

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**November 1996**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

Heathrow	Arrivals	10 minutes	(i)
	Departures	20 minutes	(i)
Gatwick	Arrivals	10 minutes	
	Departures	15 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) Prior to October 2003 Gatwick recorded the departure time from the stand. With effect from October 2004 the runway time is recorded for departures and a taxi time of 15 minutes is assumed.
  - (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 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	BMI BRITISH MIDLAND	S	129	0	1	67	25	7	0	2	0	13	94	3	140
	BRITISH AIRWAYS PLC	S	99	0	3	72	21	3	4	0	0	12	97	2	104
<b>TOTAL BRUSSELS</b>			<b>228</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>95</b>	<b>2</b>	<b>246</b>
<b>TOTAL BELGIUM</b>			<b>228</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>95</b>	<b>2</b>	<b>246</b>
<b>CANADA</b>															
TORONTO	BRITISH AIRWAYS PLC	S	54	0	4	63	19	11	7	0	0	16	0	0	0
<b>TOTAL TORONTO</b>			<b>54</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>54</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	5	2	3	60	20	0	0	20	0	53	62	38	13
<b>TOTAL LARNACA</b>			<b>5</b>	<b>2</b>	<b>3</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>53</b>	<b>47</b>	<b>45</b>	<b>19</b>
PAPHOS	AIR 2000	S	8	0	0	100	0	0	0	0	0	-4	100	-3	10
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	25	0	0	19	100	-1	10
<b>TOTAL PAPHOS</b>			<b>16</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>8</b>	<b>87</b>	<b>1</b>	<b>23</b>
<b>TOTAL CYPRUS</b>			<b>21</b>	<b>2</b>	<b>3</b>	<b>81</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>21</b>	<b>42</b>
<b>DENMARK</b>															
BILLUND	NEWAIR AIR SERVICE	S	88	0	4	84	9	3	2	1	0	6	84	4	96
<b>TOTAL BILLUND</b>			<b>89</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>4</b>	<b>96</b>
COPENHAGEN	DUO AIRWAYS LTD	S	91	0	1	70	18	5	3	3	0	20	83	11	93
<b>TOTAL COPENHAGEN</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>11</b>	<b>93</b>
<b>TOTAL DENMARK</b>			<b>181</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>189</b>
<b>FRANCE</b>															
LYON	DUO AIRWAYS LTD	S	60	0	0	75	3	7	12	3	0	23	78	10	50
<b>TOTAL LYON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>3</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>10</b>	<b>50</b>
NICE	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	28	0	0	0
<b>TOTAL NICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	211	0	5	91	5	2	1	0	0	5	89	6	134
	BRITISH AIRWAYS PLC	S	287	0	3	83	6	6	6	0	0	10	93	3	300
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>498</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>434</b>
<b>TOTAL FRANCE</b>			<b>560</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>484</b>
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	205	0	8	87	5	3	4	0	0	8	98	-2	216
	LUFTHANSA	S	46	0	4	87	9	2	2	0	0	7	0	0	0
	LUFTHANSA CITY LINE	S	48	0	2	54	21	19	6	0	0	21	81	9	100
<b>TOTAL DUSSELDORF</b>			<b>299</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>2</b>	<b>316</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	145	2	7	81	8	6	6	0	0	11	85	5	156
	LUFTHANSA	S	58	0	2	86	9	2	3	0	0	7	95	1	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 FRANKFURT MAIN</b>			<b>203</b>	<b>2</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	216
HAMBURG	BRITISH AIRWAYS PLC	S	20	0	1	80	5	10	5	0	0	15	0	0	0
<b>TOTAL HAMBURG</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	0
HANOVER	BRITISH AIRWAYS PLC	S	20	0	1	85	5	0	10	0	0	5	93	-2	44
<b>TOTAL HANOVER</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>-2</b>	44
MUNICH	BRITISH AIRWAYS PLC	S	58	0	2	88	3	5	3	0	0	4	92	-2	60
	LUFTHANSA CITY LINE	S	115	0	5	73	17	4	5	0	0	12	82	9	114
<b>TOTAL MUNICH</b>			<b>173</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>5</b>	174
STUTT GART	DUO AIRWAYS LTD	S	89	0	1	92	3	1	2	1	0	6	90	3	96
<b>TOTAL STUTT GART</b>			<b>89</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>3</b>	96
<b>TOTAL GERMANY</b>			<b>804</b>	<b>2</b>	<b>33</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>3</b>	846
<b>ICELAND</b>															
KEFLAVIK	AIR 2000	C	2	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	0
<b>IRISH REPUBLIC</b>															
CONNAUGHT	AER LINGUS	S	9	0	0	78	22	0	0	0	0	0	0	0	0
<b>TOTAL CONNAUGHT</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>0</b>	<b>0</b>	<b>0</b>	0
CORK	AER LINGUS	S	91	2	1	80	10	3	4	0	2	34	90	7	52
<b>TOTAL CORK</b>			<b>91</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>91</b>	<b>6</b>	111
DUBLIN	AER LINGUS	S	261	1	5	79	7	8	4	2	0	12	93	3	255
	RYANAIR	S	294	2	8	88	6	3	2	1	0	7	96	3	246
<b>TOTAL DUBLIN</b>			<b>555</b>	<b>3</b>	<b>13</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>3</b>	501
<b>TOTAL IRISH REPUBLIC</b>			<b>655</b>	<b>5</b>	<b>14</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>94</b>	<b>3</b>	612
<b>ITALY</b>															
MILAN (LINATE)	DUO AIRWAYS LTD	S	134	1	8	50	32	10	7	1	0	24	87	8	102
<b>TOTAL MILAN (LINATE)</b>			<b>134</b>	<b>1</b>	<b>8</b>	<b>50</b>	<b>32</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>87</b>	<b>8</b>	102
NAPLES	BRITANNIA AIRWAYS	C	10	0	0	50	30	20	0	0	0	18	38	16	8
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>16</b>	8
<b>TOTAL ITALY</b>			<b>144</b>	<b>1</b>	<b>8</b>	<b>50</b>	<b>32</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>11</b>	115
<b>MALTA</b>															
MALTA	AIR 2000	C	10	0	0	60	0	40	0	0	0	22	88	7	8
	AIR MALTA	S	6	0	2	67	0	33	0	0	0	10	20	33	10
	BRITANNIA AIRWAYS	C	10	0	0	50	20	10	20	0	0	31	63	15	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	0	11	78	11	0	0	44	75	34	8
<b>TOTAL MALTA</b>			<b>35</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>9</b>	<b>40</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>23</b>	34
<b>TOTAL MALTA</b>			<b>35</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>9</b>	<b>40</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>23</b>	34

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

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				Actual (7)	Plan (8)										
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	DUO AIRWAYS LTD	S	198	0	0	73	18	6	3	1	0	13	89	7	208
	KLM	S	284	0	2	66	14	12	7	0	0	17	88	5	232
	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>484</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>6</b>	<b>442</b>
<b>EINDHOVEN</b>	B A S E BUSINESS AIRLINES	S	75	0	9	56	21	19	4	0	0	3	78	11	88
<b>TOTAL EINDHOVEN</b>			<b>75</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>21</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>88</b>
<b>TOTAL NETHERLANDS</b>			<b>559</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>6</b>	<b>530</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	AIR 2000	C	8	0	3	88	13	0	0	0	0	4	55	9	11
	BMI BRITISH MIDLAND	C	3	0	1	0	0	0	0	100	0	308	0	0	0
	BRITANNIA AIRWAYS	C	6	0	0	67	33	0	0	0	0	6	90	2	10
	MONARCH AIRLINES	C	10	0	0	30	30	40	0	0	0	25	75	8	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	33	0	33	33	0	0	42	100	-1	6
<b>TOTAL FARO</b>			<b>33</b>	<b>1</b>	<b>4</b>	<b>48</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>45</b>	<b>71</b>	<b>7</b>	<b>45</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>33</b>	<b>1</b>	<b>4</b>	<b>48</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>45</b>	<b>71</b>	<b>7</b>	<b>45</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	12	100	0	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	19	0	0	58	11	16	16	0	0	24	86	-1	7
	BRITANNIA AIRWAYS	C	26	0	0	73	8	4	4	8	4	46	63	10	24
	MONARCH AIRLINES	C	6	0	0	50	33	0	17	0	0	25	75	7	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	38	0	0	25	134	50	50	8
<b>TOTAL ALICANTE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>49</b>	<b>66</b>	<b>15</b>	<b>53</b>
<b>ALMERIA</b>	BRITANNIA AIRWAYS	C	9	1	0	89	11	0	0	0	0	2	60	25	10
<b>TOTAL ALMERIA</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>25</b>	<b>10</b>
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	50	0	0	92	4	0	2	2	0	6	94	-2	52
<b>TOTAL BARCELONA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>-2</b>	<b>52</b>
<b>MALAGA</b>	AIR 2000	C	8	0	0	50	0	13	38	0	0	36	50	9	8
	BRITANNIA AIRWAYS	C	16	0	0	75	13	6	6	0	0	17	67	13	18
	BRITISH AIRWAYS PLC	S	18	0	0	89	6	6	0	0	0	2	100	-4	16
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	-10	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	25	25	13	0	0	28	75	9	8
	MY TRAVEL AIRWAYS UK	C	8	1	0	0	38	13	50	0	0	55	100	5	6
<b>TOTAL MALAGA</b>			<b>60</b>	<b>5</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>7</b>	<b>58</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	18	0	0	50	28	17	0	6	0	25	100	2	9
	BRITANNIA AIRWAYS	C	30	0	0	67	23	3	3	0	3	24	72	10	25
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	-7	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	22	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	6	67	11	6
<b>TOTAL PALMA DE MALLORCA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>20</b>	<b>78</b>	<b>9</b>	<b>40</b>
<b>TOTAL REUS</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>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>242</b>	<b>6</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>24</b>	<b>78</b>	<b>8</b>	<b>213</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	9	0	0	100	0	0	0	0	0	-10	80	-3	10
	AIR EUROPA	C	8	0	0	0	63	38	0	0	0	33	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	12	50	212	8
	MONARCH AIRLINES	C	9	0	0	56	22	11	11	0	0	18	90	2	10
<b>TOTAL ARRECIFE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>60</b>	<b>28</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	63	13	0	25	0	0	43	0	30	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	35	60	17	10
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>23</b>	<b>18</b>
LAS PALMAS	AIR 2000	C	8	0	0	63	13	13	13	0	0	16	82	-5	11
	BRITANNIA AIRWAYS	C	9	0	0	56	11	22	11	0	0	21	88	8	8
	MY TRAVEL AIRWAYS UK	C	11	0	0	45	18	9	0	27	0	78	56	25	9
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>42</b>	<b>75</b>	<b>8</b>	<b>28</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	18	0	0	61	22	6	0	11	0	29	67	13	24
	AIR EUROPA	C	2	0	0	0	0	0	100	0	0	80	0	0	0
	BRITANNIA AIRWAYS	C	28	0	0	32	21	14	18	14	0	63	100	2	17
	FUTURA AIRLINES	C	6	2	0	50	17	17	17	0	0	30	0	0	0
	MONARCH AIRLINES	C	29	0	0	45	10	24	17	3	0	38	50	20	22
	MY TRAVEL AIRWAYS UK	C	22	0	1	23	23	27	5	18	5	85	60	89	15
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>105</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>18</b>	<b>18</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>53</b>	<b>66</b>	<b>26</b>	<b>86</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>183</b>	<b>2</b>	<b>1</b>	<b>48</b>	<b>18</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>43</b>	<b>66</b>	<b>29</b>	<b>160</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	51	0	0	37	27	25	10	0	0	29	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>27</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	SWISS AIRLINES	S	51	0	0	31	39	20	10	0	0	29	62	14	103
<b>TOTAL ZURICH</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>39</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>14</b>	<b>103</b>
<b>TOTAL SWITZERLAND</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>33</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>14</b>	<b>103</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	14	90	6	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	12	67	9	6
<b>TOTAL MONASTIR</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>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>24</b>
<b>TOTAL TUNISIA</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>0</b>	<b>13</b>	<b>75</b>	<b>10</b>	<b>24</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	0	0	10	70	20	0	0	51	0	0	0
<b>TOTAL ASHKHABAD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>211</b>	<b>10</b>
<b>TOTAL TURKMENISTAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>211</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 PLC	S	91	1	0	89	2	1	8	0	0	6	89	5	53
<b>TOTAL ABERDEEN</b>			<b>91</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>5</b>	<b>53</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	208	1	4	77	15	3	3	1	0	13	90	8	211
<b>TOTAL BELFAST CITY</b>			<b>208</b>	<b>1</b>	<b>4</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>8</b>	<b>213</b>
BELFAST INTERNATIONAL	DUO AIRWAYS LTD	S	211	0	1	81	9	3	6	1	0	17	95	4	215
	MY TRAVEL AIRWAYS UK	C	4	0	0	0	25	0	50	25	0	142	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>215</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>95</b>	<b>4</b>	<b>215</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	352	0	0	88	5	4	3	1	0	9	96	0	374
<b>TOTAL EDINBURGH</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>0</b>	<b>374</b>
GLASGOW	AIR 2000	C	10	0	0	50	20	20	10	0	0	20	0	0	0
	BRITISH AIRWAYS PLC	S	425	3	0	89	4	3	3	1	0	7	93	4	441
	EMERALD AIRWAYS LIMITED	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL GLASGOW</b>			<b>437</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	<b>443</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	59	0	0	85	7	3	5	0	0	9	0	0	0
<b>TOTAL GUERNSEY</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>-1</b>	<b>48</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	102	0	0	91	5	2	2	0	0	3	92	4	106
<b>TOTAL ISLE OF MAN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>106</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	73	0	0	85	5	3	7	0	0	4	0	0	0
<b>TOTAL JERSEY</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>-5</b>	<b>64</b>
MANCHESTER	AIR 2000	C	6	0	3	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL MANCHESTER</b>			<b>6</b>	<b>0</b>	<b>3</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>32</b>	<b>2</b>
NEWCASTLE	DUO AIRWAYS LTD	S	160	0	8	91	4	3	1	1	0	3	99	-1	172
	LUFTHANSA CITY LINE	S	18	0	0	56	17	17	11	0	0	16	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>179</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>99</b>	<b>-1</b>	<b>172</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1723</b>	<b>6</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>2</b>	<b>1954</b>
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	58	1	2	86	5	2	7	0	0	1	80	4	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>58</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>4</b>	<b>60</b>
SANFORD	MY TRAVEL AIRWAYS UK	C	8	1	1	75	13	13	0	0	0	-1	0	0	0
<b>TOTAL SANFORD</b>			<b>9</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>68</b>	<b>4</b>	<b>3</b>	<b>82</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>74</b>	<b>8</b>	<b>125</b>
<b>TOTAL BIRMINGHAM</b>			<b>5629</b>	<b>29</b>	<b>117</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>5</b>	<b>5748</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
VIENNA	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL VIENNA			2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL AUSTRIA			2	0	0	50	0	50	0	0	0	23	0	0	0
<b>BELGIUM</b>															
BRUSSELS	SABENA	S	109	0	2	74	19	6	1	0	0	10	0	0	0
TOTAL BRUSSELS			109	0	2	74	19	6	1	0	0	10	0	0	0
TOTAL BELGIUM			109	0	2	74	19	6	1	0	0	10	0	0	0
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	51	0	0	80	12	4	2	2	0	11	0	0	0
TOTAL COPENHAGEN			51	0	0	80	12	4	2	2	0	11	0	0	0
TOTAL DENMARK			51	0	0	80	12	4	2	2	0	11	0	0	0
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	56	0	4	54	23	16	7	0	0	23	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	26	0	2	88	8	4	0	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	108	0	2	81	9	6	5	0	0	12	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			190	0	8	74	13	8	5	0	0	14	0	0	0
TOTAL FRANCE			190	0	8	74	13	8	5	0	0	14	0	0	0
<b>GERMANY</b>															
DUSSELDORF	BRITISH AIRWAYS PLC	S	105	0	6	88	5	4	4	0	0	9	0	0	0
TOTAL DUSSELDORF			105	0	6	88	5	4	4	0	0	9	0	0	0
MUNICH	BRITISH AIRWAYS PLC	S	50	0	1	72	18	6	2	2	0	15	0	0	0
TOTAL MUNICH			50	0	1	72	18	6	2	2	0	15	0	0	0
TOTAL GERMANY			155	0	7	83	9	5	3	1	0	11	0	0	0
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	172	2	6	91	5	1	3	1	0	8	0	0	0
TOTAL DUBLIN			172	2	6	91	5	1	3	1	0	8	0	0	0
TOTAL IRISH REPUBLIC			172	3	6	91	5	1	3	1	0	8	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	AIR HOLLAND	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	KLM UK LTD	S	180	0	0	66	21	9	4	1	0	17	0	0	0
TOTAL AMSTERDAM			182	0	0	66	20	9	4	1	0	17	0	0	0
TOTAL NETHERLANDS			182	0	0	66	20	9	4	1	0	17	0	0	0
<b>SPAIN</b>															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	25	0	25	25	25	0	95	0	0	0
TOTAL ALICANTE			8	0	0	25	0	25	25	25	0	95	0	0	0
TOTAL SPAIN			8	1	0	25	0	25	25	25	0	95	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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(CANARY ISLANDS)</b>															
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	9	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	32	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>10</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
ZURICH	SWISS AIRLINES	S	55	0	5	62	27	9	0	2	0	16	0	0	0
<b>TOTAL ZURICH</b>			<b>55</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>55</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	46	0	47	41	30	13	15	0	0	26	0	0	0
	KLM UK LTD	S	85	1	7	66	22	9	2	0	0	11	0	0	0
<b>TOTAL ABERDEEN</b>			<b>131</b>	<b>1</b>	<b>54</b>	<b>57</b>	<b>25</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	143	1	3	71	9	9	10	1	0	20	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>143</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIRMINGHAM	BRITISH AIRWAYS PLC	S	86	2	3	91	5	1	1	2	0	12	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>86</b>	<b>2</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	230	0	2	89	6	3	2	1	0	9	0	0	0
<b>TOTAL BRISTOL</b>			<b>230</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	122	0	4	84	9	5	2	0	0	8	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>122</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUNDEE	BMI REGIONAL	S	56	0	28	46	20	29	5	0	0	23	0	0	0
<b>TOTAL DUNDEE</b>			<b>56</b>	<b>0</b>	<b>28</b>	<b>46</b>	<b>20</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS	BMI BRITISH MIDLAND	S	183	2	3	81	11	3	4	1	0	13	0	0	0
<b>TOTAL EAST MIDLANDS</b>			<b>183</b>	<b>2</b>	<b>3</b>	<b>81</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS (EURO OPS) LG	S	312	0	11	73	10	9	8	0	0	15	0	0	0
<b>TOTAL GATWICK</b>			<b>312</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
GLASGOW	BMI BRITISH MIDLAND	S	51	0	0	82	8	6	2	2	0	7	0	0	0
<b>TOTAL GLASGOW</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BMI BRITISH MIDLAND	S	561	0	14	68	17	11	3	0	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	621	5	24	71	17	7	4	1	0	16	0	0	0
<b>TOTAL HEATHROW</b>			<b>1182</b>	<b>5</b>	<b>38</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
KIRKWALL	LOGANAIR	S	48	0	4	75	13	6	6	0	0	14	0	0	0
<b>TOTAL KIRKWALL</b>			<b>48</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD	GILL AIRWAYS	S	123	0	9	93	3	2	2	0	0	5	0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>123</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>3</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>
LONDON CITY	KLM UK LTD	S	139	0	5	89	4	3	4	0	0	5	0	0	0
<b>TOTAL LONDON CITY</b>			<b>139</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
LUTON	AIR FOYLE PASSENGER AIRLINES	S	205	0	7	58	18	12	12	0	0	24	0	0	0
<b>TOTAL LUTON</b>			<b>205</b>	<b>1</b>	<b>7</b>	<b>58</b>	<b>18</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	BMI REGIONAL	S	132	0	12	52	27	17	5	0	0	20	0	0	0
	BRITISH AIRWAYS PLC	S	223	0	4	82	13	2	2	1	0	12	0	0	0
<b>TOTAL MANCHESTER</b>			<b>355</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	KLM UK LTD	S	85	0	7	75	8	14	2	0	0	12	0	0	0
<b>TOTAL NORWICH</b>			<b>85</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>8</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	128	0	6	96	3	0	1	0	0	3	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>128</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
STANSTED	KLM UK LTD	S	264	1	12	70	11	10	9	0	0	15	0	0	0
<b>TOTAL STANSTED</b>			<b>264</b>	<b>1</b>	<b>12</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
SUMBURGH	BMI REGIONAL	S	26	0	3	62	23	15	0	0	0	18	0	0	0
	LOGANAIR	S	50	0	2	68	12	6	14	0	0	23	0	0	0
<b>TOTAL SUMBURGH</b>			<b>76</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>16</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3919</b>	<b>13</b>	<b>217</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EDINBURGH</b>			<b>4854</b>	<b>24</b>	<b>246</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>



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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
HASSI MESSAOUD	AIR ALGERIE	C	8	0	0	63	0	38	0	0	0	14	0	0	0
TOTAL HASSI MESSAOUD			8	0	0	63	0	38	0	0	0	14	0	0	0
TOTAL ALGERIA			8	0	0	63	0	38	0	0	0	14	70	138	10
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BRITANNIA AIRWAYS	C	4	0	0	25	0	25	50	0	0	66	100	6	4
	CALEDONIAN AIRWAYS	C	7	1	0	14	14	43	14	14	0	64	20	89	5
TOTAL ANTIGUA			11	1	0	18	9	36	27	9	0	65	56	52	9
TOTAL ANTIGUA AND BARBUDA			11	1	0	18	9	36	27	9	0	65	56	52	9
<b>AUSTRALIA</b>															
BRISBANE	BRITANNIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	81	0	84	2
TOTAL BRISBANE			2	0	0	50	0	0	50	0	0	81	0	84	2
MELBOURNE	BRITANNIA AIRWAYS	C	4	0	0	25	25	25	25	0	0	49	60	194	5
TOTAL MELBOURNE			4	0	0	25	25	25	25	0	0	49	60	194	5
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	7	0	0	71	14	14	0	0	0	6	43	37	7
TOTAL PERTH (AUSTRALIA)			7	0	0	71	14	14	0	0	0	6	43	37	7
SYDNEY	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	21	33	64	6
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	25	13	13	0	55	14	123	7
TOTAL SYDNEY			16	0	0	44	19	19	13	6	0	38	23	96	13
TOTAL AUSTRALIA			29	0	0	48	17	17	14	3	0	34	33	98	27
<b>AUSTRIA</b>															
SALZBURG	LAUDA-AIR	S	104	0	0	80	15	5	0	0	0	7	74	14	97
TOTAL SALZBURG			104	0	0	80	15	5	0	0	0	7	74	14	97
VIENNA	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	58	22	13	8	0	0	20	69	10	120
	LAUDA-AIR	S	36	0	0	42	44	11	3	0	0	21	62	20	34
TOTAL VIENNA			156	1	1	54	27	12	6	0	0	20	68	12	157
TOTAL AUSTRIA			261	2	1	64	23	9	4	0	0	15	70	13	254
<b>AZERBAIJAN</b>															
BAKU	AZERBAIJAN AIRLINES ( AZAL )	S	8	0	0	50	38	13	0	0	0	13	0	50	8
	BRITISH AIRWAYS PLC	S	26	0	0	81	12	8	0	0	0	6	0	0	0
TOTAL BAKU			34	0	0	74	18	9	0	0	0	7	44	63	25
TOTAL AZERBAIJAN			34	0	0	74	18	9	0	0	0	7	44	63	25
<b>BAHAMAS</b>															
NASSAU	BRITISH AIRWAYS PLC	S	5	0	0	20	20	40	0	20	0	71	50	24	6
TOTAL NASSAU			5	0	0	20	20	40	0	20	0	71	50	24	6
TOTAL BAHAMAS			5	0	0	20	20	40	0	20	0	71	50	24	6

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Reporting Airport: GATWICK (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	13	0	13	201	50	229	6
	BRITISH AIRWAYS PLC	S	17	0	0	41	47	12	0	0	0	15	56	54	18
	CALEDONIAN AIRWAYS	C	9	0	0	22	56	0	0	22	0	80	0	62	8
	MONARCH AIRLINES	C	7	0	1	29	29	14	0	29	0	74	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>41</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>76</b>	<b>43</b>	<b>80</b>	<b>42</b>
<b>TOTAL BARBADOS</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>41</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>76</b>	<b>43</b>	<b>80</b>	<b>42</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	16	0	0	88	13	0	0	0	0	7	89	11	18
<b>TOTAL MINSK</b>			<b>16</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>7</b>	<b>89</b>	<b>11</b>	<b>18</b>
<b>TOTAL BELARUS</b>			<b>16</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>7</b>	<b>89</b>	<b>11</b>	<b>18</b>
<b>BELGIUM</b>															
ANTWERP	CITY FLYER EXPRESS	S	167	0	3	87	8	3	1	0	0	5	94	1	169
<b>TOTAL ANTWERP</b>			<b>167</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>1</b>	<b>169</b>
BRUSSELS	BRITISH AIRWAYS (EURO OPS) LG	S	188	0	8	72	17	6	5	0	0	14	92	4	213
<b>TOTAL BRUSSELS</b>			<b>190</b>	<b>1</b>	<b>8</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>4</b>	<b>213</b>
<b>TOTAL BELGIUM</b>			<b>357</b>	<b>1</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>3</b>	<b>382</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	26	0	0	69	12	4	15	0	0	18	100	-2	26
<b>TOTAL BERMUDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>-2</b>	<b>26</b>
<b>TOTAL BERMUDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>-2</b>	<b>26</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	TRANSBRASIL	S	4	0	0	75	0	25	0	0	0	-1	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</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>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAO PAULO (GUARULHOS)	TRANSBRASIL	S	3	0	0	100	0	0	0	0	0	-4	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</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>-4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS (EURO OPS) LG	S	42	0	0	60	24	12	5	0	0	16	79	7	33
<b>TOTAL SOFIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>7</b>	<b>33</b>
<b>TOTAL BULGARIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>7</b>	<b>33</b>
<b>CAMEROON</b>															
DOUALA	CAMEROON AIRLINES	S	8	0	0	38	0	38	25	0	0	40	0	72	8
<b>TOTAL DOUALA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>72</b>	<b>8</b>
<b>TOTAL CAMEROON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>66</b>	<b>10</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	C	10	0	0	60	40	0	0	0	0	6	50	18	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TORONTO	CANADA 3000 AIRLINES	C	12	0	0	83	8	8	0	0	0	-10	100	4	2
TOTAL TORONTO			22	0	0	73	23	5	0	0	0	-3	60	15	10
VANCOUVER	AIR CLUB INTERNATIONAL	C	2	0	0	50	50	0	0	0	0	7	0	0	0
TOTAL VANCOUVER			2	0	0	50	50	0	0	0	0	7	0	0	0
TOTAL CANADA			24	0	0	71	25	4	0	0	0	-2	60	15	10
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	13	0	0	23	15	38	15	8	0	54	40	31	10
TOTAL GRAND CAYMAN			13	0	0	23	15	38	15	8	0	54	40	31	10
TOTAL CAYMAN ISLANDS			13	0	0	23	15	38	15	8	0	54	40	31	10
CUBA															
HAVANA	CUBANA	S	18	0	0	56	11	11	11	6	6	45	0	0	0
TOTAL HAVANA			18	0	0	56	11	11	11	6	6	45	0	0	0
VARADERO	LEISURE INTL AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	55	0	158	2
TOTAL VARADERO			2	0	0	0	50	0	50	0	0	55	0	158	2
TOTAL CUBA			21	1	0	48	14	10	19	5	5	49	0	194	4
CYPRUS															
LARNACA	AIR 2000	S	8	0	0	50	25	0	25	0	0	37	67	12	15
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	5	100	6	2
	CYPRUS AIRWAYS	S	20	0	0	45	25	25	5	0	0	22	24	56	25
TOTAL LARNACA			30	0	0	50	23	17	10	0	0	25	43	38	42
PAPHOS	AIR 2000	S	31	0	0	97	3	0	0	0	0	-1	92	-3	36
	BRITANNIA AIRWAYS	C	8	0	0	50	0	50	0	0	0	24	0	0	0
TOTAL PAPHOS			39	0	0	87	3	10	0	0	0	4	78	6	49
TOTAL CYPRUS			69	4	0	71	12	13	4	0	0	13	62	21	91
CZECH REPUBLIC															
PRAGUE	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL PRAGUE			2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL CZECH REPUBLIC			2	0	0	100	0	0	0	0	0	4	0	0	0
DENMARK															
BILLUND	MAERSK AIR	S	160	0	2	71	16	11	2	0	0	13	68	12	120
TOTAL BILLUND			160	0	2	71	16	11	2	0	0	13	66	14	129
COPENHAGEN	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	63	18	9	11	0	0	23	82	8	119
	MAERSK AIR	S	51	0	0	59	33	2	4	2	0	19	83	7	53
TOTAL COPENHAGEN			171	0	0	61	22	7	9	1	0	21	83	8	172
TOTAL DENMARK			331	0	2	66	19	9	5	0	0	17	75	11	301
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	4	0	0	50	25	25	0	0	0	17	67	5	9
	LEISURE INTL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	80	-1	5

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 PUERTO PLATA			12	0	0	75	17	8	0	0	0	7	76	1	21
SANTO DOMINGO	BRITANNIA AIRWAYS	C	11	0	1	73	18	0	9	0	0	20	50	18	4
TOTAL SANTO DOMINGO			11	0	1	73	18	0	9	0	0	20	50	18	4
TOTAL DOMINICAN REPUBLIC			23	0	1	74	17	4	4	0	0	13	72	3	25
EGYPT															
ASWAN	MONARCH AIRLINES	C	8	0	0	38	25	25	13	0	0	27	38	36	8
TOTAL ASWAN			8	0	0	38	25	25	13	0	0	27	38	36	8
CAIRO	AIR 2000	C	2	0	0	50	0	50	0	0	0	17	0	0	0
TOTAL CAIRO			2	0	0	50	0	50	0	0	0	17	0	0	0
HURGHADA	BRITANNIA AIRWAYS	C	10	0	0	40	30	30	0	0	0	22	0	0	0
TOTAL HURGHADA			10	0	0	40	30	30	0	0	0	22	38	29	8
LUXOR	AIR 2000	C	4	0	0	25	25	25	25	0	0	39	56	32	16
	BRITANNIA AIRWAYS	C	16	0	0	75	19	6	0	0	0	12	69	19	16
	CALEDONIAN AIRWAYS	C	18	0	0	67	11	6	11	6	0	28	0	0	0
	MONARCH AIRLINES	C	18	0	0	39	17	22	22	0	0	35	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	30	30	20	0	0	41	0	0	0
TOTAL LUXOR			66	0	0	52	18	15	14	2	0	29	50	29	46
SHARM EL SHEIKH (OPHIRA)	AIR 2000	C	4	0	0	25	0	25	50	0	0	69	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	13	38	25	25	0	0	39	0	0	0
	CALEDONIAN AIRWAYS	C	8	1	0	38	38	13	0	13	0	44	50	18	6
TOTAL SHARM EL SHEIKH (OPHIRA)			21	1	0	24	29	19	24	5	0	48	36	29	14
TOTAL EGYPT			107	1	0	44	21	19	14	2	0	31	45	30	76
ESTONIA															
TALLIN	ESTONIAN AIR	S	50	0	0	82	14	0	4	0	0	12	65	18	34
TOTAL TALLIN			50	0	0	82	14	0	4	0	0	12	65	18	34
TOTAL ESTONIA			50	0	0	82	14	0	4	0	0	12	65	18	34
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	69	27	4	0	0	0	11	0	0	0
TOTAL BELGRADE			26	0	0	69	27	4	0	0	0	11	0	0	0
TOTAL FED REP YUGO SERBIA M'ENEGRO			26	0	0	69	27	4	0	0	0	11	0	0	0
FINLAND															
HELSINKI	BRITISH AIRWAYS (EURO OPS) LG	S	49	0	1	51	35	10	4	0	0	20	0	0	0
	FINNAIR	S	63	0	0	62	25	10	3	0	0	16	75	9	112
TOTAL HELSINKI			112	0	1	57	29	10	4	0	0	17	73	11	131
TOTAL ROVANIEMI			2	0	0	100	0	0	0	0	0	7	0	0	0
TURKU	FINNAIR	S	46	0	0	78	17	4	0	0	0	8	0	0	0
TOTAL TURKU			46	0	0	78	17	4	0	0	0	8	0	0	0
TOTAL FINLAND			160	0	1	64	26	8	3	0	0	14	73	11	131

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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>FRANCE</b>															
BORDEAUX	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	67	13	12	8	0	0	20	97	-3	58
<b>TOTAL BORDEAUX</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>97</b>	<b>-2</b>	<b>172</b>
BREST	BRIT AIR	S	55	0	5	73	11	5	7	4	0	23	86	11	58
<b>TOTAL BREST</b>			<b>55</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>11</b>	<b>58</b>
LYON	AIR LIBERTE/ TAT EUROPEAN ALN	S	170	0	10	72	20	6	2	0	0	11	94	5	54
<b>TOTAL LYON</b>			<b>170</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>94</b>	<b>5</b>	<b>54</b>
MARSEILLE	AIR LIBERTE/ TAT EUROPEAN ALN	S	118	0	2	66	30	4	0	0	0	12	86	8	118
<b>TOTAL MARSEILLE</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>141</b>
MONTPELLIER	BRITISH AIRWAYS (EURO OPS) LG	S	58	0	2	67	16	12	5	0	0	14	93	2	58
<b>TOTAL MONTPELLIER</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>2</b>	<b>58</b>
NANTES	BRIT AIR	S	123	0	4	67	23	3	7	0	0	19	83	7	112
<b>TOTAL NANTES</b>			<b>123</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>23</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>7</b>	<b>112</b>
NICE	BRITISH WORLD AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL NICE</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>100</b>	<b>1</b>	<b>30</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR CHARTER	C	2	0	0	0	50	0	50	0	0	69	0	0	0
	AIR GABON	S	9	0	0	67	11	11	11	0	0	20	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	272	0	0	60	19	15	6	0	0	19	93	2	323
	CALEDONIAN AIRWAYS	C	2	1	0	50	0	0	50	0	0	52	0	0	0
	CAMEROON AIRLINES	S	8	0	0	38	25	38	0	0	0	20	0	51	6
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>295</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>91</b>	<b>3</b>	<b>329</b>
RENNES	BRIT AIR	S	91	0	8	77	13	5	4	0	0	14	91	8	96
<b>TOTAL RENNES</b>			<b>91</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>8</b>	<b>96</b>
STRASBOURG	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	9	0	0	0
<b>TOTAL STRASBOURG</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>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS (EURO OPS) LG	S	116	0	4	87	10	3	0	0	0	6	88	2	116
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>116</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>3</b>	<b>209</b>
<b>TOTAL FRANCE</b>			<b>1090</b>	<b>1</b>	<b>35</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>4</b>	<b>1363</b>
<b>GABON</b>															
LIBREVILLE	AIR GABON	S	9	0	0	78	11	11	0	0	0	10	0	0	0
<b>TOTAL LIBREVILLE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GABON</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GAMBIA</b>															
BANJUL	AIR 2000	C	8	0	0	25	63	13	0	0	0	21	44	19	9
	BRITANNIA AIRWAYS	C	7	0	0	57	14	29	0	0	0	23	43	20	7
	MONARCH AIRLINES	C	10	0	0	10	50	0	20	20	0	96	43	21	7
<b>TOTAL BANJUL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>51</b>	<b>44</b>	<b>20</b>	<b>25</b>
<b>TOTAL GAMBIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>51</b>	<b>44</b>	<b>20</b>	<b>25</b>

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			Actual (7)	Plan (8)											
<b>GEORGIA</b>															
TBILISI	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	34	0	0	0
TOTAL TBILISI			2	0	0	50	0	0	50	0	0	34	0	0	0
TOTAL GEORGIA			2	0	0	50	0	0	50	0	0	34	0	0	0
<b>GERMANY</b>															
BERLIN (TEGEL)	DEUTSCHE BA	S	126	0	2	67	21	7	5	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	3	0	27	2
TOTAL BERLIN (TEGEL)			128	0	2	67	21	7	5	0	0	14	0	27	2
BREMEN	DEUTSCHE BA	S	173	0	7	82	11	5	2	0	0	7	90	5	152
TOTAL BREMEN			173	0	7	82	11	5	2	0	0	7	90	5	152
COLOGNE (BONN)	CITY FLYER EXPRESS	S	160	0	0	83	14	3	0	0	0	5	0	0	0
TOTAL COLOGNE (BONN)			160	0	0	83	14	3	0	0	0	5	0	0	0
DUSSELDORF	CITY FLYER EXPRESS	S	126	0	2	77	17	5	1	0	0	8	85	5	128
TOTAL DUSSELDORF			126	0	2	77	17	5	1	0	0	8	85	5	128
FRANKFURT MAIN	BRITISH AIRWAYS (EURO OPS) LG	S	170	0	0	82	12	5	1	1	0	11	90	4	172
TOTAL FRANKFURT MAIN			170	0	0	82	12	5	1	1	0	11	90	4	173
HAMBURG	DEUTSCHE BA	S	126	0	3	86	6	6	2	0	0	2	0	0	0
TOTAL HAMBURG			126	0	3	86	6	6	2	0	0	2	67	19	3
MUNICH	DEUTSCHE BA	S	127	0	1	68	17	12	4	0	0	14	73	10	112
TOTAL MUNICH			127	0	1	68	17	12	4	0	0	14	73	10	112
PADERBORN	EUROWINGS LUFTVERKEHRS	S	60	0	0	88	5	2	5	0	0	7	95	-3	58
TOTAL PADERBORN			60	0	0	88	5	2	5	0	0	7	95	-3	58
TOTAL GERMANY			1070	0	15	79	13	6	2	0	0	9	86	5	630
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	18	0	0	56	6	17	17	6	0	43	0	0	0
TOTAL ACCRA			18	0	0	56	6	17	17	6	0	43	0	0	0
TOTAL GHANA			18	0	0	56	6	17	17	6	0	43	0	0	0
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	51	0	1	47	27	20	6	0	0	18	72	12	43
TOTAL GIBRALTAR			51	0	1	47	27	20	6	0	0	18	72	12	43
TOTAL GIBRALTAR			51	0	1	47	27	20	6	0	0	18	72	12	43
<b>GREECE</b>															
ATHENS	AIR 2000	C	23	0	0	57	9	17	13	4	0	37	100	11	2
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	67	17	15	2	0	0	16	33	26	60
	MONARCH AIRLINES	C	30	0	5	67	13	13	3	3	0	23	50	22	18
TOTAL ATHENS			115	2	6	63	16	15	4	2	0	22	36	39	110
SALONIKA	MONARCH AIRLINES	C	10	0	0	60	30	0	10	0	0	9	44	19	9

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 SALONIKA			10	0	0	60	30	0	10	0	0	9	44	19	9
TOTAL GREECE			125	5	6	63	17	14	5	2	0	21	37	38	124
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	39	33	11	17	0	0	28	41	62	17
	CALEDONIAN AIRWAYS	C	4	0	0	25	25	50	0	0	0	29	0	123	5
TOTAL GRENADA			22	0	0	36	32	18	14	0	0	28	32	76	22
TOTAL GRENADA			22	0	0	36	32	18	14	0	0	28	32	76	22
ICELAND															
KEFLAVIK	AIR 2000	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	EXCEL AIRWAYS LTD	C	16	0	0	25	25	38	13	0	0	38	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	13	100	-10	2
TOTAL KEFLAVIK			20	0	0	35	25	30	10	0	0	32	75	16	20
TOTAL ICELAND			20	0	0	35	25	30	10	0	0	32	75	16	20
INDIA															
DELHI	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	16	0	0	0
TOTAL DELHI			8	0	0	63	13	13	13	0	0	16	0	0	0
GOA															
	BRITANNIA AIRWAYS	C	5	0	0	80	0	0	20	0	0	20	50	16	8
	CALEDONIAN AIRWAYS	C	19	0	0	37	26	26	5	5	0	35	29	79	17
	MONARCH AIRLINES	C	9	0	0	33	33	11	22	0	0	31	43	70	7
TOTAL GOA			33	0	0	42	24	18	12	3	0	32	38	61	32
TRIVANDRUM	MONARCH AIRLINES	C	8	0	0	13	13	13	13	38	13	167	63	11	8
TOTAL TRIVANDRUM			8	0	0	13	13	13	13	38	13	167	60	39	15
TOTAL INDIA			49	0	0	41	20	16	12	8	2	51	45	54	47
INDONESIA															
BALI INTERNATIONAL	GARUDA INDONESIA	S	17	1	1	65	29	0	6	0	0	10	88	4	16
TOTAL BALI INTERNATIONAL			17	1	1	65	29	0	6	0	0	10	88	4	16
TOTAL INDONESIA			17	1	1	65	29	0	6	0	0	10	88	4	16
IRISH REPUBLIC															
CORK	CITY FLYER EXPRESS	S	128	0	0	87	5	7	1	0	0	5	87	5	60
TOTAL CORK			128	0	0	87	5	7	1	0	0	5	87	5	60
DUBLIN															
	CITY FLYER EXPRESS	S	230	0	0	83	9	7	0	0	0	7	90	4	228
	RYANAIR	S	240	2	0	90	6	3	1	0	0	5	90	0	215
TOTAL DUBLIN			470	2	0	87	7	5	0	0	0	6	90	2	443
SHANNON	AB AIRLINES	S	145	0	8	86	8	3	2	1	0	5	0	0	0
TOTAL SHANNON			145	0	8	86	8	3	2	1	0	5	0	0	0
TOTAL IRISH REPUBLIC			743	2	8	87	7	5	1	0	0	6	90	2	505
ISRAEL															
OVDA	AIR 2000	C	8	0	0	50	25	13	13	0	0	25	83	6	18

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				Actual (7)	Plan (8)										
OVDA	BRITANNIA AIRWAYS	C	8	0	0	25	38	38	0	0	0	29	75	9	8
<b>TOTAL OVDA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>29</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>81</b>	<b>7</b>	<b>26</b>
TEL AVIV	AIR 2000	C	17	0	0	53	18	29	0	0	0	21	60	26	15
	BRITISH AIRWAYS PLC	S	60	0	0	70	17	8	5	0	0	14	65	19	60
	CALEDONIAN AIRWAYS	C	6	0	2	50	33	17	0	0	0	19	17	47	6
	EL AL	C	8	0	0	50	38	13	0	0	0	19	50	42	6
	MONARCH AIRLINES	C	24	0	0	13	33	33	21	0	0	54	33	42	27
<b>TOTAL TEL AVIV</b>			<b>115</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>23</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>29</b>	<b>120</b>
<b>TOTAL ISRAEL</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>23</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>25</b>	<b>146</b>
ITALY															
BOLOGNA	ALITALIA	S	60	0	0	50	33	17	0	0	0	17	68	10	60
<b>TOTAL BOLOGNA</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>33</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>10</b>	<b>60</b>
CAGLIARI (ELMAS)	MERIDIANA AIR	S	60	0	0	43	27	18	10	2	0	32	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>27</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
CATANIA (FONTANAROSSA)	ALITALIA	S	60	0	0	68	27	3	2	0	0	13	83	6	60
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>68</b>
FLORENCE	ALITALIA	S	50	0	2	18	32	22	28	0	0	52	0	0	0
	MERIDIANA AIR	S	60	0	0	53	20	15	10	2	0	28	67	18	112
<b>TOTAL FLORENCE</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>25</b>	<b>18</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>67</b>	<b>18</b>	<b>112</b>
GENOA	AIR 2000	C	2	0	0	50	0	50	0	0	0	24	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	109	0	2	42	26	26	6	1	0	26	88	2	112
<b>TOTAL GENOA</b>			<b>111</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>25</b>	<b>26</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>2</b>	<b>112</b>
MILAN (LINATE)	BRITISH AIRWAYS (EURO OPS) LG	S	112	0	8	37	29	20	13	2	0	32	85	7	60
<b>TOTAL MILAN (LINATE)</b>			<b>112</b>	<b>1</b>	<b>8</b>	<b>37</b>	<b>29</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>80</b>	<b>9</b>	<b>64</b>
MILAN (MALPENSA)	EUROPEAN AIR CHARTER	C	4	0	0	25	25	50	0	0	0	28	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	25	0	25	25	25	0	93	0	0	0
	LEISURE INTERNATIONAL	C	8	0	1	13	63	25	0	0	0	25	0	47	8
<b>TOTAL MILAN (MALPENSA)</b>			<b>20</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>30</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>37</b>	<b>21</b>
NAPLES	AIR 2000	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	17	28	39	17	0	0	35	75	10	16
	BRITISH AIRWAYS (EURO OPS) LG	S	119	1	0	53	24	15	5	3	0	28	82	8	120
<b>TOTAL NAPLES</b>			<b>139</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>80</b>	<b>9</b>	<b>138</b>
PISA	EUROPEAN AIR CHARTER	C	8	0	0	63	25	13	0	0	0	16	0	0	0
	MONARCH AIRLINES	C	26	0	0	46	8	38	4	4	0	34	64	12	14
<b>TOTAL PISA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>32</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>59</b>	<b>27</b>	<b>32</b>
ROME (CIAMPINO)	AIR 2000	C	8	0	0	50	25	25	0	0	0	22	0	0	0
	CALEDONIAN AIRWAYS	C	16	0	0	50	44	6	0	0	0	15	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	8	0	1	38	50	13	0	0	0	20	67	24	30
<b>TOTAL ROME (CIAMPINO)</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>22</b>	<b>36</b>
ROME (FIUMICINO)	ALITALIA	S	60	0	0	45	30	22	3	0	0	21	83	4	58



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				Actual (7)	Plan (8)										
ROME (FIUMICINO)	BRITISH AIRWAYS (EURO OPS) LG	S	59	1	1	46	25	14	15	0	0	28	88	6	56
<b>TOTAL ROME (FIUMICINO)</b>			<b>119</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>28</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>84</b>	<b>7</b>	171
TREVISO	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	33	0	0	0
<b>TOTAL TREVISO</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>33</b>	<b>0</b>	<b>0</b>	0
VENICE	ALITALIA	S	119	1	1	55	33	8	3	3	0	21	83	9	120
	BRITANNIA AIRWAYS	C	4	0	1	25	0	25	50	0	0	69	50	14	4
	MONARCH AIRLINES	C	36	0	2	42	22	22	11	0	3	57	75	5	4
<b>TOTAL VENICE</b>			<b>159</b>	<b>1</b>	<b>4</b>	<b>51</b>	<b>30</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>76</b>	<b>14</b>	156
VERONA	BRITISH AIRWAYS (EURO OPS) LG	S	111	0	0	53	23	16	8	0	0	23	91	4	112
<b>TOTAL VERONA</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>91</b>	<b>4</b>	112
<b>TOTAL ITALY</b>			<b>1132</b>	<b>7</b>	<b>19</b>	<b>47</b>	<b>27</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>78</b>	<b>11</b>	1085
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	13	0	0	23	54	23	0	0	0	23	42	32	12
	LEISURE INTL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	147	0	0	0
<b>TOTAL KINGSTON</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>33</b>	<b>58</b>	15
MONTEGO BAY	BRITANNIA AIRWAYS	C	4	0	0	75	0	25	0	0	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	13	0	0	85	15	0	0	0	0	-1	54	21	13
	LEISURE INTL AIRWAYS LTD	C	16	0	0	6	38	25	19	13	0	62	25	72	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	50	25	13	0	0	30	0	97	8
<b>TOTAL MONTEGO BAY</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>29</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>56</b>	29
<b>TOTAL JAMAICA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>34</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>32</b>	<b>57</b>	44
<b>KENYA</b>															
MOMBASA	BRITANNIA AIRWAYS	C	11	0	0	18	27	27	27	0	0	40	75	2	8
	CALEDONIAN AIRWAYS	C	8	0	0	0	25	13	38	0	25	270	44	38	18
	MONARCH AIRLINES	C	12	0	0	8	8	33	42	8	0	75	56	35	9
<b>TOTAL MOMBASA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>19</b>	<b>26</b>	<b>35</b>	<b>3</b>	<b>6</b>	<b>113</b>	<b>54</b>	<b>29</b>	35
NAIROBI	BRITISH AIRWAYS PLC	S	11	0	0	91	0	9	0	0	0	5	0	0	0
<b>TOTAL NAIROBI</b>			<b>12</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>-1</b>	4
<b>TOTAL KENYA</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>14</b>	<b>21</b>	<b>26</b>	<b>2</b>	<b>5</b>	<b>83</b>	<b>59</b>	<b>26</b>	39
<b>LATVIA</b>															
RIGA	RIGA AIRLINES EXPRESS	S	38	0	0	47	13	29	11	0	0	26	62	32	60
<b>TOTAL RIGA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>29</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>23</b>	94
<b>TOTAL LATVIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>29</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>23</b>	94
<b>MALAWI</b>															
LILONGWE	BRITISH AIRWAYS PLC	S	9	0	0	22	56	22	0	0	0	26	0	0	0
<b>TOTAL LILONGWE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL MALAWI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	-1	38	53	8

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				Actual (7)	Plan (8)										
MALE INTERNATIONAL	MY TRAVEL AIRWAYS UK	C	7	1	1	71	0	29	0	0	0	11	0	0	0
<b>TOTAL MALE INTERNATIONAL</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>32</b>	<b>12</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>32</b>	<b>12</b>
<b>MALTA</b>															
MALTA	AIR 2000	C	10	0	0	50	10	30	10	0	0	23	75	34	8
	AIR MALTA	C	4	0	10	75	25	0	0	0	0	10	61	11	18
	AIR MALTA	S	60	0	0	47	32	20	2	0	0	19	58	20	60
	BRITANNIA AIRWAYS	C	18	0	0	56	22	22	0	0	0	18	56	16	16
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	19	100	-16	3
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	GB AIRWAYS LTD	S	36	0	0	75	25	0	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	6	0	0	50	17	17	17	0	0	22	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	1	40	40	10	10	0	0	25	36	48	14
<b>TOTAL MALTA</b>			<b>150</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>23</b>	<b>124</b>
<b>TOTAL MALTA</b>			<b>150</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>23</b>	<b>124</b>
<b>MAURITIUS</b>															
MAURITIUS	BRITISH AIRWAYS PLC	S	17	0	0	88	0	6	0	0	6	41	82	1	17
<b>TOTAL MAURITIUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>41</b>	<b>82</b>	<b>1</b>	<b>17</b>
<b>TOTAL MAURITIUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>41</b>	<b>82</b>	<b>1</b>	<b>17</b>
<b>MEXICO</b>															
CANCUN	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	-8	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	1	50	0	25	25	0	0	51	0	0	0
<b>TOTAL CANCUN</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>8</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>21</b>	<b>3</b>
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	4	0	0	0	50	0	50	0	0	54	0	0	0
	LEISURE INTL AIRWAYS LTD	C	2	2	2	50	0	50	0	0	0	16	33	37	3
<b>TOTAL PUERTO VALLARTA</b>			<b>6</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>25</b>	<b>38</b>	<b>4</b>
<b>TOTAL MEXICO</b>			<b>18</b>	<b>2</b>	<b>3</b>	<b>44</b>	<b>17</b>	<b>17</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>43</b>	<b>31</b>	<b>7</b>
<b>MOROCCO</b>															
AGADIR	GB AIRWAYS LTD	S	5	0	0	40	20	0	40	0	0	39	0	0	0
<b>TOTAL AGADIR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>16</b>	<b>8</b>
MARRAKESH	GB AIRWAYS LTD	S	13	0	0	15	46	31	8	0	0	30	0	0	0
<b>TOTAL MARRAKESH</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>100</b>	<b>11</b>	<b>2</b>
<b>TOTAL MOROCCO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>35</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>64</b>	<b>13</b>	<b>11</b>
<b>NEPAL</b>															
KATHMANDU	ROYAL NEPAL AIRLINES	S	18	0	0	11	22	44	11	0	11	77	38	31	16
<b>TOTAL KATHMANDU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>38</b>	<b>31</b>	<b>16</b>
<b>TOTAL NEPAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>38</b>	<b>31</b>	<b>16</b>
<b>NETHERLANDS</b>															
AMSTERDAM	CITY FLYER EXPRESS	S	234	0	4	83	12	4	1	0	0	8	84	8	180

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	TRANSAVIA	S	251	0	0	61	24	14	1	0	0	16	82	11	247
<b>TOTAL AMSTERDAM</b>			<b>486</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>10</b>	<b>427</b>
MAASTRICHT	B A S E BUSINESS AIRLINES	S	88	0	4	24	44	28	3	0	0	27	52	23	94
	BRITANNIA AIRWAYS	C	15	0	1	53	27	20	0	0	0	16	100	5	1
<b>TOTAL MAASTRICHT</b>			<b>103</b>	<b>0</b>	<b>5</b>	<b>28</b>	<b>42</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>53</b>	<b>22</b>	<b>95</b>
ROTTERDAM	CITY FLYER EXPRESS	S	210	0	2	90	9	2	0	0	0	4	88	6	224
<b>TOTAL ROTTERDAM</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>224</b>
<b>TOTAL NETHERLANDS</b>			<b>799</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>746</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	12	0	0	33	8	42	17	0	0	33	83	4	6
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>8</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>83</b>	<b>4</b>	<b>6</b>
<b>TOTAL NEW ZEALAND</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>8</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>83</b>	<b>4</b>	<b>6</b>
<b>NIGERIA</b>															
LAGOS	BRITISH AIRWAYS PLC	S	60	0	0	43	12	28	13	2	2	39	60	20	58
<b>TOTAL LAGOS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>12</b>	<b>28</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>39</b>	<b>60</b>	<b>20</b>	<b>58</b>
<b>TOTAL NIGERIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>12</b>	<b>28</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>39</b>	<b>60</b>	<b>20</b>	<b>58</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	60	0	0	68	18	10	3	0	0	14	72	10	60
<b>TOTAL BERGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>10</b>	<b>60</b>
KRISTIANSAND (KJEVIK)	MAERSK AIR	S	51	0	0	61	33	4	0	2	0	18	85	8	52
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>8</b>	<b>52</b>
OSLO (FORNEBU)	BRAATHENS ASA	S	76	0	0	71	16	8	5	0	0	13	88	5	78
	BRITISH AIRWAYS (EURO OPS) LG	S	109	0	2	77	14	8	1	0	0	7	90	1	52
<b>TOTAL OSLO (FORNEBU)</b>			<b>185</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>4</b>	<b>130</b>
STAVANGER	BRITISH AIRWAYS (EURO OPS) LG	S	51	0	0	63	18	12	8	0	0	18	81	10	52
<b>TOTAL STAVANGER</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>52</b>
<b>TOTAL NORWAY</b>			<b>348</b>	<b>0</b>	<b>2</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>7</b>	<b>296</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	25	0	0	60	16	4	20	0	0	26	53	25	17
<b>TOTAL ISLAMABAD</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>25</b>	<b>17</b>
<b>TOTAL PAKISTAN</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>25</b>	<b>17</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	18	0	0	50	17	17	17	0	0	26	78	10	18
	AIR ATLANTA ICELANDIC	C	4	0	0	25	25	50	0	0	0	30	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	50	50	0	0	0	0	14	100	4	8
	BRITISH AIRWAYS (EURO OPS) LG	S	87	0	1	47	30	15	8	0	0	26	89	4	94
	CALEDONIAN AIRWAYS	C	10	1	2	50	40	10	0	0	0	12	33	66	6
	EXCEL AIRWAYS LTD	C	12	0	1	67	8	25	0	0	0	12	0	0	0
	LEISURE INTERNATIONAL	C	10	0	0	40	20	0	40	0	0	52	81	7	16

