	89	7	3	1	0	0	6	67	14	88
<b>TOTAL CHICAGO (O'HARE)</b>					<b>605</b>	<b>2</b>	<b>23</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>22</b>	<b>22</b>
CINCINNATI	GATWICK	DELTA AIRLINES	S	A	35	0	0	77	9	6	6	3	0	17	73	12	30
	GATWICK	DELTA AIRLINES	S	D	35	0	0	89	6	3	0	3	0	11	70	15	30
<b>TOTAL CINCINNATI</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>13</b>
CLERMONT FERRAND	LONDON CITY	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	48	0	0	56	25	15	4	0	0	20	0	0	0
	LONDON CITY	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	48	0	0	46	31	17	6	0	0	23	0	0	0
<b>TOTAL CLERMONT FERRAND</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>28</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
CLEVELAND																	
COLOGNE (BONN)	BIRMINGHAM	AUGSBURG AIRWAYS GMBH	S	A	19	0	0	63	32	5	0	0	0	12	0	0	0
	BIRMINGHAM	AUGSBURG AIRWAYS GMBH	S	D	18	0	0	72	22	6	0	0	0	14	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	111	0	0	78	14	5	3	0	0	10	81	10	85
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	0	85	7	7	1	0	0	8	73	15	85
	STANSTED	LUFTHANSA	S	A	89	0	1	97	1	1	1	0	0	3	0	0	0
	STANSTED	LUFTHANSA	S	D	89	0	1	90	4	4	1	0	0	5	0	0	0
<b>TOTAL COLOGNE (BONN)</b>					<b>437</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>10</b>
COLOMBO	HEATHROW	SRILANKAN AIRLINES	S	A	29	0	4	83	14	3	0	0	0	5	92	4	39
	HEATHROW	SRILANKAN AIRLINES	S	D	29	0	1	76	17	7	0	0	0	11	59	18	39
<b>TOTAL COLOMBO</b>					<b>58</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	<b>11</b>
CONNAUGHT	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	17	0	0	76	12	0	12	0	0	13	76	39	17

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
CONNAUGHT																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	16	0	0	94	0	6	0	0	0	4	94	16	17	
	STANSTED	RYANAIR	S	A	30	0	0	80	17	0	3	0	0	10	79	11	24	
	STANSTED	RYANAIR	S	D	30	0	0	57	30	10	3	0	0	16	73	15	30	
<b>TOTAL CONNAUGHT</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>20</b>	<b>20</b>	
COPENHAGEN																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	29	0	1	90	0	7	3	0	0	9	85	6	27	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	30	0	0	80	10	10	0	0	0	12	83	11	30	
	GLASGOW	BMI BRITISH MIDLAND	S	A	30	0	0	90	3	3	3	0	0	6	79	8	29	
	GLASGOW	BMI BRITISH MIDLAND	S	D	30	0	0	97	0	3	0	0	0	2	93	3	30	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	86	9	1	3	1	0	9	67	15	145	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	89	4	3	3	1	0	9	77	12	145	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	100	0	0	59	26	13	2	0	0	17	82	8	95	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	100	0	0	95	2	1	2	0	0	3	89	7	95	
	STANSTED	GO FLY LTD	S	A	52	0	0	85	10	6	0	0	0	6	78	9	82	
	STANSTED	GO FLY LTD	S	D	52	0	0	56	31	12	2	0	0	18	82	10	82	
	GATWICK	MAERSK AIR	S	A	82	0	0	89	6	4	1	0	0	6	75	11	56	
	GATWICK	MAERSK AIR	S	D	81	0	2	89	4	4	4	0	0	8	82	11	56	
	BIRMINGHAM	SAS	S	A	86	0	0	71	22	3	3	0	0	14	63	16	32	
	BIRMINGHAM	SAS	S	D	86	0	0	88	9	0	2	0	0	9	52	18	31	
	HEATHROW	SAS	S	A	195	0	0	90	6	2	3	0	0	7	81	10	172	
	HEATHROW	SAS	S	D	193	3	0	94	3	2	2	0	0	5	84	9	172	
	MANCHESTER	SAS	S	A	110	1	4	90	4	5	2	0	0	7	85	8	113	
	MANCHESTER	SAS	S	D	110	1	4	91	4	4	1	0	1	7	74	11	113	
	HEATHROW	VARIG	S	A	13	0	0	85	8	8	0	0	0	7	46	20	13	
	HEATHROW	VARIG	S	D	13	0	0	15	31	38	15	0	0	42	15	42	13	
<b>TOTAL COPENHAGEN</b>					<b>1693</b>	<b>5</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>11</b>	
CORFU																		
<b>TOTAL CORFU</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>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
CORK	BIRMINGHAM	AER LINGUS	S	A	30	0	0	93	3	3	0	0	0	4	77	17	30
	BIRMINGHAM	AER LINGUS	S	D	43	0	0	93	5	2	0	0	0	5	90	15	48
	HEATHROW	AER LINGUS	S	A	90	0	0	93	3	0	3	0	0	6	76	20	89
	HEATHROW	AER LINGUS	S	D	90	0	0	92	4	0	1	2	0	9	65	28	89
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	16	0	0	81	6	13	0	0	0	7	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	75	6	13	6	0	0	14	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	93	7	0	0	0	0	2	77	13	30
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	97	0	3	0	0	0	4	90	9	29
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	78	0	0	85	9	3	3	1	0	11	82	9	67
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	79	0	0	80	15	1	1	3	0	12	80	10	70
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	27	0	0	96	4	0	0	0	0	1	83	13	47
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	27	0	0	89	7	4	0	0	0	5	77	18	47
	STANSTED	RYANAIR	S	A	86	0	0	77	10	8	5	0	0	14	70	18	82
	STANSTED	RYANAIR	S	D	86	0	0	64	21	10	5	0	0	18	54	20	82
<b>TOTAL CORK</b>					<b>728</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>16</b>	<b>16</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	30	0	0	57	17	13	13	0	0	25	41	115	29	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	17	0	0	59	18	12	12	0	0	20	30	69	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	0	0	8	85	8	0	99	31	149	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	15	8	0	0	23	38	135	13	
<b>TOTAL DACCA</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>12</b>	<b>12</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>35</b>	<b>107</b>	<b>107</b>	
DALAMAN																		
<b>TOTAL DALAMAN</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>30</b>	<b>30</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	70	3	17	10	0	0	20	58	25	59	
	GATWICK	AMERICAN AIRLINES	S	D	30	0	1	97	0	3	0	0	0	5	71	18	59	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	90	10	0	0	0	0	5	63	24	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	97	3	0	0	0	0	2	73	14	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>120</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>21</b>	<b>21</b>	
DAMASCUS																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	88	0	0	13	0	0	12	78	6	9	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	8	0	0	75	13	13	0	0	0	10	25	40	8	
	HEATHROW	SYRIANAIR	S	A	12	0	1	92	0	8	0	0	0	6	0	47	13	
	HEATHROW	SYRIANAIR	S	D	13	0	0	77	15	8	0	0	0	8	38	22	13	
<b>TOTAL DAMASCUS</b>					<b>41</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>32</b>	<b>29</b>	<b>29</b>	
DAMMAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	0	81	0	6	13	0	0	11	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	69	6	6	19	0	0	22	0	0	0	
<b>TOTAL DAMMAM</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>3</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>8</b>	<b>8</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	0	8	0	16	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	9	0	0	0	
<b>TOTAL DAR-ES-SALAAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>9</b>	<b>9</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
DEAUVILLE																		
DELHI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	37	10	20	33	0	0	44	80	16	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	1	1	21	28	28	21	3	0	47	40	35	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	11	0	33	56	0	0	63	11	71	9	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	11	56	33	0	0	0	28	56	18	9	
<b>TOTAL DELHI</b>					<b>77</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>21</b>	<b>26</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>54</b>	<b>30</b>	<b>30</b>	
DENVER INTERNATIONAL																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	1	88	8	4	0	0	0	3	90	4	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	1	96	0	4	0	0	0	3	83	6	30	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>52</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>5</b>	
DETROIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	82	0	11	7	0	0	13	87	20	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	75	11	7	7	0	0	18	60	33	30	
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	97	0	0	3	0	0	4	53	53	30	
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	0	97	0	3	0	0	0	2	67	18	30	
<b>TOTAL DETROIT</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>31</b>	<b>31</b>	
DINARD																		
	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	1	90	8	30	
	STANSTED	RYANAIR	S	D	30	0	0	83	10	7	0	0	0	8	73	16	30	
<b>TOTAL DINARD</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>12</b>	<b>12</b>	
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	95	0	5	0	0	0	2	100	0	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	92	8	0	0	0	0	6	83	12	30	
	HEATHROW	QATAR AIRWAYS	S	A	38	0	0	82	13	0	5	0	0	7	78	15	36	
	HEATHROW	QATAR AIRWAYS	S	D	38	0	0	84	13	3	0	0	0	7	63	18	38	
<b>TOTAL DOHA</b>					<b>124</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>9</b>	
DONETSK																		
DORTMUND																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
DORTMUND																		
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	20	0	4	95	0	0	5	0	0	7	0	0	0	
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	41	0	5	95	2	2	0	0	0	4	0	0	0	
<b>TOTAL DORTMUND</b>					<b>61</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>9</b>	<b>9</b>	
DOUALA																		
	GATWICK	CAMEROON AIRLINES	S	A	4	0	5	0	25	25	25	25	0	100	0	0	0	
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	0	0	0	75	25	0	123	0	0	0	
<b>TOTAL DOUALA</b>					<b>8</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	51	0	3	100	0	0	0	0	0	1	95	6	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	78	12	6	4	0	0	11	72	19	60	
	BIRMINGHAM	EMIRATES	S	A	28	0	0	82	14	0	4	0	0	7	0	0	0	
	BIRMINGHAM	EMIRATES	S	D	30	0	0	80	13	3	3	0	0	7	0	0	0	
	GATWICK	EMIRATES	S	A	30	0	0	80	13	7	0	0	0	9	83	6	30	
	GATWICK	EMIRATES	S	D	30	0	22	90	7	0	3	0	0	9	67	11	30	
	HEATHROW	EMIRATES	S	A	82	1	1	76	12	10	2	0	0	11	67	14	90	
	HEATHROW	EMIRATES	S	D	83	0	0	65	22	11	2	0	0	14	58	18	90	
	MANCHESTER	EMIRATES	S	A	30	0	0	60	37	3	0	0	0	12	87	5	30	
	MANCHESTER	EMIRATES	S	D	30	0	0	80	13	7	0	0	0	8	70	12	30	
<b>TOTAL DUBAI</b>					<b>445</b>	<b>1</b>	<b>26</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>13</b>	<b>13</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	165	1	1	90	5	3	2	0	0	5	86	13	166	
	BIRMINGHAM	AER LINGUS	S	D	154	0	0	86	8	3	1	1	0	7	83	16	149	
	EDINBURGH	AER LINGUS	S	A	106	0	0	87	11	2	0	0	0	6	85	15	115	
	EDINBURGH	AER LINGUS	S	D	106	0	0	90	9	1	0	0	0	6	84	19	115	
	GATWICK	AER LINGUS	S	A	90	0	4	97	2	1	0	0	0	2	77	19	90	
	GATWICK	AER LINGUS	S	D	89	0	5	93	4	2	0	0	0	4	78	24	89	
	GLASGOW	AER LINGUS	S	A	84	0	0	93	2	2	2	0	0	5	82	10	109	
	GLASGOW	AER LINGUS	S	D	84	1	0	88	5	7	0	0	0	7	82	12	109	
	HEATHROW	AER LINGUS	S	A	381	1	0	85	12	3	1	0	0	8	62	21	380	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
						MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DUBLIN	HEATHROW	AER LINGUS	S	D	381	0	0	89	9	1	1	0	0	6	69	19	379
	LONDON CITY	AER LINGUS	S	A	121	0	1	93	5	1	1	0	0	3	90	10	97
	LONDON CITY	AER LINGUS	S	D	121	0	1	76	14	9	1	0	0	12	59	20	96
	MANCHESTER	AER LINGUS	S	A	166	0	0	90	7	3	1	0	0	6	84	12	168
	MANCHESTER	AER LINGUS	S	D	165	0	1	95	2	2	1	1	0	4	80	17	168
	HEATHROW	BMI BRITISH MIDLAND	S	A	295	0	0	83	12	4	2	0	0	9	71	18	262
	HEATHROW	BMI BRITISH MIDLAND	S	D	295	0	0	84	11	5	0	0	0	8	76	14	262
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	76	2	0	88	5	5	1	0	0	7	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	78	0	0	78	12	9	1	0	0	11	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	A	89	0	0	92	3	3	1	0	0	5	85	9	142
	GATWICK	CITY FLYER EXPRESS	S	D	90	0	0	88	9	3	0	0	0	6	77	13	142
	EDINBURGH	GO FLY LTD	S	A	111	0	1	87	7	2	4	0	0	6	0	0	0
	EDINBURGH	GO FLY LTD	S	D	112	0	0	88	6	4	2	0	0	7	0	0	0
	GLASGOW	GO FLY LTD	S	A	82	0	0	88	5	4	2	1	0	8	0	0	0
	GLASGOW	GO FLY LTD	S	D	82	0	0	87	4	6	4	0	0	10	0	0	0
	MANCHESTER	LUXAIR	S	A	30	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	LUXAIR	S	D	30	0	0	97	3	0	0	0	0	2	0	0	0
	BIRMINGHAM	RYANAIR	S	A	112	0	0	93	4	3	0	0	0	4	85	10	111
	BIRMINGHAM	RYANAIR	S	D	112	0	0	88	8	4	1	0	0	7	76	15	111
	EDINBURGH	RYANAIR	S	A	108	0	0	88	6	2	3	1	0	9	0	0	0
	EDINBURGH	RYANAIR	S	D	108	0	0	84	8	4	3	1	0	12	0	0	0
	GATWICK	RYANAIR	S	A	120	1	0	77	16	6	2	0	0	12	79	12	120
	GATWICK	RYANAIR	S	D	120	0	0	86	8	4	2	0	0	7	86	9	120
	LUTON	RYANAIR	S	A	137	8	9	93	4	2	0	0	0	3	82	11	165
	LUTON	RYANAIR	S	D	137	7	9	93	7	0	0	0	0	3	84	9	165
	MANCHESTER	RYANAIR	S	A	141	0	1	89	9	1	0	0	0	5	89	7	146
	MANCHESTER	RYANAIR	S	D	141	0	1	95	4	0	1	0	0	2	88	8	146
	STANSTED	RYANAIR	S	A	291	1	7	85	8	6	2	0	0	8	81	12	287
	STANSTED	RYANAIR	S	D	297	0	4	73	19	7	2	0	0	12	76	15	286

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
DUBLIN																	
<b>TOTAL DUBLIN</b>					<b>5408</b>	<b>25</b>	<b>45</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>14</b>	<b>14</b>
DUNDEE																	
	LONDON CITY	SCOT AIRWAYS	S	A	100	0	0	84	12	2	2	0	0	8	63	22	96
	LONDON CITY	SCOT AIRWAYS	S	D	100	0	0	78	18	1	3	0	0	9	55	24	97
<b>TOTAL DUNDEE</b>					<b>200</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>9</b>	<b>59</b>	<b>23</b>	<b>23</b>
DUSSELDORF																	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	73	0	1	97	3	0	0	0	0	2	87	5	77
	MANCHESTER	BMI BRITISH MIDLAND	S	D	74	0	0	96	0	4	0	0	0	2	84	6	77
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	101	3	0	92	3	5	0	0	0	5	92	5	107
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	102	2	0	92	1	6	1	0	0	4	94	3	108
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	26	0	0	100	0	0	0	0	0	0	84	9	56
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	26	0	0	92	8	0	0	0	0	2	97	3	32
	HEATHROW	BRITISH AIRWAYS PLC	S	A	146	0	0	89	6	3	2	0	0	7	78	13	141
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	0	92	2	3	2	0	0	6	75	14	141
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	103	0	0	89	6	3	2	0	0	7	74	11	76
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	103	0	0	93	1	5	1	0	0	4	75	14	76
	GATWICK	CITY FLYER EXPRESS	S	A	78	0	0	94	1	4	1	0	0	3	87	8	116
	GATWICK	CITY FLYER EXPRESS	S	D	78	0	0	90	4	4	3	0	0	7	83	9	116
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	72	0	0	88	6	6	1	0	0	7	0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	72	0	0	82	13	3	3	0	0	9	0	0	0
	STANSTED	KLM UK LTD	S	A	70	3	0	89	6	3	3	0	0	7	96	2	77
	STANSTED	KLM UK LTD	S	D	70	3	0	84	3	6	7	0	0	13	88	7	77
	HEATHROW	LUFTHANSA	S	A	119	0	1	95	2	2	2	0	0	4	78	11	116
	HEATHROW	LUFTHANSA	S	D	117	0	3	97	0	2	2	0	0	2	92	5	117
	NEWCASTLE	LUFTHANSA CITY LINE	S	A	25	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	LUFTHANSA CITY LINE	S	D	25	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL DUSSELDORF</b>					<b>1627</b>	<b>12</b>	<b>6</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>8</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
EAST MIDLANDS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	70	0	0	97	0	1	1	0	0	3	92	6	73
	EDINBURGH	BMI BRITISH MIDLAND	S	D	70	0	0	94	3	1	1	0	0	3	93	6	72
	GLASGOW	BMI BRITISH MIDLAND	S	A	95	0	1	96	2	1	1	0	0	4	88	8	96
	GLASGOW	BMI BRITISH MIDLAND	S	D	96	0	0	88	5	7	0	0	0	5	88	8	96
<b>TOTAL EAST MIDLANDS</b>					<b>331</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>7</b>	<b>7</b>
EDINBURGH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	231	0	0	92	4	2	3	0	0	6	56	24	228
	HEATHROW	BMI BRITISH MIDLAND	S	D	231	0	0	88	7	3	3	0	0	7	65	18	229
	MANCHESTER	BMI REGIONAL	S	A	96	0	0	94	6	0	0	0	0	4	79	12	86
	MANCHESTER	BMI REGIONAL	S	D	96	0	0	100	0	0	0	0	0	1	85	10	85
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	0	92	6	1	1	0	0	3	85	7	162
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	0	93	5	1	1	0	0	5	89	6	163
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	1	0	86	8	6	0	0	0	8	79	17	76
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	1	0	98	0	2	0	0	0	3	83	11	77
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	178	0	2	92	7	1	0	1	0	7	85	9	202
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	180	0	1	98	1	0	1	0	0	2	87	6	201
	HEATHROW	BRITISH AIRWAYS PLC	S	A	324	0	0	90	5	3	1	0	0	5	74	15	325
	HEATHROW	BRITISH AIRWAYS PLC	S	D	325	0	0	88	6	5	1	0	0	6	77	11	323
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	93	0	4	71	22	4	3	0	0	13	57	19	70
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	93	0	3	89	2	5	3	0	0	5	74	14	70
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	183	0	7	62	23	11	3	0	0	14	63	28	167
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	183	0	7	54	23	20	4	0	0	19	56	35	168
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	122	0	0	93	6	2	0	0	0	4	88	8	102
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	122	0	0	95	2	2	2	0	0	4	82	11	102
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	70	0	4	90	6	3	1	0	0	5	81	11	99
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	70	0	4	81	10	6	3	0	0	10	73	17	97
	STANSTED	GO FLY LTD	S	A	190	0	0	92	5	3	1	0	0	4	87	6	171

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
EDINBURGH																		
	STANSTED	GO FLY LTD	S	D	190	0	0	83	9	7	1	0	0	9	78	10	172	
	LONDON CITY	SCOT AIRWAYS	S	A	202	0	4	92	7	1	0	0	0	5	67	14	112	
	LONDON CITY	SCOT AIRWAYS	S	D	204	0	2	90	7	2	0	0	0	6	63	14	89	
<b>TOTAL EDINBURGH</b>					<b>3814</b>	<b>8</b>	<b>38</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>14</b>	<b>14</b>	
EINDHOVEN																		
	HEATHROW	KLM EXEL	S	A	44	0	0	68	20	5	7	0	0	16	70	15	43	
	HEATHROW	KLM EXEL	S	D	44	0	0	73	9	11	7	0	0	17	60	17	43	
	STANSTED	KLM EXEL	S	A	67	1	1	78	7	7	6	1	0	15	78	9	67	
	STANSTED	KLM EXEL	S	D	66	0	1	79	5	8	9	0	0	16	89	5	66	
	BIRMINGHAM	TTA - TRANS TRAVEL AIRLINES BV	S	A	41	0	7	88	5	5	2	0	0	8	0	0	0	
	BIRMINGHAM	TTA - TRANS TRAVEL AIRLINES BV	S	D	42	0	6	90	2	5	2	0	0	9	0	0	0	
<b>TOTAL EINDHOVEN</b>					<b>304</b>	<b>1</b>	<b>15</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>12</b>	
ENTEBBE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	8	8	0	0	24	0	0	0	
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>25</b>	<b>25</b>	
ESBJERG																		
	STANSTED	RYANAIR	S	A	30	0	0	73	17	3	7	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	50	23	20	7	0	0	23	0	0	0	
<b>TOTAL ESBJERG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
EXETER																		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE					NOV 2000				
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
FARO	BIRMINGHAM	AIR 2000	S	A	5	0	0	80	0	20	0	0	0	12	75	7	4	
	BIRMINGHAM	AIR 2000	S	D	5	0	0	80	0	20	0	0	0	10	100	1	4	
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	1	71	11	7	
	GATWICK	AIR 2000	S	A	9	0	1	67	33	0	0	0	0	10	33	20	3	
	GATWICK	AIR 2000	S	D	9	0	0	89	11	0	0	0	0	5	88	11	8	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	1	100	1	3	
	GLASGOW	AIR 2000	S	A	4	0	0	75	0	25	0	0	0	13	75	5	4	
	GLASGOW	AIR 2000	S	D	4	0	0	75	25	0	0	0	0	5	100	0	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	11	100	1	3	
	MANCHESTER	AIR 2000	S	A	9	0	0	67	11	11	11	0	0	13	50	139	8	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	10	100	1	3	
	MANCHESTER	AIR 2000	S	D	9	0	0	78	0	11	11	0	0	12	50	22	8	
	STANSTED	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	9	67	11	3	
	STANSTED	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	1	100	2	3	
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	60	20	13	7	0	0	16	74	24	27	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	97	3	0	0	0	0	3	85	4	26	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	80	6	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	80	5	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	89	11	0	0	0	0	4	60	134	10	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	78	6	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	50	0	0	0	29	50	21	4	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	9	75	5	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	16	80	30	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	80	24	5	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	75	25	0	0	0	0	6	86	11	7	
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	4	86	8	7	
	GATWICK	GB AIRWAYS LTD	S	A	24	0	0	75	0	21	4	0	0	17	89	10	28	
	GATWICK	GB AIRWAYS LTD	S	D	24	0	0	92	4	0	4	0	0	9	73	15	30	
	HEATHROW	GB AIRWAYS LTD	S	A	30	0	0	80	13	3	3	0	0	12	58	21	24	
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	53	33	7	3	3	0	24	65	19	26	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
FARO	STANSTED	GO FLY LTD	S	A	31	0	0	90	0	3	6	0	0	9	88	76	16
	STANSTED	GO FLY LTD	S	D	30	0	1	67	23	7	3	0	0	15	82	7	17
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	18	0	34	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	16	25	25	4
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	62	15	23	0	0	0	12	57	76	14
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	50	33	17	0	0	0	15	93	24	14
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	85	8	0	0	8	0	23	31	37	13
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	64	27	0	0	9	0	33	50	28	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	24	60	10	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	18	80	7	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	38	38	0	13	13	0	49	56	79	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	0	13	0	28	78	26	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	50	0	0	0	30	25	40	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	50	0	0	0	24	50	38	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	38	46	0	15	0	0	26	56	70	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	92	0	0	8	0	0	8	56	52	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	11	75	88	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	50	70	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	6	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	67	6	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	9	18	0	0	0	12	67	63	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	4	91	3	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	8	75	5	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	50	18	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	1	0	63	31	0	6	0	0	13	83	9	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	88	6	0	6	0	0	8	85	7	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	50	17	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	33	34	3
<b>TOTAL FARO</b>					<b>571</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>27</b>	<b>27</b>

