

7-424

ISSN 0265-0266



UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

SEPTEMBER 1990

CIVIL AVIATION AUTHORITY LONDON

UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

SEPTEMBER 1990

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ISSN 0265-0266

FOREWORD

1 CONTENT

1.1 "UK Airlines - Operating and Traffic Statistics" is published by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators.

1.2 Some of the figures included in this publication may be provisional and revised in later issues.

2 CONVENTIONS

2.1 Symbols and Abbreviations The following are used throughout:

.. = not available

- = nil or less than half the final digit shown

P = provisional

2.2 Rounding of Figures In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

2.3 Units of Measurement Metric measurements are used throughout this publication

Tonne = 1000 kilograms

Conversion factors (metric to imperial)

0.9072 tonnes = 1 short ton (2000 lbs)

1.0160 tonnes = 1 ton (2240 lbs)

1.6095 kilometres = 1 statute mile (5280 feet)

1.4600 tonne-kilometres = 1 short ton mile

The explanations of other terms used throughout the tables are contained in the section on Definitions immediately following the tables.

3 ENQUIRIES

3.1 Statistics Enquiries concerning the information in this publication should be addressed to:

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Civil Aviation Authority

Printing and Publication Services

Greville House

37 Gratton Road

Cheltenham

Glos GL50 2BN

Tel. Cheltenham (0242) 235151

Annual Subscription Rate £43.00

Individual Copy Rate £ 4.30

4 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

- 4.1 Statistics for the period from February 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's Business Monitors

The series comprise:

| | | |
|------|---------------------------------------------|-------------------------------|
| CA.1 | Airport Activity | (Monthly and Annual) |
| CA.2 | Air Passengers | " " " |
| CA.3 | Air Freight & Mail | " " " |
| CA.4 | Airline Operations | " " " |
| CA.5 | Airline Operations | (Quarterly and Annual) |
| CA.6 | Domestic Passenger Traffic | " " " |
| CA.7 | Air Passengers - International and Cabotage | " " " |
| CA.8 | Airline Financial Statistics | (Annually: 1968 to 1971 only) |

- 4.2 Statistics for the period January 1973 to December 1982 were published in "CAA Monthly Statistics" which also incorporated statistics of activity at UK airports.

5 OTHER MONTHLY STATISTICAL PUBLICATIONS

- 5.1 Statistics of activity at UK airports (previously published in CAA Monthly Statistics) are available in "UK Airports - Monthly Statements of Movements, Passenger and Cargo" obtainable from the address given in paragraph 3.2.

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- 6.3 Domestic Class3 Licence Operations

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- 7.2 International Class 4 Licence Operations
- 7.3 Domestic Class 4 Licence Operations

- 8.1 All Class 6 Licence Operations
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- 8.3 Domestic Class 6 Licence Operations

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Dear Reader

**CORRIGENDUM FOR AIRLINE MONTHLY OPERATING AND TRAFFIC STATISTICS -
SEPTEMBER 1990**

Please make the following adjustments to the above document.

1. Table 3.2 Cargo Services

Delete: BA, Cargo uplifted tonnes: 234
Insert: BA, Cargo uplifted tonnes: 482

2. Tables 12.1 and 12.2

The Aircraft in Service and Average Daily Utilisation
columns should read "Qtr Ended September 1990" not June.

I apologise for any inconvenience that these errors may have
caused.

A handwritten signature in black ink, appearing to be 'I M Lamb', is written over a horizontal line.

I M Lamb
Aviation Data Unit

Size of UK Airlines by Available Capacity
Year ended September 1990 (a)

Table 1

| | Output in Available tonne-kilometres (000 000) | Percentage of all available tonne-kilometres | Tonne- kilometres used (000 000) | Percentage of all tonne- kilometres used |
|-----------------------------------|---------------------------------------------------------|----------------------------------------------------|-------------------------------------------|---------------------------------------------------|
| British Airways | 12 604 | 62.2 | 8 127 | 61.0 |
| Virgin Atlantic Airways | 1 270 | 6.3 | 693 | 5.2 |
| Britannia Airways | 1 240 | 6.1 | 1 037 | 7.8 |
| Air Europe | 898 | 4.4 | 527 | 4.0 |
| Dan-Air Services | 848 | 4.2 | 676 | 5.1 |
| Monarch Airlines | 797 | 3.9 | 590 | 4.4 |
| Air 2000 | 534 | 2.6 | 456 | 3.4 |
| Caledonian Airways | 376 | 1.9 | 287 | 2.2 |
| British Midland | 322 | 1.6 | 141 | 1.1 |
| Air UK | 154 | 0.8 | 72 | 0.5 |
| Anglo Cargo | 136 | 0.7 | 77 | 0.6 |
| Inter European Airways | 130 | 0.6 | 87 | 0.7 |
| Novair International | 124 | 0.6 | 76 | 0.6 |
| Trans European Airlines | 89 | 0.4 | 65 | 0.5 |
| Air UK Leisure | 87 | 0.4 | 64 | 0.5 |
| Heavylift Cargo Airlines | 71 | 0.3 | 37 | 0.3 |
| Tradewinds Airways | 63 | 0.3 | 32 | 0.2 |
| GB Airways t/a Gibair | 57 | 0.3 | 34 | 0.3 |
| Berlin Regional | 42 | 0.2 | 33 | 0.3 |
| Air Bridge Carriers | 41 | 0.2 | 18 | 0.1 |
| Loganair | 37 | 0.2 | 21 | 0.2 |
| British Island Airways | 34 | 0.2 | 16 | 0.1 |
| Paramount Airlines | 29 | 0.1 | 14 | 0.1 |
| British Air Ferries | 27 | 0.1 | 13 | 0.1 |
| Birmingham European Airways | 25 | 0.1 | 12 | 0.1 |
| Air Foyle | 24 | 0.1 | 11 | 0.1 |
| Brymon Airways | 22 | 0.1 | 9 | 0.1 |
| Bristow Helicopters | 22 | 0.1 | 14 | 0.1 |
| Capital Airlines | 22 | 0.1 | 9 | 0.1 |
| Manx Airlines | 19 | 0.1 | 11 | 0.1 |
| Jersey European Airways | 15 | 0.1 | 8 | 0.1 |
| British International Helicopters | 13 | 0.1 | 6 | 0.0 |
| Amber Airways | 1 | 0.0 | 0 | 0.0 |
| Others | 87 | 0.4 | 47 | 0.4 |
| Total | 20 263 | 100.00 | 13 320 | 100.00 |

(a) Excludes Air Taxi Operations

Main Outputs of UK Airlines 1961-1990 (a)

Table 2

| | <-----Available Tonne-Kilometres-----> | | | | | | <-----Tonne-Kilometres Used-----> | | | | | |
|----------------------|----------------------------------------|---------------------------------------------|------------------------------------|---------------------------------------------|----------------------------------------|---------------------------------------------|-----------------------------------|---------------------------------------------|------------------------------------|---------------------------------------------|----------------------------------------|---------------------------------------------|
| | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year |
| 1961 | 1 990 | .. | 1 575 | 32.2 | 415 | .. | .. | .. | .. | .. | .. | .. |
| 1962 | 2 215 | 11.3 | 1 784 | 13.3 | 431 | 3.9 | .. | .. | .. | .. | .. | .. |
| 1963 | 2 439 | 10.1 | 1 953 | 9.5 | 486 | 12.8 | .. | .. | .. | .. | .. | .. |
| 1964 | 2 879 | 18.0 | 2 275 | 16.5 | 604 | 24.3 | .. | .. | .. | .. | .. | .. |
| 1965 | 3 325 | 15.5 | 2 664 | 17.1 | 661 | 9.4 | .. | .. | .. | .. | .. | .. |
| 1966 | 3 851 | 15.8 | 2 993 | 12.4 | 858 | 29.8 | .. | .. | .. | .. | .. | .. |
| 1967 | 4 016 | 4.3 | 3 145 | 5.1 | 871 | 1.5 | .. | .. | .. | .. | .. | .. |
| 1968 | 4 214 | 4.9 | 3 256 | 3.5 | 958 | 10.0 | .. | .. | .. | .. | .. | .. |
| 1969 | 4 927 | 16.9 | 3 748 | 15.1 | 1 179 | 23.1 | .. | .. | .. | .. | .. | .. |
| 1970 | 5 782 | 17.4 | 4 129 | 10.2 | 1 653 | 40.2 | .. | .. | .. | .. | .. | .. |
| 1971 | 6 973 | 20.6 | 4 591 | 11.2 | 2 382 | 44.1 | .. | .. | .. | .. | .. | .. |
| 1972 | 8 249 | 18.3 | 5 399 | 17.6 | 2 850 | 19.7 | .. | .. | .. | .. | .. | .. |
| 1973 | 9 003 | 9.1 | 5 953 | 10.3 | 3 050 | 7.0 | .. | .. | .. | .. | .. | .. |
| 1974 | 8 287 | -8.0 | 5 747 | -3.5 | 2 540 | -16.8 | 4 961 | .. | 3 166 | .. | 1 795 | .. |
| 1975 | 8 928 | 7.8 | 5 984 | 4.2 | 2 944 | 16.0 | 5 397 | 8.8 | 3 317 | 4.8 | 2 080 | 15.9 |
| 1976 | 9 727 | 9.0 | 6 602 | 10.3 | 3 125 | 6.2 | 5 964 | 10.5 | 3 726 | 12.3 | 2 238 | 7.6 |
| 1977 | 10 505 | 8.0 | 6 834 | 3.5 | 3 671 | 17.5 | 6 558 | 10.0 | 3 928 | 5.4 | 2 630 | 17.5 |
| 1978 | 11 970 | 13.9 | 8 095 | 18.5 | 3 875 | 5.6 | 7 583 | 15.6 | 4 827 | 24.1 | 2 711 | 3.1 |
| 1979 | 12 749 | 6.5 | 8 841 | 9.2 | 3 908 | 0.9 | 8 238 | 8.6 | 5 550 | 13.9 | 2 688 | -0.8 |
| 1980 | 13 215 | 3.6 | 9 829 | 11.2 | 3 386 | -13.5 | 8 283 | 0.5 | 5 895 | 6.2 | 2 388 | -11.2 |
| 1981 | 13 087 | -0.9 | 9 936 | 1.1 | 3 151 | -6.9 | 8 466 | 2.2 | 6 188 | 5.0 | 2 278 | -4.6 |
| 1982 | 11 848 | -9.5 | 9 068 | -8.7 | 2 780 | -11.8 | 7 757 | -8.4 | 5 593 | -9.6 | 2 164 | -5.0 |
| 1983 | 12 011 | 1.4 | 8 989 | -0.9 | 3 022 | 8.7 | 7 866 | 1.4 | 5 522 | -1.3 | 2 344 | 8.3 |
| 1984 | 13 155 | 9.5 | 9 854 | 9.6 | 3 301 | 9.2 | 8 964 | 14.0 | 6 337 | 14.8 | 2 627 | 12.0 |
| 1985 | 13 408 | 1.9 | 10 166 | 3.2 | 3 242 | -1.8 | 9 085 | 1.3 | 6 467 | 2.1 | 2 618 | -0.3 |
| 1986 | 14 306 | 6.7 | 10 655 | 4.8 | 3 651 | 12.6 | 9 660 | 6.3 | 6 606 | 2.1 | 3 054 | 16.7 |
| 1987 | 15 848 | 10.8 | 11 424 | 7.3 | 4 423 | 21.1 | 11 231 | 16.3 | 7 586 | 14.8 | 3 645 | 19.4 |
| 1988 | 17 225 | 8.7 | 12 405 | 8.5 | 4 820 | 9.0 | 12 926 | 15.1 | 8 106 | 6.9 | 4 820 | 32.2 |
| 1989 | 18 923 | 9.9 | 13 427 | 8.2 | 5 496 | 14.0 | 13 368 | 3.4 | 8 974 | 10.7 | 4 394 | -8.8 |
| Year ended | | | | | | | | | | | | |
| Sep 1989 | 18 300 | | 12 949 | | 5 350 | | 12 205 | | 8 056 | | 4 149 | |
| Sep 1990 | 20 263 | | 14 940 | | 5 323 | | 13 320 | | 9 259 | | 4 016 | |
| Latest year's growth | | 10.7 | | 15.4 | | -0.5 | | 9.1 | | 14.9 | | -2.1 |

(a) Excludes Air Taxi Operations

All Scheduled Services September 1990

Table 3.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As | |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| ABERDEEN AIRWAYS | 106 | 315 | 358 | 3 832 | 4 323 | 1 592 | 36.8 | - | 362 | 142 | - | - | 142 | 39.2 |
| AIR EUROPE | 1 654 | 2 545 | 4 059 | 162 685 | 209 087 | 162 139 | 77.5 | 7 | 25 161 | 12 975 | - | 2 | 12 973 | 51.6 |
| AIR UK | 1 810 | 5 228 | 5 355 | 193 526 | 130 275 | 80 162 | 61.5 | 261 | 13 028 | 6 949 | 32 | 91 | 6 826 | 53.3 |
| AURIGNY AIR SERVICES | 165 | 2 616 | 804 | 34 528 | 3 103 | 2 043 | 65.8 | 127 | 256 | 169 | 1 | 5 | 163 | 66.0 |
| BIRMINGHAM EUROPEAN AIRWAYS | 459 | 656 | 942 | 21 565 | 32 753 | 15 470 | 47.2 | 25 | 2 482 | 1 190 | - | 20 | 1 170 | 47.9 |
| BRITANNIA AIRWAYS | 837 | 503 | 1 323 | 94 222 | 179 855 | 168 453 | 93.7 | 1 | 15 398 | 14 324 | - | 3 | 14 321 | 93.0 |
| BRITISH AIRWAYS | 32 507 | 22 526 | 51 962 | 2 318 721 | 8 157 173 | 6 236 452 | 76.5 | 33 652 | 1 117 442 | 792 802 | 12 793 | 185 158 | 594 851 | 70.9 |
| BRITISH INDEPENDENT AIRWAYS | 33 | 285 | 143 | 3 645 | 1 307 | 305 | 23.3 | - | 130 | 25 | - | - | 25 | 19.2 |
| BRITISH INTERNATIONAL HELIS | 35 | 571 | 190 | 11 461 | 858 | 692 | 80.7 | 21 | 72 | 58 | - | 1 | 57 | 80.6 |
| BRITISH MIDLAND | 2 146 | 5 372 | 5 755 | 332 689 | 246 233 | 142 849 | 58.0 | 639 | 25 542 | 11 440 | 97 | 187 | 11 156 | 44.8 |
| BRYMON AIRWAYS | 327 | 1 398 | 1 256 | 26 674 | 13 955 | 7 837 | 56.2 | 5 | 1 499 | 643 | - | 1 | 642 | 42.9 |
| BUSINESS AIR LIMITED | 36 | 124 | 99 | 527 | 376 | 248 | 66.0 | - | 47 | 20 | - | - | 20 | 42.6 |
| DAN AIR | 1 720 | 2 962 | 4 076 | 174 971 | 158 793 | 107 241 | 67.5 | 421 | 12 703 | 8 871 | 23 | 270 | 8 578 | 69.8 |
| GB AIRWAYS T/A GIBAIR | 376 | 215 | 596 | 19 445 | 42 640 | 35 274 | 82.7 | 93 | 4 885 | 3 386 | 38 | 130 | 3 218 | 69.3 |
| GILLAIR | 65 | 282 | 237 | 4 043 | 1 940 | 954 | 49.2 | - | 194 | 72 | - | - | 72 | 37.1 |
| ISLES OF SCILLY SKYBUS | 36 | 727 | 182 | 4 662 | 289 | 228 | 78.9 | 9 | 29 | 18 | - | - | 18 | 62.1 |
| JERSEY EUROPEAN AIRWAYS | 321 | 1 691 | 1 319 | 51 063 | 15 222 | 11 384 | 74.8 | 46 | 1 509 | 859 | - | 8 | 851 | 56.9 |
| LOGANAIR | 482 | 2 655 | 1 986 | 53 044 | 22 438 | 13 692 | 61.0 | 82 | 2 014 | 1 251 | - | 20 | 1 231 | 62.1 |
| LONDON CITY AIRWAYS | 76 | 242 | 286 | 4 653 | 3 342 | 1 455 | 43.5 | 2 | 315 | 114 | - | 1 | 113 | 36.2 |
| MANX AIRLINES | 353 | 1 580 | 1 067 | 61 840 | 20 305 | 14 838 | 73.1 | 91 | 1 810 | 1 210 | - | 21 | 1 189 | 66.9 |
| MONARCH AIRLINES | 156 | 78 | 235 | 12 287 | 26 519 | 24 962 | 94.1 | 8 | 2 405 | 2 116 | - | 19 | 2 097 | 88.0 |
| REGION AIRWAYS | 61 | 237 | 247 | 1 298 | 656 | 395 | 60.2 | - | 87 | 32 | - | - | 32 | 36.8 |
| SUCKLING AIRWAYS | 42 | 160 | 145 | 1 587 | 707 | 423 | 59.8 | - | 50 | 30 | - | - | 30 | 60.0 |
| VIRGIN ATLANTIC AIRWAYS | 1 950 | 290 | 2 465 | 86 193 | 709 725 | 595 512 | 83.9 | 2 823 | 124 838 | 74 313 | - | 19 191 | 55 122 | 59.5 |
| Total Passenger Services | 45 753 | 53 258 | 85 087 | 3 679 161 | 9 981 874 | 7 624 600 | 76.4 | 38 313 | 1 352 258 | 933 009 | 12 984 | 205 128 | 714 897 | 69.0 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR BRIDGE CARRIERS | 106 | 287 | 271 | - | - | - | - | 2 053 | 1 779 | 910 | - | 910 | - | 51.2 |
| AIR UK | 21 | 51 | 69 | - | - | - | - | 192 | 179 | 81 | - | 81 | - | 45.3 |
| BRITISH AIR FERRIES | 7 | 10 | 21 | - | - | - | - | 38 | 37 | 25 | - | 25 | - | 67.6 |
| BRITISH AIRWAYS | 300 | 115 | 433 | - | - | - | - | 697 | 12 064 | 6 389 | 247 | 6 142 | - | 53.0 |
| CHANNEL EXPRESS (AIR SVS) | 13 | 87 | 59 | - | - | - | - | 364 | 80 | 59 | - | 59 | - | 73.8 |
| Total Cargo Services | 447 | 550 | 853 | - | - | - | - | 3 344 | 14 139 | 7 464 | 247 | 7 217 | - | 52.8 |
| Grand Total | 46 200 | 53 808 | 85 940 | 3 679 161 | 9 981 874 | 7 624 600 | 76.4 | 41 657 | 1 366 397 | 940 473 | 13 231 | 212 345 | 714 897 | 68.8 |