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	MONARCH AIRLINES	C	37	0	1	22	30	32	16	0	0	38	50	30	26
	MY TRAVEL AIRWAYS UK	C	14	0	0	50	36	14	0	0	0	15	88	8	8
<b>TOTAL FARO</b>			<b>201</b>	<b>4</b>	<b>5</b>	<b>44</b>	<b>28</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>79</b>	<b>12</b>	<b>186</b>
LISBON	SATA	C	8	0	0	88	13	0	0	0	9	0	0	0	0
<b>TOTAL LISBON</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>9</b>	<b>20</b>	<b>18</b>	<b>5</b>	
OPORTO (PORTUGAL)	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	57	22	18	3	0	16	0	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>269</b>	<b>4</b>	<b>5</b>	<b>48</b>	<b>26</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>12</b>	<b>191</b>	
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	16	0	0	63	38	0	0	0	8	50	18	8	
	CALEDONIAN AIRWAYS	C	16	0	0	6	19	25	38	13	82	75	18	8	
	GB AIRWAYS LTD	S	26	0	0	62	15	23	0	0	11	100	-18	24	
	MONARCH AIRLINES	C	9	0	0	33	11	33	22	0	36	75	2	16	
<b>TOTAL FUNCHAL</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>31</b>	<b>77</b>	<b>3</b>	<b>74</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>21</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>31</b>	<b>77</b>	<b>3</b>	<b>74</b>	
<b>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	BRITISH AIRWAYS PLC	S	8	0	0	0	25	13	50	13	0	79	50	22	8
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>79</b>	<b>50</b>	<b>25</b>	<b>16</b>
<b>TOTAL PUERTO RICO</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>79</b>	<b>50</b>	<b>25</b>	<b>16</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	16	1	1	50	31	6	13	0	21	60	21	15	
<b>TOTAL DOHA</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>31</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>21</b>	<b>15</b>	
<b>TOTAL QATAR</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>31</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>21</b>	<b>15</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITANNIA AIRWAYS	C	8	0	0	25	25	25	13	13	0	55	0	0	0
<b>TOTAL CAPE TOWN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>
JOHANNESBURG	BRITANNIA AIRWAYS	C	4	0	0	25	50	25	0	0	30	0	0	0	
<b>TOTAL JOHANNESBURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>33</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	8	0	2	13	38	38	13	0	35	50	5	12	
<b>TOTAL SANAA</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>5</b>	<b>12</b>	
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>5</b>	<b>12</b>	
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS (EURO OPS) LG	S	52	0	0	46	21	21	12	0	26	69	14	36	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>14</b>	<b>36</b>	
<b>TOTAL RUMANIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>14</b>	<b>36</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>RUSSIA</b>															
<b>MOSCOW (SHEREMETYEVO)</b>	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	80	13	7	0	0	0	6	87	6	60
	ORIOLO/OREL AVIA	C	2	0	0	0	0	50	50	0	0	52	0	0	0
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>13</b>	<b>68</b>
<b>ST PETERSBURG</b>	AEROFLOT	S	18	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL ST PETERSBURG</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>13</b>	<b>68</b>
<b>SAINT KITTS AND NEVIS</b>															
<b>ST KITTS</b>	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	-12	0	0	0
<b>TOTAL ST KITTS</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>-12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAINT KITTS AND NEVIS</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>-12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SEYCHELLES</b>															
<b>SEYCHELLES</b>	AIR SEYCHELLES	S	16	0	0	50	0	31	19	0	0	39	77	3	26
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>77</b>	<b>3</b>	<b>26</b>
<b>TOTAL SEYCHELLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>77</b>	<b>3</b>	<b>26</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	AIR 2000	C	21	0	0	48	29	5	19	0	0	31	82	10	17
	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	BRITANNIA AIRWAYS	C	18	1	0	39	28	28	6	0	0	24	85	9	26
	CALEDONIAN AIRWAYS	C	2	0	0	0	0	50	50	0	0	47	0	0	0
	EXCEL AIRWAYS LTD	C	11	0	0	45	0	27	18	0	9	62	0	0	0
	LEISURE INTERNATIONAL	C	6	0	0	17	17	67	0	0	0	36	0	0	0
	MONARCH AIRLINES	C	34	1	0	26	26	32	15	0	0	32	76	14	34
	MY TRAVEL AIRWAYS UK	C	16	1	1	38	31	13	19	0	0	21	60	12	15
	TRANSAER	C	8	0	0	63	25	13	0	0	0	17	0	0	0
<b>TOTAL ALICANTE</b>			<b>118</b>	<b>3</b>	<b>1</b>	<b>38</b>	<b>24</b>	<b>24</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>77</b>	<b>12</b>	<b>111</b>
<b>ALMERIA</b>	BRITANNIA AIRWAYS	C	9	1	0	33	11	22	33	0	0	36	50	19	10
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	17	17	0	0	0	16	63	18	8
<b>TOTAL ALMERIA</b>			<b>15</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>14</b>	<b>28</b>
<b>BARCELONA</b>	AIR 2000	C	4	0	0	50	50	0	0	0	0	18	0	0	0
	AIR EUROPA	S	50	0	0	52	24	12	12	0	0	23	62	14	52
	LEISURE INTERNATIONAL	C	5	1	0	0	0	80	20	0	0	68	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	19	0	0	0
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>15</b>	<b>56</b>
<b>BILBAO</b>	AIR 2000	C	2	0	0	50	50	0	0	0	0	19	0	0	0
<b>TOTAL BILBAO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERONA</b>	MY TRAVEL AIRWAYS UK	C	6	0	0	33	50	17	0	0	0	17	33	24	6
<b>TOTAL GERONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>24</b>	<b>6</b>
<b>TOTAL IBIZA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>0</b>	<b>9</b>
<b>JEREZ</b>	GB AIRWAYS LTD	S	16	0	0	69	19	6	6	0	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL JEREZ</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
LA CORUNA	AVIACO	S	24	0	0	92	8	0	0	0	0	2	0	0	0
<b>TOTAL LA CORUNA</b>			<b>24</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>2</b>	<b>0</b>	<b>0</b>	0
<b>MADRID</b>	AIR EUROPA	S	50	0	0	50	20	24	6	0	0	21	67	13	52
	BRITISH AIRWAYS (EURO OPS) LG	S	180	0	0	48	14	23	13	1	1	33	77	10	180
	EXCEL AIRWAYS LTD	C	2	1	0	0	50	0	0	50	0	114	0	0	0
	IBERIA	S	46	0	4	17	24	41	17	0	0	39	57	19	44
	MONARCH AIRLINES	C	2	1	0	50	0	0	50	0	0	47	0	0	0
	SPANAIR	S	16	0	0	6	25	19	50	0	0	56	0	0	0
<b>TOTAL MADRID</b>			<b>297</b>	<b>2</b>	<b>4</b>	<b>41</b>	<b>18</b>	<b>26</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>70</b>	<b>13</b>	294
<b>TOTAL MAHON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>100</b>	<b>11</b>	1
<b>MALAGA</b>	AIR 2000	C	22	0	0	55	27	9	9	0	0	22	75	7	16
	AIR EUROPA	C	2	0	0	0	50	50	0	0	0	38	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	47	18	29	6	0	0	24	47	19	19
	BRITISH AIRWAYS (EURO OPS) LG	S	120	0	0	66	16	10	8	0	1	27	77	8	120
	CALEDONIAN AIRWAYS	C	17	4	1	71	12	6	0	0	12	62	80	11	10
	EXCEL AIRWAYS LTD	C	20	0	0	40	25	20	15	0	0	31	0	0	0
	LEISURE INTERNATIONAL	C	7	1	6	0	14	29	14	43	0	121	67	11	12
	MONARCH AIRLINES	C	55	1	1	47	22	22	9	0	0	25	47	31	30
	MY TRAVEL AIRWAYS UK	C	15	0	0	67	27	7	0	0	0	13	63	13	16
	TRANSAER	C	7	5	2	14	0	57	29	0	0	58	100	1	6
	VIVA	C	5	0	1	80	20	0	0	0	0	3	0	0	0
<b>TOTAL MALAGA</b>			<b>287</b>	<b>11</b>	<b>11</b>	<b>56</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>68</b>	<b>14</b>	257
<b>MURCIA SAN JAVIER</b>	GB AIRWAYS LTD	S	15	0	0	47	20	27	7	0	0	23	75	24	16
	MONARCH AIRLINES	C	4	0	0	0	25	50	25	0	0	54	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>20</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>81</b>	<b>17</b>	21
<b>PALMA DE MALLORCA</b>	AIR 2000	C	24	0	1	58	21	8	8	4	0	32	93	-3	15
	BRITANNIA AIRWAYS	C	30	0	0	63	27	10	0	0	0	13	58	26	33
	LEISURE INTERNATIONAL	C	4	0	0	0	0	0	100	0	0	110	100	-11	2
	MONARCH AIRLINES	C	8	0	2	38	0	25	25	13	0	73	25	68	4
	MY TRAVEL AIRWAYS UK	C	24	1	1	54	4	25	17	0	0	30	56	22	18
	TRANSAER	C	2	0	0	50	0	50	0	0	0	18	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>92</b>	<b>1</b>	<b>4</b>	<b>54</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>21</b>	96
<b>VALENCIA</b>	GB AIRWAYS LTD	S	29	0	0	86	7	7	0	0	0	8	53	19	34
<b>TOTAL VALENCIA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>53</b>	<b>19</b>	34
<b>ZARAGOZA</b>	AVIACO	S	24	0	0	75	4	17	4	0	0	11	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SPAIN</b>			<b>998</b>	<b>23</b>	<b>20</b>	<b>50</b>	<b>18</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>68</b>	<b>14</b>	941
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	24	0	0	54	17	21	8	0	0	25	82	7	28
	BRITANNIA AIRWAYS	C	16	0	0	69	13	6	13	0	0	17	83	4	18
	CALEDONIAN AIRWAYS	C	5	3	0	60	20	20	0	0	0	16	100	1	14
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	-11	0	0	0

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	LEISURE INTERNATIONAL	C	8	1	0	0	63	13	25	0	0	38	67	14	6
	MONARCH AIRLINES	C	34	1	0	29	12	32	26	0	0	39	77	13	22
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	0	10	0	0	12	50	141	8
	TRANSAER	C	6	0	0	17	33	17	33	0	0	44	0	0	0
<b>TOTAL ARRECIFE</b>			<b>107</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>20</b>	<b>102</b>
FUERTEVENTURA	AIR 2000	C	9	0	0	100	0	0	0	0	0	3	55	15	11
	BRITANNIA AIRWAYS	C	18	0	0	89	6	6	0	0	0	3	94	4	16
	LEISURE INTERNATIONAL	C	8	0	0	38	50	13	0	0	0	18	0	0	0
	MONARCH AIRLINES	C	12	1	0	33	17	42	8	0	0	31	80	12	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	22	11	6	0	0	17	78	7	18
<b>TOTAL FUERTEVENTURA</b>			<b>65</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>8</b>	<b>63</b>
LAS PALMAS	AIR 2000	C	17	0	0	29	35	18	18	0	0	29	83	10	24
	BRITANNIA AIRWAYS	C	17	0	0	35	29	24	12	0	0	27	50	24	18
	CALEDONIAN AIRWAYS	C	9	0	0	67	0	11	22	0	0	24	100	-9	8
	EXCEL AIRWAYS LTD	C	6	0	0	83	0	17	0	0	0	8	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	25	38	38	0	0	0	27	0	0	0
	MONARCH AIRLINES	C	10	0	0	10	20	30	40	0	0	52	38	25	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	61	22	6	11	0	0	24	62	15	26
	TRANSAER	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>13</b>	<b>98</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	44	1	0	61	23	7	9	0	0	17	54	21	39
	AIR ATLANTA ICELANDIC	C	8	0	0	25	50	25	0	0	0	21	0	0	0
	AIR EUROPA	C	7	0	0	57	0	43	0	0	0	23	0	0	0
	BRITANNIA AIRWAYS	C	36	0	0	53	8	17	22	0	0	32	56	23	34
	CALEDONIAN AIRWAYS	C	16	0	0	31	25	25	13	0	6	97	50	21	8
	EXCEL AIRWAYS LTD	C	8	0	1	38	13	25	13	0	13	99	0	0	0
	FUTURA AIRLINES	C	12	0	0	8	25	17	50	0	0	71	0	0	0
	LEISURE INTERNATIONAL	C	28	0	0	18	21	39	21	0	0	43	74	9	23
	MONARCH AIRLINES	C	45	1	0	36	24	24	13	2	0	35	36	52	25
	MY TRAVEL AIRWAYS UK	C	39	0	0	36	21	33	10	0	0	31	59	23	27
	TRANSAER	C	28	2	0	25	11	32	32	0	0	46	0	0	0
	<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>271</b>	<b>4</b>	<b>1</b>	<b>38</b>	<b>20</b>	<b>24</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>54</b>	<b>27</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>530</b>	<b>10</b>	<b>1</b>	<b>44</b>	<b>19</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>66</b>	<b>20</b>	<b>451</b>
<b>SRI LANKA</b>															
COLOMBO	BRITISH AIRWAYS PLC	S	16	1	1	75	0	6	0	0	19	126	94	-2	17
<b>TOTAL COLOMBO</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>126</b>	<b>74</b>	<b>13</b>	<b>27</b>
<b>TOTAL SRI LANKA</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>126</b>	<b>74</b>	<b>13</b>	<b>27</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITANNIA AIRWAYS	C	5	0	0	60	0	40	0	0	0	28	25	21	4
	BRITISH AIRWAYS PLC	S	26	0	0	42	23	23	4	4	4	39	48	30	25
	CALEDONIAN AIRWAYS	C	4	0	0	25	0	0	50	25	0	115	50	40	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>23</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>46</b>	<b>45</b>	<b>30</b>	<b>33</b>
<b>TOTAL ST LUCIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>23</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>46</b>	<b>45</b>	<b>30</b>	<b>33</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
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				Actual (7)	Plan (8)										
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	83	12	3	0	0	2	12	91	2	58
<b>TOTAL GOTEBORG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>80</b>	<b>12</b>	<b>84</b>
MALMO	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL MALMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (ARLANDA)	AIR 2000	C	8	0	0	25	13	38	13	13	0	60	0	0	0
	BRITISH AIRWAYS (EURO OPS) LG	S	60	0	0	57	20	20	3	0	0	19	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>30</b>	<b>10</b>
<b>TOTAL SWEDEN</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>77</b>	<b>14</b>	<b>94</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS (EURO OPS) LG	S	168	0	2	73	16	9	2	0	0	12	91	3	172
<b>TOTAL GENEVA</b>			<b>168</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>3</b>	<b>172</b>
ZURICH	BRITISH AIRWAYS (EURO OPS) LG	S	118	0	2	53	20	19	7	1	0	24	0	0	0
<b>TOTAL ZURICH</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>20</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>12</b>	<b>60</b>
<b>TOTAL SWITZERLAND</b>			<b>286</b>	<b>1</b>	<b>4</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>5</b>	<b>232</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	25	1	0	68	0	8	8	4	12	131	0	0	0
<b>TOTAL DAR-ES-SALAAM</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TANZANIA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>THAILAND</b>															
BANGKOK	MY TRAVEL AIRWAYS UK	C	7	1	1	86	14	0	0	0	0	-16	0	0	0
<b>TOTAL BANGKOK</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>14</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 THAILAND</b>			<b>7</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-16</b>	<b>100</b>	<b>6</b>	<b>6</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	CALEDONIAN AIRWAYS	C	6	0	0	33	17	17	0	17	17	259	25	60	4
<b>TOTAL TOBAGO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>259</b>	<b>25</b>	<b>60</b>	<b>4</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>259</b>	<b>25</b>	<b>60</b>	<b>4</b>
<b>TUNISIA</b>															
MONASTIR	BRITANNIA AIRWAYS	C	18	0	0	39	22	39	0	0	0	23	67	32	18
	MONARCH AIRLINES	C	20	0	0	35	20	10	35	0	0	51	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	0	0	50	36	14	0	0	0	14	63	9	16
	NOUVELAIR TUNISIE	C	9	0	1	0	22	33	44	0	0	63	0	0	0
<b>TOTAL MONASTIR</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>25</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>55</b>	<b>22</b>	<b>44</b>
TUNIS	GB AIRWAYS LTD	S	24	0	0	54	25	17	4	0	0	18	0	0	0
	TUNISAIR	C	4	0	1	0	50	50	0	0	0	35	0	0	0
<b>TOTAL TUNIS</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>29</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>89</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>26</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>55</b>	<b>22</b>	<b>44</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>TURKEY</b>															
ANTALYA	SUNWAYS	C	8	0	0	75	0	0	0	25	0	54	0	0	0
TOTAL ANTALYA			10	0	0	70	10	0	0	20	0	46	50	30	2
DALAMAN	TRANSAER	C	2	0	0	50	50	0	0	0	0	3	0	0	0
TOTAL DALAMAN			4	0	1	50	50	0	0	0	0	2	17	45	6
ISTANBUL	ISTANBUL HAVA YOLLARI	C	12	0	0	50	17	25	8	0	0	25	67	12	6
	ONUR AIR	C	16	0	0	0	13	63	25	0	0	51	33	22	18
	SUNWAYS	C	25	0	1	24	24	24	20	0	8	68	0	0	0
TOTAL ISTANBUL			54	0	1	24	19	35	19	0	4	52	42	20	24
IZMIR (ADNAM MENDERES)	AIR 2000	C	3	0	0	33	0	67	0	0	0	22	0	0	0
	AIRWORLD AVIATION LTD	C	2	0	0	0	0	50	50	0	0	57	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	0	100	0	0	0	0	20	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			8	2	0	13	38	38	13	0	0	31	0	0	0
TOTAL TURKEY			76	2	2	30	21	29	14	3	3	46	38	25	32
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	62	15	12	4	0	8	87	0	0	0
TOTAL ENTEBBE			26	0	0	62	15	12	4	0	8	87	0	0	0
TOTAL UGANDA			26	0	0	62	15	12	4	0	8	87	0	0	0
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS (EURO OPS) LG	S	26	0	0	31	54	15	0	0	0	21	0	0	0
	UKRAINE INTERNATIONAL AIRLINE	S	34	0	0	56	24	15	6	0	0	18	78	13	36
TOTAL KIEV (BORISPOL)			60	0	0	45	37	15	3	0	0	20	78	13	36
TOTAL UKRAINE			60	0	0	45	37	15	3	0	0	20	78	13	36
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	EMIRATES	S	8	0	0	13	75	0	13	0	0	27	71	17	17
TOTAL ABU DHABI INTERNATIONAL			8	0	0	13	75	0	13	0	0	27	71	17	17
DUBAI	EMIRATES	S	52	0	0	50	27	19	4	0	0	18	84	7	43
TOTAL DUBAI			52	0	0	50	27	19	4	0	0	18	84	7	43
TOTAL UNITED ARAB EMIRATES			60	0	0	45	33	17	5	0	0	20	80	9	60
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS (EURO OPS) LG	S	170	0	0	75	18	6	2	0	0	10	85	4	164
TOTAL ABERDEEN			170	0	0	75	18	6	2	0	0	10	85	4	164
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	289	0	1	84	7	3	6	0	0	9	84	7	225
TOTAL BELFAST CITY			289	0	1	84	7	3	6	0	0	9	84	7	225
BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	100	0	0	0	46	0	0	0
TOTAL BIRMINGHAM			2	0	0	0	0	100	0	0	0	46	0	0	0
EDINBURGH	BRITISH AIRWAYS (EURO OPS) LG	S	315	0	8	74	11	8	6	1	0	13	0	0	0
TOTAL EDINBURGH			316	1	8	74	11	8	6	1	0	13	91	2	300

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
GLASGOW	KLM UK LTD	S	286	0	4	76	13	8	3	0	0	9	86	4	258
<b>TOTAL GLASGOW</b>			<b>286</b>	<b>1</b>	<b>4</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>4</b>	<b>258</b>
GUERNSEY	CITY FLYER EXPRESS	S	158	0	4	86	9	4	1	0	0	4	94	0	118
	FLYBE.BRITISH EUROPEAN	S	212	0	4	90	5	3	1	1	0	6	0	0	0
<b>TOTAL GUERNSEY</b>			<b>370</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>2</b>	<b>325</b>
JERSEY	CITY FLYER EXPRESS	S	222	0	0	84	12	3	2	0	0	8	92	3	178
	FLYBE.BRITISH EUROPEAN	S	224	0	1	92	6	2	0	0	0	4	0	0	0
<b>TOTAL JERSEY</b>			<b>446</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>2</b>	<b>378</b>
LEEDS BRADFORD	CITY FLYER EXPRESS	S	139	0	4	78	11	7	3	1	0	11	78	7	143
<b>TOTAL LEEDS BRADFORD</b>			<b>139</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>7</b>	<b>143</b>
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER	AIR 2000	C	2	0	0	50	50	0	0	0	0	8	38	31	13
	BRITANNIA AIRWAYS	C	13	2	1	62	23	8	8	0	0	14	52	78	21
	BRITISH AIRWAYS (EURO OPS) LG	S	324	0	0	61	19	14	6	0	0	18	93	0	325
	LEISURE INTL AIRWAYS LTD	C	8	0	1	25	25	13	13	25	0	76	100	-4	5
	MONARCH AIRLINES	C	10	0	0	0	20	40	30	10	0	79	50	50	4
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	-13	30	31	10
<b>TOTAL MANCHESTER</b>			<b>362</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>7</b>	<b>380</b>
NEWCASTLE	CITY FLYER EXPRESS	S	261	0	3	85	10	3	2	0	0	7	86	7	256
<b>TOTAL NEWCASTLE</b>			<b>261</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>257</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2643</b>	<b>5</b>	<b>35</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>2559</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	65	27	7	2	0	0	10	60	22	60
	DELTA AIRLINES	S	120	1	0	73	18	4	3	2	0	12	59	19	119
<b>TOTAL ATLANTA</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>20</b>	<b>179</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	59	0	1	80	8	5	3	2	2	17	80	6	60
<b>TOTAL BALTIMORE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>80</b>	<b>6</b>	<b>60</b>
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	90	3	5	2	0	0	-2	77	6	60
<b>TOTAL BOSTON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>77</b>	<b>6</b>	<b>60</b>
CHARLOTTE	BRITISH AIRWAYS PLC	S	60	0	0	77	10	8	5	0	0	5	77	7	60
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>7</b>	<b>60</b>
CINCINNATI	DELTA AIRLINES	S	58	0	0	72	16	12	0	0	0	9	66	21	56
<b>TOTAL CINCINNATI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>21</b>	<b>56</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	102	0	0	65	16	11	9	0	0	17	42	24	100
	BRITISH AIRWAYS PLC	S	56	0	4	75	14	7	4	0	0	8	75	8	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>158</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>18</b>	<b>160</b>
DETROIT	NORTHWEST AIRLINES	S	59	0	1	69	15	3	12	0	0	14	50	17	60
<b>TOTAL DETROIT</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>17</b>	<b>60</b>
FORT LAUDERDALE	LAKER AIRWAYS INC	S	19	0	1	84	11	5	0	0	0	-7	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 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 FORT LAUDERDALE			19	0	1	84	11	5	0	0	0	-7	0	0	0
HOUSTON	BRITISH AIRWAYS PLC	S	60	0	0	62	17	15	7	0	0	17	70	11	60
	CONTINENTAL AIRLINES	S	96	0	0	78	14	5	3	0	0	3	70	17	60
TOTAL HOUSTON			156	0	0	72	15	9	4	0	0	9	70	14	120
LAS VEGAS	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	29	0	0	0
TOTAL LAS VEGAS			3	0	0	33	0	33	33	0	0	59	0	0	0
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	48	25	22	5	0	0	17	59	19	59
	VIRGIN ATLANTIC AIRWAYS LTD	S	44	0	0	61	14	14	11	0	0	22	77	11	43
TOTAL MIAMI INTERNATIONAL			104	0	0	54	20	18	8	0	0	19	67	16	102
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	58	0	2	74	10	5	10	0	0	14	72	13	60
TOTAL MINNEAPOLIS-ST PAUL			58	0	2	74	10	5	10	0	0	14	72	13	60
NEW ORLEANS	AIR 2000	C	2	0	0	0	50	0	50	0	0	65	0	0	0
TOTAL NEW ORLEANS			2	0	0	0	50	0	50	0	0	65	0	0	0
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	53	1	7	77	11	8	2	2	0	9	60	16	58
TOTAL NEW YORK (JF KENNEDY)			53	1	7	77	11	8	2	2	0	9	60	16	58
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	100	0	2	79	12	4	2	1	2	13	70	26	61
TOTAL NEW YORK (NEWARK)			100	0	2	79	12	4	2	1	2	13	71	25	63
ORLANDO	AMERICAN TRANS AIR	C	3	0	0	100	0	0	0	0	0	-24	75	8	4
	BRITISH AIRWAYS PLC	S	44	0	0	36	16	9	36	2	0	55	36	145	33
	LAKER AIRWAYS INC	C	6	1	2	83	0	0	17	0	0	-9	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	17	8	3	0	0	9	75	6	60
TOTAL ORLANDO			117	1	3	59	16	8	16	1	0	24	50	63	147
PITTSBURGH	BRITISH AIRWAYS PLC	S	60	0	0	72	18	5	2	3	0	18	75	10	60
TOTAL PITTSBURGH			60	0	0	72	18	5	2	3	0	18	75	10	60
RALEIGH	AMERICAN AIRLINES	S	56	0	4	63	18	14	5	0	0	13	69	13	58
TOTAL RALEIGH			56	0	4	63	18	14	5	0	0	13	69	13	58
SAN DIEGO	BRITISH AIRWAYS PLC	S	34	0	1	76	18	3	3	0	0	-6	0	0	0
TOTAL SAN DIEGO			34	0	1	76	18	3	3	0	0	-6	0	0	0
SANFORD	BRITANNIA AIRWAYS	C	23	0	1	65	13	4	9	9	0	46	0	0	0
	LEISURE INTL AIRWAYS LTD	C	25	1	0	40	16	20	8	16	0	59	0	0	0
	MONARCH AIRLINES	C	12	0	2	67	8	17	0	8	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	1	1	17	17	28	39	0	0	59	0	0	0
TOTAL SANFORD			78	2	4	46	14	17	14	9	0	49	0	0	0
ST LOUIS (LAMBERT)	TRANS WORLD AIRLINES	S	59	0	1	44	20	20	15	0	0	26	53	27	60
TOTAL ST LOUIS (LAMBERT)			59	0	1	44	20	20	15	0	0	26	53	27	60
TAMPA	BRITISH AIRWAYS PLC	S	26	0	0	27	19	15	27	12	0	66	44	34	16
TOTAL TAMPA			26	0	0	27	19	15	27	12	0	66	44	34	16
TOTAL USA			1559	5	31	68	15	9	7	1	0	16	63	21	1379
VENEZUELA															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
PORLAMAR	MONARCH AIRLINES	C	4	0	0	50	0	25	25	0	0	33	0	0	0
TOTAL PORLAMAR			4	0	0	50	0	25	25	0	0	33	100	2	4
TOTAL VENEZUELA			4	0	0	50	0	25	25	0	0	33	100	2	4
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	17	0	0	71	12	12	6	0	0	12	0	0	0
TOTAL LUSAKA			17	0	0	71	12	12	6	0	0	12	0	0	0
TOTAL ZAMBIA			17	0	0	71	12	12	6	0	0	12	0	0	0
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	42	0	0	57	14	14	10	5	0	32	88	5	33
	BRITISH AIRWAYS PLC	S	9	0	0	67	0	0	0	11	22	205	0	0	0
TOTAL HARARE			51	4	0	59	12	12	8	6	4	63	88	5	33
TOTAL ZIMBABWE			51	4	0	59	12	12	8	6	4	63	88	5	33
TOTAL GATWICK			14955	89	239	65	17	11	6	1	0	18	77	12	13434

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	SABENA	S	111	0	0	72	23	4	2	0	0	10	93	2	106
TOTAL BRUSSELS			111	0	0	72	23	4	2	0	0	10	93	2	106
TOTAL BELGIUM			111	0	0	72	23	4	2	0	0	10	93	2	106
<b>CANADA</b>															
TORONTO	AIR CANADA	S	26	0	0	81	8	4	4	0	4	41	28	42	43
	AIR TRANSAT	C	10	0	0	90	10	0	0	0	0	2	20	33	10
	CANADA 3000 AIRLINES	C	10	0	0	50	30	10	10	0	0	24	0	0	0
TOTAL TORONTO			46	0	1	76	13	4	4	0	2	29	27	43	59
TOTAL CANADA			46	0	1	76	13	4	4	0	2	29	27	43	59
<b>CYPRUS</b>															
LARNACA	AIR 2000	C	8	0	1	75	25	0	0	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	17	0	33	0	0	36	50	19	6
TOTAL LARNACA			14	0	1	64	21	0	14	0	0	23	50	19	6
PAPHOS	AIR 2000	C	7	0	1	43	14	0	0	14	29	265	60	13	10
TOTAL PAPHOS			7	0	1	43	14	0	0	14	29	265	81	2	21
TOTAL CYPRUS			21	0	2	57	19	0	10	5	10	104	74	6	27
<b>CZECH REPUBLIC</b>															
PRAGUE	AIR 2000	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL PRAGUE			2	0	0	100	0	0	0	0	0	6	50	31	6
TOTAL CZECH REPUBLIC			2	0	0	100	0	0	0	0	0	6	50	31	6
<b>DENMARK</b>															
COPENHAGEN	BMI BRITISH MIDLAND	S	102	0	0	84	8	4	1	3	0	7	81	7	101
TOTAL COPENHAGEN			102	0	0	84	8	4	1	3	0	7	81	7	101
TOTAL DENMARK			102	0	0	84	8	4	1	3	0	7	81	7	101
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	41	0	1	76	17	2	2	2	0	17	91	5	44
TOTAL PARIS (CHARLES DE GAULLE)			41	0	1	76	17	2	2	2	0	17	93	5	121
TOTAL FRANCE			41	0	1	76	17	2	2	2	0	17	90	6	125
<b>GERMANY</b>															
FRANKFURT MAIN	LUFTHANSA	S	18	0	0	83	17	0	0	0	0	5	100	2	18
TOTAL FRANKFURT MAIN			18	0	0	83	17	0	0	0	0	5	100	2	18
HANOVER	BRITISH AIRWAYS PLC	S	59	0	1	88	3	2	7	0	0	13	91	6	58
TOTAL HANOVER			59	0	1	88	3	2	7	0	0	13	91	6	58
TOTAL GERMANY			77	0	1	87	6	1	5	0	0	11	93	5	76
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	58	0	2	90	7	3	0	0	0	-1	81	10	32

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 KEFLAVIK			58	0	2	90	7	3	0	0	0	-1	81	10	32
TOTAL ICELAND			58	0	2	90	7	3	0	0	0	-1	81	10	32
IRISH REPUBLIC															
DONEGAL	LOGANAIR	S	19	3	0	89	0	0	11	0	0	16	96	-4	24
TOTAL DONEGAL			19	3	0	89	0	0	11	0	0	16	96	-4	24
DUBLIN	AER LINGUS	S	170	0	0	87	6	3	2	2	0	9	88	4	170
TOTAL DUBLIN			170	0	0	87	6	3	2	2	0	9	88	4	170
SHANNON	EMERALD AIRWAYS LIMITED	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL SHANNON			2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL IRISH REPUBLIC			191	3	0	87	5	3	3	2	0	9	89	3	194
ITALY															
ROME (CIAMPINO)	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ROME (CIAMPINO)			3	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL ITALY			3	0	0	100	0	0	0	0	0	1	33	36	3
MALTA															
MALTA	AIR MALTA	S	8	0	0	50	0	38	13	0	0	25	70	10	10
	AIR MALTA	C	6	0	0	100	0	0	0	0	0	-10	0	30	2
	MY TRAVEL AIRWAYS UK	C	5	4	0	40	20	40	0	0	0	20	50	135	6
TOTAL MALTA			19	4	0	63	5	26	5	0	0	12	68	26	34
TOTAL MALTA			19	4	0	63	5	26	5	0	0	12	68	26	34
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	170	0	0	67	18	9	5	1	0	15	82	5	170
TOTAL AMSTERDAM			170	0	0	67	18	9	5	1	0	15	82	5	170
TOTAL NETHERLANDS			170	0	0	67	18	9	5	1	0	15	82	5	170
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	10	0	0	80	20	0	0	0	0	4	88	-6	8
	CALEDONIAN AIRWAYS	C	8	0	0	63	0	38	0	0	0	19	63	13	8
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	14	29	29	0	0	55	67	10	6
TOTAL FARO			26	1	0	62	12	19	8	0	0	22	78	4	37
TOTAL PORTUGAL(EXCLUDING MADEIRA)			26	1	0	62	12	19	8	0	0	22	78	4	37
PORTUGAL(MADEIRA)															
FUNCHAL	AIR 2000	C	8	0	0	75	0	0	25	0	0	38	0	0	0
TOTAL FUNCHAL			8	0	0	75	0	0	25	0	0	38	75	13	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	75	0	0	25	0	0	38	75	13	8
SPAIN															
ALICANTE	AIR 2000	C	16	0	0	25	13	25	38	0	0	45	50	73	8
	BRITANNIA AIRWAYS	C	26	1	0	31	35	27	8	0	0	25	78	9	18
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	7	0	0	0

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CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ALICANTE	MY TRAVEL AIRWAYS UK	C	8	0	0	38	38	13	13	0	0	28	13	72	8
<b>TOTAL ALICANTE</b>			<b>52</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>27</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>58</b>	<b>30</b>	<b>50</b>
BARCELONA	AIR EUROPA	C	2	0	0	0	0	50	50	0	0	68	0	0	0
<b>TOTAL BARCELONA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	AIR 2000	C	8	0	0	38	0	38	25	0	0	39	63	11	16
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	-9	0	0	0
	BRITANNIA AIRWAYS	C	19	0	0	53	16	26	5	0	0	20	89	4	18
	MY TRAVEL AIRWAYS UK	C	7	1	0	43	0	29	29	0	0	45	0	0	0
<b>TOTAL MALAGA</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>28</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>76</b>	<b>8</b>	<b>38</b>
PALMA DE MALLORCA	AIR 2000	C	20	0	0	65	15	20	0	0	0	13	100	2	8
	BRITANNIA AIRWAYS	C	17	0	1	53	0	6	41	0	0	54	82	5	17
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	7	40	116	5
<b>TOTAL PALMA DE MALLORCA</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>9</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>79</b>	<b>18</b>	<b>38</b>
<b>TOTAL SPAIN</b>			<b>137</b>	<b>2</b>	<b>2</b>	<b>47</b>	<b>16</b>	<b>21</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>19</b>	<b>126</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	8	0	0	75	0	0	0	25	0	57	80	1	10
	BRITANNIA AIRWAYS	C	7	0	1	71	0	29	0	0	0	8	100	-5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	50	13	0	0	0	17	60	0	10
	SPANAIR	C	8	0	0	50	13	0	38	0	0	41	0	0	0
	VIVA	C	8	0	0	38	38	0	25	0	0	30	0	0	0
<b>TOTAL ARRECIFE</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>21</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>71</b>	<b>6</b>	<b>48</b>
FUERTEVENTURA	BRITANNIA AIRWAYS	C	8	0	0	88	0	13	0	0	0	5	88	-3	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>-3</b>	<b>8</b>
LAS PALMAS	AIR 2000	C	8	0	0	88	13	0	0	0	0	4	100	-6	8
	AIR EUROPA	C	2	0	6	100	0	0	0	0	0	3	50	31	8
	BRITANNIA AIRWAYS	C	8	0	0	50	25	13	13	0	0	26	63	51	8
	FUTURA AIRLINES	C	6	0	0	0	0	100	0	0	0	42	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	44	33	0	22	0	0	32	0	75	8
<b>TOTAL LAS PALMAS</b>			<b>33</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>18</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>31</b>	<b>40</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	17	0	0	41	6	29	18	6	0	67	53	15	15
	AIR EUROPA	C	10	0	0	90	10	0	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	39	11	6	44	0	0	50	64	13	11
	CALEDONIAN AIRWAYS	C	10	0	0	60	20	10	0	0	10	53	38	27	8
	FUTURA AIRLINES	C	10	0	0	10	40	30	0	20	0	62	63	13	8
	MY TRAVEL AIRWAYS UK	C	19	0	8	32	21	26	16	5	0	42	54	18	13
	SPANAIR	C	10	0	0	10	40	30	20	0	0	36	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>94</b>	<b>0</b>	<b>8</b>	<b>39</b>	<b>19</b>	<b>19</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>47</b>	<b>51</b>	<b>20</b>	<b>63</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>174</b>	<b>1</b>	<b>15</b>	<b>47</b>	<b>18</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>37</b>	<b>60</b>	<b>17</b>	<b>159</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	MYTRAVEL AIRWAYS (DENMARK)	C	3	1	0	0	0	0	33	67	0	212	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>212</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>212</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>SWITZERLAND</b>															
ZURICH	SWISS AIRLINES	C	2	0	0	50	0	50	0	0	0	28	0	0	0
TOTAL ZURICH			2	0	0	50	0	50	0	0	0	28	0	0	0
TOTAL SWITZERLAND			2	0	0	50	0	50	0	0	0	28	0	0	0
<b>UNITED KINGDOM</b>															
ABERDEEN	LOGANAIR	S	124	0	0	83	12	3	2	0	0	7	95	2	132
TOTAL ABERDEEN			124	0	0	83	12	3	2	0	0	7	95	1	135
BARRA	LOGANAIR	S	48	1	3	75	2	2	13	8	0	35	94	0	47
TOTAL BARRA			48	1	3	75	2	2	13	8	0	35	94	0	47
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	161	0	1	76	7	11	5	1	0	15	95	1	152
TOTAL BELFAST CITY			161	0	1	76	7	11	5	1	0	15	95	1	152
BELFAST INTERNATIONAL	LOGANAIR	S	171	0	2	81	14	2	1	1	0	9	91	3	239
TOTAL BELFAST INTERNATIONAL			172	1	3	81	14	2	1	2	0	10	91	3	239
BENBECULA	LOGANAIR	S	52	1	0	73	10	8	10	0	0	13	0	0	0
TOTAL BENBECULA			52	1	0	73	10	8	10	0	0	13	81	4	52
BIRMINGHAM	BRITISH AIRWAYS PLC	S	386	2	7	82	11	3	3	1	0	10	92	4	397
TOTAL BIRMINGHAM			387	2	7	82	11	3	3	1	0	10	92	4	399
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	263	1	0	86	8	2	3	2	0	9	87	4	203
TOTAL BRISTOL			263	1	0	86	8	2	3	2	0	9	87	4	203
CAMPBELTOWN	LOGANAIR	S	46	0	0	87	7	4	0	2	0	11	89	3	71
TOTAL CAMPBELTOWN			46	0	0	87	7	4	0	2	0	11	89	3	71
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	122	1	4	89	6	2	3	0	0	7	88	8	130
TOTAL CARDIFF WALES			122	1	4	89	6	2	3	0	0	7	88	8	130
CITY OF DERRY (EGLINTON)	LOGANAIR	S	54	0	1	96	0	2	2	0	0	-2	93	2	59
TOTAL CITY OF DERRY (EGLINTON)			54	0	1	96	0	2	2	0	0	-2	93	2	59
EAST MIDLANDS	BMI BRITISH MIDLAND	S	184	0	2	88	5	2	5	0	0	9	94	3	118
TOTAL EAST MIDLANDS			184	0	2	88	5	2	5	0	0	9	94	3	118
GATWICK	KLM UK LTD	S	286	0	4	76	13	8	3	0	0	8	87	3	286
	MY TRAVEL AIRWAYS UK	C	8	1	1	13	38	0	50	0	0	69	0	0	0
TOTAL GATWICK			294	1	5	74	14	7	5	0	0	10	87	3	288
HEATHROW	BMI BRITISH MIDLAND	S	521	5	1	74	15	9	2	0	0	12	86	7	463
	BRITISH AIRWAYS PLC	S	634	5	12	75	13	8	4	0	0	14	85	9	649
TOTAL HEATHROW			1155	10	13	74	14	8	3	0	0	13	85	8	1112
INVERNESS	LOGANAIR	S	48	0	0	58	25	13	4	0	0	16	0	0	0
TOTAL INVERNESS			48	0	0	58	25	13	4	0	0	16	0	0	0
ISLAY	LOGANAIR	S	46	0	0	91	2	4	0	2	0	6	95	2	19
TOTAL ISLAY			46	0	0	91	2	4	0	2	0	6	95	2	19
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	49	0	1	90	10	0	0	0	0	3	96	-2	52



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 ISLE OF MAN			49	0	1	90	10	0	0	0	0	3	96	-2	52
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	128	0	6	80	15	2	4	0	0	10	89	12	94
TOTAL LEEDS BRADFORD			128	0	6	80	15	2	4	0	0	10	89	12	94
LUTON	AIR FOYLE PASSENGER AIRLINES	S	219	1	1	71	13	8	8	0	0	17	0	0	0
TOTAL LUTON			219	1	1	71	13	8	8	0	0	17	92	7	111
MANCHESTER	BMI REGIONAL	S	134	0	0	77	12	10	1	0	0	11	86	4	129
	BRITANNIA AIRWAYS	C	5	0	1	60	0	20	20	0	0	21	0	0	0
	BRITISH AIRWAYS PLC	S	174	0	3	83	10	5	2	0	0	9	95	1	224
TOTAL MANCHESTER			314	1	6	80	11	7	2	0	0	10	85	6	397
SOUTHAMPTON	BRITISH REGIONAL AIRLINES LTD	S	131	3	3	95	3	2	0	1	0	1	85	5	137
TOTAL SOUTHAMPTON			131	3	3	95	3	2	0	1	0	1	85	5	137
STANSTED	KLM UK LTD	S	224	3	7	69	9	11	10	0	0	17	88	3	187
TOTAL STANSTED			224	3	7	69	9	11	10	0	0	17	88	3	187
STORNOWAY	LOGANAIR	S	103	0	0	74	13	6	6	2	0	19	0	0	0
TOTAL STORNOWAY			103	0	0	74	13	6	6	2	0	19	83	7	104
SUMBURGH	LOGANAIR	S	51	1	0	82	10	0	6	2	0	14	100	1	52
TOTAL SUMBURGH			51	1	0	82	10	0	6	2	0	14	91	6	94
TIREE	LOGANAIR	S	37	1	0	65	0	3	30	3	0	31	94	19	35
TOTAL TIREE			37	1	0	65	0	3	30	3	0	31	94	19	35
TOTAL UNITED KINGDOM			4412	29	63	79	11	6	4	1	0	12	88	5	4284
USA															
BOSTON	BRITISH AIRWAYS PLC	S	34	0	2	74	15	9	3	0	0	12	69	23	42
TOTAL BOSTON			34	0	2	74	15	9	3	0	0	12	69	23	42
ORLANDO	BRITANNIA AIRWAYS	C	4	0	0	25	50	0	25	0	0	43	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	8	43	68	7
TOTAL ORLANDO			6	0	0	33	50	0	17	0	0	31	38	60	16
SANFORD	MY TRAVEL AIRWAYS UK	C	11	0	1	9	9	18	45	0	18	303	0	0	0
TOTAL SANFORD			12	0	1	8	8	17	50	0	17	287	0	0	0
TOTAL USA			52	0	3	54	17	10	15	0	4	78	60	33	58
TOTAL GLASGOW			5656	43	90	76	11	7	5	1	0	14	86	7	5627

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	26	0	0	31	12	27	31	0	0	47	46	77	24
TOTAL ALGIERS			26	0	0	31	12	27	31	0	0	47	46	77	24
TOTAL ALGERIA			26	0	0	31	12	27	31	0	0	47	46	77	24
<b>ARGENTINA</b>															
BUENOS AIRES	AEROLINEAS ARGENTINAS	S	16	0	2	6	31	50	13	0	0	39	56	36	18
	BRITISH AIRWAYS PLC	S	26	0	0	85	12	0	4	0	0	6	92	-6	26
TOTAL BUENOS AIRES			42	0	2	55	19	19	7	0	0	18	77	11	44
TOTAL ARGENTINA			42	0	2	55	19	19	7	0	0	18	77	11	44
<b>AUSTRALIA</b>															
BRISBANE	BRITISH AIRWAYS PLC	S	26	0	0	77	12	8	4	0	0	8	76	6	25
TOTAL BRISBANE			26	0	0	77	12	8	4	0	0	8	76	6	25
MELBOURNE	BRITISH AIRWAYS PLC	S	34	0	0	79	12	6	3	0	0	5	80	5	35
	QANTAS	S	51	0	0	63	24	10	2	2	0	18	58	15	60
TOTAL MELBOURNE			85	0	0	69	19	8	2	1	0	13	66	11	95
PERTH (AUSTRALIA)	BRITISH AIRWAYS PLC	S	60	0	0	62	13	17	7	2	0	18	83	32	60
TOTAL PERTH (AUSTRALIA)			60	0	0	62	13	17	7	2	0	18	83	32	60
SYDNEY	QANTAS	S	69	0	0	74	13	6	7	0	0	14	62	16	60
TOTAL SYDNEY			69	0	0	74	13	6	7	0	0	14	62	16	60
TOTAL AUSTRALIA			240	0	0	70	15	10	5	1	0	14	70	17	240
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	214	0	0	79	11	7	2	0	0	7	76	11	214
	BRITISH AIRWAYS PLC	S	180	0	0	74	13	9	4	0	0	13	78	11	178
TOTAL VIENNA			394	0	0	77	12	8	3	0	0	10	77	11	392
TOTAL AUSTRIA			394	0	0	77	12	8	3	0	0	10	77	11	392
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	32	0	0	78	19	0	3	0	0	2	62	11	74
TOTAL BAHRAIN			32	0	0	78	19	0	3	0	0	2	62	11	74
TOTAL BAHRAIN			32	0	0	78	19	0	3	0	0	2	62	11	74
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	42	0	0	33	14	21	29	2	0	42	33	42	42
	BRITISH AIRWAYS PLC	S	34	0	0	79	3	9	3	0	6	39	60	6	35
TOTAL DACCA			76	0	0	54	9	16	17	1	3	41	45	26	77
TOTAL BANGLADESH			76	0	0	54	9	16	17	1	3	41	45	26	77
<b>BELGIUM</b>															
ANTWERP	SABENA	S	88	0	4	86	10	1	2	0	0	7	81	8	96
TOTAL ANTWERP			88	0	4	86	10	1	2	0	0	7	80	8	97

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ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	BMI BRITISH MIDLAND	S	350	0	10	70	15	11	5	0	0	13	76	10	365
	BRITISH AIRWAYS PLC	S	323	0	0	71	16	10	2	1	0	13	79	10	384
	SABENA	S	488	0	6	60	19	14	7	0	0	18	86	5	468
<b>TOTAL BRUSSELS</b>			<b>1161</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>8</b>	1235
<b>TOTAL BELGIUM</b>			<b>1249</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>8</b>	1332
<b>BOTSWANA</b>															
GABORONE	BRITISH AIRWAYS PLC	S	17	0	0	76	12	0	12	0	0	19	65	8	17
<b>TOTAL GABORONE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>8</b>	17
<b>TOTAL BOTSWANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>8</b>	17
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	VARIG	S	25	1	2	72	12	4	4	0	8	84	58	29	12
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>25</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>58</b>	<b>29</b>	12
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	8	0	0	63	25	13	0	0	0	10	89	1	18
	VARIG	S	16	0	1	44	38	13	6	0	0	19	64	15	14
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>33</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>7</b>	32
<b>TOTAL BRAZIL</b>			<b>49</b>	<b>1</b>	<b>3</b>	<b>61</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>51</b>	<b>73</b>	<b>13</b>	44
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	54	0	0	78	9	9	4	0	0	7	86	0	36
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>0</b>	36
<b>TOTAL BRUNEI</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>0</b>	36
<b>BULGARIA</b>															
SOFIA	BALKAN BULGARIAN AIRLINES	S	44	0	0	55	30	11	0	5	0	23	51	22	41
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>22</b>	41
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>22</b>	41
<b>CANADA</b>															
CALGARY	AIR CANADA	S	13	0	0	54	23	8	15	0	0	17	75	15	16
	CANADIAN AIRLINES INT/L	S	8	0	0	38	25	25	13	0	0	25	0	0	0
<b>TOTAL CALGARY</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>15</b>	16
EDMONTON	AIR CANADA	S	39	0	0	67	10	10	13	0	0	21	61	17	18
<b>TOTAL EDMONTON</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>17</b>	18
HALIFAX INT	AIR CANADA	S	36	1	9	75	11	6	8	0	0	8	50	21	42
<b>TOTAL HALIFAX INT</b>			<b>36</b>	<b>1</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>21</b>	42
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	68	20	8	3	0	0	12	60	20	60
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	60
TORONTO	AIR CANADA	S	108	0	8	62	20	11	6	0	0	15	49	25	108
	AIR INDIA	S	18	0	0	11	17	39	28	6	0	67	8	76	24
	BRITISH AIRWAYS PLC	S	60	0	0	48	25	15	12	0	0	21	75	8	60
	CANADIAN AIRLINES INT/L	S	110	0	6	79	11	8	2	0	0	3	58	19	60

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL TORONTO</b>			<b>296</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>25</b>	252
<b>VANCOUVER</b>	AIR CANADA	S	60	0	0	33	28	25	10	3	0	38	37	45	60
	BRITISH AIRWAYS PLC	S	59	1	0	81	10	3	5	0	0	6	95	-7	60
	CANADIAN AIRLINES INT/L	S	52	0	0	65	19	10	4	2	0	16	60	17	60
<b>TOTAL VANCOUVER</b>			<b>171</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>18</b>	180
<b>TOTAL CANADA</b>			<b>623</b>	<b>2</b>	<b>23</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>21</b>	568
<b>CHILE</b>															
<b>SANTIAGO DE CHILE</b>	BRITISH AIRWAYS PLC	S	26	0	0	62	27	8	4	0	0	14	82	13	17
<b>TOTAL SANTIAGO DE CHILE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>13</b>	17
<b>TOTAL CHILE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>13</b>	17
<b>CHINA</b>															
<b>BEIJING</b>	AIR CHINA	S	15	1	1	20	0	0	40	27	13	288	67	16	18
	BRITISH AIRWAYS PLC	S	25	0	0	80	16	0	4	0	0	3	89	1	18
<b>TOTAL BEIJING</b>			<b>40</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>110</b>	<b>78</b>	<b>8</b>	36
<b>TOTAL CHINA</b>			<b>40</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>110</b>	<b>78</b>	<b>8</b>	36
<b>COLOMBIA</b>															
<b>BOGOTA</b>	BRITISH AIRWAYS PLC	S	18	0	0	61	11	28	0	0	0	11	81	3	16
<b>TOTAL BOGOTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>3</b>	16
<b>TOTAL COLOMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>3</b>	16
<b>CROATIA</b>															
<b>ZAGREB</b>	CROATIA AIRLINES	S	60	0	0	60	32	7	2	0	0	13	70	14	60
<b>TOTAL ZAGREB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>32</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>14</b>	60
<b>TOTAL CROATIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>32</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>14</b>	60
<b>CYPRUS</b>															
<b>LARNACA</b>	BRITISH AIRWAYS PLC	S	45	0	0	71	18	7	4	0	0	10	71	11	59
	CYPRUS AIRWAYS	S	82	1	0	57	26	13	2	1	0	19	40	46	65
<b>TOTAL LARNACA</b>			<b>127</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>29</b>	124
<b>PAPHOS</b>	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	-12	0	0	0
	CYPRUS AIRWAYS	S	4	0	0	50	25	25	0	0	0	17	21	31	14
<b>TOTAL PAPHOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>21</b>	<b>31</b>	14
<b>TOTAL CYPRUS</b>			<b>133</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>30</b>	138
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMI BRITISH MIDLAND	S	77	0	1	74	16	10	0	0	0	9	92	3	60
	BRITISH AIRWAYS PLC	S	120	0	0	82	9	4	5	0	0	8	80	15	120
	CSA	S	118	0	2	74	15	8	3	0	0	10	76	10	119
<b>TOTAL PRAGUE</b>			<b>315</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	299
<b>TOTAL CZECH REPUBLIC</b>			<b>315</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	299

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>DENMARK</b>															
AARHUS (TIRSTRUP)	SAS	S	59	0	1	61	24	7	7	2	0	19	82	10	56
TOTAL AARHUS (TIRSTRUP)			<b>59</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>24</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>10</b>	<b>56</b>
COPENHAGEN	BRITISH AIRWAYS PLC	S	232	0	0	77	14	7	2	0	0	8	81	13	232
	SAS	S	295	1	0	64	18	11	5	1	0	17	70	15	280
	VARIG	S	22	0	2	45	27	18	9	0	0	22	58	25	26
TOTAL COPENHAGEN			<b>549</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>538</b>
TOTAL DENMARK			<b>608</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	<b>594</b>
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	61	0	0	52	28	16	2	2	0	21	83	5	60
	EGYPT AIR	S	60	0	0	18	30	35	17	0	0	40	28	37	60
TOTAL CAIRO			<b>123</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>25</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>21</b>	<b>120</b>
LUXOR	EGYPT AIR	S	10	0	0	0	0	0	80	0	20	172	88	-1	8
TOTAL LUXOR			<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>172</b>	<b>88</b>	<b>-1</b>	<b>8</b>
TOTAL EGYPT			<b>133</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>27</b>	<b>23</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>41</b>	<b>58</b>	<b>19</b>	<b>128</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	40	2	1	28	20	25	23	5	0	49	55	21	42
TOTAL ADDIS ABABA			<b>40</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>20</b>	<b>25</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>49</b>	<b>55</b>	<b>21</b>	<b>42</b>
TOTAL ETHIOPIA			<b>40</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>20</b>	<b>25</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>49</b>	<b>55</b>	<b>21</b>	<b>42</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	JATAIRWAYS	S	44	0	0	57	18	14	7	5	0	25	57	52	42
TOTAL BELGRADE			<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>52</b>	<b>42</b>
TOTAL FED REP YUGO SERBIA M'ENEGRO			<b>44</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>52</b>	<b>42</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	67	21	9	3	0	0	12	71	11	110
	FINNAIR	S	178	0	0	63	24	7	6	0	0	15	65	14	172
TOTAL HELSINKI			<b>298</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>13</b>	<b>282</b>
TOTAL FINLAND			<b>299</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>13</b>	<b>284</b>
<b>FRANCE</b>															
LYON	AIR FRANCE	S	156	0	6	75	15	10	1	0	0	8	77	11	136
	BRITISH AIRWAYS PLC	S	120	0	0	70	19	8	3	0	0	10	86	6	169
TOTAL LYON			<b>276</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>305</b>
NICE	BMI BRITISH MIDLAND	S	102	0	0	66	23	11	0	1	0	13	78	9	98
	BRITISH AIRWAYS PLC	S	180	0	0	73	14	9	4	0	0	13	78	11	170
TOTAL NICE			<b>282</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>322</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	572	1	70	71	17	10	2	0	0	10	83	6	486
	BMI BRITISH MIDLAND	S	492	0	2	71	16	10	3	0	0	10	86	6	469
	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	9	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	472	0	0	78	13	7	2	0	0	7	87	4	453
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1538</b>	<b>1</b>	<b>72</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>5</b>	1408
PARIS (ORLY)	AIR LIBERTE/ TAT EUROPEAN ALN	S	180	0	0	66	21	8	5	0	0	16	90	2	176
	BRITISH AIRWAYS PLC	S	109	1	0	76	15	6	3	1	0	10	85	3	108
<b>TOTAL PARIS (ORLY)</b>			<b>289</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>5</b>	651
STRASBOURG	AIR INTER EUROPE	S	94	1	4	43	24	18	15	0	0	30	0	0	0
<b>TOTAL STRASBOURG</b>			<b>94</b>	<b>1</b>	<b>4</b>	<b>43</b>	<b>24</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>58</b>	<b>15</b>	55
TOULOUSE (BLAGNAC)	AIR FRANCE	S	156	0	6	63	17	15	4	0	0	14	86	5	111
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>156</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>5</b>	111
<b>TOTAL FRANCE</b>			<b>2635</b>	<b>3</b>	<b>88</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>6</b>	2854
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	238	0	2	80	9	8	4	0	0	9	85	7	227
	LUFTHANSA	S	116	0	4	72	16	9	3	0	0	8	92	0	118
<b>TOTAL BERLIN (TEGEL)</b>			<b>354</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	345
BREMEN	LUFTHANSA	S	59	0	1	49	22	17	12	0	0	22	70	12	60
<b>TOTAL BREMEN</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>22</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>12</b>	60
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	110	0	0	73	17	5	5	0	0	13	77	9	110
	LUFTHANSA	S	76	0	0	86	9	3	3	0	0	5	93	1	76
<b>TOTAL COLOGNE (BONN)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>6</b>	186
DRESDEN	LUFTHANSA	S	88	0	0	73	13	15	0	0	0	11	70	15	92
<b>TOTAL DRESDEN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>15</b>	92
DUSSELDORF	BRITISH AIRWAYS PLC	S	230	0	0	73	13	10	4	0	0	12	84	6	228
	LUFTHANSA	S	187	0	0	75	14	6	4	0	0	11	83	6	188
<b>TOTAL DUSSELDORF</b>			<b>417</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>6</b>	416
FRANKFURT MAIN	BMI BRITISH MIDLAND	S	231	0	0	70	16	8	3	2	0	16	76	9	232
	BRITISH AIRWAYS PLC	S	304	0	2	72	13	10	5	1	0	14	82	7	306
	LUFTHANSA	S	297	0	3	77	12	5	4	1	0	12	74	10	301
<b>TOTAL FRANKFURT MAIN</b>			<b>832</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	839
HAMBURG	BRITISH AIRWAYS PLC	S	179	0	1	78	13	6	3	0	0	8	87	4	178
	LUFTHANSA	S	230	0	4	80	8	8	3	0	0	5	87	3	238
<b>TOTAL HAMBURG</b>			<b>409</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>4</b>	416
HANOVER	BRITISH AIRWAYS PLC	S	70	0	0	80	7	6	7	0	0	12	88	3	68
	LUFTHANSA	S	109	0	1	77	16	6	2	0	0	7	93	1	120
<b>TOTAL HANOVER</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>2</b>	188
LEIPZIG	BRITISH AIRWAYS PLC	S	60	0	0	78	10	8	3	0	0	10	93	-1	60
	LUFTHANSA	S	68	0	0	62	22	16	0	0	0	14	67	14	73
<b>TOTAL LEIPZIG</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>7</b>	133
MUNICH	BRITISH AIRWAYS PLC	S	277	0	5	78	10	9	3	0	0	11	83	6	278
	LUFTHANSA	S	311	0	3	74	14	7	4	1	0	10	80	5	248
<b>TOTAL MUNICH</b>			<b>588</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>5</b>	526