FLORENCE

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FLORENCE	GATWICK	MERIDIANA AIR	S	A	58	0	2	71	12	10	7	0	0	16	73	14	82
	GATWICK	MERIDIANA AIR	S	D	58	0	2	78	10	7	5	0	0	12	50	22	82
<b>TOTAL FLORENCE</b>					<b>116</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>18</b>	<b>18</b>
FORLI	STANSTED	RYANAIR	S	A	29	1	0	55	10	28	7	0	0	23	0	0	0
	STANSTED	RYANAIR	S	D	29	0	0	38	17	31	14	0	0	32	0	0	0
<b>TOTAL FORLI</b>					<b>58</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>14</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
FORT LAUDERDALE																	
FRANKFURT MAIN	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	22	0	0	95	5	0	0	0	0	3	68	10	22
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	22	0	0	77	14	5	5	0	0	11	64	12	22
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	86	0	0	76	16	7	1	0	0	11	83	11	86
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	86	0	0	83	9	7	1	0	0	9	72	13	86
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	5	0	0	80	0	0	20	0	0	27	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	103	0	1	88	5	5	2	0	0	8	94	3	103
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	103	0	1	93	3	1	3	0	0	6	82	10	104
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	21	0	1	95	0	5	0	0	0	5	100	1	22
	GLASGOW	BRITISH AIRWAYS PLC	S	A	23	0	0	78	4	9	9	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	190	0	0	83	9	6	2	0	0	8	77	13	180
	HEATHROW	BRITISH AIRWAYS PLC	S	D	190	0	0	85	6	9	0	0	0	8	69	15	181
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	105	0	1	76	17	5	2	0	0	10	72	17	107
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	107	0	0	88	7	3	2	0	0	7	62	20	107
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	22	0	0	100	0	0	0	0	0	2	91	6	22
	STANSTED	KLM UK LTD	S	A	66	4	0	86	5	6	3	0	0	10	91	4	77
	STANSTED	KLM UK LTD	S	D	66	4	0	74	17	5	5	0	0	14	75	12	77
	BIRMINGHAM	LUFTHANSA	S	A	90	0	0	67	21	10	2	0	0	15	92	4	87
	BIRMINGHAM	LUFTHANSA	S	D	90	0	0	67	22	7	4	0	0	15	82	8	87

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FRANKFURT MAIN																	
	EDINBURGH	LUFTHANSA	S	A	59	1	1	92	7	0	2	0	0	5	100	0	59
	EDINBURGH	LUFTHANSA	S	D	60	0	0	80	13	7	0	0	0	9	83	13	60
	HEATHROW	LUFTHANSA	S	A	294	0	6	81	12	4	3	0	0	9	79	10	298
	HEATHROW	LUFTHANSA	S	D	295	0	5	88	6	3	1	0	0	8	81	10	296
	MANCHESTER	LUFTHANSA	S	A	104	0	0	82	9	3	6	1	0	13	87	6	119
	MANCHESTER	LUFTHANSA	S	D	104	0	0	86	9	4	2	0	0	7	83	8	119
	LONDON CITY	LUFTHANSA CITY LINE	S	A	48	0	0	75	17	8	0	0	0	10	68	10	47
	LONDON CITY	LUFTHANSA CITY LINE	S	D	48	0	0	35	33	27	4	0	0	25	23	22	47
<b>TOTAL FRANKFURT MAIN</b>					<b>2409</b>	<b>15</b>	<b>18</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>10</b>
FREEPORT																	
FREETOWN																	
	GATWICK	SIERRA NATIONAL AIRLINES	S	A	4	0	4	50	25	25	0	0	0	23	33	25	3
	GATWICK	SIERRA NATIONAL AIRLINES	S	D	4	0	5	75	25	0	0	0	0	15	50	15	2
<b>TOTAL FREETOWN</b>					<b>8</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>40</b>	<b>21</b>	<b>21</b>
FUERTEVENTURA																	
	GATWICK	AIR 2000	C	A	8	0	0	50	13	38	0	0	0	22	50	24	14
	GATWICK	AIR 2000	C	D	8	1	0	88	0	13	0	0	0	11	80	14	15
	LUTON	AIR 2000	C	A	4	0	0	50	25	0	25	0	0	41	0	0	0
	LUTON	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	40	0	0	0
	MANCHESTER	AIR 2000	C	A	9	0	0	56	44	0	0	0	0	17	80	9	10
	MANCHESTER	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	6	70	10	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	75	13	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	15	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	39	50	15	8
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	27	88	9	8
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	25	22	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	13	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	8	38	23	8
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	38	15	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						NOV 2000					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
FUERTEVENTURA																			
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	24	0	0	0		
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	80	6	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	80	8	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	3	67	24	9		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	2	56	14	9		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	0	0	20	93	20	28	5		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	0	25	105	100	6	5		
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	231	4		
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	25	244	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	0	0	73	9	18	0	0	0	12	30	28	10		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	92	0	8	0	0	0	5	56	16	9		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	4	40	28	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	80	5	5		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	80	4	5		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	10	80	8	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	40	36	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	80	30	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	8	0	0	0	7	64	12	11		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	100	0	0	0	0	0	1	80	9	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	1	0	70	20	10	0	0	0	10	91	5	11		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	90	10	0	0	0	0	4	91	5	11		
<b>TOTAL FUERTEVENTURA</b>					<b>216</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>66</b>	<b>22</b>	<b>22</b>		
FUNCHAL																			
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	5	75	4	4		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	7	100	3	4		
	GATWICK	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	7	75	9	4		
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	75	10	4		
	GLASGOW	AIR 2000	C	A	4	0	0	50	25	25	0	0	0	21	75	48	4		
	GLASGOW	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	6	75	8	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
FUNCHAL																		
	MANCHESTER	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	1	50	34	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	11	56	22	0	11	0	53	71	59	7	
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	22	44	22	0	11	0	53	63	50	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	25	421	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	50	28	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	100	0	3	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	3	50	33	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	15	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	25	321	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	16	4	
	BIRMINGHAM	FAIRLINES S A	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FAIRLINES S A	C	D	4	0	0	75	0	25	0	0	0	12	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	53	12	12	24	0	0	32	50	112	16	
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	76	18	0	6	0	0	15	76	17	17	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	22	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	18	40	44	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	6	60	294	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	1	5	
	GLASGOW	SATA	C	A	4	0	0	50	25	25	0	0	0	21	25	32	4	
	GLASGOW	SATA	C	D	4	0	0	100	0	0	0	0	0	5	33	26	3	
	NEWCASTLE	SATA	C	A	4	0	0	100	0	0	0	0	0	4	50	19	4	
	NEWCASTLE	SATA	C	D	4	0	0	100	0	0	0	0	0	0	75	23	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	100	0	0	0	0	24	0	38	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9	50	70	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	33	32	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	12	4	
<b>TOTAL FUNCHAL</b>					<b>175</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>66</b>	<b>66</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
GATWICK																	
	MANCHESTER	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	1	50	11	2
	MANCHESTER	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	17	100	0	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	1	78	6	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	25	0	0	42	22	47	9
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	0	89	9	2	1	0	0	5	92	4	162
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	0	90	7	2	1	0	0	5	87	7	161
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	0	98	1	0	1	0	0	2	92	4	167
	GLASGOW	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	0	93	5	1	1	1	0	6	93	6	167
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	191	0	0	94	4	2	0	0	0	4	77	9	193
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	191	0	0	96	3	1	0	0	0	2	75	14	194
	NEWCASTLE	CITY FLYER EXPRESS	S	A	141	0	0	92	4	4	1	0	0	4	79	9	139
	NEWCASTLE	CITY FLYER EXPRESS	S	D	141	0	0	92	4	4	0	0	0	4	86	10	139
<b>TOTAL GATWICK</b>					<b>1340</b>	<b>8</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>9</b>
GDANSK																	
GENEVA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	85	1	0	73	20	4	4	0	0	12	85	7	84
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	86	0	0	91	6	2	1	0	0	6	80	10	84
	HEATHROW	BRITISH AIRWAYS PLC	S	A	174	0	0	80	13	5	2	0	0	9	76	13	144
	HEATHROW	BRITISH AIRWAYS PLC	S	D	174	0	0	86	7	5	2	0	0	9	74	11	145
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	77	20	3	0	0	0	8	55	18	29
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	87	13	0	0	0	0	5	86	9	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	7	90	0	0	10	0	0	13	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	7	90	0	5	5	0	0	10	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	60	0	0	90	8	2	0	0	0	3	71	17	59

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GENEVA	GATWICK	EASYJET SWITZERLAND	S	D	60	0	0	92	5	2	2	0	0	6	73	15	59
	LUTON	EASYJET SWITZERLAND	S	A	84	0	10	93	6	1	0	0	0	3	83	11	118
	LUTON	EASYJET SWITZERLAND	S	D	83	0	3	76	18	5	1	0	0	11	75	15	120
	LONDON CITY	SWISS AIRLINES	S	A	95	0	3	83	13	3	1	0	0	7	85	10	72
	LONDON CITY	SWISS AIRLINES	S	D	98	0	0	70	21	6	2	0	0	13	63	18	73
	HEATHROW	SWISSAIR	S	A	119	0	1	97	3	0	0	0	0	1	80	9	120
	HEATHROW	SWISSAIR	S	D	119	0	1	99	1	0	0	0	0	1	77	9	120
<b>TOTAL GENEVA</b>					<b>1339</b>	<b>7</b>	<b>32</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>12</b>	<b>12</b>
GENOA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	97	3	0	0	0	0	3	87	14	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	70	27	3	0	0	0	12	43	21	30
	STANSTED	RYANAIR	S	A	56	0	0	80	5	9	4	2	0	16	82	12	50
	STANSTED	RYANAIR	S	D	56	0	0	68	29	0	2	2	0	16	71	20	51
<b>TOTAL GENOA</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>17</b>	<b>17</b>
GERONA																	
GHENT																	
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	21	0	0	90	0	5	5	0	0	8	85	10	40
	GATWICK	GB AIRWAYS LTD	S	D	21	0	0	81	10	5	5	0	0	16	63	23	43
	HEATHROW	GB AIRWAYS LTD	S	A	34	0	0	88	9	3	0	0	0	4	0	0	0
	HEATHROW	GB AIRWAYS LTD	S	D	34	0	0	76	18	0	6	0	0	11	0	0	0
	LUTON	MONARCH AIRLINES	S	A	16	0	1	81	0	6	13	0	0	15	18	53	17
	LUTON	MONARCH AIRLINES	S	D	16	0	1	81	6	6	6	0	0	12	65	16	17
<b>TOTAL GIBRALTAR</b>					<b>142</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>22</b>	<b>22</b>
GLASGOW	HEATHROW	BMI BRITISH MIDLAND	S	A	204	0	1	89	6	3	2	0	0	7	57	20	229
	HEATHROW	BMI BRITISH MIDLAND	S	D	205	0	0	84	11	4	1	0	0	7	67	15	230
	MANCHESTER	BMI REGIONAL	S	A	66	0	0	98	2	0	0	0	0	2	66	15	94

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
GLASGOW	MANCHESTER	BMI REGIONAL	S	D	66	0	0	100	0	0	0	0	0	0	76	10	93
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	164	0	0	96	2	0	1	1	0	4	89	5	167
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	164	0	0	95	4	1	0	0	3	87	7	167	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	92	4	0	4	0	6	81	12	88	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	96	0	2	2	0	4	73	11	88	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	173	0	1	92	5	2	1	0	5	93	5	198	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	172	1	2	94	2	2	2	0	4	92	5	198	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	327	0	0	91	6	2	2	1	8	74	14	320	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	327	0	0	90	6	3	1	0	6	78	13	322	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	68	0	0	81	18	1	0	0	8	56	21	50	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	70	0	1	87	6	1	6	0	9	59	25	49	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	22	0	0	73	27	0	0	0	12	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	22	0	0	100	0	0	0	0	2	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	183	0	7	67	17	15	1	0	13	80	16	184	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	183	0	7	49	28	20	3	0	20	75	20	182	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	99	0	1	96	3	1	0	0	3	91	4	128	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	99	0	1	85	9	5	1	0	8	89	6	128	
	STANSTED	GO FLY LTD	S	A	134	0	0	93	4	2	1	0	3	90	5	107	
	STANSTED	GO FLY LTD	S	D	134	0	0	84	8	6	1	0	9	80	11	108	
	LONDON CITY	SCOT AIRWAYS	S	A	88	0	8	97	3	0	0	0	2	69	16	90	
	LONDON CITY	SCOT AIRWAYS	S	D	88	0	8	91	9	0	0	0	4	58	16	89	
<b>TOTAL GLASGOW</b>					<b>3163</b>	<b>63</b>	<b>37</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>12</b>	
GOA	GATWICK	AIR 2000	C	A	8	0	0	13	0	50	38	0	60	100	4	8	
	GATWICK	AIR 2000	C	D	9	0	0	78	22	0	0	0	11	67	13	9	
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	44	6	25	19	6	51	67	34	15	
	GATWICK	MONARCH AIRLINES	C	D	17	1	0	71	12	6	6	6	29	65	30	17	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GOA	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	67	8	8	8	8	0	31	89	4	9
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	71	7	0	14	7	0	35	71	16	14
<b>TOTAL GOA</b>					<b>76</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>71</b>	<b>26</b>	<b>26</b>
GOTEBORG	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	25	0	1	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	1	96	4	0	0	0	0	1	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	81	8	8	4	0	0	9	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	54	27	15	4	0	0	20	0	0	0
	HEATHROW	SAS	S	A	70	0	1	83	13	3	1	0	0	8	70	14	60
	HEATHROW	SAS	S	D	71	0	0	94	3	1	1	0	0	4	85	6	59
<b>TOTAL GOTEBORG</b>					<b>243</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>10</b>	<b>10</b>
GOTEBORG (SAVE)	STANSTED	RYANAIR	S	A	52	0	0	65	23	10	0	0	2	24	0	0	0
	STANSTED	RYANAIR	S	D	52	0	0	56	35	10	0	0	0	16	0	0	0
<b>TOTAL GOTEBORG (SAVE)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRAND CAYMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	23	8	8	0	8	135	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	1	0	83	0	8	0	8	0	22	0	0	0
<b>TOTAL GRAND CAYMAN</b>					<b>25</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>81</b>	<b>67</b>	<b>21</b>	<b>21</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	11	22	11	0	0	25	33	179	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	38	38	0	25	0	0	38	22	48	9
<b>TOTAL GRENADA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>32</b>	<b>99</b>	<b>99</b>
GUERNSEY	MANCHESTER	AURIGNY AIR SERVICES	S	A	54	0	0	78	20	0	0	2	0	12	76	10	51
	MANCHESTER	AURIGNY AIR SERVICES	S	D	54	0	0	96	2	0	0	2	0	6	82	8	51
	STANSTED	AURIGNY AIR SERVICES	S	A	65	0	4	97	0	2	2	0	0	4	90	6	96
	STANSTED	AURIGNY AIR SERVICES	S	D	65	0	4	91	8	0	2	0	0	5	93	6	96

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
GUERNSEY	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	100	1	4
	GATWICK	CITY FLYER EXPRESS	S	A	78	0	0	91	3	3	3	1	0	8	83	10	103	
	GATWICK	CITY FLYER EXPRESS	S	D	78	0	0	82	12	3	3	1	0	12	72	14	103	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	25	0	0	100	0	0	0	0	0	2	73	16	22	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	27	0	0	78	19	4	0	0	0	10	82	31	22	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	108	0	0	98	0	2	0	0	0	1	95	5	106	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	108	0	0	99	1	0	0	0	0	1	92	8	107	
<b>TOTAL GUERNSEY</b>					<b>664</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>9</b>	<b>9</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HAHN		STANSTED	RYANAIR	S	A	80	0	1	88	5	4	1	3	0	11	88	5	67
		STANSTED	RYANAIR	S	D	81	0	0	72	16	10	0	2	0	17	71	14	69
<b>TOTAL HAHN</b>						<b>161</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>10</b>
HALIFAX INT		HEATHROW	AIR CANADA	S	A	30	0	0	30	27	23	17	3	0	37	36	39	28
		HEATHROW	AIR CANADA	S	D	30	0	0	70	17	7	7	0	0	17	57	20	28
<b>TOTAL HALIFAX INT</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>46</b>	<b>29</b>	<b>29</b>
HAMBURG		LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	32	0	0	81	13	6	0	0	0	6	0	0	0
		LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	32	0	0	78	9	9	3	0	0	13	0	0	0
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	46	0	2	63	22	9	7	0	0	20	50	19	22
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	46	0	2	83	9	7	2	0	0	8	82	8	22
		HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	80	12	3	5	0	0	12	74	16	89
		HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	86	7	4	3	0	0	9	67	16	89
		HEATHROW	LUFTHANSA	S	A	117	0	3	99	0	0	1	0	0	2	82	10	121
		HEATHROW	LUFTHANSA	S	D	118	0	2	97	3	1	0	0	0	2	90	6	121
		MANCHESTER	LUFTHANSA CITY LINE	S	A	52	0	0	81	15	0	4	0	0	9	0	0	0
		MANCHESTER	LUFTHANSA CITY LINE	S	D	51	0	0	86	8	4	2	0	0	7	0	0	0
<b>TOTAL HAMBURG</b>						<b>732</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>11</b>
HANOVER		HEATHROW	BMI BRITISH MIDLAND	S	A	90	0	0	88	10	0	2	0	0	6	77	13	60
		HEATHROW	BMI BRITISH MIDLAND	S	D	90	0	0	86	8	6	1	0	0	7	85	10	60
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	26	0	0	92	4	4	0	0	0	4	77	14	22
		BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	26	0	0	96	0	4	0	0	0	4	73	18	22
		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	87	10	3	0	0	0	6	93	7	30
		MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	87	3	10	0	0	0	5	93	8	30
		GATWICK	CITY FLYER EXPRESS	S	A	75	3	0	95	1	4	0	0	0	2	95	4	78
		GATWICK	CITY FLYER EXPRESS	S	D	78	0	0	90	4	3	4	0	0	7	81	10	78
<b>TOTAL HANOVER</b>						<b>446</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>9</b>	<b>9</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						MATCHED	Plan (8)											
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	18	0	0	67	17	6	6	6	0	26	65	17	20	
	GATWICK	AIR ZIMBABWE	S	D	18	0	0	89	6	0	6	0	0	12	90	6	20	
<b>TOTAL HARARE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>12</b>	<b>12</b>	
HASSI MESSAOUD																		
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	GATWICK	ANTINEA AIRLINES	C	A	9	0	0	89	11	0	0	0	0	4	0	0	0	
	GATWICK	ANTINEA AIRLINES	C	D	9	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	8	0	0	0	
	GATWICK	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>5</b>	<b>5</b>	
HAVANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	11	22	11	0	0	19	56	33	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	88	0	0	13	0	0	17	56	52	9	
<b>TOTAL HAVANA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>37</b>	<b>37</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	231	0	1	86	8	4	3	0	0	8	59	20	229	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	231	0	1	89	5	3	3	0	0	7	64	20	228	
	GLASGOW	BMI BRITISH MIDLAND	S	A	205	0	1	82	12	4	1	0	0	8	56	19	230	
	GLASGOW	BMI BRITISH MIDLAND	S	D	203	0	7	86	8	3	2	0	0	7	64	18	229	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	174	0	2	83	10	6	2	0	0	8	67	17	204	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	174	0	2	93	3	3	1	0	0	3	75	15	204	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	325	1	0	81	12	6	2	0	0	10	72	14	324	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	324	1	0	90	5	4	1	0	0	6	79	13	324	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	327	0	0	85	10	4	1	0	0	8	77	13	321	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	327	0	0	90	5	2	2	1	0	8	82	11	319	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	313	0	0	82	12	4	2	0	0	10	61	20	298	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
HEATHROW		MANCHESTER	BRITISH AIRWAYS PLC	S	D	312	0	1	93	4	2	2	0	0	4	68	18	298
		NEWCASTLE	BRITISH AIRWAYS PLC	S	A	189	1	0	87	8	4	1	0	0	7	71	17	164
		NEWCASTLE	BRITISH AIRWAYS PLC	S	D	189	1	0	96	2	0	2	0	0	3	73	14	164
<b>TOTAL HEATHROW</b>						<b>3525</b>	<b>5</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>16</b>	<b>16</b>
HELSINGBORG-ANGELHOLM						<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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HELSINGBORG-ANGELHOLM</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
HELSINKI		HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	83	10	5	2	0	0	8	73	15	60
		HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	83	10	7	0	0	0	7	92	9	60
		HEATHROW	FINNAIR	S	A	107	0	0	79	12	5	4	0	0	11	63	15	102
		HEATHROW	FINNAIR	S	D	107	0	0	86	8	4	2	0	0	9	80	10	102
		MANCHESTER	FINNAIR	S	A	52	0	0	60	29	10	2	0	0	13	85	7	52
		MANCHESTER	FINNAIR	S	D	52	0	0	88	10	2	0	0	0	4	77	10	52
		STANSTED	KLM UK LTD	S	A	30	0	0	97	0	3	0	0	0	2	97	2	59
		STANSTED	KLM UK LTD	S	D	30	0	0	83	10	3	3	0	0	10	90	8	59
<b>TOTAL HELSINKI</b>						<b>498</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>9</b>
HERAKLION						<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>42</b>	<b>73</b>	<b>73</b>
<b>TOTAL HERAKLION</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>42</b>	<b>73</b>	<b>73</b>
HOLGUIN (FRANK PAIS)		GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	62	80	33	5
<b>TOTAL HOLGUIN (FRANK PAIS)</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>62</b>	<b>80</b>	<b>33</b>	<b>33</b>
HONG KONG (CHEP LAP KOK)		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	0	100	1	30	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	3	7	0	0	12	93	10	30
		HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	57	0	0	86	12	2	0	0	0	5	68	60	57
		HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	57	0	0	77	14	7	2	0	0	12	76	18	59
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	1	1	72	24	3	0	0	0	8	43	19	30
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	1	1	90	7	3	0	0	0	4	83	10	30
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>						<b>232</b>	<b>2</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>23</b>	<b>23</b>