International Scheduled Services September 1990 (a)

Table 3.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) |
| <u>Passenger Services</u> | | | | | | | | | | | | | |
| AIR EUROPE | 1 434 | 1 864 | 3 196 | 145 069 | 201 401 | 156 328 | 77.6 | 4 | 24 480 | 12 508 | - | 1 | 12 507 |
| AIR UK | 732 | 1 821 | 2 095 | 54 594 | 49 348 | 28 064 | 56.9 | 94 | 4 934 | 2 452 | - | 59 | 2 393 |
| AURIGNY AIR SERVICES | 31 | 333 | 153 | 2 089 | 529 | 190 | 35.9 | 2 | 44 | 15 | - | - | 15 |
| BIRMINGHAM EUROPEAN AIRWAYS | 392 | 458 | 761 | 16 340 | 29 022 | 13 534 | 46.6 | 22 | 2 201 | 1 044 | - | 19 | 1 025 |
| BRITANNIA AIRWAYS | 787 | 403 | 1 223 | 81 184 | 173 049 | 161 987 | 93.6 | 1 | 14 814 | 13 774 | - | 3 | 13 771 |
| BRITISH AIRWAYS | 30 112 | 16 408 | 45 628 | 1 818 845 | 7 837 093 | 6 019 291 | 76.8 | 32 422 | 1 081 680 | 774 043 | 12 534 | 184 920 | 576 589 |
| BRITISH INDEPENDENT AIRWAYS | 33 | 285 | 143 | 3 645 | 1 307 | 305 | 23.3 | - | 130 | 25 | - | - | 25 |
| BRITISH MIDLAND | 692 | 1 696 | 1 887 | 99 436 | 73 369 | 40 255 | 54.9 | 194 | 7 531 | 3 223 | 1 | 77 | 3 145 |
| BRYMON AIRWAYS | 169 | 508 | 564 | 11 437 | 7 773 | 3 799 | 48.9 | - | 845 | 312 | - | - | 312 |
| BUSINESS AIR LIMITED | 18 | 44 | 51 | 115 | 163 | 89 | 54.6 | - | 24 | 7 | - | - | 7 |
| DAN AIR | 1 157 | 1 683 | 2 493 | 96 160 | 108 626 | 69 786 | 64.2 | 206 | 8 690 | 5 770 | 2 | 182 | 5 586 |
| GB AIRWAYS T/A GIBAIR | 376 | 215 | 596 | 19 445 | 42 640 | 35 274 | 82.7 | 93 | 4 885 | 3 386 | 38 | 130 | 3 218 |
| JERSEY EUROPEAN AIRWAYS | 22 | 160 | 87 | 5 660 | 1 076 | 810 | 75.3 | 4 | 110 | 60 | - | - | 60 |
| LOGANAIR | 8 | 32 | 36 | 601 | 282 | 147 | 52.1 | - | 25 | 13 | - | - | 13 |
| LONDON CITY AIRWAYS | 70 | 222 | 261 | 3 867 | 3 077 | 1 218 | 39.6 | 2 | 291 | 96 | - | 1 | 95 |
| MANX AIRLINES | 50 | 239 | 166 | 9 135 | 2 404 | 2 111 | 87.8 | - | 222 | 168 | - | - | 168 |
| MONARCH AIRLINES | 156 | 78 | 235 | 12 287 | 26 519 | 24 962 | 94.1 | 8 | 2 405 | 2 116 | - | 19 | 2 097 |
| REGION AIRWAYS | 42 | 155 | 167 | 679 | 424 | 181 | 42.7 | - | 56 | 15 | - | - | 15 |
| SUCKLING AIRWAYS | 25 | 80 | 84 | 898 | 424 | 280 | 66.0 | - | 30 | 20 | - | - | 20 |
| VIRGIN ATLANTIC AIRWAYS | 1 950 | 290 | 2 465 | 86 193 | 709 725 | 595 512 | 83.9 | 2 823 | 124 838 | 74 313 | - | 19 191 | 55 122 |
| Total Passenger Services | 38 256 | 26 974 | 62 291 | 2 467 679 | 9 268 251 | 7 154 123 | 77.2 | 35 875 | 1 278 235 | 893 360 | 12 575 | 204 602 | 676 183 |
| <u>Cargo Services</u> | | | | | | | | | | | | | |
| AIR BRIDGE CARRIERS | 81 | 211 | 212 | - | - | - | - | 1 434 | 1 296 | 726 | - | 726 | - |
| AIR UK | 21 | 51 | 69 | - | - | - | - | 192 | 179 | 81 | - | 81 | - |
| BRITISH AIR FERRIES | 7 | 10 | 21 | - | - | - | - | 38 | 37 | 25 | - | 25 | - |
| BRITISH AIRWAYS | 279 | 75 | 390 | - | - | - | - | 234 | 11 616 | 6 142 | - | 6 142 | - |
| Total Cargo Services | 388 | 347 | 692 | - | - | - | - | 1 898 | 13 128 | 6 974 | - | 6 974 | - |
| Grand Total | 38 644 | 27 321 | 62 983 | 2 467 679 | 9 268 251 | 7 154 123 | 77.2 | 37 773 | 1 291 363 | 900 334 | 12 575 | 211 576 | 676 183 |

(a) With flights carrying both international and domestic traffic only the international load data are included on this table. Load factors may therefore be distorted.

Domestic Scheduled Services September 1990 (a)

Table 3.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As | |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| ABERDEEN AIRWAYS | 106 | 315 | 358 | 3 832 | 4 323 | 1 592 | 36.8 | - | 362 | 142 | - | - | 142 | 39.2 |
| AIR EUROPE | 220 | 681 | 863 | 17 616 | 7 686 | 5 811 | 75.6 | 3 | 681 | 467 | - | 1 | 466 | 68.6 |
| AIR UK | 1 078 | 3 407 | 3 260 | 138 932 | 80 927 | 52 098 | 64.4 | 167 | 8 094 | 4 497 | 32 | 32 | 4 433 | 55.6 |
| AURIGNY AIR SERVICES | 134 | 2 283 | 651 | 32 439 | 2 574 | 1 853 | 72.0 | 125 | 212 | 154 | 1 | 5 | 148 | 72.6 |
| BIRMINGHAM EUROPEAN AIRWAYS | 67 | 198 | 181 | 5 225 | 3 731 | 1 936 | 51.9 | 3 | 281 | 146 | - | 1 | 145 | 52.0 |
| BRITANNIA AIRWAYS | 50 | 100 | 100 | 13 038 | 6 806 | 6 466 | 95.0 | - | 584 | 550 | - | - | 550 | 94.2 |
| BRITISH AIRWAYS | 2 395 | 6 118 | 6 334 | 499 876 | 320 080 | 217 161 | 67.8 | 1 230 | 35 762 | 18 759 | 259 | 238 | 18 262 | 52.5 |
| BRITISH INTERNATIONAL HELIS | 35 | 571 | 190 | 11 461 | 858 | 692 | 80.7 | 21 | 72 | 58 | - | 1 | 57 | 80.6 |
| BRITISH MIDLAND | 1 454 | 3 676 | 3 868 | 233 253 | 172 864 | 102 594 | 59.3 | 445 | 18 011 | 8 217 | 96 | 110 | 8 011 | 45.6 |
| BRYMON AIRWAYS | 158 | 890 | 692 | 15 237 | 6 182 | 4 038 | 65.3 | 5 | 654 | 331 | - | 1 | 330 | 50.6 |
| BUSINESS AIR LIMITED | 18 | 80 | 48 | 412 | 213 | 159 | 74.6 | - | 23 | 13 | - | - | 13 | 56.5 |
| DAN AIR | 563 | 1 279 | 1 583 | 78 811 | 50 167 | 37 455 | 74.7 | 215 | 4 013 | 3 101 | 21 | 88 | 2 992 | 77.3 |
| GILLAIR | 65 | 282 | 237 | 4 043 | 1 940 | 954 | 49.2 | - | 194 | 72 | - | - | 72 | 37.1 |
| ISLES OF SCILLY SKYBUS | 36 | 727 | 182 | 4 662 | 289 | 228 | 78.9 | 9 | 29 | 18 | - | - | 18 | 62.1 |
| JERSEY EUROPEAN AIRWAYS | 299 | 1 531 | 1 232 | 45 403 | 14 146 | 10 574 | 74.7 | 42 | 1 399 | 799 | - | 8 | 791 | 57.1 |
| LOGANAIR | 474 | 2 623 | 1 950 | 52 443 | 22 156 | 13 545 | 61.1 | 82 | 1 989 | 1 238 | - | 20 | 1 218 | 62.2 |
| LONDON CITY AIRWAYS | 6 | 20 | 25 | 786 | 265 | 237 | 89.4 | - | 24 | 18 | - | - | 18 | 75.0 |
| MANX AIRLINES | 303 | 1 341 | 901 | 52 705 | 17 901 | 12 727 | 71.1 | 91 | 1 588 | 1 042 | - | 21 | 1 021 | 65.6 |
| REGION AIRWAYS | 19 | 82 | 80 | 619 | 232 | 214 | 92.2 | - | 31 | 17 | - | - | 17 | 54.8 |
| SUCKLING AIRWAYS | 17 | 80 | 61 | 689 | 283 | 143 | 50.5 | - | 20 | 10 | - | - | 10 | 50.0 |
| Total Passenger Services | 7 497 | 26 284 | 22 796 | 1 211 482 | 713 623 | 470 477 | 65.9 | 2 438 | 74 023 | 39 649 | 409 | 526 | 38 714 | 53.6 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR BRIDGE CARRIERS | 25 | 76 | 59 | - | - | - | - | 619 | 483 | 184 | - | 184 | - | 38.1 |
| BRITISH AIRWAYS | 21 | 40 | 43 | - | - | - | - | 463 | 448 | 247 | 247 | - | - | 55.1 |
| CHANNEL EXPRESS (AIR SVS) | 13 | 87 | 59 | - | - | - | - | 364 | 80 | 59 | - | 59 | - | 73.8 |
| Total Cargo Services | 59 | 203 | 161 | - | - | - | - | 1 446 | 1 011 | 490 | 247 | 243 | - | 48.5 |
| Grand Total | 7 556 | 26 487 | 22 957 | 1 211 482 | 713 623 | 470 477 | 65.9 | 3 884 | 75 034 | 40 139 | 656 | 769 | 38 714 | 53.5 |

(a) With flights carrying both international and domestic traffic only the international load data are included on this table. Load factors may therefore be distorted.

All Non-Scheduled Services September 1990 (a)