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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)										
NUREMBERG	LUFTHANSA	S	60	0	0	67	13	12	8	0	0	14	87	3	120
<b>TOTAL NUREMBERG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>3</b>	<b>120</b>
STUTTGART	BRITISH AIRWAYS PLC	S	60	0	0	67	12	17	3	2	0	18	75	10	60
	LUFTHANSA	S	99	0	0	71	18	6	5	0	0	11	83	4	155
<b>TOTAL STUTTGART</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>6</b>	<b>215</b>
<b>TOTAL GERMANY</b>			<b>3459</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>6</b>	<b>3536</b>
<b>GHANA</b>															
ACCRA	GHANA AIRWAYS	S	29	5	0	14	10	17	34	10	14	193	38	41	26
<b>TOTAL ACCRA</b>			<b>29</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>17</b>	<b>34</b>	<b>10</b>	<b>14</b>	<b>193</b>	<b>38</b>	<b>41</b>	<b>26</b>
<b>TOTAL GHANA</b>			<b>29</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>17</b>	<b>34</b>	<b>10</b>	<b>14</b>	<b>193</b>	<b>38</b>	<b>41</b>	<b>26</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	10	0	0	70	10	20	0	0	0	11	69	16	16
<b>TOTAL GIBRALTAR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>16</b>
<b>TOTAL GIBRALTAR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>16</b>
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	120	0	0	72	13	9	7	0	0	12	64	13	122
	OLYMPIC AIRWAYS	S	125	0	0	62	22	14	2	0	0	13	51	21	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	1	62	23	13	2	0	0	12	77	6	60
<b>TOTAL ATHENS</b>			<b>305</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>15</b>	<b>306</b>
SALONIKA	BRITISH AIRWAYS PLC	S	60	0	0	72	12	7	7	3	0	23	62	16	60
<b>TOTAL SALONIKA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>16</b>	<b>60</b>
<b>TOTAL GREECE</b>			<b>365</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>15</b>	<b>366</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	60	0	0	80	13	3	3	0	0	9	93	1	60
	CATHAY PACIFIC AIRWAYS	S	82	0	0	83	11	2	1	0	2	14	92	-6	74
	UNITED AIRLINES	S	60	0	0	62	20	12	7	0	0	10	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	1	1	69	22	8	0	0	0	3	90	0	60
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>261</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>92</b>	<b>-2</b>	<b>194</b>
<b>TOTAL HONG KONG</b>			<b>261</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>92</b>	<b>-2</b>	<b>194</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	120	0	0	68	18	7	6	2	0	16	74	11	120
	MALEV (HUNGARIAN AIRLINES)	S	121	0	1	51	24	20	3	1	1	25	59	19	120
<b>TOTAL BUDAPEST</b>			<b>241</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>15</b>	<b>240</b>
<b>TOTAL HUNGARY</b>			<b>241</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>15</b>	<b>240</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	73	2	3	75	11	7	4	3	0	13	67	15	60
<b>TOTAL KEFLAVIK</b>			<b>73</b>	<b>2</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>15</b>	<b>60</b>
<b>TOTAL ICELAND</b>			<b>73</b>	<b>2</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>15</b>	<b>60</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>INDIA</b>															
CALCUTTA	BRITISH AIRWAYS PLC	S	17	0	0	65	24	0	6	6	0	16	76	10	17
<b>TOTAL CALCUTTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>10</b>	<b>17</b>
DELHI	AIR CANADA	S	34	0	0	32	24	24	15	6	0	47	41	43	34
	AIR INDIA	S	7	1	1	14	29	57	0	0	0	28	0	0	0
	BRITISH AIRWAYS PLC	S	9	0	0	44	22	11	22	0	0	24	88	2	8
<b>TOTAL DELHI</b>			<b>50</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>24</b>	<b>26</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>35</b>	<b>42</b>
MUMBAI	AIR INDIA	S	78	2	2	38	24	26	12	0	0	25	23	65	100
	BRITISH AIRWAYS PLC	S	60	0	0	37	17	30	17	0	0	32	94	-7	34
<b>TOTAL MUMBAI</b>			<b>138</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>21</b>	<b>28</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>41</b>	<b>47</b>	<b>134</b>
<b>TOTAL INDIA</b>			<b>205</b>	<b>3</b>	<b>3</b>	<b>39</b>	<b>22</b>	<b>25</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>51</b>	<b>38</b>	<b>232</b>
<b>INDONESIA</b>															
JAKARTA (SOEKARNO-HATTA INTNL)	BRITISH AIRWAYS PLC	S	43	0	0	74	12	7	7	0	0	11	79	8	34
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>34</b>
<b>TOTAL INDONESIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>34</b>
<b>IRAN</b>															
TEHRAN	BRITISH AIRWAYS PLC	S	25	0	0	52	32	12	4	0	0	15	100	-6	17
	IRAN AIR	S	24	0	0	63	8	21	8	0	0	18	65	18	26
<b>TOTAL TEHRAN</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>9</b>	<b>43</b>
<b>TOTAL IRAN</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>9</b>	<b>43</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	180	0	0	73	21	4	1	2	0	13	81	13	180
<b>TOTAL CORK</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>13</b>	<b>180</b>
DUBLIN	AER LINGUS	S	691	0	2	83	10	5	2	0	0	7	84	8	691
	BMI BRITISH MIDLAND	S	489	1	0	72	14	11	3	0	0	11	86	5	472
<b>TOTAL DUBLIN</b>			<b>1180</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>1163</b>
SHANNON	AER LINGUS	S	188	0	0	72	16	7	5	0	0	13	77	12	188
<b>TOTAL SHANNON</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>188</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1548</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>1531</b>
<b>ISRAEL</b>															
OVDA	EL AL	S	15	0	1	93	0	0	7	0	0	-6	89	0	18
<b>TOTAL OVDA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>89</b>	<b>0</b>	<b>18</b>
TEL AVIV	BRITISH AIRWAYS PLC	S	69	0	0	81	7	9	3	0	0	8	80	15	60
	EL AL	S	74	1	1	73	14	12	1	0	0	9	75	11	59
<b>TOTAL TEL AVIV</b>			<b>143</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>119</b>
<b>TOTAL ISRAEL</b>			<b>158</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>11</b>	<b>137</b>
<b>ITALY</b>															
BOLOGNA	BRITISH AIRWAYS PLC	S	58	0	2	74	14	9	3	0	0	13	77	10	60



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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 BOLOGNA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	60
<b>MILAN (LINATE)</b>	ALITALIA	S	353	0	7	39	27	27	7	0	0	27	73	11	358
	BRITISH AIRWAYS PLC	S	254	0	4	46	22	20	9	2	0	29	69	13	238
<b>TOTAL MILAN (LINATE)</b>			<b>607</b>	<b>0</b>	<b>11</b>	<b>42</b>	<b>25</b>	<b>24</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>12</b>	596
<b>PISA</b>	BRITISH AIRWAYS PLC	S	60	0	0	72	12	7	8	2	0	16	91	3	58
<b>TOTAL PISA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>91</b>	<b>3</b>	58
<b>ROME (FIUMICINO)</b>	ALITALIA	S	292	0	8	40	23	23	12	2	0	32	68	12	294
	BRITISH AIRWAYS PLC	S	294	0	6	58	17	15	8	1	0	21	75	11	237
<b>TOTAL ROME (FIUMICINO)</b>			<b>587</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>20</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>12</b>	576
<b>TURIN</b>	ALITALIA	S	60	0	0	50	20	7	23	0	0	34	98	-3	60
	BRITISH AIRWAYS PLC	S	120	1	0	58	14	23	6	0	0	18	88	2	106
<b>TOTAL TURIN</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>92</b>	<b>0</b>	166
<b>VENICE</b>	BRITISH AIRWAYS PLC	S	69	0	0	81	9	1	6	3	0	14	78	9	58
<b>TOTAL VENICE</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	58
<b>TOTAL ITALY</b>			<b>1562</b>	<b>1</b>	<b>27</b>	<b>50</b>	<b>20</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>10</b>	1514
<b>JAMAICA</b>															
<b>KINGSTON</b>	AIR JAMAICA	S	26	0	0	35	27	27	12	0	0	26	0	0	0
<b>TOTAL KINGSTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>27</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL JAMAICA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>27</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>JAPAN</b>															
<b>NAGOYA (AFB)</b>	BRITISH AIRWAYS PLC	S	18	0	0	83	11	6	0	0	0	0	89	-3	18
<b>TOTAL NAGOYA (AFB)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>-3</b>	18
<b>OSAKA (KANSAI)</b>	ALL NIPPON AIRWAYS	S	18	0	0	72	11	17	0	0	0	6	81	5	16
	BRITISH AIRWAYS PLC	S	44	0	0	70	9	16	5	0	0	10	81	8	26
	JAPAN AIRLINES	S	42	0	0	62	21	17	0	0	0	14	81	7	42
<b>TOTAL OSAKA (KANSAI)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>7</b>	84
<b>TOKYO (NARITA)</b>	AEROFLOT	S	18	0	0	39	17	28	17	0	0	30	25	44	16
	ALL NIPPON AIRWAYS	S	60	0	0	82	5	10	3	0	0	11	85	8	60
	BRITISH AIRWAYS PLC	S	112	1	0	69	14	13	4	0	0	8	86	2	110
	JAPAN AIRLINES	S	73	1	0	66	21	12	1	0	0	13	78	4	74
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	62	19	13	6	0	0	11	76	12	50
<b>TOTAL TOKYO (NARITA)</b>			<b>315</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>7</b>	310
<b>TOTAL JAPAN</b>			<b>437</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>7</b>	412
<b>JORDAN</b>															
<b>AMMAN</b>	BRITISH AIRWAYS PLC	S	31	0	2	77	10	3	6	0	3	31	81	9	26
	BRITISH MEDITERRANEAN AIRWA	S	25	1	1	56	28	12	4	0	0	16	53	18	15
	ROYAL JORDANIAN	S	60	0	0	68	22	10	0	0	0	11	87	4	52
<b>TOTAL AMMAN</b>			<b>116</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>80</b>	<b>7</b>	93
<b>TOTAL JORDAN</b>			<b>116</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>80</b>	<b>7</b>	93

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			Actual (7)	Plan (8)											
<b>KENYA</b>															
MOMBASA	KENYA AIRWAYS	S	5	0	0	80	0	20	0	0	0	11	0	0	0
TOTAL MOMBASA			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAIROBI	KENYA AIRWAYS	S	48	2	14	46	8	6	29	2	8	94	59	74	68
TOTAL NAIROBI			<b>48</b>	<b>2</b>	<b>14</b>	<b>46</b>	<b>8</b>	<b>6</b>	<b>29</b>	<b>2</b>	<b>8</b>	<b>94</b>	<b>58</b>	<b>64</b>	<b>83</b>
TOTAL KENYA			<b>53</b>	<b>2</b>	<b>14</b>	<b>49</b>	<b>8</b>	<b>8</b>	<b>26</b>	<b>2</b>	<b>8</b>	<b>86</b>	<b>58</b>	<b>64</b>	<b>83</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	49	0	0	84	6	4	4	2	0	8	95	-2	42
	KUWAIT AIRWAYS	S	60	0	0	60	30	8	2	0	0	11	73	10	60
TOTAL KUWAIT			<b>109</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>5</b>	<b>102</b>
TOTAL KUWAIT			<b>109</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>5</b>	<b>102</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BRITISH MEDITERRANEAN AIRWA	S	4	0	0	50	0	50	0	0	0	15	0	0	0
TOTAL BISHKEK (FRUNZE)			<b>4</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>51</b>	<b>3</b>
TOTAL KYRGYZSTAN			<b>4</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>51</b>	<b>3</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	25	0	1	68	28	4	0	0	0	9	0	0	0
TOTAL RIGA			<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL LATVIA			<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LEBANON</b>															
BEIRUT	MEA	S	34	0	0	71	18	12	0	0	0	12	76	7	34
TOTAL BEIRUT			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>5</b>	<b>42</b>
TOTAL LEBANON			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>5</b>	<b>42</b>
<b>LITHUANIA</b>															
VILNIUS	LITHUANIA AIRLINES	S	44	0	0	73	18	7	2	0	0	7	88	0	34
TOTAL VILNIUS			<b>44</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>7</b>	<b>88</b>	<b>0</b>	<b>34</b>
TOTAL LITHUANIA			<b>44</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>7</b>	<b>88</b>	<b>0</b>	<b>34</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	50	0	0	72	12	10	6	0	0	13	94	2	52
	LUXAIR	S	112	0	0	84	11	4	1	0	0	4	68	12	112
TOTAL LUXEMBOURG			<b>162</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>9</b>	<b>164</b>
TOTAL LUXEMBOURG			<b>162</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>9</b>	<b>164</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	119	1	1	82	11	4	3	1	0	2	80	6	120
TOTAL KUALA LUMPUR (SEPANG)			<b>119</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>6</b>	<b>120</b>
TOTAL MALAYSIA			<b>119</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>6</b>	<b>120</b>

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>MALTA</b>															
MALTA	AIR MALTA	S	104	0	0	45	32	18	5	0	0	16	40	32	110
TOTAL MALTA			<b>104</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>40</b>	<b>32</b>	<b>110</b>
TOTAL MALTA			<b>104</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>40</b>	<b>32</b>	<b>110</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	18	0	0	17	22	44	11	0	6	55	31	60	16
TOTAL MAURITIUS			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>31</b>	<b>60</b>	<b>16</b>
TOTAL MAURITIUS			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>55</b>	<b>31</b>	<b>60</b>	<b>16</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	81	8	8	4	0	0	3	65	7	26
TOTAL MEXICO CITY			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>7</b>	<b>26</b>
TOTAL MEXICO			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>7</b>	<b>26</b>
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	59	1	1	64	20	14	2	0	0	11	75	19	44
	ROYAL AIR MAROC	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	ROYAL AIR MAROC	S	52	0	0	44	35	13	8	0	0	22	72	11	50
TOTAL CASABLANCA MOHAMED V			<b>113</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>27</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>15</b>	<b>94</b>
TOTAL MOROCCO			<b>113</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>27</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>13</b>	<b>126</b>
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	26	0	0	46	12	12	12	8	12	175	58	15	26
TOTAL WINDHOEK			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>175</b>	<b>58</b>	<b>15</b>	<b>26</b>
TOTAL NAMIBIA			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>175</b>	<b>58</b>	<b>15</b>	<b>26</b>
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	BRITISH AIRWAYS PLC	S	26	0	0	85	8	4	4	0	0	11	77	12	26
	EVA AIR	S	26	0	0	85	12	0	4	0	0	2	85	1	26
TOTAL TAIPEI			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>6</b>	<b>52</b>
TOTAL NATIONALIST CHINA (TAIWAN)			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>6</b>	<b>52</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	464	0	0	72	11	13	4	0	0	12	85	5	461
	BRITISH AIRWAYS PLC	S	402	0	0	64	16	11	9	0	0	18	82	7	404
	KLM	S	479	0	1	66	17	13	5	0	0	14	83	7	476
	UNITED AIRLINES	S	8	0	0	88	13	0	0	0	0	4	49	23	57
TOTAL AMSTERDAM			<b>1353</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>7</b>	<b>1398</b>
EINDHOVEN	KLM	S	84	0	0	77	10	12	1	0	0	9	44	22	88
TOTAL EINDHOVEN			<b>84</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>22</b>	<b>88</b>
ROTTERDAM	KLM	S	252	0	2	67	13	15	5	0	0	13	69	13	258
TOTAL ROTTERDAM			<b>252</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>13</b>	<b>258</b>
TOTAL NETHERLANDS			<b>1689</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	<b>1744</b>

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Reporting Airport: HEATHROW (Full Analysis)

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				Actual (7)	Plan (8)										
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	44	0	0	50	32	9	7	2	0	20	74	11	35
TOTAL AUCKLAND INTERNATIONAL			44	0	0	50	32	9	7	2	0	20	74	14	36
TOTAL NEW ZEALAND			44	0	0	50	32	9	7	2	0	20	72	14	36
<b>NIGERIA</b>															
LAGOS	NIGERIA AIRWAYS	S	18	0	0	28	11	11	50	0	0	60	55	69	22
TOTAL LAGOS			18	0	0	28	11	11	50	0	0	60	55	69	22
TOTAL NIGERIA			18	0	0	28	11	11	50	0	0	60	55	69	22
<b>NORWAY</b>															
BERGEN	BMI BRITISH MIDLAND	S	60	0	0	92	3	3	2	0	0	3	53	15	60
TOTAL BERGEN			60	0	0	92	3	3	2	0	0	3	53	15	60
OSLO (FORNEBU)	BRITISH AIRWAYS PLC	S	180	0	0	71	17	9	3	0	0	11	79	10	170
	SAS	S	224	0	3	63	17	13	5	1	0	17	64	15	213
TOTAL OSLO (FORNEBU)			404	0	3	67	17	12	4	0	0	14	70	13	383
STAVANGER	SAS	S	119	0	1	73	12	11	4	0	0	11	70	9	110
TOTAL STAVANGER			119	0	1	73	12	11	4	0	0	11	70	9	110
TOTAL NORWAY			583	0	4	70	15	11	4	0	0	12	69	12	553
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	67	17	10	7	0	0	18	87	3	60
	GULF AIR	S	77	0	0	77	14	5	4	0	0	7	83	1	71
TOTAL MUSCAT			137	0	0	72	15	7	5	0	0	12	85	2	131
TOTAL OMAN			137	0	0	72	15	7	5	0	0	12	85	2	131
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	18	0	0	28	11	39	22	0	0	38	6	81	16
TOTAL ISLAMABAD			18	0	0	28	11	39	22	0	0	38	6	81	16
KARACHI	PAKISTAN INTL AIRLINES	S	17	0	0	65	18	18	0	0	0	11	66	29	32
TOTAL KARACHI			17	0	0	65	18	18	0	0	0	11	66	29	32
LAHORE	PAKISTAN INTL AIRLINES	S	19	0	0	32	37	21	11	0	0	27	0	0	0
TOTAL LAHORE			19	0	0	32	37	21	11	0	0	27	0	0	0
TOTAL PAKISTAN			54	0	0	41	22	26	11	0	0	26	46	46	48
<b>PHILIPPINES</b>															
MANILA	BRITISH AIRWAYS PLC	S	34	0	0	53	21	15	12	0	0	20	76	9	34
	PHILIPPINE AIRLINES	S	24	0	2	25	13	21	42	0	0	52	0	0	0
TOTAL MANILA			58	0	2	41	17	17	24	0	0	33	76	9	34
TOTAL PHILIPPINES			58	0	2	41	17	17	24	0	0	33	76	9	34
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	120	0	0	70	22	7	2	0	0	10	78	10	83

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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)										
WARSAW	LOT-POLISH AIRLINES	S	120	0	0	75	14	5	6	0	0	9	74	19	82
<b>TOTAL WARSAW</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	<b>165</b>
<b>TOTAL POLAND</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	<b>169</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	36	0	0	72	8	11	8	0	0	17	74	12	34
<b>TOTAL FARO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>12</b>	<b>34</b>
LISBON	AIR PORTUGAL	S	156	0	0	73	15	9	3	0	0	13	76	8	154
	BRITISH AIRWAYS PLC	S	180	0	0	77	14	6	3	0	1	11	80	10	180
<b>TOTAL LISBON</b>			<b>336</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>9</b>	<b>334</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	60	0	0	80	5	2	10	3	0	16	85	6	60
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>2</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>5</b>	<b>118</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>8</b>	<b>486</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	16	0	0	38	13	13	38	0	0	43	72	23	18
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>72</b>	<b>23</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>72</b>	<b>23</b>	<b>18</b>
<b>QATAR</b>															
DOHA	GULF AIR	S	12	0	0	75	8	17	0	0	0	6	78	7	9
<b>TOTAL DOHA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>7</b>	<b>9</b>
<b>TOTAL QATAR</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>7</b>	<b>9</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (KIMPO)	BRITISH AIRWAYS PLC	S	24	2	2	50	17	33	0	0	0	15	87	0	15
	KOREAN AIR	S	36	0	0	42	33	22	3	0	0	21	73	13	26
<b>TOTAL SEOUL (KIMPO)</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>27</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>8</b>	<b>41</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>27</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>8</b>	<b>41</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	34	0	0	56	18	24	3	0	0	19	76	10	25
	SOUTH AFRICAN AIRWAYS	S	26	0	0	50	19	23	8	0	0	19	53	69	17
<b>TOTAL CAPE TOWN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>34</b>	<b>42</b>
DURBAN	BRITISH AIRWAYS PLC	S	26	0	0	58	15	19	8	0	0	20	88	9	26
	SOUTH AFRICAN AIRWAYS	S	26	0	0	35	19	27	19	0	0	36	42	23	26
<b>TOTAL DURBAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>65</b>	<b>16</b>	<b>52</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	70	0	0	67	16	13	4	0	0	14	90	5	42
	SOUTH AFRICAN AIRWAYS	S	52	0	10	40	21	19	17	0	2	44	42	69	59
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	28	20	32	16	4	0	40	0	0	0
<b>TOTAL JOHANNESBURG</b>			<b>147</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>18</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>62</b>	<b>42</b>	<b>101</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>259</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>18</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>33</b>	<b>195</b>

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				Actual (7)	Plan (8)										
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	TAROM	S	60	0	9	65	18	10	7	0	0	14	66	23	61
TOTAL BUCHAREST (OTOPENI)			<b>60</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>23</b>	<b>61</b>	
TOTAL RUMANIA			<b>60</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>23</b>	<b>61</b>	
<b>RUSSIA</b>															
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	95	0	2	60	29	9	0	1	0	13	40	25	84
	BRITISH AIRWAYS PLC	S	60	0	0	72	20	7	2	0	0	8	80	8	59
TOTAL MOSCOW (SHEREMETYEVO)			<b>155</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>26</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>18</b>	<b>143</b>
ST PETERSBURG	AEROFLOT	S	11	0	1	82	9	9	0	0	0	5	63	7	8
	BRITISH AIRWAYS PLC	S	44	0	0	84	7	7	2	0	0	3	83	23	42
TOTAL ST PETERSBURG			<b>55</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>21</b>	<b>50</b>
TOTAL RUSSIA			<b>210</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>19</b>	<b>193</b>
<b>SAUDI ARABIA</b>															
DHAHRAN	BRITISH AIRWAYS PLC	S	52	0	0	87	8	2	4	0	0	1	96	-3	51
	SAUDI ARABIAN AIRLINES	S	16	0	0	63	19	13	6	0	0	16	85	8	13
TOTAL DHAHRAN			<b>68</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>0</b>	<b>64</b>
JEDDAH	BRITISH AIRWAYS PLC	S	32	0	2	78	13	9	0	0	0	10	94	-6	35
	SAUDI ARABIAN AIRLINES	S	36	0	0	64	14	19	3	0	0	14	82	7	34
TOTAL JEDDAH			<b>68</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>0</b>	<b>69</b>
RIYADH	BRITISH AIRWAYS PLC	S	25	0	0	80	16	0	0	0	4	15	96	-9	27
	SAUDI ARABIAN AIRLINES	S	10	0	0	60	20	20	0	0	0	16	85	6	13
TOTAL RIYADH			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>93</b>	<b>-4</b>	<b>40</b>
TOTAL SAUDI ARABIA			<b>171</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>91</b>	<b>-1</b>	<b>173</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	35	0	0	77	11	9	3	0	0	6	0	0	0
	SINGAPORE AIRLINES	S	120	0	0	70	17	11	1	2	0	12	91	-2	120
TOTAL SINGAPORE			<b>155</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>-2</b>	<b>120</b>
TOTAL SINGAPORE			<b>155</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>-2</b>	<b>120</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	44	0	0	64	25	11	0	0	0	10	85	4	60
TOTAL LJUBLJANA			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>4</b>	<b>60</b>
TOTAL SLOVENIA			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>4</b>	<b>60</b>
<b>SPAIN</b>															
ALICANTE	IBERIA	S	60	0	0	68	17	8	7	0	0	12	0	0	0
TOTAL ALICANTE			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>60</b>
BARCELONA	BRITISH AIRWAYS PLC	S	180	0	0	76	11	9	2	0	1	15	86	7	178
	IBERIA	S	180	0	0	84	7	7	3	0	0	5	76	9	108
TOTAL BARCELONA			<b>360</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>286</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
BILBAO	BRITISH AIRWAYS PLC	S	60	0	0	83	10	2	5	0	0	7	85	5	59
	IBERIA	S	60	0	0	80	12	2	7	0	0	9	76	5	37
<b>TOTAL BILBAO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>96</b>
MADRID	AEROLINEAS ARGENTINAS	S	6	2	0	33	33	0	33	0	0	38	0	0	0
	BRITISH AIRWAYS PLC	S	239	0	1	40	22	26	12	1	0	30	72	12	178
	IBERIA	S	286	0	5	49	21	15	13	1	0	29	78	11	163
<b>TOTAL MADRID</b>			<b>531</b>	<b>2</b>	<b>6</b>	<b>45</b>	<b>21</b>	<b>20</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>11</b>	<b>342</b>
MALAGA	IBERIA	S	60	0	0	40	15	28	17	0	0	31	78	15	36
<b>TOTAL MALAGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>15</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>78</b>	<b>15</b>	<b>36</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	60	0	0	73	10	12	5	0	0	12	82	6	60
	IBERIA	S	60	0	0	87	5	5	3	0	0	5	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>8</b>	<b>120</b>
SEVILLE	IBERIA	S	60	0	0	70	12	10	8	0	0	12	87	3	60
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>3</b>	<b>60</b>
VALENCIA	IBERIA	S	60	0	0	68	12	13	7	0	0	13	73	23	44
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>23</b>	<b>44</b>
<b>TOTAL SPAIN</b>			<b>1371</b>	<b>2</b>	<b>6</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>9</b>	<b>1044</b>
<b>SPAIN(CANARY ISLANDS)</b>															
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	C	2	0	0	50	0	50	0	0	0	30	0	25	1
<b>TOTAL TENERIFE (SURREINA SOFIA)</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>30</b>	<b>0</b>	<b>25</b>	<b>1</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</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>30</b>	<b>0</b>	<b>25</b>	<b>1</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	34	0	0	56	21	12	12	0	0	17	88	-4	33
<b>TOTAL COLOMBO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>-4</b>	<b>33</b>
<b>TOTAL SRI LANKA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>-4</b>	<b>33</b>
<b>SUDAN</b>															
KHARTOUM	SUDAN AIRWAYS	S	4	0	2	0	0	50	50	0	0	73	81	12	16
<b>TOTAL KHARTOUM</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>81</b>	<b>12</b>	<b>16</b>
<b>TOTAL SUDAN</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>81</b>	<b>12</b>	<b>16</b>
<b>SWEDEN</b>															
GOTEBORG	BRITISH AIRWAYS PLC	S	120	0	0	72	9	13	6	0	0	12	81	10	114
	SAS	S	125	0	3	78	11	7	3	0	0	10	72	14	134
<b>TOTAL GOTEBORG</b>			<b>245</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>248</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	240	0	0	72	12	11	4	1	0	13	73	11	236
	SAS	S	289	0	2	69	16	12	2	1	0	14	71	14	267
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>529</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>503</b>
<b>TOTAL SWEDEN</b>			<b>774</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>12</b>	<b>753</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	118	0	2	54	31	8	6	1	0	20	79	9	109
	SWISS AIRLINES	S	178	1	2	68	21	11	0	0	0	11	62	19	120
<b>TOTAL BASLE MULHOUSE</b>			<b>296</b>	<b>1</b>	<b>4</b>	<b>63</b>	<b>25</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>14</b>	<b>229</b>
<b>GENEVA</b>															
	BRITISH AIRWAYS PLC	S	294	0	4	70	14	10	5	0	0	14	79	9	277
	SWISSAIR	S	239	0	1	82	11	4	2	0	0	8	83	5	238
<b>TOTAL GENEVA</b>			<b>533</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>7</b>	<b>515</b>
<b>ZURICH</b>															
	BMI BRITISH MIDLAND	S	231	0	0	54	23	16	7	0	0	21	75	10	232
	BRITISH AIRWAYS PLC	S	230	0	0	67	21	9	3	0	0	13	81	9	236
	SWISSAIR	S	359	0	1	62	20	12	6	0	0	16	80	8	300
<b>TOTAL ZURICH</b>			<b>820</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>21</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>9</b>	<b>768</b>
<b>TOTAL SWITZERLAND</b>			<b>1649</b>	<b>1</b>	<b>10</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>9</b>	<b>1512</b>
<b>SYRIA</b>															
DAMASCUS	BRITISH MEDITERRANEAN AIRWA	S	17	1	1	59	6	24	12	0	0	23	100	0	15
	SYRIANAIR	S	25	0	0	40	24	12	24	0	0	25	42	16	26
<b>TOTAL DAMASCUS</b>			<b>42</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>7</b>	<b>49</b>
<b>TOTAL SYRIA</b>			<b>42</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>7</b>	<b>49</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	ALLIANCE	S	18	0	0	39	33	17	11	0	0	30	56	17	16
<b>TOTAL DAR-ES-SALAAM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>43</b>	<b>41</b>
<b>TOTAL TANZANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>43</b>	<b>41</b>
<b>THAILAND</b>															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	60	0	0	78	17	5	0	0	0	9	62	19	60
<b>TOTAL BANGKOK</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>19</b>	<b>60</b>
<b>TOTAL THAILAND</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>19</b>	<b>60</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	52	0	0	31	17	25	27	0	0	40	40	37	52
<b>TOTAL PORT OF SPAIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>17</b>	<b>25</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>52</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>17</b>	<b>25</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>52</b>
<b>TUNISIA</b>															
TUNIS	TUNISAIR	S	26	0	0	38	31	19	12	0	0	32	46	35	24
<b>TOTAL TUNIS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>52</b>	<b>28</b>	<b>52</b>
<b>TOTAL TUNISIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>31</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>52</b>	<b>28</b>	<b>52</b>
<b>TURKEY</b>															
ISTANBUL	BRITISH AIRWAYS PLC	S	120	0	0	64	10	15	5	4	2	36	77	13	120
	ISTANBUL HAVA YOLLARI	C	16	0	0	31	38	19	0	13	0	51	50	19	18
	THY TURK HAVA YOLLARI TURKIS	S	120	0	0	47	23	15	11	4	0	36	61	16	112
<b>TOTAL ISTANBUL</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>37</b>	<b>68</b>	<b>15</b>	<b>250</b>



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## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
IZMIR (ADNAM MENDERES)	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	61	17	6	17	0	0	21	58	26	24
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>26</b>	<b>24</b>
<b>TOTAL TURKEY</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>36</b>	<b>67</b>	<b>16</b>	<b>274</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	0	30	10	40	20	0	0	35	0	0	0
<b>TOTAL ASHKHABAD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>60</b>	<b>24</b>	<b>10</b>
<b>TOTAL TURKMENISTAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>60</b>	<b>24</b>	<b>10</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	83	8	7	2	0	0	-1	83	8	60
	EMIRATES	S	17	0	0	53	29	6	12	0	0	22	90	-6	10
	GULF AIR	S	53	0	0	81	13	4	2	0	0	2	75	5	32
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>6</b>	<b>102</b>
DUBAI	EMIRATES	S	103	0	0	33	31	27	9	0	0	29	83	3	110
<b>TOTAL DUBAI</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>31</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>83</b>	<b>3</b>	<b>110</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>5</b>	<b>212</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	368	0	6	79	9	7	5	0	0	10	88	4	374
<b>TOTAL ABERDEEN</b>			<b>368</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>374</b>
BELFAST INTERNATIONAL	BMI BRITISH MIDLAND	S	471	0	0	84	7	5	5	0	0	7	91	3	473
	BRITISH AIRWAYS PLC	S	351	0	0	79	9	7	4	0	0	11	79	12	348
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>822</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>821</b>
EDINBURGH	BMI BRITISH MIDLAND	S	565	0	4	72	14	11	3	1	0	12	91	3	464
	BRITISH AIRWAYS PLC	S	624	4	21	76	13	7	3	1	0	12	86	6	646
<b>TOTAL EDINBURGH</b>			<b>1189</b>	<b>4</b>	<b>25</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>5</b>	<b>1110</b>
GLASGOW	BMI BRITISH MIDLAND	S	525	0	10	76	14	8	2	0	0	9	84	6	464
	BRITISH AIRWAYS PLC	S	634	2	12	76	11	7	4	0	0	11	84	8	649
<b>TOTAL GLASGOW</b>			<b>1159</b>	<b>2</b>	<b>22</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>7</b>	<b>1113</b>
GUERNSEY	KLM UK LTD	S	220	0	2	88	7	3	2	0	0	3	92	-1	224
<b>TOTAL GUERNSEY</b>			<b>220</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>-1</b>	<b>224</b>
INVERNESS	BRITISH AIRWAYS PLC	S	162	0	0	68	18	9	5	1	0	16	80	10	162
<b>TOTAL INVERNESS</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>10</b>	<b>162</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	162	0	0	75	13	9	2	0	0	8	77	12	163
<b>TOTAL ISLE OF MAN</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>163</b>
JERSEY	BRITISH AIRWAYS PLC	S	216	0	0	82	10	6	2	0	0	6	91	4	238
<b>TOTAL JERSEY</b>			<b>216</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>6</b>	<b>91</b>	<b>4</b>	<b>238</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	272	0	0	71	17	9	3	1	0	13	87	4	276
<b>TOTAL LEEDS BRADFORD</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>4</b>	<b>276</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	647	7	0	76	12	8	4	0	0	10	84	9	590
	BRITISH AIRWAYS PLC	C	2	0	1	100	0	0	0	0	0	-2	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 MANCHESTER</b>			<b>649</b>	<b>7</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	590
NEWCASTLE	BRITISH AIRWAYS PLC	S	324	0	0	88	7	2	3	0	0	5	89	5	322
<b>TOTAL NEWCASTLE</b>			<b>324</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>5</b>	<b>89</b>	<b>5</b>	322
NEWQUAY	BRITISH AIRWAYS CITIEXPRESS L	S	83	0	0	69	12	13	6	0	0	12	78	9	68
<b>TOTAL NEWQUAY</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>9</b>	68
PLYMOUTH	BRITISH AIRWAYS CITIEXPRESS L	S	149	0	0	64	13	14	8	0	0	17	63	16	142
<b>TOTAL PLYMOUTH</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>16</b>	142
TEESSIDE	BMI BRITISH MIDLAND	S	271	0	1	78	12	8	2	0	0	9	91	1	276
<b>TOTAL TEESSIDE</b>			<b>271</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>1</b>	276
<b>TOTAL UNITED KINGDOM</b>			<b>6046</b>	<b>13</b>	<b>57</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	5879
<b>USA</b>															
<b>BOSTON</b>															
	AMERICAN AIRLINES	S	118	0	2	80	13	4	3	0	0	5	61	17	116
	BRITISH AIRWAYS PLC	S	120	0	0	78	12	6	3	1	1	9	85	3	120
<b>TOTAL BOSTON</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>10</b>	236
<b>CHICAGO (O'HARE)</b>															
	AMERICAN AIRLINES	S	147	1	2	62	17	12	6	3	0	21	60	24	118
	BRITISH AIRWAYS PLC	S	60	0	0	58	18	13	10	0	0	13	55	24	60
	UNITED AIRLINES	S	60	0	0	72	23	2	3	0	0	4	70	15	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>267</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>22</b>	238
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	60	0	0	53	28	13	3	2	0	15	52	16	60
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>28</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>16</b>	60
<b>LOS ANGELES INTERNATIONAL</b>															
	AMERICAN AIRLINES	S	60	0	0	78	12	8	2	0	0	7	60	16	60
	BRITISH AIRWAYS PLC	S	120	0	0	54	23	13	6	0	4	65	74	17	120
	UNITED AIRLINES	S	60	0	0	65	8	22	5	0	0	16	48	32	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	58	15	20	7	0	0	16	73	8	60
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>66</b>	<b>18</b>	300
<b>MIAMI INTERNATIONAL</b>															
	AMERICAN AIRLINES	S	60	0	0	48	35	12	3	2	0	20	45	26	60
	BRITISH AIRWAYS PLC	S	60	0	0	65	20	10	3	0	2	25	60	13	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>28</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>53</b>	<b>19</b>	120
<b>NEW YORK (JF KENNEDY)</b>															
	AIR INDIA	S	56	5	5	46	18	23	13	0	0	26	10	70	58
	AMERICAN AIRLINES	S	354	0	5	77	13	6	3	1	0	8	66	16	354
	BRITISH AIRWAYS PLC	S	352	0	9	72	16	7	5	1	0	10	74	11	353
	KUWAIT AIRWAYS	S	26	0	0	77	15	4	4	0	0	9	77	11	26
	UNITED AIRLINES	S	119	0	1	82	12	3	2	2	0	7	62	16	180
	VIRGIN ATLANTIC AIRWAYS LTD	S	112	0	0	59	21	13	6	0	0	16	63	21	106
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1019</b>	<b>5</b>	<b>20</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	1077
<b>NEW YORK (NEWARK)</b>															
	BRITISH AIRWAYS PLC	S	59	0	1	63	15	15	5	2	0	18	73	13	60
	UNITED AIRLINES	S	60	0	0	67	18	8	3	3	0	22	66	18	58
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	12	10	5	2	0	12	70	12	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>14</b>	178
<b>ORLANDO</b>	BRITISH AIRWAYS PLC	C	4	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL ORLANDO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	0	75	17	8	0	0	0	2	65	15	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>60</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	60	0	0	65	18	8	7	2	0	12	68	10	60
	UNITED AIRLINES	S	120	0	0	72	16	10	2	0	1	20	63	21	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	67	13	8	8	4	0	20	53	33	51
<b>TOTAL SAN FRANCISCO</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>21</b>	<b>171</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	55	1	5	80	9	11	0	0	0	2	70	9	60
<b>TOTAL SEATTLE (TACOMA)</b>			<b>55</b>	<b>1</b>	<b>5</b>	<b>80</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>9</b>	<b>60</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	60	0	0	75	17	7	2	0	0	5	66	14	59
	UNITED AIRLINES	S	117	0	2	56	22	11	9	1	1	30	55	21	97
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	4	57	23	14	4	2	0	15	0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>233</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>19</b>	<b>156</b>
<b>TOTAL USA</b>			<b>2827</b>	<b>7</b>	<b>36</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>17</b>	<b>2656</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	36	0	0	89	11	0	0	0	0	-4	75	1	32
<b>TOTAL TASHKENT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>75</b>	<b>1</b>	<b>32</b>
<b>TOTAL UZBEKISTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>75</b>	<b>1</b>	<b>32</b>
<b>VENEZUELA</b>															
CARACAS	VIASA	S	18	0	0	50	17	17	17	0	0	22	56	22	16
<b>TOTAL CARACAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>22</b>	<b>16</b>
<b>TOTAL VENEZUELA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>22</b>	<b>16</b>
<b>TOTAL HEATHROW</b>			<b>34387</b>	<b>58</b>	<b>383</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>33582</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
				Actual (7)	Plan (8)											
<b>CYPRUS</b>																
LARNACA	EUROCYPRIA AIRLINES LTD	C	12	1	1	75	8	17	0	0	0	6	17	53	6	
	MONARCH AIRLINES	C	6	0	2	50	17	0	33	0	0	44	56	47	16	
<b>TOTAL LARNACA</b>			<b>18</b>	<b>1</b>	<b>5</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>48</b>	<b>45</b>	<b>23</b>	
<b>PAPHOS</b>																
	AIR 2000	C	8	0	0	63	25	13	0	0	0	13	88	43	16	
	BRITANNIA AIRWAYS	C	16	2	0	81	6	0	13	0	0	24	78	29	18	
	CALEDONIAN AIRWAYS	C	6	0	0	17	17	17	17	0	33	206	0	37	4	
	EUROCYPRIA AIRLINES LTD	C	4	1	1	25	0	75	0	0	0	32	0	0	0	
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>3</b>	<b>1</b>	<b>59</b>	<b>12</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>74</b>	<b>36</b>	<b>38</b>	
<b>TOTAL CYPRUS</b>			<b>52</b>	<b>4</b>	<b>6</b>	<b>62</b>	<b>12</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>64</b>	<b>40</b>	<b>61</b>	
<b>DENMARK</b>																
COPENHAGEN	BRITISH WORLD AIRLINES LTD	S	106	0	2	66	14	10	8	0	1	29	0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																
NICE	AIR FOYLE PASSENGER AIRLINES	S	60	0	0	37	15	18	27	0	3	57	0	0	0	
<b>TOTAL NICE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>15</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	SCOT AIRWAYS	S	142	14	13	64	13	12	11	0	0	18	93	-2	139	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>142</b>	<b>14</b>	<b>13</b>	<b>64</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>93</b>	<b>-2</b>	<b>139</b>	
<b>TOTAL FRANCE</b>			<b>202</b>	<b>14</b>	<b>13</b>	<b>56</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>93</b>	<b>-2</b>	<b>139</b>	
<b>GEORGIA</b>																
TBILISI	MONARCH AIRLINES	C	2	0	1	50	0	50	0	0	0	27	0	0	0	
<b>TOTAL TBILISI</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GEORGIA</b>			<b>3</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>GERMANY</b>																
MUNICH	BRITISH WORLD AIRLINES LTD	S	97	1	4	68	12	9	7	3	0	23	0	0	0	
<b>TOTAL MUNICH</b>			<b>97</b>	<b>1</b>	<b>4</b>	<b>68</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>97</b>	<b>1</b>	<b>4</b>	<b>68</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																
BUDAPEST	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL BUDAPEST</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 HUNGARY</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>IRISH REPUBLIC</b>																
DUBLIN	RYANAIR	S	186	7	3	92	4	2	1	1	0	2	91	2	161	
<b>TOTAL DUBLIN</b>			<b>186</b>	<b>7</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>2</b>	<b>161</b>	
KERRY COUNTY	BA CITIEXPRESS (IOM) LTD	S	18	0	0	89	11	0	0	0	0	2	92	15	24	
<b>TOTAL KERRY COUNTY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>15</b>	<b>24</b>	

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
WATERFORD	SCOT AIRWAYS	S	21	0	8	57	14	24	5	0	0	22	77	11	98
<b>TOTAL WATERFORD</b>			<b>21</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>14</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>11</b>	<b>98</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>225</b>	<b>7</b>	<b>11</b>	<b>89</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	<b>283</b>
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	8	0	0	50	38	13	0	0	0	19	0	0	0
	MONARCH AIRLINES	C	7	0	0	43	14	29	14	0	0	24	71	12	7
<b>TOTAL OVDA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>12</b>	<b>7</b>
<b>TOTAL ISRAEL</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>27</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>12</b>	<b>7</b>
<b>ITALY</b>															
NAPLES	BMI BRITISH MIDLAND	C	9	0	1	67	11	11	0	11	0	40	0	0	0
<b>TOTAL NAPLES</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>40</b>	<b>71</b>	<b>47</b>	<b>7</b>
PALERMO	BMI BRITISH MIDLAND	C	7	2	3	43	43	0	14	0	0	23	0	0	0
<b>TOTAL PALERMO</b>			<b>7</b>	<b>2</b>	<b>3</b>	<b>43</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>25</b>	<b>126</b>	<b>8</b>
ROME (CIAMPINO)	BRITISH WORLD AIRLINES LTD	S	20	0	0	75	10	10	0	5	0	19	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>36</b>	<b>2</b>	<b>4</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>89</b>	<b>15</b>
<b>MALTA</b>															
MALTA	BRITANNIA AIRWAYS	C	10	0	0	60	20	20	0	0	0	15	75	9	8
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	-15	0	0	0
<b>TOTAL MALTA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>TOTAL MALTA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	AIR FOYLE PASSENGER AIRLINES	S	164	3	0	52	16	21	10	1	0	24	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>164</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>8</b>	<b>192</b>
<b>TOTAL NETHERLANDS</b>			<b>164</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>8</b>	<b>192</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	9	0	0	44	11	11	11	22	0	56	71	36	7
	BRITANNIA AIRWAYS	C	8	0	0	0	0	100	0	0	0	43	75	8	8
<b>TOTAL FARO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>53</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>50</b>	<b>73</b>	<b>21</b>	<b>15</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>53</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>50</b>	<b>73</b>	<b>21</b>	<b>15</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MONARCH AIRLINES	C	8	0	1	75	0	13	13	0	0	17	88	0	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>0</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>0</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	9	0	0	33	11	11	44	0	0	40	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	13	25	50	13	0	0	39	75	9	8
	MONARCH AIRLINES	S	24	2	0	33	29	25	4	4	4	58	69	13	26

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL ALICANTE</b>			<b>41</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>24</b>	<b>27</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>70</b>	<b>14</b>	<b>40</b>
<b>BARCELONA</b>	AIR FOYLE PASSENGER AIRLINES	S	60	0	0	45	23	18	13	0	0	26	0	0	0
	BRITISH WORLD AIRLINES LTD	S	90	1	6	67	21	8	4	0	0	14	0	0	0
<b>TOTAL BARCELONA</b>			<b>150</b>	<b>1</b>	<b>6</b>	<b>58</b>	<b>22</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>	BRITISH WORLD AIRLINES LTD	S	109	0	2	61	11	13	13	3	0	28	0	0	0
<b>TOTAL MADRID</b>			<b>109</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>11</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MAHON</b>	MONARCH AIRLINES	S	18	0	0	67	22	11	0	0	0	12	38	19	8
<b>TOTAL MAHON</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>38</b>	<b>19</b>	<b>8</b>
<b>MALAGA</b>	BRITANNIA AIRWAYS	C	8	0	0	50	0	38	13	0	0	23	75	10	16
	FUTURA AIRLINES	C	9	0	0	33	22	11	33	0	0	54	0	0	0
	MONARCH AIRLINES	C	6	0	0	100	0	0	0	0	0	-3	100	-11	2
	MONARCH AIRLINES	S	26	0	0	77	12	12	0	0	0	11	81	8	26
<b>TOTAL MALAGA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>7</b>	<b>49</b>
<b>PALMA DE MALLORCA</b>	BRITANNIA AIRWAYS	C	11	0	2	73	9	9	9	0	0	11	50	11	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>11</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>40</b>	<b>18</b>	<b>10</b>
<b>TOTAL SPAIN</b>			<b>380</b>	<b>5</b>	<b>11</b>	<b>58</b>	<b>17</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>12</b>	<b>107</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	8	0	0	50	25	0	25	0	0	19	100	-17	9
	BRITANNIA AIRWAYS	C	8	0	0	63	13	25	0	0	0	16	86	1	7
	MONARCH AIRLINES	C	9	0	0	67	33	0	0	0	0	5	80	0	10
<b>TOTAL ARRECIFE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>-6</b>	<b>26</b>
<b>FUERTEVENTURA</b>	MONARCH AIRLINES	C	8	0	0	63	0	13	25	0	0	29	100	-5	10
<b>TOTAL FUERTEVENTURA</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>29</b>	<b>100</b>	<b>-5</b>	<b>10</b>
<b>LAS PALMAS</b>	BRITANNIA AIRWAYS	C	9	0	0	67	22	11	0	0	0	13	91	6	11
	MONARCH AIRLINES	C	9	0	0	78	0	0	22	0	0	30	100	-13	2
<b>TOTAL LAS PALMAS</b>			<b>19</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>10</b>	<b>18</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR 2000	C	8	1	0	63	13	0	25	0	0	28	63	18	8
	BRITANNIA AIRWAYS	C	8	2	0	50	13	13	25	0	0	48	75	12	8
	MONARCH AIRLINES	C	10	1	0	30	20	30	20	0	0	39	38	32	8
	MONARCH AIRLINES	S	18	0	0	44	44	11	0	0	0	17	80	9	15
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	50	0	0	54	0	0	0
	VIVA	C	10	0	0	50	10	30	10	0	0	28	13	55	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>58</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>23</b>	<b>47</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>110</b>	<b>5</b>	<b>1</b>	<b>55</b>	<b>20</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>10</b>	<b>101</b>
<b>SWITZERLAND</b>															
<b>ZURICH</b>	EDELWEISS AIR	C	41	1	0	73	15	5	5	0	2	32	0	0	0
<b>TOTAL ZURICH</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>0</b>	<b>503</b>	<b>2</b>
<b>TOTAL SWITZERLAND</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>0</b>	<b>503</b>	<b>2</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	BRITANNIA AIRWAYS	C	10	0	0	70	20	0	10	0	0	14	75	7	8

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MONASTIR			10	0	0	70	20	0	10	0	0	14	75	7	8
TOTAL TUNISIA			10	0	0	70	20	0	10	0	0	14	75	7	8
UNITED KINGDOM															
ABERDEEN	AIR FOYLE PASSENGER AIRLINES	S	110	0	0	56	10	17	15	2	0	27	0	0	0
TOTAL ABERDEEN			110	0	0	56	10	17	15	2	0	27	0	0	0
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	56	4	2	84	2	7	7	0	0	7	98	-2	58
TOTAL BELFAST CITY			56	4	2	84	2	7	7	0	0	7	98	-2	58
CAMBRIDGE	SCOT AIRWAYS	S	3	1	0	67	0	33	0	0	0	10	0	0	0
TOTAL CAMBRIDGE			3	1	0	67	0	33	0	0	0	10	0	0	0
EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	203	4	0	65	11	12	12	0	0	20	0	0	0
TOTAL EDINBURGH			203	4	0	65	11	12	12	0	0	20	95	0	38
GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	217	2	0	72	15	5	8	0	0	17	0	0	0
TOTAL GLASGOW			217	2	0	72	15	5	8	0	0	17	89	9	110
INVERNESS	AIR FOYLE PASSENGER AIRLINES	S	4	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL INVERNESS			4	0	0	100	0	0	0	0	0	-1	0	0	0
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	S	26	0	0	96	4	0	0	0	0	-2	96	0	24
TOTAL ISLE OF MAN			26	0	0	96	4	0	0	0	0	-2	96	0	24
NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	89	2	0	60	13	12	11	3	0	25	0	0	0
TOTAL NEWCASTLE			89	4	0	60	13	12	11	3	0	25	0	0	0
NORWICH	SCOT AIRWAYS	S	68	2	0	56	22	13	9	0	0	20	0	0	0
TOTAL NORWICH			68	2	0	56	22	13	9	0	0	20	0	0	0
TOTAL UNITED KINGDOM			776	17	2	67	12	10	10	1	0	19	91	5	242
USA															
SANFORD	MONARCH AIRLINES	C	8	0	0	75	0	13	13	0	0	12	0	0	0
TOTAL SANFORD			8	0	0	75	0	13	13	0	0	12	0	0	0
TOTAL USA			8	0	0	75	0	13	13	0	0	12	50	21	8
TOTAL LUTON			2265	60	56	65	13	12	9	1	0	22	82	10	1211

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>AUSTRALIA</b>															
MELBOURNE	BRITANNIA AIRWAYS	C	4	0	0	75	0	25	0	0	0	7	50	10	4
<b>TOTAL MELBOURNE</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>7</b>	<b>50</b>	<b>10</b>	<b>4</b>
PERTH (AUSTRALIA)	BRITANNIA AIRWAYS	C	3	0	0	100	0	0	0	0	0	8	50	35	2
<b>TOTAL PERTH (AUSTRALIA)</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>8</b>	<b>50</b>	<b>35</b>	<b>2</b>
SYDNEY	MY TRAVEL AIRWAYS UK	C	8	0	0	25	0	50	25	0	0	45	86	-4	7
<b>TOTAL SYDNEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>70</b>	<b>8</b>	<b>10</b>
<b>TOTAL AUSTRALIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>33</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>11</b>	<b>18</b>
<b>AUSTRIA</b>															
VIENNA	LAUDA-AIR	S	50	0	0	84	12	4	0	0	0	3	83	5	52
<b>TOTAL VIENNA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>5</b>	<b>52</b>
<b>TOTAL AUSTRIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>5</b>	<b>52</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITANNIA AIRWAYS	C	8	0	0	38	25	13	13	0	13	186	38	328	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	9	38	53	8
<b>TOTAL BRIDGETOWN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>41</b>	<b>177</b>	<b>17</b>
<b>TOTAL BARBADOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>41</b>	<b>177</b>	<b>17</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS PLC	S	93	1	0	60	20	14	3	1	1	30	81	7	96
	SABENA	S	71	0	1	77	13	8	1	0	0	11	87	4	54
<b>TOTAL BRUSSELS</b>			<b>164</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>83</b>	<b>6</b>	<b>150</b>
<b>TOTAL BELGIUM</b>			<b>164</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>83</b>	<b>6</b>	<b>150</b>
<b>CANADA</b>															
TORONTO	AIR CANADA	S	26	0	0	81	8	8	4	0	0	9	32	37	44
	AIR TRANSAT	C	10	0	0	80	10	10	0	0	0	10	70	11	10
	CANADA 3000 AIRLINES	C	8	0	0	63	13	13	13	0	0	15	0	0	0
<b>TOTAL TORONTO</b>			<b>44</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>35</b>	<b>58</b>
<b>TOTAL CANADA</b>			<b>44</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>35</b>	<b>58</b>
<b>CYPRUS</b>															
LARNACA	AIR 2000	S	6	0	0	100	0	0	0	0	0	-7	100	-9	10
	AIR 2000	C	8	0	0	75	25	0	0	0	0	8	0	0	0
	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	10	75	23	8
	CYPRUS AIRWAYS	S	18	0	0	56	11	6	28	0	0	29	64	86	14
	EUROCYPRIA AIRLINES LTD	C	13	0	0	100	0	0	0	0	0	-2	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	0	0	36	14	29	21	0	0	40	65	17	17
<b>TOTAL LARNACA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>33</b>	<b>49</b>
<b>PAPHOS</b>															
	AIR 2000	S	16	0	0	75	25	0	0	0	0	5	90	3	20
	BRITANNIA AIRWAYS	C	17	0	0	94	6	0	0	0	0	0	76	3	25
	CALEDONIAN AIRWAYS	C	6	0	0	83	17	0	0	0	0	6	50	102	6
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	5	38	50	8



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL PAPHOS			46	3	0	87	13	0	0	0	0	3	74	18	62
TOTAL CYPRUS			113	3	0	75	13	4	7	0	0	12	74	25	111
CZECH REPUBLIC															
PRAGUE	CSA	S	32	0	2	78	13	9	0	0	0	6	88	4	16
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	13	0	0	0
TOTAL PRAGUE			34	0	2	76	12	12	0	0	0	7	85	6	20
TOTAL CZECH REPUBLIC			34	0	2	76	12	12	0	0	0	7	85	6	20
DENMARK															
BILLUND	NEWAIR AIR SERVICE	S	92	0	0	77	12	5	2	3	0	13	86	10	96
TOTAL BILLUND			92	0	0	77	12	5	2	3	0	13	86	10	96
COPENHAGEN	SAS	S	127	0	4	77	13	6	5	0	0	10	87	7	162
TOTAL COPENHAGEN			128	1	4	77	13	5	5	0	0	10	89	6	222
TOTAL DENMARK			220	1	4	77	13	5	4	1	0	11	88	7	318
DOMINICAN REPUBLIC															
PUERTO PLATA	BRITANNIA AIRWAYS	C	12	1	0	33	33	17	17	0	0	30	100	5	8
	LEISURE INTL AIRWAYS LTD	C	8	0	0	38	0	13	25	25	0	92	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	33	0	17	0	0	27	0	0	0
TOTAL PUERTO PLATA			26	1	0	38	23	12	19	8	0	49	100	-12	15
SANTO DOMINGO	BRITANNIA AIRWAYS	C	8	0	0	63	25	0	13	0	0	16	60	11	5
	LEISURE INTL AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	20	50	29	4
TOTAL SANTO DOMINGO			12	0	0	58	17	8	17	0	0	17	56	19	9
TOTAL DOMINICAN REPUBLIC			38	1	0	45	21	11	18	5	0	39	83	0	24
EGYPT															
LUXOR	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	6	13	32	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	20	40	40	0	0	0	28	0	0	0
TOTAL LUXOR			18	0	0	44	33	22	0	0	0	18	19	36	16
TOTAL EGYPT			18	0	0	44	33	22	0	0	0	18	19	36	16
FINLAND															
HELSINKI	FINNAIR	S	60	0	0	75	18	3	3	0	0	9	73	13	60
	SAS	S	53	0	2	70	17	6	8	0	0	13	0	0	0
TOTAL HELSINKI			113	0	2	73	18	4	5	0	0	11	73	13	60
TOTAL ROVANIEMI			2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL FINLAND			115	0	2	72	17	5	5	0	0	11	73	13	60
FRANCE															
BEAUVAIS	MY TRAVEL AIRWAYS UK	C	18	0	0	83	6	0	11	0	0	16	73	18	15
TOTAL BEAUVAIS			18	0	0	83	6	0	11	0	0	16	73	18	15
LE HAVRE	EUROPEAN AIRWAYS LTD	S	76	0	6	46	13	28	13	0	0	27	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 LE HAVRE			76	0	6	46	13	28	13	0	0	27	0	0	0
NICE	BRITISH WORLD AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	33	0	0	0
TOTAL NICE			2	0	0	0	50	50	0	0	0	33	0	0	0
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	214	0	2	82	14	3	1	0	0	6	88	2	173
	BRITISH AIRWAYS PLC	S	238	0	0	78	11	4	7	0	0	12	91	1	254
TOTAL PARIS (CHARLES DE GAULLE)			452	0	2	80	12	4	4	0	0	9	90	2	427
TOULOUSE (BLAGNAC)	EXCEL AIRWAYS LTD	C	2	0	0	0	0	100	0	0	0	35	0	0	0
TOTAL TOULOUSE (BLAGNAC)			2	0	0	0	0	100	0	0	0	35	0	0	0
TOTAL FRANCE			550	0	8	75	12	7	5	0	0	12	89	2	514
<b>GAMBIA</b>															
BANJUL	BRITANNIA AIRWAYS	C	9	0	0	22	33	0	0	44	0	109	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	1	0	0	50	13	13	25	0	110	40	27	10
TOTAL BANJUL			17	1	0	12	41	6	6	35	0	110	60	17	15
TOTAL GAMBIA			17	1	0	12	41	6	6	35	0	110	60	17	15
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	BRITANNIA AIRWAYS	C	6	0	0	50	0	33	17	0	0	35	0	0	0
TOTAL BERLIN (SCHONEFELD)			6	0	0	50	0	33	17	0	0	35	0	0	0
COLOGNE (BONN)	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL COLOGNE (BONN)			2	0	0	100	0	0	0	0	0	0	0	0	0
DUSSELDORF	BRITISH AIRWAYS PLC	S	158	0	2	84	8	7	2	0	0	6	94	0	156
	LUFTHANSA	S	98	0	0	85	9	5	1	0	0	6	90	6	104
TOTAL DUSSELDORF			256	0	2	84	8	6	2	0	0	6	92	3	260
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	169	1	2	81	12	3	3	1	0	10	92	0	120
	LUFTHANSA	S	178	0	2	83	7	5	3	1	1	12	75	8	120
TOTAL FRANKFURT MAIN			348	1	4	82	9	4	3	1	0	11	83	4	240
HAMBURG	LUFTHANSA CITY LINE	S	50	0	0	60	22	12	6	0	0	18	82	8	50
TOTAL HAMBURG			50	0	0	60	22	12	6	0	0	18	82	8	50
HANOVER	BRITISH AIRWAYS PLC	S	44	0	0	80	11	5	5	0	0	10	85	6	59
TOTAL HANOVER			44	0	0	80	11	5	5	0	0	10	85	6	59
MUNICH	BRITISH AIRWAYS PLC	S	52	0	2	63	29	4	4	0	0	14	72	8	60
	LUFTHANSA CITY LINE	S	155	2	15	84	7	6	3	0	0	7	74	12	98
TOTAL MUNICH			208	2	17	78	13	5	3	0	0	9	73	11	158
TOTAL GERMANY			914	3	23	80	11	6	3	0	0	10	84	5	769
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	8	0	0	75	13	13	0	0	0	7	89	7	18
TOTAL GIBRALTAR			8	0	0	75	13	13	0	0	0	7	89	7	18
TOTAL GIBRALTAR			8	0	0	75	13	13	0	0	0	7	89	7	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GREECE</b>															
ATHENS	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	43	0	0	0
TOTAL ATHENS			2	0	0	0	50	0	50	0	0	43	0	0	0
TOTAL GREECE			4	0	1	50	25	0	25	0	0	12	50	30	4
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	CATHAY PACIFIC AIRWAYS	S	60	0	0	82	18	0	0	0	0	-5	87	1	60
TOTAL HONG KONG (CHEP LAP KOK)			60	0	0	82	18	0	0	0	0	-5	87	1	60
TOTAL HONG KONG			60	0	0	82	18	0	0	0	0	-5	87	1	60
<b>ICELAND</b>															
KEFLAVIK	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	7	50	11	2
TOTAL KEFLAVIK			2	0	0	100	0	0	0	0	0	7	50	11	2
TOTAL ICELAND			2	0	0	100	0	0	0	0	0	7	50	11	2
<b>INDIA</b>															
GOA	BRITANNIA AIRWAYS	C	4	0	0	50	0	25	25	0	0	29	86	2	7
	CALEDONIAN AIRWAYS	C	9	0	0	22	11	22	22	22	0	103	13	51	8
	MONARCH AIRLINES	C	7	0	1	86	14	0	0	0	0	-4	78	20	9
TOTAL GOA			20	0	1	50	10	15	15	10	0	51	58	25	24
MUMBAI	AIR INDIA	S	18	0	0	33	11	17	33	6	0	44	38	78	8
TOTAL MUMBAI			18	0	0	33	11	17	33	6	0	44	38	78	8
TOTAL INDIA			38	0	1	42	11	16	24	8	0	48	53	38	32
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BRITISH REGIONAL AIRLINES LTD	S	26	0	0	85	0	4	12	0	0	8	92	-2	24
TOTAL CONNAUGHT			26	0	0	85	0	4	12	0	0	8	92	-2	24
CORK	BRITISH REGIONAL AIRLINES LTD	C	2	0	1	100	0	0	0	0	0	-6	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	123	2	0	82	7	9	2	0	0	6	85	9	104
TOTAL CORK			125	2	1	82	7	9	2	0	0	6	87	8	120
DUBLIN	AER LINGUS	S	289	1	6	80	10	8	2	0	0	8	95	0	301
	RYANAIR	S	316	3	15	89	4	6	1	0	0	4	91	4	266
TOTAL DUBLIN			605	4	21	84	7	7	2	0	0	6	93	2	567
SHANNON	BRITISH REGIONAL AIRLINES LTD	S	103	0	1	81	11	6	2	1	0	7	87	12	52
TOTAL SHANNON			103	0	1	81	11	6	2	1	0	7	87	12	52
TOTAL IRISH REPUBLIC			859	6	23	84	7	7	2	0	0	6	92	4	763
<b>ISRAEL</b>															
OVDA	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	13	63	6	8
TOTAL OVDA			8	0	0	63	38	0	0	0	0	13	63	6	8
TEL AVIV	EL AL	S	16	0	0	100	0	0	0	0	0	-6	89	1	18
TOTAL TEL AVIV			16	0	0	100	0	0	0	0	0	-6	89	1	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 ISRAEL			24	0	0	88	13	0	0	0	0	0	81	2	26
ITALY															
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	100	0	2	52	24	19	5	0	0	20	95	1	104
TOTAL MILAN (LINATE)			100	0	2	52	24	19	5	0	0	20	95	1	104
MILAN (MALPENSA)	EUROFLY SPA	C	2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL MILAN (MALPENSA)			2	0	0	50	50	0	0	0	0	18	0	0	0
NAPLES	BRITANNIA AIRWAYS	C	18	0	0	89	11	0	0	0	0	5	73	17	15
TOTAL NAPLES			18	0	0	89	11	0	0	0	0	5	78	10	41
ROME (CIAMPINO)	MY TRAVEL AIRWAYS UK	C	17	0	0	53	24	18	6	0	0	21	60	16	15
TOTAL ROME (CIAMPINO)			17	0	0	53	24	18	6	0	0	21	60	16	15
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	50	1	1	76	14	2	8	0	0	16	71	8	52
	SABENA	S	130	0	1	72	21	6	1	1	0	11	83	2	120
TOTAL ROME (FIUMICINO)			180	1	2	73	19	5	3	1	0	12	80	4	172
VENICE	MONARCH AIRLINES	C	4	0	0	50	0	25	25	0	0	44	0	0	0
TOTAL VENICE			4	0	0	50	0	25	25	0	0	44	100	3	4
TOTAL ITALY			321	1	4	66	20	10	4	0	0	15	84	4	336
JAMAICA															
MONTEGO BAY	BRITANNIA AIRWAYS	C	4	0	0	75	0	25	0	0	0	4	0	0	0
	LEISURE INTL AIRWAYS LTD	C	8	0	0	25	25	13	13	25	0	73	38	146	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	0	0	50	50	0	0	80	25	34	8
TOTAL MONTEGO BAY			20	0	0	25	10	30	25	10	0	62	31	90	16
TOTAL JAMAICA			20	0	0	25	10	30	25	10	0	62	31	90	16
KENYA															
MOMBASA	BRITANNIA AIRWAYS	C	8	0	0	63	25	0	13	0	0	16	75	14	8
	MONARCH AIRLINES	C	8	0	0	13	13	25	38	13	0	84	50	77	2
TOTAL MOMBASA			16	0	0	38	19	13	25	6	0	50	64	26	11
TOTAL KENYA			16	0	0	38	19	13	25	6	0	50	64	26	11
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	26	0	0	77	8	8	8	0	0	10	91	1	44
TOTAL LUXEMBOURG			26	0	0	77	8	8	8	0	0	10	91	1	44
TOTAL LUXEMBOURG			26	0	0	77	8	8	8	0	0	10	91	1	44
MALTA															
MALTA	AIR 2000	C	20	0	0	70	15	10	5	0	0	8	75	6	16
	AIR MALTA	C	20	0	0	80	20	0	0	0	0	-5	90	-3	31
	AIR MALTA	S	10	0	0	80	20	0	0	0	0	1	75	3	16
	BRITANNIA AIRWAYS	C	28	0	0	54	32	14	0	0	0	17	71	11	17
	MONARCH AIRLINES	C	6	0	0	67	0	33	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	17	28	17	0	0	28	50	17	14
TOTAL MALTA			102	0	0	63	21	13	4	0	0	11	76	5	95