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	66	14	17	3	0	0	16	62	26	37	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	90	7	0	3	0	0	8	68	23	37	
	GATWICK	CONTINENTAL AIRLINES	S	A	58	0	2	45	24	10	19	2	0	31	68	13	60	
	GATWICK	CONTINENTAL AIRLINES	S	D	58	0	2	79	7	7	5	0	2	19	73	11	60	
<b>TOTAL HOUSTON</b>					<b>174</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>69</b>	<b>17</b>	<b>17</b>	
HUMBERSIDE																		
HURGHADA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	22	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	1	0	100	0	0	0	0	0	3	100	2	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	33	50	33	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	50	21	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	75	11	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	75	14	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	2	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL HURGHADA</b>					<b>29</b>	<b>3</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>18</b>	<b>18</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
IBIZA																		
<b>TOTAL IBIZA</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>8</b>	<b>50</b>	<b>33</b>	<b>33</b>		
INGOLSTADT																		
INVERNESS																		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	81	0	1	95	0	2	2	0	5	82	10	82		
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	81	0	1	95	2	1	1	0	3	82	9	82		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	2	1	83	11	6	0	0	7	43	31	30		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	35	2	1	60	40	0	0	0	13	17	42	30		
	EDINBURGH	LOGANAIR	S	A	4	0	0	100	0	0	0	0	2	0	0	0		
	EDINBURGH	LOGANAIR	S	D	4	0	0	100	0	0	0	0	8	0	0	0		
	GLASGOW	LOGANAIR	S	A	48	1	0	85	10	2	0	2	11	93	5	44		
	GLASGOW	LOGANAIR	S	D	46	0	0	74	11	9	4	2	19	80	11	44		
	LONDON CITY	SCOT AIRWAYS	S	A	19	0	7	95	0	0	5	0	5	0	0	0		
	LONDON CITY	SCOT AIRWAYS	S	D	19	0	7	89	11	0	0	0	6	0	0	0		
<b>TOTAL INVERNESS</b>					<b>374</b>	<b>5</b>	<b>18</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>14</b>		
ISLAMABAD																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	17	0	0	0	0	6	71	24	0	133	41	144	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	33	8	8	33	17	0	69	38	33	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	10	0	0	0	10	30	40	20	0	107	50	31	4	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	4	0	0	0	0	0	75	25	0	141	13	49	8	
<b>TOTAL ISLAMABAD</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>12</b>	<b>53</b>	<b>21</b>	<b>0</b>	<b>110</b>	<b>35</b>	<b>59</b>	<b>59</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	45	0	0	62	22	9	2	4	0	23	85	8	47	
	GLASGOW	LOGANAIR	S	D	46	0	0	78	9	9	0	4	0	18	83	9	47	
<b>TOTAL ISLAY</b>					<b>91</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>9</b>	<b>9</b>	
ISLE OF MAN																		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	52	0	0	92	4	2	2	0	7	85	11	52		
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	51	0	1	90	8	0	2	0	6	75	15	52		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	30	5	0	90	7	3	0	0	6	81	10	42		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	35	0	0	83	14	3	0	0	6	81	9	42		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ISLE OF MAN																		
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	82	0	0	93	5	0	2	0	0	5	77	12	82	
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	82	0	0	91	4	2	2	0	0	6	82	11	82	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	29	0	1	97	0	3	0	0	0	2	83	13	30	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	29	0	1	97	0	3	0	0	0	2	90	7	30	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	95	0	0	96	3	0	1	0	0	5	84	9	90	
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	94	0	1	99	0	0	1	0	0	2	93	3	90	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	52	0	0	96	2	0	2	0	0	3	85	7	26	
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	47	0	1	68	26	6	0	0	0	12	85	9	26	
<b>TOTAL ISLE OF MAN</b>					<b>679</b>	<b>5</b>	<b>5</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>10</b>	<b>10</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	3	3	2	0	0	4	87	7	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	83	5	7	5	0	0	12	63	17	60	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	72	0	1	31	31	33	4	1	0	29	44	26	90	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	73	0	1	58	25	12	4	1	0	19	60	20	90	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	17	0	1	35	47	18	0	0	0	20	24	28	17	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	17	0	1	53	35	12	0	0	0	17	24	42	17	
<b>TOTAL ISTANBUL</b>					<b>301</b>	<b>1</b>	<b>4</b>	<b>61</b>	<b>20</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>28</b>	<b>28</b>	
IVANO-FRANKOVSK																		
IZMIR (ADNAM MENDERES)																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	60	40	0	0	0	0	11	100	2	4	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	100	0	0	0	0	0	7	50	12	4	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	8	0	0	25	25	25	25	0	0	45	25	33	8	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	7	0	1	0	29	43	29	0	0	50	25	53	8	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>24</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>44</b>	<b>30</b>	<b>30</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
JAKARTA (SOEKARNO-HATT)	GATWICK	GARUDA INDONESIA	S	A	12	0	0	50	0	33	8	8	0	47	0	0	0
	GATWICK	GARUDA INDONESIA	S	D	12	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	100	0	0	0	0	0	0	100	0	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	76	18	6	0	0	0	11	76	16	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	20	0	8	80	15	5	0	0	0	9	83	6	30
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	20	0	8	85	10	5	0	0	0	6	73	10	30
<b>TOTAL JEDDAH</b>					<b>74</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>8</b>	<b>8</b>
JEREZ	STANSTED	KLM UK LTD	S	A	9	0	0	89	11	0	0	0	0	6	0	0	0
	STANSTED	KLM UK LTD	S	D	9	0	0	78	22	0	0	0	0	8	0	0	0
<b>TOTAL JEREZ</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	1	79	8	6	6	2	0	15	88	8	51
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	52	0	1	90	2	2	4	2	0	13	80	11	51
	GATWICK	CITY FLYER EXPRESS	S	A	177	0	0	92	4	2	1	0	1	7	89	7	168
	GATWICK	CITY FLYER EXPRESS	S	D	177	0	0	88	7	3	1	0	0	7	79	11	168
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	27	0	0	81	15	4	0	0	0	8	72	16	47
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	25	0	0	76	24	0	0	0	0	10	67	16	48
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	114	0	2	97	2	0	1	0	0	2	81	15	111
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	114	0	2	97	2	0	1	0	0	3	71	21	110
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	A	99	0	1	97	3	0	0	0	0	2	93	4	98
	LONDON CITY	FLYBE.BRITISH EUROPEAN	S	D	99	0	1	83	12	5	0	0	0	9	74	11	98
<b>TOTAL JERSEY</b>					<b>940</b>	<b>2</b>	<b>8</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>12</b>	<b>12</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	97	3	0	0	0	0	2	87	6	55

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	87	10	0	3	0	0	11	61	25	56
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	56	0	0	79	13	4	5	0	0	12	60	30	57
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	56	0	0	77	16	4	4	0	0	11	61	21	57
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	47	17	37	0	0	0	22	63	16	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	83	7	7	3	0	0	12	67	15	30
<b>TOTAL JOHANNESBURG</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>19</b>	<b>19</b>
JONKOPING																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KARACHI	HEATHROW	PAKISTAN INTL AIRLINES	S	A	12	0	0	75	17	0	8	0	0	10	62	37	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	42	50	0	8	0	0	26	25	77	16
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	15	0	0	20	40	27	0	7	7	64	32	81	25
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	17	0	2	29	12	24	18	6	12	167	32	74	22
<b>TOTAL KARACHI</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>29</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>76</b>	<b>33</b>	<b>66</b>	<b>66</b>
KATHMANDU																	
KATOWICE																	
KEFLAVIK	GLASGOW	ICELANDAIR	S	A	25	0	0	72	8	20	0	0	0	12	81	14	27
	GLASGOW	ICELANDAIR	S	D	25	0	0	100	0	0	0	0	0	1	100	2	27
	HEATHROW	ICELANDAIR	S	A	44	0	0	89	2	2	7	0	0	11	85	9	47
	HEATHROW	ICELANDAIR	S	D	44	0	0	77	16	0	7	0	0	12	57	18	47
<b>TOTAL KEFLAVIK</b>					<b>143</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>11</b>
KERRY COUNTY	STANSTED	RYANAIR	S	A	29	0	1	90	3	3	3	0	0	7	86	16	29
	STANSTED	RYANAIR	S	D	30	0	0	90	3	0	7	0	0	8	80	15	30
<b>TOTAL KERRY COUNTY</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>15</b>	<b>15</b>
KHARTOUM	HEATHROW	SUDAN AIRWAYS	S	A	8	0	0	38	13	38	13	0	0	36	0	127	8
	HEATHROW	SUDAN AIRWAYS	S	D	8	0	0	75	13	13	0	0	0	11	38	54	8
<b>TOTAL KHARTOUM</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>19</b>	<b>91</b>	<b>91</b>
KIEV (BORISPOL)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	95	0	0	5	0	0	6	75	15	20
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	91	9	0	0	0	0	7	75	19	20
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	21	0	0	86	10	5	0	0	0	7	85	9	20
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	21	0	0	81	14	5	0	0	0	6	75	9	20

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KIEV (BORISPOL)																	
<b>TOTAL KIEV (BORISPOL)</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>13</b>	<b>13</b>
KINGSTON																	
	HEATHROW	AIR JAMAICA	S	A	21	0	1	24	19	14	33	10	0	74	16	104	19
	HEATHROW	AIR JAMAICA	S	D	21	0	1	24	10	19	33	14	0	94	5	135	19
<b>TOTAL KINGSTON</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>14</b>	<b>17</b>	<b>33</b>	<b>12</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>120</b>	<b>120</b>
KIRKWALL																	
	EDINBURGH	LOGANAIR	S	A	47	0	0	89	0	6	2	2	0	9	96	2	56
	EDINBURGH	LOGANAIR	S	D	47	0	0	72	17	4	6	0	0	15	75	12	51
<b>TOTAL KIRKWALL</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>6</b>	<b>6</b>
KITTLA																	
KOS																	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	20	0	0	0
<b>TOTAL KOS</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>117</b>	<b>117</b>
KRAKOW																	
	GATWICK	LOT-POLISH AIRLINES	S	A	30	0	0	93	3	0	0	3	0	9	90	5	30
	GATWICK	LOT-POLISH AIRLINES	S	D	30	0	0	87	3	3	3	3	0	14	77	11	30
	LUTON	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL KRAKOW</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>9</b>
KRISTIANSAND (KJEVIK)																	
KRISTIANSTAD																	
KUALA LUMPUR (SEPANG)																	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	63	0	1	70	19	6	5	0	0	15	88	7	60
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	63	0	1	75	16	8	0	0	2	29	78	15	60
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	13	0	0	31	31	38	0	0	0	28	92	4	13

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					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
KUALA LUMPUR (SEPANG)	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	13	0	0	85	8	0	0	0	8	83	31	25	13
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>152</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>82</b>	<b>10</b>	<b>10</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	2	100	1	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	97	0	0	3	0	3	86	9	29	
	HEATHROW	KUWAIT AIRWAYS	S	A	26	0	0	58	15	15	12	0	22	77	14	30	
	HEATHROW	KUWAIT AIRWAYS	S	D	25	0	1	84	16	0	0	0	10	33	27	30	
<b>TOTAL KUWAIT</b>					<b>111</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>13</b>	<b>13</b>	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LA CORUNA																		
LA ROCHELLE																		
	STANSTED	KLM UK LTD		S A	13	0	0	92	0	0	8	0	0	7	0	0	0	0
	STANSTED	KLM UK LTD		S D	13	0	0	100	0	0	0	0	0	4	0	0	0	0
<b>TOTAL LA ROCHELLE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA ROMANA																		
	GATWICK	BRITANNIA AIRWAYS		C A	5	0	0	40	0	20	40	0	0	35	0	0	0	0
	GATWICK	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS		C A	4	0	0	75	0	0	25	0	0	25	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	4	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	8	0	0	0	0
<b>TOTAL LA ROMANA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAGOS																		
	GATWICK	BRITISH AIRWAYS PLC		S A	29	1	1	97	0	3	0	0	2	86	5	21		
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	40	40	17	3	0	21	17	41	30		
	HEATHROW	NIGERIA AIRWAYS		S A	5	0	0	0	0	20	80	0	92	0	0	0		
	HEATHROW	NIGERIA AIRWAYS		S D	5	0	0	20	20	20	40	0	58	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	17	0	1	76	0	18	6	0	15	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	17	0	0	65	12	18	0	0	6	67	0	0	0	
<b>TOTAL LAGOS</b>					<b>103</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>28</b>	<b>28</b>		
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES		S A	4	0	0	0	0	25	50	0	25	170	50	56	12	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	9	0	0	22	56	11	11	0	36	8	59	13		
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	6	0	0	0	17	17	33	33	0	125	25	74	8	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	8	0	0	0	0	0	63	25	13	257	25	70	8	
<b>TOTAL LAHORE</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>22</b>	<b>11</b>	<b>37</b>	<b>15</b>	<b>7</b>	<b>141</b>	<b>27</b>	<b>63</b>	<b>63</b>	
LAHR																		
LAMETIA-TERME																		

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Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LARNACA	GATWICK	AIR 2000	S	A	5	0	0	100	0	0	0	0	0	6	80	6	5
	GATWICK	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	3	80	10	5
	MANCHESTER	AIR 2000	S	A	5	0	0	60	40	0	0	0	0	7	20	31	5
	MANCHESTER	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	1	40	24	5
	NEWCASTLE	AIR 2000	S	A	4	0	0	100	0	0	0	0	0	2	25	44	4
	NEWCASTLE	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	2	100	1	4
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	60	0	0	0	33	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	20	0	60	20	0	0	45	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	33	3	0	3	0	23	74	12	38
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	10	13	0	3	0	21	76	12	38
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	4	0	0	75	0	0	25	0	0	16	100	0	4
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	0	25	25	50	0	0	60	75	19	4
	GATWICK	CYPRUS AIRWAYS	S	D	4	0	0	0	75	25	0	0	0	31	20	48	5
	HEATHROW	CYPRUS AIRWAYS	S	A	41	0	0	37	29	27	7	0	0	27	69	14	51
	HEATHROW	CYPRUS AIRWAYS	S	D	36	0	0	67	22	8	3	0	0	15	65	12	46
	MANCHESTER	CYPRUS AIRWAYS	S	A	8	0	0	50	25	25	0	0	0	19	67	79	9
	MANCHESTER	CYPRUS AIRWAYS	S	D	8	0	0	25	25	38	13	0	0	42	44	111	9
	STANSTED	CYPRUS AIRWAYS	S	A	4	0	0	100	0	0	0	0	0	4	100	2	4
	STANSTED	CYPRUS AIRWAYS	S	D	4	0	0	100	0	0	0	0	0	11	75	28	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	40	33	5
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	60	32	5
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	40	24	5
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	60	33	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	38	25	25	13	0	0	28	100	0	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	67	17	17	0	0	0	8	75	4	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	23	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	25	29	148	7

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LARNACA																		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	43	16	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	9	50	55	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	47	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	27	50	57	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	15	25	64	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	42	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	20	50	50	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	83	38	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	13	75	9	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	44	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL LARNACA</b>					<b>321</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>26</b>	<b>26</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	100	1	4		
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4	
	GATWICK	AIR 2000	C	A	9	0	0	56	22	22	0	0	0	22	58	25	12	
	GATWICK	AIR 2000	C	D	10	0	0	90	10	0	0	0	0	6	58	20	12	
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	0	50	0	0	35	100	6	4	
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	18	100	5	4	
	MANCHESTER	AIR 2000	C	A	8	0	0	63	25	13	0	0	0	17	63	11	8	
	MANCHESTER	AIR 2000	C	D	8	0	0	100	0	0	0	0	0	1	100	8	8	
	STANSTED	AIR 2000	C	A	4	0	0	75	0	25	0	0	0	11	75	13	4	
	STANSTED	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	100	6	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	44	56	0	0	0	0	15	67	11	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	13	89	16	9	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	44	11	22	22	0	0	34	56	12	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	22	0	0	0	15	89	4	9	
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	57	80	10	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	60	60	19	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 2000					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
LAS PALMAS	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	9	100	7	5
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	6	100	3	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	79	7	14	0	0	0	13	56	23	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	79	21	0	0	0	0	6	89	14	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	11	75	10	4
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	4	4
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	50	13	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	5	4
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	67	33	0	0	0	0	9	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	88	13	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	75	10	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	75	17	4
	LUTON	MONARCH AIRLINES	C	A	3	0	0	33	67	0	0	0	0	21	50	23	4
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	3	75	11	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	30	75	8	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	18	100	3	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	5	75	12	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	11	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	17	0	0	65	12	12	12	0	0	23	63	23	16
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	16	0	0	88	0	6	6	0	0	16	76	21	17
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	33	100	6	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	20	100	1	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	0	20	90	25	136	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	0	0	20	103	50	145	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	80	0	13	0	7	0	28	35	54	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	93	7	0	0	0	0	6	47	52	17
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	35	25	216	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	32	100	1	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	75	15	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	75	18	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
LAS PALMAS	EDINBURGH	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	7	50	21	4
	EDINBURGH	SPANAIR	C	D	4	0	0	75	25	0	0	0	0	12	50	25	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	12	75	5	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	15	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	71	18	12	0	0	0	9	42	26	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	94	0	0	6	0	0	5	75	17	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	27	50	28	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	25	54	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	5	75	13	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	0	88	3	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	22	75	26	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	31	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	21	0	0	0
<b>TOTAL LAS PALMAS</b>					<b>390</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>70</b>	<b>22</b>	<b>22</b>
LAS VEGAS	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	52	0	451	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	0	415	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	77	8	15	0	0	0	10	50	32	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	15	23	62	0	0	0	32	44	29	9
<b>TOTAL LAS VEGAS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>15</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>112</b>	<b>112</b>
LEEDS BRADFORD	HEATHROW	BMI BRITISH MIDLAND	S	A	108	0	0	96	2	2	0	0	0	2	71	16	108
	HEATHROW	BMI BRITISH MIDLAND	S	D	108	0	0	95	4	1	0	0	0	3	69	13	108
	EDINBURGH	BMI REGIONAL	S	A	69	0	0	84	14	1	0	0	0	7	88	8	67
	EDINBURGH	BMI REGIONAL	S	D	70	0	0	84	16	0	0	0	0	7	78	17	68
	GLASGOW	BMI REGIONAL	S	A	70	0	0	86	11	3	0	0	0	9	85	16	65
	GLASGOW	BMI REGIONAL	S	D	70	0	0	87	10	3	0	0	0	6	75	16	64
	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	A	81	0	1	96	1	2	0	0	0	3	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LEEDS BRADFORD	GATWICK	BRITISH REGIONAL AIRLINES LTD	S	D	81	0	1	98	2	0	0	0	0	2	0	0	0
<b>TOTAL LEEDS BRADFORD</b>					<b>658</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>14</b>
LIBREVILLE	GATWICK	AIR GABON	S	A	2	0	2	0	50	50	0	0	0	39	67	15	3
	GATWICK	AIR GABON	S	D	2	0	2	100	0	0	0	0	0	1	25	218	4
<b>TOTAL LIBREVILLE</b>					<b>4</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>131</b>	<b>131</b>
LILLE	MANCHESTER	AIR 2000	C	A	2	0	0	0	0	0	100	0	0	70	0	0	0
<b>TOTAL LILLE</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>70</b>	<b>0</b>	<b>0</b>	<b>0</b>
LILONGWE	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	12	0	0	0
<b>TOTAL LILONGWE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>13</b>	<b>13</b>
LINZ																	
LISBON	GATWICK	AIR PORTUGAL	S	A	60	0	0	82	12	5	2	0	0	9	81	14	26
	GATWICK	AIR PORTUGAL	S	D	51	9	0	90	6	2	2	0	0	6	77	14	26
	HEATHROW	AIR PORTUGAL	S	A	78	0	0	35	37	15	13	0	0	30	58	19	76
	HEATHROW	AIR PORTUGAL	S	D	78	0	0	51	23	15	10	0	0	24	58	21	89
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	56	26	13	6	0	0	20	71	21	98
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	88	7	5	1	0	0	7	73	16	98
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	80	17	0	3	0	0	7	85	8	26
	GATWICK	GB AIRWAYS LTD	S	D	15	0	0	87	13	0	0	0	0	5	77	24	30
	MANCHESTER	PORTUGALIA	S	A	30	0	0	63	30	3	3	0	0	13	42	37	26
	MANCHESTER	PORTUGALIA	S	D	30	0	0	93	0	7	0	0	0	4	75	13	4
<b>TOTAL LISBON</b>					<b>624</b>	<b>10</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>18</b>	<b>18</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
LIVERPOOL	LUTON	EUROCELTIC AIRWAYS LTD	S	A	47	0	0	98	0	0	2	0	0	4	0	0	0
	LUTON	EUROCELTIC AIRWAYS LTD	S	D	48	0	0	98	0	0	2	0	0	5	0	0	0
<b>TOTAL LIVERPOOL</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>30</b>	<b>30</b>
LJUBLJANA	HEATHROW	ADRIA AIRWAYS	S	A	25	0	0	72	12	8	8	0	0	20	32	25	25
	HEATHROW	ADRIA AIRWAYS	S	D	25	0	0	76	12	4	8	0	0	13	80	11	25
<b>TOTAL LJUBLJANA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>18</b>	<b>18</b>
LONDON CITY	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	70	0	0	77	17	3	3	0	0	11	80	9	97
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	69	0	1	86	12	1	1	0	0	7	77	13	100
	EDINBURGH	SCOT AIRWAYS	S	A	204	0	2	72	24	3	1	0	0	12	55	20	159
	EDINBURGH	SCOT AIRWAYS	S	D	202	0	4	95	4	1	0	0	0	3	82	11	158
	GLASGOW	SCOT AIRWAYS	S	A	88	0	8	76	19	5	0	0	0	11	49	23	90
	GLASGOW	SCOT AIRWAYS	S	D	88	0	8	97	1	2	0	0	0	2	77	12	91
<b>TOTAL LONDON CITY</b>					<b>721</b>	<b>1</b>	<b>23</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>15</b>	<b>15</b>
LONDONDERRY	GLASGOW	LOGANAIR	S	A	52	0	0	94	2	4	0	0	0	2	93	8	30
	GLASGOW	LOGANAIR	S	D	52	0	0	85	10	2	4	0	0	10	80	12	30
	MANCHESTER	LOGANAIR	S	A	30	0	0	90	3	3	3	0	0	5	0	0	0
	MANCHESTER	LOGANAIR	S	D	30	0	0	93	0	3	3	0	0	4	0	0	0
	STANSTED	RYANAIR	S	A	56	0	0	96	2	2	0	0	0	2	89	8	53
	STANSTED	RYANAIR	S	D	56	0	0	70	21	9	0	0	0	12	88	10	56
<b>TOTAL LONDONDERRY</b>					<b>278</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>9</b>	<b>9</b>
LOS ANGELES INTERNATION	HEATHROW	AMERICAN AIRLINES	S	A	29	0	0	90	7	3	0	0	0	3	70	17	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	77	20	3	0	0	0	9	30	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	90	5	2	3	0	0	6	73	22	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	52	30	10	8	0	0	23	47	27	59
	HEATHROW	UNITED AIRLINES	S	A	29	1	0	97	3	0	0	0	0	1	57	14	30