Table 4.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|--------------------------------------------|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| ABERDEEN AIRWAYS | 72 | 257 | 233 | 1 239 | 1 651 | 919 | 55.7 | 66 | 215 | 117 | 40 | - | 77 | 54.4 |
| AIR 2000 | 3 552 | 1 343 | 5 050 | 267 482 | 800 197 | 771 197 | 96.4 | - | 68 852 | 66 322 | - | - | 66 322 | 96.3 |
| AIR BRIDGE CARRIERS | 55 | 135 | 124 | - | - | - | - | 177 | 1 018 | 534 | - | 534 | - | 52.5 |
| AIR EUROPE | 3 786 | 2 020 | 5 953 | 282 838 | 715 393 | 631 226 | 88.2 | 164 | 72 103 | 50 792 | - | 70 | 50 722 | 70.4 |
| AIR FOYLE | 176 | 452 | 440 | - | - | - | - | 2 154 | 1 863 | 1 037 | - | 1 037 | - | 55.7 |
| AIR UK | 28 | 72 | 70 | 5 951 | 2 856 | 2 689 | 94.2 | - | 286 | 228 | - | - | 228 | 79.7 |
| AIR UK LEISURE | 800 | 381 | 1 213 | 60 664 | 137 781 | 131 098 | 95.1 | - | 13 057 | 11 144 | - | - | 11 144 | 85.3 |
| ANGLO CARGO | 296 | 136 | 425 | - | - | - | - | 283 | 10 051 | 5 193 | - | 5 193 | - | 51.7 |
| ATLANTIC AIR TRANSPORT | 27 | 42 | 72 | 240 | 26 | 26 | 100.0 | 130 | 340 | 114 | - | 112 | 2 | 33.5 |
| AURIGNY AIR SERVICES | 8 | 48 | 31 | 512 | 292 | 162 | 55.5 | - | 24 | 13 | - | - | 13 | 54.2 |
| BERLIN EUROPEAN UK | 442 | 208 | 684 | 12 481 | 65 430 | 61 613 | 94.2 | - | 5 626 | 5 298 | - | - | 5 298 | 94.2 |
| BIRMINGHAM EUROPEAN AIRWAYS | 101 | 172 | 255 | 2 166 | 3 532 | 2 890 | 81.8 | - | 266 | 221 | - | - | 221 | 83.1 |
| BOND HELICOPTERS | 751 | 13 587 | 2 892 | 72 337 | 9 944 | 5 035 | 50.6 | 302 | 754 | 447 | - | 20 | 427 | 59.3 |
| BRISTOW HELICOPTERS | 1 253 | 12 622 | 5 859 | 80 950 | 20 913 | 12 045 | 57.6 | 567 | 1 957 | 1 177 | - | 85 | 1 092 | 60.1 |
| BRITANNIA AIRWAYS | 9 158 | 4 654 | 14 301 | 658 529 | 1 503 651 | 1 428 771 | 95.0 | - | 128 495 | 121 476 | - | 1 | 121 475 | 94.5 |
| BRITISH AIR FERRIES | 371 | 943 | 1 191 | 17 439 | 12 213 | 6 922 | 56.7 | 999 | 2 550 | 1 317 | - | 742 | 575 | 51.6 |
| BRITISH AIRWAYS | 238 | 204 | 391 | 13 580 | 24 583 | 20 610 | 83.8 | 130 | 2 900 | 1 803 | 2 | 32 | 1 769 | 62.2 |
| BRITISH INDEPENDENT AIRWAYS | 60 | 172 | 215 | 67 | 2 688 | 1 950 | 72.5 | - | 220 | 160 | - | - | 160 | 72.7 |
| BRITISH INTERNATIONAL HELIS | 515 | 5 247 | 2 255 | 50 130 | 10 901 | 5 078 | 46.6 | 156 | 890 | 424 | - | 18 | 406 | 47.6 |
| BRITISH MIDLAND | 634 | 549 | 1 155 | 29 686 | 79 852 | 71 037 | 89.0 | 448 | 7 882 | 5 699 | - | 157 | 5 542 | 72.3 |
| BRYMON AIRWAYS | 137 | 359 | 452 | 6 020 | 6 318 | 3 709 | 58.7 | 11 | 686 | 310 | - | 5 | 305 | 45.2 |
| CALEDONIAN AIRWAYS | 1 826 | 771 | 2 598 | 182 772 | 591 848 | 559 539 | 94.5 | - | 55 137 | 47 422 | - | - | 47 422 | 86.0 |
| CHANNEL EXPRESS (AIR SVS) | 183 | 616 | 647 | - | - | - | - | 1 806 | 1 277 | 661 | 181 | 480 | - | 51.8 |
| DAN AIR | 6 534 | 3 703 | 9 848 | 508 256 | 1 067 464 | 992 235 | 93.0 | 104 | 85 677 | 79 424 | 54 | - | 79 370 | 92.7 |
| GB AIRWAYS T/A GIBAIR | 12 | 12 | 22 | 1 038 | 1 359 | 995 | 73.2 | - | 147 | 90 | - | - | 90 | 61.2 |
| HEAVYLIFT CARGO AIRLINES | 334 | 157 | 596 | - | - | - | - | 978 | 9 829 | 5 409 | - | 5 409 | - | 55.0 |
| INTER EUROPEAN AIRWAYS | 907 | 411 | 1 345 | 50 110 | 134 353 | 119 995 | 89.3 | - | 11 983 | 9 008 | - | - | 9 008 | 75.2 |
| JANES AVIATION | 13 | 91 | 62 | - | - | - | - | 91 | 39 | 18 | - | 18 | - | 46.2 |
| JERSEY EUROPEAN AIRWAYS | 20 | 128 | 86 | 1 677 | 835 | 634 | 75.9 | 30 | 103 | 59 | 12 | - | 47 | 57.3 |
| LOGANAIR | 157 | 203 | 332 | 4 469 | 15 211 | 11 901 | 78.2 | - | 1 371 | 1 070 | - | - | 1 070 | 78.0 |
| LONDON CITY AIRWAYS | 1 | 8 | 6 | 288 | 64 | 52 | 81.3 | - | 6 | 4 | - | - | 4 | 66.7 |
| MANX AIRLINES | 77 | 146 | 212 | 1 289 | 5 217 | 2 581 | 49.5 | - | 459 | 207 | - | - | 207 | 45.1 |
| MCALPINE AVIATION | 2 | 2 | 3 | 6 | 35 | 6 | 17.1 | - | 4 | - | - | - | - | - |
| MONARCH AIRLINES | 4 674 | 2 807 | 7 220 | 328 734 | 1 022 927 | 945 531 | 92.4 | 21 | 92 433 | 79 453 | - | 39 | 79 414 | 86.0 |
| PRINCESS AIR PLC | 180 | 180 | 334 | 12 716 | 15 260 | 14 494 | 95.0 | 119 | 1 724 | 1 213 | - | 54 | 1 159 | 70.4 |
| RYANAIR-EUROPE | 258 | 226 | 491 | 15 156 | 30 467 | 21 322 | 70.0 | - | 2 613 | 1 833 | - | - | 1 833 | 70.1 |
| TITAN AIRWAYS | 11 | 43 | 40 | 47 | 82 | 31 | 37.8 | 53 | 29 | 19 | - | 17 | 2 | 65.5 |

All Non-Scheduled Services September 1990 (a)

Table 4.1 cont'd

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As |
|---------------------------------------------------------------------------------|--------------------------|------------------|--------------|--------------------------------------------|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| TRADEWINDS AIRWAYS | 101 | 31 | 141 | - | - | - | - | .. | 4 242 | 2 912 | - | 2 912 | - | 68.6 |
| TRANS EUROPEAN AIRWAYS (UK) | 804 | 365 | 1 211 | 47 127 | 113 041 | 105 890 | 93.7 | - | 10 757 | 8 791 | - | - | 8 791 | 81.7 |
| VIRGIN ATLANTIC AIRWAYS | 196 | 28 | 240 | 11 964 | 94 551 | 83 497 | 88.3 | 174 | 12 507 | 8 834 | - | 1 217 | 7 617 | 70.6 |
| Total | 38 751 | 53 532 | 68 695 | 2 727 960 | 6 491 126 | 6 015 782 | 92.7 | 8 963 | 610 387 | 520 261 | 289 | 18 152 | 501 820 | 85.2 |
| Total sub-charter operations performed on behalf of UK airlines | 923 | 1 272 | 1 999 | - | 59 902 | 49 404 | 82.5 | - | 13 559 | 8 680 | 11 | 4 562 | 4 107 | 64.2 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 37 828 | 52 260 | 66 696 | 2 727 960 | 6 431 224 | 5 966 378 | 92.8 | 8 963 | 596 828 | 511 581 | 278 | 13 590 | 497 713 | 85.7 |

(a) Excludes air taxi operations (see Table 15)

(b) Excludes passengers & cargo uplifted on sub-charter operations

International Non-Scheduled Services September 1990 (a)

Table 4.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) | | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|--|-------------------------------|--------------------------|---------------------|-----------------------------|--|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | Number of Passengers Uplifted | | | | | Cargo Uplifted Tonnes | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| ABERDEEN AIRWAYS | 19 | 76 | 40 | - | | 463 | 281 | 60.7 | - | | 36 | 24 | - | - | 24 | 66.7 |
| AIR 2000 | 3 552 | 1 343 | 5 050 | 267 482 | | 800 197 | 771 197 | 96.4 | - | | 68 852 | 66 322 | - | - | 66 322 | 96.3 |
| AIR BRIDGE CARRIERS | 55 | 135 | 124 | - | | - | - | - | 177 | | 1 018 | 534 | - | 534 | - | 52.5 |
| AIR EUROPE | 3 786 | 2 020 | 5 953 | 282 838 | | 715 393 | 631 226 | 88.2 | 164 | | 72 103 | 50 792 | - | 70 | 50 722 | 70.4 |
| AIR FOYLE | 129 | 248 | 306 | - | | - | - | - | 1 383 | | 1 366 | 849 | - | 849 | - | 62.2 |
| AIR UK | 1 | 6 | 3 | - | | 29 | 12 | 41.4 | - | | 3 | 1 | - | - | 1 | 33.3 |
| AIR UK LEISURE | 800 | 381 | 1 213 | 60 664 | | 137 781 | 131 098 | 95.1 | - | | 13 057 | 11 144 | - | - | 11 144 | 85.3 |
| ANGLO CARGO | 296 | 136 | 425 | - | | - | - | - | 283 | | 10 051 | 5 193 | - | 5 193 | - | 51.7 |
| ATLANTIC AIR TRANSPORT | 26 | 34 | 68 | - | | - | - | - | 130 | | 337 | 112 | - | 112 | - | 33.2 |
| BERLIN EUROPEAN UK | 442 | 208 | 684 | 12 481 | | 65 430 | 61 613 | 94.2 | - | | 5 626 | 5 298 | - | - | 5 298 | 94.2 |
| BIRMINGHAM EUROPEAN AIRWAYS | 42 | 52 | 110 | - | | 1 382 | 984 | 71.2 | - | | 104 | 77 | - | - | 77 | 74.0 |
| BOND HELICOPTERS | 751 | 13 587 | 2 892 | 72 337 | | 9 944 | 5 035 | 50.6 | 302 | | 754 | 447 | - | 20 | 427 | 59.3 |
| BRISTOW HELICOPTERS | 1 253 | 12 622 | 5 859 | 80 950 | | 20 913 | 12 045 | 57.6 | 567 | | 1 957 | 1 177 | - | 85 | 1 092 | 60.1 |
| BRITANNIA AIRWAYS | 9 137 | 4 614 | 14 251 | 653 879 | | 1 500 953 | 1 426 293 | 95.0 | - | | 128 265 | 121 266 | - | 1 | 121 265 | 94.5 |
| BRITISH AIR FERRIES | 221 | 448 | 700 | 2 161 | | 3 376 | 1 952 | 57.8 | 448 | | 1 555 | 706 | - | 544 | 162 | 45.4 |
| BRITISH AIRWAYS | 219 | 143 | 336 | 10 272 | | 23 297 | 19 594 | 84.1 | 85 | | 2 752 | 1 709 | 2 | 25 | 1 682 | 62.1 |
| BRITISH INDEPENDENT AIRWAYS | 60 | 170 | 212 | - | | 2 654 | 1 926 | 72.6 | - | | 217 | 158 | - | - | 158 | 72.8 |
| BRITISH INTERNATIONAL HELIS | 515 | 5 247 | 2 255 | 50 130 | | 10 901 | 5 078 | 46.6 | 156 | | 890 | 424 | - | 18 | 406 | 47.6 |
| BRITISH MIDLAND | 626 | 517 | 1 119 | 29 686 | | 79 463 | 70 697 | 89.0 | 448 | | 7 848 | 5 672 | - | 157 | 5 515 | 72.3 |
| BRYMON AIRWAYS | 68 | 187 | 218 | - | | 3 107 | 1 276 | 41.1 | - | | 338 | 105 | - | - | 105 | 31.1 |
| CALEDONIAN AIRWAYS | 1 826 | 771 | 2 598 | 182 772 | | 591 848 | 559 539 | 94.5 | - | | 55 137 | 47 422 | - | - | 47 422 | 86.0 |
| CHANNEL EXPRESS (AIR SVS) | 98 | 212 | 303 | - | | - | - | - | 869 | | 798 | 412 | - | 412 | - | 51.6 |
| DAN AIR | 6 496 | 3 609 | 9 718 | 506 846 | | 1 066 191 | 991 760 | 93.0 | - | | 85 504 | 79 332 | - | - | 79 332 | 92.8 |
| GB AIRWAYS T/A GIBAIR | 12 | 12 | 22 | 1 038 | | 1 359 | 995 | 73.2 | - | | 147 | 90 | - | - | 90 | 61.2 |
| HEAVYLIFT CARGO AIRLINES | 334 | 157 | 596 | - | | - | - | - | 978 | | 9 829 | 5 409 | - | 5 409 | - | 55.0 |
| INTER EUROPEAN AIRWAYS | 906 | 407 | 1 342 | 49 574 | | 134 084 | 119 758 | 89.3 | - | | 11 959 | 8 990 | - | - | 8 990 | 75.2 |
| LOGANAIR | 143 | 161 | 283 | 2 796 | | 14 428 | 11 184 | 77.5 | - | | 1 300 | 1 006 | - | - | 1 006 | 77.4 |
| MANX AIRLINES | 64 | 124 | 177 | - | | 4 344 | 1 832 | 42.2 | - | | 383 | 147 | - | - | 147 | 38.4 |
| MCALPINE AVIATION | 2 | 2 | 3 | 6 | | 35 | 6 | 17.1 | - | | 4 | - | - | - | - | - |
| MONARCH AIRLINES | 4 674 | 2 807 | 7 220 | 328 734 | | 1 022 927 | 945 531 | 92.4 | 21 | | 92 433 | 79 453 | - | 39 | 79 414 | 86.0 |
| PRINCESS AIR PLC | 163 | 138 | 294 | 8 873 | | 13 708 | 12 982 | 94.7 | 119 | | 1 566 | 1 093 | - | 54 | 1 039 | 69.8 |
| RYANAIR-EUROPE | 255 | 216 | 480 | 15 156 | | 30 118 | 21 165 | 70.3 | - | | 2 583 | 1 820 | - | - | 1 820 | 70.5 |
| TITAN AIRWAYS | 10 | 41 | 37 | - | | 61 | 15 | 24.6 | 53 | | 27 | 18 | - | 17 | 1 | 66.7 |
| TRADEWINDS AIRWAYS | 101 | 31 | 141 | - | | - | - | - | .. | | 4 242 | 2 912 | - | 2 912 | - | 68.6 |
| TRANS EUROPEAN AIRWAYS (UK) | 803 | 363 | 1 209 | 47 127 | | 112 921 | 105 778 | 93.7 | - | | 10 745 | 8 782 | - | - | 8 782 | 81.7 |
| VIRGIN ATLANTIC AIRWAYS | 196 | 28 | 240 | 11 964 | | 94 551 | 83 497 | 88.3 | 174 | | 12 507 | 8 834 | - | 1 217 | 7 617 | 70.6 |

International Non-Scheduled Services September 1990 (a)

Table 4.2 cont'd

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|---------------------------------------------------------------------------------|--------------------------|------------------|------------------|--------------------------------------------|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---|--------|---------|------|---------------------|
| | Total (000) | Mail (000) | Freight (000) | Passenger (000) | | | | | | | | | | | |
| Total | 38 081 | 51 253 | 66 481 | 2 677 766 | 6 461 858 | 5 994 349 | 92.8 | 6 357 | 606 293 | 517 730 | 2 | 17 688 | 500 060 | 85.4 | |
| Total sub-charter operations performed on behalf of UK airlines | 834 | 923 | 1 670 | - | 56 214 | 46 979 | 83.6 | - | 13 229 | 8 480 | 2 | 4 562 | 3 916 | 64.3 | |
| Total excluding sub-charter operations performed on behalf of UK airlines | 37 247 | 50 330 | 64 811 | 2 677 766 | 6 405 644 | 5 947 370 | 92.8 | 6 357 | 593 064 | 509 250 | - | 13 106 | 496 144 | 85.9 | |

(a) Excludes air taxi operations (see Table 15)

(b) Excludes passengers & cargo uplifted on sub-charter operations

Domestic Non-Scheduled Services September 1990 (a)