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MALTA			102	0	0	63	21	13	4	0	0	11	76	5	95
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	8	0	0	88	0	0	13	0	0	25	0	0	0
TOTAL MAURITIUS			8	0	0	88	0	0	13	0	0	25	0	0	0
TOTAL MAURITIUS			8	0	0	88	0	0	13	0	0	25	0	0	0
MEXICO															
CANCUN	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	38	13	0	0	42	0	0	0
TOTAL CANCUN			8	0	0	25	25	38	13	0	0	42	0	0	0
PUERTO VALLARTA	BRITANNIA AIRWAYS	C	3	0	0	33	33	0	33	0	0	37	0	0	0
TOTAL PUERTO VALLARTA			3	0	0	33	33	0	33	0	0	37	0	0	0
TOTAL MEXICO			11	0	0	27	27	27	18	0	0	41	0	0	0
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	201	0	1	80	9	6	4	0	0	9	94	1	200
	KLM UK LTD	S	330	1	2	68	14	10	8	0	0	17	90	1	232
	SCOT AIRWAYS	S	23	0	19	0	4	61	35	0	0	55	61	11	79
TOTAL AMSTERDAM			555	1	22	69	12	11	8	0	0	16	87	3	511
EINDHOVEN	B A S E BUSINESS AIRLINES	S	80	0	4	81	14	5	0	0	0	3	84	8	88
TOTAL EINDHOVEN			80	0	4	81	14	5	0	0	0	3	84	8	88
TOTAL NETHERLANDS			635	1	26	71	12	10	7	0	0	14	85	4	651
NEW ZEALAND															
AUCKLAND INTERNATIONAL	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	4	100	-11	2
TOTAL AUCKLAND INTERNATIONAL			2	0	0	100	0	0	0	0	0	4	100	-11	2
TOTAL NEW ZEALAND			2	0	0	100	0	0	0	0	0	4	100	-11	2
NORWAY															
OSLO (FORNEBU)	SAS	S	24	0	1	46	25	13	17	0	0	30	91	7	23
TOTAL OSLO (FORNEBU)			24	0	1	46	25	13	17	0	0	30	91	7	23
TOTAL NORWAY			24	1	1	46	25	13	17	0	0	30	90	4	30
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	25	0	0	44	12	28	16	0	0	28	0	51	17
	PAKISTAN INTL AIRLINES	S	24	0	0	29	29	17	21	4	0	39	11	135	18
TOTAL ISLAMABAD			49	0	0	37	20	22	18	2	0	33	6	94	35
TOTAL PAKISTAN			49	0	0	37	20	22	18	2	0	33	6	94	35
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR 2000	C	18	0	0	67	22	11	0	0	0	8	63	23	24
	BRITANNIA AIRWAYS	C	8	0	0	75	0	0	0	25	0	70	78	0	9
	CALEDONIAN AIRWAYS	C	8	0	0	25	75	0	0	0	0	16	0	0	0
	LEISURE INTERNATIONAL	C	14	0	6	29	21	14	21	7	7	85	88	3	16
	MONARCH AIRLINES	C	26	0	0	46	19	31	0	0	4	55	77	19	26

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	MY TRAVEL AIRWAYS UK	C	24	0	0	38	29	21	13	0	0	30	80	11	25
<b>TOTAL FARO</b>			<b>100</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>26</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>76</b>	<b>13</b>	<b>106</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>100</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>26</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>77</b>	<b>13</b>	<b>108</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR 2000	C	16	0	0	69	6	13	13	0	0	12	88	-9	8
	CALEDONIAN AIRWAYS	C	8	0	0	25	50	13	13	0	0	33	0	0	0
	MONARCH AIRLINES	C	8	0	0	50	25	13	13	0	0	19	100	-4	8
<b>TOTAL FUNCHAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>-3</b>	<b>34</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>-3</b>	<b>34</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL SEYCHELLES</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SEYCHELLES</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>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	26	0	0	58	27	15	0	0	0	4	79	-7	24
<b>TOTAL SINGAPORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>-7</b>	<b>24</b>
<b>TOTAL SINGAPORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>-7</b>	<b>24</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL LJUBLJANA</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>
<b>TOTAL SLOVENIA</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>
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	41	0	1	59	22	15	2	0	2	23	78	21	40
	AIR ATLANTA ICELANDIC	C	5	0	0	40	0	60	0	0	0	22	0	0	0
	AIR EUROPA	C	4	0	0	100	0	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	71	1	0	42	25	27	6	0	0	26	72	13	69
	CALEDONIAN AIRWAYS	C	10	0	0	20	0	50	30	0	0	47	75	5	8
	MONARCH AIRLINES	C	42	0	0	33	12	26	24	5	0	49	57	37	30
	MY TRAVEL AIRWAYS UK	C	40	0	8	23	15	33	28	3	0	51	50	33	32
<b>TOTAL ALICANTE</b>			<b>213</b>	<b>1</b>	<b>9</b>	<b>40</b>	<b>18</b>	<b>27</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>62</b>	<b>24</b>	<b>206</b>
<b>ALMERIA</b>															
ALMERIA	BRITANNIA AIRWAYS	C	9	1	0	89	0	11	0	0	0	7	50	32	10
	MY TRAVEL AIRWAYS UK	C	6	0	0	17	33	0	50	0	0	42	88	14	8
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>24</b>	<b>18</b>
<b>BARCELONA</b>															
BARCELONA	AIR 2000	C	2	0	0	100	0	0	0	0	0	12	0	0	0
	BRITANNIA AIRWAYS	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL BARCELONA</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERONA</b>															
GERONA	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	0	58	50	12
<b>TOTAL GERONA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>50</b>	<b>12</b>
<b>MADRID</b>															
MADRID	BRITISH AIRWAYS PLC	S	78	0	0	47	18	18	15	1	0	33	88	2	52
	IBERIA	S	60	0	0	75	22	3	0	0	0	7	82	2	60

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				Actual (7)	Plan (8)										
<b>TOTAL MADRID</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>2</b>	<b>112</b>
<b>TOTAL MAHON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>1</b>
<b>MALAGA</b>	AIR 2000	C	19	0	1	42	16	37	5	0	0	24	54	19	26
	AIR ATLANTA ICELANDIC	C	8	0	0	25	13	63	0	0	0	36	0	0	0
	AIR EUROPA	C	11	0	0	27	36	27	9	0	0	28	0	0	0
	BRITANNIA AIRWAYS	C	42	0	0	60	14	14	12	0	0	23	74	12	34
	CALEDONIAN AIRWAYS	C	12	0	0	58	17	25	0	0	0	17	50	96	6
	FUTURA AIRLINES	C	8	0	0	88	13	0	0	0	0	0	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	38	13	0	25	25	0	80	0	0	0
	MONARCH AIRLINES	C	38	0	0	53	16	18	13	0	0	27	59	22	34
	MY TRAVEL AIRWAYS UK	C	24	0	0	33	17	25	21	4	0	46	70	8	23
	VIVA	C	2	0	0	0	100	0	0	0	0	19	0	0	0
<b>TOTAL MALAGA</b>			<b>173</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>17</b>	<b>21</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>22</b>	<b>144</b>
<b>MURCIA SAN JAVIER</b>	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	-14	0	0	0
<b>TOTAL MURCIA SAN JAVIER</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>-14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PALMA DE MALLORCA</b>	AIR 2000	C	27	0	1	59	26	15	0	0	0	12	100	-4	17
	AIR EUROPA	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	BRITANNIA AIRWAYS	C	40	0	0	63	25	8	0	5	0	20	71	10	35
	FUTURA AIRLINES	C	6	0	0	100	0	0	0	0	0	-10	0	0	0
	LEISURE INTERNATIONAL	C	4	0	0	0	0	0	100	0	0	142	0	40	4
	MONARCH AIRLINES	C	5	0	1	20	20	20	40	0	0	45	0	0	0
	MY TRAVEL AIRWAYS UK	C	39	1	0	54	10	21	15	0	0	27	84	10	25
<b>TOTAL PALMA DE MALLORCA</b>			<b>123</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>9</b>	<b>81</b>
<b>TOTAL REUS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>1</b>
<b>TOTAL SPAIN</b>			<b>684</b>	<b>4</b>	<b>12</b>	<b>51</b>	<b>18</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>17</b>	<b>576</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR 2000	C	24	1	2	83	8	0	8	0	0	11	75	9	28
	BRITANNIA AIRWAYS	C	16	0	0	94	6	0	0	0	0	-1	93	3	28
	CALEDONIAN AIRWAYS	C	8	0	0	0	13	50	38	0	0	58	40	25	10
	LEISURE INTERNATIONAL	C	9	0	0	0	33	67	0	0	0	36	67	23	6
	MONARCH AIRLINES	C	18	0	0	22	39	39	0	0	0	28	36	31	14
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	33	11	6	11	0	42	67	39	18
	SPANAIR	C	8	0	0	0	13	75	13	0	0	46	0	0	0
<b>TOTAL ARRECIFE</b>			<b>101</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>21</b>	<b>25</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>16</b>	<b>114</b>
<b>FUERTEVENTURA</b>	AIR 2000	C	8	0	0	88	13	0	0	0	0	-3	75	5	12
	BRITANNIA AIRWAYS	C	8	0	0	63	25	13	0	0	0	14	63	16	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	28	11	17	39	6	0	55	61	22	18
<b>TOTAL FUERTEVENTURA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>14</b>	<b>11</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>66</b>	<b>14</b>	<b>56</b>
<b>LAS PALMAS</b>	AIR 2000	C	18	0	0	44	17	28	11	0	0	25	69	12	26
	AIR EUROPA	C	9	0	0	33	56	11	0	0	0	19	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	56	25	6	13	0	0	21	94	0	18
	CALEDONIAN AIRWAYS	C	8	0	1	88	13	0	0	0	0	2	75	2	8
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	58	0	0	0
	LEISURE INTERNATIONAL	C	8	0	0	13	25	50	13	0	0	39	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	MONARCH AIRLINES	C	15	0	0	20	27	53	0	0	0	29	44	25	16
	MY TRAVEL AIRWAYS UK	C	26	0	8	62	19	15	4	0	0	18	69	12	26
<b>TOTAL LAS PALMAS</b>			<b>102</b>	<b>0</b>	<b>9</b>	<b>47</b>	<b>24</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>11</b>	<b>94</b>
TENERIFE (SURREINA SOFIA)	AIR 2000	C	46	0	0	57	26	7	11	0	0	17	67	11	42
	AIR ATLANTA ICELANDIC	C	11	0	1	9	0	55	36	0	0	60	0	0	0
	AIR EUROPA	C	12	0	0	33	0	17	50	0	0	54	56	35	18
	BRITANNIA AIRWAYS	C	65	0	0	49	15	20	14	2	0	29	63	24	48
	CALEDONIAN AIRWAYS	C	28	0	5	29	18	18	32	0	4	59	53	29	30
	EXCEL AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	56	0	0	0
	FUTURA AIRLINES	C	21	0	1	14	0	24	62	0	0	69	90	5	10
	LEISURE INTERNATIONAL	C	28	0	0	43	11	32	11	0	4	49	0	0	0
	MONARCH AIRLINES	C	31	0	0	29	13	23	35	0	0	48	44	38	32
	MY TRAVEL AIRWAYS UK	C	43	0	1	21	12	21	35	5	7	91	46	27	50
	SPANAIR	C	8	1	0	38	38	25	0	0	0	26	0	0	0
	TRANSAVIA	C	2	0	0	0	0	0	100	0	0	140	0	0	0
VIVA	C	25	0	1	16	32	44	8	0	0	33	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>324</b>	<b>1</b>	<b>9</b>	<b>35</b>	<b>15</b>	<b>23</b>	<b>25</b>	<b>1</b>	<b>2</b>	<b>48</b>	<b>54</b>	<b>29</b>	<b>256</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>562</b>	<b>2</b>	<b>20</b>	<b>40</b>	<b>18</b>	<b>22</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>62</b>	<b>21</b>	<b>520</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	SAS	S	48	0	0	85	13	2	0	0	0	6	83	8	23
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>23</b>
<b>TOTAL SWEDEN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>8</b>	<b>23</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	50	0	0	52	30	14	2	2	0	21	75	7	101
<b>TOTAL BASLE MULHOUSE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>7</b>	<b>101</b>
GENEVA	BRITISH AIRWAYS PLC	S	44	0	0	84	2	11	2	0	0	10	85	5	59
<b>TOTAL GENEVA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>5</b>	<b>59</b>
ZURICH	AER LINGUS	S	46	1	5	46	26	22	4	2	0	26	94	3	52
	SWISS AIRLINES	S	52	0	0	38	31	25	6	0	0	24	0	0	0
	SWISSAIR	S	60	0	0	67	22	10	2	0	0	15	75	9	60
<b>TOTAL ZURICH</b>			<b>158</b>	<b>1</b>	<b>5</b>	<b>51</b>	<b>26</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>6</b>	<b>112</b>
<b>TOTAL SWITZERLAND</b>			<b>252</b>	<b>1</b>	<b>5</b>	<b>57</b>	<b>23</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>6</b>	<b>272</b>
<b>THAILAND</b>															
BANGKOK	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-20	100	-10	9
<b>TOTAL BANGKOK</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>-20</b>	<b>100</b>	<b>-10</b>	<b>9</b>
<b>TOTAL THAILAND</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>-20</b>	<b>100</b>	<b>-10</b>	<b>9</b>
<b>TUNISIA</b>															
MONASTIR	AIR 2000	C	8	0	0	75	25	0	0	0	0	11	75	9	8
	BRITANNIA AIRWAYS	C	18	0	0	67	17	17	0	0	0	16	78	8	18
	MY TRAVEL AIRWAYS UK	C	29	0	0	86	7	3	3	0	0	2	67	12	18
	NOUVELAIR TUNISIE	C	15	0	1	40	33	13	13	0	0	19	0	0	0



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 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MONASTIR			71	0	1	69	18	8	4	0	0	11	73	10	44
TUNIS	TUNISAIR	C	2	0	1	0	50	50	0	0	0	31	0	0	0
TOTAL TUNIS			2	0	1	0	50	50	0	0	0	31	0	0	0
TOTAL TUNISIA			73	0	2	67	19	10	4	0	0	11	73	10	44
TURKEY															
ANTALYA	SUNWAYS	C	8	0	0	50	13	13	0	25	0	59	0	0	0
TOTAL ANTALYA			9	0	0	44	11	22	0	22	0	56	50	35	2
TOTAL DALAMAN			2	0	0	100	0	0	0	0	0	-25	100	-12	2
ISTANBUL	ISTANBUL HAVA YOLLARI	C	11	0	1	27	45	27	0	0	0	22	13	29	8
	ONUR AIR	C	16	0	0	69	19	0	13	0	0	26	0	0	0
	SUNWAYS	C	18	0	0	50	22	6	6	6	11	65	0	0	0
TOTAL ISTANBUL			45	0	1	51	27	9	7	2	4	41	13	29	8
TOTAL TURKEY			57	0	1	51	25	11	5	5	4	41	33	24	12
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	43	0	0	51	30	14	2	0	2	30	88	1	43
TOTAL DUBAI			43	0	0	51	30	14	2	0	2	30	88	1	43
TOTAL UNITED ARAB EMIRATES			43	0	0	51	30	14	2	0	2	30	82	7	61
UNITED KINGDOM															
ABERDEEN	BMI REGIONAL	S	134	0	5	57	25	15	2	0	0	15	83	4	107
	BRITISH AIRWAYS PLC	S	194	0	0	91	5	2	2	0	0	1	97	-2	150
TOTAL ABERDEEN			328	2	5	77	13	7	2	0	0	7	91	0	259
BELFAST CITY	BRITISH REGIONAL AIRLINES LTD	S	222	0	4	86	7	5	2	0	0	4	88	7	266
TOTAL BELFAST CITY			222	0	4	86	7	5	2	0	0	4	88	7	266
BELFAST INTERNATIONAL	BA CITIEXPRESS (IOM) LTD	C	2	0	0	100	0	0	0	0	0	-8	0	0	0
	BRITISH REGIONAL AIRLINES LTD	S	213	0	1	86	7	4	3	0	0	6	0	0	0
TOTAL BELFAST INTERNATIONAL			215	0	1	86	7	4	3	0	0	6	96	-2	451
TOTAL BIRMINGHAM			2	0	0	100	0	0	0	0	0	-35	0	0	0
CAMBRIDGE	SCOT AIRWAYS	S	39	0	3	85	10	3	3	0	0	8	87	4	87
TOTAL CAMBRIDGE			39	0	3	85	10	3	3	0	0	8	87	4	87
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	83	1	1	58	23	14	5	0	0	14	0	0	0
TOTAL CARDIFF WALES			83	1	1	58	23	14	5	0	0	14	83	6	88
CITY OF DERRY (EGLINTON)	BRITISH REGIONAL AIRLINES LTD	S	60	0	0	83	3	2	10	2	0	11	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			60	0	0	83	3	2	10	2	0	11	95	-7	58
DUNDEE	BMI REGIONAL	S	76	0	7	54	29	13	4	0	0	18	86	4	95
TOTAL DUNDEE			76	0	7	54	29	13	4	0	0	18	86	4	95
EDINBURGH	BMI REGIONAL	S	6	0	0	83	0	0	17	0	0	26	100	-14	22
	BRITISH AIRWAYS PLC	S	223	0	4	87	8	2	3	1	0	7	87	3	226
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	27	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)											
<b>TOTAL EDINBURGH</b>			<b>231</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>2</b>	249
<b>GATWICK</b>	AIR 2000	C	2	0	0	100	0	0	0	0	0	-3	0	0	0
	BRITANNIA AIRWAYS	C	17	0	0	65	18	6	12	0	0	12	80	8	5
	BRITISH AIRWAYS (EURO OPS) LG	S	324	0	0	68	17	10	5	0	0	14	93	-1	328
	BRITISH AIRWAYS PLC	S	25	0	0	60	20	4	16	0	0	23	59	23	17
	CALEDONIAN AIRWAYS	C	2	0	0	50	0	50	0	0	0	16	100	0	1
	MONARCH AIRLINES	C	5	0	0	20	40	40	0	0	0	21	100	-17	5
	MY TRAVEL AIRWAYS UK	C	14	0	4	50	29	7	14	0	0	14	13	32	8
<b>TOTAL GATWICK</b>			<b>393</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>1</b>	376
<b>GLASGOW</b>	BMI REGIONAL	S	134	0	0	75	19	5	1	0	0	8	80	3	130
	BRITISH AIRWAYS PLC	S	233	1	4	85	9	3	3	0	0	6	94	0	282
<b>TOTAL GLASGOW</b>			<b>367</b>	<b>3</b>	<b>4</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>1</b>	421
<b>GUERNSEY</b>	BRITISH REGIONAL AIRLINES LTD	S	60	0	1	75	12	2	12	0	0	16	69	11	90
<b>TOTAL GUERNSEY</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>11</b>	90
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	C	2	0	2	100	0	0	0	0	0	2	0	0	0
	BRITISH AIRWAYS PLC	S	647	7	0	79	10	7	4	0	0	10	81	10	590
<b>TOTAL HEATHROW</b>			<b>649</b>	<b>7</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	590
<b>ISLE OF MAN</b>	BA CITIEXPRESS (IOM) LTD	S	172	0	0	91	4	3	2	0	0	2	92	0	172
<b>TOTAL ISLE OF MAN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>0</b>	172
<b>JERSEY</b>	BRITISH REGIONAL AIRLINES LTD	S	101	0	0	77	11	6	6	0	0	8	82	6	34
<b>TOTAL JERSEY</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>6</b>	34
<b>NEWCASTLE</b>	EUROPEAN AIRWAYS LTD	S	80	0	4	56	25	10	9	0	0	20	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>81</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>25</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>5</b>	140
<b>NORWICH</b>	SCOT AIRWAYS	S	76	0	10	79	11	7	4	0	0	10	0	0	0
<b>TOTAL NORWICH</b>			<b>76</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	0
<b>SOUTHAMPTON</b>	BRITISH REGIONAL AIRLINES LTD	S	121	1	5	85	7	2	4	1	0	8	78	10	88
<b>TOTAL SOUTHAMPTON</b>			<b>121</b>	<b>1</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>10</b>	90
<b>STANSTED</b>	BRITISH REGIONAL AIRLINES LTD	S	131	1	3	85	7	5	2	1	0	7	86	3	140
<b>TOTAL STANSTED</b>			<b>131</b>	<b>1</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>3</b>	140
<b>TOTAL UNITED KINGDOM</b>			<b>3409</b>	<b>15</b>	<b>58</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>3</b>	3669
<b>USA</b>															
<b>ATLANTA</b>	DELTA AIRLINES	S	60	0	0	90	7	3	0	0	0	2	71	14	58
<b>TOTAL ATLANTA</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>2</b>	<b>71</b>	<b>14</b>	58
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	60	0	0	77	15	3	5	0	0	9	63	27	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>27</b>	60
<b>NEW YORK (JF KENNEDY)</b>	BRITISH AIRWAYS PLC	S	60	0	0	83	8	2	7	0	0	-2	72	12	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>-2</b>	<b>72</b>	<b>12</b>	60
<b>NEW YORK (NEWARK)</b>	CONTINENTAL AIRLINES	S	60	0	0	67	17	10	3	2	2	20	62	15	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>20</b>	<b>62</b>	<b>15</b>	60

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				Actual (7)	Plan (8)										
ORLANDO	AIR 2000	C	2	0	0	100	0	0	0	0	0	-49	47	222	15
	AMERICAN TRANS AIR	C	3	0	0	67	0	0	33	0	0	34	0	31	1
	BRITANNIA AIRWAYS	C	10	0	0	40	20	20	20	0	0	24	57	50	14
	CALEDONIAN AIRWAYS	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	LAKER AIRWAYS INC	S	13	0	1	77	15	8	0	0	0	1	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	92	6	2	0	0	0	-21	0	0	0
<b>TOTAL ORLANDO</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>-10</b>	<b>44</b>	<b>94</b>	<b>101</b>	
SANFORD	BRITANNIA AIRWAYS	C	24	0	0	75	17	8	0	0	8	0	0	0	
	LEISURE INTL AIRWAYS LTD	C	35	0	1	37	14	9	17	23	74	0	0	0	
	MONARCH AIRLINES	C	5	0	0	60	0	0	40	0	13	0	0	0	
	MY TRAVEL AIRWAYS UK	C	13	2	3	69	15	15	0	0	7	0	0	0	
<b>TOTAL SANFORD</b>			<b>77</b>	<b>2</b>	<b>4</b>	<b>56</b>	<b>14</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL USA</b>			<b>402</b>	<b>2</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>40</b>	<b>339</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	9	0	0	78	0	22	0	0	9	89	-7	9	
<b>TOTAL TASHKENT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>-7</b>	<b>9</b>	
<b>TOTAL UZBEKISTAN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>-7</b>	<b>9</b>	
<b>VENEZUELA</b>															
PORLAMAR	MONARCH AIRLINES	C	4	0	0	25	25	25	25	0	41	0	0	0	
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>2</b>	<b>4</b>	
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>2</b>	<b>4</b>	
<b>TOTAL MANCHESTER</b>			<b>10239</b>	<b>43</b>	<b>211</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>10007</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	SABENA	S	201	0	2	84	9	3	4	0	0	8	0	0	0
TOTAL BRUSSELS			201	0	2	84	9	3	4	0	0	8	0	0	0
TOTAL BELGIUM			201	0	2	84	9	3	4	0	0	8	0	0	0
<b>CYPRUS</b>															
LARNACA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL LARNACA			8	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL CYPRUS			8	0	0	100	0	0	0	0	0	-6	0	0	0
<b>DENMARK</b>															
COPENHAGEN	SAS	S	111	0	0	79	10	9	1	1	0	6	0	0	0
TOTAL COPENHAGEN			111	0	0	79	10	9	1	1	0	6	0	0	0
TOTAL DENMARK			111	0	0	79	10	9	1	1	0	6	0	0	0
<b>FRANCE</b>															
LE HAVRE	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	-7	0	0	0
	EUROPEAN AIRWAYS LTD	S	101	1	25	63	18	6	11	2	0	25	0	0	0
TOTAL LE HAVRE			103	1	25	64	17	6	11	2	0	25	0	0	0
METZ	CALEDONIAN AIRWAYS	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	4	0	0	25	0	50	25	0	0	43	0	0	0
TOTAL METZ			6	2	0	33	17	33	17	0	0	33	0	0	0
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	108	0	2	85	13	1	1	0	0	7	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			108	0	2	85	13	1	1	0	0	7	0	0	0
TOTAL FRANCE			217	3	27	74	15	4	6	1	0	16	0	0	0
<b>GERMANY</b>															
DUSSELDORF	GILL AIRWAYS	S	40	0	2	73	8	15	5	0	0	11	0	0	0
TOTAL DUSSELDORF			40	0	2	73	8	15	5	0	0	11	0	0	0
MUNICH	BRITISH WORLD AIRLINES LTD	S	25	0	0	24	24	24	20	8	0	51	0	0	0
	LUFTHANSA CITY LINE	C	18	0	0	61	17	17	6	0	0	16	0	0	0
TOTAL MUNICH			43	0	0	40	21	21	14	5	0	36	0	0	0
TOTAL GERMANY			83	0	2	55	14	18	10	2	0	24	0	0	0
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	110	1	0	80	14	5	1	0	0	6	0	0	0
TOTAL DUBLIN			110	2	0	80	14	5	1	0	0	6	0	0	0
TOTAL IRISH REPUBLIC			110	2	0	80	14	5	1	0	0	6	0	0	0
<b>ITALY</b>															
ROME (CIAMPINO)	BRITISH WORLD AIRLINES LTD	S	9	0	0	89	11	0	0	0	0	7	0	0	0
TOTAL ROME (CIAMPINO)			9	0	0	89	11	0	0	0	0	7	0	0	0
TOTAL ITALY			9	0	0	89	11	0	0	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>MALTA</b>															
MALTA	MY TRAVEL AIRWAYS UK	C	9	0	0	67	22	11	0	0	0	11	0	0	0
TOTAL MALTA			9	0	0	67	22	11	0	0	0	11	0	0	0
TOTAL MALTA			9	0	0	67	22	11	0	0	0	11	0	0	0
<b>NETHERLANDS</b>															
AMSTERDAM	KLM UK LTD	S	168	1	2	77	7	9	7	0	0	14	0	0	0
TOTAL AMSTERDAM			168	1	2	77	7	9	7	0	0	14	0	0	0
ROTTERDAM	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL ROTTERDAM			2	0	0	100	0	0	0	0	0	-6	0	0	0
TOTAL NETHERLANDS			170	1	2	77	7	9	7	0	0	14	0	0	0
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	50	0	0	76	12	8	4	0	0	11	0	0	0
TOTAL BERGEN			50	0	0	76	12	8	4	0	0	11	0	0	0
OSLO (FORNEBU)	BRAATHENS ASA	S	50	0	0	82	2	12	4	0	0	10	0	0	0
TOTAL OSLO (FORNEBU)			50	0	0	82	2	12	4	0	0	10	0	0	0
TOTAL NORWAY			100	0	0	79	7	10	4	0	0	10	0	0	0
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR 2000	C	10	0	0	100	0	0	0	0	0	-1	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	-2	0	0	0
TOTAL FARO			19	0	0	100	0	0	0	0	0	-1	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			19	0	0	100	0	0	0	0	0	-1	0	0	0
<b>SPAIN</b>															
ALICANTE	AIR 2000	C	10	0	0	10	20	20	50	0	0	73	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	69	6	19	0	0	6	33	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	12	0	0	0
TOTAL ALICANTE			34	0	0	53	9	21	15	0	3	40	0	0	0
MADRID	BRITISH WORLD AIRLINES LTD	S	40	0	0	40	18	20	20	3	0	36	0	0	0
TOTAL MADRID			40	0	0	40	18	20	20	3	0	36	0	0	0
MALAGA	AIR 2000	C	8	0	0	50	0	38	13	0	0	20	0	0	0
	BRITANNIA AIRWAYS	C	16	0	0	75	6	13	6	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	33	50	17	0	0	0	22	0	0	0
TOTAL MALAGA			30	0	0	60	13	20	7	0	0	18	0	0	0
PALMA DE MALLORCA	AIR 2000	C	2	0	0	100	0	0	0	0	0	-1	0	0	0
	BRITANNIA AIRWAYS	C	22	0	0	55	9	36	0	0	0	17	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	7	0	0	0
TOTAL PALMA DE MALLORCA			33	0	0	64	12	24	0	0	0	13	0	0	0
TOTAL SPAIN			137	0	0	53	13	21	11	1	1	28	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR 2000	C	9	0	0	78	0	0	22	0	0	11	0	0	0
	VIVA	C	8	0	0	25	0	63	13	0	0	42	0	0	0
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>29</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	25	0	0	28	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAS PALMAS	BRITANNIA AIRWAYS	C	8	0	0	63	13	13	13	0	0	24	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	14	0	14	0	0	20	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TENERIFE (SURREINA SOFIA)</b>															
	AIR 2000	C	19	0	1	58	21	21	0	0	0	14	0	0	0
	BRITANNIA AIRWAYS	C	18	0	0	44	17	33	6	0	0	25	0	0	0
	FUTURA AIRLINES	C	10	0	0	20	20	40	20	0	0	39	0	0	0
	MY TRAVEL AIRWAYS UK	C	12	1	0	33	25	25	17	0	0	39	0	0	0
	TRANSAVIA	C	9	1	0	22	0	56	11	11	0	57	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>68</b>	<b>2</b>	<b>1</b>	<b>40</b>	<b>18</b>	<b>32</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>108</b>	<b>2</b>	<b>1</b>	<b>46</b>	<b>14</b>	<b>27</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	2	94	2	3	0	1	0	2	0	0	0
	GILL AIRWAYS	S	49	0	1	92	4	2	2	0	0	1	0	0	0
<b>TOTAL ABERDEEN</b>			<b>149</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
BELFAST CITY	GILL AIRWAYS	S	196	2	6	66	12	12	9	2	0	21	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>196</b>	<b>2</b>	<b>6</b>	<b>66</b>	<b>12</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIRMINGHAM	DUO AIRWAYS LTD	S	160	0	8	89	5	3	2	1	0	5	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>160</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	99	0	3	95	1	4	0	0	0	1	0	0	0
<b>TOTAL BRISTOL</b>			<b>99</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	BRITISH REGIONAL AIRLINES LTD	S	82	0	2	87	4	5	4	1	0	14	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	80	0	4	86	6	5	3	0	0	8	0	0	0
<b>TOTAL EDINBURGH</b>			<b>80</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
EXETER	EUROPEAN AIRWAYS LTD	S	21	0	0	43	38	14	5	0	0	21	0	0	0
<b>TOTAL EXETER</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>38</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	CITY FLYER EXPRESS	S	261	0	3	89	7	3	1	0	0	5	0	0	0
<b>TOTAL GATWICK</b>			<b>261</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	324	0	0	84	10	3	2	0	0	8	0	0	0
<b>TOTAL HEATHROW</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	BA CITIEXPRESS (IOM) LTD	C	2	0	0	100	0	0	0	0	0	-2	0	0	0
<b>TOTAL ISLE OF MAN</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>
LUTON	BRITISH WORLD AIRLINES LTD	S	17	0	0	88	12	0	0	0	0	4	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 LUTON			17	0	0	88	12	0	0	0	0	4	0	0	0
MANCHESTER	LEISURE INTL AIRWAYS LTD	C	10	0	0	60	0	0	20	20	0	53	0	0	0
TOTAL MANCHESTER			10	0	0	60	0	0	20	20	0	53	0	0	0
PRESTWICK	GILL AIRWAYS	S	28	0	0	93	4	4	0	0	0	0	0	0	0
TOTAL PRESTWICK			28	0	0	93	4	4	0	0	0	0	0	0	0
SOUTHAMPTON	EUROPEAN AIRWAYS LTD	S	40	0	2	83	3	8	5	3	0	14	0	0	0
TOTAL SOUTHAMPTON			40	0	2	83	3	8	5	3	0	14	0	0	0
STANSTED	BRITISH WORLD AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	10	0	0	0
	KLM UK LTD	S	141	0	3	82	4	10	4	0	0	7	0	0	0
TOTAL STANSTED			145	0	3	81	5	10	4	0	0	8	0	0	0
WICK	GILL AIRWAYS	S	42	0	0	90	0	5	5	0	0	5	0	0	0
TOTAL WICK			42	0	0	90	0	5	5	0	0	5	0	0	0
TOTAL UNITED KINGDOM			1656	2	34	84	7	5	3	1	0	8	0	0	0
USA															
SANFORD	LEISURE INTL AIRWAYS LTD	C	10	0	0	60	0	0	20	20	0	64	0	0	0
TOTAL SANFORD			11	1	0	55	0	9	18	18	0	62	0	0	0
TOTAL USA			11	1	0	55	0	9	18	18	0	62	0	0	0
TOTAL NEWCASTLE			2951	13	71	79	9	7	4	1	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	KLM UK LTD	S	192	0	10	67	15	9	8	0	0	15	86	4	190
TOTAL BRUSSELS			192	0	10	67	15	9	8	0	0	15	86	4	190
TOTAL BELGIUM			192	0	10	67	15	9	8	0	0	15	86	4	190
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	32	0	2	88	9	0	3	0	0	3	0	0	0
TOTAL PRAGUE			32	0	2	88	9	0	3	0	0	3	0	0	0
TOTAL CZECH REPUBLIC			32	0	2	88	9	0	3	0	0	3	0	0	0
<b>DENMARK</b>															
BILLUND	MYTRAVEL AIRWAYS (DENMARK)	C	16	0	0	81	0	19	0	0	0	10	0	0	0
TOTAL BILLUND			16	0	0	81	0	19	0	0	0	10	50	53	18
COPENHAGEN	KLM UK LTD	S	151	0	1	72	13	9	5	1	0	13	81	9	100
	MYTRAVEL AIRWAYS (DENMARK)	C	16	1	0	25	13	13	38	13	0	73	100	9	8
TOTAL COPENHAGEN			167	2	1	67	13	9	8	2	0	19	80	12	153
TOTAL DENMARK			183	2	1	68	12	10	8	2	0	18	77	16	171
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	19	1	0	58	37	5	0	0	0	11	0	0	0
TOTAL HELSINKI			19	1	0	58	37	5	0	0	0	11	69	11	16
TOTAL FINLAND			19	1	0	58	37	5	0	0	0	11	69	11	16
<b>FRANCE</b>															
DIJON	PROTEUS AIR SYSTEM SA	S	34	2	5	65	24	9	0	3	0	18	66	20	35
TOTAL DIJON			34	2	5	65	24	9	0	3	0	18	66	20	35
PARIS (CHARLES DE GAULLE)	BRITISH WORLD AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	KLM UK LTD	S	222	2	0	81	8	3	8	0	0	9	91	2	218
TOTAL PARIS (CHARLES DE GAULLE)			224	2	0	81	8	3	8	0	0	9	91	2	218
TARBES-LOURDES INTERNATIONAL	BRITISH WORLD AIRLINES LTD	C	4	1	0	100	0	0	0	0	0	2	0	40	1
TOTAL TARBES-LOURDES INTERNATIONAL			4	1	0	100	0	0	0	0	0	2	0	40	1
TOURS	AIR JET	C	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL TOURS			2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL FRANCE			264	6	8	79	10	4	6	0	0	10	85	6	307
<b>GERMANY</b>															
DUSSELDORF	KLM UK LTD	S	198	0	6	77	8	9	6	0	0	10	90	-1	156
TOTAL DUSSELDORF			198	0	6	77	8	9	6	0	0	10	90	-1	156
FRANKFURT MAIN	KLM UK LTD	S	167	0	0	75	8	8	8	1	1	16	91	2	104
TOTAL FRANKFURT MAIN			167	0	0	75	8	8	8	1	1	16	91	2	104
HAMBURG	KLM UK LTD	S	108	0	2	80	13	4	4	0	0	7	90	-1	104
TOTAL HAMBURG			108	0	2	80	13	4	4	0	0	7	90	-1	104



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)										
MUNICH	KLM UK LTD	S	102	0	8	55	20	11	10	5	0	32	77	9	104
TOTAL MUNICH			102	0	8	55	20	11	10	5	0	32	77	9	104
TOTAL GERMANY			575	2	16	73	11	8	7	1	0	15	87	2	470
HUNGARY															
BUDAPEST	EUROFLY SPA	C	3	1	1	67	0	33	0	0	0	16	0	0	0
TOTAL BUDAPEST			3	1	1	67	0	33	0	0	0	16	0	0	0
TOTAL HUNGARY			3	1	1	67	0	33	0	0	0	16	0	0	0
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	66	0	0	88	6	3	3	0	0	3	92	4	62
TOTAL CONNAUGHT			66	0	0	88	6	3	3	0	0	3	92	4	62
CORK	RYANAIR	S	169	0	1	90	7	4	0	0	0	1	95	1	112
TOTAL CORK			169	0	1	90	7	4	0	0	0	1	95	1	112
DUBLIN	AER LINGUS	S	215	0	7	87	5	1	6	0	0	8	0	0	0
	RYANAIR	S	612	5	48	86	7	5	2	0	0	5	86	7	564
TOTAL DUBLIN			827	5	55	86	7	4	3	0	0	6	86	7	564
WATERFORD	BRITISH REGIONAL AIRLINES LTD	S	49	0	1	82	2	12	4	0	0	5	88	3	52
TOTAL WATERFORD			49	0	1	82	2	12	4	0	0	5	88	3	52
TOTAL IRISH REPUBLIC			1111	5	57	86	6	4	3	0	0	5	88	6	790
ISRAEL															
TEL AVIV	EL AL	S	20	0	3	90	10	0	0	0	0	-4	75	-1	32
TOTAL TEL AVIV			20	0	3	90	10	0	0	0	0	-4	75	-1	32
TOTAL ISRAEL			20	0	3	90	10	0	0	0	0	-4	75	-1	32
ITALY															
FLORENCE	KLM UK LTD	S	59	1	1	78	8	5	3	5	0	23	85	14	60
TOTAL FLORENCE			59	1	1	78	8	5	3	5	0	23	85	14	60
MILAN (LINATE)	KLM UK LTD	S	142	0	5	31	23	35	11	1	0	35	75	17	103
TOTAL MILAN (LINATE)			142	0	5	31	23	35	11	1	0	35	75	17	103
MILAN (MALPENSA)	EUROFLY SPA	C	3	1	1	33	33	33	0	0	0	19	0	0	0
TOTAL MILAN (MALPENSA)			3	1	1	33	33	33	0	0	0	19	0	0	0
TOTAL ITALY			204	2	7	45	19	26	8	2	0	31	79	15	173
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	50	0	0	78	14	6	2	0	0	8	94	4	52
TOTAL LUXEMBOURG			50	0	0	78	14	6	2	0	0	8	94	4	52
TOTAL LUXEMBOURG			50	0	0	78	14	6	2	0	0	8	94	4	52
MALTA															
MALTA	AIR MALTA	C	8	0	0	38	13	50	0	0	0	25	60	25	10
	MY TRAVEL AIRWAYS UK	C	6	1	3	83	17	0	0	0	0	7	50	24	6

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL MALTA			14	1	3	57	14	29	0	0	0	17	56	24	16
TOTAL MALTA			14	1	3	57	14	29	0	0	0	17	56	24	16
NETHERLANDS															
AMSTERDAM	KLM UK LTD	S	321	1	6	64	17	10	8	0	0	18	92	1	226
TOTAL AMSTERDAM			321	1	6	64	17	10	8	0	0	18	91	1	228
MAASTRICHT	KLM EXEL	S	143	0	1	80	11	4	4	0	0	9	82	14	142
TOTAL MAASTRICHT			143	0	1	80	11	4	4	0	0	9	82	14	142
ROTTERDAM	SCOT AIRWAYS	S	155	0	13	62	20	14	3	1	0	16	0	0	0
TOTAL ROTTERDAM			155	0	13	62	20	14	3	1	0	16	0	0	0
TOTAL NETHERLANDS			619	1	20	68	16	10	6	0	0	15	88	6	370
NORWAY															
OSLO (GARDERMOEN)	BRAATHENS ASA	C	2	0	0	50	50	0	0	0	0	15	100	-2	2
	BRITANNIA AB	C	16	0	0	75	6	19	0	0	0	12	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	14	0	2	86	14	0	0	0	0	0	0	0	0
TOTAL OSLO (GARDERMOEN)			32	0	2	78	13	9	0	0	0	7	80	1	5
TOTAL NORWAY			32	0	2	78	13	9	0	0	0	7	80	1	5
PORTUGAL(EXCLUDING MADEIRA)															
FARO	LEISURE INTERNATIONAL	C	8	0	0	50	13	25	13	0	0	27	63	11	8
	MY TRAVEL AIRWAYS UK	C	6	0	0	50	17	0	33	0	0	32	83	8	6
TOTAL FARO			14	0	0	50	14	14	21	0	0	29	69	20	16
TOTAL PORTUGAL(EXCLUDING MADEIRA)			14	0	0	50	14	14	21	0	0	29	74	18	19
SPAIN															
ALICANTE	BRITANNIA AIRWAYS	C	8	0	0	63	0	38	0	0	0	18	67	19	9
	KLM UK LTD	C	4	0	0	100	0	0	0	0	0	-6	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	31	75	7	8
TOTAL ALICANTE			20	0	0	70	5	15	10	0	0	19	71	14	17
MALAGA	BRITANNIA AIRWAYS	C	8	0	0	63	38	0	0	0	0	11	90	8	10
	LEISURE INTERNATIONAL	C	7	0	1	71	14	14	0	0	0	5	0	38	2
TOTAL MALAGA			15	0	1	67	27	7	0	0	0	8	75	13	12
PALMA DE MALLORCA	BRITANNIA AIRWAYS	C	8	0	0	75	25	0	0	0	0	7	67	9	9
TOTAL PALMA DE MALLORCA			10	0	0	80	20	0	0	0	0	-1	67	9	9
TOTAL SPAIN			45	0	1	71	16	9	4	0	0	11	81	4	150
SPAIN(CANARY ISLANDS)															
ARRECIFE	LEISURE INTERNATIONAL	C	8	1	0	25	13	63	0	0	0	32	90	7	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	5	0	303	10
TOTAL ARRECIFE			16	1	0	56	6	38	0	0	0	18	45	155	20
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	13	25	0	0	23	70	22	10
TOTAL FUERTEVENTURA			8	0	0	63	0	13	25	0	0	23	83	12	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	8	0	2	88	0	0	13	0	0	15	38	21	8
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>13</b>	<b>15</b>
TENERIFE (SURREINA SOFIA)	BRITANNIA AIRWAYS	C	8	0	0	38	63	0	0	0	15	60	19	10	
	LEISURE INTERNATIONAL	C	10	0	0	20	20	40	10	10	57	38	26	8	
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	30	20	0	32	0	163	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>32</b>	<b>25</b>	<b>11</b>	<b>4</b>	<b>36</b>	<b>35</b>	<b>66</b>	<b>26</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>60</b>	<b>1</b>	<b>2</b>	<b>48</b>	<b>17</b>	<b>23</b>	<b>10</b>	<b>2</b>	<b>27</b>	<b>53</b>	<b>66</b>	<b>79</b>	
<b>SWEDEN</b>															
GOTEBORG	BRITANNIA AB	C	16	0	0	94	6	0	0	0	5	0	0	0	
	MYTRAVEL AIRWAYS (DENMARK)	C	16	0	0	75	25	0	0	0	1	0	0	0	
<b>TOTAL GOTEBORG</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	BRITANNIA AB	C	26	0	0	35	27	27	4	8	45	67	52	18	
	MYTRAVEL AIRWAYS (DENMARK)	C	26	0	0	31	12	54	4	0	30	33	27	36	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>40</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>44</b>	<b>35</b>	<b>54</b>	
<b>TOTAL SWEDEN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>25</b>	<b>44</b>	<b>35</b>	<b>54</b>	
<b>SWITZERLAND</b>															
GENEVA	FLIGHTLINE LTD	C	23	0	5	65	13	0	22	0	21	0	0	0	
<b>TOTAL GENEVA</b>			<b>23</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>13</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZURICH	FLIGHTLINE LTD	C	59	1	1	54	29	8	8	0	21	0	0	0	
	KLM UK LTD	S	149	0	3	32	28	26	14	0	30	72	8	100	
<b>TOTAL ZURICH</b>			<b>208</b>	<b>1</b>	<b>4</b>	<b>38</b>	<b>28</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>28</b>	<b>72</b>	<b>8</b>	<b>100</b>	
<b>TOTAL SWITZERLAND</b>			<b>231</b>	<b>1</b>	<b>9</b>	<b>41</b>	<b>27</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>19</b>	<b>110</b>	
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	7	0	1	86	0	0	14	0	7	100	-4	6	
<b>TOTAL MONASTIR</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-4</b>	<b>6</b>	
<b>TOTAL TUNISIA</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>-4</b>	<b>6</b>	
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	C	24	0	2	71	13	4	4	8	37	0	0	0	
<b>TOTAL ANTALYA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>37</b>	<b>75</b>	<b>1</b>	<b>12</b>	
ISTANBUL	ISTANBUL HAVA YOLLARI	C	8	0	0	63	13	25	0	0	17	38	16	8	
<b>TOTAL ISTANBUL</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>27</b>	<b>41</b>	<b>22</b>	
<b>TOTAL TURKEY</b>			<b>32</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>32</b>	<b>43</b>	<b>27</b>	<b>35</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	KLM UK LTD	S	185	0	3	79	9	8	4	0	7	92	2	146	
<b>TOTAL ABERDEEN</b>			<b>185</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>2</b>	<b>146</b>	
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	208	1	4	89	5	1	5	0	6	87	6	233	
<b>TOTAL BELFAST CITY</b>			<b>208</b>	<b>1</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>6</b>	<b>233</b>	
BELFAST INTERNATIONAL	FLYBE.BRITISH EUROPEAN	S	59	0	1	90	5	2	3	0	2	100	1	14	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR NOVEMBER 1996

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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			59	0	1	90	5	2	3	0	0	2	79	20	181
EDINBURGH	KLM UK LTD	S	260	2	13	73	12	6	9	0	0	10	88	3	232
TOTAL EDINBURGH			260	2	13	73	12	6	9	0	0	10	88	3	232
GLASGOW	KLM UK LTD	S	225	0	6	68	11	11	9	0	0	15	87	1	183
TOTAL GLASGOW			225	0	6	68	11	11	9	0	0	15	87	1	183
INVERNESS	KLM UK LTD	S	48	0	3	77	13	0	10	0	0	11	0	0	0
TOTAL INVERNESS			48	0	3	77	13	0	10	0	0	11	0	0	0
JERSEY	KLM UK LTD	S	43	0	1	67	21	7	5	0	0	10	88	4	32
TOTAL JERSEY			43	0	1	67	21	7	5	0	0	10	88	4	32
MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	131	0	3	85	4	7	3	1	0	8	88	8	140
TOTAL MANCHESTER			131	0	3	85	4	7	3	1	0	8	88	7	141
NEWCASTLE	BRITISH WORLD AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	11	0	0	0
	KLM UK LTD	S	139	0	5	83	6	9	2	0	0	3	97	-2	124
TOTAL NEWCASTLE			143	0	5	83	6	9	2	0	0	3	96	-2	131
PRESTWICK	RYANAIR	S	232	0	8	87	7	4	1	2	0	7	90	5	220
TOTAL PRESTWICK			232	0	8	87	7	4	1	2	0	7	90	5	220
TOTAL UNITED KINGDOM			1534	3	47	80	8	6	5	0	0	8	88	6	1499
USA															
NEW YORK (NEWARK)	EL AL	S	4	0	1	100	0	0	0	0	0	-5	33	34	24
TOTAL NEW YORK (NEWARK)			4	0	1	100	0	0	0	0	0	-5	33	34	24
TOTAL USA			5	0	1	80	0	20	0	0	0	3	33	34	24
TOTAL STANSTED			5334	27	195	74	11	8	6	1	0	12	84	8	4613

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					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)											
AARHUS (TIRSTRUP)	HEATHROW	SAS	S	A	29	0	1	72	17	7	3	0	0	13	86	10	29
	HEATHROW	SAS	S	D	30	0	0	50	30	7	10	3	0	24	78	10	27
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>24</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>10</b>	<b>10</b>
ABERDEEN	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	55	0	0	53	11	20	15	2	0	25	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	55	0	0	60	9	15	15	2	0	28	0	0	0
	EDINBURGH	BMI REGIONAL	S	A	44	0	46	43	30	11	16	0	0	26	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	2	0	1	0	50	50	0	0	0	40	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	64	0	3	44	34	17	5	0	0	22	77	7	65
	MANCHESTER	BMI REGIONAL	S	D	70	0	2	70	17	13	0	0	0	9	93	0	42
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	85	0	0	73	20	6	1	0	0	10	76	5	82
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	85	0	0	76	15	6	2	0	0	11	94	2	82
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	0	0	96	0	4	0	0	0	1	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	49	0	2	92	4	2	0	2	0	4	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	45	1	0	89	2	2	7	0	0	1	89	4	27
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	46	0	0	89	2	0	9	0	0	10	88	5	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	184	0	3	76	9	9	6	1	0	13	86	4	187
	HEATHROW	BRITISH AIRWAYS PLC	S	D	184	0	3	83	9	4	4	0	0	7	90	3	187
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	97	0	0	91	7	1	1	0	0	1	97	0	73
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	97	0	0	91	3	3	3	0	0	1	96	-5	77
	NEWCASTLE	GILL AIRWAYS	S	A	24	0	1	92	0	4	4	0	0	4	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	25	0	0	92	8	0	0	0	0	-1	0	0	0
	EDINBURGH	KLM UK LTD	S	A	43	0	3	77	16	7	0	0	0	6	0	0	0
	EDINBURGH	KLM UK LTD	S	D	42	1	4	55	29	12	5	0	0	17	0	0	0
	STANSTED	KLM UK LTD	S	A	92	0	2	82	10	8	1	0	0	0	92	2	73
	STANSTED	KLM UK LTD	S	D	93	0	1	77	8	9	6	0	0	14	92	2	73