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
LOS ANGELES INTERNATIONAL																		
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	90	7	0	3	0	0	6	60	17	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	43	0	17	86	7	7	0	0	6	67	16	60		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	42	0	18	69	12	14	5	0	14	55	22	60		
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>322</b>	<b>1</b>	<b>35</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>21</b>	<b>21</b>		
LUBECK																		
	STANSTED	RYANAIR	S	A	51	0	1	73	16	8	4	0	13	69	17	52		
	STANSTED	RYANAIR	S	D	51	1	0	67	16	14	4	0	17	81	13	52		
<b>TOTAL LUBECK</b>					<b>102</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>15</b>	<b>15</b>		
LUSAKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	15	0	20	100	2	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	8	0	0	9	69	21	13		
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>11</b>	<b>11</b>		
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	189	0	1	58	25	14	3	0	16	63	28	168		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	190	0	0	48	21	25	5	0	22	60	32	168		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	190	0	0	49	27	21	3	0	19	82	16	184		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	190	0	0	52	22	23	3	0	20	76	18	184		
<b>TOTAL LUTON</b>					<b>759</b>	<b>5</b>	<b>1</b>	<b>52</b>	<b>24</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>23</b>	<b>23</b>		
LUXEMBOURG																		
	GATWICK	CITY FLYER EXPRESS	S	A	74	0	0	86	8	3	1	1	9	91	5	120		
	GATWICK	CITY FLYER EXPRESS	S	D	74	0	0	82	11	7	0	0	9	83	9	122		
	HEATHROW	LUXAIR	S	A	60	0	0	55	30	12	3	0	17	63	18	60		
	HEATHROW	LUXAIR	S	D	60	0	0	88	7	2	3	0	7	75	18	59		
	MANCHESTER	LUXAIR	S	A	30	0	0	87	13	0	0	0	7	73	14	22		
	MANCHESTER	LUXAIR	S	D	30	0	0	100	0	0	0	0	0	91	3	22		
	STANSTED	LUXAIR	S	A	68	0	0	99	0	1	0	0	2	96	3	46		
	STANSTED	LUXAIR	S	D	68	0	0	99	1	0	0	0	1	93	4	45		
	LONDON CITY	VLM (BELGIUM)	S	A	74	0	0	80	19	1	0	0	9	54	22	69		
	LONDON CITY	VLM (BELGIUM)	S	D	74	0	0	85	11	4	0	0	7	59	19	70		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LUXEMBOURG																		
<b>TOTAL LUXEMBOURG</b>					<b>612</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>12</b>	<b>12</b>	
LUXOR																		
	GATWICK	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	36	25	35	4	
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	15	75	16	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	6	25	24	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	100	10	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	18	40	227	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	40	18	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	60	13	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	60	16	5		
	HEATHROW	EGYPT AIR	S	A	4	0	0	0	50	50	0	0	0	39	0	128	4	
	HEATHROW	EGYPT AIR	S	D	4	0	0	50	0	50	0	0	0	23	0	173	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	100	0	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	100	3	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	20	0	50	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	19	38	34	8	
<b>TOTAL LUXOR</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>49</b>	<b>49</b>	
LYON																		
	MANCHESTER	AIR FRANCE	S	A	21	0	1	86	10	5	0	0	0	6	100	0	22	
	MANCHESTER	AIR FRANCE	S	D	21	0	1	95	5	0	0	0	0	1	95	2	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	95	0	0	80	12	3	5	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	95	0	0	88	6	0	5	0	0	8	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	25	0	1	100	0	0	0	0	0	1	92	6	25	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	1	96	0	4	0	0	0	2	88	7	25	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	52	0	0	96	0	4	0	0	0	3	89	4	27	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	52	0	0	92	2	2	4	0	0	4	83	9	29	
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	81	0	0	94	4	1	1	0	0	3	86	6	79	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
LYON	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	81	0	0	93	4	4	0	0	0	3	79	10	78
	STANSTED	KLM UK LTD	S	A	30	0	0	100	0	0	0	0	0	0	97	1	30
	STANSTED	KLM UK LTD	S	D	30	0	0	93	7	0	0	0	0	4	80	10	30
<b>TOTAL LYON</b>					<b>608</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
MAASTRICHT	STANSTED	KLM EXEL	S	A	69	0	2	81	9	6	4	0	0	11	68	20	94
	STANSTED	KLM EXEL	S	D	71	0	1	77	10	4	8	0	0	13	72	16	93
<b>TOTAL MAASTRICHT</b>					<b>140</b>	<b>1</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>18</b>	<b>18</b>
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	100	0	0	0	0	0	78	74	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	8	0	0	38	38	25	0	0	19	38	28	8	
<b>TOTAL MADRAS/CHENNAI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>53</b>	<b>53</b>	
MADRID	GATWICK	AIR EUROPA	S	A	30	0	0	67	20	13	0	0	12	17	34	30	
	GATWICK	AIR EUROPA	S	D	30	0	0	90	10	0	0	0	4	70	18	30	
	HEATHROW	BMI BRITISH MIDLAND	S	A	85	0	1	84	8	7	1	0	8	58	17	139	
	HEATHROW	BMI BRITISH MIDLAND	S	D	86	0	0	88	10	1	0	0	5	77	11	139	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	92	7	0	1	0	4	80	10	89	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	97	2	0	1	0	3	79	13	89	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	3	73	12	30	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	30	0	0	93	7	0	0	0	3	90	6	30	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	61	17	23	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	26	0	0	100	0	0	0	0	2	96	2	28	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	16	0	0	100	0	0	0	0	3	100	6	2	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	0	80	11	6	3	0	10	59	22	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	83	9	6	1	0	8	69	16	150	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	43	0	0	95	5	0	0	0	3	60	17	43	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	43	0	0	100	0	0	0	0	1	81	12	43	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	2	79	19	2	0	0	8	56	25	52	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	2	74	14	12	0	0	12	48	28	52	
	HEATHROW	IBERIA	S	A	179	0	0	77	15	8	1	0	10	56	18	180	
	HEATHROW	IBERIA	S	D	178	1	1	85	11	2	1	1	8	70	14	179	
<b>TOTAL MADRID</b>					<b>1377</b>	<b>1</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>15</b>	<b>15</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MAHON																	
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	100	0	0	0	0	0	1	100	8	4
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	100	0	0	0	0	0	3	75	12	4
	LUTON	MONARCH AIRLINES	S	A	7	0	1	100	0	0	0	0	0	3	75	21	8
	LUTON	MONARCH AIRLINES	S	D	7	0	1	86	14	0	0	0	0	4	75	24	8
<b>TOTAL MAHON</b>					<b>30</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>18</b>	<b>18</b>
MALAGA																	
	BIRMINGHAM	AIR 2000	S	A	4	0	0	50	25	25	0	0	0	21	0	87	4
	BIRMINGHAM	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	0	75	10	4
	GATWICK	AIR 2000	C	A	2	0	0	50	50	0	0	0	10	80	9	5	
	GATWICK	AIR 2000	S	A	9	0	0	22	56	22	0	0	23	0	34	8	
	GATWICK	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	100	3	4	
	GATWICK	AIR 2000	S	D	9	0	0	89	11	0	0	0	2	63	20	8	
	GLASGOW	AIR 2000	S	A	4	0	0	50	0	50	0	0	25	0	57	4	
	GLASGOW	AIR 2000	S	D	4	0	0	100	0	0	0	0	7	50	14	4	
	MANCHESTER	AIR 2000	C	A	6	0	0	50	50	0	0	0	16	14	96	7	
	MANCHESTER	AIR 2000	S	A	13	0	0	31	8	38	15	8	45	0	48	8	
	MANCHESTER	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	86	6	7	
	MANCHESTER	AIR 2000	S	D	13	0	0	77	8	15	0	0	10	63	27	8	
	NEWCASTLE	AIR 2000	C	A	4	0	0	75	0	0	0	25	0	57	0	0	
	NEWCASTLE	AIR 2000	C	D	5	0	0	40	0	40	0	20	0	62	0	0	
	MANCHESTER	AZZURRA AIR	C	A	2	0	0	100	0	0	0	0	0	0	0	0	
	MANCHESTER	AZZURRA AIR	C	D	2	0	0	100	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	11	11	0	0	19	11	30	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	14	89	7	9
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	45	27	27	0	0	0	21	33	31	9
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	73	9	18	0	0	0	11	78	8	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	78	0	22	0	0	0	14	11	37	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	0	89	8	9
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	26	0	67	4
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	100	6	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALAGA	MANCHESTER	BRITANNIA AIRWAYS	C	A	17	0	0	59	24	12	6	0	0	17	29	60	14
	MANCHESTER	BRITANNIA AIRWAYS	C	D	17	0	0	94	6	0	0	0	0	3	71	18	14
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	21	67	26	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	23	89	11	9
	STANSTED	BRITANNIA AIRWAYS	C	A	6	0	0	50	17	17	17	0	0	22	50	19	4
	STANSTED	BRITANNIA AIRWAYS	C	D	6	0	0	83	17	0	0	0	0	5	75	8	4
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	65	2	1	89	2	2	6	0	2	14	78	19	64
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	64	2	2	75	13	8	5	0	0	18	34	31	64
	GATWICK	EUROPEAN AIR CHARTER	C	A	9	0	0	67	22	11	0	0	0	15	0	0	0
	GATWICK	EUROPEAN AIR CHARTER	C	D	9	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	38	63	0	0	0	0	17	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	75	13	13	0	0	0	10	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	48	0	0	83	8	8	0	0	0	8	90	12	60
	GATWICK	GB AIRWAYS LTD	S	D	47	0	0	79	11	9	2	0	0	15	62	26	60
	HEATHROW	GB AIRWAYS LTD	S	A	30	0	0	77	17	7	0	0	0	8	72	14	29
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	57	20	17	7	0	0	18	43	41	30
	STANSTED	GO FLY LTD	S	A	60	0	0	82	7	3	8	0	0	12	88	7	43
	STANSTED	GO FLY LTD	S	D	60	0	0	63	23	10	3	0	0	16	70	15	43
	HEATHROW	IBERIA	S	A	30	0	0	60	27	13	0	0	0	14	7	34	30
	HEATHROW	IBERIA	S	D	30	0	0	77	17	3	3	0	0	9	47	28	30
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	75	13	13	0	0	0	11	50	16	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	5	100	3	8
	GATWICK	MONARCH AIRLINES	C	A	21	0	0	52	33	10	5	0	0	17	38	30	24
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	88	13	0	0	0	0	3	95	6	20
	LUTON	MONARCH AIRLINES	S	A	31	0	1	65	26	10	0	0	0	13	47	21	34
	LUTON	MONARCH AIRLINES	S	D	31	0	1	97	3	0	0	0	0	3	85	14	34
	MANCHESTER	MONARCH AIRLINES	S	A	29	0	0	55	41	3	0	0	0	12	38	27	21
	MANCHESTER	MONARCH AIRLINES	C	A	16	0	0	63	19	19	0	0	0	17	28	32	18
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	77	8	15	0	0	0	11	65	17	20

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MALAGA	MANCHESTER	MONARCH AIRLINES	S	D	29	0	1	97	3	0	0	0	0	1	85	8	20
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	47	0	42	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	100	4	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	22	11	11	0	0	19	50	39	14
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	6	85	26	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	29	0	49	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	75	5	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	6	35	41	18	0	0	42	18	55	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	65	18	18	0	0	0	14	71	39	17
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	75	11	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	100	7	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	15	75	7	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	2	2	0	100	0	0	0	0	0	100	2	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	8	75	7	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	100	2	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	25	0	0	64	16	16	0	4	0	25	39	24	18
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	3	0	94	0	6	0	0	0	3	88	3	17
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	8	25	37	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	0	4	38	25	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	23	0	0	57	22	17	4	0	0	18	58	17	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	90	0	5	5	0	0	6	89	4	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	12	25	36	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	100	5	4	4
<b>TOTAL MALAGA</b>					<b>1121</b>	<b>12</b>	<b>6</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>22</b>	<b>22</b>
MALE INTERNATIONAL	GATWICK	AIR 2000	C	A	4	0	0	0	0	100	0	0	0	40	25	25	4
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	14	100	4	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	21	80	9	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	9	75	20	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	0	75	0	0	70	67	6	3

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
MALE INTERNATIONAL																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	38	100	0	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	47	67	537	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	75	5	4		
<b>TOTAL MALE INTERNATIONAL</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>9</b>	<b>25</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>74</b>	<b>61</b>	<b>61</b>	
MALMO																		
	STANSTED	RYANAIR	S	A	55	0	1	96	2	0	2	0	0	2	80	14	56	
	STANSTED	RYANAIR	S	D	56	0	0	68	29	2	2	0	0	13	50	23	56	
<b>TOTAL MALMO</b>					<b>115</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>65</b>	<b>18</b>	<b>18</b>	
MALTA																		
	GATWICK	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	12	75	9	4	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	14	50	34	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	50	34	4		
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	75	6	4		
	BIRMINGHAM	AIR MALTA	S	A	9	0	0	78	0	11	11	0	0	18	100	0	5	
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	75	25	0	0	0	0	9	75	12	4	
	BIRMINGHAM	AIR MALTA	S	D	9	0	0	78	0	11	11	0	0	19	100	6	5	
	GATWICK	AIR MALTA	S	A	21	0	0	100	0	0	0	0	0	94	3	31		
	GATWICK	AIR MALTA	S	D	21	0	0	100	0	0	0	0	0	1	81	9	31	
	GLASGOW	AIR MALTA	S	A	5	0	0	100	0	0	0	0	0	1	100	0	5	
	GLASGOW	AIR MALTA	S	D	5	0	0	80	20	0	0	0	0	6	80	16	5	
	HEATHROW	AIR MALTA	S	A	60	0	0	95	3	0	2	0	0	3	92	6	60	
	HEATHROW	AIR MALTA	S	D	60	0	0	68	27	3	2	0	0	11	62	18	60	
	MANCHESTER	AIR MALTA	S	A	20	1	1	100	0	0	0	0	0	1	100	0	13	
	MANCHESTER	AIR MALTA	S	D	21	0	0	95	5	0	0	0	0	1	85	7	13	
	NEWCASTLE	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	2	67	6	3	
	NEWCASTLE	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	3	67	43	3	
	STANSTED	AIR MALTA	S	A	5	0	0	20	40	40	0	0	0	28	60	7	5	
	STANSTED	AIR MALTA	S	D	5	0	0	0	20	40	40	0	0	53	20	23	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MALTA																	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	40	20	0	20	20	0	76	75	10	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	60	0	0	20	20	0	79	25	30	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	2	56	13	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4	75	10	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	80	4	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	9	4
	GATWICK	EXCEL AIRWAYS LTD	S	A	2	0	0	100	0	0	0	0	0	4	75	10	4
	GATWICK	EXCEL AIRWAYS LTD	S	D	2	0	1	100	0	0	0	0	0	3	75	19	4
	MANCHESTER	EXCEL AIRWAYS LTD	S	A	3	0	0	67	0	33	0	0	0	11	67	24	3
	MANCHESTER	EXCEL AIRWAYS LTD	S	D	2	0	0	50	0	50	0	0	0	17	33	35	3
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	93	7	0	0	0	0	3	89	6	18
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	93	7	0	0	0	0	6	73	27	22
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	4	100	3	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	2	100	3	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	9	100	2	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4
	LUTON	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	4	4
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	7	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	21	25	88	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	50	77	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	5	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	40	31	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	20	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	18	88	15	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	88	5	8
<b>TOTAL MALTA</b>					<b>435</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>12</b>
MANCHESTER																	
	GATWICK	AIR 2000	C	D	2	4	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	174	0	0	90	7	1	2	0	0	5	65	20	204