Table 4.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As | |
|---------------------------------------------------------------------------------|--------------------------|------------------|--------------|--------------------------------------------|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| ABERDEEN AIRWAYS | 53 | 181 | 193 | 1 239 | 1 188 | 638 | 53.7 | 66 | 179 | 93 | 40 | - | 53 | 52.0 |
| AIR FOYLE | 47 | 204 | 134 | - | - | - | - | 771 | 497 | 188 | - | 188 | - | 37.8 |
| AIR UK | 27 | 66 | 67 | 5 951 | 2 827 | 2 677 | 94.7 | - | 283 | 227 | - | - | 227 | 80.2 |
| ATLANTIC AIR TRANSPORT | 1 | 8 | 4 | 240 | 26 | 26 | 100.0 | - | 3 | 2 | - | - | 2 | 66.7 |
| AURIGNY AIR SERVICES | 8 | 48 | 31 | 512 | 292 | 162 | 55.5 | - | 24 | 13 | - | - | 13 | 54.2 |
| BIRMINGHAM EUROPEAN AIRWAYS | 59 | 120 | 145 | 2 166 | 2 150 | 1 906 | 88.7 | - | 162 | 144 | - | - | 144 | 88.9 |
| BRITANNIA AIRWAYS | 21 | 40 | 50 | 4 650 | 2 698 | 2 478 | 91.8 | - | 230 | 210 | - | - | 210 | 91.3 |
| BRITISH AIR FERRIES | 150 | 495 | 491 | 15 278 | 8 837 | 4 970 | 56.2 | 551 | 995 | 611 | - | 198 | 413 | 61.4 |
| BRITISH AIRWAYS | 19 | 61 | 55 | 3 308 | 1 286 | 1 016 | 79.0 | 45 | 148 | 94 | - | 7 | 87 | 63.5 |
| BRITISH INDEPENDENT AIRWAYS | - | 2 | 3 | 67 | 34 | 24 | 70.6 | - | 3 | 2 | - | - | 2 | 66.7 |
| BRITISH MIDLAND | 8 | 32 | 36 | - | 389 | 340 | 87.4 | - | 34 | 27 | - | - | 27 | 79.4 |
| BRYMON AIRWAYS | 69 | 172 | 234 | 6 020 | 3 211 | 2 433 | 75.8 | 11 | 348 | 205 | - | 5 | 200 | 58.9 |
| CHANNEL EXPRESS (AIR SVS) | 85 | 404 | 344 | - | - | - | - | 937 | 479 | 249 | 181 | 68 | - | 52.0 |
| DAN AIR | 39 | 95 | 130 | 1 410 | 1 464 | 557 | 39.4 | 104 | 188 | 100 | 54 | - | 46 | 53.2 |
| INTER EUROPEAN AIRWAYS | 1 | 4 | 3 | 536 | 269 | 237 | 88.1 | - | 24 | 18 | - | - | 18 | 75.0 |
| JANES AVIATION | 13 | 91 | 62 | - | - | - | - | 91 | 39 | 18 | - | 18 | - | 46.2 |
| JERSEY EUROPEAN AIRWAYS | 20 | 128 | 86 | 1 677 | 835 | 634 | 75.9 | 30 | 103 | 59 | 12 | - | 47 | 57.3 |
| LOGANAIR | 14 | 42 | 49 | 1 673 | 783 | 717 | 91.6 | - | 71 | 64 | - | - | 64 | 90.1 |
| LONDON CITY AIRWAYS | 1 | 8 | 6 | 288 | 64 | 52 | 81.3 | - | 6 | 4 | - | - | 4 | 66.7 |
| MANX AIRLINES | 13 | 22 | 35 | 1 289 | 873 | 749 | 85.8 | - | 76 | 60 | - | - | 60 | 78.9 |
| PRINCESS AIR PLC | 17 | 42 | 40 | 3 843 | 1 552 | 1 512 | 97.4 | - | 158 | 120 | - | - | 120 | 75.9 |
| RYANAIR-EUROPE | 3 | 10 | 11 | - | 349 | 157 | 45.0 | - | 30 | 13 | - | - | 13 | 43.3 |
| TITAN AIRWAYS | 1 | 2 | 3 | 47 | 21 | 16 | 76.2 | - | 2 | 1 | - | - | 1 | 50.0 |
| TRANS EUROPEAN AIRWAYS (UK) | 1 | 2 | 2 | - | 120 | 112 | 93.3 | - | 12 | 9 | - | - | 9 | 75.0 |
| Total | 670 | 2 279 | 2 214 | 50 194 | 29 268 | 21 433 | 73.2 | 2 606 | 4 094 | 2 531 | 287 | 484 | 1 760 | 61.8 |
| Total sub-charter operations performed on behalf of UK airlines | 89 | 349 | 329 | - | 3 688 | 2 425 | 65.8 | - | 330 | 200 | 9 | - | 191 | 60.6 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 581 | 1 930 | 1 885 | 50 194 | 25 580 | 19 008 | 74.3 | 2 606 | 3 764 | 2 331 | 278 | 484 | 1 569 | 61.9 |

(a) Excludes air taxi operations (see Table 15)

(b) Excludes passengers & cargo uplifted on sub-charter operations

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | <-----No of Passengers Uplifted-----> | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|---------------------------------------|----------|-----------|--------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | AFFINITY | ITC | OTHER | | | |
| ABERDEEN AIRWAYS | 12 | 32 | 36 | - | - | 1 239 | - | 504 | 447 | 88.7 |
| AIR 2000 | 3 549 | 1 341 | 5 050 | - | - | 267 482 | - | 799 592 | 770 603 | 96.4 |
| AIR EUROPE | 3 749 | 1 930 | 5 816 | - | 197 | 274 277 | 8 364 | 715 393 | 631 226 | 88.2 |
| AIR UK | 25 | 50 | 55 | - | - | 5 229 | - | 2 638 | 2 517 | 95.4 |
| AIR UK LEISURE | 779 | 373 | 1 182 | - | - | 60 664 | - | 134 116 | 128 676 | 95.9 |
| ATLANTIC AIR TRANSPORT | 1 | 8 | 4 | - | - | - | 240 | 26 | 26 | 100.0 |
| AURIGNY AIR SERVICES | 8 | 48 | 31 | - | - | 512 | - | 292 | 162 | 55.5 |
| BERLIN EUROPEAN UK | 197 | 98 | 314 | - | - | 12 481 | - | 29 124 | 27 077 | 93.0 |
| BIRMINGHAM EUROPEAN AIRWAYS | 16 | 30 | 27 | - | - | 2 166 | - | 1 114 | 1 083 | 97.2 |
| BRITANNIA AIRWAYS | 9 067 | 4 533 | 14 128 | - | - | 641 970 | 3 241 | 1 491 237 | 1 418 352 | 95.1 |
| BRITISH AIR FERRIES | 14 | 49 | 52 | - | - | 3 334 | - | 1 075 | 989 | 92.0 |
| BRITISH AIRWAYS | 206 | 131 | 311 | - | - | 2 691 | 9 407 | 22 624 | 18 813 | 83.2 |
| BRITISH MIDLAND | 540 | 249 | 826 | - | - | 29 686 | - | 76 386 | 69 479 | 91.0 |
| BRYMON AIRWAYS | 36 | 90 | 127 | - | - | 3 353 | 269 | 1 698 | 1 471 | 86.6 |
| CALEDONIAN AIRWAYS | 1 805 | 761 | 2 571 | - | - | 182 167 | 605 | 585 844 | 555 207 | 94.8 |
| DAN AIR | 6 311 | 3 502 | 9 447 | - | - | 478 014 | 28 302 | 1 032 258 | 963 824 | 93.4 |
| GB AIRWAYS T/A GIBAIR | 12 | 12 | 22 | - | - | 1 038 | - | 1 359 | 995 | 73.2 |
| INTER EUROPEAN AIRWAYS | 907 | 411 | 1 345 | - | - | 49 574 | 536 | 134 353 | 119 995 | 89.3 |
| JERSEY EUROPEAN AIRWAYS | 8 | 38 | 31 | - | - | 1 677 | - | 411 | 371 | 90.3 |
| LOGANAIR | 59 | 64 | 124 | - | - | 4 469 | - | 5 417 | 5 307 | 98.0 |
| LONDON CITY AIRWAYS | 1 | 8 | 6 | - | - | 288 | - | 64 | 52 | 81.3 |
| MANX AIRLINES | 13 | 20 | 34 | - | - | 1 162 | - | 845 | 723 | 85.6 |
| MONARCH AIRLINES | 4 079 | 1 676 | 5 824 | 1 664 | - | 321 324 | 4 710 | 934 947 | 893 955 | 95.6 |
| PRINCESS AIR PLC | 163 | 142 | 294 | - | - | 11 316 | 1 400 | 15 260 | 14 494 | 95.0 |
| RYANAIR-EUROPE | 241 | 193 | 450 | - | - | 14 207 | - | 28 459 | 19 992 | 70.2 |
| TRANS EUROPEAN AIRWAYS (UK) | 777 | 341 | 1 166 | - | - | 45 301 | - | 109 204 | 102 835 | 94.2 |
| VIRGIN ATLANTIC AIRWAYS | 196 | 28 | 240 | 3 292 | - | 6 648 | 2 024 | 94 551 | 83 497 | 88.3 |
| Total | 32 771 | 16 158 | 49 513 | 4 956 | 197 | 2 422 269 | 59 098 | 6 218 791 | 5 832 168 | 93.8 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| 12 ABERDEEN AIRWAYS | - | 59 | 37 | - | - | 37 | 62.7 |
| AIR 2000 | - | 68 799 | 66 271 | - | - | 66 271 | 96.3 |
| AIR EUROPE | - | 71 988 | 50 722 | - | - | 50 722 | 70.5 |
| AIR UK | - | 264 | 214 | - | - | 214 | 81.1 |
| AIR UK LEISURE | - | 12 710 | 10 938 | - | - | 10 938 | 86.1 |
| ATLANTIC AIR TRANSPORT | - | 3 | 2 | - | - | 2 | 66.7 |
| AURIGNY AIR SERVICES | - | 24 | 13 | - | - | 13 | 54.2 |
| BERLIN EUROPEAN UK | - | 2 504 | 2 328 | - | - | 2 328 | 93.0 |
| BIRMINGHAM EUROPEAN AIRWAYS | - | 84 | 82 | - | - | 82 | 97.6 |
| BRITANNIA AIRWAYS | - | 127 434 | 120 590 | - | 1 | 120 589 | 94.6 |
| BRITISH AIR FERRIES | - | 91 | 83 | - | - | 83 | 91.2 |
| BRITISH AIRWAYS | - | 2 630 | 1 705 | - | - | 1 705 | 64.8 |
| BRITISH MIDLAND | - | 7 252 | 5 420 | - | - | 5 420 | 74.7 |
| BRYMON AIRWAYS | - | 184 | 121 | - | - | 121 | 65.8 |
| CALEDONIAN AIRWAYS | - | 54 579 | 47 054 | - | - | 47 054 | 86.2 |
| DAN AIR | - | 82 781 | 77 097 | - | - | 77 097 | 93.1 |
| GB AIRWAYS T/A GIBAIR | - | 147 | 90 | - | - | 90 | 61.2 |
| INTER EUROPEAN AIRWAYS | - | 11 983 | 9 008 | - | - | 9 008 | 75.2 |
| JERSEY EUROPEAN AIRWAYS | - | 42 | 27 | - | - | 27 | 64.3 |
| LOGANAIR | - | 489 | 477 | - | - | 477 | 97.5 |
| LONDON CITY AIRWAYS | - | 6 | 4 | - | - | 4 | 66.7 |
| MANX AIRLINES | - | 74 | 58 | - | - | 58 | 78.4 |
| MONARCH AIRLINES | 21 | 84 468 | 75 120 | - | 39 | 75 081 | 88.9 |
| PRINCESS AIR PLC | - | 1 558 | 1 159 | - | - | 1 159 | 74.4 |
| RYANAIR-EUROPE | - | 2 441 | 1 720 | - | - | 1 720 | 70.5 |
| TRANS EUROPEAN AIRWAYS (UK) | - | 10 371 | 8 536 | - | - | 8 536 | 82.3 |
| VIRGIN ATLANTIC AIRWAYS | 174 | 12 507 | 8 834 | - | 1 217 | 7 617 | 70.6 |
| Total | 195 | 555 472 | 487 710 | - | 1 257 | 486 453 | 87.8 |

| | <-----No of Passengers Uplifted-----> | | | | | | | | | | |
|-----------------------------|---------------------------------------|------------------|-------------------|-------|----------|-----------|--------|-------------------------------|--------------------------|---------------------|--|
| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | ABC | AFFINITY | ITC | OTHER | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | |
| AIR 2000 | 3 549 | 1 341 | 5 050 | - | - | 267 482 | - | 799 592 | 770 603 | 96.4 | |
| AIR EUROPE | 3 749 | 1 930 | 5 816 | - | 197 | 274 277 | 8 364 | 715 393 | 631 226 | 88.2 | |
| AIR UK LEISURE | 779 | 373 | 1 182 | - | - | 60 664 | - | 134 116 | 128 676 | 95.9 | |
| BERLIN EUROPEAN UK | 197 | 98 | 314 | - | - | 12 481 | - | 29 124 | 27 077 | 93.0 | |
| BRITANNIA AIRWAYS | 9 047 | 4 495 | 14 085 | - | - | 637 340 | 3 221 | 1 488 691 | 1 415 951 | 95.1 | |
| BRITISH AIR FERRIES | - | 1 | - | - | - | 61 | - | 12 | 10 | 83.3 | |
| BRITISH AIRWAYS | 197 | 106 | 288 | - | - | 269 | 9 407 | 21 685 | 18 070 | 83.3 | |
| BRITISH MIDLAND | 540 | 249 | 826 | - | - | 29 686 | - | 76 386 | 69 479 | 91.0 | |
| CALEDONIAN AIRWAYS | 1 805 | 761 | 2 571 | - | - | 182 167 | 605 | 585 844 | 555 207 | 94.8 | |
| DAN AIR | 6 310 | 3 501 | 9 446 | - | - | 478 014 | 28 302 | 1 032 067 | 963 722 | 93.4 | |
| GB AIRWAYS T/A GIBAIR | 12 | 12 | 22 | - | - | 1 038 | - | 1 359 | 995 | 73.2 | |
| INTER EUROPEAN AIRWAYS | 906 | 407 | 1 342 | - | - | 49 574 | - | 134 084 | 119 758 | 89.3 | |
| LOGANAIR | 46 | 28 | 78 | - | - | 2 796 | - | 4 669 | 4 615 | 98.8 | |
| MONARCH AIRLINES | 4 079 | 1 676 | 5 824 | 1 664 | - | 321 324 | 4 710 | 934 947 | 893 955 | 95.6 | |
| PRINCESS AIR PLC | 146 | 100 | 254 | - | - | 8 237 | 636 | 13 708 | 12 982 | 94.7 | |
| RYANAIR-EUROPE | 241 | 193 | 450 | - | - | 14 207 | - | 28 459 | 19 992 | 70.2 | |
| TRANS EUROPEAN AIRWAYS (UK) | 777 | 341 | 1 166 | - | - | 45 301 | - | 109 204 | 102 835 | 94.2 | |
| VIRGIN ATLANTIC AIRWAYS | 196 | 28 | 240 | 3 292 | - | 6 648 | 2 024 | 94 551 | 83 497 | 88.3 | |
| Total | 32 576 | 15 640 | 48 954 | 4 956 | 197 | 2 391 566 | 57 269 | 6 203 891 | 5 818 650 | 93.8 | |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 68 799 | 66 271 | - | - | 66 271 | 96.3 |
| AIR EUROPE | - | 71 988 | 50 722 | - | - | 50 722 | 70.5 |
| AIR UK LEISURE | - | 12 710 | 10 938 | - | - | 10 938 | 86.1 |
| BERLIN EUROPEAN UK | - | 2 504 | 2 328 | - | - | 2 328 | 93.0 |
| BRITANNIA AIRWAYS | - | 127 217 | 120 386 | - | 1 | 120 385 | 94.6 |
| BRITISH AIR FERRIES | - | 1 | 1 | - | - | 1 | 100.0 |
| BRITISH AIRWAYS | - | 2 527 | 1 641 | - | - | 1 641 | 64.9 |
| BRITISH MIDLAND | - | 7 252 | 5 420 | - | - | 5 420 | 74.7 |
| CALEDONIAN AIRWAYS | - | 54 579 | 47 054 | - | - | 47 054 | 86.2 |
| DAN AIR | - | 82 766 | 77 089 | - | - | 77 089 | 93.1 |
| GB AIRWAYS T/A GIBAIR | - | 147 | 90 | - | - | 90 | 61.2 |
| INTER EUROPEAN AIRWAYS | - | 11 959 | 8 990 | - | - | 8 990 | 75.2 |
| LOGANAIR | - | 421 | 415 | - | - | 415 | 98.6 |
| MONARCH AIRLINES | 21 | 84 468 | 75 120 | - | 39 | 75 081 | 88.9 |
| PRINCESS AIR PLC | - | 1 400 | 1 039 | - | - | 1 039 | 74.2 |
| RYANAIR-EUROPE | - | 2 441 | 1 720 | - | - | 1 720 | 70.5 |
| TRANS EUROPEAN AIRWAYS (UK) | - | 10 371 | 8 536 | - | - | 8 536 | 82.3 |
| VIRGIN ATLANTIC AIRWAYS | 174 | 12 507 | 8 834 | - | 1 217 | 7 617 | 70.6 |
| Total | 195 | 554 057 | 486 594 | - | 1 257 | 485 337 | 87.8 |