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					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)												
ABERDEEN																		
	GLASGOW	LOGANAIR	S	A	62	0	0	89	10	0	2	0	0	4	94	1	66	
	GLASGOW	LOGANAIR	S	D	62	0	0	77	15	6	2	0	0	9	95	2	66	
<b>TOTAL ABERDEEN</b>					<b>1656</b>	<b>4</b>	<b>71</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>2</b>	<b>2</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	-17	90	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	10	13	3	0	0	15	77	12	30	
	GATWICK	EMIRATES	S	A	4	0	0	25	75	0	0	0	0	19	78	8	9	
	GATWICK	EMIRATES	S	D	4	0	0	0	75	0	25	0	0	36	63	27	8	
	HEATHROW	EMIRATES	S	A	9	0	0	33	44	11	11	0	0	21	100	-14	5	
	HEATHROW	EMIRATES	S	D	8	0	0	75	13	0	13	0	0	24	80	3	5	
	HEATHROW	GULF AIR	S	A	22	0	0	77	9	9	5	0	0	-1	65	4	17	
	HEATHROW	GULF AIR	S	D	31	0	0	84	16	0	0	0	0	4	87	7	15	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>9</b>	<b>9</b>	
ACCRA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	0	11	22	0	0	29	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	11	22	11	11	0	57	0	0	0	
	HEATHROW	GHANA AIRWAYS	S	A	16	1	0	25	6	13	31	0	25	267	77	7	13	
	HEATHROW	GHANA AIRWAYS	S	D	13	4	0	0	15	23	38	23	0	102	0	76	13	
<b>TOTAL ACCRA</b>					<b>47</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>9</b>	<b>17</b>	<b>28</b>	<b>9</b>	<b>9</b>	<b>136</b>	<b>38</b>	<b>41</b>	<b>41</b>	
ADDIS ABABA																		
	HEATHROW	ETHIOPIAN AIRLINES	S	A	20	1	1	20	20	15	40	5	0	59	52	26	21	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	20	1	0	35	20	35	5	5	0	39	57	16	21	
<b>TOTAL ADDIS ABABA</b>					<b>40</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>20</b>	<b>25</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>49</b>	<b>55</b>	<b>21</b>	<b>21</b>	
ADELAIDE																		
ADEN																		
AGADIR																		
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	40	20	0	40	0	0	39	0	0	0	
<b>TOTAL AGADIR</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>67</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 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
AKROTIRI																		
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	13	0	0	54	8	8	31	0	0	36	58	39	12	
	HEATHROW	AIR ALGERIE	S	D	13	0	0	8	15	46	31	0	0	58	33	116	12	
<b>TOTAL ALGIERS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>12</b>	<b>27</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>46</b>	<b>77</b>	<b>77</b>	
ALICANTE																		
	BIRMINGHAM	AIR 2000	C	A	10	0	0	50	10	20	20	0	0	28	75	2	4	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	67	11	11	11	0	0	20	100	-5	3	
	GATWICK	AIR 2000	C	A	11	0	0	27	27	9	36	0	0	49	67	20	9	
	GATWICK	AIR 2000	C	D	10	0	0	70	30	0	0	0	0	10	100	-1	8	
	GLASGOW	AIR 2000	C	A	8	0	0	0	13	13	75	0	0	68	25	138	4	
	GLASGOW	AIR 2000	C	D	8	0	0	50	13	38	0	0	0	21	75	9	4	
	LUTON	AIR 2000	C	A	5	0	0	40	20	0	40	0	0	32	0	0	0	
	LUTON	AIR 2000	C	D	4	0	0	25	0	25	50	0	0	49	0	0	0	
	MANCHESTER	AIR 2000	C	A	21	0	0	43	24	24	5	0	5	38	67	26	21	
	MANCHESTER	AIR 2000	C	D	20	0	1	75	20	5	0	0	0	6	89	16	19	
	NEWCASTLE	AIR 2000	C	A	5	0	0	0	20	40	40	0	0	74	0	0	0	
	NEWCASTLE	AIR 2000	C	D	5	0	0	20	20	0	60	0	0	72	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	3	0	0	33	0	67	0	0	0	28	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	2	0	0	50	0	50	0	0	0	14	0	0	0	
	MANCHESTER	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	9	0	0	0	
	MANCHESTER	AIR EUROPA	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	13	0	0	54	15	8	8	8	8	73	18	20	11	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	13	0	0	92	0	0	0	8	0	19	100	1	13	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	0	50	25	0	91	0	0	0	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	25	0	50	0	25	0	99	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	44	44	11	0	0	37	77	11	13	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	1	0	78	11	11	0	0	0	11	92	7	13	
	GLASGOW	BRITANNIA AIRWAYS	C	A	14	1	0	14	43	29	14	0	0	33	67	15	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	12	0	0	50	25	25	0	0	0	15	89	3	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	53	50	12	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	25	100	7	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	36	0	0	28	33	31	8	0	0	30	63	20	35
	MANCHESTER	BRITANNIA AIRWAYS	C	D	35	1	0	57	17	23	3	0	0	23	82	7	34
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	7	0	0	57	14	14	0	0	14	66	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	78	0	22	0	0	0	8	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	25	50	20	4
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	12	80	19	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	5	0	0	20	0	40	40	0	0	50	75	-1	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	0	60	20	0	0	44	75	11	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	33	0	33	17	0	17	95	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	21	0	0	0
	HEATHROW	IBERIA	S	A	30	0	0	50	27	10	13	0	0	22	0	0	0
	HEATHROW	IBERIA	S	D	30	0	0	87	7	7	0	0	0	2	0	0	0
	STANSTED	KLM UK LTD	C	A	2	0	0	100	0	0	0	0	0	-4	0	0	0
	STANSTED	KLM UK LTD	C	D	2	0	0	100	0	0	0	0	0	-8	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	0	0	100	0	0	0	46	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	3	0	0	33	33	33	0	0	0	26	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	0	67	0	33	0	0	40	100	5	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	9	50	10	4
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	12	24	41	24	0	0	41	65	19	17
	GATWICK	MONARCH AIRLINES	C	D	17	1	0	41	29	24	6	0	0	24	88	9	17
	LUTON	MONARCH AIRLINES	S	A	11	2	0	9	45	27	9	0	9	91	46	21	13
	LUTON	MONARCH AIRLINES	S	D	13	0	0	54	15	23	0	8	0	31	92	5	13
	MANCHESTER	MONARCH AIRLINES	C	A	21	0	0	19	14	29	33	5	0	63	40	42	15
	MANCHESTER	MONARCH AIRLINES	C	D	21	0	0	48	10	24	14	5	0	35	73	32	15
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	0	0	25	156	25	82	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	0	0	25	112	75	17	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	25	25	38	0	0	46	25	20	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	1	1	63	38	0	0	0	0	-3	100	4	7



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

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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)											
ALICANTE	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	32	0	71	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	24	25	72	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	0	4	15	15	30	35	5	0	59	41	35	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	20	0	4	30	15	35	20	0	0	44	60	30	15
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	24	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	36	50	13	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	26	100	1	4
	GATWICK	TRANSAER	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	TRANSAER	C	D	4	0	0	50	25	25	0	0	0	26	0	0	0
<b>TOTAL ALICANTE</b>					<b>605</b>	<b>7</b>	<b>12</b>	<b>44</b>	<b>19</b>	<b>22</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>68</b>	<b>19</b>	<b>19</b>
ALMERIA	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	-1	60	31	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	1	0	100	0	0	0	0	0	5	60	18	5
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	20	20	60	0	0	55	0	33	5
	GATWICK	BRITANNIA AIRWAYS	C	D	4	1	0	75	0	25	0	0	0	11	100	4	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	7	40	37	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	1	0	100	0	0	0	0	0	7	60	27	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	33	0	0	0	25	25	31	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	7	100	5	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	0	100	0	0	66	75	27	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	67	0	0	0	0	18	100	1	4
<b>TOTAL ALMERIA</b>					<b>40</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>19</b>	<b>19</b>
AMMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	1	67	20	0	7	0	7	50	77	16	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	1	88	0	6	6	0	0	12	85	2	13
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	12	1	1	50	33	17	0	0	0	17	14	38	7
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	13	0	0	62	23	8	8	0	0	15	88	0	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AMMAN	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	67	23	10	0	0	0	7	88	-1	26
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	70	20	10	0	0	0	14	85	8	26
<b>TOTAL AMMAN</b>					<b>117</b>	<b>1</b>	<b>3</b>	<b>68</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>78</b>	<b>8</b>	<b>8</b>
AMSTERDAM	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	81	2	0	51	20	21	9	0	0	21	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	83	1	0	54	12	22	11	1	0	27	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	232	0	0	69	13	14	5	0	0	14	84	5	231
	HEATHROW	BMI BRITISH MIDLAND	S	D	232	0	0	75	9	12	3	0	0	10	87	4	230
	HEATHROW	BRITISH AIRWAYS PLC	S	A	201	0	0	59	16	14	10	0	0	20	77	11	202
	HEATHROW	BRITISH AIRWAYS PLC	S	D	201	0	0	68	15	8	8	0	0	15	87	4	202
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	100	0	1	77	10	7	6	0	0	11	94	1	100
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	101	0	0	82	9	6	3	0	0	8	93	1	100
	GATWICK	CITY FLYER EXPRESS	S	A	118	0	1	76	15	8	1	0	0	11	82	8	90
	GATWICK	CITY FLYER EXPRESS	S	D	116	0	3	91	8	1	1	0	0	5	87	8	90
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	99	0	0	71	18	7	3	1	0	15	90	5	105
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	99	0	0	76	18	4	2	0	0	11	89	8	103
	BIRMINGHAM	KLM	S	A	142	0	1	68	14	12	6	0	0	15	91	3	116
	BIRMINGHAM	KLM	S	D	142	0	1	65	13	13	8	1	0	20	85	7	116
	HEATHROW	KLM	S	A	240	0	0	65	14	16	5	0	0	16	81	8	238
	HEATHROW	KLM	S	D	239	0	1	66	20	9	5	0	0	12	85	6	238
	EDINBURGH	KLM UK LTD	S	A	90	0	0	71	17	6	6	1	0	17	0	0	0
	EDINBURGH	KLM UK LTD	S	D	90	0	0	60	24	12	3	0	0	17	0	0	0
	GLASGOW	KLM UK LTD	S	A	85	0	0	74	16	6	4	0	0	8	88	-2	84
	GLASGOW	KLM UK LTD	S	D	85	0	0	60	19	13	7	1	0	22	77	12	86
	MANCHESTER	KLM UK LTD	S	A	165	0	1	70	13	8	9	0	0	15	93	-2	116
	MANCHESTER	KLM UK LTD	S	D	165	1	1	65	16	11	8	0	0	18	86	5	116
	NEWCASTLE	KLM UK LTD	S	A	84	0	1	77	4	12	7	0	0	14	0	0	0
	NEWCASTLE	KLM UK LTD	S	D	84	1	1	76	11	6	7	0	0	15	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AMSTERDAM																	
	STANSTED	KLM UK LTD	S	A	162	1	4	69	14	10	7	0	0	16	93	-1	113
	STANSTED	KLM UK LTD	S	D	159	0	2	60	19	10	10	0	0	20	90	3	113
	MANCHESTER	SCOT AIRWAYS	S	A	11	0	10	0	9	73	18	0	0	53	26	22	39
	MANCHESTER	SCOT AIRWAYS	S	D	12	0	9	0	0	50	50	0	0	58	95	1	40
	GATWICK	TRANSAVIA	S	A	125	0	0	56	26	18	1	0	0	17	77	12	124
	GATWICK	TRANSAVIA	S	D	126	0	0	66	23	10	2	0	0	15	87	9	123
	HEATHROW	UNITED AIRLINES	S	A	4	0	0	75	25	0	0	0	0	14	38	29	29
	HEATHROW	UNITED AIRLINES	S	D	4	0	0	100	0	0	0	0	0	-6	61	17	28
<b>TOTAL AMSTERDAM</b>					<b>3883</b>	<b>6</b>	<b>37</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>6</b>	<b>6</b>
ANCONA																	
ANTALYA																	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	A	12	0	1	83	8	0	0	8	0	26	0	0	0
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	C	D	12	0	1	58	17	8	8	8	0	48	0	0	0
	GATWICK	SUNWAYS	C	A	4	0	0	75	0	0	0	25	0	52	0	0	0
	GATWICK	SUNWAYS	C	D	4	0	0	75	0	0	0	25	0	56	0	0	0
	MANCHESTER	SUNWAYS	C	A	4	0	0	75	0	0	0	25	0	45	0	0	0
	MANCHESTER	SUNWAYS	C	D	4	0	0	25	25	25	0	25	0	74	0	0	0
<b>TOTAL ANTALYA</b>					<b>43</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>43</b>	<b>67</b>	<b>8</b>	<b>8</b>
ANTIGUA																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	50	0	0	66	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	7	1	0	14	14	43	14	14	0	64	20	89	5
<b>TOTAL ANTIGUA</b>					<b>11</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>9</b>	<b>36</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>65</b>	<b>56</b>	<b>52</b>	<b>52</b>
ANTWERP																	
	GATWICK	CITY FLYER EXPRESS	S	A	83	0	2	89	6	2	2	0	0	4	96	-2	84
	GATWICK	CITY FLYER EXPRESS	S	D	84	0	1	86	11	4	0	0	0	6	92	3	85
	HEATHROW	SABENA	S	A	44	0	2	84	14	0	2	0	0	8	94	6	48
	HEATHROW	SABENA	S	D	44	0	2	89	7	2	2	0	0	6	69	10	48
<b>TOTAL ANTWERP</b>					<b>255</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>4</b>
ARRECIFE																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ARRECIFE	BIRMINGHAM	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	-15	100	-20	5
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-3	60	14	5
	GATWICK	AIR 2000	C	A	12	0	0	42	17	25	17	0	0	35	71	10	14
	GATWICK	AIR 2000	C	D	12	0	0	67	17	17	0	0	0	15	93	3	14
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	0	0	25	0	54	60	-4	5
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	0	25	0	60	100	7	5
	LUTON	AIR 2000	C	A	4	0	0	25	50	0	25	0	0	21	100	-39	4
	LUTON	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	18	100	0	5
	MANCHESTER	AIR 2000	C	A	12	1	1	75	17	0	8	0	0	11	79	5	14
	MANCHESTER	AIR 2000	C	D	12	0	1	92	0	0	8	0	0	11	71	12	14
	NEWCASTLE	AIR 2000	C	A	5	0	0	80	0	0	20	0	0	4	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	19	0	0	0
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	0	75	25	0	0	0	30	0	0	0
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	0	50	50	0	0	0	36	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	10	100	0	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	15	0	425	4
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	13	13	13	0	0	16	78	3	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	19	89	5	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	3	0	1	67	0	33	0	0	0	2	100	-10	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	13	100	1	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	21	100	-6	3
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	10	75	6	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	88	13	0	0	0	0	-3	86	2	14
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	1	100	4	14
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	100	-6	7
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	50	50	0	0	70	20	32	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	0	25	50	25	0	0	47	60	18	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	-23	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	1	0	0	50	25	25	0	0	43	33	24	3

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 1995					
			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)											
ARRECIFE																	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	0	75	0	25	0	0	33	100	4	3
	MANCHESTER	LEISURE INTERNATIONAL	C	A	5	0	0	0	20	80	0	0	0	41	67	19	3
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	0	50	50	0	0	0	31	67	26	3
	STANSTED	LEISURE INTERNATIONAL	C	A	4	1	0	0	25	75	0	0	0	40	80	8	5
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	50	0	0	0	24	100	6	5
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	27	80	-2	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	100	5	5
	GATWICK	MONARCH AIRLINES	C	A	17	1	0	24	0	35	41	0	0	50	64	15	11
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	35	24	29	12	0	0	29	91	11	11
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	-1	100	-15	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	60	15	5
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	30	10	60	0	0	0	32	14	35	7
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	13	75	13	0	0	0	24	57	27	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	24	0	282	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	-1	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	75	25	0	0	0	26	100	-17	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	20	16	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	33	11	11	11	0	42	56	56	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	33	11	0	11	0	41	78	23	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	0	312	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-1	0	293	5
	GLASGOW	SPANAIR	C	A	4	0	0	50	25	0	25	0	0	17	0	0	0
	GLASGOW	SPANAIR	C	D	4	0	0	50	0	0	50	0	0	66	0	0	0
	MANCHESTER	SPANAIR	C	A	4	0	0	0	25	75	0	0	0	39	0	0	0
	MANCHESTER	SPANAIR	C	D	4	0	0	0	0	75	25	0	0	54	0	0	0
	GATWICK	TRANSAER	C	A	3	0	0	0	0	33	67	0	0	67	0	0	0
	GATWICK	TRANSAER	C	D	3	0	0	33	67	0	0	0	0	20	0	0	0
	GLASGOW	VIVA	C	A	4	0	0	50	25	0	25	0	0	25	0	0	0
	GLASGOW	VIVA	C	D	4	0	0	25	50	0	25	0	0	35	0	0	0
	NEWCASTLE	VIVA	C	A	4	0	0	25	0	50	25	0	0	44	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
ARRECIFE	NEWCASTLE	VIVA	C	D	4	0	0	25	0	75	0	0	0	41	0	0	0
<b>TOTAL ARRECIFE</b>					<b>339</b>	<b>8</b>	<b>3</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>26</b>	<b>26</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	5	0	0	0	20	60	20	0	0	50	0	0	0
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	5	0	0	0	0	80	20	0	0	53	0	0	0
	HEATHROW	TURKMENISTAN AIRLINES	S	A	5	0	0	60	0	20	20	0	0	32	0	0	0
	HEATHROW	TURKMENISTAN AIRLINES	S	D	5	0	0	0	20	60	20	0	0	37	0	0	0
<b>TOTAL ASHKHABAD</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>55</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>30</b>	<b>117</b>	<b>117</b>
ASTURIAS																	
ASWAN	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	42	25	52	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	13	50	20	4
<b>TOTAL ASWAN</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>38</b>	<b>36</b>	<b>36</b>
ATHENS	GATWICK	AIR 2000	C	A	12	0	0	50	17	17	17	0	0	34	100	13	1
	GATWICK	AIR 2000	C	D	11	0	0	64	0	18	9	9	0	40	100	8	1
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	60	20	17	3	0	0	18	7	39	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	73	13	13	0	0	0	15	60	13	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	60	18	13	8	0	0	15	59	18	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	83	7	5	5	0	0	9	69	8	61
	GATWICK	MONARCH AIRLINES	C	A	15	0	1	53	27	13	7	0	0	24	20	36	10
	GATWICK	MONARCH AIRLINES	C	D	15	0	4	80	0	13	0	7	0	22	88	5	8
	HEATHROW	OLYMPIC AIRWAYS	S	A	62	0	0	47	29	23	2	0	0	19	34	28	62
	HEATHROW	OLYMPIC AIRWAYS	S	D	63	0	0	76	16	5	3	0	0	8	68	14	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	53	27	17	3	0	0	15	57	14	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	70	20	10	0	0	0	8	97	-2	30
<b>TOTAL ATHENS</b>					<b>422</b>	<b>2</b>	<b>7</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>21</b>	<b>21</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	63	30	7	0	0	0	6	33	30	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	67	23	7	3	0	0	14	87	13	30	
	GATWICK	DELTA AIRLINES	S	A	60	0	0	70	18	8	2	2	0	8	33	29	60	
	GATWICK	DELTA AIRLINES	S	D	60	1	0	75	18	0	5	2	0	16	85	10	59	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	93	7	0	0	0	0	-4	55	21	29	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	87	7	7	0	0	0	9	86	7	29	
<b>TOTAL ATLANTA</b>					<b>240</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>19</b>	<b>19</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	22	0	0	77	14	0	5	5	0	13	72	10	18	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	22	0	0	23	50	18	9	0	0	28	76	14	17	
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	50	17	33	0	0	0	17	100	-2	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	17	0	50	33	0	0	49	67	10	3	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>12</b>	<b>12</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	23	0	0	78	17	0	4	0	0	69	8	39		
	HEATHROW	GULF AIR	S	D	9	0	0	78	22	0	0	0	7	54	14	35		
<b>TOTAL BAHRAIN</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>11</b>	<b>11</b>		
BAKU																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	4	0	0	25	50	25	0	0	19	0	57	4		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	4	0	0	75	25	0	0	0	6	0	43	4		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	-3	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	15	0	0	15	0	0	0		
<b>TOTAL BAKU</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>44</b>	<b>63</b>	<b>63</b>		
BALI INTERNATIONAL																		
	GATWICK	GARUDA INDONESIA	S	A	8	1	1	63	25	0	13	0	7	100	-20	8		
	GATWICK	GARUDA INDONESIA	S	D	9	0	0	67	33	0	0	0	12	75	28	8		
<b>TOTAL BALI INTERNATIONAL</b>					<b>17</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>29</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>4</b>		
BALTIMORE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	76	10	3	3	3	23	60	14	30		
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	7	3	0	12	100	-1	30		
<b>TOTAL BALTIMORE</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>17</b>	<b>80</b>	<b>6</b>	<b>6</b>		
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	27	0	0	81	7	11	0	0	-2	83	-6	18		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	27	0	0	74	11	7	7	0	15	89	6	18		
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>0</b>	<b>0</b>		
BANGKOK																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	1	100	0	0	0	0	-45	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	5	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	-46	100	-27	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	5	100	3	5		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	30	0	0	87	10	3	0	0	6	50	27	30		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	30	0	0	70	23	7	0	0	11	73	10	30		
<b>TOTAL BANGKOK</b>					<b>76</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>15</b>	<b>15</b>		



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995						
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)											
BANJUL																			
	GATWICK	AIR 2000	C	A	4	0	0	0	75	25	0	0	0	24	25	25	4		
	GATWICK	AIR 2000	C	D	4	0	0	50	50	0	0	0	18	60	15	5			
	GATWICK	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	22	33	17	3			
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	24	50	22	4			
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	0	0	75	168	0	0	0			
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	40	40	0	0	20	63	0	0	0			
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	40	0	40	20	116	0	31	3			
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	60	0	0	20	75	75	14	4			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	1	0	0	25	25	25	25	116	20	45	5			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	0	0	25	105	60	8	5			
<b>TOTAL BANJUL</b>					<b>42</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>10</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>75</b>	<b>50</b>	<b>19</b>	<b>19</b>		
BARCELONA																			
	GATWICK	AIR 2000	C	A	2	0	0	0	100	0	0	0	28	0	0	0			
	GATWICK	AIR 2000	C	D	2	0	0	100	0	0	0	0	8	0	0	0			
	GATWICK	AIR EUROPA	S	A	25	0	0	40	24	20	16	0	30	31	24	26			
	GATWICK	AIR EUROPA	S	D	25	0	0	64	24	4	8	0	16	92	5	26			
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	30	0	0	30	33	23	13	0	33	0	0	0			
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	30	0	0	60	13	13	13	0	18	0	0	0			
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	25	0	0	92	4	0	4	0	3	100	-9	26			
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	25	0	0	92	4	0	0	4	9	88	4	26			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	77	13	6	2	0	18	91	2	89			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	76	9	13	2	0	11	81	13	89			
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	46	0	2	63	17	11	9	0	19	0	0	0			
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	44	1	4	70	25	5	0	0	10	0	0	0			
	HEATHROW	IBERIA	S	A	90	0	0	81	9	8	2	0	7	70	10	54			
	HEATHROW	IBERIA	S	D	90	0	0	87	4	6	3	0	4	81	8	54			
	GATWICK	LEISURE INTERNATIONAL	C	A	3	0	0	0	0	67	33	0	80	0	0	0			
	GATWICK	LEISURE INTERNATIONAL	C	D	2	1	0	0	0	100	0	0	50	0	0	0			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BARCELONA																	
<b>TOTAL BARCELONA</b>					<b>631</b>	<b>4</b>	<b>6</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>7</b>	<b>7</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	23	0	2	78	0	4	0	17	0	38	91	0	23
	GLASGOW	LOGANAIR	S	D	25	1	1	72	4	0	24	0	0	31	96	-1	24
<b>TOTAL BARRA</b>					<b>48</b>	<b>1</b>	<b>3</b>	<b>75</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>94</b>	<b>0</b>	<b>0</b>
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	46	36	8	10	0	0	25	78	10	54
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	63	27	7	2	2	0	16	80	9	55
	BIRMINGHAM	SWISS AIRLINES	S	A	26	0	0	62	31	8	0	0	0	15	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	D	25	0	0	12	24	44	20	0	0	44	0	0	0
	HEATHROW	SWISS AIRLINES	S	A	89	1	1	63	26	11	0	0	0	13	63	16	60
	HEATHROW	SWISS AIRLINES	S	D	89	0	1	73	17	10	0	0	0	9	60	22	60
	MANCHESTER	SWISS AIRLINES	S	A	24	0	0	58	29	8	0	4	0	22	63	10	51
	MANCHESTER	SWISS AIRLINES	S	D	26	0	0	46	31	19	4	0	0	20	88	3	50
<b>TOTAL BASLE MULHOUSE</b>					<b>397</b>	<b>1</b>	<b>4</b>	<b>58</b>	<b>26</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>15</b>	<b>15</b>
BEAUVAIS																	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	10	86	19	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	21	63	17	8
<b>TOTAL BEAUVAIS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>12</b>	<b>12</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	7	1	1	14	0	0	43	29	14	302	67	1	9
	HEATHROW	AIR CHINA	S	D	8	0	0	25	0	0	38	25	13	277	67	30	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	83	8	0	8	0	0	1	78	1	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	0	5	100	1	9
<b>TOTAL BEIJING</b>					<b>40</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>110</b>	<b>78</b>	<b>8</b>	<b>8</b>
BEIRUT																	
	HEATHROW	MEA	S	A	17	0	0	53	29	18	0	0	0	15	76	4	17
	HEATHROW	MEA	S	D	17	0	0	88	6	6	0	0	0	9	76	11	17
<b>TOTAL BEIRUT</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>5</b>	<b>5</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 CITY																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	72	0	1	69	7	11	11	1	0	22	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	71	1	2	72	11	7	10	0	0	17	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	80	0	1	75	6	11	6	1	0	16	96	-1	76
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	81	0	0	78	7	10	4	1	0	14	93	2	76
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	A	27	3	2	85	0	7	7	0	0	5	97	-2	29
	LUTON	BRITISH REGIONAL AIRLINES LTD	S	D	29	1	0	83	3	7	7	0	0	8	100	-3	29
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	110	0	3	85	5	7	2	0	0	5	86	11	133
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	112	0	1	87	8	4	2	0	0	4	89	2	133
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	104	0	2	74	18	3	5	0	0	11	90	4	105
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	104	1	2	81	12	4	1	3	0	16	89	11	106
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	145	0	0	86	4	4	6	0	0	5	81	8	112
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	144	0	1	82	10	2	6	0	0	12	87	6	113
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	103	1	3	91	3	1	4	1	0	3	87	3	117
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	105	0	1	87	7	1	6	0	0	8	86	9	116
	NEWCASTLE	GILL AIRWAYS	S	A	98	2	3	62	12	15	8	2	0	24	0	0	0
	NEWCASTLE	GILL AIRWAYS	S	D	98	0	3	70	11	8	9	1	0	17	0	0	0
<b>TOTAL BELFAST CITY</b>					<b>1483</b>	<b>9</b>	<b>25</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>6</b>	<b>6</b>
BELFAST INTERNATIONAL																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	235	0	0	80	10	4	6	0	0	9	89	6	236
	HEATHROW	BMI BRITISH MIDLAND	S	D	236	0	0	87	3	6	4	0	0	6	92	0	237
	HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	0	75	10	8	6	0	0	14	72	16	174
	HEATHROW	BRITISH AIRWAYS PLC	S	D	176	0	0	83	8	7	2	0	0	8	87	9	174
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	107	0	0	83	8	3	5	1	0	8	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	106	0	1	89	6	5	1	0	0	3	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	105	0	1	74	13	2	7	3	1	22	95	3	107
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	106	0	0	87	5	4	5	0	0	11	94	5	108
	STANSTED	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	87	10	0	3	0	0	0	100	-3	7
	STANSTED	FLYBE.BRITISH EUROPEAN	S	D	29	0	1	93	0	3	3	0	0	4	100	4	7
	GLASGOW	LOGANAIR	S	A	86	0	1	80	15	2	1	1	0	10	93	2	118
	GLASGOW	LOGANAIR	S	D	85	0	1	82	13	2	1	1	0	8	89	3	121

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					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
BELFAST INTERNATIONAL																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	0	100	0	0	149	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	50	0	0	50	0	134	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1483</b>	<b>1</b>	<b>6</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>5</b>	<b>5</b>	
BELGRADE																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	85	15	0	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	54	38	8	0	0	0	16	0	0	0	
	HEATHROW	JATAIRWAYS	S	A	22	0	0	59	18	14	5	5	0	22	62	51	21	
	HEATHROW	JATAIRWAYS	S	D	22	0	0	55	18	14	9	5	0	28	52	52	21	
<b>TOTAL BELGRADE</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>52</b>	<b>52</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	26	1	0	81	4	8	8	0	0	6	0	0	0	
	GLASGOW	LOGANAIR	S	D	26	0	0	65	15	8	12	0	0	20	0	0	0	
<b>TOTAL BENBECULA</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>4</b>	<b>4</b>	
BERGEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	97	0	3	0	0	0	-2	53	16	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	87	7	3	3	0	0	7	53	14	30	
	GATWICK	BRAATHENS ASA	S	A	30	0	0	87	10	3	0	0	0	7	93	4	30	
	GATWICK	BRAATHENS ASA	S	D	30	0	0	50	27	17	7	0	0	22	50	16	30	
	NEWCASTLE	BRAATHENS ASA	S	A	25	0	0	76	8	12	4	0	0	12	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	D	25	0	0	76	16	4	4	0	0	9	0	0	0	
<b>TOTAL BERGEN</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>12</b>	<b>12</b>	
BERLIN (SCHONEFELD)																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	28	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	3	0	0	33	0	33	33	0	0	41	0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BERLIN (TEGEL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	74	13	8	5	0	0	12	87	4	113	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BERLIN (TEGEL)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	1	86	5	7	3	0	0	6	84	10	114
	GATWICK	DEUTSCHE BA	S	A	63	0	1	65	22	10	3	0	0	13	0	0	0
	GATWICK	DEUTSCHE BA	S	D	63	0	1	68	21	5	6	0	0	15	0	0	0
	HEATHROW	LUFTHANSA	S	A	58	0	2	57	24	17	2	0	0	16	86	3	59
	HEATHROW	LUFTHANSA	S	D	58	0	2	88	7	2	3	0	0	1	98	-4	59
<b>TOTAL BERLIN (TEGEL)</b>					<b>482</b>	<b>2</b>	<b>8</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>5</b>	<b>5</b>
BERMUDA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	-1	100	-3	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	0	23	0	0	37	100	0	13
<b>TOTAL BERMUDA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>-2</b>	<b>-2</b>
BILBAO																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	3	3	0	0	3	83	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	0	7	0	0	11	86	5	29
	HEATHROW	IBERIA	S	A	30	0	0	80	17	3	0	0	0	5	74	6	19
	HEATHROW	IBERIA	S	D	30	0	0	80	7	0	13	0	0	12	78	4	18
<b>TOTAL BILBAO</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>5</b>	<b>5</b>
BILLUND																	
	GATWICK	MAERSK AIR	S	A	80	0	1	63	25	11	1	0	0	15	60	13	60
	GATWICK	MAERSK AIR	S	D	80	0	1	80	8	10	3	0	0	12	75	11	60
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	0	0	63	0	38	0	0	0	18	0	0	0
	BIRMINGHAM	NEWAIR AIR SERVICE	S	A	44	0	2	84	11	2	2	0	0	3	85	2	48
	BIRMINGHAM	NEWAIR AIR SERVICE	S	D	44	0	2	84	7	5	2	2	0	10	83	6	48
	MANCHESTER	NEWAIR AIR SERVICE	S	A	46	0	0	70	20	7	2	2	0	16	81	11	48
	MANCHESTER	NEWAIR AIR SERVICE	S	D	46	0	0	85	4	4	2	4	0	10	92	8	48
<b>TOTAL BILLUND</b>					<b>357</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>12</b>
BIRMINGHAM																	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	46	1	1	87	9	0	0	4	0	16	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	40	1	2	95	0	3	3	0	0	8	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BIRMINGHAM																		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	195	1	4	75	18	3	3	1	0	13	88	7	197	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	191	1	3	90	3	4	3	1	0	6	95	2	200	
	NEWCASTLE	DUO AIRWAYS LTD	S	A	80	0	4	86	8	4	3	0	0	6	0	0	0	
	NEWCASTLE	DUO AIRWAYS LTD	S	D	80	0	4	93	3	3	1	1	0	4	0	0	0	
<b>TOTAL BIRMINGHAM</b>					<b>637</b>	<b>4</b>	<b>18</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>4</b>	<b>4</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	2	0	0	50	0	50	0	0	0	-2	0	0	0	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	2	0	0	50	0	50	0	0	0	31	0	0	0	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>4</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>51</b>	<b>51</b>	
BOGOTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	-5	88	-6	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	33	11	56	0	0	0	28	75	13	8	
<b>TOTAL BOGOTA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>3</b>	<b>3</b>	
BOLOGNA																		
	GATWICK	ALITALIA	S	A	30	0	0	17	60	23	0	0	0	24	53	14	30	
	GATWICK	ALITALIA	S	D	30	0	0	83	7	10	0	0	0	10	83	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	69	17	10	3	0	0	15	87	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	79	10	7	3	0	0	11	67	11	30	
<b>TOTAL BOLOGNA</b>					<b>119</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>10</b>	<b>10</b>	
BORDEAUX																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	63	17	10	10	0	0	22	100	-8	29	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	70	10	13	7	0	0	18	93	2	29	
<b>TOTAL BORDEAUX</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>97</b>	<b>-2</b>	<b>-2</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	59	0	1	86	7	5	2	0	0	-1	33	30	58	
	HEATHROW	AMERICAN AIRLINES	S	D	59	0	1	73	19	3	5	0	0	11	90	5	58	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GLASGOW	BRITISH AIRWAYS PLC	S	A	17	0	1	82	12	6	0	0	0	3	62	12	21
	GLASGOW	BRITISH AIRWAYS PLC	S	D	17	0	1	65	18	12	6	0	0	21	76	34	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	90	3	5	0	0	2	-3	80	0	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	65	20	7	7	2	0	20	90	6	60
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	93	0	3	3	0	0	-12	63	3	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	87	7	7	0	0	0	8	90	9	30
<b>TOTAL BOSTON</b>					<b>332</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>11</b>	<b>11</b>
BREMEN	GATWICK	DEUTSCHE BA	S	A	87	0	3	79	10	7	3	0	0	8	86	6	76
	GATWICK	DEUTSCHE BA	S	D	86	0	4	84	12	3	1	0	0	7	95	5	76
	HEATHROW	LUFTHANSA	S	A	30	0	0	33	30	20	17	0	0	28	60	19	30
	HEATHROW	LUFTHANSA	S	D	29	0	1	66	14	14	7	0	0	16	80	6	30
<b>TOTAL BREMEN</b>					<b>232</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>7</b>
BREST	GATWICK	BRIT AIR	S	A	28	0	2	61	21	4	11	4	0	29	83	14	29
	GATWICK	BRIT AIR	S	D	27	0	3	85	0	7	4	4	0	16	90	7	29
<b>TOTAL BREST</b>					<b>55</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>11</b>	<b>11</b>
BRIDGETOWN	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	25	0	25	25	0	25	389	0	45	2
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	75	320	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	0	0	25	346	0	342	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	26	75	314	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	50	0	0	0	0	10	33	74	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	33	44	22	0	0	0	20	78	35	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	22	56	0	0	22	0	80	0	62	8
	GATWICK	MONARCH AIRLINES	C	A	3	0	1	33	0	33	0	33	0	85	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	0	25	0	66	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	2	25	55	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	17	50	52	4

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					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																	
<b>TOTAL BRIDGETOWN</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>35</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>82</b>	<b>42</b>	<b>108</b>	<b>108</b>
BRISBANE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	3	67	5	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	77	15	8	0	0	0	12	85	8	13
<b>TOTAL BRISBANE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>12</b>
BRISTOL																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	109	0	1	92	3	4	2	0	0	5	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	121	0	1	86	8	2	2	2	0	12	0	0	0
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	131	0	0	85	8	2	4	2	0	11	84	5	102
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	132	1	0	86	8	2	2	2	0	8	89	4	101
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	48	0	3	98	0	2	0	0	0	1	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	92	2	6	0	0	0	1	0	0	0
<b>TOTAL BRISTOL</b>					<b>593</b>	<b>1</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>4</b>	<b>4</b>
BRUSSELS																	
	BIRMINGHAM	BMI BRITISH MIDLAND	S	A	64	0	1	55	38	6	0	2	0	15	91	2	70
	BIRMINGHAM	BMI BRITISH MIDLAND	S	D	65	0	0	78	12	8	0	2	0	12	96	3	70
	HEATHROW	BMI BRITISH MIDLAND	S	A	175	0	5	58	19	17	6	0	0	19	71	13	182
	HEATHROW	BMI BRITISH MIDLAND	S	D	175	0	5	82	10	4	3	0	0	7	81	7	183
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	94	0	4	65	22	9	4	0	0	16	90	6	107
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	94	0	4	79	12	4	5	0	0	12	95	2	106
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	49	0	2	55	33	6	6	0	0	19	94	3	52
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	50	0	1	88	10	0	2	0	0	6	100	1	52
	HEATHROW	BRITISH AIRWAYS PLC	S	A	162	0	0	59	22	14	4	1	0	18	75	11	192
	HEATHROW	BRITISH AIRWAYS PLC	S	D	161	0	0	82	11	6	1	1	0	8	82	9	192



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	A	47	0	0	62	26	9	0	2	2	40	79	5	48	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	46	1	0	59	15	20	7	0	0	19	83	9	48	
	STANSTED	KLM UK LTD	S	A	95	0	6	67	17	7	8	0	0	14	87	2	95	
	STANSTED	KLM UK LTD	S	D	97	0	4	67	13	11	8	0	0	17	85	7	95	
	EDINBURGH	SABENA	S	A	54	0	1	81	15	4	0	0	0	7	0	0	0	
	EDINBURGH	SABENA	S	D	55	0	1	67	24	7	2	0	0	13	0	0	0	
	GLASGOW	SABENA	S	A	55	0	0	71	25	4	0	0	0	7	94	-2	53	
	GLASGOW	SABENA	S	D	56	0	0	73	20	4	4	0	0	13	92	6	53	
	HEATHROW	SABENA	S	A	244	0	3	57	19	18	6	0	0	18	85	4	234	
	HEATHROW	SABENA	S	D	244	0	3	64	18	11	7	0	0	17	87	5	234	
	MANCHESTER	SABENA	S	A	25	0	0	68	28	4	0	0	0	13	84	6	25	
	MANCHESTER	SABENA	S	D	46	0	1	83	4	11	2	0	0	9	90	2	29	
	NEWCASTLE	SABENA	S	A	100	0	1	82	13	1	4	0	0	9	0	0	0	
	NEWCASTLE	SABENA	S	D	101	0	1	86	5	5	4	0	0	7	0	0	0	
<b>TOTAL BRUSSELS</b>					<b>2356</b>	<b>2</b>	<b>43</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>6</b>	<b>6</b>	
BUCHAREST (OTOPENI)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	46	19	23	12	0	0	29	67	16	18	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	26	0	0	46	23	19	12	0	0	24	72	13	18	
	HEATHROW	TAROM	S	A	30	0	4	57	17	17	10	0	0	20	65	26	31	
	HEATHROW	TAROM	S	D	30	0	5	73	20	3	3	0	0	7	67	21	30	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>112</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>19</b>	<b>19</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	67	22	7	3	2	0	15	68	14	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	70	13	7	8	2	0	17	80	9	60	
	STANSTED	EUROFLY SPA	C	D	3	0	0	67	0	33	0	0	0	16	0	0	0	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	61	0	0	38	31	28	3	0	0	23	55	23	60	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	1	65	17	12	3	2	2	27	63	15	60	
<b>TOTAL BUDAPEST</b>					<b>246</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>15</b>	<b>15</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					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)											
BUENOS AIRES	HEATHROW	AEROLINEAS ARGENTINAS	S	A	8	0	1	0	25	50	25	0	0	48	67	32	9
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	8	0	1	13	38	50	0	0	0	29	44	41	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	8	100	-18	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	15	0	0	0	0	4	85	5	13
<b>TOTAL BUENOS AIRES</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>19</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>11</b>	<b>11</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					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)												
CAGLIARI (ELMAS)																		
	GATWICK	MERIDIANA AIR	S	A	30	0	0	30	30	27	13	0	0	37	0	0	0	
	GATWICK	MERIDIANA AIR	S	D	30	0	0	57	23	10	7	3	0	26	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>27</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	42	35	23	0	0	0	19	83	-4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	10	3	3	0	22	83	13	30	
	HEATHROW	EGYPT AIR	S	A	30	0	0	27	27	33	13	0	0	37	37	33	30	
	HEATHROW	EGYPT AIR	S	D	30	0	0	10	33	37	20	0	0	42	20	40	30	
<b>TOTAL CAIRO</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>26</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>21</b>	<b>21</b>	
CALCUTTA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	88	0	0	0	13	0	12	89	-2	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	44	44	0	11	0	0	19	63	23	8	
<b>TOTAL CALCUTTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>10</b>	<b>10</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	7	0	0	71	14	14	0	0	0	3	43	35	7	
	HEATHROW	AIR CANADA	S	D	6	0	0	33	33	0	33	0	0	34	100	-2	9	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	4	0	0	50	25	0	25	0	0	22	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	4	0	0	25	25	50	0	0	0	28	0	0	0	
<b>TOTAL CALGARY</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>15</b>	<b>15</b>	
CAMAGUEY																		
CAMBRIDGE																		
	LUTON	SCOT AIRWAYS	S	D	2	0	0	50	0	50	0	0	0	14	0	0	0	
	MANCHESTER	SCOT AIRWAYS	S	A	19	0	2	68	21	5	5	0	0	19	93	5	44	
	MANCHESTER	SCOT AIRWAYS	S	D	20	0	1	100	0	0	0	0	0	-3	81	3	43	
<b>TOTAL CAMBRIDGE</b>					<b>42</b>	<b>1</b>	<b>3</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>4</b>	<b>4</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	21	0	0	86	14	0	0	0	0	6	86	5	44	
	GLASGOW	LOGANAIR	S	D	25	0	0	88	0	8	0	4	0	15	93	0	27	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CAMPBELTOWN																	
<b>TOTAL CAMPBELTOWN</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>3</b>	<b>3</b>
CANCUN																	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	-17	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	2	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	1	0	0	50	50	0	0	97	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	50	25	0	0	63	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0
<b>TOTAL CANCUN</b>					<b>20</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>15</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>21</b>	<b>21</b>
CAPE TOWN																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	25	25	25	0	90	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	53	18	24	6	0	0	21	75	9	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	59	18	24	0	0	0	16	77	10	13
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	0	31	8	46	15	0	0	31	56	37	9
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	69	31	0	0	0	0	7	50	106	8
<b>TOTAL CAPE TOWN</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>34</b>	<b>34</b>
CARACAS																	
	HEATHROW	VIASA	S	A	9	0	0	56	11	11	22	0	0	17	63	13	8
	HEATHROW	VIASA	S	D	9	0	0	44	22	22	11	0	0	28	50	31	8
<b>TOTAL CARACAS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>22</b>	<b>22</b>
CARDIFF WALES																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	61	0	2	80	11	7	2	0	0	8	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	61	0	2	89	7	3	2	0	0	8	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	60	1	3	88	7	2	3	0	0	7	89	8	65
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	62	0	1	89	5	3	3	0	0	7	88	8	65
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	42	0	0	24	43	24	10	0	0	27	0	0	0
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	41	1	1	93	2	5	0	0	0	0	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	41	0	1	83	7	5	5	0	0	13	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
CARDIFF WALES	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	41	0	1	90	0	5	2	2	0	14	0	0	0
<b>TOTAL CARDIFF WALES</b>					<b>409</b>	<b>2</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>7</b>
CARLISLE																	
CASABLANCA MOHAMED V	HEATHROW	GB AIRWAYS LTD	S	A	29	1	1	69	17	14	0	0	0	6	82	11	22
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	60	23	13	3	0	0	16	68	28	22
	HEATHROW	ROYAL AIR MAROC	S	A	26	0	0	23	50	15	12	0	0	34	64	13	25
	HEATHROW	ROYAL AIR MAROC	S	D	26	0	0	65	19	12	4	0	0	11	80	8	25
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>114</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>27</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>15</b>	<b>15</b>
CATANIA (FONTANAROSSA)	GATWICK	ALITALIA	S	A	30	0	0	67	23	7	3	0	0	14	80	3	30
	GATWICK	ALITALIA	S	D	30	0	0	70	30	0	0	0	0	12	87	9	30
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>10</b>
CHARLOTTE	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	7	0	0	0	-9	70	9	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	67	13	10	10	0	0	19	83	5	30
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>7</b>	<b>7</b>
CHICAGO (O'HARE)	BIRMINGHAM	AMERICAN AIRLINES	S	A	29	0	1	93	0	3	3	0	0	-14	73	3	30
	BIRMINGHAM	AMERICAN AIRLINES	S	D	29	1	1	79	10	0	10	0	0	16	87	6	30
	HEATHROW	AMERICAN AIRLINES	S	A	73	1	1	52	15	19	12	1	0	24	36	41	59
	HEATHROW	AMERICAN AIRLINES	S	D	74	0	1	72	19	5	0	4	0	19	85	8	59
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	70	20	7	3	0	0	9	47	35	30
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	83	10	0	7	0	0	10	80	20	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	10	13	3	0	0	-1	53	26	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	43	27	13	17	0	0	26	57	22	30
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	77	13	3	7	0	0	-3	57	22	30
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	67	33	0	0	0	0	11	83	8	30
<b>TOTAL CHICAGO (O'HARE)</b>					<b>385</b>	<b>2</b>	<b>4</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>20</b>	<b>20</b>

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	29	0	0	66	24	10	0	0	0	6	39	36	28	
	GATWICK	DELTA AIRLINES	S	D	29	0	0	79	7	14	0	0	0	12	93	5	28	
<b>TOTAL CINCINNATI</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>21</b>	<b>21</b>	
CITY OF DERRY (EGLINTON)																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	30	0	0	83	3	0	10	3	0	13	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	83	3	3	10	0	0	9	0	0	0	
	GLASGOW	LOGANAIR	S	A	27	0	0	96	0	4	0	0	0	-6	97	0	29	
	GLASGOW	LOGANAIR	S	D	27	0	1	96	0	0	4	0	0	3	90	4	30	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>114</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>-2</b>	<b>-2</b>	
COGNAC																		
COLOGNE (BONN)																		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	56	27	11	5	0	0	20	76	9	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	89	7	0	4	0	0	6	78	9	55	
	GATWICK	CITY FLYER EXPRESS	S	A	81	0	0	77	21	2	0	0	0	6	0	0	0	
	GATWICK	CITY FLYER EXPRESS	S	D	79	0	0	90	8	3	0	0	0	4	0	0	0	
	HEATHROW	LUFTHANSA	S	A	38	0	0	84	11	3	3	0	0	7	95	3	38	
	HEATHROW	LUFTHANSA	S	D	38	0	0	87	8	3	3	0	0	2	92	0	38	
<b>TOTAL COLOGNE (BONN)</b>					<b>348</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>6</b>	<b>6</b>	
COLOMBO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	0	0	0	25	169	89	-2	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	1	1	75	0	13	0	0	13	82	100	-1	8	
	HEATHROW	SRILANKAN AIRLINES	S	A	17	0	0	76	18	0	6	0	0	100	-18	16		
	HEATHROW	SRILANKAN AIRLINES	S	D	17	0	0	35	24	24	18	0	0	33	76	10	17	
<b>TOTAL COLOMBO</b>					<b>50</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>82</b>	<b>4</b>	<b>4</b>	
CONNAUGHT																		
	BIRMINGHAM	AER LINGUS	S	A	4	0	0	100	0	0	0	0	0	-13	0	0	0	
	BIRMINGHAM	AER LINGUS	S	D	5	0	0	60	40	0	0	0	0	10	0	0	0	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	13	0	0	85	0	8	8	0	0	3	100	-4	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					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)											
CONNAUGHT	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	13	0	0	85	0	0	15	0	0	14	83	1	12
	STANSTED	RYANAIR	S	A	33	0	0	94	0	3	3	0	0	-4	87	3	30
	STANSTED	RYANAIR	S	D	33	0	0	82	12	3	3	0	0	10	97	5	32
<b>TOTAL CONNAUGHT</b>					<b>101</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>3</b>	<b>3</b>
COPENHAGEN	EDINBURGH	BMI BRITISH MIDLAND	S	A	26	0	0	92	4	0	0	4	0	5	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	25	0	0	68	20	8	4	0	0	17	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	S	A	51	0	0	82	8	4	2	4	0	6	76	6	50
	GLASGOW	BMI BRITISH MIDLAND	S	D	51	0	0	86	8	4	0	2	0	7	86	7	51
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	58	22	8	12	0	0	23	76	9	59
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	67	13	10	10	0	0	22	88	8	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	0	75	15	8	3	0	0	9	77	17	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	79	14	6	1	0	0	7	84	9	116
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	52	0	2	75	15	6	4	0	0	6	0	0	0
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	54	0	0	57	13	15	13	0	2	52	0	0	0
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	45	0	1	60	24	9	2	4	0	25	79	15	47
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	46	0	0	80	11	2	4	2	0	14	87	8	46
	STANSTED	KLM UK LTD	S	A	75	0	1	79	11	8	1	1	0	6	80	6	49
	STANSTED	KLM UK LTD	S	D	76	0	0	64	16	9	9	1	0	20	82	11	51
	GATWICK	MAERSK AIR	S	A	25	0	0	52	44	0	0	4	0	19	81	7	27
	GATWICK	MAERSK AIR	S	D	26	0	0	65	23	4	8	0	0	18	85	8	26
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	1	0	38	0	13	38	13	0	64	100	7	4
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	0	0	13	25	13	38	13	0	83	100	11	4
	HEATHROW	SAS	S	A	145	0	0	56	24	15	4	1	0	19	63	20	139
	HEATHROW	SAS	S	D	150	1	0	73	13	7	7	1	0	14	76	10	141
	MANCHESTER	SAS	S	A	77	0	3	78	14	4	4	0	0	7	83	8	81
	MANCHESTER	SAS	S	D	50	0	1	76	10	8	6	0	0	13	91	7	81
	NEWCASTLE	SAS	S	A	55	0	0	65	15	16	2	2	0	15	0	0	0

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					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
COPENHAGEN																	
	NEWCASTLE	SAS	S	D	56	0	0	93	5	2	0	0	0	-3	0	0	0
	HEATHROW	VARIG	S	A	11	0	1	45	18	27	9	0	0	22	92	10	13
	HEATHROW	VARIG	S	D	11	0	1	45	36	9	9	0	0	22	23	40	13
<b>TOTAL COPENHAGEN</b>					<b>1477</b>	<b>4</b>	<b>10</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>11</b>
CORFU																	
CORK																	
	BIRMINGHAM	AER LINGUS	S	A	40	2	1	83	3	5	5	0	5	63	88	9	26
	BIRMINGHAM	AER LINGUS	S	D	51	0	0	78	16	2	4	0	0	12	92	5	26
	HEATHROW	AER LINGUS	S	A	90	0	0	74	19	4	0	2	0	13	80	12	90
	HEATHROW	AER LINGUS	S	D	90	0	0	71	22	4	1	1	0	12	81	13	90
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	61	1	0	82	7	10	2	0	0	6	83	11	52
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	62	1	0	82	8	8	2	0	0	6	87	7	52
	GATWICK	CITY FLYER EXPRESS	S	A	64	0	0	89	3	8	0	0	0	-1	83	6	30
	GATWICK	CITY FLYER EXPRESS	S	D	64	0	0	84	8	6	2	0	0	10	90	3	30
	STANSTED	RYANAIR	S	A	84	0	1	93	5	2	0	0	0	-5	93	-1	55
	STANSTED	RYANAIR	S	D	85	0	0	87	8	5	0	0	0	7	96	2	57
<b>TOTAL CORK</b>					<b>693</b>	<b>4</b>	<b>3</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</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 1996

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	21	0	0	43	19	19	19	0	0	25	33	41	21
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	21	0	0	24	10	24	38	5	0	59	33	42	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	83	0	6	6	0	6	22	88	-8	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	75	6	13	0	0	6	58	33	20	18
<b>TOTAL DACCA</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>9</b>	<b>16</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>41</b>	<b>45</b>	<b>26</b>	<b>26</b>
DALAMAN																	
<b>TOTAL DALAMAN</b>					<b>6</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>33</b>	<b>31</b>	<b>31</b>
DALLAS/FORT WORTH																	
	GATWICK	AMERICAN AIRLINES	S	A	51	0	0	71	16	6	8	0	0	9	30	28	50
	GATWICK	AMERICAN AIRLINES	S	D	51	0	0	59	16	16	10	0	0	25	54	19	50
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	2	89	11	0	0	0	0	-4	57	10	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	2	61	18	14	7	0	0	21	93	5	30
<b>TOTAL DALLAS/FORT WORTH</b>					<b>158</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>18</b>	<b>18</b>
DAMASCUS																	
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	A	8	1	1	25	13	38	25	0	0	40	100	2	8
	HEATHROW	BRITISH MEDITERRANEAN AIRWAYS	S	D	9	0	0	89	0	11	0	0	0	7	100	-3	7
	HEATHROW	SYRIANAIR	S	A	13	0	0	54	15	15	15	0	0	12	62	-1	13
	HEATHROW	SYRIANAIR	S	D	12	0	0	25	33	8	33	0	0	39	23	32	13
<b>TOTAL DAMASCUS</b>					<b>42</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>7</b>	<b>7</b>
DAR-ES-SALAAM																	
	HEATHROW	ALLIANCE	S	A	9	0	0	44	22	11	22	0	0	39	63	15	8
	HEATHROW	ALLIANCE	S	D	9	0	0	33	44	22	0	0	0	20	50	20	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	0	8	15	8	15	151	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	1	0	83	0	8	0	0	8	108	0	0	0
<b>TOTAL DAR-ES-SALAAM</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>88</b>	<b>63</b>	<b>43</b>	<b>43</b>
DELHI																	
	HEATHROW	AIR CANADA	S	A	17	0	0	65	24	12	0	0	0	7	76	13	17

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DELHI	HEATHROW	AIR CANADA	S	D	17	0	0	0	24	35	29	12	0	86	6	72	17
	HEATHROW	AIR INDIA	S	A	4	0	0	0	25	75	0	0	0	33	0	0	0
	HEATHROW	AIR INDIA	S	D	3	1	1	33	33	33	0	0	0	21	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	-5	100	-9	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	0	40	20	40	0	0	47	75	14	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	14	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	18	0	0	0
<b>TOTAL DELHI</b>					<b>58</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>22</b>	<b>24</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>35</b>	<b>35</b>
DETROIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	3	3	0	0	-5	53	17	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	20	50	23	3	3	0	34	50	16	30
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	67	13	3	17	0	0	14	53	17	30
	GATWICK	NORTHWEST AIRLINES	S	D	29	0	1	72	17	3	7	0	0	13	47	18	30
<b>TOTAL DETROIT</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>22</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>17</b>	<b>17</b>
DHAHRAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	96	0	4	0	0	0	-11	100	-7	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	77	15	0	8	0	0	13	92	2	26
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	8	0	0	63	25	0	13	0	0	16	75	7	4
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	8	0	0	63	13	25	0	0	0	16	89	9	9
<b>TOTAL DHAHRAN</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>0</b>	<b>0</b>
DIJON	STANSTED	PROTEUS AIR SYSTEM SA	S	A	18	0	3	44	39	17	0	0	0	20	44	35	16
	STANSTED	PROTEUS AIR SYSTEM SA	S	D	16	2	2	88	6	0	0	6	0	16	84	7	19
<b>TOTAL DIJON</b>					<b>34</b>	<b>2</b>	<b>5</b>	<b>65</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>20</b>	<b>20</b>
DINARD																	
DOHA	HEATHROW	GULF AIR	S	A	8	0	0	75	13	13	0	0	0	1	0	0	0
	HEATHROW	GULF AIR	S	D	4	0	0	75	0	25	0	0	0	15	78	7	9
	GATWICK	QATAR AIRWAYS	S	A	7	1	1	86	0	0	14	0	0	-2	56	21	9

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					Actual (7)	Plan (8)											
DOHA	GATWICK	QATAR AIRWAYS	S	D	9	0	0	22	56	11	11	0	0	40	67	22	6
<b>TOTAL DOHA</b>					<b>28</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>16</b>	<b>16</b>
DONEGAL	GLASGOW	LOGANAIR	S	A	9	2	0	89	0	0	11	0	0	18	100	-6	12
	GLASGOW	LOGANAIR	S	D	10	1	0	90	0	0	10	0	0	15	92	-1	12
<b>TOTAL DONEGAL</b>					<b>19</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>-2</b>	<b>-2</b>
DOUALA	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	25	0	50	25	0	0	33	0	94	4
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	50	0	25	25	0	0	46	0	50	4
<b>TOTAL DOUALA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>72</b>	<b>72</b>
DRESDEN	HEATHROW	LUFTHANSA	S	A	42	0	0	55	19	26	0	0	0	17	64	19	44
	HEATHROW	LUFTHANSA	S	D	46	0	0	89	7	4	0	0	0	5	75	11	48
<b>TOTAL DRESDEN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>15</b>	<b>15</b>
DUBAI	GATWICK	EMIRATES	S	A	26	0	0	58	15	23	4	0	0	17	95	-2	21
	GATWICK	EMIRATES	S	D	26	0	0	42	38	15	4	0	0	20	73	15	22
	HEATHROW	EMIRATES	S	A	51	0	0	31	24	39	6	0	0	31	89	-4	55
	HEATHROW	EMIRATES	S	D	52	0	0	35	38	15	12	0	0	28	76	10	55
	MANCHESTER	EMIRATES	S	A	21	0	0	57	24	14	5	0	0	19	91	-1	22
	MANCHESTER	EMIRATES	S	D	22	0	0	45	36	14	0	0	5	41	86	4	21
<b>TOTAL DUBAI</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>84</b>	<b>4</b>	<b>4</b>
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	142	1	4	74	9	13	3	1	0	8	92	0	128
	BIRMINGHAM	AER LINGUS	S	D	119	0	1	86	5	2	5	3	0	15	93	5	127
	EDINBURGH	AER LINGUS	S	A	86	1	3	94	3	0	1	1	0	2	0	0	0
	EDINBURGH	AER LINGUS	S	D	86	1	3	87	6	2	5	0	0	14	0	0	0
	GLASGOW	AER LINGUS	S	A	85	0	0	88	5	4	1	2	0	6	91	2	85
	GLASGOW	AER LINGUS	S	D	85	0	0	86	7	2	2	2	0	11	86	5	85