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MANCHESTER	HEATHROW	BMI BRITISH MIDLAND	S	D	174	0	0	84	9	6	2	0	0	8	72	14	204
	EDINBURGH	BMI REGIONAL	S	A	96	1	0	93	7	0	0	0	0	4	79	12	90
	EDINBURGH	BMI REGIONAL	S	D	92	4	0	93	7	0	0	0	0	6	86	7	93
	GLASGOW	BMI REGIONAL	S	A	66	0	0	97	2	0	2	0	0	5	66	16	93
	GLASGOW	BMI REGIONAL	S	D	66	0	0	98	2	0	0	0	0	2	76	12	93
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	0	73	12	15
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	25	0	0	0	0	7	50	26	18
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	192	0	0	91	7	1	0	1	0	6	69	15	194
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	192	0	0	89	8	3	0	0	0	5	73	12	194
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	1	0	81	15	4	0	0	0	10	79	15	73
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	0	0	88	8	4	0	0	0	9	79	17	76
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	77	19	0	4	0	0	8	76	13	46
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	92	6	0	2	0	0	4	96	7	25
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	93	0	1	85	5	4	5	0	0	11	70	15	74
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	71	0	3	80	14	3	3	0	0	10	70	15	70
	GLASGOW	BRITISH AIRWAYS PLC	S	A	27	1	1	48	37	4	11	0	0	23	50	30	64
	GLASGOW	BRITISH AIRWAYS PLC	S	D	52	1	1	65	33	2	0	0	0	11	77	14	91
	HEATHROW	BRITISH AIRWAYS PLC	S	A	312	0	1	83	11	4	2	0	0	9	51	24	296
	HEATHROW	BRITISH AIRWAYS PLC	S	D	313	0	0	89	6	3	2	0	0	6	67	17	298
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	69	0	0	71	26	1	1	0	0	11	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	21	0	0	86	14	0	0	0	0	11	0	0	0
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	62	1	0	77	8	11	3	0	0	12	85	12	81
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	63	0	0	83	8	6	3	0	0	9	77	13	84
	BIRMINGHAM	EMIRATES	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	3	5	0	100	0	0	0	0	0	3	75	9	4
	GATWICK	MONARCH AIRLINES	C	D	4	4	0	75	0	25	0	0	0	9	25	32	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MANCHESTER																	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	3	0	100	0	0	0	0	0	0	75	130	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	5	0	40	20	0	40	0	0	41	100	0	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	1	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	1	0	82	9	9	0	0	8	100	4	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	4	0	100	0	0	0	0	2	0	86	2	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	2	0	0	100	0	0	0	0	9	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>2396</b>	<b>68</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>16</b>	<b>16</b>	
MANILA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	100	0	0	0	0	0	94	1	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	18	18	0	0	16	41	41	17	
<b>TOTAL MANILA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>21</b>	<b>21</b>	
MARRAKESH																	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	3	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	4	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	A	26	0	0	69	19	12	0	0	12	62	22	21	
	HEATHROW	GB AIRWAYS LTD	S	D	26	0	0	73	23	4	0	0	10	48	26	21	
	HEATHROW	ROYAL AIR MAROC	S	D	22	0	0	68	23	9	0	0	11	0	0	0	
	STANSTED	ROYAL AIR MAROC	S	A	3	0	1	67	33	0	0	0	7	55	24	11	
	STANSTED	ROYAL AIR MAROC	S	D	2	0	1	50	50	0	0	0	8	18	33	11	
<b>TOTAL MARRAKESH</b>					<b>91</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>23</b>	<b>23</b>	
MARSEILLE																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	112	0	0	94	2	4	1	0	4	93	4	90	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	112	0	0	92	6	1	1	0	4	82	10	90	
	STANSTED	KLM UK LTD	S	A	30	0	0	90	3	7	0	0	5	95	2	39	
	STANSTED	KLM UK LTD	S	D	30	0	0	87	7	3	3	0	8	74	12	39	
<b>TOTAL MARSEILLE</b>					<b>284</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	12	1	1	25	8	58	8	0	0	35	17	29	12	
	HEATHROW	AIR MAURITIUS LTD	S	D	13	0	0	38	31	23	0	0	8	152	33	23	12	
	MANCHESTER	AIR MAURITIUS LTD	S	A	4	0	0	50	25	0	0	0	25	367	75	13	4	
	MANCHESTER	AIR MAURITIUS LTD	S	D	4	0	0	0	0	50	25	0	25	411	0	59	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	3	92	2	12		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	1	75	18	12		
<b>TOTAL MAURITIUS</b>					<b>59</b>	<b>1</b>	<b>1</b>	<b>59</b>	<b>12</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>52</b>	<b>21</b>	<b>21</b>	
MELBOURNE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	71	10	5	14	0	0	21	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	52	29	10	5	5	0	26	0	0	0	
	HEATHROW	QANTAS	S	A	30	0	0	63	13	13	3	3	34	70	14	30		
	HEATHROW	QANTAS	S	D	13	0	0	69	23	8	0	0	12	67	16	30		
<b>TOTAL MELBOURNE</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>68</b>	<b>15</b>	<b>15</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	15	31	8	0	0	23	62	26	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	31	15	15	0	0	31	69	28	13	
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>27</b>	<b>27</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	53	20	27	0	0	0	18	60	18	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	90	7	3	0	0	8	67	16	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	93	4	2	2	0	6	50	19	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	68	18	7	5	2	0	18	43	33	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	43	27	27	3	0	24	33	44	30		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	43	40	17	0	0	18	27	46	30		
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>33</b>	<b>33</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA	S	A	86	0	4	88	6	1	5	0	8	77	9	90		
	HEATHROW	ALITALIA	S	D	81	0	9	83	7	6	2	1	10	80	11	89		
	HEATHROW	BMI BRITISH MIDLAND	S	A	84	0	2	85	7	4	4	1	11	0	0	0		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MILAN (LINATE)																		
	HEATHROW	BMI BRITISH MIDLAND	S	D	84	0	2	80	7	5	8	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	1	76	4	8	9	3	0	24	74	17	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	80	7	9	3	1	0	15	76	11	90	
	STANSTED	GO FLY LTD	S	A	30	0	0	87	0	10	0	3	0	12	100	1	30	
	STANSTED	GO FLY LTD	S	D	30	0	0	70	13	10	3	3	0	23	60	15	30	
	STANSTED	KLM UK LTD	S	A	74	0	3	82	3	1	11	1	1	20	70	18	77	
	STANSTED	KLM UK LTD	S	D	76	0	1	79	9	7	5	0	0	15	72	19	78	
<b>TOTAL MILAN (LINATE)</b>					<b>725</b>	<b>2</b>	<b>22</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>13</b>	
MILAN (MALPENSA)																		
	HEATHROW	ALITALIA	S	A	140	0	10	59	16	16	7	2	0	25	46	25	149	
	HEATHROW	ALITALIA	S	D	145	0	5	72	13	6	8	1	0	17	58	17	150	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	81	10	0	10	0	0	14	50	21	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	1	69	14	7	9	1	0	21	49	22	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	86	2	3	9	0	0	12	76	13	59	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	76	0	2	88	3	0	8	1	0	13	68	16	75	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	77	0	0	83	4	4	9	0	0	11	73	15	78	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	75	0	0	60	16	13	8	3	0	25	57	16	77	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	78	0	0	73	8	8	12	0	0	16	68	13	78	
	STANSTED	EUROFLY SPA	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0	
	STANSTED	EUROFLY SPA	C	D	2	0	0	50	0	0	50	0	0	38	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>					<b>798</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>10</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>16</b>	<b>16</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	22	0	0	95	0	0	5	0	0	7	57	25	30	
	GATWICK	NORTHWEST AIRLINES	S	D	22	0	0	86	5	0	9	0	0	11	63	23	30	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>24</b>	<b>24</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	8	0	0	88	0	13	0	0	0	11	56	17	9	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	8	0	0	63	25	13	0	0	0	11	89	9	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MINSK																		
<b>TOTAL MINSK</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>13</b>	
MOENCHENGLADBACH																		
	LONDON CITY	VLM (BELGIUM)	S	A	83	0	4	87	11	2	0	0	0	6	72	13	98	
	LONDON CITY	VLM (BELGIUM)	S	D	83	0	4	88	8	4	0	0	0	6	75	11	99	
<b>TOTAL MOENCHENGLADBACH</b>					<b>167</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>16</b>	<b>16</b>		
MOMBASA																		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	4	0	0	75	25	0	0	0	0	6	0	50	2	
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	4	0	0	75	0	25	0	0	0	13	100	11	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	1	80	16	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	9	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	1	0	100	0	0	0	0	0	0	75	15	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	15	25	49	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	16	50	11	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	50	33	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	
<b>TOTAL MOMBASA</b>					<b>38</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>19</b>	<b>19</b>		
MONASTIR																		
	GATWICK	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	4	0	37	4	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	5	50	15	4	
	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	6	0	70	4	
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	25	56	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	60	16	5	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	4	80	11	5	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	75	25	0	0	0	0	6	67	16	9	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	100	3	9	
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	12	20	25	5	
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	4	60	14	5	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	5	56	16	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
MONASTIR																		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	67	16	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	19	50	19	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	22	25	21	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	100	0	0	0	0	0	1	92	5	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	0	92	2	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	0	100	0	0	0	0	0	1	75	31	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	75	26	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	0	100	0	0	131	50	17	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	25	25	0	71	100	3	4	
	GLASGOW	NOUVELAIR TUNISIE	C	A	4	0	0	0	25	25	50	0	0	78	100	7	2	
	GLASGOW	NOUVELAIR TUNISIE	C	D	4	0	0	0	25	0	50	0	25	318	67	51	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	75	15	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	4	3		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	3	50	33	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	75	6	4		
<b>TOTAL MONASTIR</b>					<b>134</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>64</b>	<b>18</b>	<b>18</b>	
MONTEGO BAY																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	2	18	24	18	18	6	18	238	18	72	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	1	1	41	18	29	6	6	0	39	6	72	17	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	0	50	25	25	450	25	75	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	0	0	25	25	407	25	35	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	33	17	17	33	0	0	36	0	318	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	33	17	0	0	0	19	0	121	4	
<b>TOTAL MONTEGO BAY</b>					<b>55</b>	<b>1</b>	<b>3</b>	<b>29</b>	<b>20</b>	<b>20</b>	<b>15</b>	<b>7</b>	<b>9</b>	<b>155</b>	<b>12</b>	<b>101</b>	<b>101</b>	
MONTPELLIER																		
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	16	0	0	69	25	6	0	0	0	11	0	0	0	
<b>TOTAL MONTPELLIER</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>7</b>	
MONTREAL (DORVAL)																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MONTREAL (DORVAL)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	3	90	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	83	13	0	3	0	0	12	70	21	30
<b>TOTAL MONTREAL (DORVAL)</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>14</b>	<b>14</b>
MOSCOW (DOMODEDOVO)																	
MOSCOW (SHEREMETYEVO)	HEATHROW	AEROFLOT	S	A	60	0	5	42	33	17	8	0	0	24	51	28	39
	HEATHROW	AEROFLOT	S	D	59	0	5	37	31	24	7	2	0	26	71	19	42
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	68	10	17	3	2	0	18	69	11	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	78	10	7	5	0	0	11	73	16	59
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>238</b>	<b>4</b>	<b>10</b>	<b>56</b>	<b>21</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>20</b>	<b>20</b>
MOSCOW (VNUKOVO)																	
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>160</b>	<b>160</b>
MUMBAI	HEATHROW	AIR INDIA	S	A	34	0	0	53	9	26	9	3	0	28	74	18	42
	HEATHROW	AIR INDIA	S	D	33	0	0	3	27	30	27	9	3	77	2	62	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	3	7	3	0	0	8	83	13	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	30	47	13	10	0	0	28	30	37	30
<b>TOTAL MUMBAI</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>21</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>46</b>	<b>34</b>	<b>34</b>
MUNICH	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	51	0	0	41	37	12	10	0	0	25	0	0	0
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	49	0	0	43	27	22	6	2	0	28	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	11	0	0	100	0	0	0	0	0	100	12	2	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	0	86	5	5	5	0	0	13	100	2	10
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	49	0	3	71	14	12	2	0	0	13	57	21	51
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	50	0	2	94	4	2	0	0	0	2	90	10	52
	HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	1	75	13	7	3	1	0	14	71	14	173
	HEATHROW	BRITISH AIRWAYS PLC	S	D	176	0	0	85	11	3	1	0	0	7	74	13	174

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						MATCHED	Plan (8)											
MUNICH																		
	GATWICK	DEUTSCHE BA	S	A	82	0	0	91	6	2	0	0	0	4	73	11	86	
	GATWICK	DEUTSCHE BA	S	D	82	0	0	95	5	0	0	0	0	2	70	15	86	
	STANSTED	GO FLY LTD	S	A	60	0	0	82	5	12	2	0	0	10	88	5	60	
	STANSTED	GO FLY LTD	S	D	60	0	0	75	15	7	3	0	0	11	53	16	60	
	BIRMINGHAM	LUFTHANSA	S	A	33	0	2	88	6	6	0	0	0	5	79	10	28	
	BIRMINGHAM	LUFTHANSA	S	D	59	0	2	93	3	0	3	0	0	7	55	15	29	
	HEATHROW	LUFTHANSA	S	A	180	0	0	83	8	4	4	0	0	8	77	11	167	
	HEATHROW	LUFTHANSA	S	D	180	0	0	92	4	2	2	0	0	5	83	8	167	
	MANCHESTER	LUFTHANSA	S	A	59	0	1	81	15	0	3	0	0	9	72	14	58	
	MANCHESTER	LUFTHANSA	S	D	60	0	0	90	2	3	5	0	0	9	83	14	59	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	73	0	0	92	7	1	0	0	0	4	94	5	48	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	47	0	0	83	15	2	0	0	0	8	70	15	44	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	26	0	0	88	12	0	0	0	0	6	92	3	26	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	26	0	0	96	0	0	4	0	0	7	58	15	26	
	BIRMINGHAM	WDL FLUGDIENST	C	A	6	0	0	83	17	0	0	0	0	11	0	0	0	
	BIRMINGHAM	WDL FLUGDIENST	C	D	6	0	0	67	17	17	0	0	0	13	0	0	0	
<b>TOTAL MUNICH</b>					<b>1626</b>	<b>2</b>	<b>11</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>12</b>	
MUNSTER-OSNABRUCK																		
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	43	0	0	98	0	2	0	0	0	1	0	0	0	
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	21	1	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>64</b>	<b>1</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>2</b>	
MURCIA SAN JAVIER																		
	GATWICK	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	A	8	0	0	100	0	0	0	0	0	4	88	10	8	
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	75	25	0	0	0	0	7	50	13	8	
	STANSTED	KLM UK LTD	S	A	17	0	0	94	6	0	0	0	0	3	0	0	0	
	STANSTED	KLM UK LTD	S	D	17	0	0	88	12	0	0	0	0	6	0	0	0	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>8</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	96	4	0	0	0	0	2	83	10	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	81	8	8	4	0	0	11	83	14	30
	HEATHROW	GULF AIR	S	A	18	0	0	100	0	0	0	0	0	1	84	7	38
	HEATHROW	GULF AIR	S	D	15	0	0	93	7	0	0	0	0	4	71	16	34
<b>TOTAL MUSCAT</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>12</b>	<b>12</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NAGOYA (AFB)	HEATHROW	JAPAN AIRLINES	S	A	6	0	0	100	0	0	0	0	0	0	88	4	8
	HEATHROW	JAPAN AIRLINES	S	D	6	0	0	100	0	0	0	0	0	1	63	14	8
<b>TOTAL NAGOYA (AFB)</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>9</b>	<b>9</b>
NAIROBI	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	60	20	20	0	0	0	18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	12	0	0	0
	HEATHROW	KENYA AIRWAYS	S	A	25	0	0	76	4	4	8	4	4	36	60	32	25
	HEATHROW	KENYA AIRWAYS	S	D	25	0	0	80	20	0	0	0	0	6	72	11	25
<b>TOTAL NAIROBI</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>20</b>	<b>66</b>	<b>21</b>	<b>21</b>
NANTES	GATWICK	GB AIRWAYS LTD	S	A	9	0	1	78	11	0	11	0	0	17	83	23	23
	GATWICK	GB AIRWAYS LTD	S	D	10	0	1	70	20	0	10	0	0	18	71	32	24
<b>TOTAL NANTES</b>					<b>19</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>27</b>	<b>27</b>
NAPLES	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	20	80	0	0	0	0	19	25	112	4
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	5	100	4	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	21	25	115	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	67	11	3	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	0	92	3	3	2	0	0	6	97	4	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	90	5	3	2	0	0	7	90	6	60
	STANSTED	GO FLY LTD	S	A	30	0	0	83	3	7	7	0	0	12	87	5	30
	STANSTED	GO FLY LTD	S	D	30	0	0	80	10	3	7	0	0	13	80	11	30
<b>TOTAL NAPLES</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>10</b>	<b>10</b>
NASSAU																	
NATAL																	
NEW YORK (JF KENNEDY)	HEATHROW	AIR INDIA	S	A	25	0	0	28	16	24	24	4	4	67	10	40	30

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
NEW YORK (JF KENNEDY)																	
	HEATHROW	AIR INDIA	S	D	25	0	0	20	16	20	36	4	4	67	43	27	30
	HEATHROW	AMERICAN AIRLINES	S	A	115	3	4	40	23	20	15	2	0	32	47	32	175
	HEATHROW	AMERICAN AIRLINES	S	D	117	0	3	89	8	2	2	0	0	9	77	12	177
	HEATHROW	BRITISH AIRWAYS PLC	S	A	162	0	4	91	6	1	1	1	0	5	87	7	209
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	1	77	14	5	2	1	0	15	69	18	209
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	3	3	3	0	18	59	19	29
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	93	0	0	7	0	0	6	80	16	30
	HEATHROW	KUWAIT AIRWAYS	S	A	12	0	2	100	0	0	0	0	0	2	54	19	13
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	1	46	31	15	8	0	0	23	75	9	12
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	16	0	1	44	6	25	19	0	6	137	31	48	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	16	1	1	19	13	25	19	19	6	105	8	129	13
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	77	13	3	7	0	0	15	63	16	86
	HEATHROW	UNITED AIRLINES	S	D	59	0	0	95	3	0	2	0	0	4	80	10	87
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	55	17	15	12	2	0	27	48	20	90
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	59	0	1	71	19	5	5	0	0	14	50	18	90
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>965</b>	<b>6</b>	<b>18</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>18</b>	<b>18</b>
NEW YORK (NEWARK)																	
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	53	13	23	7	3	0	28	57	28	30
	HEATHROW	AMERICAN AIRLINES	S	D	29	0	0	83	17	0	0	0	0	6	57	17	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	82	9	4	4	0	2	18	66	20	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	1	0	88	7	0	2	2	2	19	80	17	59
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	28	0	0	86	11	0	4	0	0	7	63	19	30
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	27	1	1	96	0	0	4	0	0	3	100	2	30
	GATWICK	CONTINENTAL AIRLINES	S	A	57	0	0	81	11	5	4	0	0	8	79	9	56
	GATWICK	CONTINENTAL AIRLINES	S	D	57	0	0	95	2	4	0	0	0	4	73	11	56
	GLASGOW	CONTINENTAL AIRLINES	S	A	25	0	0	96	0	4	0	0	0	2	87	8	30
	GLASGOW	CONTINENTAL AIRLINES	S	D	24	1	1	92	8	0	0	0	0	3	90	7	30
	MANCHESTER	CONTINENTAL AIRLINES	S	A	26	0	0	96	0	4	0	0	0	2	77	10	30
	MANCHESTER	CONTINENTAL AIRLINES	S	D	26	0	0	96	0	4	0	0	0	3	77	11	30
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	81	6	6	6	0	0	12	45	43	29

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
NEW YORK (NEWARK)																		
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	97	3	0	0	0	0	1	79	10	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	51	0	5	57	27	6	10	0	0	19	37	21	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	51	1	4	69	14	10	8	0	0	19	63	16	30	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>605</b>	<b>7</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>19</b>	<b>19</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	189	1	0	93	4	2	2	0	0	6	62	18	164	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	189	1	0	92	5	3	1	0	0	4	76	14	164	
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	A	70	0	0	93	4	3	0	0	0	4	90	9	70	
	BIRMINGHAM	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	0	96	3	1	0	0	0	2	90	9	71	
	GATWICK	CITY FLYER EXPRESS	S	A	141	0	0	94	4	3	0	0	0	3	78	12	139	
	GATWICK	CITY FLYER EXPRESS	S	D	141	0	0	90	4	6	0	0	0	6	72	13	139	
	STANSTED	GO FLY LTD	S	A	52	0	0	65	19	12	4	0	0	15	0	0	0	
	STANSTED	GO FLY LTD	S	D	52	0	0	73	21	2	4	0	0	12	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>905</b>	<b>4</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>13</b>	
NEWQUAY																		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	88	6	2	4	0	0	6	39	34	51	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	82	0	0	94	2	4	0	0	0	5	63	19	82	
<b>TOTAL NEWQUAY</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>25</b>	<b>25</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	59	0	1	88	5	2	5	0	0	7	64	18	58	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	90	2	5	3	0	0	7	74	13	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	88	7	4	2	0	0	7	72	19	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	90	7	2	2	0	0	6	69	19	119	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	90	3	7	0	0	0	5	80	13	30	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	29	0	0	93	3	3	0	0	0	3	87	12	30	
	GATWICK	CITY FLYER EXPRESS	S	A	29	0	0	100	0	0	0	0	0	0	73	16	22	
	GATWICK	CITY FLYER EXPRESS	S	D	30	0	0	97	0	3	0	0	0	5	77	15	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	97	3	0	0	0	0	1	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NICE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	93	0	7	0	0	0	7	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	87	0	3	87	7	3	1	1	0	6	76	19	120	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	87	0	3	74	14	9	3	0	0	14	53	37	120	
	STANSTED	GO FLY LTD	S	A	30	0	0	93	7	0	0	0	0	2	0	0	0	
	STANSTED	GO FLY LTD	S	D	30	0	0	93	7	0	0	0	0	3	0	0	0	
<b>TOTAL NICE</b>					<b>775</b>	<b>1</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>21</b>	<b>21</b>	
NIMES																		
	STANSTED	RYANAIR	S	A	30	0	0	90	7	0	3	0	0	6	87	7	30	
	STANSTED	RYANAIR	S	D	30	0	0	50	30	17	3	0	0	20	79	9	29	
<b>TOTAL NIMES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>8</b>	
NORWICH																		
	EDINBURGH	EASTERN AIRWAYS	S	A	70	1	0	44	39	16	1	0	0	20	88	7	75	
	EDINBURGH	EASTERN AIRWAYS	S	D	70	1	0	87	3	10	0	0	0	7	85	12	75	
	MANCHESTER	EASTERN AIRWAYS	S	A	66	0	0	95	5	0	0	0	0	5	89	7	66	
	MANCHESTER	EASTERN AIRWAYS	S	D	66	0	0	100	0	0	0	0	0	0	89	5	66	
<b>TOTAL NORWICH</b>					<b>272</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>8</b>	<b>8</b>	
NUREMBERG																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					NOV 2000						
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
OLBIA																		
OPORTO ( PORTUGAL )																		
	HEATHROW	AIR PORTUGAL	S	A	47	0	1	34	45	15	6	0	0	24	55	22	42	
	HEATHROW	AIR PORTUGAL	S	D	47	0	1	83	9	4	4	0	0	11	82	12	28	
	GATWICK	GB AIRWAYS LTD	S	A	14	0	1	93	7	0	0	0	4	46	45	26		
	GATWICK	GB AIRWAYS LTD	S	D	29	0	1	69	24	3	3	0	12	71	27	24		
<b>TOTAL OPORTO ( PORTUGAL )</b>					<b>137</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>24</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>26</b>	<b>26</b>	
ORAN ES SENIA																		
<b>TOTAL ORAN ES SENIA</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>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ORLANDO																		
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	75	18	4		
	GATWICK	BRITANNIA AIRWAYS	C	A	7	0	0	71	14	0	14	0	15	38	28	8		
	GATWICK	BRITANNIA AIRWAYS	C	D	6	1	0	100	0	0	0	0	7	44	19	9		
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	16	100	8	2		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	1	75	9	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	9	75	19	4		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	27	0	0	0	10	63	29	30		
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	93	3	3	0	0	6	67	26	30		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	63	0	0	43	24	25	8	0	24	47	34	57		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	64	0	0	55	20	22	3	0	19	31	46	55		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	11	0	0	100	0	0	0	0	2	75	19	24		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	10	0	0	90	0	0	10	0	9	38	35	24		
<b>TOTAL ORLANDO</b>					<b>236</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>30</b>	<b>30</b>		
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	30	0	1	60	37	3	0	0	11	73	7	30		
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	97	3	0	0	0	5	47	19	30		
<b>TOTAL OSAKA (KANSAI)</b>					<b>60</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>13</b>	<b>13</b>		
OSLO (GARDERMOEN)																		
	GATWICK	BRAATHENS ASA	S	A	60	0	0	95	5	0	0	0	3	82	12	60		
	GATWICK	BRAATHENS ASA	S	D	60	0	0	98	2	0	0	0	2	90	8	60		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
OSLO (GARDERMOEN)	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	90	6	2	3	0	0	6	66	19	148
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	85	7	6	3	0	0	8	66	15	148
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	0	88	6	6	0	0	0	4	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	51	0	1	94	2	4	0	0	0	5	0	0	0
	HEATHROW	SAS	S	A	142	0	0	87	8	3	2	0	0	6	81	9	163
	HEATHROW	SAS	S	D	140	0	1	91	3	4	2	0	0	5	79	12	162
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>746</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>12</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	30	0	0	27	13	50	7	3	0	44	37	43	30
	HEATHROW	AIR CANADA	S	D	30	0	0	67	30	3	0	0	0	13	60	26	30
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>34</b>	<b>34</b>
OVDA	HEATHROW	EL AL	S	A	4	0	1	100	0	0	0	0	0	3	89	4	9
	HEATHROW	EL AL	S	D	3	0	1	100	0	0	0	0	0	0	89	4	9
	LUTON	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	8	50	20	4
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	1	50	15	4
<b>TOTAL OVDA</b>					<b>13</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>24</b>	<b>24</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
PADERBORN	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	4	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL PADERBORN</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>5</b>	<b>79</b>	<b>9</b>	<b>9</b>
PALERMO	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	0	100	0	0	90	0	36	3
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	35	75	14	4	4
<b>TOTAL PALERMO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>62</b>	<b>43</b>	<b>23</b>	<b>23</b>	
PALMA DE MALLORCA	BIRMINGHAM	AIR 2000	S	A	4	0	0	100	0	0	0	0	1	25	30	4	4
	BIRMINGHAM	AIR 2000	S	D	4	0	0	100	0	0	0	0	6	25	29	4	4
	GATWICK	AIR 2000	S	A	8	0	0	100	0	0	0	0	2	88	15	8	8
	GATWICK	AIR 2000	S	D	8	0	0	100	0	0	0	0	0	88	14	8	8
	MANCHESTER	AIR 2000	S	A	6	0	0	83	17	0	0	0	6	0	35	8	8
	MANCHESTER	AIR 2000	S	D	6	0	0	83	17	0	0	0	4	63	17	8	8
	GATWICK	AIR EUROPA	S	A	12	0	0	42	33	17	8	0	25	33	32	12	12
	GATWICK	AIR EUROPA	S	D	12	0	0	67	17	8	8	0	16	67	16	12	12
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	77	17	3	3	0	15	63	17	30	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	73	17	0	10	0	14	80	9	30	30
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	77	15	0	8	0	16	63	17	8	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	92	8	0	0	0	4	100	9	8	8
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	45	27	9	18	0	36	38	25	8	8
	GATWICK	BRITANNIA AIRWAYS	C	D	11	0	0	73	18	0	9	0	12	100	1	8	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	56	22	0	11	11	45	13	29	8	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	0	11	31	100	7	8	8
	LUTON	BRITANNIA AIRWAYS	C	A	3	0	0	100	0	0	0	0	7	75	9	4	4
	LUTON	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	5	100	2	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	13	0	0	62	23	8	8	0	16	44	40	9	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	13	0	0	92	8	0	0	0	3	100	4	8	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	5	0	0	40	0	40	20	0	41	100	3	4	4