Domestic Class 2 Licence Operations September 1990

Table 5.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | <-----No of Passengers Uplifted-----> | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|---------------------------------------|----------|--------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | AFFINITY | ITC | OTHER | | | |
| ABERDEEN AIRWAYS | 12 | 32 | 36 | - | - | 1 239 | - | 504 | 447 | 88.7 |
| AIR UK | 25 | 50 | 55 | - | - | 5 229 | - | 2 638 | 2 517 | 95.4 |
| ATLANTIC AIR TRANSPORT | 1 | 8 | 4 | - | - | - | 240 | 26 | 26 | 100.0 |
| AURIGNY AIR SERVICES | 8 | 48 | 31 | - | - | 512 | - | 292 | 162 | 55.5 |
| BIRMINGHAM EUROPEAN AIRWAYS | 16 | 30 | 27 | - | - | 2 166 | - | 1 114 | 1 083 | 97.2 |
| BRITANNIA AIRWAYS | 20 | 38 | 43 | - | - | 4 630 | 20 | 2 546 | 2 401 | 94.3 |
| BRITISH AIR FERRIES | 14 | 48 | 52 | - | - | 3 273 | - | 1 063 | 979 | 92.1 |
| BRITISH AIRWAYS | 9 | 25 | 23 | - | - | 2 422 | - | 939 | 743 | 79.1 |
| BRYMON AIRWAYS | 36 | 90 | 127 | - | - | 3 353 | 269 | 1 698 | 1 471 | 86.6 |
| DAN AIR | 1 | 1 | 1 | - | - | - | - | 191 | 102 | 53.4 |
| INTER EUROPEAN AIRWAYS | 1 | 4 | 3 | - | - | - | 536 | 269 | 237 | 88.1 |
| JERSEY EUROPEAN AIRWAYS | 8 | 38 | 31 | - | - | 1 677 | - | 411 | 371 | 90.3 |
| LOGANAIR | 13 | 36 | 46 | - | - | 1 673 | - | 748 | 692 | 92.5 |
| LONDON CITY AIRWAYS | 1 | 8 | 6 | - | - | 288 | - | 64 | 52 | 81.3 |
| MANX AIRLINES | 13 | 20 | 34 | - | - | 1 162 | - | 845 | 723 | 85.6 |
| PRINCESS AIR PLC | 17 | 42 | 40 | - | - | 3 079 | 764 | 1 552 | 1 512 | 97.4 |
| Total | 195 | 518 | 559 | - | - | 30 703 | 1 829 | 14 900 | 13 518 | 90.7 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| ABERDEEN AIRWAYS | - | 59 | 37 | - | - | 37 | 62.7 |
| AIR UK | - | 264 | 214 | - | - | 214 | 81.1 |
| ATLANTIC AIR TRANSPORT | - | 3 | 2 | - | - | 2 | 66.7 |
| AURIGNY AIR SERVICES | - | 24 | 13 | - | - | 13 | 54.2 |
| BIRMINGHAM EUROPEAN AIRWAYS | - | 84 | 82 | - | - | 82 | 97.6 |
| BRITANNIA AIRWAYS | - | 217 | 204 | - | - | 204 | 94.0 |
| BRITISH AIR FERRIES | - | 90 | 82 | - | - | 82 | 91.1 |
| BRITISH AIRWAYS | - | 103 | 64 | - | - | 64 | 62.1 |
| BRYMON AIRWAYS | - | 184 | 121 | - | - | 121 | 65.8 |
| DAN AIR | - | 15 | 8 | - | - | 8 | 53.3 |
| INTER EUROPEAN AIRWAYS | - | 24 | 18 | - | - | 18 | 75.0 |
| JERSEY EUROPEAN AIRWAYS | - | 42 | 27 | - | - | 27 | 64.3 |
| LOGANAIR | - | 68 | 62 | - | - | 62 | 91.2 |
| LONDON CITY AIRWAYS | - | 6 | 4 | - | - | 4 | 66.7 |
| MANX AIRLINES | - | 74 | 58 | - | - | 58 | 78.4 |
| PRINCESS AIR PLC | - | 158 | 120 | - | - | 120 | 75.9 |
| Total | - | 1 415 | 1 116 | - | - | 1 116 | 78.9 |

All Class 3 Licence Operations September 1990

Table 6.1

| Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|--------------------------|------------------|-------------------|---------------------------|-----------|-------------------------------|--------------------------|---------------------|
| | | | IT | Seat Only | | | |

Nil

| Tonne-Kilometres Used | | | | | | |
|-----------------------------|--------------------------------|----------------|---------------|------------------|--------------------|---------------------|
| Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |

Nil

| Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------------|-------------------|---------------------------|---------------|-------------------------------|--------------------------|---------------------|
| | | | IT | Seat Only | | | |
| | | | Nil | | | | |
| | | | Tonne-Kilometres Used | | | | |
| Cargo Uplifted Tonnes | Tonne-Km Available (000) | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
| Nil | | | | | | | |

Domestic Class 3 Licence Operations September 1990

Table 6.3

| Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|--------------------------|------------------|-------------------|---------------------------|-----------|-------------------------------|--------------------------|---------------------|
| | | | IT | Seat Only | | | |

Nil

| Tonne-Kilometres Used | | | | | | As % of Avail |
|-----------------------------|--------------------------------|----------------|---------------|------------------|--------------------|---------------------|
| Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |

Nil

| Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------------|-------------------|---------------------------|------------------|--------------------|-------|-------------------------------|--------------------------|---------------------|
| | | | ABC | Affinity | IT | Other | | | |
| | | | Nil | | | | | | |
| Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | | As % of Avail | | |
| | | | Mail (000) | Freight (000) | Passenger (000) | | | | |
| | | | Nil | | | | | | |

| Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | |
|-----------------------------|--------------------------------|-------------------|---------------------------|----------|-----------|---------------|-------------------------------|--------------------------|---------------------|--|
| | | | ABC | Affinity | IT | Other | | | | |
| Nil | | | | | | | | | | |
| Tonne-Kilometres Used | | | | | | | | | | |
| Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Mail | Freight | Passenger | As | | | | |
| | | | (000) | (000) | (000) | % of Avail | | | | |
| Nil | | | | | | | | | | |

Domestic Class 4 Licence Operations September 1990

Table 7.3

| Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------------|-------------------|---------------------------|------------------|--------------------|-------|-------------------------------|--------------------------|---------------------|
| | | | ABC | Affinity | IT | Other | | | |
| Nil | | | | | | | | | |
| Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | | As % of Avail | | |
| | | | Mail (000) | Freight (000) | Passenger (000) | | | | |
| Nil | | | | | | | | | |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|---------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR BRIDGE CARRIERS | 16 | 54 | 40 | 177 | 284 | 77 | - | 77 | 27.1 |
| AIR EUROPE | 37 | 90 | 137 | 164 | 115 | 70 | - | 70 | 60.9 |
| AIR FOYLE | 176 | 452 | 440 | 2 154 | 1 863 | 1 037 | - | 1 037 | 55.7 |
| ANGLO CARGO | 66 | 18 | 92 | 283 | 2 716 | 1 509 | - | 1 509 | 55.6 |
| ATLANTIC AIR TRANSPORT | 25 | 30 | 65 | 130 | 323 | 103 | - | 103 | 31.9 |
| BRITISH AIR FERRIES | 98 | 223 | 320 | 968 | 711 | 400 | - | 400 | 56.3 |
| BRITISH AIRWAYS | 9 | 36 | 32 | 128 | 42 | 32 | - | 32 | 76.2 |
| BRITISH MIDLAND | 16 | 46 | 33 | 447 | 305 | 156 | - | 156 | 51.1 |
| CHANNEL EXPRESS (AIR SVS) | 116 | 306 | 380 | 1 249 | 909 | 497 | 17 | 480 | 54.7 |
| HEAVYLIFT CARGO AIRLINES | 157 | 92 | 334 | 978 | 5 368 | 3 019 | - | 3 019 | 56.2 |
| JANES AVIATION | 13 | 91 | 62 | 91 | 39 | 18 | - | 18 | 46.2 |
| PRINCESS AIR PLC | 17 | 38 | 40 | 119 | 166 | 54 | - | 54 | 32.5 |
| TITAN AIRWAYS | 8 | 25 | 28 | 53 | 22 | 17 | - | 17 | 77.3 |
| Total | 754 | 1 501 | 2 001 | 6 938 | 12 863 | 6 989 | 17 | 6 972 | 54.3 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|---------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR BRIDGE CARRIERS | 16 | 54 | 40 | 177 | 284 | 77 | - | 77 | 27.1 |
| AIR EUROPE | 37 | 90 | 137 | 164 | 115 | 70 | - | 70 | 60.9 |
| AIR FOYLE | 129 | 248 | 306 | 1 383 | 1 366 | 849 | - | 849 | 62.2 |
| ANGLO CARGO | 66 | 18 | 92 | 283 | 2 716 | 1 509 | - | 1 509 | 55.6 |
| ATLANTIC AIR TRANSPORT | 25 | 30 | 65 | 130 | 323 | 103 | - | 103 | 31.9 |
| BRITISH AIR FERRIES | 66 | 141 | 219 | 448 | 467 | 211 | - | 211 | 45.2 |
| BRITISH AIRWAYS | 7 | 25 | 25 | 85 | 34 | 25 | - | 25 | 73.5 |
| BRITISH MIDLAND | 16 | 46 | 33 | 447 | 305 | 156 | - | 156 | 51.1 |
| CHANNEL EXPRESS (AIR SVS) | 98 | 212 | 303 | 869 | 798 | 412 | - | 412 | 51.6 |
| HEAVYLIFT CARGO AIRLINES | 157 | 92 | 334 | 978 | 5 368 | 3 019 | - | 3 019 | 56.2 |
| PRINCESS AIR PLC | 17 | 38 | 40 | 119 | 166 | 54 | - | 54 | 32.5 |
| TITAN AIRWAYS | 8 | 25 | 28 | 53 | 22 | 17 | - | 17 | 77.3 |
| Total | 642 | 1 019 | 1 621 | 5 134 | 11 964 | 6 502 | - | 6 502 | 54.3 |

Domestic Class 6 Licence Operations September 1990

Table 8.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|---------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR FOYLE | 47 | 204 | 134 | 771 | 497 | 188 | - | 188 | 37.8 |
| BRITISH AIR FERRIES | 32 | 82 | 101 | 520 | 244 | 189 | - | 189 | 77.5 |
| BRITISH AIRWAYS | 2 | 11 | 7 | 43 | 8 | 7 | - | 7 | 87.5 |
| CHANNEL EXPRESS (AIR SVS) | 18 | 94 | 77 | 380 | 111 | 85 | 17 | 68 | 76.6 |
| JANES AVIATION | 13 | 91 | 62 | 91 | 39 | 18 | - | 18 | 46.2 |
| Total | 112 | 482 | 379 | 1 804 | 899 | 487 | 17 | 470 | 54.2 |

All Class 7 Licence Operations September 1990

Table 9.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Avaliable (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| BOND HELICOPTERS | 751 | 13 587 | 2 892 | 72 337 | 9 944 | 5 035 | 50.6 | 302 | 754 | 447 | - | 20 | 427 | 59.3 |
| BRISTOW HELICOPTERS | 1 253 | 12 622 | 5 859 | 80 950 | 20 913 | 12 045 | 57.6 | 567 | 1 957 | 1 177 | - | 85 | 1 092 | 60.1 |
| BRITISH AIRWAYS | 6 | 8 | 13 | 776 | 573 | 537 | 93.7 | - | 63 | 44 | - | - | 44 | 69.8 |
| BRITISH INTERNATIONAL HELIS | 515 | 5 247 | 2 255 | 50 130 | 10 901 | 5 078 | 46.6 | 156 | 890 | 424 | - | 18 | 406 | 47.6 |
| TITAN AIRWAYS | 1 | 2 | 3 | 47 | 21 | 16 | 76.2 | - | 2 | 1 | - | - | 1 | 50.0 |
| TRANS EUROPEAN AIRWAYS (UK) | 1 | 1 | 2 | 131 | 170 | 151 | 88.8 | - | 17 | 13 | - | - | 13 | 76.5 |
| TOTAL | 2 527 | 31 467 | 11 024 | 204 371 | 42 522 | 22 862 | 53.8 | 1 026 | 3 683 | 2 106 | - | 123 | 1 983 | 57.2 |

International Class 7 Licence Operations September 1990

Table 9.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Avaliable (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|---------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| BOND HELICOPTERS | 751 | 13 587 | 2 892 | 72 337 | 9 944 | 5 035 | 50.6 | 302 | 754 | 447 | - | 20 | 427 | 59.3 |
| BRISTOW HELICOPTERS | 1 253 | 12 622 | 5 859 | 80 950 | 20 913 | 12 045 | 57.6 | 567 | 1 957 | 1 177 | - | 85 | 1 092 | 60.1 |
| BRITISH AIRWAYS | 5 | 6 | 10 | 596 | 520 | 487 | 93.7 | - | 57 | 40 | - | - | 40 | 70.2 |
| BRITISH INTERNATIONAL HELIS | 515 | 5 247 | 2 255 | 50 130 | 10 901 | 5 078 | 46.6 | 156 | 890 | 424 | - | 18 | 406 | 47.6 |
| TRANS EUROPEAN AIRWAYS (UK) | 1 | 1 | 2 | 131 | 170 | 151 | 88.8 | - | 17 | 13 | - | - | 13 | 76.5 |
| TOTAL | 2 525 | 31 463 | 11 018 | 204 144 | 42 448 | 22 796 | 53.7 | 1 026 | 3 675 | 2 101 | - | 123 | 1 978 | 57.2 |

Domestic Class 7 Licence Operations September 1990

Table 9.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| BRITISH AIRWAYS | 1 | 2 | 2 | 180 | 53 | 50 | 94.3 | - | 6 | 4 | - | - | 4 | 66.7 |
| TITAN AIRWAYS | 1 | 2 | 3 | 47 | 21 | 16 | 76.2 | - | 2 | 1 | - | - | 1 | 50.0 |
| TOTAL | 2 | 4 | 6 | 227 | 74 | 66 | 89.2 | - | 8 | 5 | - | - | 5 | 62.5 |

All Exempt Operations September 1990

Table 10.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-km Available | Tonne-Kilometres Used | | | As |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|-------------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) % of Avail |
| ABERDEEN AIRWAYS | 23 | 60 | 65 | - | - | - | - | 66 | 45 | 31 | 31 | - | - 68.9 |
| AIR UK | 2 | 14 | 11 | 722 | 173 | 145 | 83.8 | - | 17 | 12 | - | - | 12 70.6 |
| BRITANNIA AIRWAYS | 85 | 117 | 163 | 13 318 | 11 464 | 9 547 | 83.3 | - | 980 | 812 | - | - | 812 82.9 |
| BRITISH AIR FERRIES | 140 | 376 | 403 | 14 105 | 10 535 | 5 413 | 51.4 | 31 | 922 | 458 | - | 9 | 449 49.7 |
| BRITISH AIRWAYS | 7 | 21 | 23 | 706 | 279 | 214 | 76.7 | 2 | 29 | 18 | - | - | 18 62.1 |
| BRITISH INDEPENDENT AIRWAYS | - | 2 | 3 | 67 | 34 | 24 | 70.6 | - | 3 | 2 | - | - | 2 66.7 |
| BRYMON AIRWAYS | 33 | 82 | 107 | 2 398 | 1 513 | 962 | 63.6 | 11 | 164 | 84 | - | 5 | 79 51.2 |
| CHANNEL EXPRESS (AIR SVS) | 67 | 310 | 267 | - | - | - | - | 557 | 368 | 164 | 164 | - | - 44.6 |
| DAN AIR | 44 | 101 | 144 | 1 940 | 1 913 | 870 | 45.5 | 104 | 225 | 123 | 54 | - | 69 54.7 |
| JERSEY EUROPEAN AIRWAYS | 4 | 10 | 13 | - | - | - | - | 30 | 20 | 12 | 12 | - | - 60.0 |
| MANX AIRLINES | - | 4 | 2 | 127 | 38 | 35 | 92.1 | - | 3 | 3 | - | - | 3 100.0 |
| MCALPINE AVIATION | 2 | 2 | 3 | 6 | 35 | 6 | 17.1 | - | 4 | - | - | - | - |
| MONARCH AIRLINES | 17 | 10 | 24 | 1 036 | 2 494 | 1 511 | 60.6 | - | 225 | 127 | - | - | 127 56.4 |
| RYANAIR-EUROPE | 8 | 10 | 17 | 949 | 929 | 754 | 81.2 | - | 79 | 64 | - | - | 64 81.0 |
| TRANS EUROPEAN AIRWAYS (UK) | 18 | 15 | 31 | 1 695 | 2 526 | 1 880 | 74.4 | - | 254 | 157 | - | - | 157 61.8 |
| Total | 450 | 1 134 | 1 276 | 37 069 | 31 933 | 21 361 | 66.9 | 801 | 3 338 | 2 067 | 261 | 14 | 1 792 61.9 |