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

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					Actual (7)	Plan (8)											
DUBLIN	HEATHROW	AER LINGUS	S	A	345	0	1	81	12	6	2	0	0	8	81	11	346
	HEATHROW	AER LINGUS	S	D	346	0	1	85	9	4	2	0	0	6	87	5	345
	MANCHESTER	AER LINGUS	S	A	144	0	3	82	9	6	3	0	0	5	95	1	151
	MANCHESTER	AER LINGUS	S	D	145	1	3	77	10	10	2	1	0	11	95	0	150
	NEWCASTLE	AER LINGUS	S	A	55	1	0	82	13	5	0	0	0	3	0	0	0
	NEWCASTLE	AER LINGUS	S	D	55	0	0	78	15	5	2	0	0	10	0	0	0
	STANSTED	AER LINGUS	S	A	107	0	4	93	1	1	6	0	0	3	0	0	0
	STANSTED	AER LINGUS	S	D	108	0	3	81	9	2	6	1	0	13	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	244	0	0	65	18	13	4	0	0	14	83	8	236
	HEATHROW	BMI BRITISH MIDLAND	S	D	245	1	0	79	10	9	2	0	0	7	90	2	236
	GATWICK	CITY FLYER EXPRESS	S	A	115	0	0	85	9	6	0	0	0	5	88	5	112
	GATWICK	CITY FLYER EXPRESS	S	D	115	0	0	82	10	9	0	0	0	9	92	3	116
	BIRMINGHAM	RYANAIR	S	A	147	1	4	88	7	3	1	1	0	4	98	1	123
	BIRMINGHAM	RYANAIR	S	D	147	1	4	87	5	3	3	1	0	10	94	4	123
	GATWICK	RYANAIR	S	A	120	1	0	93	3	4	0	0	0	3	82	12	109
	GATWICK	RYANAIR	S	D	120	1	0	88	8	3	2	0	0	6	98	-13	106
	LUTON	RYANAIR	S	A	94	3	2	91	4	2	1	1	0	1	93	-1	80
	LUTON	RYANAIR	S	D	92	4	1	93	4	1	0	1	0	4	90	5	81
	MANCHESTER	RYANAIR	S	A	160	2	7	91	4	6	0	0	0	2	89	5	133
	MANCHESTER	RYANAIR	S	D	156	1	8	87	4	7	2	0	0	5	93	3	133
	STANSTED	RYANAIR	S	A	305	2	24	89	5	4	2	0	0	1	88	3	281
	STANSTED	RYANAIR	S	D	307	3	24	82	10	6	2	0	0	9	85	11	283
<b>TOTAL DUBLIN</b>					<b>4275</b>	<b>26</b>	<b>100</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>5</b>
DUNDEE	EDINBURGH	BMI REGIONAL	S	A	18	0	3	83	6	0	11	0	0	13	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	38	0	25	29	26	42	3	0	0	27	0	0	0
	MANCHESTER	BMI REGIONAL	S	A	39	0	3	46	36	10	8	0	0	23	79	8	48
	MANCHESTER	BMI REGIONAL	S	D	37	0	4	62	22	16	0	0	0	14	94	-1	47
<b>TOTAL DUNDEE</b>					<b>132</b>	<b>0</b>	<b>35</b>	<b>51</b>	<b>25</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>4</b>	<b>4</b>

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DURBAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	8	23	15	0	0	24	92	9	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	0	16	85	8	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	13	0	0	0	15	46	38	0	0	58	31	30	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	13	0	0	69	23	8	0	0	0	14	54	16	13	
<b>TOTAL DURBAN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>23</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>65</b>	<b>16</b>	<b>16</b>	
DUSSELDORF																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	103	0	4	87	4	3	6	0	0	7	97	-4	108	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	102	0	4	86	7	4	3	0	0	9	99	1	108	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	53	0	3	91	2	2	6	0	0	7	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	52	0	3	85	8	6	2	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	115	0	0	70	12	13	5	0	0	14	84	6	114	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	0	77	13	7	3	0	0	9	83	7	114	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	79	0	1	84	6	9	1	0	0	5	95	0	78	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	79	0	1	84	9	5	3	0	0	7	92	1	78	
	GATWICK	CITY FLYER EXPRESS	S	A	63	0	1	68	21	10	2	0	0	10	84	5	64	
	GATWICK	CITY FLYER EXPRESS	S	D	63	0	1	86	14	0	0	0	0	6	86	5	64	
	NEWCASTLE	GILL AIRWAYS	S	A	20	0	1	70	10	15	5	0	0	10	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	20	0	1	75	5	15	5	0	0	13	0	0	0	
	STANSTED	KLM UK LTD	S	A	99	0	3	79	8	7	6	0	0	7	97	-7	78	
	STANSTED	KLM UK LTD	S	D	99	0	3	76	8	10	6	0	0	12	83	5	78	
	BIRMINGHAM	LUFTHANSA	S	A	23	0	2	87	9	4	0	0	0	6	0	0	0	
	BIRMINGHAM	LUFTHANSA	S	D	23	0	2	87	9	0	4	0	0	8	0	0	0	
	HEATHROW	LUFTHANSA	S	A	94	0	0	63	23	9	5	0	0	17	77	10	94	
	HEATHROW	LUFTHANSA	S	D	93	0	0	87	5	4	3	0	0	6	89	2	94	
	MANCHESTER	LUFTHANSA	S	A	49	0	0	88	8	4	0	0	0	2	92	3	52	
	MANCHESTER	LUFTHANSA	S	D	49	0	0	82	10	6	2	0	0	11	88	9	52	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	24	0	1	63	17	17	4	0	0	17	80	6	50	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	24	0	1	46	25	21	8	0	0	25	82	11	50	
<b>TOTAL DUSSELDORF</b>					<b>1441</b>	<b>0</b>	<b>32</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>3</b>	<b>3</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EAST MIDLANDS																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	92	1	1	84	10	2	3	1	0	9	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	S	D	91	1	2	78	12	4	4	1	0	17	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	S	A	92	0	1	89	4	2	4	0	0	8	94	4	70
	GLASGOW	BMI BRITISH MIDLAND	S	D	92	0	1	87	5	2	5	0	0	9	94	1	48
<b>TOTAL EAST MIDLANDS</b>					<b>368</b>	<b>2</b>	<b>5</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>0</b>	<b>0</b>
EDINBURGH																	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	101	2	0	72	11	7	10	0	0	15	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	102	2	0	58	12	17	14	0	0	25	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	281	0	3	64	18	14	3	1	0	18	87	6	232
	HEATHROW	BMI BRITISH MIDLAND	S	D	284	0	1	79	10	9	2	0	0	7	94	1	232
	MANCHESTER	BMI REGIONAL	S	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	158	0	4	76	8	9	6	1	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	157	0	4	73	13	7	7	0	0	14	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	178	0	0	88	4	3	3	1	1	8	98	-2	186
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	174	0	0	87	5	5	3	1	0	9	95	2	188
	HEATHROW	BRITISH AIRWAYS PLC	S	A	312	2	11	71	14	10	4	2	0	17	83	9	323
	HEATHROW	BRITISH AIRWAYS PLC	S	D	312	2	10	81	12	4	3	0	0	6	89	4	323
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	112	0	1	82	12	2	3	2	0	11	93	3	113
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	111	0	3	91	5	2	3	0	0	2	81	3	113
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	A	40	0	2	85	8	5	3	0	0	10	0	0	0
	NEWCASTLE	BRITISH REGIONAL AIRLINES LTD	S	D	40	0	2	88	5	5	3	0	0	6	0	0	0
	STANSTED	KLM UK LTD	S	A	129	1	9	78	8	5	9	0	0	4	92	-3	118
	STANSTED	KLM UK LTD	S	D	131	1	4	67	16	7	10	0	0	15	85	9	114
<b>TOTAL EDINBURGH</b>					<b>2631</b>	<b>12</b>	<b>54</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>3</b>	<b>3</b>
EDMONTON																	
	HEATHROW	AIR CANADA	S	A	19	0	0	58	5	21	16	0	0	26	33	26	9
	HEATHROW	AIR CANADA	S	D	20	0	0	75	15	0	10	0	0	16	89	8	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
EDMONTON																	
<b>TOTAL EDMONTON</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>17</b>	<b>17</b>
EINDHOVEN																	
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	A	38	0	4	61	16	21	3	0	0	0	70	11	44
	BIRMINGHAM	B A S E BUSINESS AIRLINES	S	D	37	0	5	51	27	16	5	0	0	6	86	10	44
	MANCHESTER	B A S E BUSINESS AIRLINES	S	A	40	0	2	75	18	8	0	0	0	4	80	11	44
	MANCHESTER	B A S E BUSINESS AIRLINES	S	D	40	0	2	88	10	3	0	0	0	2	89	6	44
	HEATHROW	KLM	S	A	42	0	0	71	14	12	2	0	0	10	32	26	44
	HEATHROW	KLM	S	D	42	0	0	83	5	12	0	0	0	7	57	18	44
<b>TOTAL EINDHOVEN</b>					<b>239</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>14</b>	<b>14</b>
ENTEBBE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	8	0	0	15	158	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	15	15	8	0	0	16	0	0	0
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>72</b>	<b>6</b>	<b>6</b>
EXETER																	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	21	0	0	43	38	14	5	0	0	21	0	0	0
<b>TOTAL EXETER</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>38</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>-11</b>	<b>-11</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					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)											
FARO	BIRMINGHAM	AIR 2000	C	A	4	0	3	75	25	0	0	0	0	12	57	6	7
	BIRMINGHAM	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	-5	50	13	4
	GATWICK	AIR 2000	C	A	9	0	0	44	22	11	22	0	0	27	56	18	9
	GATWICK	AIR 2000	C	D	9	0	0	56	11	22	11	0	0	25	100	1	9
	GLASGOW	AIR 2000	C	A	5	0	0	80	20	0	0	0	0	-2	100	-19	4
	GLASGOW	AIR 2000	C	D	5	0	0	80	20	0	0	0	0	9	75	8	4
	LUTON	AIR 2000	C	A	5	0	0	60	0	20	0	20	0	47	75	59	4
	LUTON	AIR 2000	C	D	4	0	0	25	25	0	25	25	0	68	67	6	3
	MANCHESTER	AIR 2000	C	A	9	0	0	67	22	11	0	0	0	6	67	24	12
	MANCHESTER	AIR 2000	C	D	9	0	0	67	22	11	0	0	0	11	58	21	12
	NEWCASTLE	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	6	0	0	0
	NEWCASTLE	AIR 2000	C	D	5	0	0	100	0	0	0	0	0	-7	0	0	0
	GATWICK	AIR ATLANTA ICELANDIC	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0
	GATWICK	AIR ATLANTA ICELANDIC	C	D	2	0	0	0	50	50	0	0	0	37	0	0	0
	HEATHROW	AIR PORTUGAL	S	A	18	0	0	61	17	11	11	0	0	23	76	11	17
	HEATHROW	AIR PORTUGAL	S	D	18	0	0	83	0	11	6	0	0	12	71	14	17
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	3	0	1	0	0	0	0	100	0	308	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	6	80	4	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	5	100	0	5
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	17	100	6	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	11	100	2	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	100	0	0	0	46	50	14	4
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	0	0	100	0	0	0	40	100	2	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	71	60	4	5
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	69	100	-5	4
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	43	0	1	47	35	12	7	0	0	25	91	1	47
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	44	0	0	48	25	18	9	0	0	27	87	7	47
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	2	33	50	17	0	0	0	15	0	92	3
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	1	0	75	25	0	0	0	0	9	67	40	3



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GLASGOW	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	15	75	11	4	
	GLASGOW	CALEDONIAN AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	23	50	15	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	15	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	17	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	67	17	17	0	0	0	13	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	1	67	0	33	0	0	0	11	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	5	0	0	20	40	0	40	0	0	56	75	8	8	
	GATWICK	LEISURE INTERNATIONAL	C	D	5	0	0	60	0	0	40	0	0	48	88	6	8	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	8	0	3	0	38	13	25	13	13	122	88	1	8	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	6	0	3	67	0	17	17	0	0	36	88	4	8	
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	50	0	25	25	0	0	36	25	18	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	4	0	0	50	25	25	0	0	0	19	100	4	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	27	50	16	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	22	100	1	4	
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	11	26	42	21	0	0	43	15	46	13	
	GATWICK	MONARCH AIRLINES	C	D	18	0	1	33	33	22	11	0	0	32	85	15	13	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	31	23	38	0	0	8	94	69	27	13	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	62	15	23	0	0	0	17	85	11	13	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	0	33	33	0	0	39	100	-2	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	0	33	33	0	0	44	100	1	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	43	43	14	0	0	0	17	75	14	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	57	29	14	0	0	0	14	100	3	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	0	33	0	0	47	33	12	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	50	25	0	0	60	100	7	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	25	33	25	17	0	0	36	69	12	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	50	25	17	8	0	0	25	92	9	12	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-2	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	-2	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	0	33	0	0	36	67	15	3	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	28	100	0	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
FARO																		
<b>TOTAL FARO</b>					<b>446</b>	<b>6</b>	<b>15</b>	<b>50</b>	<b>22</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>77</b>	<b>12</b>	<b>12</b>	
FLORENCE																		
	GATWICK	ALITALIA	S	A	25	0	1	12	36	24	28	0	0	53	0	0	0	
	GATWICK	ALITALIA	S	D	25	0	1	24	28	20	28	0	0	51	0	0	0	
	STANSTED	KLM UK LTD	S	A	29	1	1	66	14	10	7	3	0	24	80	18	30	
	STANSTED	KLM UK LTD	S	D	30	0	0	90	3	0	0	7	0	21	90	10	30	
	GATWICK	MERIDIANA AIR	S	A	30	0	0	63	10	13	10	3	0	24	61	18	56	
	GATWICK	MERIDIANA AIR	S	D	30	0	0	43	30	17	10	0	0	31	73	19	56	
<b>TOTAL FLORENCE</b>					<b>169</b>	<b>1</b>	<b>3</b>	<b>51</b>	<b>20</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>73</b>	<b>17</b>	<b>17</b>	
FORT DE FRANCE MARTINIQ																		
FORT LAUDERDALE																		
	GATWICK	LAKER AIRWAYS INC	S	A	9	0	0	100	0	0	0	0	0	-32	0	0	0	
	GATWICK	LAKER AIRWAYS INC	S	D	10	0	1	70	20	10	0	0	0	15	0	0	0	
<b>TOTAL FORT LAUDERDALE</b>					<b>19</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	116	0	0	65	22	8	3	2	0	18	71	11	116	
	HEATHROW	BMI BRITISH MIDLAND	S	D	115	0	0	76	10	9	3	2	0	15	82	7	116	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	85	0	0	76	15	7	0	1	0	12	87	4	86	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	85	0	0	87	8	2	2	0	0	10	93	3	86	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	71	2	5	82	6	7	6	0	0	11	86	3	78	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	74	0	2	81	9	4	5	0	0	11	83	7	78	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	1	68	16	9	5	2	0	16	80	6	153	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	1	75	10	10	5	0	0	13	85	7	153	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	85	0	1	85	9	2	1	2	0	8	92	-1	60	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	84	1	1	77	14	4	5	0	0	11	92	1	60	
	STANSTED	KLM UK LTD	S	A	81	0	0	75	9	7	7	0	1	13	92	0	52	
	STANSTED	KLM UK LTD	S	D	86	0	0	74	7	9	8	1	0	18	90	4	52	
	BIRMINGHAM	LUFTHANSA	S	A	29	0	1	90	10	0	0	0	0	3	97	-2	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE						NOV 1995			
			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)											
FRANKFURT MAIN																	
	BIRMINGHAM	LUFTHANSA	S	D	29	0	1	83	7	3	7	0	0	12	93	4	30
	GLASGOW	LUFTHANSA	S	A	9	0	0	89	11	0	0	0	0	1	100	2	9
	GLASGOW	LUFTHANSA	S	D	9	0	0	78	22	0	0	0	0	9	100	2	9
	HEATHROW	LUFTHANSA	S	A	149	0	1	69	15	7	6	2	0	18	58	17	150
	HEATHROW	LUFTHANSA	S	D	148	0	2	86	9	3	2	1	0	7	91	3	151
	MANCHESTER	LUFTHANSA	S	A	89	0	1	87	7	2	2	1	1	10	73	6	60
	MANCHESTER	LUFTHANSA	S	D	89	0	1	80	7	8	4	1	0	14	77	9	60
<b>TOTAL FRANKFURT MAIN</b>					<b>1738</b>	<b>3</b>	<b>18</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>6</b>	<b>6</b>
FUERTEVENTURA																	
	GATWICK	AIR 2000	C	A	5	0	0	100	0	0	0	0	0	6	17	25	6
	GATWICK	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	0	100	3	5
	MANCHESTER	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-10	67	9	6
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	3	83	2	6
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	45	0	33	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	41	0	27	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	3	88	6	8
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	3	100	3	8
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	7	100	-13	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	75	8	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	16	50	18	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	75	14	4
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	75	25	0	0	0	25	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	6	1	0	50	0	33	17	0	0	33	60	19	5
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	17	33	50	0	0	0	30	100	4	5
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	100	-10	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	39	100	0	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	38	80	13	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	33	40	22	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	22	0	0	0	16	78	8	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	33	0	11	0	0	18	78	6	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	22	11	44	11	0	76	44	28	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	0	22	33	0	0	34	78	15	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	32	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	25	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	11	60	24	5	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	34	80	20	5	
<b>TOTAL FUERTEVENTURA</b>					<b>148</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>11</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>11</b>	<b>11</b>	
FUNCHAL																		
	GATWICK	AIR 2000	C	A	8	0	0	38	63	0	0	0	0	9	50	23	4	
	GATWICK	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	6	50	14	4	
	GLASGOW	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	30	0	0	0	
	GLASGOW	AIR 2000	C	D	4	0	0	75	0	0	25	0	0	46	0	0	0	
	MANCHESTER	AIR 2000	C	A	8	0	0	50	0	25	25	0	0	22	75	-12	4	
	MANCHESTER	AIR 2000	C	D	8	0	0	88	13	0	0	0	0	2	100	-6	4	
	HEATHROW	AIR PORTUGAL	S	A	8	0	0	38	13	13	38	0	0	46	78	24	9	
	HEATHROW	AIR PORTUGAL	S	D	8	0	0	38	13	13	38	0	0	39	67	21	9	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	0	13	13	63	13	0	100	75	14	4	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	13	25	38	13	13	0	64	75	22	4	
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	40	0	0	0	
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	0	25	50	25	0	0	0	26	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	54	15	31	0	0	0	6	100	-46	11	
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	69	15	15	0	0	0	17	100	6	13	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	14	100	0	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	10	100	1	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	60	40	0	0	57	63	-5	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	88	8	8	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	33	75	-1	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	1	100	0	0	0	0	0	0	100	1	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	50	25	25	0	0	40	100	-1	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 1995			
			MATCHED		UNMATCHED				Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
			CHARTER/ SCHED	ARR/ DEP	Actual (7)	Plan (8)												
FUNCHAL	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	-1	100	-8	4	
<b>TOTAL FUNCHAL</b>					<b>139</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>17</b>	<b>16</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>79</b>	<b>4</b>	<b>4</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GABORONE	HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	0	25	0	0	29	67	3	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	22	0	0	0	0	11	63	13	8
<b>TOTAL GABORONE</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>8</b>	<b>8</b>
GALWAY																	
GATWICK	MANCHESTER	AIR 2000	C	D	2	0	0	100	0	0	0	0	0	-3	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	7	0	0	57	29	14	0	0	0	14	100	10	2
	MANCHESTER	BRITANNIA AIRWAYS	C	D	10	0	0	70	10	0	20	0	0	12	67	8	3
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	A	156	0	5	77	7	9	7	0	0	11	0	0	0
	EDINBURGH	BRITISH AIRWAYS (EURO OPS) LGW	S	D	156	0	6	70	13	8	8	1	0	20	0	0	0
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	A	162	0	0	69	17	10	4	0	0	14	91	0	164
	MANCHESTER	BRITISH AIRWAYS (EURO OPS) LGW	S	D	162	0	0	68	17	9	6	0	0	15	95	-1	164
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	12	0	0	83	17	0	0	0	0	10	100	0	9
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	38	23	8	31	0	0	35	13	49	8
	NEWCASTLE	CITY FLYER EXPRESS	S	A	131	0	1	89	7	3	1	0	0	5	0	0	0
	NEWCASTLE	CITY FLYER EXPRESS	S	D	130	0	2	88	8	2	2	0	0	6	0	0	0
	GLASGOW	KLM UK LTD	S	A	143	0	2	80	12	5	3	0	0	6	87	2	143
	GLASGOW	KLM UK LTD	S	D	143	0	2	71	15	10	3	0	0	11	88	4	143
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	100	0	0	0	0	17	100	-10	3
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	33	0	67	0	0	0	24	100	-29	2
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	1	0	0	50	0	50	0	0	78	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	1	25	25	0	50	0	0	60	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	4	57	43	0	0	0	0	8	0	40	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	43	14	14	29	0	0	21	25	24	4
<b>TOTAL GATWICK</b>					<b>1260</b>	<b>2</b>	<b>23</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>2</b>	<b>2</b>
GENEVA																	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS (EURO OPS) LGW	S	A	84	0	1	58	25	13	4	0	0	16	88	2	86
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	84	0	1	87	7	5	1	0	0	8	93	3	86
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	2	60	20	14	7	0	0	18	78	9	138
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	2	81	9	6	4	0	0	10	81	9	139
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	22	0	0	82	5	9	5	0	0	10	93	1	29
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	22	0	0	86	0	14	0	0	0	10	77	10	30
	STANSTED	FLIGHTLINE LTD	C	A	12	0	2	75	0	0	25	0	0	17	0	0	0
	STANSTED	FLIGHTLINE LTD	C	D	11	0	3	55	27	0	18	0	0	26	0	0	0
	HEATHROW	SWISSAIR	S	A	120	0	0	73	18	6	2	1	0	10	82	5	119
	HEATHROW	SWISSAIR	S	D	119	0	1	92	4	3	2	0	0	6	85	4	119
<b>TOTAL GENEVA</b>					<b>768</b>	<b>1</b>	<b>12</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>6</b>	<b>6</b>
GENOA																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	55	0	1	38	31	25	4	2	0	27	91	-2	56
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	54	0	1	46	20	26	7	0	0	25	86	7	56
<b>TOTAL GENOA</b>					<b>111</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>25</b>	<b>26</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>2</b>	<b>2</b>
GERONA																	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	33	0	0	0	21	67	16	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	67	0	0	0	0	12	0	32	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	50	19	6	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	67	81	6	6
<b>TOTAL GERONA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>41</b>	<b>41</b>
GIBRALTAR																	
	GATWICK	GB AIRWAYS LTD	S	A	25	0	1	60	16	20	4	0	0	12	71	11	21
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	35	38	19	8	0	0	24	73	13	22
	HEATHROW	GB AIRWAYS LTD	S	A	5	0	0	80	0	20	0	0	0	5	63	4	8
	HEATHROW	GB AIRWAYS LTD	S	D	5	0	0	60	20	20	0	0	0	18	75	28	8
	MANCHESTER	GB AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	-1	89	6	9

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
GIBRALTAR																		
	MANCHESTER	GB AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	14	89	7	9	
<b>TOTAL GIBRALTAR</b>					<b>69</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>23</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>12</b>	<b>12</b>	
GLASGOW																		
	BIRMINGHAM	AIR 2000	C	A	5	0	0	80	0	20	0	0	8	0	0	0		
	BIRMINGHAM	AIR 2000	C	D	5	0	0	20	40	20	20	0	31	0	0	0		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	110	0	0	73	13	5	8	1	17	0	0	0		
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	107	2	0	71	17	4	8	0	17	0	0	0		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	25	0	0	76	8	12	4	0	11	0	0	0		
	EDINBURGH	BMI BRITISH MIDLAND	S	D	26	0	0	88	8	0	0	4	3	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	S	A	262	0	5	68	19	11	2	0	13	80	9	232		
	HEATHROW	BMI BRITISH MIDLAND	S	D	263	0	5	84	10	5	2	0	5	88	4	232		
	MANCHESTER	BMI REGIONAL	S	A	67	0	0	69	22	7	1	0	13	72	9	65		
	MANCHESTER	BMI REGIONAL	S	D	67	0	0	82	15	3	0	0	3	88	-3	65		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	210	1	0	89	4	2	3	1	7	91	4	222		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	215	2	0	90	4	3	3	1	8	94	3	219		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	317	1	6	73	14	8	4	1	14	81	10	324		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	317	1	6	80	9	7	4	0	9	86	6	325		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	115	1	3	81	12	3	3	1	9	94	3	142		
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	118	0	1	89	5	3	3	0	4	94	-2	140		
	GATWICK	KLM UK LTD	S	A	143	0	2	74	12	10	3	0	8	87	4	143		
	GATWICK	KLM UK LTD	S	D	143	0	2	78	13	6	3	0	10	85	5	115		
	STANSTED	KLM UK LTD	S	A	111	0	4	77	8	8	5	1	8	92	-5	89		
	STANSTED	KLM UK LTD	S	D	114	0	2	60	14	13	13	0	21	82	6	94		
<b>TOTAL GLASGOW</b>					<b>2742</b>	<b>11</b>	<b>36</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>5</b>	<b>5</b>	
GOA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	32	50	17	4		
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	12	50	16	4		
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	0	0	50	50	0	55	100	-10	3		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	3	75	12	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	10	0	0	40	20	30	0	10	0	42	38	56	8
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	0	0	33	33	22	11	0	0	27	22	99	9
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	25	0	0	50	25	0	119	25	56	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	5	0	0	20	20	40	0	20	0	90	0	47	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	67	59	3
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	60	20	20	0	0	41	25	79	4
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	1	100	0	0	0	0	0	-20	75	13	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	80	26	5
<b>TOTAL GOA</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>19</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>39</b>	<b>52</b>	<b>38</b>	<b>38</b>
GOTEBORG	STANSTED	BRITANNIA AB	C	A	8	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	BRITANNIA AB	C	D	8	0	0	88	13	0	0	0	0	11	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	77	17	3	0	0	3	17	93	-6	29
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	90	7	3	0	0	0	7	90	9	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	55	15	22	8	0	0	20	74	12	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	88	3	5	3	0	0	4	88	7	57
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	8	0	0	88	13	0	0	0	0	-11	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	8	0	0	63	38	0	0	0	0	12	0	0	0
	HEATHROW	SAS	S	A	63	0	1	75	13	8	5	0	0	12	62	18	66
	HEATHROW	SAS	S	D	62	0	2	82	10	6	2	0	0	8	81	10	68
<b>TOTAL GOTEBORG</b>					<b>337</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>12</b>
GRAND CAYMAN	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	11	22	33	22	11	0	68	17	33	6
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	50	0	0	0	23	75	27	4
<b>TOTAL GRAND CAYMAN</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>38</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>54</b>	<b>40</b>	<b>31</b>	<b>31</b>
GRAZ																	
GRENADA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					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
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	56	22	11	11	0	0	11	38	64	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	22	44	11	22	0	0	45	44	61	9	
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	25	50	0	0	0	29	0	123	5	
<b>TOTAL GRENADA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>32</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>32</b>	<b>76</b>	<b>76</b>	
GUERNSEY																		
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	9	0	1	89	0	0	11	0	0	11	57	17	60	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	51	0	0	73	14	2	12	0	0	16	93	-1	30	
	GATWICK	CITY FLYER EXPRESS	S	A	79	0	2	90	6	4	0	0	0	1	97	-3	59	
	GATWICK	CITY FLYER EXPRESS	S	D	79	0	2	82	13	4	1	0	0	7	92	3	59	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	17	0	0	76	12	6	6	0	0	5	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	42	0	0	88	5	2	5	0	0	11	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	109	0	2	91	5	3	1	1	0	3	0	0	0	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	103	0	2	88	6	3	1	2	0	10	0	0	0	
	HEATHROW	KLM UK LTD	S	A	110	0	1	83	9	5	3	0	0	5	92	-2	112	
	HEATHROW	KLM UK LTD	S	D	110	0	1	93	5	1	2	0	0	1	91	1	112	
<b>TOTAL GUERNSEY</b>					<b>709</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>2</b>	<b>2</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	19	1	5	74	11	11	5	0	0	2	26	34	19	
	HEATHROW	AIR CANADA	S	D	17	0	4	76	12	0	12	0	0	13	70	10	23	
<b>TOTAL HALIFAX INT</b>					<b>36</b>	<b>1</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>21</b>	<b>21</b>	
HAMBURG																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	20	0	1	80	5	10	5	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	1	70	19	7	4	0	0	10	91	1	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	87	7	6	1	0	0	7	82	7	89	
	GATWICK	DEUTSCHE BA	S	A	63	0	1	94	0	5	2	0	0	-6	0	0	0	
	GATWICK	DEUTSCHE BA	S	D	63	0	2	78	13	8	2	0	0	10	0	0	0	
	STANSTED	KLM UK LTD	S	A	54	0	1	76	17	4	4	0	0	4	90	-8	52	
	STANSTED	KLM UK LTD	S	D	54	0	1	83	9	4	4	0	0	9	90	5	52	
	HEATHROW	LUFTHANSA	S	A	115	0	2	74	11	10	4	0	0	9	82	7	119	
	HEATHROW	LUFTHANSA	S	D	115	0	2	86	5	6	3	0	0	2	92	-1	119	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	25	0	0	68	16	8	8	0	0	14	84	8	25	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	25	0	0	52	28	16	4	0	0	21	80	8	25	
<b>TOTAL HAMBURG</b>					<b>713</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>3</b>	<b>3</b>	
HANOVER																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	20	0	1	85	5	0	10	0	0	5	100	-7	22	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	29	0	1	97	3	0	0	0	0	6	97	2	29	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	3	3	13	0	0	20	86	9	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	71	11	6	11	0	0	17	85	2	34	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	89	3	6	3	0	0	7	91	3	34	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	22	0	0	82	9	5	5	0	0	7	90	1	29	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	22	0	0	77	14	5	5	0	0	13	80	11	30	
	HEATHROW	LUFTHANSA	S	A	55	0	0	71	20	7	2	0	0	10	93	3	60	
	HEATHROW	LUFTHANSA	S	D	54	0	1	83	11	4	2	0	0	4	92	0	60	
<b>TOTAL HANOVER</b>					<b>302</b>	<b>0</b>	<b>3</b>	<b>81</b>	<b>10</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>3</b>	<b>3</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	21	0	0	43	10	19	19	10	0	53	88	3	17	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
HARARE																		
	GATWICK	AIR ZIMBABWE	S	D	21	0	0	71	19	10	0	0	0	11	88	8	16	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	0	25	0	57	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	60	0	0	0	0	40	323	0	0	0	
<b>TOTAL HARARE</b>					<b>51</b>	<b>4</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>63</b>	<b>88</b>	<b>5</b>	<b>5</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	4	0	0	75	0	25	0	0	0	3	0	0	0	
	GATWICK	AIR ALGERIE	C	D	4	0	0	50	0	50	0	0	0	25	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	9	0	0	78	0	0	11	11	0	29	0	0	0	
	GATWICK	CUBANA	S	D	9	0	0	33	22	22	11	0	11	62	0	0	0	
<b>TOTAL HAVANA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>45</b>	<b>56</b>	<b>18</b>	<b>18</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	283	0	5	69	16	11	4	0	0	14	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	278	0	9	67	18	11	3	1	0	18	0	0	0	
	GLASGOW	BMI BRITISH MIDLAND	S	A	263	1	0	68	19	11	2	0	0	13	83	9	231	
	GLASGOW	BMI BRITISH MIDLAND	S	D	258	4	1	80	10	7	2	0	0	10	88	6	232	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	310	3	12	75	16	5	4	0	0	11	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	311	2	12	68	18	9	4	1	0	21	0	0	0	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	317	2	6	71	15	9	4	0	0	16	80	10	324	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	317	3	6	79	10	6	4	1	0	12	89	8	325	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	323	2	0	79	10	7	4	0	0	11	74	14	295	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	324	5	0	80	10	6	3	0	0	9	88	7	295	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	162	0	0	77	17	2	3	0	0	12	0	0	0	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	162	0	0	91	4	4	2	0	0	4	0	0	0	
<b>TOTAL HEATHROW</b>					<b>3310</b>	<b>22</b>	<b>53</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>9</b>	
HELSINKI																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	24	0	1	50	42	4	4	0	0	18	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
HELSINKI	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	25	0	0	52	28	16	4	0	0	21	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	60	23	12	5	0	0	14	65	12	55
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	73	18	7	2	0	0	10	76	10	55
	GATWICK	FINNAIR	S	A	34	0	0	74	15	9	3	0	0	11	84	3	56
	GATWICK	FINNAIR	S	D	29	0	0	48	38	10	3	0	0	21	66	16	56
	HEATHROW	FINNAIR	S	A	89	0	0	56	25	12	7	0	0	19	62	15	86
	HEATHROW	FINNAIR	S	D	89	0	0	71	22	2	4	0	0	11	67	13	86
	MANCHESTER	FINNAIR	S	A	30	0	0	73	20	7	0	0	0	8	80	7	30
	MANCHESTER	FINNAIR	S	D	30	0	0	77	17	0	7	0	0	10	67	19	30
	STANSTED	FINNAIR	C	A	9	1	0	78	22	0	0	0	0	2	0	0	0
	STANSTED	FINNAIR	C	D	10	0	0	40	50	10	0	0	0	20	0	0	0
	MANCHESTER	SAS	S	A	25	0	0	44	32	12	12	0	0	26	0	0	0
	MANCHESTER	SAS	S	D	28	0	2	93	4	0	4	0	0	1	0	0	0
<b>TOTAL HELSINKI</b>					<b>542</b>	<b>1</b>	<b>3</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>12</b>	<b>12</b>
HERAKLION					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-13</b>	<b>63</b>	<b>10</b>	<b>10</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	17	3	0	0	0	9	90	-3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	10	3	7	0	0	9	97	4	30
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	41	0	0	90	7	0	0	0	2	6	97	-18	36
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	41	0	0	76	15	5	2	0	2	21	87	5	38
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	30	0	0	97	3	0	0	0	0	-17	87	-2	30
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	30	0	0	67	33	0	0	0	0	8	87	3	30
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	90	3	7	0	0	0	-10	0	0	0
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	33	37	17	13	0	0	29	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	1	1	86	3	10	0	0	0	-7	90	-7	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	53	40	7	0	0	0	14	90	7	30
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>322</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>91</b>	<b>-2</b>	<b>-2</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					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	30	0	0	77	10	10	3	0	0	7	53	17	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	23	20	10	0	0	28	87	5	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	48	0	0	85	8	4	2	0	0	-6	53	26	30	
	GATWICK	CONTINENTAL AIRLINES	S	D	48	0	0	71	19	6	4	0	0	12	87	7	30	
<b>TOTAL HOUSTON</b>					<b>156</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>14</b>	<b>14</b>	
HURGHADA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	0	0	60	40	0	0	0	31	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0	
<b>TOTAL HURGHADA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>29</b>	<b>29</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
IBIZA																	
<b>TOTAL IBIZA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>5</b>
INVERNESS																	
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	2	0	0	100	0	0	0	0	0	-3	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	58	21	14	6	1	0	23	69	16	81
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	78	15	4	4	0	0	9	91	3	81
	STANSTED	KLM UK LTD	S	A	25	0	1	96	4	0	0	0	0	-6	0	0	0
	STANSTED	KLM UK LTD	S	D	23	0	2	57	22	0	22	0	0	29	0	0	0
	GLASGOW	LOGANAIR	S	A	23	0	0	78	13	4	4	0	0	9	0	0	0
	GLASGOW	LOGANAIR	S	D	25	0	0	40	36	20	4	0	0	22	0	0	0
<b>TOTAL INVERNESS</b>					<b>262</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>10</b>	<b>10</b>
ISLAMABAD																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	38	23	0	38	0	0	40	13	51	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	83	8	8	0	0	0	12	89	2	9
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	46	23	8	23	0	0	27	0	48	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	12	0	0	42	0	50	8	0	0	29	0	53	9
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	44	11	44	0	0	0	19	13	107	8
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	11	11	33	44	0	0	56	0	55	8
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	12	0	0	42	25	8	25	0	0	31	11	199	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	12	0	0	17	33	25	17	8	0	46	11	72	9
<b>TOTAL ISLAMABAD</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>17</b>	<b>21</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>74</b>	<b>74</b>
ISLAY																	
	GLASGOW	LOGANAIR	S	A	25	0	0	88	0	8	0	4	0	11	100	3	3
	GLASGOW	LOGANAIR	S	D	21	0	0	95	5	0	0	0	0	1	94	2	16
<b>TOTAL ISLAY</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>95</b>	<b>2</b>	<b>2</b>
ISLE OF MAN																	
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	A	51	0	0	92	4	2	2	0	0	1	91	3	53
	BIRMINGHAM	BA CITIEXPRESS (IOM) LTD	S	D	51	0	0	90	6	2	2	0	0	5	92	4	53

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 1995						
			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)												
ISLE OF MAN																		
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	A	24	0	1	96	4	0	0	0	0	0	100	-5	26	
	GLASGOW	BA CITIEXPRESS (IOM) LTD	S	D	25	0	0	84	16	0	0	0	6	92	1	26		
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	A	81	0	0	70	17	11	1	0	10	71	15	82		
	HEATHROW	BA CITIEXPRESS (IOM) LTD	S	D	81	0	0	80	9	7	4	0	7	83	9	81		
	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	13	0	0	92	8	0	0	0	-5	100	0	12		
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	13	0	0	100	0	0	0	0	0	92	1	12		
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	A	86	0	0	90	6	3	1	0	5	90	4	86		
	MANCHESTER	BA CITIEXPRESS (IOM) LTD	S	D	86	0	0	92	2	2	3	0	0	95	-4	86		
<b>TOTAL ISLE OF MAN</b>					<b>513</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>4</b>		
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	53	12	22	5	5	3	52	68	15	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	75	8	8	5	3	0	20	85	10	60	
	GATWICK	ISTANBUL HAVA YOLLARI	C	A	7	0	0	43	14	29	14	0	29	33	16	3		
	GATWICK	ISTANBUL HAVA YOLLARI	C	D	5	0	0	60	20	20	0	0	19	100	7	3		
	HEATHROW	ISTANBUL HAVA YOLLARI	C	A	8	0	0	13	50	25	0	13	0	59	11	31	9	
	HEATHROW	ISTANBUL HAVA YOLLARI	C	D	8	0	0	50	25	13	0	13	0	43	89	7	9	
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	A	6	0	1	0	67	33	0	0	30	0	40	4		
	MANCHESTER	ISTANBUL HAVA YOLLARI	C	D	5	0	0	60	20	20	0	0	13	25	19	4		
	STANSTED	ISTANBUL HAVA YOLLARI	C	A	4	0	0	50	25	25	0	0	20	25	21	4		
	STANSTED	ISTANBUL HAVA YOLLARI	C	D	4	0	0	75	0	25	0	0	14	50	11	4		
	GATWICK	ONUR AIR	C	A	8	0	0	0	25	50	25	0	45	33	20	9		
	GATWICK	ONUR AIR	C	D	8	0	0	0	0	75	25	0	56	33	25	9		
	MANCHESTER	ONUR AIR	C	A	8	0	0	63	25	0	13	0	26	0	0	0		
	MANCHESTER	ONUR AIR	C	D	8	0	0	75	13	0	13	0	27	0	0	0		
	GATWICK	SUNWAYS	C	A	12	0	1	25	25	25	17	0	8	65	0	0	0	
	GATWICK	SUNWAYS	C	D	13	0	0	23	23	23	23	0	8	70	0	0	0	
	MANCHESTER	SUNWAYS	C	A	9	0	0	67	11	0	0	11	11	56	0	0	0	
	MANCHESTER	SUNWAYS	C	D	9	0	0	33	33	11	11	0	11	74	0	0	0	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	60	0	0	30	30	22	13	5	43	38	24	56		



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
ISTANBUL	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	60	0	0	63	17	8	8	3	0	28	84	8	56
<b>TOTAL ISTANBUL</b>					<b>363</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>19</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>39</b>	<b>61</b>	<b>17</b>	<b>17</b>
IZMIR (ADNAM MENDERES)	GATWICK	AIR 2000	C	A	2	0	0	50	0	50	0	0	0	10	0	0	0
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	78	0	11	11	0	0	15	75	20	12
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	9	0	0	44	33	0	22	0	0	28	42	33	12
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>27</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>26</b>	<b>26</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
JAKARTA (SOEKARNO-HATT)	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	71	14	5	10	0	0	11	65	9	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	9	9	5	0	0	11	94	7	17
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>8</b>
JEDDAH	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	1	88	13	0	0	0	0	3	100	-14	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	1	69	13	19	0	0	0	16	88	2	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	78	0	22	0	0	0	6	82	4	17
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	50	28	17	6	0	0	22	82	9	17
<b>TOTAL JEDDAH</b>					<b>68</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>0</b>	<b>0</b>
JEREZ	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	-1	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	50	25	13	13	0	0	23	0	0	0
<b>TOTAL JEREZ</b>					<b>16</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	108	0	0	74	17	7	2	0	0	10	89	6	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	108	0	0	91	3	4	3	0	0	2	92	2	119
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	71	0	0	76	11	7	6	0	0	8	50	14	2
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	30	0	0	80	10	3	7	0	0	7	84	5	32
	GATWICK	CITY FLYER EXPRESS	S	A	111	0	0	82	14	3	2	0	0	9	91	3	89
	GATWICK	CITY FLYER EXPRESS	S	D	111	0	0	86	10	3	2	0	0	7	92	3	89
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	49	0	0	88	4	0	8	0	0	1	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	24	0	0	79	8	8	4	0	0	11	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	109	0	1	91	6	4	0	0	0	4	0	0	0
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	115	0	0	93	6	1	0	0	0	3	0	0	0
	STANSTED	KLM UK LTD	S	A	21	0	1	71	19	5	5	0	0	6	94	0	16
	STANSTED	KLM UK LTD	S	D	22	0	0	64	23	9	5	0	0	14	81	9	16
<b>TOTAL JERSEY</b>					<b>879</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>2</b>	<b>2</b>
JOHANNESBURG	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	100	0	0	0	0	28	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	31	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	57	23	17	3	0	0	16	90	3	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	77	9	9	6	0	0	12	91	7	22	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	26	0	5	15	19	27	35	0	4	75	34	88	29	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	26	0	5	65	23	12	0	0	0	13	50	51	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	0	23	46	23	8	0	57	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	58	17	17	8	0	0	22	0	0	0	
<b>TOTAL JOHANNESBURG</b>					<b>151</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>62</b>	<b>42</b>	<b>42</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	8	0	0	75	13	13	0	0	0	4	75	28	16
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	56	22	22	0	0	0	18	56	30	16
<b>TOTAL KARACHI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>29</b>	<b>29</b>
KATHMANDU	GATWICK	ROYAL NEPAL AIRLINES	S	A	9	0	0	0	0	78	11	0	11	86	25	41	8
	GATWICK	ROYAL NEPAL AIRLINES	S	D	9	0	0	22	44	11	11	0	11	69	50	21	8
<b>TOTAL KATHMANDU</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>38</b>	<b>31</b>	<b>31</b>
KATOWICE																	
KEFLAVIK	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	13	25	50	13	0	0	42	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	38	25	25	13	0	0	34	0	0	0
	GLASGOW	ICELANDAIR	S	A	29	0	1	90	3	7	0	0	0	-1	94	6	16
	GLASGOW	ICELANDAIR	S	D	29	0	1	90	10	0	0	0	0	-2	69	15	16
	HEATHROW	ICELANDAIR	S	A	37	0	1	86	5	3	3	3	0	5	63	15	30
	HEATHROW	ICELANDAIR	S	D	36	2	2	64	17	11	6	3	0	21	70	15	30
<b>TOTAL KEFLAVIK</b>					<b>156</b>	<b>4</b>	<b>8</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>14</b>
KERRY COUNTY	LUTON	BA CITIEXPRESS (IOM) LTD	S	A	9	0	0	89	11	0	0	0	0	92	11	12	
	LUTON	BA CITIEXPRESS (IOM) LTD	S	D	9	0	0	89	11	0	0	0	0	5	92	19	12
<b>TOTAL KERRY COUNTY</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>15</b>	<b>15</b>
KHARTOUM	HEATHROW	SUDAN AIRWAYS	S	A	2	0	1	0	0	50	50	0	0	79	63	17	8
	HEATHROW	SUDAN AIRWAYS	S	D	2	0	1	0	0	50	50	0	0	67	100	7	8
<b>TOTAL KHARTOUM</b>					<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>81</b>	<b>12</b>	<b>12</b>
KIEV (BORISPOL)	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	13	0	0	8	69	23	0	0	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	13	0	0	54	38	8	0	0	0	17	0	0	0

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
KIEV (BORISPOL)																		
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	17	0	0	41	35	18	6	0	0	20	78	8	18	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	17	0	0	71	12	12	6	0	0	16	78	18	18	
<b>TOTAL KIEV (BORISPOL)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>37</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>13</b>	<b>13</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	13	0	0	54	23	23	0	0	0	15	0	0	0	
	HEATHROW	AIR JAMAICA	S	D	13	0	0	15	31	31	23	0	0	38	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	23	54	23	0	0	0	23	42	32	12	
<b>TOTAL KINGSTON</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>34</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>33</b>	<b>58</b>	<b>58</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	23	0	3	83	4	9	4	0	0	12	0	0	0	
	EDINBURGH	LOGANAIR	S	D	25	0	1	68	20	4	8	0	0	17	0	0	0	
<b>TOTAL KIRKWALL</b>					<b>48</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>5</b>	<b>5</b>	
KOS																		
<b>TOTAL KOS</b>					<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KRISTIANSAND (KJEVIK)																		
	GATWICK	MAERSK AIR	S	A	26	0	0	58	35	8	0	0	0	16	92	7	26	
	GATWICK	MAERSK AIR	S	D	25	0	0	64	32	0	0	4	0	20	77	9	26	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>85</b>	<b>8</b>	<b>8</b>	
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	59	1	1	88	3	5	2	2	0	-6	78	1	60	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	60	0	0	75	18	3	3	0	0	10	82	10	60	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>119</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>6</b>	<b>6</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	96	0	0	4	0	0	-4	100	-10	20	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	72	12	8	4	4	0	20	91	5	22	
	HEATHROW	KUWAIT AIRWAYS	S	A	30	0	0	67	20	10	3	0	0	7	87	2	30	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 1995			
			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)										
KUWAIT	HEATHROW	KUWAIT AIRWAYS	S	D	30	0	0	53	40	7	0	0	0	15	60	19	30	
<b>TOTAL KUWAIT</b>					<b>109</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>5</b>	<b>5</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LA CORUNA																		
	GATWICK	AVIACO	S	A	12	0	0	83	17	0	0	0	0	0	0	0	0	0
	GATWICK	AVIACO	S	D	12	0	0	100	0	0	0	0	0	4	0	0	0	0
<b>TOTAL LA CORUNA</b>					<b>24</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAGOS																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	10	10	7	0	0	11	69	12	29	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	13	13	47	20	3	3	67	52	29	29	29
	HEATHROW	NIGERIA AIRWAYS	S	A	9	0	0	33	11	0	56	0	0	74	36	55	11	11
	HEATHROW	NIGERIA AIRWAYS	S	D	9	0	0	22	11	22	44	0	0	47	73	82	11	11
<b>TOTAL LAGOS</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>12</b>	<b>24</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>59</b>	<b>33</b>	<b>33</b>	<b>33</b>
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	10	0	0	50	30	10	10	0	0	20	0	0	0	0
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	11	44	33	11	0	0	35	0	0	0	0
<b>TOTAL LAHORE</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>37</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LARNACA																		
	GATWICK	AIR 2000	S	A	4	0	0	50	25	0	25	0	0	38	75	9	8	8
	GATWICK	AIR 2000	S	D	4	0	0	50	25	0	25	0	0	36	57	16	7	7
	GLASGOW	AIR 2000	C	A	5	0	0	60	40	0	0	0	0	17	0	0	0	0
	GLASGOW	AIR 2000	C	D	3	0	1	100	0	0	0	0	0	7	0	0	0	0
	MANCHESTER	AIR 2000	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0	0
	MANCHESTER	AIR 2000	S	A	3	0	0	100	0	0	0	0	0	-6	100	-13	5	5
	MANCHESTER	AIR 2000	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	0
	MANCHESTER	AIR 2000	S	D	3	0	0	100	0	0	0	0	0	-8	100	-4	5	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	75	14	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	75	32	4	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	74	13	9	4	0	0	8	83	3	29	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	68	23	5	5	0	0	12	60	18	30	30
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	2	1	2	100	0	0	0	0	0	7	75	26	8	8
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	3	1	1	33	33	0	0	33	0	84	40	57	5	5
	GATWICK	CYPRUS AIRWAYS	S	A	10	0	0	50	30	20	0	0	0	15	38	42	13	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							NOV 1995						
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
LARNACA																		
	GATWICK	CYPRUS AIRWAYS	S	D	10	0	0	40	20	30	10	0	0	29	8	72	12	
	HEATHROW	CYPRUS AIRWAYS	S	A	43	1	0	44	30	21	5	0	0	22	27	67	33	
	HEATHROW	CYPRUS AIRWAYS	S	D	39	0	0	72	21	5	0	3	0	17	53	25	32	
	MANCHESTER	CYPRUS AIRWAYS	S	A	9	0	0	67	11	0	22	0	0	18	83	-5	6	
	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	44	11	11	33	0	0	39	50	155	8	
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	6	1	1	50	17	33	0	0	0	10	33	48	3	
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	2	0	57	3	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	-1	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	-3	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	3	0	1	33	33	0	33	0	0	47	56	51	9	
	LUTON	MONARCH AIRLINES	C	D	3	0	1	67	0	0	33	0	0	41	57	41	7	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	33	0	33	0	0	32	0	40	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	40	100	-2	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	0	0	0	29	43	29	0	0	56	56	23	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	0	14	14	0	0	24	75	10	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	-6	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-6	0	0	0	
<b>TOTAL LARNACA</b>					<b>269</b>	<b>4</b>	<b>9</b>	<b>64</b>	<b>19</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>34</b>	<b>34</b>	
LAS PALMAS																		
	BIRMINGHAM	AIR 2000	C	A	4	0	0	75	0	0	25	0	0	19	100	-24	4	
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	14	71	5	7	
	GATWICK	AIR 2000	C	A	8	0	0	13	38	25	25	0	0	35	83	12	12	
	GATWICK	AIR 2000	C	D	9	0	0	44	33	11	11	0	0	23	83	8	12	
	GLASGOW	AIR 2000	C	A	4	0	0	100	0	0	0	0	0	-1	100	-16	4	
	GLASGOW	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	9	100	4	4	
	MANCHESTER	AIR 2000	C	A	9	0	0	11	33	44	11	0	0	37	62	15	13	
	MANCHESTER	AIR 2000	C	D	9	0	0	78	0	11	11	0	0	13	77	9	13	
	MANCHESTER	AIR EUROPA	C	A	5	0	0	40	40	20	0	0	0	20	0	0	0	
	MANCHESTER	AIR EUROPA	C	D	4	0	0	25	75	0	0	0	0	18	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	20	40	20	0	0	37	75	6	4	



CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE								NOV 1995				
			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	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	9	4
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	22	33	22	22	0	0	37	33	32	9
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	50	25	25	0	0	0	17	67	16	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	18	50	62	4
	GLASGOW	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	0	25	0	0	35	75	40	4
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	40	40	20	0	0	0	18	83	10	6
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	100	2	5
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	38	38	13	13	0	0	23	89	-4	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	8	0	0	75	13	0	13	0	0	20	100	4	9
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	4	0	0	25	25	25	25	0	0	47	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	21	100	-16	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	60	0	20	20	0	0	27	100	-3	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	-8	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	4	0	1	75	25	0	0	0	0	2	50	12	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	13	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	3	0	0	0	0	100	0	0	0	38	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	0	0	100	0	0	0	45	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	25	75	0	0	0	36	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	25	0	50	25	0	0	46	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	0	50	50	0	0	0	32	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	20	80	0	0	76	0	41	4
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	40	40	0	0	0	29	75	9	4
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	28	100	-16	1
	LUTON	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	31	100	-10	1
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	0	29	71	0	0	0	37	25	29	8
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	38	25	38	0	0	0	22	63	21	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	7	0	0	29	14	14	0	43	0	116	50	32	4

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LAS PALMAS																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	11	60	19	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	0	24	46	17	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	33	0	11	0	0	24	77	13	13	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	50	0	25	0	0	41	0	75	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	24	0	76	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	4	46	23	23	8	0	0	28	69	11	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	4	77	15	8	0	0	0	7	69	13	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	31	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	2	100	0	0	0	0	0	5	25	23	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	20	50	19	4	
<b>TOTAL LAS PALMAS</b>					<b>292</b>	<b>1</b>	<b>18</b>	<b>51</b>	<b>20</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>14</b>	<b>14</b>	
LAS VEGAS																		
<b>TOTAL LAS VEGAS</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>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LE HAVRE																		
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	38	0	4	58	24	16	3	0	0	13	0	0	0	
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	D	38	0	2	34	3	39	24	0	0	40	0	0	0	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	60	1	3	62	20	8	8	2	0	24	0	0	0	
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	41	0	22	66	15	2	15	2	0	28	0	0	0	
<b>TOTAL LE HAVRE</b>					<b>179</b>	<b>1</b>	<b>31</b>	<b>56</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>100</b>	<b>8</b>	<b>8</b>	
LEEDS BRADFORD																		
	GLASGOW	BMI BRITISH MIDLAND	S	A	65	0	2	75	18	2	5	0	0	13	91	13	47	
	GLASGOW	BMI BRITISH MIDLAND	S	D	63	0	4	84	11	2	3	0	0	8	87	10	47	
	HEATHROW	BMI BRITISH MIDLAND	S	A	136	0	0	63	21	10	5	1	0	18	84	6	138	
	HEATHROW	BMI BRITISH MIDLAND	S	D	136	0	0	79	12	8	1	0	0	8	90	2	138	
	GATWICK	CITY FLYER EXPRESS	S	A	70	0	2	86	3	9	1	1	0	8	71	10	69	
	GATWICK	CITY FLYER EXPRESS	S	D	69	0	2	71	19	6	4	0	0	14	85	4	74	
	EDINBURGH	GILL AIRWAYS	S	A	62	0	4	90	5	3	2	0	0	6	0	0	0	
	EDINBURGH	GILL AIRWAYS	S	D	61	0	5	95	2	2	2	0	0	4	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL LEEDS BRADFORD</b>					<b>662</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>6</b>
LEIPZIG																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	20	10	7	0	0	15	90	-1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	93	0	7	0	0	0	6	97	0	30
	HEATHROW	LUFTHANSA	S	A	44	0	0	45	34	20	0	0	0	19	55	20	47
	HEATHROW	LUFTHANSA	S	D	24	0	0	92	0	8	0	0	0	6	88	3	26
<b>TOTAL LEIPZIG</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>7</b>	<b>7</b>
LIBREVILLE																	
	GATWICK	AIR GABON	S	A	4	0	0	75	0	25	0	0	0	11	0	0	0
	GATWICK	AIR GABON	S	D	5	0	0	80	20	0	0	0	0	9	0	0	0
<b>TOTAL LIBREVILLE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
LILLE																	
LILONGWE																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	0	75	25	0	0	0	32	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	40	40	20	0	0	0	22	0	0	0
<b>TOTAL LILONGWE</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>3</b>	<b>3</b>
LISBON																	
	HEATHROW	AIR PORTUGAL	S	A	78	0	0	65	23	9	3	0	0	15	75	7	77
	HEATHROW	AIR PORTUGAL	S	D	78	0	0	81	8	9	3	0	0	10	77	9	77
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	76	16	6	2	0	1	12	86	5	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	78	12	7	3	0	0	10	74	15	90
	GATWICK	SATA	C	A	4	0	0	75	25	0	0	0	0	13	0	0	0
	GATWICK	SATA	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL LISBON</b>					<b>344</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>9</b>	<b>9</b>
LIVERPOOL																	
LJUBLJANA																	
	HEATHROW	ADRIA AIRWAYS	S	A	22	0	0	50	45	5	0	0	0	13	80	5	30
	HEATHROW	ADRIA AIRWAYS	S	D	22	0	0	77	5	18	0	0	0	8	90	3	30