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
PALMA DE MALLORCA	NEWCASTLE	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	9	100	0	4	
	STANSTED	BRITANNIA AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	15	75	6	4	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	50	21	4	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	33	0	1	58	15	21	6	0	0	20	73	18	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	33	0	1	58	18	18	6	0	0	20	57	21	30	
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	4	78	23	9	
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	2	63	42	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	45	50	21	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	8	0	8	8	0	22	79	30	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	12	0	0	83	8	0	0	8	0	25	100	3	15	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	50	25	25	0	0	40	20	61	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	80	5	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	15	0	0	73	13	7	7	0	0	15	68	29	19	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	93	7	0	0	0	0	2	75	33	20	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	0	60	0	0	0	27	50	118	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	9	75	54	4	
	GLASGOW	SPANAIR	C	A	4	0	0	75	25	0	0	0	0	7	75	9	4	
	GLASGOW	SPANAIR	C	D	4	0	0	50	50	0	0	0	0	11	75	8	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	67	57	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	16	75	5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	13	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	1	5	
<b>TOTAL PALMA DE MALLORCA</b>					<b>431</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>20</b>	<b>20</b>	
PAPHOS	BIRMINGHAM	AIR 2000	S	A	4	0	0	50	25	0	25	0	0	33	80	13	5	
	BIRMINGHAM	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	6	80	11	5	
	GATWICK	AIR 2000	S	A	13	0	0	31	15	38	15	0	0	37	38	41	13	
	GATWICK	AIR 2000	S	D	12	0	0	50	8	25	17	0	0	25	62	20	13	
	GLASGOW	AIR 2000	S	A	4	0	0	0	75	25	0	0	0	24	80	14	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
PAPHOS	GLASGOW	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	2	80	11	5
	MANCHESTER	AIR 2000	S	A	5	0	0	60	20	0	20	0	0	24	60	17	10
	MANCHESTER	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	4	100	6	10
	STANSTED	AIR 2000	S	A	5	0	0	80	0	0	20	0	0	22	0	0	0
	STANSTED	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	9	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	0	50	0	0	39	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	0	11	0	0	21	0	50	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	6	40	49	5
	GATWICK	BRITANNIA AIRWAYS	C	A	11	0	0	36	36	9	18	0	0	28	62	23	13
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	10	69	11	13
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	5	100	3	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	6	4
	LUTON	BRITANNIA AIRWAYS	C	A	8	1	0	88	13	0	0	0	0	6	80	12	5
	LUTON	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	100	5	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	10	0	0	60	0	40	0	0	0	17	69	20	13
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	3	69	18	13
	GATWICK	CYPRUS AIRWAYS	S	A	4	0	0	50	25	25	0	0	0	19	40	23	5
	HEATHROW	CYPRUS AIRWAYS	S	D	4	0	0	25	0	75	0	0	0	35	0	31	4
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	7	0	0	86	14	0	0	0	0	9	0	72	3
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	5	0	72	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	3	67	43	6
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	86	0	14	0	0	0	5	80	43	5
	GATWICK	HELIOS AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	31	8
	GATWICK	HELIOS AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	25	42	8
	MANCHESTER	HELIOS AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	44	25	9
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	15	22	42	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	7	75	275	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	15	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PAPHOS	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	2	60	7	5
	LUTON	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	100	6	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	13	40	16	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	80	13	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	13	50	0	0	0	25	75	14	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	1	0	71	14	0	14	0	0	17	92	15	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	17	64	22	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	4	92	4	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PAPHOS</b>					<b>273</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>25</b>	<b>25</b>
PARIS (CHARLES DE GAULLE)	EDINBURGH	AIR FRANCE	S	A	90	0	0	57	13	20	10	0	0	23	47	30	89
	EDINBURGH	AIR FRANCE	S	D	90	0	0	46	18	31	6	0	0	25	39	32	89
	HEATHROW	AIR FRANCE	S	A	359	1	8	55	22	14	8	0	0	22	49	25	369
	HEATHROW	AIR FRANCE	S	D	358	1	9	64	18	11	7	0	0	17	52	27	366
	MANCHESTER	AIR FRANCE	S	A	146	0	0	49	32	10	9	0	0	23	68	18	147
	MANCHESTER	AIR FRANCE	S	D	146	0	0	71	10	12	6	0	0	15	56	25	147
	HEATHROW	BMI BRITISH MIDLAND	S	A	170	0	1	80	11	4	5	0	0	11	40	30	172
	HEATHROW	BMI BRITISH MIDLAND	S	D	169	0	1	72	14	11	3	0	0	13	57	21	171
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	142	0	0	88	6	3	3	0	0	6	76	13	141
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	142	0	0	79	11	8	3	0	0	10	68	17	141
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	21	0	0	86	14	0	0	0	0	6	67	16	21
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	25	0	0	76	20	0	4	0	0	13	85	9	26
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	164	0	0	83	9	7	2	0	0	9	75	11	159

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						MATCHED	Plan (8)											
PARIS (CHARLES DE GAULLE)																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	163	0	0	96	1	2	1	0	0	4	90	7	162	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	75	0	0	92	4	3	1	0	0	5	91	6	96	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	72	0	1	96	1	1	1	0	0	4	97	3	77	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	339	0	1	87	5	4	4	0	0	8	75	16	342	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	341	0	0	77	15	5	4	0	0	10	76	14	342	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	132	0	1	77	11	6	6	0	0	14	69	15	157	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	132	0	1	73	11	11	5	0	0	12	67	17	157	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	79	1	0	85	11	0	4	0	0	7	58	20	79	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	80	0	0	65	19	14	3	0	0	15	49	26	79	
	LONDON CITY	CITY JET	S	A	123	0	0	79	13	7	2	0	0	10	0	0	0	
	LONDON CITY	CITY JET	S	D	123	0	0	52	28	19	2	0	0	19	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	190	0	0	81	9	7	2	0	0	9	70	20	182	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	189	0	0	80	11	7	2	0	0	10	50	28	184	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	55	23	0	64	15	13	9	0	0	21	0	0	0	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	78	0	0	59	13	22	6	0	0	20	0	0	0	
	STANSTED	KLM UK LTD	S	A	104	0	1	88	3	5	3	1	0	9	84	9	86	
	STANSTED	KLM UK LTD	S	D	103	1	0	75	12	9	5	0	0	14	74	14	86	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>4404</b>	<b>28</b>	<b>24</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>20</b>	<b>20</b>	
PARIS (LE BOURGET)																		
PARIS (ORLY)																		
PERPIGNAN																		
	STANSTED	RYANAIR	S	A	30	0	1	97	3	0	0	0	0	4	83	10	29	
	STANSTED	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	6	73	15	30	
<b>TOTAL PERPIGNAN</b>					<b>60</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>12</b>	<b>12</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	29	1	1	79	10	10	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	70	20	10	0	0	0	14	0	0	0	
<b>TOTAL PESCARA</b>					<b>59</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PHILADELPHIA INTERNATION																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PHILADELPHIA INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	70	19	9	2	0	0	12	68	12	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	75	20	5	0	0	0	9	70	16	60
	GATWICK	US AIRWAYS	S	A	31	0	0	74	6	6	10	0	3	30	43	42	30
	GATWICK	US AIRWAYS	S	D	30	0	0	83	7	7	3	0	0	8	50	34	30
	MANCHESTER	US AIRWAYS	S	A	30	0	0	83	10	0	3	3	0	14	83	9	30
	MANCHESTER	US AIRWAYS	S	D	29	0	1	86	3	7	3	0	0	9	73	23	30
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>229</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>20</b>	<b>20</b>
PHOENIX																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	72	17	7	3	0	0	12	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	97	0	0	0	3	0	9	0	0	0
<b>TOTAL PHOENIX</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHUKET																	
PISA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	100	0	0	0	0	0	1	93	4	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	90	5	5	0	0	0	5	78	11	60
	STANSTED	RYANAIR	S	A	59	0	1	88	10	2	0	0	0	5	87	9	60
	STANSTED	RYANAIR	S	D	60	0	0	73	23	3	0	0	0	11	65	19	60
<b>TOTAL PISA</b>					<b>239</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>10</b>
PITTSBURGH																	
	GATWICK	US AIRWAYS	S	A	29	0	0	76	7	14	0	3	0	17	83	17	30
	GATWICK	US AIRWAYS	S	D	30	0	0	100	0	0	0	0	0	4	57	15	30
<b>TOTAL PITTSBURGH</b>					<b>59</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>16</b>
PLYMOUTH																	
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	96	3	1	0	0	0	4	64	13	66
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	38	0	0	95	3	0	3	0	0	4	55	25	55
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	100	0	0	0	0	0	5	50	21	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PLYMOUTH	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	14	0	0	86	0	14	0	0	0	11	57	19	7
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	88	12	0	0	0	0	7	0	0	0
<b>TOTAL PLYMOUTH</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>18</b>	<b>18</b>
POITIERS	STANSTED	KLM UK LTD	S	A	13	0	0	54	15	15	8	8	0	40	0	0	0
	STANSTED	KLM UK LTD	S	D	13	0	0	69	15	15	0	0	0	13	0	0	0
<b>TOTAL POITIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
PORLAMAR	GATWICK	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	AIR 2000	C	D	2	0	0	50	0	50	0	0	0	21	100	9	2
	MANCHESTER	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	100	6	2	
	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	50	13	2	
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>9</b>
PORT OF SPAIN	HEATHROW	BWIA	S	A	30	0	0	47	17	23	10	0	3	69	41	30	29
	HEATHROW	BWIA	S	D	30	0	0	37	27	23	10	0	3	70	14	54	29
<b>TOTAL PORT OF SPAIN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>28</b>	<b>42</b>	<b>42</b>
PORTO SANTO																	
PRAGUE	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	79	12	3	3	2	0	16	69	20	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	83	12	3	1	0	0	8	63	18	90
	BIRMINGHAM	CSA	S	A	22	0	0	91	9	0	0	0	0	3	0	0	0
	BIRMINGHAM	CSA	S	D	22	0	0	100	0	0	0	0	0	1	0	0	0
	HEATHROW	CSA	S	A	60	0	0	78	13	7	2	0	0	11	48	18	60
	HEATHROW	CSA	S	D	60	0	0	88	5	5	2	0	0	7	78	12	60
	MANCHESTER	CSA	S	A	26	0	0	96	4	0	0	0	0	4	82	8	22
	MANCHESTER	CSA	S	D	26	0	0	85	15	0	0	0	0	6	52	18	21

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
PRAGUE																		
	STANSTED	CSA	S	A	39	0	1	87	13	0	0	0	0	4	69	18	29	
	STANSTED	CSA	S	D	39	0	1	100	0	0	0	0	0	2	55	23	29	
	STANSTED	GO FLY LTD	S	A	60	0	0	73	10	13	3	0	0	13	90	5	51	
	STANSTED	GO FLY LTD	S	D	60	0	0	70	13	15	2	0	0	16	88	9	51	
<b>TOTAL PRAGUE</b>					<b>594</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>15</b>	<b>15</b>	
PRESTWICK																		
	STANSTED	RYANAIR	S	A	254	0	5	86	7	4	2	1	0	11	83	9	246	
	STANSTED	RYANAIR	S	D	255	0	4	81	10	5	4	0	0	12	78	12	248	
<b>TOTAL PRESTWICK</b>					<b>509</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>10</b>	
PRISTINA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	85	0	8	8	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	46	15	31	8	0	0	30	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	21	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	11	0	0	0	
<b>TOTAL PRISTINA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>9</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	50	50	0	0	0	0	12	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PUERTO PLATA																		
	MANCHESTER	AIR 2000	C	A	4	0	0	75	0	0	0	25	0	51	50	46	2	
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	7	50	44	2	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	36	60	22	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	36	100	0	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	24	25	110	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	7	20	86	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	14	33	347	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	18	20	131	5	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
PUERTO PLATA	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	14	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	5	4
<b>TOTAL PUERTO PLATA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>59</b>	<b>59</b>
PUERTO VALLARTA	GATWICK	AIR 2000	C	A	4	0	0	50	0	50	0	0	0	21	67	9	6
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL PUERTO VALLARTA</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>	<b>80</b>	<b>7</b>	<b>7</b>



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	29	0	1	62	28	3	7	0	0	13	89	13	28
	GATWICK	AMERICAN AIRLINES	S	D	29	0	1	97	0	0	3	0	0	4	57	18	28
<b>TOTAL RALEIGH</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>15</b>	<b>15</b>
RENNES	LONDON CITY	BRIT AIR	S	A	47	0	0	89	9	2	0	0	0	6	96	2	50
	LONDON CITY	BRIT AIR	S	D	47	0	0	87	11	2	0	0	0	8	82	11	50
<b>TOTAL RENNES</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>6</b>
REUS																	
RHODES																	
<b>TOTAL RHODES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIGA	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	22	0	0	91	9	0	0	0	0	2	94	2	17
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	22	0	0	100	0	0	0	0	0	5	82	7	17
<b>TOTAL RIGA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>4</b>
RIMINI																	
<b>TOTAL RIMINI</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>12</b>	<b>65</b>	<b>15</b>	<b>15</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	48	33	14	5	0	0	23	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	91	5	5	0	0	0	4	0	0	0
	HEATHROW	VARIG	S	A	30	0	0	30	27	27	17	0	0	34	40	25	30
	HEATHROW	VARIG	S	D	30	0	0	70	17	13	0	0	0	15	63	20	30
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>16</b>	<b>16</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	1	100	3	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	83	8	0	8	0	0	13	83	9	12
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	10	0	6	60	20	20	0	0	0	11	94	4	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	10	0	6	70	30	0	0	0	0	11	71	14	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
RIYADH																	
<b>TOTAL RIYADH</b>					<b>45</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>7</b>
ROME (CIAMPINO)																	
	STANSTED	GO FLY LTD	S	A	56	0	4	93	4	2	2	0	0	5	81	8	52
	STANSTED	GO FLY LTD	S	D	56	0	0	84	13	4	0	0	0	9	75	12	52
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	10	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	32	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>					<b>117</b>	<b>1</b>	<b>4</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>10</b>	<b>10</b>
ROME (FIUMICINO)																	
	GATWICK	ALITALIA	S	A	29	0	1	62	17	21	0	0	0	15	80	10	59
	GATWICK	ALITALIA	S	D	29	0	31	83	17	0	0	0	0	5	97	2	59
	HEATHROW	ALITALIA	S	A	150	0	0	65	17	13	5	0	0	16	55	19	147
	HEATHROW	ALITALIA	S	D	150	0	0	77	9	7	6	0	1	15	71	14	147
	HEATHROW	BMI BRITISH MIDLAND	S	A	59	0	0	73	8	12	5	2	0	17	63	16	118
	HEATHROW	BMI BRITISH MIDLAND	S	D	59	0	0	78	15	2	3	2	0	11	77	11	118
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	32	1	0	78	6	13	3	0	0	12	87	6	90
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	32	0	0	94	3	3	0	0	0	4	82	9	90
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	26	0	0	31	31	35	0	4	0	35	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	26	0	0	88	4	4	0	4	0	12	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	21	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	21	0	0	100	0	0	0	0	0	4	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	1	72	15	5	7	1	0	17	75	19	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	89	5	4	3	0	0	7	77	13	150
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	73	8	12	4	4	0	23	73	10	26
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	96	0	0	0	4	0	10	92	5	26
<b>TOTAL ROME (FIUMICINO)</b>					<b>985</b>	<b>1</b>	<b>33</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>13</b>	<b>13</b>
ROTTERDAM																	
	EDINBURGH	BRITISH WORLD AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	BRITISH WORLD AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ROTTERDAM																		
	HEATHROW	KLM	S	A	104	0	0	88	6	5	2	0	0	7	88	9	106	
	HEATHROW	KLM	S	D	103	0	1	91	3	5	1	0	0	6	80	10	106	
	GATWICK	TTA - TRANS TRAVEL AIRLINES BV	S	A	20	0	0	70	15	15	0	0	0	12	0	0	0	
	GATWICK	TTA - TRANS TRAVEL AIRLINES BV	S	D	19	0	1	100	0	0	0	0	0	1	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	138	1	5	94	4	1	0	0	0	4	83	8	120	
	LONDON CITY	VLM (BELGIUM)	S	D	139	1	4	94	4	1	1	0	0	5	80	9	120	
	MANCHESTER	VLM (BELGIUM)	S	A	45	0	0	71	24	4	0	0	0	11	71	14	45	
	MANCHESTER	VLM (BELGIUM)	S	D	44	0	0	95	2	2	0	0	0	3	85	10	46	
<b>TOTAL ROTTERDAM</b>					<b>622</b>	<b>4</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>8</b>	
ROVANIEMI																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	1	0	50	0	50	0	0	0	18	0	35	2	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	3	100	6	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	5	100	6	2	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	100	4	2	
<b>TOTAL ROVANIEMI</b>					<b>10</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>13</b>	<b>13</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
SALONIKA																		
	GATWICK	OLYMPIC AIRWAYS	S	A	22	0	0	82	18	0	0	0	0	4	0	0	0	
	GATWICK	OLYMPIC AIRWAYS	S	D	22	0	0	91	5	0	0	5	0	16	0	0	0	
<b>TOTAL SALONIKA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>19</b>	<b>19</b>	
SALZBURG																		
	STANSTED	RYANAIR	S	A	61	2	0	95	3	0	2	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	D	61	3	0	69	26	5	0	0	0	11	0	0	0	
<b>TOTAL SALZBURG</b>					<b>122</b>	<b>5</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SAMARKAND																		
SAN DIEGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	95	0	5	0	0	0	2	83	17	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	95	5	0	0	0	0	3	57	20	30	
<b>TOTAL SAN DIEGO</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>18</b>	<b>18</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	2	7	4	4	0	18	88	8	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	81	7	4	5	4	0	21	55	23	51	
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	83	10	5	2	0	0	7	43	40	60	
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	90	3	2	5	0	0	9	58	31	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	17	3	0	0	0	7	33	36	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	80	20	0	0	0	0	8	53	27	30	
<b>TOTAL SAN FRANCISCO</b>					<b>293</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>57</b>	<b>27</b>	<b>27</b>	
SAN JUAN (PUERTO RICO)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	0	75	50	22	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	0	50	0	0	50	75	11	4	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>4</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>62</b>	<b>63</b>	<b>16</b>	<b>16</b>	
SANAA																		
	HEATHROW	YEMENIA	S	A	8	0	0	38	25	38	0	0	0	27	0	0	0	
	HEATHROW	YEMENIA	S	D	8	0	0	75	13	13	0	0	0	9	0	0	0	
<b>TOTAL SANAA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>10</b>	<b>10</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR		S A	56	0	0	80	9	7	4	0	0	11	80	10	56	
	STANSTED	RYANAIR		S D	56	0	0	55	25	14	5	0	0	20	55	19	56	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>15</b>	
SANFORD																		
	BIRMINGHAM	AIR 2000		C A	4	0	0	50	0	25	25	0	0	40	100	0	5	
	BIRMINGHAM	AIR 2000		C D	5	0	0	20	60	20	0	0	0	23	75	7	4	
	GATWICK	AIR 2000		C A	6	0	0	50	17	33	0	0	0	19	40	21	10	
	GATWICK	AIR 2000		C D	4	0	0	100	0	0	0	0	0	7	73	19	15	
	MANCHESTER	AIR 2000		C A	9	2	0	89	0	11	0	0	0	5	80	6	15	
	MANCHESTER	AIR 2000		C D	8	0	0	100	0	0	0	0	0	4	38	25	16	
	GATWICK	AMERICAN TRANS AIR		C A	5	0	0	40	20	20	20	0	0	27	100	12	1	
	MANCHESTER	AMERICAN TRANS AIR		C A	6	1	0	67	0	17	17	0	0	19	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	13	1	0	46	8	31	15	0	0	29	36	79	11	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	14	0	0	71	7	14	7	0	0	19	44	78	9	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	1	0	25	25	25	25	0	0	36	25	27	4	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	5	0	0	20	40	20	20	0	0	42	25	424	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	23	0	0	57	13	13	13	4	0	35	32	264	19	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	20	0	0	60	15	5	15	5	0	36	24	144	17	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	0	25	0	0	37	0	53	2	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	5	0	0	60	20	0	20	0	0	39	0	52	3	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	3	0	0	0	33	0	67	0	0	59	75	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	3	0	0	100	0	0	0	0	0	7	75	18	4	
<b>TOTAL SANFORD</b>					<b>145</b>	<b>6</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>46</b>	<b>83</b>	<b>83</b>	
SANTA CRUZ DE LA PALMA																		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	7	67	58	3	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	1	0	100	0	0	0	0	0	4	75	53	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>55</b>	<b>55</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
SANTIAGO DE COMPOSTELA																	
	HEATHROW	IBERIA	S	A	29	0	0	90	3	0	7	0	0	10	90	7	29
	HEATHROW	IBERIA	S	D	30	0	0	93	3	0	3	0	0	5	80	12	30
	LUTON	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA ( SPAIN )</b>					<b>64</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>10</b>
SANTO DOMINGO																	
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	0	3	0	0	5	86	14	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	23	3	10	0	0	20	55	26	29
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>20</b>	<b>20</b>
SEOUL (INCHEON)																	
	HEATHROW	KOREAN AIR	S	A	21	0	0	67	5	29	0	0	0	15	0	0	0
	HEATHROW	KOREAN AIR	S	D	21	0	0	81	14	5	0	0	0	6	0	0	0
<b>TOTAL SEOUL (INCHEON)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEOUL (KIMPO)																	
SEVILLE																	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	89	0	11	0	0	0	6	94	5	17
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	83	17	0	0	0	0	6	65	14	17
	HEATHROW	IBERIA	S	A	30	0	0	93	3	0	3	0	0	6	90	8	30
	HEATHROW	IBERIA	S	D	30	0	0	90	7	3	0	0	0	4	57	17	30
<b>TOTAL SEVILLE</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>11</b>	<b>11</b>
SEYCHELLES																	
	GATWICK	AIR SEYCHELLES	S	A	8	0	0	13	38	38	13	0	0	39	44	16	9
	GATWICK	AIR SEYCHELLES	S	D	8	0	0	75	13	0	0	13	0	29	67	21	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	13	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL SEYCHELLES</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>12</b>	<b>12</b>
SHANGHAI (PU DONG)																	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	62	8	23	8	0	0	21	58	20	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
SHANGHAI (PU DONG)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	85	15	0	0	0	0	9	85	5	13
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>12</b>	<b>12</b>
SHANNON	HEATHROW	AER LINGUS	S	A	90	0	0	86	7	2	6	0	0	9	69	19	88
	HEATHROW	AER LINGUS	S	D	90	0	0	83	9	2	6	0	0	10	64	20	89
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	29	0	1	69	14	17	0	0	0	11	84	14	49
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	87	13	0	0	0	0	4	90	10	48
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	26	0	0	96	4	0	0	0	0	1	60	16	25
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	26	0	0	92	4	4	0	0	0	4	65	17	26
	STANSTED	RYANAIR	S	A	102	4	0	93	6	1	0	0	0	2	85	9	85
	STANSTED	RYANAIR	S	D	107	0	0	91	5	5	0	0	0	5	73	18	85
<b>TOTAL SHANNON</b>					<b>500</b>	<b>5</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>15</b>
SHARM EL SHEIKH (OPHIRA)	GATWICK	AIR 2000	C	A	4	0	0	50	0	0	25	0	25	387	75	11	4
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	13	75	10	4
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	1	0	100	0	0	0	0	0	7	75	14	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	83	5	6
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	7	56	23	9
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	10	60	11	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	36	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	6	5
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>39</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>66</b>	<b>15</b>	<b>15</b>
SHERCHENKO																	
SINGAPORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	3	100	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	43	36	7	14	0	0	27	63	25	30
	HEATHROW	SINGAPORE AIRLINES	S	A	90	0	0	84	11	2	2	0	0	7	78	11	90