(a) Excludes air taxi operations (see table 15)

(b) Excludes exempt sub-charter operations

International Exempt Operations September 1990

Table 10.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-km Available | Tonne-Kilometres Used Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------------------------|---------------|------------------|--------------------|---------------------|
| BRITANNIA AIRWAYS | 85 | 117 | 163 | 13 318 | 11 464 | 9 547 | 83.3 | - | 980 | 812 | - | - | 812 | 82.9 |
| BRITISH AIR FERRIES | 42 | 45 | 85 | 2 100 | 3 229 | 1 835 | 56.8 | - | 301 | 152 | - | - | 152 | 50.5 |
| DAN AIR | 6 | 7 | 12 | 530 | 640 | 395 | 61.7 | - | 52 | 31 | - | - | 31 | 59.6 |
| MANX AIRLINES | - | 2 | 1 | - | 10 | 9 | 90.0 | - | 1 | 1 | - | - | 1 | 100.0 |
| MCALPINE AVIATION | 2 | 2 | 3 | 6 | 35 | 6 | 17.1 | - | 4 | - | - | - | - | - |
| MONARCH AIRLINES | 17 | 10 | 24 | 1 036 | 2 494 | 1 511 | 60.6 | - | 225 | 127 | - | - | 127 | 56.4 |
| RYANAIR-EUROPE | 8 | 10 | 17 | 949 | 929 | 754 | 81.2 | - | 79 | 64 | - | - | 64 | 81.0 |
| TRANS EUROPEAN AIRWAYS (UK) | 18 | 15 | 31 | 1 695 | 2 526 | 1 880 | 74.4 | - | 254 | 157 | - | - | 157 | 61.8 |
| Total | 178 | 208 | 336 | 19 634 | 21 327 | 15 937 | 74.7 | - | 1 896 | 1 344 | - | - | 1 344 | 70.9 |

(a) Excludes air taxi operations (see table 15)

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations September 1990

Table 10.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-km Available | Tonne-Kilometres Used | | | As % of Avail | |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|---------------------|-------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| ABERDEEN AIRWAYS | 23 | 60 | 65 | - | - | - | - | 66 | 45 | 31 | 31 | - | - | 68.9 |
| AIR UK | 2 | 14 | 11 | 722 | 173 | 145 | 83.8 | - | 17 | 12 | - | - | 12 | 70.6 |
| BRITISH AIR FERRIES | 98 | 331 | 319 | 12 005 | 7 306 | 3 578 | 49.0 | 31 | 621 | 306 | - | 9 | 297 | 49.3 |
| BRITISH AIRWAYS | 7 | 21 | 23 | 706 | 279 | 214 | 76.7 | 2 | 29 | 18 | - | - | 18 | 62.1 |
| BRITISH INDEPENDENT AIRWAYS | - | 2 | 3 | 67 | 34 | 24 | 70.6 | - | 3 | 2 | - | - | 2 | 66.7 |
| BRYMON AIRWAYS | 33 | 82 | 107 | 2 398 | 1 513 | 962 | 63.6 | 11 | 164 | 84 | - | 5 | 79 | 51.2 |
| CHANNEL EXPRESS (AIR SVS) | 67 | 310 | 267 | - | - | - | - | 557 | 368 | 164 | 164 | - | - | 44.6 |
| DAN AIR | 38 | 94 | 132 | 1 410 | 1 273 | 475 | 37.3 | 104 | 173 | 92 | 54 | - | 38 | 53.2 |
| JERSEY EUROPEAN AIRWAYS | 4 | 10 | 13 | - | - | - | - | 30 | 20 | 12 | 12 | - | - | 60.0 |
| MANX AIRLINES | - | 2 | 1 | 127 | 28 | 26 | 92.9 | - | 2 | 2 | - | - | 2 | 100.0 |
| Total | 272 | 926 | 941 | 17 435 | 10 606 | 5 424 | 51.1 | 801 | 1 442 | 723 | 261 | 14 | 448 | 50.1 |

(a) Excludes air taxi operations (see table 15)

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences September 1990

Table 11.1

| | Aircraft | | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | -Km (000) | Stage Flights | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| ABERDEEN AIRWAYS | 6 | 39 | 39 | .. | 158 | 106 | 67.1 | .. | 12 | 9 | - | - | 9 | 75.0 |
| ANGLO CARGO | 150 | 39 | 200 | .. | - | - | - | .. | 6 184 | 3 385 | - | 3 385 | - | 54.7 |
| BERLIN EUROPEAN UK | 245 | 110 | 370 | .. | 36 306 | 34 536 | 95.1 | .. | 3 122 | 2 970 | - | - | 2 970 | 95.1 |
| BIRMINGHAM EUROPEAN AIRWAYS | 78 | 130 | 213 | .. | 1 888 | 1 503 | 79.6 | .. | 142 | 113 | - | - | 113 | 79.6 |
| BRITISH AIR FERRIES | 34 | 92 | 114 | .. | - | - | - | .. | 290 | 127 | - | 127 | - | 43.8 |
| HEAVYLIFT CARGO AIRLINES | 97 | 31 | 141 | .. | - | - | - | .. | 1 240 | 774 | - | 774 | - | 60.8 |
| Total | 610 | 441 | 1 077 | .. | 38 352 | 36 145 | 94.2 | .. | 10 990 | 7 378 | - | 4 286 | 3 092 | 67.1 |

Exempt Sub Charter Operations Performed For UK Operators September 1990

Table 11.2

| | Aircraft | Stage | Aircraft | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | As |
|-----------------------------|--------------|---------|----------|------------------------|--------------------|---------------|---------------|--------------------|--------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | -Km (000) | Flights | Hours | Passengers Uplifted | Available (000) | Used (000) | % of Avail | Uplifted Tonnes | Available (000) | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| ABERDEEN AIRWAYS | 31 | 126 | 91 | .. | 989 | 366 | 37.0 | .. | 99 | 40 | 9 | - | 31 | 40.4 |
| AIR 2000 | 3 | 2 | 4 | .. | 605 | 594 | 98.2 | .. | 53 | 51 | - | - | 51 | 96.2 |
| AIR BRIDGE CARRIERS | 14 | 41 | 33 | .. | - | - | - | .. | 272 | 156 | - | 156 | - | 57.4 |
| AIR UK | 1 | 8 | 4 | .. | 45 | 27 | 60.0 | .. | 5 | 2 | - | - | 2 | 40.0 |
| AIR UK LEISURE | 21 | 8 | 31 | .. | 3 665 | 2 422 | 66.1 | .. | 347 | 206 | - | - | 206 | 59.4 |
| BIRMINGHAM EUROPEAN AIRWAYS | 7 | 12 | 15 | .. | 530 | 304 | 57.4 | .. | 40 | 26 | - | - | 26 | 65.0 |
| BRITANNIA AIRWAYS | 6 | 4 | 10 | .. | 950 | 872 | 91.8 | .. | 81 | 74 | - | - | 74 | 91.4 |
| BRITISH AIR FERRIES | 46 | 121 | 159 | .. | 603 | 520 | 86.2 | .. | 318 | 158 | - | 115 | 43 | 49.7 |
| BRITISH AIRWAYS | 10 | 8 | 12 | .. | 1 107 | 1 046 | 94.5 | .. | 136 | 4 | 2 | - | 2 | 2.9 |
| BRITISH MIDLAND | 78 | 254 | 296 | .. | 3 466 | 1 558 | 45.0 | .. | 325 | 123 | - | 1 | 122 | 37.8 |
| CALEDONIAN AIRWAYS | 11 | 6 | 15 | .. | 3 368 | 2 338 | 69.4 | .. | 313 | 199 | - | - | 199 | 63.6 |
| HEAVYLIFT CARGO AIRLINES | - | 1 | 1 | .. | - | - | - | .. | 16 | 4 | - | 4 | - | 25.0 |
| JERSEY EUROPEAN AIRWAYS | 8 | 80 | 42 | .. | 424 | 263 | 62.0 | .. | 41 | 20 | - | - | 20 | 48.8 |
| LOGANAIR | 1 | 6 | 4 | .. | 35 | 25 | 71.4 | .. | 3 | 2 | - | - | 2 | 66.7 |
| MANX AIRLINES | 64 | 122 | 176 | .. | 4 334 | 1 823 | 42.1 | .. | 382 | 146 | - | - | 146 | 38.2 |
| RYANAIR-EUROPE | 3 | 10 | 9 | .. | 349 | 157 | 45.0 | .. | 30 | 13 | - | - | 13 | 43.3 |
| TITAN AIRWAYS | 2 | 16 | 9 | .. | 61 | 15 | 24.6 | .. | 5 | 1 | - | - | 1 | 20.0 |
| TRANS EUROPEAN AIRWAYS (UK) | 7 | 6 | 11 | .. | 1 019 | 929 | 91.2 | .. | 103 | 77 | - | - | 77 | 74.8 |
| Total | 313 | 831 | 922 | .. | 21 550 | 13 259 | 61.5 | .. | 2 569 | 1 302 | 11 | 276 | 1 015 | 50.7 |

Exempt Sub Charter Operations Performed For Non UK Operators September 1990

Table 11.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As |
|-----------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| AIR BRIDGE CARRIERS | 25 | 40 | 51 | .. | - | - | - | .. | 462 | 301 | - | 301 | - | 65.2 |
| ANGLO CARGO | 80 | 79 | 133 | .. | - | - | - | .. | 1 151 | 299 | - | 299 | - | 26.0 |
| ATLANTIC AIR TRANSPORT | 1 | 4 | 3 | .. | - | - | - | .. | 14 | 9 | - | 9 | - | 64.3 |
| BRITISH AIR FERRIES | 39 | 82 | 143 | .. | - | - | - | .. | 218 | 91 | - | 91 | - | 41.7 |
| BRITISH INDEPENDENT AIRWAYS | 60 | 170 | 212 | .. | 2 654 | 1 926 | 72.6 | .. | 217 | 158 | - | - | 158 | 72.8 |
| BRYMON AIRWAYS | 68 | 187 | 218 | .. | 3 107 | 1 276 | 41.1 | .. | 338 | 105 | - | - | 105 | 31.1 |
| CALEDONIAN AIRWAYS | 10 | 4 | 12 | .. | 2 636 | 1 994 | 75.6 | .. | 245 | 169 | - | - | 169 | 69.0 |
| DAN AIR | 180 | 101 | 257 | .. | 33 484 | 27 643 | 82.6 | .. | 2 625 | 2 212 | - | - | 2 212 | 82.4 |
| HEAVYLIFT CARGO AIRLINES | 80 | 33 | 120 | .. | - | - | - | .. | 3 205 | 1 610 | - | 1 610 | - | 50.2 |
| LOGANAIR | 97 | 133 | 204 | .. | 9 759 | 6 569 | 67.3 | .. | 879 | 591 | - | - | 591 | 67.2 |
| MONARCH AIRLINES | 578 | 1 121 | 1 372 | .. | 85 486 | 50 065 | 58.6 | .. | 7 740 | 4 206 | - | - | 4 206 | 54.3 |
| RYANAIR-EUROPE | 6 | 13 | 15 | .. | 730 | 419 | 57.4 | .. | 63 | 36 | - | - | 36 | 57.1 |
| TRADEWINDS AIRWAYS | 101 | 31 | 141 | .. | - | - | - | .. | 4 242 | 2 912 | - | 2 912 | - | 68.6 |
| TRANS EUROPEAN AIRWAYS (UK) | 1 | 2 | 1 | .. | 122 | 95 | 77.9 | .. | 12 | 8 | - | - | 8 | 66.7 |
| Total | 1 326 | 2 000 | 2 882 | .. | 137 978 | 89 987 | 65.2 | .. | 21 472 | 12 707 | - | 5 222 | 7 485 | 59.2 |