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
LJUBLJANA																		
<b>TOTAL LJUBLJANA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>4</b>	<b>4</b>	
LONDON CITY																		
	EDINBURGH	KLM UK LTD	S	A	69	0	3	88	4	6	1	0	0	0	0	0	0	0
	EDINBURGH	KLM UK LTD	S	D	70	0	2	90	4	0	6	0	0	9	0	0	0	0
<b>TOTAL LONDON CITY</b>					<b>139</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LOS ANGELES INTERNATION																		
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	87	7	3	3	0	0	-1	27	30	30	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	70	17	13	0	0	0	15	93	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	58	15	15	7	0	5	70	63	28	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	50	32	10	5	0	3	61	85	6	60	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	53	10	27	10	0	0	21	13	57	30	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	77	7	17	0	0	0	12	83	8	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	77	10	7	7	0	0	2	77	0	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	40	20	33	7	0	0	31	70	16	30	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>66</b>	<b>18</b>	<b>18</b>	
LUSAKA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	0	11	11	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	63	25	13	0	0	0	12	0	0	0	
<b>TOTAL LUSAKA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>10</b>	<b>10</b>	
LUTON																		
	EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	A	102	0	4	60	15	13	13	0	0	22	0	0	0	
	EDINBURGH	AIR FOYLE PASSENGER AIRLINES	S	D	103	0	3	55	21	12	11	1	0	25	0	0	0	
	GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	A	110	0	0	69	14	9	8	0	0	18	0	0	0	
	GLASGOW	AIR FOYLE PASSENGER AIRLINES	S	D	109	1	1	72	13	7	7	0	0	16	0	0	0	
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	D	17	0	0	88	12	0	0	0	0	4	0	0	0	
<b>TOTAL LUTON</b>					<b>443</b>	<b>2</b>	<b>11</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>92</b>	<b>7</b>	<b>7</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					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
LUXEMBOURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	64	16	12	8	0	0	17	88	3	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	80	8	8	4	0	0	10	100	2	26	
	HEATHROW	LUXAIR	S	A	56	0	0	73	20	7	0	0	0	11	48	19	56	
	HEATHROW	LUXAIR	S	D	56	0	0	95	2	2	2	0	0	-3	88	4	56	
	MANCHESTER	LUXAIR	S	A	13	0	0	69	15	8	8	0	0	13	82	7	22	
	MANCHESTER	LUXAIR	S	D	13	0	0	85	0	8	8	0	0	7	100	-5	22	
	STANSTED	LUXAIR	S	A	25	0	0	60	28	8	4	0	0	15	88	6	26	
	STANSTED	LUXAIR	S	D	25	0	0	96	0	4	0	0	0	0	100	2	26	
<b>TOTAL LUXEMBOURG</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>6</b>	<b>6</b>	
LUXOR																		
	GATWICK	AIR 2000	C	D	3	0	0	33	33	0	33	0	0	33	75	18	8	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	63	25	13	0	0	0	14	50	24	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	10	88	13	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	0	0	43	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	25	22	4	
	GATWICK	CALEDONIAN AIRWAYS	C	A	13	0	0	54	15	8	15	8	0	36	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	9	0	0	0	
	HEATHROW	EGYPT AIR	S	A	5	0	0	0	0	0	80	0	20	161	100	-14	4	
	HEATHROW	EGYPT AIR	S	D	5	0	0	0	0	0	80	0	20	184	75	12	4	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	11	11	44	33	0	0	50	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	0	11	0	0	19	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	40	40	0	0	61	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	20	0	0	0	22	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	20	80	0	0	0	41	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	14	0	0	0	
<b>TOTAL LUXOR</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>15</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>47</b>	<b>27</b>	<b>27</b>	
LYON																		
	HEATHROW	AIR FRANCE	S	A	78	0	3	68	19	13	0	0	0	11	72	14	68	
	HEATHROW	AIR FRANCE	S	D	78	0	3	82	10	6	1	0	0	4	82	8	68	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					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)										
LYON	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	85	0	5	64	26	8	2	0	0	13	93	8	27
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	85	0	5	80	14	4	2	0	0	10	96	1	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	58	27	13	2	0	0	14	86	8	84
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	82	12	2	5	0	0	7	87	4	85
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	30	0	0	73	7	7	10	3	0	20	76	11	25
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	30	0	0	77	0	7	13	3	0	27	80	10	25
<b>TOTAL LYON</b>					<b>506</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>7</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995					
					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)											
MAASTRICHT																		
	GATWICK	B A S E BUSINESS AIRLINES	S	A	43	0	3	12	49	37	2	0	0	28	40	23	47	
	GATWICK	B A S E BUSINESS AIRLINES	S	D	45	0	1	36	40	20	4	0	0	25	64	22	47	
	GATWICK	BRITANNIA AIRWAYS	C	A	8	0	0	25	50	25	0	0	0	21	100	5	1	
	GATWICK	BRITANNIA AIRWAYS	C	D	7	0	1	86	0	14	0	0	0	10	0	0	0	
	STANSTED	KLM EXEL	S	A	72	0	0	68	18	8	6	0	0	16	77	16	71	
	STANSTED	KLM EXEL	S	D	71	0	1	93	4	0	3	0	0	3	87	12	71	
<b>TOTAL MAASTRICHT</b>					<b>246</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>24</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>17</b>	<b>17</b>	
MADRAS/CHENNAI																		
MADRID																		
	HEATHROW	AEROLINEAS ARGENTINAS	S	A	3	1	0	33	33	0	33	0	0	50	0	0	0	
	HEATHROW	AEROLINEAS ARGENTINAS	S	D	3	1	0	33	33	0	33	0	0	26	0	0	0	
	GATWICK	AIR EUROPA	S	A	25	0	0	28	28	36	8	0	0	27	69	12	26	
	GATWICK	AIR EUROPA	S	D	25	0	0	72	12	12	4	0	0	15	65	13	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	90	0	0	34	16	29	19	1	1	45	79	8	90	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	90	0	0	61	13	18	8	0	0	21	76	12	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	31	28	25	14	2	0	35	76	9	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	49	16	26	9	0	0	24	69	14	89	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	39	0	0	36	18	23	23	0	0	41	85	2	26	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	39	0	0	59	18	13	8	3	0	25	92	1	26	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	53	0	2	51	13	15	19	2	0	34	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	56	0	0	70	9	11	7	4	0	23	0	0	0	
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	A	20	0	0	25	20	25	30	0	0	45	0	0	0	
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	D	20	0	0	55	15	15	10	5	0	28	0	0	0	
	GATWICK	IBERIA	S	A	23	0	2	22	35	35	9	0	0	32	45	24	22	
	GATWICK	IBERIA	S	D	23	0	2	13	13	48	26	0	0	47	68	14	22	
	HEATHROW	IBERIA	S	A	143	0	2	44	22	16	16	1	1	34	72	13	82	
	HEATHROW	IBERIA	S	D	143	0	3	55	20	15	10	1	0	24	84	8	81	
	MANCHESTER	IBERIA	S	A	30	0	0	80	20	0	0	0	0	1	83	1	30	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					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
						ARR/ DEP	Plan (8)										
MADRID	MANCHESTER	IBERIA	S	D	30	0	0	70	23	7	0	0	0	13	80	4	30
	GATWICK	SPANAIR	S	A	8	0	0	0	38	13	50	0	0	56	0	0	0
	GATWICK	SPANAIR	S	D	8	0	0	13	13	25	50	0	0	57	0	0	0
<b>TOTAL MADRID</b>					<b>1115</b>	<b>4</b>	<b>12</b>	<b>47</b>	<b>19</b>	<b>20</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>10</b>	<b>10</b>
MAHON	LUTON	MONARCH AIRLINES	S	A	9	0	0	67	33	0	0	0	0	8	25	22	4
	LUTON	MONARCH AIRLINES	S	D	9	0	0	67	11	22	0	0	0	16	50	17	4
<b>TOTAL MAHON</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>19</b>	<b>19</b>
MALAGA	BIRMINGHAM	AIR 2000	C	A	4	0	0	50	0	0	50	0	0	36	75	-5	4
	BIRMINGHAM	AIR 2000	C	D	4	0	0	50	0	25	25	0	0	37	25	23	4
	GATWICK	AIR 2000	C	A	11	0	0	18	55	18	9	0	0	33	50	13	8
	GATWICK	AIR 2000	C	D	11	0	0	91	0	0	9	0	0	10	100	2	8
	GLASGOW	AIR 2000	C	A	4	0	0	50	0	25	25	0	0	33	50	13	8
	GLASGOW	AIR 2000	C	D	4	0	0	25	0	50	25	0	0	45	75	8	8
	MANCHESTER	AIR 2000	C	A	10	0	0	20	20	50	10	0	0	34	46	23	13
	MANCHESTER	AIR 2000	C	D	9	0	1	67	11	22	0	0	0	14	62	16	13
	NEWCASTLE	AIR 2000	C	A	4	0	0	25	0	50	25	0	0	38	0	0	0
	NEWCASTLE	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	2	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	4	0	0	50	0	50	0	0	0	29	0	0	0
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	25	75	0	0	0	43	0	0	0
	MANCHESTER	AIR EUROPA	C	A	6	0	0	33	50	17	0	0	0	18	0	0	0
	MANCHESTER	AIR EUROPA	C	D	5	0	0	20	20	40	20	0	0	40	0	0	0
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	13	13	0	0	31	44	20	9
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	3	89	6	9
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	33	56	11	0	0	37	10	33	10
	GATWICK	BRITANNIA AIRWAYS	C	D	8	0	0	100	0	0	0	0	0	9	89	5	9
	GLASGOW	BRITANNIA AIRWAYS	C	A	8	0	0	50	25	13	13	0	0	22	89	5	9
	GLASGOW	BRITANNIA AIRWAYS	C	D	11	0	0	55	9	36	0	0	0	19	89	4	9



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
MALAGA	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	0	0	75	25	0	0	45	71	10	7
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	78	10	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	0	0	38	24	19	19	0	0	33	56	15	16
	MANCHESTER	BRITANNIA AIRWAYS	C	D	21	0	0	81	5	10	5	0	0	14	89	10	18
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	8	0	0	63	0	25	13	0	0	29	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	2	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	14	80	9	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	100	6	5
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	67	15	8	8	0	2	36	78	7	60
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	65	17	12	7	0	0	19	75	10	60
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	-3	100	-8	8
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	0	8	100	1	8
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	3	0	63	13	13	0	0	13	65	60	19	5
	GATWICK	CALEDONIAN AIRWAYS	C	D	9	1	1	78	11	0	0	0	11	59	100	3	5
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	6	0	0	50	17	33	0	0	0	20	33	108	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	6	0	0	67	17	17	0	0	0	13	67	83	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	36	18	18	27	0	0	40	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	44	33	22	0	0	0	20	0	0	0
	LUTON	FUTURA AIRLINES	C	A	5	0	0	40	20	0	40	0	0	52	0	0	0
	LUTON	FUTURA AIRLINES	C	D	4	0	0	25	25	25	25	0	0	56	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	100	0	0	0	0	0	-4	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0
	HEATHROW	IBERIA	S	A	30	0	0	30	17	30	23	0	0	37	72	18	18
	HEATHROW	IBERIA	S	D	30	0	0	50	13	27	10	0	0	25	83	11	18
	GATWICK	LEISURE INTERNATIONAL	C	A	3	1	3	0	0	33	0	67	0	145	67	13	6
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	3	0	25	25	25	25	0	104	67	9	6
	MANCHESTER	LEISURE INTERNATIONAL	C	A	4	0	0	25	25	0	25	25	0	84	0	0	0
	MANCHESTER	LEISURE INTERNATIONAL	C	D	4	0	0	50	0	0	25	25	0	77	0	0	0
	STANSTED	LEISURE INTERNATIONAL	C	A	4	0	0	50	25	25	0	0	0	8	0	39	1

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	LEISURE INTERNATIONAL	C	D	3	0	1	100	0	0	0	0	0	1	0	36	1
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	33	50	18	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	24	100	0	4
	GATWICK	MONARCH AIRLINES	C	A	28	1	0	11	36	36	18	0	0	39	7	47	15
	GATWICK	MONARCH AIRLINES	C	D	27	0	1	85	7	7	0	0	0	11	87	16	15
	LUTON	MONARCH AIRLINES	S	A	13	0	0	69	15	15	0	0	0	14	85	9	13
	LUTON	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	-10	100	-18	1
	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	3	100	-3	1
	LUTON	MONARCH AIRLINES	S	D	13	0	0	85	8	8	0	0	0	8	77	8	13
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	32	21	26	21	0	0	39	41	31	17
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	74	11	11	5	0	0	15	76	14	17
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	1	0	0	25	25	50	0	0	60	100	4	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	0	50	0	0	51	100	5	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	25	13	0	0	0	18	38	24	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	29	0	0	0	0	7	88	3	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	73	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	0	8	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	0	17	42	33	8	0	67	55	9	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	67	17	8	8	0	0	26	83	7	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	67	33	0	0	0	33	0	0	0
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0
	GATWICK	TRANSAER	C	A	4	2	1	0	0	75	25	0	0	64	100	-6	3
	GATWICK	TRANSAER	C	D	3	3	1	33	0	33	33	0	0	50	100	8	3
	GATWICK	VIVA	C	A	3	0	0	67	33	0	0	0	0	9	0	0	0
	GATWICK	VIVA	C	D	2	0	1	100	0	0	0	0	0	-6	0	0	0
<b>TOTAL MALAGA</b>					<b>710</b>	<b>17</b>	<b>13</b>	<b>54</b>	<b>16</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>14</b>	<b>14</b>
MALE INTERNATIONAL	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	-21	25	49	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	75	0	0	0	0	18	50	57	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	1	67	0	33	0	0	0	3	0	0	0

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	25	0	0	0	17	0	0	0
<b>TOTAL MALE INTERNATIONAL</b>					<b>16</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>32</b>	<b>32</b>
MALMO																	
<b>TOTAL MALMO</b>					<b>3</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>8</b>	<b>8</b>
MALTA																	
	BIRMINGHAM	AIR 2000	C	A	5	0	0	40	0	60	0	0	0	30	75	13	4
	BIRMINGHAM	AIR 2000	C	D	5	0	0	80	0	20	0	0	0	14	100	1	4
	GATWICK	AIR 2000	C	A	6	0	0	33	17	33	17	0	0	30	75	37	4
	GATWICK	AIR 2000	C	D	4	0	0	75	0	25	0	0	0	14	75	31	4
	MANCHESTER	AIR 2000	C	A	11	0	0	73	18	9	0	0	0	3	88	-3	8
	MANCHESTER	AIR 2000	C	D	9	0	0	67	11	11	11	0	0	14	63	15	8
	BIRMINGHAM	AIR MALTA	S	A	3	0	1	67	0	33	0	0	0	1	40	26	5
	BIRMINGHAM	AIR MALTA	S	D	3	0	1	67	0	33	0	0	0	19	0	40	5
	GATWICK	AIR MALTA	C	A	2	0	5	50	50	0	0	0	0	13	56	11	9
	GATWICK	AIR MALTA	S	A	30	0	0	60	27	13	0	0	0	11	53	19	30
	GATWICK	AIR MALTA	C	D	2	0	5	100	0	0	0	0	0	6	67	11	9
	GATWICK	AIR MALTA	S	D	30	0	0	33	37	27	3	0	0	28	63	21	30
	GLASGOW	AIR MALTA	C	A	3	0	0	100	0	0	0	0	0	-13	0	27	1
	GLASGOW	AIR MALTA	S	A	4	0	0	50	0	50	0	0	0	19	80	-2	5
	GLASGOW	AIR MALTA	S	D	4	0	0	50	0	25	25	0	0	31	60	23	5
	GLASGOW	AIR MALTA	C	D	3	0	0	100	0	0	0	0	0	-7	0	33	1
	HEATHROW	AIR MALTA	S	A	52	0	0	62	21	13	4	0	0	8	47	20	55
	HEATHROW	AIR MALTA	S	D	52	0	0	29	42	23	6	0	0	24	33	43	55
	MANCHESTER	AIR MALTA	C	A	10	0	0	80	20	0	0	0	0	-10	93	-9	15
	MANCHESTER	AIR MALTA	S	A	5	0	0	100	0	0	0	0	0	-13	75	-1	8
	MANCHESTER	AIR MALTA	C	D	10	0	0	80	20	0	0	0	0	1	88	3	16
	MANCHESTER	AIR MALTA	S	D	5	0	0	60	40	0	0	0	0	14	75	7	8
	STANSTED	AIR MALTA	C	A	4	0	0	50	0	50	0	0	0	22	80	17	5
	STANSTED	AIR MALTA	C	D	4	0	0	25	25	50	0	0	0	29	40	32	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	20	40	20	20	0	0	38	25	24	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	23	100	7	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	11	44	44	0	0	0	31	25	22	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	6	88	9	8	
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	20	0	0	0	16	75	9	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	15	75	9	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	14	0	0	14	57	29	0	0	0	26	44	14	9	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	14	0	0	93	7	0	0	0	0	7	100	6	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	83	17	0	0	0	0	6	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	67	33	0	0	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	33	0	33	0	0	28	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	15	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	13	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	9	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	80	20	0	0	47	75	36	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	25	75	0	0	0	40	75	32	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	1	40	40	20	0	0	0	26	29	50	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	40	0	20	0	0	24	43	45	7	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	2	0	50	0	50	0	0	0	22	67	137	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	2	0	33	33	33	0	0	0	18	33	133	3	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	-15	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	11	22	33	33	0	0	45	43	21	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	11	22	0	0	0	11	57	14	7	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	6	100	6	3	
<b>TOTAL MALTA</b>					<b>446</b>	<b>5</b>	<b>16</b>	<b>55</b>	<b>23</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>21</b>	<b>21</b>	

MANCHESTER

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BIRMINGHAM	AIR 2000	C	A	2	0	2	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	AIR 2000	C	D	4	0	1	100	0	0	0	0	0	-6	0	0	0
	GATWICK	AIR 2000	C	D	2	0	0	50	50	0	0	0	0	8	0	54	4
	EDINBURGH	BMI REGIONAL	S	A	64	0	8	55	22	20	3	0	0	20	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	68	0	4	50	31	13	6	0	0	21	0	0	0
	GLASGOW	BMI REGIONAL	S	A	67	0	0	63	19	16	1	0	0	16	75	8	64
	GLASGOW	BMI REGIONAL	S	D	67	0	0	91	4	3	1	0	0	6	97	-1	65
	GATWICK	BRITANNIA AIRWAYS	C	A	7	2	1	71	14	14	0	0	0	12	55	139	11
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	50	33	0	17	0	0	17	50	12	10
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	1	0	0	50	50	0	0	73	0	0	0
	GLASGOW	BRITANNIA AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	-13	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	162	0	0	49	26	17	8	0	0	23	91	2	161
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	162	0	0	73	12	10	5	0	0	14	94	-2	164
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	111	0	3	84	12	2	2	1	0	8	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	112	0	1	79	13	3	3	2	0	15	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	89	0	0	74	15	7	4	0	0	14	92	3	111
	GLASGOW	BRITISH AIRWAYS PLC	S	D	85	0	3	92	6	2	0	0	0	4	98	0	113
	HEATHROW	BRITISH AIRWAYS PLC	S	A	324	4	0	68	17	10	4	0	0	14	84	10	295
	HEATHROW	BRITISH AIRWAYS PLC	S	D	323	3	0	83	7	7	3	0	0	6	85	8	295
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	65	0	2	85	5	6	5	0	0	5	86	9	70
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	66	0	1	86	3	8	2	2	0	10	90	6	70
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	25	25	25	0	25	0	63	100	-5	2
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	4	0	1	25	25	0	25	25	0	89	100	-3	3
	NEWCASTLE	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	59	0	0	0
	NEWCASTLE	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	60	0	0	20	20	0	47	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	73	0	174	1
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	0	17	50	17	17	0	84	67	8	3
<b>TOTAL MANCHESTER</b>					<b>1827</b>	<b>10</b>	<b>31</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>7</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MANILA	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	12	6	0	0	0	4	94	-5	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	24	29	24	24	0	0	36	59	23	17
	HEATHROW	PHILIPPINE AIRLINES	S	A	12	0	1	8	0	17	75	0	0	76	0	0	0
	HEATHROW	PHILIPPINE AIRLINES	S	D	12	0	1	42	25	25	8	0	0	27	0	0	0
<b>TOTAL MANILA</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>17</b>	<b>17</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>62</b>	<b>77</b>	<b>77</b>
MARRAKESH	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	11	44	33	11	0	0	34	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	25	50	25	0	0	0	22	0	0	0
<b>TOTAL MARRAKESH</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>46</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>10</b>	<b>10</b>
MARSEILLE	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	59	0	1	63	31	7	0	0	0	12	88	5	59
	GATWICK	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	59	0	1	69	29	2	0	0	0	12	85	10	59
<b>TOTAL MARSEILLE</b>					<b>118</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>10</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	9	0	0	11	11	44	22	0	11	83	50	81	8
	HEATHROW	AIR MAURITIUS LTD	S	D	9	0	0	22	33	44	0	0	0	27	13	39	8
	MANCHESTER	AIR MAURITIUS LTD	S	A	4	0	0	75	0	0	25	0	0	42	0	0	0
	MANCHESTER	AIR MAURITIUS LTD	S	D	4	0	0	100	0	0	0	0	0	8	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	0	0	11	68	88	-8	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	88	0	13	0	0	0	12	78	9	9
<b>TOTAL MAURITIUS</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>9</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>58</b>	<b>29</b>	<b>29</b>
MELBOURNE	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	0	50	0	0	63	50	461	2
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	50	0	0	0	35	67	16	3
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	10	100	-8	1
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	5	33	16	3
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	100	0	0	0	0	0	-9	78	2	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	59	24	12	6	0	0	20	82	9	17

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MELBOURNE	HEATHROW	QANTAS	S	A	12	0	0	42	42	8	0	8	0	31	67	12	30
	HEATHROW	QANTAS	S	D	39	0	0	69	18	10	3	0	0	13	50	17	30
<b>TOTAL MELBOURNE</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>20</b>	<b>20</b>
METZ	NEWCASTLE	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	64	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL METZ</b>					<b>6</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>53</b>	<b>53</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	-14	62	4	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	15	8	0	0	19	69	10	13
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>7</b>	<b>7</b>
MIAMI INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	60	20	13	3	3	0	18	27	35	30
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	37	50	10	3	0	0	21	63	17	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	10	7	3	0	0	2	55	16	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	17	40	37	7	0	0	32	63	22	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	3	0	0	3	29	47	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	40	37	17	7	0	0	22	73	10	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	0	0	55	23	9	14	0	0	22	52	19	21
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	68	5	18	9	0	0	22	100	3	22
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>17</b>	<b>17</b>
MILAN (LINATE)	HEATHROW	ALITALIA	S	A	177	0	3	36	30	29	5	0	0	26	70	13	179
	HEATHROW	ALITALIA	S	D	176	0	4	41	23	26	9	1	0	27	77	9	179
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	4	30	36	21	11	2	0	32	93	4	30
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	56	0	4	43	23	18	14	2	0	32	77	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	127	0	2	39	28	20	9	4	0	33	61	16	119
	HEATHROW	BRITISH AIRWAYS PLC	S	D	127	0	2	54	16	20	9	1	0	24	76	9	119

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995					
					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)												
MILAN (LINATE)																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	50	0	1	42	30	24	4	0	0	22	94	0	52	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	50	0	1	62	18	14	6	0	0	17	96	2	52	
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	67	1	4	51	33	6	9	1	0	28	82	10	51	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	67	0	4	49	31	15	4	0	0	21	92	7	51	
	STANSTED	KLM UK LTD	S	A	72	0	4	31	21	36	13	0	0	34	78	16	51	
	STANSTED	KLM UK LTD	S	D	70	0	1	31	24	33	9	3	0	37	71	18	52	
<b>TOTAL MILAN (LINATE)</b>					<b>1095</b>	<b>2</b>	<b>34</b>	<b>42</b>	<b>26</b>	<b>23</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>77</b>	<b>11</b>	<b>11</b>	
MILAN (MALPENSA)																		
	STANSTED	EUROFLY SPA	C	A	3	0	0	33	33	33	0	0	0	19	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	0	50	50	0	0	0	31	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	50	0	0	0	25	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	25	25	25	0	102	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	25	25	25	0	85	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	4	0	0	0	50	50	0	0	0	30	0	55	4	
	GATWICK	LEISURE INTERNATIONAL	C	D	4	0	1	25	75	0	0	0	0	20	0	39	4	
<b>TOTAL MILAN (MALPENSA)</b>					<b>26</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>31</b>	<b>27</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>37</b>	<b>37</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	29	0	1	62	14	10	14	0	0	17	50	19	30	
	GATWICK	NORTHWEST AIRLINES	S	D	29	0	1	86	7	0	7	0	0	10	93	6	30	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>13</b>	<b>13</b>	
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	8	0	0	75	25	0	0	0	0	8	89	6	9	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	8	0	0	100	0	0	0	0	0	6	89	16	9	
<b>TOTAL MINSK</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>11</b>	<b>11</b>	
MOMBASA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	6	0	0	0	33	33	33	0	0	52	100	-9	4	
	GATWICK	BRITANNIA AIRWAYS	C	D	5	0	0	40	20	20	20	0	0	27	50	14	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	26	75	17	4	



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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)										
MOMBASA	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	75	11	4
	GATWICK	CALEDONIAN AIRWAYS	C	A	4	0	0	0	0	25	50	0	25	284	33	38	9
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	0	50	0	25	0	25	256	56	38	9
	HEATHROW	KENYA AIRWAYS	S	D	5	0	0	80	0	20	0	0	11	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	0	33	33	17	0	78	40	56	5
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	0	17	33	50	0	0	73	75	10	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	50	25	25	0	108	100	-16	1
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	0	50	0	0	61	0	170	1
<b>TOTAL MOMBASA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>21</b>	<b>29</b>	<b>4</b>	<b>4</b>	<b>84</b>	<b>57</b>	<b>28</b>	<b>28</b>
MONASTIR	MANCHESTER	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	12	50	15	4
	MANCHESTER	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	9	100	4	4
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	22	80	10	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	100	2	5
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	33	67	0	0	0	36	56	36	9
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	11	0	0	0	10	78	27	9
	LUTON	BRITANNIA AIRWAYS	C	A	5	0	0	60	20	0	20	0	0	22	50	10	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	6	100	4	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	67	11	22	0	0	0	17	67	8	9
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	67	22	11	0	0	0	16	89	9	9
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	30	20	10	40	0	0	59	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	40	20	10	30	0	0	44	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	15	67	8	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	67	11	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	57	29	14	0	0	0	16	63	7	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	43	43	14	0	0	0	12	63	10	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	93	0	7	0	0	0	-2	78	10	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	80	13	0	7	0	0	6	56	15	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	1	100	0	0	0	0	0	-15	100	-12	3
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	24	100	4	3

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					Actual (7)	Plan (8)												
MONASTIR																		
	GATWICK	NOUVELAIR TUNISIE	C	A	4	0	1	0	25	50	25	0	0	57	0	0	0	
	GATWICK	NOUVELAIR TUNISIE	C	D	5	0	0	0	20	20	60	0	0	68	0	0	0	
	MANCHESTER	NOUVELAIR TUNISIE	C	A	7	0	1	57	29	14	0	0	0	3	0	0	0	
	MANCHESTER	NOUVELAIR TUNISIE	C	D	8	0	0	25	38	13	25	0	0	33	0	0	0	
<b>TOTAL MONASTIR</b>					<b>165</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>20</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>12</b>	<b>12</b>	
MONTEGO BAY																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	20	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	11	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	9	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	-2	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	-1	54	21	13	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	8	0	0	0	13	50	25	13	0	73	0	104	4	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	8	0	0	13	63	0	13	13	0	52	50	40	4	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	25	25	0	25	25	0	81	0	247	4	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	25	25	25	0	25	0	65	75	45	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	38	0	147	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	75	25	0	0	0	23	0	48	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	0	50	50	0	0	76	50	29	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	50	0	0	84	0	39	4	
<b>TOTAL MONTEGO BAY</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>23</b>	<b>21</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>41</b>	<b>31</b>	<b>68</b>	<b>68</b>	
MONTEPELLIER																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	0	1	79	10	7	3	0	0	9	93	2	29	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	29	0	1	55	21	17	7	0	0	20	93	2	29	
<b>TOTAL MONTEPELLIER</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>2</b>	<b>2</b>	
MOSCOW (DOMODEDOVO)																		
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	48	0	1	50	33	17	0	0	0	12	24	32	42	
	HEATHROW	AEROFLOT	S	D	47	0	1	70	26	2	0	2	0	13	57	18	42	

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						Actual (7)	Plan (8)											
MOSCOW (SHEREMETYEVO)																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	80	17	3	0	0	0	2	77	11	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	80	10	10	0	0	0	11	97	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	67	23	10	0	0	0	6	62	16	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	3	3	0	0	10	97	0	30	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>217</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>16</b>	<b>16</b>	
MOSCOW (VNUKOVO)																		
MUMBAI																		
	HEATHROW	AIR INDIA	S	A	39	0	0	54	28	18	0	0	0	9	32	54	50	
	HEATHROW	AIR INDIA	S	D	39	2	2	23	21	33	23	0	0	41	14	76	50	
	MANCHESTER	AIR INDIA	S	A	9	0	0	11	11	22	44	11	0	66	25	91	4	
	MANCHESTER	AIR INDIA	S	D	9	0	0	56	11	11	22	0	0	22	50	64	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	13	17	20	0	0	27	100	-18	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	23	20	43	13	0	0	37	88	4	17	
<b>TOTAL MUMBAI</b>					<b>156</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>20</b>	<b>26</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>41</b>	<b>49</b>	<b>49</b>	
MUNICH																		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	29	0	1	90	3	3	3	0	0	-1	97	-12	30	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	29	0	1	86	3	7	3	0	0	10	87	8	30	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	24	0	1	92	8	0	0	0	0	3	0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	26	0	0	54	27	12	4	4	0	26	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	138	0	3	75	9	9	5	1	0	13	81	4	139	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	2	80	11	8	1	0	0	9	85	7	139	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	26	0	1	54	35	8	4	0	0	17	60	11	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	0	1	73	23	0	4	0	0	11	83	5	30	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	48	1	3	67	6	15	10	2	0	25	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	49	0	1	69	18	4	4	4	0	22	0	0	0	
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	A	25	0	0	24	24	24	20	8	0	51	0	0	0	
	GATWICK	DEUTSCHE BA	S	A	63	0	1	59	24	14	3	0	0	17	71	10	56	
	GATWICK	DEUTSCHE BA	S	D	64	0	0	77	9	9	5	0	0	12	75	10	56	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					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
MUNICH																		
	STANSTED	KLM UK LTD	S	A	51	0	4	47	29	8	10	6	0	37	77	6	52	
	STANSTED	KLM UK LTD	S	D	51	0	4	63	10	14	10	4	0	28	77	13	52	
	HEATHROW	LUFTHANSA	S	A	157	0	2	69	19	8	3	1	0	13	75	6	126	
	HEATHROW	LUFTHANSA	S	D	154	0	1	79	10	6	4	1	0	7	85	4	122	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	58	0	2	64	22	9	5	0	0	14	68	16	57	
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	57	0	3	82	12	0	5	0	0	9	96	3	57	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	79	1	6	80	6	8	6	0	0	10	57	19	49	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	76	1	9	88	8	4	0	0	0	4	92	5	49	
	NEWCASTLE	LUFTHANSA CITY LINE	C	A	9	0	0	56	22	22	0	0	0	15	0	0	0	
	NEWCASTLE	LUFTHANSA CITY LINE	C	D	9	0	0	67	11	11	11	0	0	17	0	0	0	
<b>TOTAL MUNICH</b>					<b>1388</b>	<b>3</b>	<b>46</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>7</b>	<b>7</b>	
MURCIA SAN JAVIER																		
	GATWICK	GB AIRWAYS LTD	S	A	6	0	0	50	17	17	17	0	0	23	75	20	8	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	44	22	33	0	0	0	23	75	28	8	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	53	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	50	0	50	0	0	54	0	0	0	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>22</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>32</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>81</b>	<b>17</b>	<b>17</b>	
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	27	3	10	0	0	19	93	-4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	73	7	17	3	0	0	17	80	10	30	
	HEATHROW	GULF AIR	S	A	34	0	0	82	3	9	6	0	0	6	87	-5	38	
	HEATHROW	GULF AIR	S	D	43	0	0	72	23	2	2	0	0	8	79	8	33	
<b>TOTAL MUSCAT</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>2</b>	<b>2</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	A	9	0	0	89	11	0	0	0	0	-14	100	-9	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	0	14	78	3	9	
<b>TOTAL NAGOYA (AFB)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>-3</b>	<b>-3</b>	
NAIROBI																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	20	0	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	6	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	KENYA AIRWAYS	S	A	25	2	7	44	4	8	28	4	12	104	53	89	34	
	HEATHROW	KENYA AIRWAYS	S	D	23	0	7	48	13	4	30	0	4	82	65	58	34	
<b>TOTAL NAIROBI</b>					<b>60</b>	<b>3</b>	<b>15</b>	<b>55</b>	<b>7</b>	<b>7</b>	<b>23</b>	<b>2</b>	<b>7</b>	<b>76</b>	<b>60</b>	<b>61</b>	<b>61</b>	
NANTES																		
	GATWICK	BRIT AIR	S	A	61	0	2	57	33	5	5	0	0	21	77	9	56	
	GATWICK	BRIT AIR	S	D	62	0	2	77	13	2	8	0	0	17	89	5	56	
<b>TOTAL NANTES</b>					<b>123</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>23</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>7</b>	<b>7</b>	
NAPLES																		
	LUTON	BMI BRITISH MIDLAND	C	A	4	0	1	50	25	25	0	0	0	20	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	5	0	0	80	0	0	0	20	0	57	0	0	0	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	5	0	0	20	60	20	0	0	0	26	25	21	4	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	10	50	10	4	
	GATWICK	BRITANNIA AIRWAYS	C	A	9	0	0	0	11	67	22	0	0	46	50	19	8	
	GATWICK	BRITANNIA AIRWAYS	C	D	9	0	0	33	44	11	11	0	0	23	100	0	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	9	0	0	78	22	0	0	0	0	10	63	21	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	-1	86	13	7	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	1	0	37	27	25	7	3	0	34	72	11	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	68	20	5	3	3	0	22	92	6	60	
<b>TOTAL NAPLES</b>					<b>176</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>22</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>10</b>	<b>10</b>	
NASSAU																		
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	20	20	40	0	20	0	71	50	28	4	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NASSAU																	
<b>TOTAL NASSAU</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>71</b>	<b>50</b>	<b>24</b>	<b>24</b>
NEW ORLEANS																	
<b>TOTAL NEW ORLEANS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)																	
	HEATHROW	AIR INDIA	S	A	29	2	2	45	14	21	21	0	0	28	7	72	29
	HEATHROW	AIR INDIA	S	D	27	3	3	48	22	26	4	0	0	24	14	69	29
	HEATHROW	AMERICAN AIRLINES	S	A	178	0	1	71	16	8	4	1	0	8	43	30	177
	HEATHROW	AMERICAN AIRLINES	S	D	176	0	4	84	10	5	2	0	0	8	88	3	177
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	1	4	88	8	4	0	0	0	-4	52	14	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	3	67	15	11	4	4	0	21	69	19	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	6	80	11	3	5	1	0	2	64	13	176
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	3	64	20	10	5	1	1	19	84	9	177
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	0	-22	67	12	30
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	3	10	0	0	18	77	13	30
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	85	8	8	0	0	0	7	54	24	13
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	69	23	0	8	0	0	11	100	-1	13
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	80	15	2	2	2	0	1	41	26	90
	HEATHROW	UNITED AIRLINES	S	D	59	0	1	85	8	3	2	2	0	12	83	6	90
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	0	57	25	9	9	0	0	14	58	21	53
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	61	18	18	4	0	0	19	68	21	53
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1134</b>	<b>7</b>	<b>27</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>17</b>	<b>17</b>
NEW YORK (NEWARK)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	76	10	7	7	0	0	8	60	17	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	20	23	3	3	0	27	87	8	30
	GATWICK	CONTINENTAL AIRLINES	S	A	50	0	1	84	12	0	2	2	0	-3	71	20	31
	GATWICK	CONTINENTAL AIRLINES	S	D	50	0	1	74	12	8	2	0	4	29	70	32	30
	MANCHESTER	CONTINENTAL AIRLINES	S	A	30	0	0	73	7	13	3	0	3	13	40	22	30
	MANCHESTER	CONTINENTAL AIRLINES	S	D	30	0	0	60	27	7	3	3	0	28	83	7	30
	STANSTED	EL AL	S	A	2	0	1	100	0	0	0	0	0	-20	9	48	11

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NEW YORK (NEWARK)																		
	STANSTED	EL AL	S	D	2	0	0	100	0	0	0	0	0	11	54	22	13	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	70	17	3	3	7	0	26	48	26	29	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	63	20	13	3	0	17	83	10	29		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	10	7	3	0	2	53	16	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	63	13	13	7	3	23	87	9	30		
<b>TOTAL NEW YORK (NEWARK)</b>					<b>343</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>66</b>	<b>18</b>	<b>18</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	162	0	0	85	9	4	2	0	7	88	6	161		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	0	90	6	1	3	0	3	90	4	161		
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	46	0	0	80	11	2	4	2	9	0	0	0		
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	43	2	0	37	16	23	19	5	43	0	0	0		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	21	0	0	0		
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	1	0	0	0		
	GATWICK	CITY FLYER EXPRESS	S	A	130	0	2	82	13	3	2	0	8	77	11	128		
	GATWICK	CITY FLYER EXPRESS	S	D	131	0	1	89	8	2	1	0	5	94	2	128		
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	80	0	4	93	5	0	1	1	0	99	-4	86		
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	80	0	4	90	4	5	1	0	5	99	1	86		
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	A	40	0	2	38	38	15	10	0	25	0	0	0		
	MANCHESTER	EUROPEAN AIRWAYS LTD	S	D	40	0	2	75	13	5	8	0	14	0	0	0		
	STANSTED	KLM UK LTD	S	A	70	0	2	87	3	9	1	0	-2	97	-5	62		
	STANSTED	KLM UK LTD	S	D	69	0	3	78	9	10	3	0	8	97	0	62		
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	9	0	0	67	11	11	11	0	11	0	0	0		
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	9	0	0	44	22	22	11	0	21	0	0	0		
<b>TOTAL NEWCASTLE</b>					<b>1077</b>	<b>4</b>	<b>21</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>4</b>	<b>4</b>	
NEWQUAY																		
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	83	0	0	69	12	13	6	0	12	78	9	68		
<b>TOTAL NEWQUAY</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>9</b>	<b>9</b>	
NICE																		

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NICE	LUTON	AIR FOYLE PASSENGER AIRLINES	S	A	30	0	0	33	17	17	30	0	3	62	0	0	0
	LUTON	AIR FOYLE PASSENGER AIRLINES	S	D	30	0	0	40	13	20	23	0	3	52	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	51	0	0	43	39	16	0	2	0	22	80	9	49
	HEATHROW	BMI BRITISH MIDLAND	S	D	51	0	0	88	6	6	0	0	0	4	76	8	49
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	67	20	11	2	0	0	14	80	11	85
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	79	8	8	6	0	0	11	75	11	85
<b>TOTAL NICE</b>					<b>348</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>78</b>	<b>10</b>	<b>10</b>
NORWICH	EDINBURGH	KLM UK LTD	S	A	43	0	3	79	2	16	2	0	0	10	0	0	0
	EDINBURGH	KLM UK LTD	S	D	42	0	4	71	14	12	2	0	0	15	0	0	0
	LUTON	SCOT AIRWAYS	S	A	34	0	0	47	26	18	9	0	0	24	0	0	0
	LUTON	SCOT AIRWAYS	S	D	34	2	0	65	18	9	9	0	0	17	0	0	0
	MANCHESTER	SCOT AIRWAYS	S	A	39	0	3	77	13	5	5	0	0	14	0	0	0
	MANCHESTER	SCOT AIRWAYS	S	D	37	0	7	81	8	8	3	0	0	5	0	0	0
<b>TOTAL NORWICH</b>					<b>229</b>	<b>2</b>	<b>17</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
NUREMBERG	HEATHROW	LUFTHANSA	S	A	30	0	0	53	13	20	13	0	0	24	85	4	60
	HEATHROW	LUFTHANSA	S	D	30	0	0	80	13	3	3	0	0	5	88	3	60
<b>TOTAL NUREMBERG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>3</b>	<b>3</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					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
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	77	10	0	10	3	0	19	87	6	30	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	83	0	3	10	3	0	13	83	6	30	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	67	17	13	3	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	47	27	23	3	0	0	20	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>5</b>	<b>5</b>	
ORAN ES SENIA																		
ORLANDO																		
	MANCHESTER	AIR 2000	C	A	2	0	0	100	0	0	0	0	0	-49	14	274	7	
	GATWICK	AMERICAN TRANS AIR	C	A	3	0	0	100	0	0	0	0	0	-24	100	-9	2	
	MANCHESTER	AMERICAN TRANS AIR	C	A	3	0	0	67	0	0	33	0	0	34	0	31	1	
	GLASGOW	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0	
	GLASGOW	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	76	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	11	38	76	8	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	5	0	0	20	40	20	20	0	0	38	83	16	6	
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	45	14	5	36	0	0	39	29	144	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	27	18	14	36	5	0	70	44	146	16	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	0	100	0	0	0	0	25	0	0	0	
	GATWICK	LAKER AIRWAYS INC	C	A	4	1	1	100	0	0	0	0	0	-38	0	0	0	
	GATWICK	LAKER AIRWAYS INC	C	D	2	0	1	50	0	0	50	0	0	48	0	0	0	
	MANCHESTER	LAKER AIRWAYS INC	S	A	7	0	0	86	14	0	0	0	0	-14	0	0	0	
	MANCHESTER	LAKER AIRWAYS INC	S	D	6	0	1	67	17	17	0	0	0	19	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	8	50	47	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	70	17	10	3	0	0	5	53	13	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	17	7	3	0	0	12	97	0	30	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	100	0	0	0	0	0	-47	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	85	12	4	0	0	0	5	0	0	0	
<b>TOTAL ORLANDO</b>					<b>212</b>	<b>1</b>	<b>5</b>	<b>67</b>	<b>15</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>72</b>	<b>72</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995					
					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)												
OSAKA (KANSAI)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	9	0	0	67	11	22	0	0	0	1	63	7	8	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	9	0	0	78	11	11	0	0	0	11	100	3	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	86	5	5	5	0	0	-4	77	4	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	55	14	27	5	0	0	24	85	11	13	
	HEATHROW	JAPAN AIRLINES	S	A	21	0	0	67	19	14	0	0	0	12	67	11	21	
	HEATHROW	JAPAN AIRLINES	S	D	21	0	0	57	24	19	0	0	0	17	95	3	21	
<b>TOTAL OSAKA (KANSAI)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>7</b>	<b>7</b>	
OSLO (FORNEBU)																		
	GATWICK	BRAATHENS ASA	S	A	38	0	0	63	18	11	8	0	0	16	87	1	39	
	GATWICK	BRAATHENS ASA	S	D	38	0	0	79	13	5	3	0	0	9	90	9	39	
	NEWCASTLE	BRAATHENS ASA	S	A	25	0	0	88	0	8	4	0	0	10	0	0	0	
	NEWCASTLE	BRAATHENS ASA	S	D	25	0	0	76	4	16	4	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	55	0	1	80	13	7	0	0	0	3	92	0	26	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	54	0	1	74	15	9	2	0	0	12	88	3	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	62	17	16	6	0	0	15	73	13	85	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	80	17	3	0	0	0	6	85	8	85	
	HEATHROW	SAS	S	A	115	0	0	64	17	13	5	1	0	15	53	17	107	
	HEATHROW	SAS	S	D	109	0	3	61	18	14	6	1	0	19	75	12	106	
	MANCHESTER	SAS	S	D	24	0	1	46	25	13	17	0	0	30	91	7	23	
<b>TOTAL OSLO (FORNEBU)</b>					<b>663</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>10</b>	<b>10</b>	
OSLO (GARDERMOEN)																		
	STANSTED	BRITANNIA AB	C	A	8	0	0	100	0	0	0	0	0	-2	0	0	0	
	STANSTED	BRITANNIA AB	C	D	8	0	0	50	13	38	0	0	0	27	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	7	0	1	100	0	0	0	0	0	-9	0	0	0	
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	7	0	1	71	29	0	0	0	0	8	0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>33</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>1</b>	<b>1</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA	S	A	30	0	0	70	17	10	3	0	0	11	47	28	30	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	D	30	0	0	67	23	7	3	0	0	13	73	12	30
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	<b>20</b>
OVDA	GATWICK	AIR 2000	C	A	4	0	0	25	25	25	25	0	0	44	67	11	9
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	6	100	1	9
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	50	50	0	0	0	35	75	3	4
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	23	75	16	4
	LUTON	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	25	0	0	0	26	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	75	0	0	0	0	19	75	-7	4
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	50	18	4
	HEATHROW	EL AL	S	A	7	0	1	86	0	0	14	0	0	-5	78	3	9
	HEATHROW	EL AL	S	D	8	0	0	100	0	0	0	0	0	-7	100	-4	9
	LUTON	MONARCH AIRLINES	C	A	3	0	0	0	33	33	33	0	0	39	67	16	3
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	75	9	4
<b>TOTAL OVDA</b>					<b>55</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>5</b>	<b>5</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
PADERBORN																		
	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	30	0	0	83	10	0	7	0	0	8	90	0	29	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	30	0	0	93	0	3	3	0	0	5	100	-5	29	
<b>TOTAL PADERBORN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>-3</b>	<b>-3</b>	
PALERMO																		
	LUTON	BMI BRITISH MIDLAND	C	A	4	1	1	25	50	0	25	0	0	30	0	0	0	
	LUTON	BMI BRITISH MIDLAND	C	D	3	1	2	67	33	0	0	0	14	0	0	0		
<b>TOTAL PALERMO</b>					<b>7</b>	<b>2</b>	<b>3</b>	<b>43</b>	<b>43</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>25</b>	<b>126</b>	<b>126</b>	
PALMA DE MALLORCA																		
	BIRMINGHAM	AIR 2000	C	A	9	0	0	44	44	11	0	0	0	10	100	-4	5	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	56	11	22	0	11	0	39	100	11	4	
	GATWICK	AIR 2000	C	A	13	0	0	38	31	15	8	8	0	41	100	-7	8	
	GATWICK	AIR 2000	C	D	11	0	1	82	9	0	9	0	21	86	1	7		
	GLASGOW	AIR 2000	C	A	10	0	0	40	20	40	0	0	0	19	100	3	4	
	GLASGOW	AIR 2000	C	D	10	0	0	90	10	0	0	0	0	8	100	2	4	
	MANCHESTER	AIR 2000	C	A	16	0	0	50	25	25	0	0	0	15	100	-9	9	
	MANCHESTER	AIR 2000	C	D	11	0	1	73	27	0	0	0	0	8	100	1	8	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	53	20	20	7	0	0	19	70	12	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	93	0	3	3	0	0	4	93	1	30	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	16	0	0	44	44	6	0	0	6	40	62	15	13	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	14	0	0	93	0	0	7	0	0	4	83	6	12	
	GATWICK	BRITANNIA AIRWAYS	C	A	16	0	0	38	44	19	0	0	0	20	53	38	17	
	GATWICK	BRITANNIA AIRWAYS	C	D	14	0	0	93	7	0	0	0	0	6	63	13	16	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	44	0	11	44	0	0	62	78	5	9	
	GLASGOW	BRITANNIA AIRWAYS	C	D	8	0	1	63	0	0	38	0	0	46	88	5	8	
	LUTON	BRITANNIA AIRWAYS	C	A	6	0	1	50	17	17	17	0	0	17	25	17	4	
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	1	100	0	0	0	0	0	4	75	6	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	21	0	0	48	33	14	0	5	0	22	61	9	18	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	19	0	0	79	16	0	0	5	0	17	82	11	17	
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	12	0	0	25	17	58	0	0	0	27	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED		ARR/ DEP		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995			
							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
PALMA DE MALLORCA	NEWCASTLE	BRITANNIA AIRWAYS	C	D	10	0	0	90	0	10	0	0	0	5	0	0	0	
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	3	40	12	5	
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	100	4	4	
	MANCHESTER	FUTURA AIRLINES	C	A	3	0	0	100	0	0	0	0	0	-11	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	3	0	0	100	0	0	0	0	0	-8	0	0	0	
	HEATHROW	IBERIA	S	A	30	0	0	83	7	3	7	0	0	11	0	0	0	
	HEATHROW	IBERIA	S	D	30	0	0	90	3	7	0	0	0	0	0	0	0	
	GATWICK	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	0	100	0	0	115	100	-15	1	
	GATWICK	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	0	100	0	0	105	100	-7	1	
	MANCHESTER	LEISURE INTERNATIONAL	C	A	2	0	0	0	0	0	100	0	0	144	0	41	2	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	2	0	0	0	0	0	100	0	0	140	0	39	2	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	20	40	20	0	109	0	74	2	
	GATWICK	MONARCH AIRLINES	C	D	3	0	2	67	0	33	0	0	0	14	50	62	2	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	33	33	0	33	0	0	43	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	1	0	0	50	50	0	0	48	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	10	67	14	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	67	7	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	46	0	23	31	0	0	43	33	30	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	11	1	1	64	9	27	0	0	0	15	78	14	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	7	50	134	2	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	33	104	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	1	0	48	19	24	10	0	0	22	83	13	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	61	0	17	22	0	0	31	85	7	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	14	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	-1	0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>					<b>495</b>	<b>5</b>	<b>9</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>13</b>	<b>13</b>	
PAPHOS	BIRMINGHAM	AIR 2000	S	A	4	0	0	100	0	0	0	0	0	-11	100	-6	5	
	BIRMINGHAM	AIR 2000	S	D	4	0	0	100	0	0	0	0	0	2	100	0	5	
	GATWICK	AIR 2000	S	A	15	0	0	93	7	0	0	0	0	-8	83	-4	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PAPHOS	GATWICK	AIR 2000	S	D	16	0	0	100	0	0	0	0	0	4	100	-2	18
	GLASGOW	AIR 2000	C	A	3	0	1	33	33	0	0	0	33	397	40	20	5
	GLASGOW	AIR 2000	C	D	4	0	0	50	0	0	0	25	25	167	80	7	5
	LUTON	AIR 2000	C	A	4	0	0	75	25	0	0	0	0	8	88	37	8
	LUTON	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	19	88	49	8
	MANCHESTER	AIR 2000	S	A	8	0	0	75	25	0	0	0	0	4	90	5	10
	MANCHESTER	AIR 2000	S	D	8	0	0	75	25	0	0	0	0	6	90	0	10
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	17	100	-3	5
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	22	100	2	5
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	50	0	0	0	22	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	26	0	0	0
	LUTON	BRITANNIA AIRWAYS	C	A	7	2	0	86	0	0	14	0	0	22	78	25	9
	LUTON	BRITANNIA AIRWAYS	C	D	9	0	0	78	11	0	11	0	0	25	78	33	9
	MANCHESTER	BRITANNIA AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	-9	83	-12	12
	MANCHESTER	BRITANNIA AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	7	69	17	13
	LUTON	CALEDONIAN AIRWAYS	C	A	3	0	0	0	33	0	33	0	33	212	0	51	2
	LUTON	CALEDONIAN AIRWAYS	C	D	3	0	0	33	0	33	0	0	33	200	0	24	2
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	0	12	0	202	3
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	0	100	3	3
	HEATHROW	CYPRUS AIRWAYS	S	D	4	0	0	50	25	25	0	0	0	17	14	39	7
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	20	0	0	0
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	2	1	1	0	0	100	0	0	0	44	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	9	25	57	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	50	42	4
<b>TOTAL PAPHOS</b>					<b>148</b>	<b>7</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>28</b>	<b>73</b>	<b>16</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	BIRMINGHAM	AIR FRANCE	S	A	106	0	2	89	8	4	0	0	0	6	88	6	67
	BIRMINGHAM	AIR FRANCE	S	D	105	0	3	94	3	1	2	0	0	4	90	6	67
	EDINBURGH	AIR FRANCE	S	A	28	0	2	64	18	14	4	0	0	18	0	0	0
	EDINBURGH	AIR FRANCE	S	D	28	0	2	43	29	18	11	0	0	28	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					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)											
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	287	0	35	61	24	13	2	0	0	13	79	8	243
	HEATHROW	AIR FRANCE	S	D	285	1	35	80	10	7	2	0	0	8	86	4	243
	MANCHESTER	AIR FRANCE	S	A	107	0	1	73	21	5	1	0	0	9	87	4	87
	MANCHESTER	AIR FRANCE	S	D	107	0	1	91	7	2	1	0	0	3	90	1	86
	GATWICK	AIR GABON	S	A	5	0	0	60	20	20	0	0	0	20	0	0	0
	GATWICK	AIR GABON	S	D	4	0	0	75	0	0	25	0	0	20	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	246	0	1	64	20	12	4	0	0	13	85	7	235
	HEATHROW	BMI BRITISH MIDLAND	S	D	246	0	1	77	12	8	3	0	0	8	87	5	234
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	136	0	0	57	24	13	7	0	0	20	93	2	162
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	136	0	0	64	15	16	4	0	0	17	93	2	161
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	19	0	1	95	5	0	0	0	0	4	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	7	0	1	71	14	14	0	0	0	15	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	54	0	1	78	19	2	2	0	0	11	0	0	0
	NEWCASTLE	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	1	93	7	0	0	0	0	3	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	143	0	2	83	6	6	6	0	0	10	92	3	149
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	144	0	1	84	5	6	6	0	0	10	93	3	151
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	50	0	0	80	6	6	8	0	0	11	0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	58	0	2	81	12	5	2	0	0	12	0	0	0
	GLASGOW	BRITISH AIRWAYS PLC	S	A	21	0	0	67	24	5	5	0	0	17	91	5	22
	GLASGOW	BRITISH AIRWAYS PLC	S	D	20	0	1	85	10	0	0	5	0	16	91	5	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	236	0	0	72	17	8	3	0	0	9	83	5	227
	HEATHROW	BRITISH AIRWAYS PLC	S	D	236	0	0	83	9	6	1	0	0	5	90	2	226
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	119	0	0	79	11	3	7	0	0	11	89	0	127
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	119	0	0	77	11	5	7	0	0	14	92	3	127
	GATWICK	CAMEROON AIRLINES	S	A	4	0	0	25	25	50	0	0	0	31	0	41	3
	GATWICK	CAMEROON AIRLINES	S	D	4	0	0	50	25	25	0	0	0	8	0	60	3

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					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)												
PARIS (CHARLES DE GAULLE)																		
	STANSTED	KLM UK LTD	S	A	111	1	0	83	5	3	9	0	0	7	89	2	109	
	STANSTED	KLM UK LTD	S	D	111	1	0	79	11	4	6	0	0	11	93	3	109	
	LUTON	SCOT AIRWAYS	S	A	63	14	5	57	17	13	13	0	0	23	93	-2	69	
	LUTON	SCOT AIRWAYS	S	D	79	0	8	70	10	11	9	0	0	15	93	-1	70	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3488</b>	<b>18</b>	<b>106</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>4</b>	
PARIS (ORLY)																		
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	A	90	0	0	62	26	8	4	0	0	16	86	3	88	
	HEATHROW	AIR LIBERTE/ TAT EUROPEAN ALNS	S	D	90	0	0	70	16	9	6	0	0	15	94	1	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	1	0	76	13	7	2	2	0	12	87	0	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	76	16	4	4	0	0	9	83	7	54	
<b>TOTAL PARIS (ORLY)</b>					<b>289</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>5</b>	<b>5</b>	
PERTH (AUSTRALIA)																		
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	-6	0	71	3	
	GATWICK	BRITANNIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	22	75	12	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	10	100	8	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	7	10	3	0	0	4	80	56	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	43	20	23	10	3	0	32	87	7	30	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>33</b>	<b>33</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	92	7	2	0	0	0	-11	63	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	58	27	15	0	0	0	15	67	21	30	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>15</b>	
PHUKET																		
PISA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	17	10	7	3	0	20	97	2	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	80	7	3	10	0	0	13	86	4	29	
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0	



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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
PISA																	
	GATWICK	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	23	8	62	0	8	0	44	43	22	7
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	69	8	15	8	0	0	24	86	2	7
<b>TOTAL PISA</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>11</b>	<b>11</b>
PITTSBURGH																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	70	27	0	0	3	0	13	53	20	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	73	10	10	3	3	0	24	97	1	30
<b>TOTAL PITTSBURGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>10</b>	<b>10</b>
PLYMOUTH																	
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	116	0	0	60	15	17	8	0	0	19	55	20	105
	HEATHROW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	33	0	0	79	9	3	9	0	0	9	84	4	37
<b>TOTAL PLYMOUTH</b>					<b>149</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>16</b>	<b>16</b>
POINTE A PITRE GUADELOU																	
PONTOISE																	
PORLAMAR																	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	55	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	11	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	50	0	50	0	0	46	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	36	0	0	0
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>100</b>	<b>2</b>	<b>2</b>
PORT OF SPAIN																	
	HEATHROW	BWIA	S	A	26	0	0	31	15	23	31	0	0	38	46	33	26
	HEATHROW	BWIA	S	D	26	0	0	31	19	27	23	0	0	42	35	41	26
<b>TOTAL PORT OF SPAIN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>17</b>	<b>25</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>37</b>
PRAGUE																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	38	0	1	55	32	13	0	0	0	13	93	2	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	39	0	0	92	0	8	0	0	0	4	90	4	30

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
PRAGUE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	77	12	7	5	0	0	7	78	19	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	87	7	2	5	0	0	8	82	12	60	
	HEATHROW	CSA	S	A	59	0	1	54	29	12	5	0	0	18	71	14	59	
	HEATHROW	CSA	S	D	59	0	1	93	2	3	2	0	0	1	82	7	60	
	MANCHESTER	CSA	S	A	16	0	1	81	6	13	0	0	0	5	88	3	8	
	MANCHESTER	CSA	S	D	16	0	1	75	19	6	0	0	0	7	88	5	8	
	STANSTED	CSA	S	A	16	0	1	100	0	0	0	0	0	-2	0	0	0	
	STANSTED	CSA	S	D	16	0	1	75	19	0	6	0	0	8	0	0	0	
<b>TOTAL PRAGUE</b>					<b>385</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>11</b>	
PRESTWICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	14	0	0	86	7	7	0	0	0	2	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	14	0	0	100	0	0	0	0	0	-2	0	0	0	
	STANSTED	RYANAIR	S	A	116	0	4	86	8	3	1	3	0	7	91	5	110	
	STANSTED	RYANAIR	S	D	116	0	4	87	6	5	1	1	0	6	90	6	110	
<b>TOTAL PRESTWICK</b>					<b>260</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>7</b>	<b>7</b>	
PREVEZA																		
PUERTO PLATA																		
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	50	50	0	0	0	0	9	60	2	5	
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	25	75	8	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	6	0	0	33	33	17	17	0	0	24	100	4	4	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	6	1	0	33	33	17	17	0	0	37	100	5	4	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	-6	67	17	3	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	11	100	-27	2	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	86	0	0	0	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	4	0	0	25	0	25	25	25	0	98	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	50	0	50	0	0	57	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
<b>TOTAL PUERTO PLATA</b>					<b>38</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>86</b>	<b>-5</b>	<b>-5</b>	
PUERTO VALLARTA																		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
PUERTO VALLARTA	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	0	0	50	0	50	0	0	52	0	0	0
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	57	0	0	0
	MANCHESTER	BRITANNIA AIRWAYS	C	D	2	0	0	0	50	0	50	0	0	54	0	0	0
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	16	0	46	1
<b>TOTAL PUERTO VALLARTA</b>					<b>9</b>	<b>2</b>	<b>2</b>	<b>22</b>	<b>33</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>38</b>	<b>38</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	28	0	2	64	18	11	7	0	0	10	38	28	29
	GATWICK	AMERICAN AIRLINES	S	D	28	0	2	61	18	18	4	0	0	16	100	-2	29
<b>TOTAL RALEIGH</b>					<b>56</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>13</b>	<b>13</b>
RENNES	GATWICK	BRIT AIR	S	A	46	0	4	65	20	11	4	0	0	19	90	9	48
	GATWICK	BRIT AIR	S	D	45	0	4	89	7	0	4	0	0	9	92	7	48
<b>TOTAL RENNES</b>					<b>91</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>8</b>	<b>8</b>
REUS																	
<b>TOTAL REUS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>33</b>	<b>11</b>	<b>11</b>
RHODES																	
RIGA	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	13	0	0	46	46	8	0	0	0	14	0	0	0
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	12	0	1	92	8	0	0	0	0	3	0	0	0
	GATWICK	RIGA AIRLINES EXPRESS	S	A	19	0	0	37	16	32	16	0	0	30	43	36	30
	GATWICK	RIGA AIRLINES EXPRESS	S	D	19	0	0	58	11	26	5	0	0	21	80	27	30
<b>TOTAL RIGA</b>					<b>63</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>23</b>	<b>23</b>
RIO DE JANEIRO (GALEAO)	GATWICK	TRANSBRASIL	S	A	3	0	0	67	0	33	0	0	0	-1	0	0	0
	HEATHROW	VARIG	S	A	11	1	2	82	9	0	0	0	9	96	25	41	4
	HEATHROW	VARIG	S	D	14	0	0	64	14	7	7	0	7	75	75	24	8
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>29</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>58</b>	<b>29</b>	<b>29</b>
RIYADH	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	92	0	0	0	0	8	21	100	-20	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	31	0	0	0	0	8	92	4	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	5	0	0	40	20	40	0	0	0	23	89	4	9
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	5	0	0	80	20	0	0	0	0	8	75	9	4
<b>TOTAL RIYADH</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>93</b>	<b>-4</b>	<b>-4</b>
ROME (CIAMPINO)																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995					
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
ROME (CIAMPINO)																		
	GATWICK	AIR 2000	C	A	4	0	0	25	25	50	0	0	0	29	0	0	0	
	GATWICK	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	15	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	A	10	0	0	60	10	20	0	10	0	33	0	0	0	
	LUTON	BRITISH WORLD AIRLINES LTD	S	D	10	0	0	90	10	0	0	0	0	6	0	0	0	
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	S	D	9	0	0	89	11	0	0	0	0	7	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	13	75	13	0	0	0	21	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	9	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	1	25	50	25	0	0	0	24	47	23	15	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	16	87	24	15	
	GLASGOW	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	13	50	25	13	0	0	34	29	26	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	9	88	7	8	
<b>TOTAL ROME (CIAMPINO)</b>					<b>83</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>21</b>	<b>21</b>	
ROME (FIUMICINO)																		
	GATWICK	ALITALIA	S	A	30	0	0	30	30	33	7	0	0	29	69	9	29	
	GATWICK	ALITALIA	S	D	30	0	0	60	30	10	0	0	0	14	97	-1	29	
	HEATHROW	ALITALIA	S	A	146	0	4	30	27	27	14	2	0	36	61	14	147	
	HEATHROW	ALITALIA	S	D	146	0	4	49	20	18	11	1	0	28	75	11	147	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	29	1	1	41	21	17	21	0	0	32	85	8	27	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	50	30	10	10	0	0	25	90	5	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	3	41	20	24	13	1	0	29	70	13	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	3	75	14	6	3	1	0	13	81	9	118	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	24	0	1	71	13	0	17	0	0	20	85	3	26	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	26	1	0	81	15	4	0	0	0	12	58	13	26	
	MANCHESTER	SABENA	S	A	75	0	1	68	24	7	1	0	0	8	78	2	74	
	MANCHESTER	SABENA	S	D	55	0	0	76	16	5	0	2	0	14	91	3	46	
<b>TOTAL ROME (FIUMICINO)</b>					<b>886</b>	<b>2</b>	<b>17</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>10</b>	<b>10</b>	
ROTTERDAM																		