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	D	90	0	0	72	18	6	2	1	1	26	64	15	90	
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	0	0	33	13	27	27	0	0	38	73	14	30	
	MANCHESTER	SINGAPORE AIRLINES	S	D	30	0	0	47	3	23	27	0	0	37	30	32	30	
<b>TOTAL SINGAPORE</b>					<b>267</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>15</b>	<b>15</b>	
SKOPJE																		
SOFIA																		
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	20	0	0	70	10	5	10	5	0	26	65	19	26	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	20	0	0	75	10	5	10	0	0	21	73	17	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	25	0	0	100	0	0	0	0	0	0	92	2	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	25	0	0	92	8	0	0	0	0	5	73	10	26	
<b>TOTAL SOFIA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>14</b>	<b>14</b>	
SONDERBORG																		
SOUTHAMPTON																		
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	54	0	0	94	2	0	4	0	0	9	66	22	53	
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	0	94	2	0	4	0	0	5	81	11	53	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	99	0	0	82	15	3	0	0	0	7	82	9	100	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	99	0	0	85	13	1	1	0	0	6	80	11	100	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	100	0	0	86	13	1	0	0	0	7	84	11	98	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	78	0	0	94	5	1	0	0	0	3	84	8	77	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	69	0	1	94	6	0	0	0	0	4	74	16	72	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	70	0	0	100	0	0	0	0	0	1	82	12	72	
<b>TOTAL SOUTHAMPTON</b>					<b>623</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>12</b>	<b>12</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	30	0	0	90	3	3	3	0	0	8	80	8	30	
	STANSTED	RYANAIR	S	D	25	5	0	76	16	4	4	0	0	9	47	20	30	
<b>TOTAL ST ETIENNE</b>					<b>55</b>	<b>5</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>14</b>	<b>14</b>	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ST KITTS																		
ST LOUIS (LAMBERT)																		
	GATWICK	TRANS WORLD AIRLINES	S	A	30	0	0	73	7	17	3	0	0	13	73	19	30	
	GATWICK	TRANS WORLD AIRLINES	S	D	30	0	0	80	13	7	0	0	0	10	50	25	30	
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>22</b>	<b>22</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	15	0	0	8	43	62	39	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	8	0	0	23	31	66	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	25	0	0	0	7	0	69	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0	63	38	0	0	0	31	25	50	4	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>42</b>	<b>51</b>	<b>51</b>	
ST PETERSBURG																		
	GATWICK	AEROFLOT	S	A	2	0	1	0	0	0	0	100	0	193	33	21	3	
	GATWICK	AEROFLOT	S	D	2	0	1	0	0	0	0	100	0	204	67	7	3	
	HEATHROW	AEROFLOT	S	A	4	0	0	25	0	50	25	0	0	35	0	26	4	
	HEATHROW	AEROFLOT	S	D	4	0	0	0	0	50	50	0	0	62	0	45	4	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	86	10	5	0	0	0	5	86	8	21	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	95	5	0	0	0	0	5	81	14	21	
<b>TOTAL ST PETERSBURG</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>15</b>	<b>15</b>	
ST THOMAS ISLANDS																		
	GATWICK	AIR 2000	C	A	5	0	0	40	40	20	0	0	0	18	40	20	5	
<b>TOTAL ST THOMAS ISLANDS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>40</b>	<b>20</b>	<b>20</b>	
STANSTED																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	63	0	3	83	10	5	3	0	0	9	83	10	84	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	63	0	3	83	8	6	3	0	0	8	88	7	84	
	EDINBURGH	GO FLY LTD	S	A	190	0	0	85	11	4	0	0	6	86	6	172		
	EDINBURGH	GO FLY LTD	S	D	190	0	0	86	9	4	1	0	0	7	87	8	172	
	GLASGOW	GO FLY LTD	S	A	134	0	0	89	7	3	1	0	0	6	85	6	108	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
STANSTED	GLASGOW	GO FLY LTD	S	D	134	0	0	87	8	4	1	0	0	7	84	8	107
	NEWCASTLE	GO FLY LTD	S	A	52	0	0	71	19	6	4	0	0	15	0	0	0
	NEWCASTLE	GO FLY LTD	S	D	52	0	0	65	21	10	4	0	0	15	0	0	0
<b>TOTAL STANSTED</b>					<b>881</b>	<b>4</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>7</b>
STAVANGER	NEWCASTLE	BRAATHENS ASA	S	A	51	0	1	84	12	4	0	0	0	6	92	5	26
	NEWCASTLE	BRAATHENS ASA	S	D	51	0	1	94	4	2	0	0	0	4	92	15	26
	HEATHROW	SAS	S	A	23	0	3	83	0	13	4	0	0	10	83	8	30
	HEATHROW	SAS	S	D	22	0	3	86	5	5	5	0	0	8	79	14	29
<b>TOTAL STAVANGER</b>					<b>147</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>11</b>
STOCKHOLM (ARLANDA)	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	0	88	7	3	2	0	0	7	65	16	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	84	10	3	2	0	0	8	74	13	150
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	47	0	0	81	6	13	0	0	0	12	89	4	47
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	48	0	0	88	6	6	0	0	0	6	88	5	48
	HEATHROW	SAS	S	A	202	2	0	87	10	1	2	0	0	7	63	17	175
	HEATHROW	SAS	S	D	200	2	1	93	4	2	1	1	0	5	79	13	174
	MANCHESTER	SKYWAYS EXPRESS	S	A	48	0	2	96	2	2	0	0	0	2	85	9	52
	MANCHESTER	SKYWAYS EXPRESS	S	D	48	0	2	98	0	2	0	0	0	1	87	11	52
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>940</b>	<b>7</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>13</b>	<b>13</b>
STOCKHOLM (BROMMA)																	
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	A	69	0	0	74	16	9	1	0	0	10	78	17	82
	STANSTED	RYANAIR	S	D	69	0	0	62	29	7	1	0	0	14	74	14	82
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>16</b>	<b>16</b>
STORNOWAY	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	48	0	0	83	6	4	6	0	0	12	96	2	48
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	44	4	0	82	9	2	7	0	0	13	98	4	48
	EDINBURGH	LOGANAIR	S	A	25	0	0	84	4	0	12	0	0	16	96	3	26

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						MATCHED	Plan (8)										
STORNOWAY	EDINBURGH	LOGANAIR	S	D	26	0	0	81	12	0	8	0	0	15	88	14	26
<b>TOTAL STORNOWAY</b>					<b>143</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>95</b>	<b>5</b>	<b>5</b>
STRASBOURG	GATWICK	BRIT AIR	S	A	71	0	0	76	21	3	0	0	9	75	12	68	
	GATWICK	BRIT AIR	S	D	71	0	0	99	1	0	0	0	1	88	6	68	
<b>TOTAL STRASBOURG</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>9</b>	
STUTTART	HEATHROW	BMI BRITISH MIDLAND	S	A	57	0	1	89	9	2	0	0	4	62	17	87	
	HEATHROW	BMI BRITISH MIDLAND	S	D	58	0	0	88	9	3	0	0	6	78	11	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	1	81	14	3	2	0	8	77	13	116	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	87	7	5	1	0	7	75	12	116	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	74	0	0	82	14	4	0	0	7	91	4	74	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	74	0	0	91	4	4	1	0	7	89	6	74	
	HEATHROW	LUFTHANSA	S	A	29	0	1	97	3	0	0	0	2	0	0	0	
	HEATHROW	LUFTHANSA	S	D	30	0	0	97	0	0	3	0	4	0	0	0	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	30	0	0	97	3	0	0	0	3	88	6	26	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	30	0	0	97	3	0	0	0	1	88	8	26	
<b>TOTAL STUTTART</b>					<b>619</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>11</b>	
SUMBURGH	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	26	0	0	85	4	4	8	0	9	92	3	26	
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	26	0	0	96	0	0	4	0	5	96	3	26	
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	
	EDINBURGH	LOGANAIR	S	A	30	0	0	90	0	7	3	0	9	92	3	26	
	EDINBURGH	LOGANAIR	S	D	29	0	0	69	17	7	3	3	18	83	16	30	
	GLASGOW	LOGANAIR	S	A	30	0	0	93	0	0	7	0	12	0	0	0	
	GLASGOW	LOGANAIR	S	D	30	0	0	70	17	7	0	7	23	81	12	26	
<b>TOTAL SUMBURGH</b>					<b>175</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>13</b>	<b>89</b>	<b>8</b>	<b>8</b>	
SYDNEY																	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	82	0	0	70	6	16	7	0	1	22	95	3	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	58	21	11	9	1	0	21	58	17	60
	HEATHROW	QANTAS	S	A	30	0	0	3	37	23	33	3	0	62	65	26	43
	HEATHROW	QANTAS	S	D	47	0	0	72	17	6	4	0	0	14	63	17	43
<b>TOTAL SYDNEY</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>27</b>	<b>27</b>
SYLHET	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	12	1	1	50	17	33	0	0	0	22	0	0	0
<b>TOTAL SYLHET</b>					<b>12</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
TAIPEI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	100	0	0	0	0	0	0	100	1	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	15	8	0	0	18	31	27	13	
	HEATHROW	EVA AIR	S	A	13	0	0	92	8	0	0	0	0	5	92	9	13	
	HEATHROW	EVA AIR	S	D	13	0	0	92	8	0	0	0	0	3	85	6	13	
<b>TOTAL TAIPEI</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>11</b>	
TALLIN																		
	GATWICK	ESTONIAN AIR	S	A	17	0	0	82	12	0	6	0	0	11	77	7	26	
	GATWICK	ESTONIAN AIR	S	D	18	0	0	78	17	0	6	0	0	13	100	3	26	
<b>TOTAL TALLIN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>5</b>	<b>5</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	0	0	0	8	100	46	129	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	50	17	25	8	0	0	26	31	46	13	
<b>TOTAL TAMPA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>38</b>	<b>87</b>	<b>87</b>	
TARBES-LOURDES INTERNA																		
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	17	0	0	76	12	6	6	0	0	11	100	1	16	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	17	0	0	71	6	18	6	0	0	14	100	5	16	
<b>TOTAL TASHKENT</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>96</b>	<b>3</b>	<b>3</b>	
TEESSIDE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	90	0	0	87	9	1	2	1	0	10	73	13	90	
	HEATHROW	BMI BRITISH MIDLAND	S	D	90	0	0	94	3	2	0	0	0	3	72	14	90	
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL TEESSIDE</b>					<b>184</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>13</b>	
TEHRAN																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	13	0	0	100	0	0	0	0	0	2	64	16	11	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	69	15	15	0	0	0	11	42	33	12	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TEHRAN	HEATHROW	IRAN AIR	S	A	13	0	0	38	15	46	0	0	0	23	77	14	13
	HEATHROW	IRAN AIR	S	D	13	0	0	77	15	8	0	0	0	10	38	32	13
<b>TOTAL TEHRAN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>24</b>	<b>24</b>
TEL AVIV	GATWICK	ARKIA	C	A	4	0	0	100	0	0	0	0	0	40	116	5	
	GATWICK	ARKIA	C	D	4	0	0	0	75	25	0	0	0	26	20	116	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	53	25	15	3	2	2	44	90	9	77
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	75	12	12	2	0	0	11	82	11	77
	GATWICK	EL AL	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0
	GATWICK	EL AL	C	D	4	0	0	25	0	75	0	0	0	36	0	0	0
	HEATHROW	EL AL	S	A	35	0	1	83	9	6	0	0	3	25	67	17	39
	HEATHROW	EL AL	S	D	37	0	2	84	11	3	0	0	3	24	70	15	37
	GATWICK	ISRAIR LTD	C	D	2	0	0	50	0	50	0	0	0	17	0	0	0
<b>TOTAL TEL AVIV</b>					<b>215</b>	<b>1</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>75</b>	<b>16</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	AIR 2000	S	A	13	0	0	77	23	0	0	0	0	8	42	20	12
	BIRMINGHAM	AIR 2000	S	D	14	0	0	86	7	7	0	0	0	5	67	11	12
	GATWICK	AIR 2000	S	A	10	0	0	50	20	30	0	0	0	19	0	61	5
	GATWICK	AIR 2000	C	A	16	0	0	56	19	19	6	0	0	20	29	68	24
	GATWICK	AIR 2000	S	D	9	0	0	89	11	0	0	0	0	5	100	4	4
	GATWICK	AIR 2000	C	D	18	0	0	89	6	6	0	0	0	6	75	13	24
	GLASGOW	AIR 2000	S	A	9	0	0	56	22	11	11	0	0	23	75	9	8
	GLASGOW	AIR 2000	S	D	9	0	0	67	11	0	22	0	0	22	88	4	8
	MANCHESTER	AIR 2000	S	A	17	0	5	71	24	6	0	0	0	11	53	19	17
	MANCHESTER	AIR 2000	C	A	15	0	0	87	0	7	7	0	0	10	46	21	13
	MANCHESTER	AIR 2000	S	D	17	0	4	100	0	0	0	0	0	1	56	24	16
	MANCHESTER	AIR 2000	C	D	16	0	0	88	13	0	0	0	0	4	67	13	12
	NEWCASTLE	AIR 2000	S	A	5	0	0	60	0	40	0	0	0	18	100	3	4
	NEWCASTLE	AIR 2000	S	D	5	0	0	80	0	20	0	0	0	15	100	0	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	STANSTED	AIR 2000	S	A	13	0	0	15	31	31	23	0	0	45	42	32	12
	STANSTED	AIR 2000	S	D	13	0	0	77	0	15	8	0	0	19	67	10	12
	MANCHESTER	AIR CORDIAL LTD	C	A	9	0	0	33	0	33	11	22	0	91	0	0	0
	MANCHESTER	AIR CORDIAL LTD	C	D	10	0	0	70	10	0	0	20	0	64	0	0	0
	EDINBURGH	AIR EUROPA	C	A	5	0	0	80	20	0	0	0	0	7	88	5	8
	EDINBURGH	AIR EUROPA	C	D	5	0	0	60	20	20	0	0	0	14	75	13	8
	MANCHESTER	AZZURRA AIR	C	A	7	0	0	0	0	43	57	0	0	85	0	0	0
	MANCHESTER	AZZURRA AIR	C	D	8	0	0	25	25	13	38	0	0	49	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	9	0	0	67	33	0	0	0	0	8	63	19	8
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	4	75	12	8
	GATWICK	BRITANNIA AIRWAYS	C	A	26	0	0	65	19	8	8	0	0	18	24	28	21
	GATWICK	BRITANNIA AIRWAYS	C	D	26	0	0	92	4	0	4	0	0	6	76	8	21
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	15	63	20	8
	GLASGOW	BRITANNIA AIRWAYS	C	D	10	0	0	70	10	20	0	0	0	15	86	6	7
	LUTON	BRITANNIA AIRWAYS	C	A	6	0	0	83	0	17	0	0	0	6	50	23	8
	LUTON	BRITANNIA AIRWAYS	C	D	6	0	0	67	17	17	0	0	0	11	75	11	8
	MANCHESTER	BRITANNIA AIRWAYS	C	A	25	0	0	48	36	12	4	0	0	19	24	29	21
	MANCHESTER	BRITANNIA AIRWAYS	C	D	25	0	0	88	8	0	4	0	0	5	71	13	21
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	50	0	38	13	0	0	31	38	25	8
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	12	75	15	8
	STANSTED	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	0	13	0	0	15	63	49	8
	STANSTED	BRITANNIA AIRWAYS	C	D	9	0	0	89	0	0	11	0	0	12	88	6	8
	GATWICK	BRITISH WORLD AIRLINES LTD	C	A	3	0	0	0	0	33	67	0	0	79	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	33	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	50	25	25	0	95	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	35	12	24	24	6	0	50	0	48	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	0	0	78	6	6	6	6	0	22	50	37	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	8	17	42	25	0	8	85	83	15	6
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	77	8	0	8	0	8	43	100	5	6
	BIRMINGHAM	FUTURA AIRLINES	C	A	2	0	0	50	0	0	50	0	0	39	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	FUTURA AIRLINES	C	D	2	0	0	0	0	50	50	0	0	61	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	0	50	25	25	0	0	49	0	37	3	
	GATWICK	FUTURA AIRLINES	C	D	3	0	0	0	33	33	33	0	0	59	0	33	4	
	GLASGOW	FUTURA AIRLINES	C	A	10	0	0	40	40	0	20	0	0	25	25	25	4	
	GLASGOW	FUTURA AIRLINES	C	D	12	0	0	50	25	0	25	0	0	27	0	26	4	
	GATWICK	GB AIRWAYS LTD	S	A	21	0	0	52	29	10	10	0	0	21	58	22	12	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	80	17	0	3	0	0	10	58	15	12	
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	54	15	15	15	0	0	26	15	30	13	
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	85	0	8	8	0	0	11	75	12	12	
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	73	20	7	0	0	0	9	43	22	21	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	87	0	7	7	0	0	15	88	12	17	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	62	23	8	8	0	0	25	50	20	12	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	27	50	21	4	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	92	0	8	0	0	0	5	92	12	12	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	11	100	2	4	
	MANCHESTER	MONARCH AIRLINES	C	A	23	0	0	57	30	9	4	0	0	15	57	16	21	
	MANCHESTER	MONARCH AIRLINES	C	D	21	0	0	95	5	0	0	0	0	2	75	11	20	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	63	0	13	0	0	28	67	18	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	17	75	8	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	23	0	0	70	13	13	4	0	0	14	64	18	22	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	22	0	0	95	0	5	0	0	0	4	91	46	22	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	25	25	50	0	0	0	26	63	55	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	0	0	11	48	75	34	8	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	9	75	11	8	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	9	75	13	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	25	1	0	48	20	8	20	0	4	45	43	51	21	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	28	0	0	75	11	7	4	4	0	16	50	66	22	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	67	0	33	0	0	57	25	231	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	13	50	161	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	13	0	0	0	7	75	7	8	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	STANSTED	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	2	88	2	8	
	GLASGOW	SPANAIR	C	A	4	0	0	75	0	25	0	0	0	19	25	17	4	
	GLASGOW	SPANAIR	C	D	4	0	0	50	0	50	0	0	0	20	25	21	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	11	0	0	55	18	9	9	9	0	39	75	11	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	1	0	60	20	20	0	0	0	16	100	0	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	33	1	0	70	6	9	12	3	0	25	41	31	27	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	33	0	0	85	9	3	3	0	0	8	80	12	25	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	17	8	0	0	0	9	63	35	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	14	0	0	86	0	7	7	0	0	10	75	11	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	40	0	0	63	20	13	5	0	0	17	57	15	30	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	41	0	0	88	5	0	7	0	0	8	94	5	31	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	11	44	0	44	0	0	62	25	26	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	20	0	10	0	0	16	63	14	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	10	0	117	1	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1128</b>	<b>4</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>24</b>	<b>24</b>	
TETERBORO																		
TIRANA	STANSTED	EUROPEAN AIR CHARTER	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0	
<b>TOTAL TIRANA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TIREE	GLASGOW	LOGANAIR	S	A	25	0	0	80	8	0	8	4	0	23	95	2	21	
	GLASGOW	LOGANAIR	S	D	25	0	0	80	8	0	8	4	0	22	96	4	23	
<b>TOTAL TIREE</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>95</b>	<b>3</b>	<b>3</b>	
TOBAGO																		
TOKYO (NARITA)	HEATHROW	AEROFLOT	S	A	8	0	0	13	13	50	25	0	0	55	50	16	8	
	HEATHROW	AEROFLOT	S	D	9	0	0	44	22	22	11	0	0	24	38	21	8	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	90	7	3	0	0	0	4	87	8	30	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
TOKYO (NARITA)																	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	80	20	0	0	0	0	7	73	21	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	5	2	2	0	0	5	88	8	59
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	67	20	8	5	0	0	16	63	23	59
	HEATHROW	JAPAN AIRLINES	S	A	34	0	3	91	6	0	0	3	0	10	89	6	38
	HEATHROW	JAPAN AIRLINES	S	D	32	0	0	91	6	0	0	3	0	12	62	15	34
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	67	23	7	0	0	3	51	77	7	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	90	7	3	0	0	0	6	70	22	30
<b>TOTAL TOKYO (NARITA)</b>					<b>323</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>14</b>
TORONTO																	
	HEATHROW	AIR CANADA	S	A	98	0	0	78	9	11	2	0	0	11	58	17	119
	HEATHROW	AIR CANADA	S	D	98	0	0	77	15	7	1	0	0	10	61	16	119
	GATWICK	AIR TRANSAT	S	A	6	0	0	50	0	0	33	17	0	83	56	16	9
	GATWICK	AIR TRANSAT	S	D	6	0	0	50	0	0	33	17	0	69	33	24	9
	GLASGOW	AIR TRANSAT	S	A	5	0	0	60	20	20	0	0	0	17	0	57	5
	GLASGOW	AIR TRANSAT	S	D	5	0	0	60	20	20	0	0	0	13	0	63	5
	MANCHESTER	AIR TRANSAT	S	A	5	0	0	60	40	0	0	0	0	10	0	68	5
	MANCHESTER	AIR TRANSAT	S	D	5	0	0	60	0	40	0	0	0	19	0	104	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	83	10	3	3	0	0	9	69	15	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	57	33	8	2	0	0	15	61	18	59
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	0	25	0	25	25	0	25	327	44	70	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	5	0	0	0	0	20	60	0	20	167	50	69	8
<b>TOTAL TORONTO</b>					<b>357</b>	<b>17</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>52</b>	<b>27</b>	<b>27</b>
TORREJON DE ARDOZ																	
TOULON / HYERES																	
TOULOUSE (BLAGNAC)																	
	GATWICK	CITY FLYER EXPRESS	S	A	90	0	0	91	6	2	1	0	0	7	0	0	0
	GATWICK	CITY FLYER EXPRESS	S	D	90	0	0	88	10	1	1	0	0	7	0	0	0
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	A	81	0	0	88	9	1	1	1	0	9	81	11	80
	HEATHROW	FLYBE.BRITISH EUROPEAN	S	D	81	0	0	94	2	1	1	1	0	7	78	10	80