Aircraft Type and Utilisation: All Airlines (a) (b) (c)
September 1990

Table 12.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 |
|-------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|-------------------------------------------|-----------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 1 142 | - | 6 067 | - | 4 630 | - | 69 355 | 12 876 | 21 698 | 38 | 4.3 |
| AEROSPATIALE SA365 DAUPHIN | 320 | 13 | 9 082 | 248 | 1 280 | 52 | 38 190 | 1 346 | 3 520 | 14 | 3.0 |
| AIRBUS A300-600(B2-B4) | 625 | - | 295 | - | 893 | - | 100 724 | 214 740 | 225 480 | 2 | 14.6 |
| AIRBUS A300B4/100/200 | 265 | - | 129 | - | 382 | - | 40 205 | 83 007 | 89 107 | 1 | 13.7 |
| AIRBUS A320-100/200 | 864 | - | 1 037 | - | 1 706 | - | 119 777 | 100 415 | 126 188 | 9 | 6.4 |
| BAC/AEROSPATIALE CONCORDE | 971 | - | 194 | - | 682 | - | 10 443 | 58 250 | 97 109 | 7 | 2.8 |
| BAE (HS) 748 | 727 | 23 | 2 659 | 66 | 2 630 | 76 | 62 139 | 20 961 | 32 553 | 23 | 4.2 |
| BAE 146 SERIES 100 | 403 | - | 1 046 | - | 1 147 | - | 54 904 | 22 977 | 34 080 | 5 | 6.9 |
| BAE 146 SERIES 200/QT | 676 | 175 | 1 176 | 454 | 1 429 | 431 | 55 627 | 47 708 | 66 048 | 9 | 6.7 |
| BAE 146 SERIES 300 | 666 | 6 | 1 412 | 12 | 1 572 | 22 | 86 938 | 46 795 | 73 191 | 8 | 7.4 |
| BAE(BAC)1-11-200 SERIES | 173 | - | 293 | - | 378 | - | 15 231 | 8 834 | 13 557 | 3 | 4.6 |
| BAE(BAC)1-11-300/400/475 | 786 | 70 | 1 113 | 77 | 1 584 | 120 | 50 794 | 35 074 | 59 407 | 11 | 5.0 |
| BAE(BAC)1-11-500 SERIES | 4 159 | - | 5 320 | - | 8 289 | - | 372 094 | 332 373 | 433 885 | 49 | 5.9 |
| BELL 212/412 | 118 | - | 4 745 | - | 787 | - | 23 672 | 589 | 1 298 | 7 | 3.4 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 3 | - |
| BELL MODEL 214ST | 57 | - | 598 | - | 248 | - | 4 408 | 420 | 1 026 | 3 | 2.8 |
| BOEING 707 ALL SERIES | - | 327 | - | 90 | - | 446 | - | - | - | 3 | 5.5 |
| BOEING 727-100/100C | 589 | - | 307 | - | 827 | - | 42 532 | 83 476 | 85 955 | 2 | 12.5 |
| BOEING 727-200/200 ADVANCED | 2 297 | - | 1 218 | - | 3 256 | - | 188 433 | 395 915 | 429 454 | 10 | 12.8 |
| BOEING 737-200 | 11 642 | - | 9 473 | - | 20 296 | - | 921 380 | 1 254 312 | 1 415 878 | 50 | 13.4 |
| BOEING 737-300 (d) | 8 594 | - | 6 991 | - | 14 802 | - | 631 356 | 1 070 017 | 1 244 588 | 57 | 7.3 |
| BOEING 737-400 (d) | 3 100 | - | 2 117 | - | 5 053 | - | 282 400 | 468 183 | 523 434 | 10 | 12.0 |
| BOEING 747 200B COMBI | 1 134 | - | 202 | - | 1 447 | - | 39 780 | 302 213 | 379 707 | 4 | 12.9 |
| BOEING 747-100/100F | 4 355 | 17 | 853 | 3 | 5 626 | 24 | 189 129 | 1 280 342 | 1 651 978 | 17 | 11.5 |
| BOEING 747-200 | 6 459 | 6 | 1 157 | 1 | 8 198 | 6 | 252 428 | 1 905 689 | 2 344 271 | 21 | 13.4 |
| BOEING 747-400 | 4 433 | - | 828 | - | 5 778 | - | 157 224 | 1 380 009 | 1 710 917 | 14 | 13.0 |
| BOEING 757-200 (d) | 1 463 | 21 | 7 625 | 40 | 18 272 | 43 | 1 173 728 | 2 188 201 | 2 476 374 | 52 | 9.7 |
| BOEING 767-200 | 2 402 | - | 913 | - | 3 513 | - | 224 256 | 627 101 | 658 041 | 8 | 14.7 |
| BOEING 767-300 | 375 | - | 626 | - | 867 | - | 117 469 | 70 266 | 92 232 | 5 | 5.9 |
| BOEING 767-300ER | 400 | - | 151 | - | 607 | - | 11 133 | 41 291 | 77 573 | 2 | 11.1 |
| BRITISH AEROSPACE ATP | 885 | - | 2 925 | - | 2 991 | - | 110 685 | 36 611 | 57 099 | 16 | 6.1 |
| CANADAIR CL-44 | - | 25 | - | 22 | - | 54 | - | - | - | 1 | 1.7 |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 3 | - |
| DE HAVILLAND DH6 TWIN OTTER | 102 | - | 566 | - | 496 | - | 5 884 | 1 120 | 1 822 | 4 | 4.3 |
| DE HAVILLAND DHC-7 DASH-7 | 495 | - | 1 753 | - | 1 763 | - | 29 756 | 12 552 | 22 682 | 14 | 6.0 |
| DORNIER 228-100/200 | 42 | - | 160 | - | 145 | - | 1 587 | 423 | 707 | 1 | 5.0 |
| DOUGLAS DC3 C47 DAKOTA | 1 | - | 8 | - | 4 | - | 240 | 26 | 26 | 2 | 0.2 |
| DOUGLAS DC6/6A/6B/6C | - | 26 | - | 34 | - | 68 | - | - | - | 2 | 0.8 |
| EMBRAER EMB110 BANDEIRANTE | 85 | - | 319 | - | 295 | - | 1 710 | 611 | 974 | 5 | 2.3 |
| FOKKER 100 (d) | 445 | - | 731 | - | 1 042 | - | 50 065 | 32 506 | 44 118 | .. | .. |
| FOKKER F27 100-600 | 1 094 | 30 | 4 047 | 78 | 3 888 | 103 | 122 416 | 35 040 | 51 228 | 19 | 6.5 |
| GULF AMERICAN GULFSTREAM I | 145 | 23 | 373 | 60 | 419 | 65 | 1 305 | 2 510 | 3 521 | 7 | 2.5 |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 |
|-------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|-------------------------------------------|----------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| HANDLEY PAGE HERALD 200 | - | 191 | - | 662 | - | 737 | - | - | - | 11 | 2.3 |
| LOCKHEED L-1011-1/100 TRISTAR | 1 838 | - | 591 | - | 2 480 | - | 136 915 | 522 766 | 614 221 | 9 | 10.1 |
| LOCKHEED L1011-200 TRISTAR | 1 643 | - | 383 | - | 2 192 | - | 54 305 | 285 540 | 398 820 | 8 | 9.4 |
| MBB B0105 | 10 | - | 360 | - | 48 | - | 438 | 12 | 40 | 8 | 0.2 |
| MCDONNELL-DOUGLAS DC10-30 | 2 239 | - | 430 | - | 2 869 | - | 56 469 | 359 166 | 512 743 | 8 | 12.0 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 646 | - | 1 560 | - | 1 737 | - | 98 856 | 42 598 | 71 076 | 8 | 7.1 |
| MCDONNELL-DOUGLAS DC9-10/15 | 504 | - | 1 307 | - | 1 258 | - | 62 393 | 24 770 | 42 846 | 6 | 7.1 |
| PILATUS BN-2A ISLANDER | 67 | - | 1 472 | - | 349 | - | 8 537 | 390 | 534 | 10 | 1.4 |
| PILATUS BN-2A TRISLANDER MK3 | 149 | - | 2 211 | - | 719 | - | 24 287 | 1 644 | 2 534 | 11 | 2.3 |
| SHORTS 330 | 68 | 21 | 300 | 116 | 250 | 90 | 4 090 | 985 | 2 022 | 6 | 2.0 |
| SHORTS 360 (d) | 854 | 37 | 3 787 | 90 | 3 485 | 137 | 89 286 | 20 533 | 30 369 | 13 | 5.5 |
| SHORTS BELFAST | - | 83 | - | 49 | - | 201 | - | - | - | 3 | 2.1 |
| SIKORSKY S61N | 518 | - | 5 935 | - | 2 645 | - | 51 462 | 5 568 | 10 859 | 31 | 3.0 |
| SIKORSKY S76 SPIRIT | 369 | 2 | 4 901 | 11 | 1 473 | 6 | 26 437 | 1 984 | 4 093 | 22 | 2.4 |
| V953C MERCHANTMAN | - | 143 | - | 388 | - | 330 | - | - | - | 5 | 2.3 |
| VICKERS VISCOUNT 800 | 129 | 129 | 442 | 296 | 428 | 414 | 16 379 | 5 537 | 9 564 | 12 | 2.2 |
| WESTLAND 30 SRS 100 | 5 | - | 80 | - | 27 | - | 916 | 55 | 82 | 3 | 1.0 |
| 36 TOTAL | 81 528 | 1 368 | 102 268 | 2 797 | 147 180 | 3 425 | 6 290 167 | 13 446 327 | 16 250 529 | 696 | 6.9 |

(a) Excludes air taxi operations (see table 15)

(b) Excludes passengers uplifted on sub-charter operations

(c) The figures in this table relate only to operations conducted with the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

(d) Excludes Air Europe's figures for Aircraft Hours and Aircraft in Service

Aircraft Type and Utilisation: Individual Airlines
September 1990 (a) (b) (c)

Table 12.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Avaliable (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 |
|---------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| ABERDEEN AIRWAYS | | | | | | | | | | | |
| BAE (HS) 748 | 113 | - | 357 | - | 401 | - | 5 071 | 1 879 | 4 947 | 3 | 5.6 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 2 | - |
| GULF AMERICAN GULFSTREAM I | 42 | 23 | 155 | 60 | 125 | 65 | - | 632 | 1 027 | 4 | 1.9 |
| TOTAL | 155 | 23 | 512 | 60 | 526 | 65 | 5 071 | 2 511 | 5 974 | 9 | 2.4 |
| AIR 2000 | | | | | | | | | | | |
| BOEING 737-300 | 324 | - | 147 | - | 488 | - | 20 353 | 45 863 | 48 004 | 1 | 15.4 |
| BOEING 757-200 | 2 848 | - | 1 062 | - | 4 040 | - | 216 746 | 639 157 | 663 752 | 9 | 14.4 |
| TOTAL | 3 172 | - | 1 209 | - | 4 528 | - | 237 099 | 685 020 | 711 756 | 10 | 14.5 |
| AIR BRIDGE CARRIERS | | | | | | | | | | | |
| V953C MERCHANTMAN | - | 143 | - | 388 | - | 330 | - | - | - | 5 | 2.3 |
| TOTAL | - | 143 | - | 388 | - | 330 | - | - | - | 5 | 2.3 |
| AIR EUROPE (d) | | | | | | | | | | | |
| BOEING 737-300 | 1 244 | - | 956 | - | 2 184 | - | 104 669 | 147 547 | 176 559 | .. | .. |
| BOEING 737-400 | 1 023 | - | 597 | - | 1 649 | - | 88 524 | 159 756 | 173 867 | .. | .. |
| BOEING 757-200 | 2 085 | - | 894 | - | 3 077 | - | 153 692 | 413 110 | 475 198 | .. | .. |
| FOKKER 100 | 445 | - | 731 | - | 1 042 | - | 50 065 | 32 506 | 44 118 | .. | .. |
| SHORTS 360 | 361 | 37 | 1 109 | 90 | 1 441 | 137 | 26 458 | 8 705 | 12 596 | .. | .. |
| TOTAL | 5 158 | 37 | 4 287 | 90 | 9 392 | 137 | 423 408 | 761 624 | 882 338 | .. | .. |
| AIR FOYLE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | 158 | - | 416 | - | 392 | - | - | - | 3 | 3.7 |
| BAE 146 SERIES 300 | - | 6 | - | 12 | - | 22 | - | - | - | 2 | 0.8 |
| TOTAL | - | 164 | - | 428 | - | 413 | - | - | - | 5 | 4.5 |
| AIR SARNIA | | | | | | | | | | | |
| PARTENAVIA PN68C | - | - | - | - | - | - | - | - | - | .. | .. |
| PILATUS BN-2A ISLANDER | - | - | - | - | - | - | - | - | - | .. | .. |
| PILATUS BN-2A MK III TRISLANDER | - | - | - | - | - | - | - | - | - | .. | .. |
| TOTAL | - | - | - | - | - | - | - | - | - | .. | .. |

Aircraft Type and Utilisation: Individual Airlines
September 1990 (a) (b) (c)

Table 12.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 |
|------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AIR UK | | | | | | | | | | | |
| BAE 146 SERIES 100 | 131 | - | 465 | - | 364 | - | 22 239 | 6 378 | 10 372 | 2 | 6.5 |
| BAE 146 SERIES 200/QT | 308 | - | 682 | - | 690 | - | 30 102 | 18 427 | 30 131 | 3 | 8.0 |
| BAE 146 SERIES 300 | 452 | - | 954 | - | 1 077 | - | 55 386 | 29 947 | 49 633 | 4 | 8.8 |
| FOKKER F27 100-600 | 878 | - | 2 963 | - | 3 011 | - | 87 450 | 26 861 | 40 385 | 14 | 6.7 |
| SHORTS 360 | 68 | - | 234 | - | 280 | - | 4 238 | 1 202 | 2 458 | 2 | 5.1 |
| TOTAL | 1 837 | - | 5 298 | - | 5 422 | - | 199 415 | 82 815 | 132 979 | 25 | 7.0 |
| AIR UK LEISURE | | | | | | | | | | | |
| BOEING 737-400 | 800 | - | 381 | - | 1 214 | - | 60 664 | 131 098 | 137 781 | 4 | 11.7 |
| TOTAL | 800 | - | 381 | - | 1 214 | - | 60 664 | 131 098 | 137 781 | 4 | 11.7 |
| ANGLO CARGO | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | - | 70 | - | 77 | - | 120 | - | - | - | 1 | 4.2 |
| BOEING 707 ALL SERIES | - | 226 | - | 59 | - | 305 | - | - | - | 2 | 5.3 |
| TOTAL | - | 296 | - | 136 | - | 425 | - | - | - | 3 | 4.9 |
| ATLANTIC AIR TRANSPORT | | | | | | | | | | | |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC3 C47 DAKOTA | 1 | - | 8 | - | 4 | - | 240 | 26 | 26 | 2 | 0.2 |
| DOUGLAS DC6/6A/6B/6C | - | 26 | - | 34 | - | 68 | - | - | - | 2 | 0.8 |
| TOTAL | 1 | 26 | 8 | 34 | 4 | 68 | 240 | 26 | 26 | 6 | 0.6 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | - | - | - | - | - | - | - | - | - | 0 | 1.6 |
| PILATUS BN-2A TRISLANDER MK3 | 149 | - | 2 211 | - | 719 | - | 24 287 | 1 644 | 2 534 | 9 | 2.6 |
| SHORTS 360 | 24 | - | 453 | - | 115 | - | 10 753 | 561 | 861 | 1 | 3.9 |
| TOTAL | 173 | - | 2 664 | - | 835 | - | 35 040 | 2 205 | 3 395 | 10 | 2.7 |
| BERLIN EUROPEAN UK | | | | | | | | | | | |
| BOEING 737-300 | 442 | - | 208 | - | 686 | - | 12 481 | 61 613 | 65 430 | 2 | 11.3 |
| TOTAL | 442 | - | 208 | - | 686 | - | 12 481 | 61 613 | 65 430 | 2 | 11.3 |

Aircraft Type and Utilisation: Individual Airlines
September 1990 (a) (b) (c)

Table 12.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Avaliable (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BIRMINGHAM EUROPEAN AIRWAYS | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 455 | - | 608 | - | 901 | - | 22 343 | 16 399 | 33 595 | 5 | 5.5 |
| GULF AMERICAN GULFSTREAM I | 103 | - | 218 | - | 293 | - | 1 305 | 1 878 | 2 494 | 3 | 3.4 |
| TOTAL | 558 | - | 826 | - | 1 195 | - | 23 648 | 18 277 | 36 089 | 8 | 4.7 |
| BOND HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 216 | - | 1 854 | - | 802 | - | 22 829 | 2 660 | 4 104 | 7 | 4.0 |
| AEROSPATIALE SA365 DAUPHIN | 320 | 13 | 9 082 | 248 | 1 280 | 52 | 38 190 | 1 346 | 3 520 | 14 | 3.0 |
| MBB B0105 | 10 | - | 360 | - | 48 | - | 438 | 12 | 40 | 8 | 0.2 |
| SIKORSKY S76 SPIRIT | 190 | 2 | 2 032 | 11 | 704 | 6 | 10 880 | 1 017 | 2 280 | 9 | 2.7 |
| TOTAL | 736 | 15 | 13 328 | 259 | 2 833 | 58 | 72 337 | 5 035 | 9 944 | 38 | 2.5 |
| BRISTOW HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 759 | - | 3 346 | - | 3 161 | - | 36 646 | 8 313 | 14 421 | 26 | 4.3 |
| BELL 212/412 | 118 | - | 4 745 | - | 787 | - | 23 672 | 589 | 1 298 | 7 | 3.4 |
| BELL MODEL 214ST | 57 | - | 598 | - | 248 | - | 4 408 | 420 | 1 026 | 3 | 2.8 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 3 | - |
| SIKORSKY S61N | 163 | - | 1 289 | - | 986 | - | 1 803 | 1 872 | 2 608 | 16 | 2.3 |
| SIKORSKY S76 SPIRIT | 156 | - | 2 644 | - | 677 | - | 14 421 | 851 | 1 560 | 9 | 2.8 |
| TOTAL | 1 253 | - | 12 622 | - | 5 859 | - | 80 950 | 12 045 | 20 913 | 64 | 3.2 |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 737-200 | 5 660 | - | 3 215 | - | 9 053 | - | 390 091 | 699 868 | 735 593 | 20 | 14.4 |
| BOEING 737-300 | 1 839 | - | 982 | - | 2 912 | - | 132 203 | 257 555 | 274 063 | 7 | 13.3 |
| BOEING 767-200 | 2 402 | - | 913 | - | 3 513 | - | 224 256 | 627 101 | 658 041 | 8 | 14.7 |
| TOTAL | 9 901 | - | 5 110 | - | 15 478 | - | 746 550 | 1 584 524 | 1 667 697 | 35 | 14.3 |
| BRITISH AIR FERRIES | | | | | | | | | | | |
| BAE(BAC)1-11-200 SERIES | 33 | - | 27 | - | 60 | - | 1 060 | 1 385 | 2 649 | 1 | 1.7 |
| FOKKER F27 100-600 | - | 14 | - | 43 | - | 52 | - | - | - | - | - |
| HANDLEY PAGE HERALD 200 | - | 73 | - | 145 | - | 265 | - | - | - | 3 | 2.9 |
| VICKERS VISCOUNT 800 | 129 | 129 | 442 | 296 | 428 | 414 | 16 379 | 5 537 | 9 564 | 12 | 2.2 |
| TOTAL | 162 | 216 | 469 | 484 | 488 | 730 | 17 439 | 6 922 | 12 213 | 16 | 2.4 |