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
ROTTERDAM																		
	GATWICK	CITY FLYER EXPRESS	S	A	105	0	1	90	9	1	0	0	0	3	80	9	112	
	GATWICK	CITY FLYER EXPRESS	S	D	105	0	1	89	9	3	0	0	0	5	95	2	112	
	HEATHROW	KLM	S	A	126	0	1	64	13	17	6	0	0	15	64	17	129	
	HEATHROW	KLM	S	D	126	0	1	69	13	13	5	0	0	11	74	9	129	
	STANSTED	SCOT AIRWAYS	S	A	76	0	8	41	29	25	4	1	0	25	0	0	0	
	STANSTED	SCOT AIRWAYS	S	D	79	0	5	82	11	4	1	1	0	7	0	0	0	
<b>TOTAL ROTTERDAM</b>					<b>619</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>10</b>	
ROVANIEMI																		
<b>TOTAL ROVANIEMI</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>4</b>	<b>4</b>	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	20	7	13	3	0	32	70	18	30
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	3	7	0	3	0	14	53	15	30
		GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	-2	0	36	5
		GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	20	100	-3	4
<b>TOTAL SALONIKA</b>						<b>70</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>17</b>	<b>17</b>
SALZBURG		GATWICK	LAUDA-AIR	S	A	52	0	0	71	23	6	0	0	0	10	67	18	48
		GATWICK	LAUDA-AIR	S	D	52	0	0	88	8	4	0	0	0	5	82	11	49
<b>TOTAL SALZBURG</b>						<b>104</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>14</b>	<b>14</b>
SAN DIEGO		GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	94	6	0	0	0	0	-36	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	1	59	29	6	6	0	0	24	0	0	0
<b>TOTAL SAN DIEGO</b>						<b>34</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAN FRANCISCO		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	7	0	7	3	0	2	83	3	30
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	30	17	7	0	0	21	53	17	30
		HEATHROW	UNITED AIRLINES	S	A	60	0	0	63	17	17	2	0	2	31	47	34	30
		HEATHROW	UNITED AIRLINES	S	D	60	0	0	80	15	3	2	0	0	8	80	8	30
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	81	8	0	8	4	0	11	40	35	25
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	54	19	15	8	4	0	29	65	31	26
<b>TOTAL SAN FRANCISCO</b>						<b>232</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>21</b>	<b>21</b>
SAN JUAN (PUERTO RICO)		GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	0	25	0	50	25	0	98	25	30	4
		GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	0	25	25	50	0	0	60	75	14	4
<b>TOTAL SAN JUAN (PUERTO RICO)</b>						<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>79</b>	<b>50</b>	<b>24</b>	<b>24</b>
SANAA		GATWICK	YEMENIA	S	A	4	0	1	25	50	25	0	0	0	24	57	12	7
		GATWICK	YEMENIA	S	D	4	0	1	0	25	50	25	0	0	47	40	-5	5
<b>TOTAL SANAA</b>						<b>8</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>5</b>	<b>5</b>

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SANFORD																		
	GATWICK	BRITANNIA AIRWAYS	C	A	13	0	0	54	23	0	15	8	0	48	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	10	0	1	80	0	10	0	10	0	44	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	A	12	0	0	83	17	0	0	0	0	-1	0	0	0	
	MANCHESTER	BRITANNIA AIRWAYS	C	D	12	0	0	67	17	17	0	0	0	18	0	0	0	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	A	12	1	0	42	17	33	0	8	0	34	0	0	0	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	13	0	0	38	15	8	15	23	0	83	0	0	0	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	18	0	1	44	11	6	22	17	0	53	0	0	0	
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	17	0	0	29	18	12	12	29	0	97	0	0	0	
	NEWCASTLE	LEISURE INTL AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	57	0	0	0	
	NEWCASTLE	LEISURE INTL AIRWAYS LTD	C	D	5	0	0	60	0	0	20	20	0	70	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	71	0	14	0	14	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	2	60	20	20	0	0	0	16	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	2	0	0	0	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	-10	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	1	1	67	0	33	0	0	0	-17	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	1	11	22	33	33	0	0	50	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	1	0	22	11	22	44	0	0	67	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	6	0	1	17	17	0	33	0	33	480	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	0	40	60	0	0	90	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	2	1	63	25	13	0	0	0	1	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	2	80	0	20	0	0	0	18	0	0	0	
<b>TOTAL SANFORD</b>					<b>195</b>	<b>7</b>	<b>10</b>	<b>50</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANTIAGO DE CHILE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	31	8	8	0	0	17	67	25	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	23	8	0	0	0	10	100	0	8	
<b>TOTAL SANTIAGO DE CHILE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>13</b>	<b>13</b>	
SANTIAGO DE COMPOSTELA																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

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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)											
SANTO DOMINGO																	
	GATWICK	BRITANNIA AIRWAYS	C	A	5	0	1	80	0	0	20	0	0	30	100	12	2
	GATWICK	BRITANNIA AIRWAYS	C	D	6	0	0	67	33	0	0	0	0	11	0	25	2
	MANCHESTER	BRITANNIA AIRWAYS	C	A	4	0	0	25	50	0	25	0	0	28	33	10	3
	MANCHESTER	BRITANNIA AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	12	2
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	10	50	29	2
	MANCHESTER	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	30	50	29	2
<b>TOTAL SANTO DOMINGO</b>					<b>23</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>17</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>18</b>	<b>18</b>
SAO PAULO (GUARULHOS)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	1	100	-14	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	25	0	0	0	18	78	15	9
	GATWICK	TRANSBRASIL	S	D	3	0	0	100	0	0	0	0	0	-4	0	0	0
	HEATHROW	VARIG	S	A	9	0	0	33	44	11	11	0	0	25	44	23	9
	HEATHROW	VARIG	S	D	7	0	1	57	29	14	0	0	0	12	100	1	5
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>30</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>7</b>	<b>7</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	1	3	93	4	4	0	0	0	-11	63	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	2	68	14	18	0	0	0	15	77	11	30
<b>TOTAL SEATTLE (TACOMA)</b>					<b>55</b>	<b>1</b>	<b>5</b>	<b>80</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>9</b>	<b>9</b>
SEOUL (KIMPO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	11	2	2	36	9	55	0	0	0	14	86	-4	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	23	15	0	0	0	16	88	3	8
	HEATHROW	KOREAN AIR	S	A	18	0	0	28	33	33	6	0	0	29	62	15	13
	HEATHROW	KOREAN AIR	S	D	18	0	0	56	33	11	0	0	0	13	85	11	13
<b>TOTAL SEOUL (KIMPO)</b>					<b>60</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>27</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>8</b>	<b>8</b>
SEVILLE																	
	HEATHROW	IBERIA	S	A	30	0	0	63	17	7	13	0	0	18	87	4	30
	HEATHROW	IBERIA	S	D	30	0	0	77	7	13	3	0	0	7	87	3	30
<b>TOTAL SEVILLE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>3</b>	<b>3</b>
SEYCHELLES																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
SEYCHELLES																		
	GATWICK	AIR SEYCHELLES	S	A	8	0	0	38	0	50	13	0	0	44	77	-2	13	
	GATWICK	AIR SEYCHELLES	S	D	8	0	0	63	0	13	25	0	0	34	77	7	13	
	MANCHESTER	AIR SEYCHELLES	S	A	4	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	AIR SEYCHELLES	S	D	4	0	0	100	0	0	0	0	0	-2	0	0	0	
<b>TOTAL SEYCHELLES</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>77</b>	<b>3</b>	<b>3</b>	
SHANNON																		
	GATWICK	AB AIRLINES	S	A	73	0	4	82	12	4	0	1	0	4	0	0	0	
	GATWICK	AB AIRLINES	S	D	72	0	4	89	4	3	4	0	0	6	0	0	0	
	HEATHROW	AER LINGUS	S	A	94	0	0	70	17	6	6	0	0	15	77	13	94	
	HEATHROW	AER LINGUS	S	D	94	0	0	74	15	7	3	0	0	11	77	12	94	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	52	0	0	77	15	2	4	2	0	8	85	19	26	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	51	0	1	84	6	10	0	0	0	5	88	5	26	
<b>TOTAL SHANNON</b>					<b>438</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>12</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	AIR 2000	C	A	3	0	0	0	0	33	67	0	0	90	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	0	25	50	25	0	0	48	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	25	50	0	25	0	0	30	0	0	0	
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	38	38	13	0	13	0	44	67	12	3	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>21</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>29</b>	<b>19</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>48</b>	<b>36</b>	<b>29</b>	<b>29</b>	
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	94	6	0	0	0	0	-7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	59	18	18	6	0	0	20	0	0	0	
	HEATHROW	SINGAPORE AIRLINES	S	A	60	0	0	82	7	10	0	2	0	5	98	-12	60	
	HEATHROW	SINGAPORE AIRLINES	S	D	60	0	0	58	27	12	2	2	0	19	83	8	60	
	MANCHESTER	SINGAPORE AIRLINES	S	A	13	0	0	100	0	0	0	0	0	-18	92	-24	12	
	MANCHESTER	SINGAPORE AIRLINES	S	D	13	0	0	15	54	31	0	0	0	25	67	10	12	
<b>TOTAL SINGAPORE</b>					<b>181</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>-3</b>	<b>-3</b>	
SOFIA																		
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	A	22	0	0	41	41	14	0	5	0	27	33	30	21	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					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)										
SOFIA																	
	HEATHROW	BALKAN BULGARIAN AIRLINES	S	D	22	0	0	68	18	9	0	5	0	19	70	13	20
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	21	0	0	52	19	24	5	0	0	15	88	2	16
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	21	0	0	67	29	0	5	0	0	17	71	12	17
<b>TOTAL SOFIA</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>27</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>15</b>	<b>15</b>
SOUTHAMPTON																	
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	A	64	0	3	98	2	0	0	0	0	-2	0	0	0
	EDINBURGH	BRITISH REGIONAL AIRLINES LTD	S	D	64	0	3	94	5	0	2	0	0	7	0	0	0
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	A	65	1	2	92	6	0	0	2	0	1	83	6	69
	GLASGOW	BRITISH REGIONAL AIRLINES LTD	S	D	66	2	1	97	0	3	0	0	0	1	87	3	68
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	60	1	3	85	7	2	5	2	0	10	77	12	44
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	61	0	2	85	8	3	3	0	0	5	80	8	44
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	A	20	0	1	95	0	0	5	0	0	7	0	0	0
	NEWCASTLE	EUROPEAN AIRWAYS LTD	S	D	20	0	1	70	5	15	5	5	0	22	0	0	0
<b>TOTAL SOUTHAMPTON</b>					<b>420</b>	<b>4</b>	<b>16</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>7</b>
SPLIT																	
ST KITTS																	
	GATWICK	CALEDONIAN AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	-12	0	0	0
<b>TOTAL ST KITTS</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>-12</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST LOUIS (LAMBERT)																	
	GATWICK	TRANS WORLD AIRLINES	S	A	30	0	0	43	13	23	20	0	0	27	37	35	30
	GATWICK	TRANS WORLD AIRLINES	S	D	29	0	1	45	28	17	10	0	0	26	70	20	30
<b>TOTAL ST LOUIS (LAMBERT)</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>20</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>27</b>	<b>27</b>
ST LUCIA (HEWANORRA)																	
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	21	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	8	8	8	0	8	38	69	7	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	15	38	38	0	8	0	41	25	55	12
	GATWICK	CALEDONIAN AIRWAYS	C	D	4	0	0	25	0	0	50	25	0	115	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 LUCIA (HEWANORRA)																	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>23</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>46</b>	<b>45</b>	<b>30</b>	<b>30</b>
ST PETERSBURG																	
	GATWICK	AEROFLOT	S	A	9	0	0	100	0	0	0	0	0	-3	0	0	0
	GATWICK	AEROFLOT	S	D	9	0	0	100	0	0	0	0	0	7	0	0	0
	HEATHROW	AEROFLOT	S	A	6	0	0	83	17	0	0	0	0	3	75	-4	4
	HEATHROW	AEROFLOT	S	D	5	0	1	80	0	20	0	0	0	8	50	18	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	91	5	5	0	0	0	-7	81	21	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	77	9	9	5	0	0	13	86	26	21
<b>TOTAL ST PETERSBURG</b>					<b>73</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>15</b>	<b>15</b>
STANSTED																	
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	A	65	1	2	86	5	6	2	2	0	9	90	-1	70
	MANCHESTER	BRITISH REGIONAL AIRLINES LTD	S	D	66	0	1	83	9	5	3	0	0	6	83	6	70
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0
	NEWCASTLE	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0
	EDINBURGH	KLM UK LTD	S	A	132	0	7	72	11	10	8	0	0	11	0	0	0
	EDINBURGH	KLM UK LTD	S	D	132	1	5	69	11	10	11	0	0	19	0	0	0
	GLASGOW	KLM UK LTD	S	A	113	2	2	64	11	14	12	0	0	18	87	3	93
	GLASGOW	KLM UK LTD	S	D	111	1	5	75	8	8	9	0	0	16	89	3	94
	NEWCASTLE	KLM UK LTD	S	A	70	0	2	79	6	10	6	0	0	11	0	0	0
	NEWCASTLE	KLM UK LTD	S	D	71	0	1	85	3	10	3	0	0	4	0	0	0
<b>TOTAL STANSTED</b>					<b>764</b>	<b>5</b>	<b>25</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>3</b>	<b>3</b>
STAVANGER																	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	26	0	0	65	19	15	0	0	0	11	69	19	26
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	25	0	0	60	16	8	16	0	0	26	92	1	26
	HEATHROW	SAS	S	A	60	0	0	70	17	8	5	0	0	12	65	11	55
	HEATHROW	SAS	S	D	59	0	1	76	7	14	3	0	0	10	75	8	55
<b>TOTAL STAVANGER</b>					<b>170</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>9</b>	<b>9</b>
STOCKHOLM (ARLANDA)																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					NOV 1995				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
STOCKHOLM (ARLANDA)																	
	GATWICK	AIR 2000	C	A	4	0	0	0	0	50	25	25	0	105	0	0	0
	GATWICK	AIR 2000	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	STANSTED	BRITANNIA AB	C	A	13	0	0	54	23	15	0	8	0	36	78	45	9
	STANSTED	BRITANNIA AB	C	D	13	0	0	15	31	38	8	8	0	54	56	59	9
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	30	0	0	57	30	13	0	0	0	16	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	30	0	0	57	10	27	7	0	0	22	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	70	10	14	4	2	0	16	76	9	118
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	74	14	8	4	0	0	11	70	14	118
	GLASGOW	MYTRAVEL AIRWAYS (DENMARK)	C	A	2	0	0	0	0	0	50	50	0	168	0	0	0
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	A	13	0	0	54	15	31	0	0	0	18	44	19	18
	STANSTED	MYTRAVEL AIRWAYS (DENMARK)	C	D	13	0	0	8	8	77	8	0	0	43	22	34	18
	HEATHROW	SAS	S	A	144	0	1	63	20	13	3	1	0	15	66	13	133
	HEATHROW	SAS	S	D	145	0	1	75	11	11	1	1	0	13	75	15	134
	MANCHESTER	SAS	S	A	24	0	0	79	21	0	0	0	0	5	83	8	23
	MANCHESTER	SAS	S	D	24	0	0	92	4	4	0	0	0	8	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>702</b>	<b>3</b>	<b>2</b>	<b>67</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>15</b>	<b>15</b>
STORNOWAY																	
	GLASGOW	LOGANAIR	S	A	52	0	0	67	15	12	2	4	0	22	0	0	0
	GLASGOW	LOGANAIR	S	D	51	0	0	80	10	0	10	0	0	15	0	0	0
<b>TOTAL STORNOWAY</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>7</b>	<b>7</b>
STRASBOURG																	
	HEATHROW	AIR INTER EUROPE	S	A	47	1	2	30	23	30	17	0	0	36	0	0	0
	HEATHROW	AIR INTER EUROPE	S	D	47	0	2	55	26	6	13	0	0	23	0	0	0
<b>TOTAL STRASBOURG</b>					<b>96</b>	<b>1</b>	<b>4</b>	<b>44</b>	<b>24</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>58</b>	<b>15</b>	<b>15</b>
STUTTART																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	13	20	3	0	0	17	57	19	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	10	13	3	3	0	18	93	2	30
	BIRMINGHAM	DUO AIRWAYS LTD	S	A	44	0	1	89	5	2	5	0	0	5	90	-1	48

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
STUTTGART																	
	BIRMINGHAM	DUO AIRWAYS LTD	S	D	45	0	0	96	2	0	0	2	0	7	90	6	48
	HEATHROW	LUFTHANSA	S	A	39	0	0	59	26	10	5	0	0	15	78	5	67
	HEATHROW	LUFTHANSA	S	D	60	0	0	78	13	3	5	0	0	8	88	4	88
<b>TOTAL STUTTGART</b>					<b>248</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>5</b>	<b>5</b>
SUMBURGH																	
	EDINBURGH	BMI REGIONAL	S	A	3	0	0	33	67	0	0	0	0	21	0	0	0
	EDINBURGH	BMI REGIONAL	S	D	23	0	3	65	17	17	0	0	0	18	0	0	0
	EDINBURGH	LOGANAIR	S	A	25	0	1	88	0	4	8	0	0	10	0	0	0
	EDINBURGH	LOGANAIR	S	D	25	0	1	48	24	8	20	0	0	36	0	0	0
	GLASGOW	LOGANAIR	S	A	25	1	0	80	12	0	8	0	0	11	100	-1	26
	GLASGOW	LOGANAIR	S	D	26	0	0	85	8	0	4	4	0	17	100	3	26
<b>TOTAL SUMBURGH</b>					<b>127</b>	<b>1</b>	<b>5</b>	<b>72</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>95</b>	<b>2</b>	<b>2</b>
SYDNEY																	
	GATWICK	BRITANNIA AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	29	0	80	2
	GATWICK	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	50	57	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	41	0	260	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	50	25	0	25	0	68	20	68	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	14	100	-27	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	0	0	50	50	0	0	76	75	13	4
	HEATHROW	QANTAS	S	A	48	0	0	81	10	2	6	0	0	10	40	26	30
	HEATHROW	QANTAS	S	D	21	0	0	57	19	14	10	0	0	22	83	7	30
<b>TOTAL SYDNEY</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>28</b>	<b>28</b>

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Actual (7)
TAIPEI	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	1	69	14	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	15	8	8	0	0	21	85	11	13
	HEATHROW	EVA AIR	S	A	13	0	0	92	8	0	0	0	0	-3	69	5	13
	HEATHROW	EVA AIR	S	D	13	0	0	77	15	0	8	0	0	7	100	-4	13
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>6</b>	<b>6</b>
TALLIN	GATWICK	ESTONIAN AIR	S	A	25	0	0	76	20	0	4	0	0	12	71	18	17
	GATWICK	ESTONIAN AIR	S	D	25	0	0	88	8	0	4	0	0	11	59	17	17
<b>TOTAL TALLIN</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>18</b>	<b>18</b>
TAMPA	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23	15	8	46	8	0	80	0	61	7
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	23	23	8	15	0	52	78	14	9
<b>TOTAL TAMPA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>19</b>	<b>15</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>66</b>	<b>44</b>	<b>34</b>	<b>34</b>
TANGIERS (IBN BATUTA)																	
TARBES-LOURDES INTERNA	STANSTED	BRITISH WORLD AIRLINES LTD	C	A	2	1	0	100	0	0	0	0	0	-2	0	0	0
	STANSTED	BRITISH WORLD AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	0	40	1
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>2</b>	<b>0</b>	<b>40</b>	<b>40</b>
TASHKENT	HEATHROW	UZBEKISTAN AIRLINES	S	A	18	0	0	100	0	0	0	0	0	-10	88	-9	16
	HEATHROW	UZBEKISTAN AIRLINES	S	D	18	0	0	78	22	0	0	0	0	2	63	12	16
	MANCHESTER	UZBEKISTAN AIRLINES	S	A	4	0	0	75	0	25	0	0	0	0	80	-16	5
	MANCHESTER	UZBEKISTAN AIRLINES	S	D	5	0	0	80	0	20	0	0	0	17	100	5	4
<b>TOTAL TASHKENT</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>78</b>	<b>0</b>	<b>0</b>
TBILISI																	
<b>TOTAL TBILISI</b>					<b>5</b>	<b>1</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
TEESSIDE	HEATHROW	BMI BRITISH MIDLAND	S	A	136	0	0	73	15	8	4	0	0	13	89	2	138

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					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)												
TEESSIDE																		
	HEATHROW	BMI BRITISH MIDLAND	S	D	135	0	1	84	8	8	0	0	0	5	93	-1	138	
<b>TOTAL TEESSIDE</b>					<b>271</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>1</b>	<b>1</b>	
TEHRAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	31	15	8	0	0	18	100	-12	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	58	33	8	0	0	0	11	100	0	9	
	HEATHROW	IRAN AIR	S	A	12	0	0	58	17	17	8	0	0	16	46	27	13	
	HEATHROW	IRAN AIR	S	D	12	0	0	67	0	25	8	0	0	20	85	9	13	
<b>TOTAL TEHRAN</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>9</b>	<b>9</b>	
TEL AVIV																		
	GATWICK	AIR 2000	C	A	9	0	0	44	11	44	0	0	0	23	38	35	8	
	GATWICK	AIR 2000	C	D	8	0	0	63	25	13	0	0	0	18	86	16	7	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	7	10	3	0	0	9	47	25	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	60	27	7	7	0	0	20	83	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	74	6	15	6	0	0	11	63	33	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	89	9	3	0	0	0	4	97	-3	30	
	GATWICK	CALEDONIAN AIRWAYS	C	A	3	0	1	33	33	33	0	0	0	28	0	63	3	
	GATWICK	CALEDONIAN AIRWAYS	C	D	3	0	1	67	33	0	0	0	0	10	33	31	3	
	GATWICK	EL AL	C	A	4	0	0	75	25	0	0	0	0	12	33	44	3	
	GATWICK	EL AL	C	D	4	0	0	25	50	25	0	0	0	26	67	40	3	
	HEATHROW	EL AL	S	A	37	1	1	70	11	16	3	0	0	12	82	4	28	
	HEATHROW	EL AL	S	D	37	0	0	76	16	8	0	0	0	6	68	17	31	
	MANCHESTER	EL AL	S	A	8	0	0	100	0	0	0	0	0	-9	89	1	9	
	MANCHESTER	EL AL	S	D	8	0	0	100	0	0	0	0	0	-3	89	1	9	
	STANSTED	EL AL	S	A	10	0	1	100	0	0	0	0	0	-10	88	-10	17	
	STANSTED	EL AL	S	D	10	0	2	80	20	0	0	0	0	3	60	9	15	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	0	17	58	25	0	0	69	0	72	14	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	25	50	8	17	0	0	39	69	9	13	
<b>TOTAL TEL AVIV</b>					<b>294</b>	<b>1</b>	<b>6</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>17</b>	<b>17</b>	

TENERIFE (SURREINA SOFIA)



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					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)												
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	AIR 2000	C	A	9	0	0	67	22	0	0	11	0	25	58	20	12	
	BIRMINGHAM	AIR 2000	C	D	9	0	0	56	22	11	0	11	0	32	75	7	12	
	GATWICK	AIR 2000	C	A	23	0	0	52	30	4	13	0	0	19	37	26	19	
	GATWICK	AIR 2000	C	D	21	1	0	71	14	10	5	0	0	15	70	17	20	
	GLASGOW	AIR 2000	C	A	8	0	0	50	0	25	13	13	0	79	29	21	7	
	GLASGOW	AIR 2000	C	D	9	0	0	33	11	33	22	0	0	56	75	9	8	
	LUTON	AIR 2000	C	A	4	1	0	50	0	0	50	0	0	57	25	36	4	
	LUTON	AIR 2000	C	D	4	0	0	75	25	0	0	0	0	-1	100	0	4	
	MANCHESTER	AIR 2000	C	A	24	0	0	42	33	8	17	0	0	24	59	14	22	
	MANCHESTER	AIR 2000	C	D	22	0	0	73	18	5	5	0	0	10	75	7	20	
	NEWCASTLE	AIR 2000	C	A	9	0	1	33	44	22	0	0	0	22	0	0	0	
	NEWCASTLE	AIR 2000	C	D	10	0	0	80	0	20	0	0	0	8	0	0	0	
	GATWICK	AIR ATLANTA ICELANDIC	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	
	GATWICK	AIR ATLANTA ICELANDIC	C	D	4	0	0	0	75	25	0	0	0	25	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	5	0	1	20	0	40	40	0	0	59	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	6	0	0	0	0	67	33	0	0	61	0	0	0	
	GATWICK	AIR EUROPA	C	A	4	0	0	50	0	50	0	0	0	27	0	0	0	
	GATWICK	AIR EUROPA	C	D	3	0	0	67	0	33	0	0	0	17	0	0	0	
	GLASGOW	AIR EUROPA	C	A	5	0	0	100	0	0	0	0	0	7	0	0	0	
	GLASGOW	AIR EUROPA	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	MANCHESTER	AIR EUROPA	C	A	6	0	0	33	0	17	50	0	0	56	50	33	10	
	MANCHESTER	AIR EUROPA	C	D	6	0	0	33	0	17	50	0	0	53	63	38	8	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	A	14	0	0	21	29	21	14	14	0	64	100	2	9	
	BIRMINGHAM	BRITANNIA AIRWAYS	C	D	14	0	0	43	14	7	21	14	0	63	100	1	8	
	EDINBURGH	BRITANNIA AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	BRITANNIA AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	BRITANNIA AIRWAYS	C	A	18	0	0	33	17	22	28	0	0	42	29	32	17	
	GATWICK	BRITANNIA AIRWAYS	C	D	18	0	0	72	0	11	17	0	0	22	82	14	17	
	GLASGOW	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	11	44	0	0	60	20	25	5	
	GLASGOW	BRITANNIA AIRWAYS	C	D	9	0	0	56	0	0	44	0	0	41	100	2	6	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)	LUTON	BRITANNIA AIRWAYS	C	A	3	2	0	0	33	33	33	0	0	72	50	18	4
	LUTON	BRITANNIA AIRWAYS	C	D	5	0	0	80	0	0	20	0	0	34	100	7	4
	MANCHESTER	BRITANNIA AIRWAYS	C	A	33	0	0	36	24	18	21	0	0	36	50	30	24
	MANCHESTER	BRITANNIA AIRWAYS	C	D	32	0	0	63	6	22	6	3	0	22	75	18	24
	NEWCASTLE	BRITANNIA AIRWAYS	C	A	9	0	0	22	22	44	11	0	0	34	0	0	0
	NEWCASTLE	BRITANNIA AIRWAYS	C	D	9	0	0	67	11	22	0	0	0	16	0	0	0
	STANSTED	BRITANNIA AIRWAYS	C	A	4	0	0	0	100	0	0	0	0	21	60	19	5
	STANSTED	BRITANNIA AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	60	19	5
	GATWICK	CALEDONIAN AIRWAYS	C	A	8	0	0	13	13	50	13	0	13	165	0	45	4
	GATWICK	CALEDONIAN AIRWAYS	C	D	8	0	0	50	38	0	13	0	0	30	100	-2	4
	GLASGOW	CALEDONIAN AIRWAYS	C	A	5	0	0	60	0	20	0	0	20	97	0	40	4
	GLASGOW	CALEDONIAN AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	9	75	13	4
	MANCHESTER	CALEDONIAN AIRWAYS	C	A	14	0	0	29	14	14	43	0	0	56	53	36	15
	MANCHESTER	CALEDONIAN AIRWAYS	C	D	14	0	5	29	21	21	21	0	7	62	53	22	15
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	1	0	0	50	25	0	25	186	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	43	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	70	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	A	3	1	0	33	33	33	0	0	0	20	0	0	0
	BIRMINGHAM	FUTURA AIRLINES	C	D	3	1	0	67	0	0	33	0	0	40	0	0	0
	GATWICK	FUTURA AIRLINES	C	A	6	0	0	0	17	33	50	0	0	82	0	0	0
	GATWICK	FUTURA AIRLINES	C	D	6	0	0	17	33	0	50	0	0	60	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	20	40	20	0	20	0	55	75	6	4
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	0	40	40	0	20	0	68	50	21	4
	MANCHESTER	FUTURA AIRLINES	C	A	12	0	1	17	0	25	58	0	0	62	100	-4	5
	MANCHESTER	FUTURA AIRLINES	C	D	9	0	0	11	0	22	67	0	0	79	80	14	5
	NEWCASTLE	FUTURA AIRLINES	C	A	5	0	0	20	20	60	0	0	0	36	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	5	0	0	20	20	20	40	0	0	42	0	0	0
	GATWICK	LEISURE INTERNATIONAL	C	A	14	0	0	0	7	57	36	0	0	57	73	7	11
	GATWICK	LEISURE INTERNATIONAL	C	D	14	0	0	36	36	21	7	0	0	29	75	11	12

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					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	MANCHESTER	LEISURE INTERNATIONAL	C	A	14	0	0	7	14	50	21	0	7	83	0	0	0	
	MANCHESTER	LEISURE INTERNATIONAL	C	D	14	0	0	79	7	14	0	0	0	14	0	0	0	
	STANSTED	LEISURE INTERNATIONAL	C	A	5	0	0	0	20	40	20	20	0	89	25	35	4	
	STANSTED	LEISURE INTERNATIONAL	C	D	5	0	0	40	20	40	0	0	0	25	50	18	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	14	0	0	14	21	36	21	7	0	52	18	31	11	
	BIRMINGHAM	MONARCH AIRLINES	C	D	15	0	0	73	0	13	13	0	0	24	82	9	11	
	GATWICK	MONARCH AIRLINES	C	A	23	1	0	9	22	48	22	0	0	43	15	66	13	
	GATWICK	MONARCH AIRLINES	C	D	22	0	0	64	27	0	5	5	0	27	58	37	12	
	LUTON	MONARCH AIRLINES	S	A	9	0	0	22	56	22	0	0	0	25	88	9	8	
	LUTON	MONARCH AIRLINES	C	A	5	1	0	20	20	40	20	0	0	45	25	41	4	
	LUTON	MONARCH AIRLINES	S	D	9	0	0	67	33	0	0	0	0	9	71	8	7	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	40	20	20	20	0	0	33	50	23	4	
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	0	7	40	53	0	0	72	19	58	16	
	MANCHESTER	MONARCH AIRLINES	C	D	16	0	0	56	19	6	19	0	0	26	69	18	16	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	11	0	1	9	27	36	9	18	0	72	43	157	7	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	11	0	0	36	18	18	0	18	9	98	75	30	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	20	0	0	10	25	50	15	0	0	43	43	32	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	19	0	0	63	16	16	5	0	0	19	77	13	13	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	10	0	4	10	10	40	30	10	0	68	67	8	6	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	4	56	33	11	0	0	0	13	43	26	7	
	LUTON	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	61	0	0	0	
	LUTON	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	48	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	1	5	19	19	43	5	10	116	32	32	25	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	22	0	0	36	5	23	27	5	5	67	60	21	25	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	6	1	0	0	50	17	33	0	0	62	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	6	0	0	67	0	33	0	0	0	16	0	0	0	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	0	0	60	40	0	0	52	0	182	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	13	0	144	4	
	GLASGOW	SPANAIR	C	A	5	0	0	0	60	20	20	0	0	35	0	0	0	
	GLASGOW	SPANAIR	C	D	5	0	0	20	20	40	20	0	0	36	0	0	0	

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					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	23	0	0	0	
	MANCHESTER	SPANAIR	C	D	4	1	0	25	50	25	0	0	0	29	0	0	0	
	GATWICK	TRANSAER	C	A	14	1	0	21	14	29	36	0	0	49	0	0	0	
	GATWICK	TRANSAER	C	D	14	1	0	29	7	36	29	0	0	43	0	0	0	
	NEWCASTLE	TRANSAVIA	C	A	4	1	0	25	0	75	0	0	0	30	0	0	0	
	NEWCASTLE	TRANSAVIA	C	D	5	0	0	20	0	40	20	20	0	79	0	0	0	
	LUTON	VIVA	C	A	5	0	0	60	0	40	0	0	0	20	25	46	4	
	LUTON	VIVA	C	D	5	0	0	40	20	20	20	0	0	37	0	64	4	
	MANCHESTER	VIVA	C	A	13	0	0	15	38	38	8	0	0	31	0	0	0	
	MANCHESTER	VIVA	C	D	12	0	1	17	25	50	8	0	0	36	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>960</b>	<b>14</b>	<b>20</b>	<b>38</b>	<b>18</b>	<b>23</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>54</b>	<b>28</b>	<b>28</b>	
TIRANA																		
TIREE																		
	GLASGOW	LOGANAIR	S	A	18	1	0	61	0	0	33	6	0	46	94	20	18	
	GLASGOW	LOGANAIR	S	D	19	0	0	68	0	5	26	0	0	18	94	17	17	
<b>TOTAL TIREE</b>					<b>37</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>94</b>	<b>19</b>	<b>19</b>	
TOBAGO																		
	GATWICK	CALEDONIAN AIRWAYS	C	A	6	0	0	33	17	17	0	17	17	259	25	60	4	
<b>TOTAL TOBAGO</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>259</b>	<b>25</b>	<b>60</b>	<b>60</b>	
TOKYO (NARITA)																		
	HEATHROW	AEROFLOT	S	A	9	0	0	11	11	44	33	0	0	49	0	64	8	
	HEATHROW	AEROFLOT	S	D	9	0	0	67	22	11	0	0	0	10	50	23	8	
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	83	3	10	3	0	0	7	87	8	30	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	80	7	10	3	0	0	16	83	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	1	0	91	5	0	4	0	0	-6	95	-6	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	46	23	25	5	0	0	23	78	9	55	
	HEATHROW	JAPAN AIRLINES	S	A	37	0	0	70	14	14	3	0	0	10	80	-3	35	
	HEATHROW	JAPAN AIRLINES	S	D	36	1	0	61	28	11	0	0	0	16	77	11	39	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	73	15	8	4	0	0	1	84	5	25	

CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					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)											
TOKYO (NARITA)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	50	23	19	8	0	0	20	68	19	25
<b>TOTAL TOKYO (NARITA)</b>					<b>315</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>7</b>	<b>7</b>
TORONTO	GLASGOW	AIR CANADA	S	A	13	0	0	92	8	0	0	0	1	14	44	22	
	GLASGOW	AIR CANADA	S	D	13	0	0	69	8	8	8	0	8	82	43	40	21
	HEATHROW	AIR CANADA	S	A	52	0	0	62	19	10	10	0	15	34	35	56	
	HEATHROW	AIR CANADA	S	D	56	0	8	63	21	13	4	0	14	65	14	52	
	MANCHESTER	AIR CANADA	S	A	13	0	0	100	0	0	0	0	-2	32	41	22	
	MANCHESTER	AIR CANADA	S	D	13	0	0	62	15	15	8	0	19	32	34	22	
	HEATHROW	AIR INDIA	S	A	9	0	0	11	11	33	44	0	59	8	65	12	
	HEATHROW	AIR INDIA	S	D	9	0	0	11	22	44	11	11	0	75	8	88	12
	GATWICK	AIR TRANSAT	C	A	5	0	0	80	20	0	0	0	-3	50	14	4	
	GATWICK	AIR TRANSAT	C	D	5	0	0	40	60	0	0	0	15	50	23	4	
	GLASGOW	AIR TRANSAT	C	A	5	0	0	100	0	0	0	0	-1	0	32	5	
	GLASGOW	AIR TRANSAT	C	D	5	0	0	80	20	0	0	0	5	40	33	5	
	MANCHESTER	AIR TRANSAT	C	A	5	0	0	100	0	0	0	0	0	80	4	5	
	MANCHESTER	AIR TRANSAT	C	D	5	0	0	60	20	20	0	0	19	60	18	5	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	27	0	2	63	22	4	11	0	13	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	27	0	2	63	15	19	4	0	18	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	23	3	10	0	9	73	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	33	27	27	13	0	32	77	13	30	
	GATWICK	CANADA 3000 AIRLINES	C	A	6	0	0	100	0	0	0	0	-33	100	7	1	
	GATWICK	CANADA 3000 AIRLINES	C	D	6	0	0	67	17	17	0	0	13	100	0	1	
	GLASGOW	CANADA 3000 AIRLINES	C	A	5	0	0	40	40	0	20	0	23	0	0	0	
	GLASGOW	CANADA 3000 AIRLINES	C	D	5	0	0	60	20	20	0	0	24	0	0	0	
	MANCHESTER	CANADA 3000 AIRLINES	C	A	4	0	0	75	0	25	0	0	5	0	0	0	
	MANCHESTER	CANADA 3000 AIRLINES	C	D	4	0	0	50	25	0	25	0	25	0	0	0	
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	55	0	3	91	5	4	0	0	-7	27	34	30	
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	55	0	3	67	16	13	4	0	13	90	5	30	
<b>TOTAL TORONTO</b>					<b>462</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>47</b>	<b>29</b>	<b>29</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					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)											
TOULOUSE (BLAGNAC)																		
	HEATHROW	AIR FRANCE	S	A	78	0	3	46	27	22	5	0	0	22	78	8	55	
	HEATHROW	AIR FRANCE	S	D	78	0	3	81	8	8	4	0	0	7	93	2	56	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	58	0	2	84	14	2	0	0	0	7	91	0	58	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	58	0	2	90	7	3	0	0	0	5	84	5	58	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>274</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>4</b>	
TOURS																		
<b>TOTAL TOURS</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TREVISO																		
<b>TOTAL TREVISO</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>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TRIESTE (RONCHI DEI LEGIO)																		
TRIVANDRUM																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	25	0	25	25	183	50	15	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	0	25	50	0	152	75	7	4	
<b>TOTAL TRIVANDRUM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>167</b>	<b>60</b>	<b>39</b>	<b>39</b>	
TROMSOE																		
TUNIS																		
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	75	8	17	0	0	0	11	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	12	0	0	33	42	17	8	0	0	25	0	0	0	
	GATWICK	TUNISAIR	C	A	2	0	0	0	100	0	0	0	0	21	0	0	0	
	GATWICK	TUNISAIR	C	D	2	0	1	0	0	100	0	0	0	49	0	0	0	
	HEATHROW	TUNISAIR	S	A	13	0	0	46	31	15	8	0	0	24	50	33	12	
	HEATHROW	TUNISAIR	S	D	13	0	0	31	31	23	15	0	0	40	42	37	12	
<b>TOTAL TUNIS</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>30</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>28</b>	<b>28</b>	
TURIN																		
	HEATHROW	ALITALIA	S	A	30	0	0	37	27	13	23	0	0	43	100	-3	30	
	HEATHROW	ALITALIA	S	D	30	0	0	63	13	0	23	0	0	26	97	-4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	43	20	27	10	0	0	26	87	1	53	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TURIN	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	1	0	72	8	18	2	0	0	11	89	3	53
<b>TOTAL TURIN</b>					<b>180</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>91</b>	<b>1</b>	<b>1</b>
TURKU	GATWICK	FINNAIR	S	A	21	0	0	71	19	10	0	0	0	11	0	0	0
	GATWICK	FINNAIR	S	D	25	0	0	84	16	0	0	0	0	5	0	0	0
<b>TOTAL TURKU</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</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 1996

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VALENCIA																	
	GATWICK	GB AIRWAYS LTD	S	A	16	0	0	75	13	13	0	0	0	9	24	30	17
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	100	0	0	0	0	0	6	82	9	17
	HEATHROW	IBERIA	S	A	30	0	0	47	20	27	7	0	0	23	68	10	22
	HEATHROW	IBERIA	S	D	30	0	0	90	3	0	7	0	0	3	77	36	22
<b>TOTAL VALENCIA</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>22</b>	<b>22</b>
VANCOUVER																	
	HEATHROW	AIR CANADA	S	A	30	0	0	27	30	30	10	3	0	43	3	67	30
	HEATHROW	AIR CANADA	S	D	30	0	0	40	27	20	10	3	0	33	70	23	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	0	93	0	3	3	0	0	-5	100	-15	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	20	3	7	0	0	17	90	0	30
	HEATHROW	CANADIAN AIRLINES INT/L	S	A	26	0	0	73	12	12	4	0	0	8	30	28	30
	HEATHROW	CANADIAN AIRLINES INT/L	S	D	26	0	0	58	27	8	4	4	0	24	90	5	30
<b>TOTAL VANCOUVER</b>					<b>173</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>18</b>	<b>18</b>
VARADERO																	
	GATWICK	LEISURE INTL AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	55	0	158	2
<b>TOTAL VARADERO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>158</b>	<b>158</b>
VENICE																	
	GATWICK	ALITALIA	S	A	60	0	0	52	35	8	2	3	0	24	75	12	60
	GATWICK	ALITALIA	S	D	59	1	1	58	31	7	3	2	0	19	90	6	60
	GATWICK	BRITANNIA AIRWAYS	C	A	2	0	1	0	0	0	100	0	0	112	0	20	2
	GATWICK	BRITANNIA AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	26	100	8	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	85	6	0	6	3	0	13	83	8	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	77	11	3	6	3	0	15	72	11	29
	GATWICK	MONARCH AIRLINES	C	A	18	0	1	6	22	44	22	0	6	106	50	13	2
	GATWICK	MONARCH AIRLINES	C	D	18	0	1	78	22	0	0	0	0	8	100	-4	2
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	82	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL VENICE</b>					<b>232</b>	<b>1</b>	<b>4</b>	<b>60</b>	<b>23</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>12</b>	<b>12</b>
VERONA																	



## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

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## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995				
					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)											
VERONA																		
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	56	0	0	34	29	29	9	0	0	31	86	5	56	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	55	0	0	73	16	4	7	0	0	14	96	2	56	
<b>TOTAL VERONA</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>91</b>	<b>4</b>	<b>4</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	107	0	0	72	15	10	3	0	0	10	67	15	107	
	HEATHROW	AUSTRIAN AIRLINES	S	D	107	0	0	87	7	5	1	0	0	4	84	7	107	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	60	0	0	52	27	15	7	0	0	21	57	15	60	
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	60	0	0	65	17	10	8	0	0	19	82	6	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	69	18	9	4	0	0	13	76	10	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	79	8	9	4	0	0	13	80	12	89	
	GATWICK	LAUDA-AIR	S	A	18	0	0	33	50	11	6	0	0	24	53	23	17	
	GATWICK	LAUDA-AIR	S	D	18	0	0	50	39	11	0	0	0	17	71	18	17	
	MANCHESTER	LAUDA-AIR	S	A	25	0	0	88	8	4	0	0	0	1	81	7	26	
	MANCHESTER	LAUDA-AIR	S	D	25	0	0	80	16	4	0	0	0	5	85	3	26	
<b>TOTAL VIENNA</b>					<b>603</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>11</b>	<b>11</b>	
VILNIUS																		
	HEATHROW	LITHUANIA AIRLINES	S	A	22	0	0	64	32	5	0	0	0	4	82	-1	17	
	HEATHROW	LITHUANIA AIRLINES	S	D	22	0	0	82	5	9	5	0	0	9	94	1	17	
<b>TOTAL VILNIUS</b>					<b>44</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>7</b>	<b>88</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE / AIRPORT STATISTICS SYSTEM

TABLE 90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Actual (7)	Plan (8)
WARSAW																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	58	30	10	2	0	0	12	76	12	41	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	82	13	3	2	0	0	8	81	9	42	
	HEATHROW	LOT-POLISH AIRLINES	S	A	60	0	0	68	20	3	8	0	0	12	72	20	39	
	HEATHROW	LOT-POLISH AIRLINES	S	D	60	0	0	82	8	7	3	0	0	6	77	18	43	
<b>TOTAL WARSAW</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>15</b>	<b>15</b>	
WASHINGTON (DULLES)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	-11	72	13	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	33	10	3	0	0	21	60	15	30	
	HEATHROW	UNITED AIRLINES	S	A	59	0	1	56	12	12	17	2	2	43	47	27	49	
	HEATHROW	UNITED AIRLINES	S	D	58	0	1	55	33	10	2	0	0	17	63	16	48	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	2	86	7	4	4	0	0	-3	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	2	29	39	25	4	4	0	34	0	0	0	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>233</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>19</b>	<b>19</b>	
WATERFORD																		
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	A	24	0	1	88	0	13	0	0	0	0	81	4	26	
	STANSTED	BRITISH REGIONAL AIRLINES LTD	S	D	25	0	0	76	4	12	8	0	0	11	96	2	26	
	LUTON	SCOT AIRWAYS	S	A	10	0	7	60	0	40	0	0	0	24	61	20	49	
	LUTON	SCOT AIRWAYS	S	D	11	0	1	55	27	9	9	0	0	20	92	2	49	
<b>TOTAL WATERFORD</b>					<b>70</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>6</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>8</b>	
WICK																		
	NEWCASTLE	GILL AIRWAYS	S	A	21	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	GILL AIRWAYS	S	D	21	0	0	81	0	10	10	0	0	9	0	0	0	
<b>TOTAL WICK</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WINDHOEK																		
	HEATHROW	AIR NAMIBIA	S	A	13	0	0	38	8	8	23	8	15	231	31	23	13	
	HEATHROW	AIR NAMIBIA	S	D	13	0	0	54	15	15	0	8	8	120	85	8	13	
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>175</b>	<b>58</b>	<b>15</b>	<b>15</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						NOV 1995						
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
YAOUNDE (NSIMALEN)																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						NOV 1995			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	HEATHROW	CROATIA AIRLINES	S	A	30	0	0	53	37	10	0	0	0	15	73	11	30
	HEATHROW	CROATIA AIRLINES	S	D	30	0	0	67	27	3	3	0	0	11	67	17	30
<b>TOTAL ZAGREB</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>32</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>14</b>	<b>14</b>
ZARAGOZA	GATWICK	AVIACO	S	A	12	0	0	67	8	17	8	0	0	11	0	0	0
	GATWICK	AVIACO	S	D	12	0	0	83	0	17	0	0	0	11	0	0	0
<b>TOTAL ZARAGOZA</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>7</b>	<b>7</b>
ZURICH	MANCHESTER	AER LINGUS	S	A	23	0	3	30	26	30	9	4	0	37	88	2	26
	MANCHESTER	AER LINGUS	S	D	23	1	2	61	26	13	0	0	0	16	100	3	26
	HEATHROW	BMI BRITISH MIDLAND	S	A	116	0	0	36	28	25	11	0	0	28	67	12	116
	HEATHROW	BMI BRITISH MIDLAND	S	D	115	0	0	72	17	7	3	1	0	14	83	7	116
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	A	59	0	1	37	27	24	10	2	0	32	0	0	0
	GATWICK	BRITISH AIRWAYS (EURO OPS) LGW	S	D	59	0	1	68	14	15	3	0	0	16	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	115	0	0	50	30	15	5	0	0	20	78	10	118
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	0	83	12	3	2	0	0	7	83	8	118
	LUTON	EDELWEISS AIR	C	A	20	1	0	75	15	5	5	0	0	13	0	0	0
	LUTON	EDELWEISS AIR	C	D	21	0	0	71	14	5	5	0	5	50	0	0	0
	STANSTED	FLIGHTLINE LTD	C	A	29	0	1	38	38	10	14	0	0	29	0	0	0
	STANSTED	FLIGHTLINE LTD	C	D	30	1	0	70	20	7	3	0	0	14	0	0	0
	STANSTED	KLM UK LTD	S	A	74	0	2	18	34	35	14	0	0	35	78	4	50
	STANSTED	KLM UK LTD	S	D	75	0	1	45	23	17	15	0	0	26	66	12	50
	BIRMINGHAM	SWISS AIRLINES	S	A	25	0	0	8	36	40	16	0	0	42	71	11	52
	BIRMINGHAM	SWISS AIRLINES	S	D	26	0	0	54	42	0	4	0	0	16	53	17	51
	EDINBURGH	SWISS AIRLINES	S	A	27	0	3	63	26	11	0	0	0	11	0	0	0
	EDINBURGH	SWISS AIRLINES	S	D	28	0	2	61	29	7	0	4	0	22	0	0	0
	MANCHESTER	SWISS AIRLINES	S	A	27	0	0	4	44	48	4	0	0	32	0	0	0
	MANCHESTER	SWISS AIRLINES	S	D	25	0	0	76	16	0	8	0	0	16	0	0	0

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR NOVEMBER 1996

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE						NOV 1995			
			CHARTER/ SCHED	ARR/ DEP	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ZURICH																		
	HEATHROW	SWISSAIR	S	A	179	0	1	51	25	17	7	0	0	21	80	8	150	
	HEATHROW	SWISSAIR	S	D	180	0	0	73	16	7	4	0	0	12	79	9	150	
	MANCHESTER	SWISSAIR	S	A	30	0	0	60	20	17	3	0	0	18	77	8	30	
	MANCHESTER	SWISSAIR	S	D	30	0	0	73	23	3	0	0	0	11	73	10	30	
<b>TOTAL ZURICH</b>					<b>1453</b>	<b>3</b>	<b>17</b>	<b>55</b>	<b>23</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>10</b>	<b>10</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1996

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	484	0	2	69	15	10	5	0	0	15	88	5	442	
DUBLIN	555	3	13	84	7	6	3	1	0	9	94	2	501	
PALMA DE MALLORCA	60	0	0	63	25	7	2	2	2	20	78	8	40	
PARIS (CHARLES DE GAULLE)	498	0	8	87	5	4	4	0	0	8	91	3	434	
CHARTERED FLIGHTS(ALL ROUTES)	503	12	10	54	17	15	9	4	1	35	67	23	470	
SCHEDULED FLIGHTS(ALL ROUTES)	5126	17	107	80	10	5	4	1	0	11	90	3	5278	
AIRPORT TOTAL	5629	29	117	77	11	6	5	1	0	13	88	5	5748	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1996

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	182	0	0	66	20	9	4	1	0	16	0	0	0
DUBLIN	172	2	6	91	5	1	3	1	0	7	0	0	0
PARIS (CHARLES DE GAULLE)	190	0	8	74	13	8	5	0	0	14	0	0	0
CHARTERED FLIGHTS(ALL ROUTES)	23	10	1	57	9	17	9	9	0	41	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	4831	14	245	74	13	7	4	1	0	13	0	0	0
AIRPORT TOTAL	4854	24	246	74	13	7	4	1	0	13	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1996

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	486	0	4	72	18	9	1	0	0	12	83	9	427	
ATHENS	115	2	6	63	16	15	4	2	0	22	36	38	110	
DUBLIN	470	2	0	87	7	5	0	0	0	5	90	2	443	
NEW YORK (JF KENNEDY)	53	1	7	77	11	8	2	2	0	8	60	16	58	
PALMA DE MALLORCA	92	1	4	54	15	15	13	2	0	31	59	21	96	
PARIS (CHARLES DE GAULLE)	295	1	0	59	20	15	6	0	0	19	91	2	329	
CHARTERED FLIGHTS(ALL ROUTES)	2283	78	73	43	21	20	13	2	1	35	58	28	2142	
SCHEDULED FLIGHTS(ALL ROUTES)	12672	11	166	69	16	9	4	0	0	15	81	8	11292	
AIRPORT TOTAL	14955	89	239	65	17	11	6	1	0	18	77	11	13434	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1996

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	170	0	0	67	18	9	5	1	0	15	82	5	170
DUBLIN	170	0	0	87	6	3	2	2	0	8	88	3	170
PALMA DE MALLORCA	46	0	1	63	9	13	15	0	0	27	79	17	38
PARIS (CHARLES DE GAULLE)	41	0	1	76	17	2	2	2	0	16	93	4	121
CHARTERED FLIGHTS(ALL ROUTES)	444	15	26	49	16	16	15	2	1	43	64	18	461
SCHEDULED FLIGHTS(ALL ROUTES)	5212	28	64	79	11	6	4	1	0	11	88	5	5166
AIRPORT TOTAL	5656	43	90	76	11	7	5	1	0	13	86	6	5627

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1996

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	1353	0	1	67	15	12	6	0	0	14	82	7	1398
ATHENS	305	0	1	66	19	12	4	0	0	12	61	14	306
DUBLIN	1180	1	2	78	12	7	3	0	0	8	85	6	1163
NEW YORK (JF KENNEDY)	1019	5	20	72	15	8	4	1	0	10	65	17	1077
PALMA DE MALLORCA	120	0	0	80	8	8	4	0	0	8	77	7	120
PARIS (CHARLES DE GAULLE)	1538	1	72	73	15	9	3	0	0	9	85	5	1408
CHARTERED FLIGHTS(ALL ROUTES)	34	0	2	50	32	12	0	6	0	29	51	27	41
SCHEDULED FLIGHTS(ALL ROUTES)	34353	58	381	69	15	10	5	0	0	14	77	10	33541
AIRPORT TOTAL	34387	58	383	69	15	10	5	0	0	14	77	10	33582

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1996

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
		Actual (7)	Plan (8)											
AMSTERDAM	164	3	0	52	16	21	10	1	0	23	82	7	192	
DUBLIN	186	7	3	92	4	2	1	1	0	2	91	2	161	
PALMA DE MALLORCA	11	2	2	73	9	9	9	0	0	10	40	18	10	
PARIS (CHARLES DE GAULLE)	142	14	13	64	13	12	11	0	0	18	93	-1	139	
CHARTERED FLIGHTS(ALL ROUTES)	330	17	16	58	14	15	12	1	1	29	68	25	292	
SCHEDULED FLIGHTS(ALL ROUTES)	1935	43	40	66	13	11	9	1	0	20	87	5	919	
AIRPORT TOTAL	2265	60	56	65	13	12	9	1	0	21	82	10	1211	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1996

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	555	1	22	69	12	11	8	0	0	15	87	2	511	
ATHENS	2	0	0	0	50	0	50	0	0	43	0	0	0	
DUBLIN	605	4	21	84	7	7	2	0	0	5	93	2	567	
NEW YORK (JF KENNEDY)	60	0	0	83	8	2	7	0	0	-2	72	12	60	
PALMA DE MALLORCA	123	1	2	57	19	13	10	2	0	23	78	8	81	
PARIS (CHARLES DE GAULLE)	452	0	2	80	12	4	4	0	0	9	90	1	427	
CHARTERED FLIGHTS(ALL ROUTES)	1987	19	60	50	18	17	12	2	1	31	63	24	1735	
SCHEDULED FLIGHTS(ALL ROUTES)	8314	24	161	76	12	7	4	0	0	10	86	4	8357	
AIRPORT TOTAL	10301	43	221	71	13	9	6	1	0	14	82	8	10092	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1996

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995		
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
AMSTERDAM	168	1	2	77	7	9	7	0	0	14	0	0	0
DUBLIN	110	2	0	80	14	5	1	0	0	6	0	0	0
PALMA DE MALLORCA	33	0	0	64	12	24	0	0	0	13	0	0	0
PARIS (CHARLES DE GAULLE)	108	0	2	85	13	1	1	0	0	6	0	0	0
CHARTERED FLIGHTS(ALL ROUTES)	298	8	4	59	11	19	9	2	0	24	0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	2653	5	67	81	9	6	4	0	0	9	0	0	0
AIRPORT TOTAL	2951	13	71	79	9	7	4	1	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR NOVEMBER 1996

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							NOV 1995			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	321	1	6	64	17	10	8	0	0	17	91	1	228	
DUBLIN	827	5	55	86	7	4	3	0	0	6	86	7	564	
PALMA DE MALLORCA	10	0	0	80	20	0	0	0	0	0	67	8	9	
PARIS (CHARLES DE GAULLE)	224	2	0	81	8	3	8	0	0	8	91	2	218	
CHARTERED FLIGHTS(ALL ROUTES)	444	13	21	59	17	15	7	2	0	21	59	34	357	
SCHEDULED FLIGHTS(ALL ROUTES)	4890	14	174	75	11	8	5	0	0	11	86	5	4256	
AIRPORT TOTAL	5334	27	195	74	11	8	6	1	0	12	84	8	4613	