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)																	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>344</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>10</b>	<b>10</b>
TREVISO																	
	STANSTED	RYANAIR	S	A	72	0	1	79	8	4	6	3	0	16	85	7	52
	STANSTED	RYANAIR	S	D	73	0	0	59	26	8	5	1	0	22	71	15	52
<b>TOTAL TREVISO</b>					<b>147</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>11</b>
TRIESTE (RONCHI DEI LEGIO)																	
	STANSTED	RYANAIR	S	A	30	0	0	87	7	0	7	0	0	9	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	87	10	0	3	0	0	12	0	0	0
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRIPOLI																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	92	0	0	8	0	0	11	54	16	13
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	77	23	0	0	0	0	9	23	34	13
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	7	0	0	57	29	14	0	0	0	17	67	11	9
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	7	0	0	86	14	0	0	0	0	5	89	10	9
<b>TOTAL TRIPOLI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>55</b>	<b>19</b>	<b>19</b>
TRIVANDRUM																	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	2	67	11	3
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	50	24	4
<b>TOTAL TRIVANDRUM</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>18</b>	<b>18</b>
TRONDHEIM (VAERNES)																	
TUNIS																	
	GATWICK	GB AIRWAYS LTD	S	A	21	0	0	95	0	0	5	0	0	8	67	27	18
	GATWICK	GB AIRWAYS LTD	S	D	21	0	0	86	5	5	5	0	0	16	56	35	18
	HEATHROW	TUNISAIR	S	A	17	0	0	47	24	29	0	0	0	21	19	39	16
	HEATHROW	TUNISAIR	S	D	17	0	0	59	12	24	6	0	0	17	6	45	16
<b>TOTAL TUNIS</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>36</b>	<b>36</b>
TURIN																	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 2000			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TURIN																		
	STANSTED	RYANAIR	S	A	58	0	1	83	9	3	2	3	0	13	90	7	51	
	STANSTED	RYANAIR	S	D	59	0	0	68	20	7	5	0	0	15	74	13	50	
<b>TOTAL TURIN</b>					<b>118</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>13</b>	<b>13</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000					
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
URALSK																	
<b>TOTAL URALSK</b>					2	0	0	0	0	0	0	0	100	399	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 2000			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VAGAR	STANSTED	ATLANTIC AIRWAYS	S	A	4	0	0	25	25	0	50	0	0	58	0	0	0
	STANSTED	ATLANTIC AIRWAYS	S	D	4	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL VAGAR</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALENCIA	GATWICK	GB AIRWAYS LTD	S	A	23	0	0	96	4	0	0	0	3	100	0	17	
	GATWICK	GB AIRWAYS LTD	S	D	23	0	0	87	4	0	9	0	9	89	6	18	
	HEATHROW	IBERIA	S	A	30	0	0	90	0	7	3	0	8	63	13	30	
	HEATHROW	IBERIA	S	D	30	0	0	90	7	3	0	0	4	90	8	30	
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	71	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	0	100	0	0	0	24	0	0	0	
<b>TOTAL VALENCIA</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>8</b>	
VANCOUVER	HEATHROW	AIR CANADA	S	A	30	0	0	80	13	3	3	0	10	67	14	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	77	13	10	0	0	11	60	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	3	83	9	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	0	7	0	13	66	19	29	
<b>TOTAL VANCOUVER</b>					<b>120</b>	<b>3</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>14</b>	<b>14</b>	
VARADERO	GATWICK	MONARCH AIRLINES	C	A	4	1	0	75	0	0	0	25	0	81	80	25	5
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	12	0	0	0	
<b>TOTAL VARADERO</b>					<b>7</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>52</b>	<b>80</b>	<b>25</b>	<b>25</b>
VASTERAS	STANSTED	RYANAIR	S	A	30	0	0	30	37	30	3	0	25	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	47	17	33	3	0	22	0	0	0	
<b>TOTAL VASTERAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>27</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VENICE	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	0	50	0	192	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	1	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	0	100	0	66	0	0	0	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 2000				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
VENICE																	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	97	2	0	1	0	0	2	52	19	90
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	98	0	2	0	0	0	4	78	10	90
	STANSTED	GO FLY LTD	S	A	30	0	0	87	10	3	0	0	0	6	93	8	30
	STANSTED	GO FLY LTD	S	D	30	0	0	70	17	13	0	0	0	12	70	12	30
<b>TOTAL VENICE</b>					<b>250</b>	<b>0</b>	<b>180</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>13</b>
VERONA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	90	3	0	7	0	0	12	80	12	55
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	90	10	0	0	0	0	4	71	11	55
<b>TOTAL VERONA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>12</b>
VIENNA																	
	HEATHROW	AUSTRIAN AIRLINES	S	A	120	0	0	86	11	1	3	0	0	8	78	11	120
	HEATHROW	AUSTRIAN AIRLINES	S	D	120	0	0	88	7	3	3	0	0	9	71	13	119
	HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	0	85	11	1	2	1	0	9	67	14	117
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	85	11	3	2	0	0	7	71	15	117
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	26	0	0	73	27	0	0	0	0	10	94	4	51
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	26	0	0	81	19	0	0	0	0	7	94	5	52
	MANCHESTER	LAUDA-AIR	S	A	47	0	0	72	13	9	6	0	0	19	67	14	48
	MANCHESTER	LAUDA-AIR	S	D	47	0	0	89	4	2	4	0	0	10	67	14	46
<b>TOTAL VIENNA</b>					<b>629</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>12</b>
VILNIUS																	
	HEATHROW	LITHUANIA AIRLINES	S	A	30	0	0	87	10	3	0	0	0	6	63	18	30
	HEATHROW	LITHUANIA AIRLINES	S	D	30	0	0	90	10	0	0	0	0	5	70	17	30
<b>TOTAL VILNIUS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>17</b>	<b>17</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
WARSAW																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	1	88	6	2	2	2	0	11	78	9	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	80	10	9	0	1	0	11	67	14	60
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	0	92	8	0	0	0	0	2	88	6	26
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	0	96	4	0	0	0	0	2	58	21	26
	HEATHROW	LOT-POLISH AIRLINES	S	A	90	0	0	83	12	3	1	0	0	8	60	17	89
	HEATHROW	LOT-POLISH AIRLINES	S	D	90	0	0	83	10	4	2	0	0	9	80	15	88
<b>TOTAL WARSAW</b>					<b>413</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>14</b>	<b>14</b>
WASHINGTON (DULLES)																	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	26	0	0	77	19	4	0	0	0	7	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	26	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	2	83	10	3	2	0	2	29	84	9	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	72	21	5	2	0	0	12	61	19	59
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	70	20	8	2	0	0	13	38	28	60
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	88	7	3	0	2	0	10	72	14	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	70	20	10	0	0	0	11	77	9	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	90	7	3	0	0	0	6	37	23	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>348</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>18</b>	<b>18</b>
WATERFORD																	
	LUTON	EUROCELTIC AIRWAYS LTD	S	A	40	0	0	98	0	0	3	0	0	6	0	0	0
	LUTON	EUROCELTIC AIRWAYS LTD	S	D	41	0	0	88	2	5	5	0	0	13	0	0	0
<b>TOTAL WATERFORD</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>43</b>	<b>42</b>	<b>42</b>
WICK																	
WINDHOEK																	
	HEATHROW	AIR NAMIBIA	S	A	4	0	0	50	0	0	50	0	0	50	50	28	4
	HEATHROW	AIR NAMIBIA	S	D	4	0	0	75	0	25	0	0	0	18	50	16	4
<b>TOTAL WINDHOEK</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>22</b>	<b>22</b>



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
YEREVAN	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	0	0	75	0	0	13	13	0	43	92	4	12
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	56	0	33	11	0	0	36	54	23	13
<b>TOTAL YEREVAN</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>72</b>	<b>13</b>	<b>13</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 2001

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 2000					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ZAGREB																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	90	0	5	5	0	0	7	94	2	17	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	81	5	5	10	0	0	16	88	7	17	
	HEATHROW	CROATIA AIRLINES	S	A	29	0	0	66	14	7	14	0	0	23	63	16	30	
	HEATHROW	CROATIA AIRLINES	S	D	29	0	0	69	10	7	14	0	0	21	57	17	30	
<b>TOTAL ZAGREB</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>12</b>	<b>12</b>	
ZURICH																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	0	78	15	3	3	1	0	12	80	13	170	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	84	10	3	2	1	0	9	83	10	170	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	50	0	2	62	22	16	0	0	0	14	0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	51	0	1	94	2	4	0	0	0	3	0	0	0	
	LUTON	EASYJET SWITZERLAND	S	A	87	0	3	85	7	6	2	0	0	7	57	26	58	
	LUTON	EASYJET SWITZERLAND	S	D	87	0	3	78	7	13	2	0	0	13	76	13	59	
	BIRMINGHAM	SWISS AIRLINES	S	A	75	0	0	71	17	11	1	0	0	11	85	8	78	
	BIRMINGHAM	SWISS AIRLINES	S	D	75	0	0	75	19	4	3	0	0	12	70	18	77	
	LONDON CITY	SWISS AIRLINES	S	A	159	0	1	81	14	4	1	0	0	7	61	14	158	
	LONDON CITY	SWISS AIRLINES	S	D	156	0	1	69	21	6	3	1	0	17	41	23	157	
	MANCHESTER	SWISS AIRLINES	S	A	59	0	0	75	12	10	3	0	0	12	0	0	0	
	MANCHESTER	SWISS AIRLINES	S	D	59	0	0	90	3	5	2	0	0	5	0	0	0	
	HEATHROW	SWISSAIR	S	A	203	0	0	87	9	2	1	0	0	6	48	22	210	
	HEATHROW	SWISSAIR	S	D	203	0	0	93	5	0	1	0	0	4	69	15	210	
<b>TOTAL ZURICH</b>					<b>1614</b>	<b>1</b>	<b>11</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>17</b>	<b>17</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	419	0	3	80	8	5	6	0	0	12	86	9	625
DUBLIN	543	1	1	89	6	3	1	0	0	5	82	13	537
PALMA DE MALLORCA	43	0	0	88	7	0	5	0	0	10	69	14	36
PARIS (CHARLES DE GAULLE)	706	0	0	85	8	6	2	0	0	8	70	16	687
CHARTERED FLIGHTS(ALL ROUTES)	553	7	0	75	13	6	5	1	0	14	70	19	509
SCHEDULED FLIGHTS(ALL ROUTES)	7532	23	103	86	8	4	2	0	0	7	80	11	7761
AIRPORT TOTAL	8085	30	103	85	8	4	2	0	0	8	80	11	8270

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	386	3	2	75	11	7	7	0	0	14	81	11	340	
DUBLIN	651	0	1	87	8	2	2	0	0	7	84	17	231	
PARIS (CHARLES DE GAULLE)	385	1	0	64	16	15	5	0	0	16	52	25	383	
CHARTERED FLIGHTS(ALL ROUTES)	64	19	0	56	22	19	3	0	0	18	71	11	73	
SCHEDULED FLIGHTS(ALL ROUTES)	7564	82	55	83	10	5	2	0	0	8	77	13	6675	
AIRPORT TOTAL	7628	101	55	83	10	5	2	0	0	8	77	13	6748	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	635	0	0	82	7	6	5	0	0	11	83	9	387
ATHENS	61	0	0	92	5	2	2	0	0	5	76	12	102
DUBLIN	598	1	9	88	8	4	1	0	0	6	81	13	703
PALMA DE MALLORCA	114	0	0	75	14	4	5	2	0	15	75	19	128
PARIS (CHARLES DE GAULLE)	284	1	0	83	8	5	3	0	0	7	72	17	285
CHARTERED FLIGHTS(ALL ROUTES)	1943	63	0	75	10	9	5	1	0	17	63	28	2222
SCHEDULED FLIGHTS(ALL ROUTES)	13287	53	425	86	7	4	2	0	0	8	77	13	15989
AIRPORT TOTAL	15230	116	425	85	8	5	2	0	0	9	75	15	18211

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	305	0	3	77	11	7	5	0	0	12	88	7	257	
DUBLIN	333	1	0	89	4	5	2	0	0	7	82	10	218	
PALMA DE MALLORCA	34	0	0	65	21	3	6	6	0	27	64	17	42	
PARIS (CHARLES DE GAULLE)	151	0	1	93	3	3	1	0	0	4	79	11	349	
CHARTERED FLIGHTS(ALL ROUTES)	429	14	0	67	15	9	7	1	1	22	62	25	412	
SCHEDULED FLIGHTS(ALL ROUTES)	6518	50	69	84	9	5	2	0	0	8	81	10	6597	
AIRPORT TOTAL	6947	64	69	83	9	5	2	0	0	9	80	11	7009	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	1401	1	3	80	10	4	5	0	0	11	71	16	1420	
ATHENS	310	0	0	71	15	9	5	0	0	13	62	17	372	
DUBLIN	1352	1	0	85	11	3	1	0	0	7	69	18	1283	
NEW YORK (JF KENNEDY)	873	3	16	73	13	7	6	1	0	17	65	17	1208	
PALMA DE MALLORCA	60	0	0	75	17	2	7	0	0	14	72	12	60	
PARIS (CHARLES DE GAULLE)	1736	2	20	71	15	8	5	0	0	13	60	21	1764	
CHARTERED FLIGHTS(ALL ROUTES)	12	11	0	50	8	17	25	0	0	32	52	32	58	
SCHEDULED FLIGHTS(ALL ROUTES)	36408	117	328	80	10	5	3	0	0	11	68	17	37206	
AIRPORT TOTAL	36420	128	328	80	10	5	3	0	0	11	68	17	37264	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	225	1	3	76	14	4	7	0	0	14	77	11	306	
DUBLIN	242	0	2	85	10	5	1	0	0	7	77	13	343	
PARIS (CHARLES DE GAULLE)	246	0	0	65	20	13	2	0	0	14	49	25	223	
SCHEDULED FLIGHTS(ALL ROUTES)	4881	5	153	82	12	4	2	0	0	8	69	14	4325	
AIRPORT TOTAL	4881	16	153	82	12	4	2	0	0	8	69	14	4327	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	324	0	12	69	14	10	6	0	0	15	60	25	283	
ATHENS	116	0	4	89	6	4	1	0	0	6	70	24	120	
DUBLIN	274	15	18	93	5	1	0	0	0	3	83	10	330	
PALMA DE MALLORCA	72	0	2	61	15	18	6	0	0	18	67	21	69	
CHARTERED FLIGHTS(ALL ROUTES)	211	54	0	80	9	6	4	0	1	14	62	32	301	
SCHEDULED FLIGHTS(ALL ROUTES)	3390	26	142	74	14	9	3	0	0	11	65	22	3785	
AIRPORT TOTAL	3601	80	142	75	14	9	3	0	0	12	65	23	4086	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	660	0	2	80	9	6	5	0	0	11	77	14	730	
ATHENS	27	0	0	30	26	41	4	0	0	29	38	30	42	
DUBLIN	673	0	3	93	5	1	0	0	0	4	85	11	628	
NEW YORK (JF KENNEDY)	92	1	2	68	5	10	10	4	2	49	65	25	147	
PALMA DE MALLORCA	80	0	0	81	14	3	3	0	0	7	66	23	108	
PARIS (CHARLES DE GAULLE)	556	0	2	67	16	10	7	0	0	16	65	18	608	
CHARTERED FLIGHTS(ALL ROUTES)	1749	22	0	74	12	7	5	1	0	15	62	35	1875	
SCHEDULED FLIGHTS(ALL ROUTES)	10829	63	96	85	8	4	3	0	0	9	74	14	11204	
AIRPORT TOTAL	12578	85	96	84	8	4	3	0	0	10	72	17	13079	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	258	0	0	80	8	7	5	0	0	12	82	10	320	
DUBLIN	154	4	0	83	8	7	1	0	0	9	80	12	120	
PALMA DE MALLORCA	19	0	0	58	0	37	5	0	0	22	87	30	23	
PARIS (CHARLES DE GAULLE)	133	23	0	61	14	18	8	0	0	20	61	26	155	
CHARTERED FLIGHTS(ALL ROUTES)	280	14	0	76	10	7	6	1	0	15	66	36	324	
SCHEDULED FLIGHTS(ALL ROUTES)	2682	76	56	87	6	5	2	0	0	7	78	12	2882	
AIRPORT TOTAL	2962	90	56	86	7	5	3	0	0	8	77	15	3206	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 2001

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 2000			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	363	0	0	77	13	5	4	0	0	11	83	10	472	
ATHENS	2	0	0	100	0	0	0	0	0	1	100	6	1	
DUBLIN	588	2	11	79	13	6	2	0	0	9	78	13	573	
PALMA DE MALLORCA	9	0	0	78	22	0	0	0	0	8	63	13	8	
PARIS (CHARLES DE GAULLE)	207	1	1	82	7	7	4	0	0	11	79	11	174	
CHARTERED FLIGHTS(ALL ROUTES)	233	24	0	77	9	6	5	2	1	18	72	22	212	
SCHEDULED FLIGHTS(ALL ROUTES)	8968	39	76	79	11	6	3	0	0	11	79	11	9874	
AIRPORT TOTAL	9201	63	76	79	11	6	3	0	0	11	79	11	10086	