Aircraft Type and Utilisation: Individual Airlines
September 1990 (a) (b) (c)

Table 12.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 | |
|-------------------------------|----------------------------------------|-------------|---------------|--------|----------------|--------|---------------------|--------------------|-------------------------|-------------------------------------------|----------------------------------------------------------|------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | | |
| 40 | BRITISH AIRWAYS AND CALEDONIAN AIRWAYS | | | | | | | | | | | |
| | AIRBUS A320-100/200 | 864 | - | 1 037 | - | 1 706 | - | 119 777 | 100 415 | 126 188 | 9 | 6.4 |
| | BAC/AEROSPATIALE CONCORDE | 971 | - | 194 | - | 682 | - | 10 443 | 58 250 | 97 109 | 7 | 2.8 |
| | BAE (HS) 748 | 289 | 9 | 1 175 | 36 | 1 076 | 32 | 31 887 | 8 907 | 12 512 | 9 | 4.2 |
| | BAE(BAC)1-11-500 SERIES | 2 111 | - | 3 337 | - | 4 517 | - | 207 454 | 140 755 | 202 394 | 34 | 4.5 |
| | BOEING 737-200 | 4 293 | - | 5 401 | - | 8 659 | - | 437 669 | 358 237 | 466 968 | 43 | 6.7 |
| | BOEING 737-300 | 481 | - | 881 | - | 1 043 | - | 77 133 | 43 901 | 57 411 | 4 | 8.6 |
| | BOEING 747 200B COMBI | 1 134 | - | 202 | - | 1 447 | - | 39 780 | 302 213 | 379 707 | 4 | 12.9 |
| | BOEING 747-100/100F | 3 939 | 17 | 791 | 3 | 5 114 | 24 | 163 465 | 1 101 593 | 1 453 929 | 16 | 11.2 |
| | BOEING 747-200 | 4 729 | 6 | 901 | 1 | 6 004 | 6 | 179 935 | 1 405 429 | 1 738 044 | 16 | 13.0 |
| | BOEING 747-400 | 4 433 | - | 828 | - | 5 778 | - | 157 224 | 1 380 009 | 1 710 917 | 14 | 13.0 |
| | BOEING 757-200 | 4 164 | 21 | 4 808 | 40 | 7 866 | 43 | 646 942 | 609 248 | 790 936 | 36 | 7.3 |
| | BOEING 767-300 | 375 | - | 626 | - | 867 | - | 117 469 | 70 266 | 92 232 | 5 | 5.9 |
| | BOEING 767-300ER | 400 | - | 151 | - | 607 | - | 11 133 | 41 291 | 77 573 | 2 | 11.1 |
| | BRITISH AEROSPACE ATP | 409 | - | 1 181 | - | 1 319 | - | 46 967 | 17 606 | 25 923 | 8 | 5.3 |
| | LOCKHEED L-1011-1/100 TRISTAR | 1 838 | - | 591 | - | 2 480 | - | 136 915 | 522 766 | 614 221 | 9 | 10.1 |
| | LOCKHEED L1011-200 TRISTAR | 1 643 | - | 383 | - | 2 192 | - | 54 305 | 285 540 | 398 820 | 8 | 9.4 |
| | MCDONNELL-DOUGLAS DC10-30 | 2 239 | - | 430 | - | 2 869 | - | 56 469 | 359 166 | 512 743 | 8 | 12.0 |
| | TOTAL | 34 312 | 53 | 22 917 | 80 | 54 226 | 106 | 2 494 967 | 6 805 592 | 8 757 627 | 232 | 7.9 |
| | BRITISH INDEPENDENT AIRWAYS | | | | | | | | | | | |
| BAE (HS) 748 | 73 | - | 284 | - | 269 | - | 1 581 | 2 066 | 3 252 | 2 | 4.4 | |
| TOTAL | 73 | - | 284 | - | 269 | - | 1 581 | 2 066 | 3 252 | 2 | 4.4 | |
| BRITISH INTERNATIONAL HELIS | | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 167 | - | 867 | - | 667 | - | 9 880 | 1 903 | 3 173 | 5 | 4.8 | |
| SIKORSKY S61N | 355 | - | 4 646 | - | 1 659 | - | 49 659 | 3 696 | 8 251 | 15 | 3.8 | |
| SIKORSKY S76 SPIRIT | 23 | - | 225 | - | 92 | - | 1 136 | 116 | 253 | 4 | 0.6 | |
| WESTLAND 30 SRS 100 | 5 | - | 80 | - | 27 | - | 916 | 55 | 82 | 3 | 1.0 | |
| TOTAL | 550 | - | 5 818 | - | 2 445 | - | 61 591 | 5 770 | 11 759 | 27 | 3.3 | |
| BRITISH MIDLAND | | | | | | | | | | | | |
| BOEING 737-300 | 990 | - | 1 297 | - | 1 998 | - | 110 460 | 102 502 | 138 555 | 7 | 9.4 | |
| BOEING 737-400 | 380 | - | 694 | - | 864 | - | 64 947 | 36 169 | 59 418 | 3 | 9.8 | |
| BRITISH AEROSPACE ATP | 165 | - | 758 | - | 719 | - | 25 580 | 6 236 | 10 552 | 3 | 7.9 | |
| DE HAVILLAND DHC-7 DASH-7 | 78 | - | 257 | - | 299 | - | 50 | 1 566 | 3 488 | 3 | 14.8 | |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 646 | - | 1 560 | - | 1 737 | - | 98 856 | 42 598 | 71 076 | 8 | 7.1 | |
| MCDONNELL-DOUGLAS DC9-10/15 | 504 | - | 1 307 | - | 1 258 | - | 62 393 | 24 770 | 42 846 | 6 | 7.1 | |
| TOTAL | 2 763 | - | 5 873 | - | 6 875 | - | 362 286 | 213 841 | 325 935 | 30 | 8.3 | |

Aircraft Type and Utilisation: Individual Airlines
September 1990 (a) (b) (c)

Table 12.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 |
|---------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRYMON AIRWAYS | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 25 | - | 141 | - | 116 | - | 1 466 | 286 | 431 | 1 | 4.0 |
| DE HAVILLAND DHC-7 DASH-7 | 417 | - | 1 496 | - | 1 464 | - | 29 706 | 10 986 | 19 194 | 7 | 6.6 |
| TOTAL | 442 | - | 1 637 | - | 1 580 | - | 31 172 | 11 272 | 19 625 | 8 | 6.3 |
| BUSINESS AIR LIMITED | | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 36 | - | 124 | - | 99 | - | 527 | 248 | 376 | 3 | 1.4 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 36 | - | 124 | - | 99 | - | 527 | 248 | 376 | 4 | 1.2 |
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| FOKKER F27 100-600 | - | 16 | - | 35 | - | 52 | - | - | - | 1 | 1.9 |
| HANDLEY PAGE HERALD 200 | - | 118 | - | 517 | - | 472 | - | - | - | 8 | 2.1 |
| TOTAL | - | 134 | - | 552 | - | 524 | - | - | - | 9 | 4.0 |
| DAN AIR | | | | | | | | | | | |
| AIRBUS A300B4/100/200 | 265 | - | 129 | - | 382 | - | 40 205 | 83 007 | 89 107 | 1 | 13.7 |
| BAE (HS) 748 | 183 | 10 | 380 | 20 | 592 | 32 | 11 141 | 5 621 | 8 564 | 6 | 3.2 |
| BAE 146 SERIES 100 | 199 | - | 390 | - | 640 | - | 20 288 | 11 919 | 17 498 | 2 | 7.9 |
| BAE 146 SERIES 300 | 214 | - | 458 | - | 494 | - | 31 552 | 16 848 | 23 558 | 2 | 8.2 |
| BAE(BAC)1-11-200 SERIES | 140 | - | 266 | - | 318 | - | 14 171 | 7 449 | 10 908 | 2 | 5.6 |
| BAE(BAC)1-11-300/400/475 | 320 | - | 495 | - | 663 | - | 28 111 | 18 192 | 24 998 | 3 | 7.0 |
| BAE(BAC)1-11-500 SERIES | 1 799 | - | 1 765 | - | 3 296 | - | 149 818 | 170 773 | 201 803 | 12 | 9.2 |
| BOEING 727-100/100C | 589 | - | 307 | - | 827 | - | 42 532 | 83 476 | 85 955 | 2 | 12.5 |
| BOEING 727-200/200 ADVANCED | 2 297 | - | 1 218 | - | 3 256 | - | 188 433 | 395 915 | 429 454 | 10 | 12.8 |
| BOEING 737-200 | 996 | - | 508 | - | 1 513 | - | 57 995 | 122 187 | 129 484 | 4 | 12.8 |
| BOEING 737-300 | 319 | - | 267 | - | 545 | - | 27 848 | 38 991 | 47 462 | 2 | 8.9 |
| BOEING 737-400 | 897 | - | 445 | - | 1 325 | - | 68 265 | 141 160 | 152 368 | 3 | 14.6 |
| TOTAL | 8 218 | 10 | 6 628 | 20 | 13 851 | 32 | 680 359 | 1 095 538 | 1 221 159 | 49 | 9.4 |
| GB AIRWAYS T/A GIBAIR | | | | | | | | | | | |
| BOEING 737-200 | 376 | - | 219 | - | 599 | - | 19 690 | 35 072 | 42 669 | 2 | 10.1 |
| PILATUS BN-2A MK III TRISLANDER | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 376 | - | 219 | - | 599 | - | 19 690 | 35 072 | 42 669 | 3 | 9.9 |
| GILLAIR | | | | | | | | | | | |
| SHORTS 330 | 65 | - | 282 | - | 237 | - | 4 043 | 954 | 1 940 | 5 | 1.9 |
| TOTAL | 65 | - | 282 | - | 237 | - | 4 043 | 954 | 1 940 | 5 | 1.9 |

Aircraft Type and Utilisation: Individual Airlines
September 1990 (a) (b) (c)

Table 12.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 |
|-----------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| HEAVYLIFT CARGO AIRLINES | | | | | | | | | | | |
| CANADAIR CL-44 | - | 25 | - | 22 | - | 54 | - | - | - | 1 | 1.7 |
| SHORTS BELFAST | - | 83 | - | 49 | - | 201 | - | - | - | 3 | 2.1 |
| TOTAL | - | 108 | - | 71 | - | 255 | - | - | - | 4 | 2.0 |
| INTER EUROPEAN AIRWAYS | | | | | | | | | | | |
| BOEING 737-300 | 907 | - | 411 | - | 1 346 | - | 50 110 | 119 995 | 134 353 | 3 | 14.7 |
| TOTAL | 907 | - | 411 | - | 1 346 | - | 50 110 | 119 995 | 134 353 | 3 | 14.7 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 36 | - | 727 | - | 182 | - | 4 662 | 228 | 289 | 5 | 1.7 |
| TOTAL | 36 | - | 727 | - | 182 | - | 4 662 | 228 | 289 | 5 | 1.7 |
| JANES AVIATION | | | | | | | | | | | |
| PILATUS BN-2A TRISLANDER | - | - | - | - | - | - | - | - | - | 1 | 0.1 |
| SHORTS 330 | - | 13 | - | 91 | - | 62 | - | - | - | 1 | 2.1 |
| TOTAL | - | 13 | - | 91 | - | 62 | - | - | - | 2 | 1.1 |
| JERSEY EUROPEAN AIRWAYS | | | | | | | | | | | |
| BAE (HS) 748 | 69 | 4 | 463 | 10 | 293 | 13 | 12 459 | 2 488 | 3 278 | 3 | 5.5 |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | - | - |
| FOKKER F27 100-600 | 216 | - | 1 084 | - | 877 | - | 34 966 | 8 179 | 10 843 | 4 | 6.4 |
| SHORTS 330 | - | - | - | - | - | - | - | - | - | - | - |
| SHORTS 360 | 50 | - | 248 | - | 209 | - | 4 733 | 1 252 | 1 815 | 1 | 8.2 |
| TOTAL | 335 | 4 | 1 795 | 10 | 1 378 | 13 | 52 158 | 11 919 | 15 936 | 8 | 6.0 |
| LOGANAIR | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 205 | - | 352 | - | 445 | - | 12 809 | 14 787 | 20 657 | 2 | 7.1 |
| BRITISH AEROSPACE ATP | 123 | - | 343 | - | 418 | - | 13 345 | 4 937 | 7 861 | 2 | 6.6 |
| DE HAVILLAND DH6 TWIN OTTER | 77 | - | 425 | - | 380 | - | 4 418 | 834 | 1 391 | 3 | 4.4 |
| PILATUS BN-2A ISLANDER | 31 | - | 745 | - | 168 | - | 3 875 | 162 | 245 | 5 | 1.1 |
| SHORTS 360 | 201 | - | 985 | - | 901 | - | 22 755 | 4 781 | 7 225 | 5 | 6.2 |
| TOTAL | 637 | - | 2 850 | - | 2 311 | - | 57 202 | 25 501 | 37 379 | 17 | 4.5 |
| LONDON CITY AIRWAYS | | | | | | | | | | | |
| DE HAVILLAND DHC-7 DASH-7 | - | - | - | - | - | - | - | - | - | 4 | 2.4 |
| TOTAL | - | - | - | - | - | - | - | - | - | 4 | 2.4 |

Aircraft Type and Utilisation: Individual Airlines
September 1990 (a) (b) (c)

Table 12.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 |
|----------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| MANX AIRLINES | | | | | | | | | | | |
| BAE 146 SERIES 100 | 73 | - | 191 | - | 144 | - | 12 377 | 4 680 | 6 210 | 1 | 4.7 |
| BRITISH AEROSPACE ATP | 188 | - | 643 | - | 535 | - | 24 793 | 7 832 | 12 763 | 3 | 6.2 |
| SHORTS 360 | 150 | - | 758 | - | 539 | - | 20 349 | 4 032 | 5 414 | 3 | 5.6 |
| TOTAL | 411 | - | 1 592 | - | 1 218 | - | 57 519 | 16 544 | 24 387 | 7 | 5.7 |
| MCALPINE AVIATION | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 2 | - | 2 | - | 3 | - | 6 | 6 | 35 | 1 | 0.3 |
| TOTAL | 2 | - | 2 | - | 3 | - | 6 | 6 | 35 | 1 | 0.3 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600(B2-B4) | 625 | - | 295 | - | 893 | - | 100 724 | 214 740 | 225 480 | 2 | 14.6 |
| BOEING 737-300 | 1 561 | - | 1 607 | - | 2 861 | - | 64 907 | 185 108 | 230 874 | 9 | 11.2 |
| BOEING 757-200 | 2 366 | - | 861 | - | 3 289 | - | 156 348 | 526 686 | 546 488 | 7 | 15.5 |
| TOTAL | 4 552 | - | 2 763 | - | 7 042 | - | 321 979 | 926 534 | 1 002 842 | 18 | 13.2 |
| PRINCESS AIR PLC | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 163 | 17 | 142 | 38 | 295 | 40 | 12 716 | 14 494 | 15 260 | 1 | 10.2 |
| TOTAL | 163 | 17 | 142 | 38 | 295 | 40 | 12 716 | 14 494 | 15 260 | 1 | 10.2 |
| REGION AIRWAYS | | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 49 | - | 195 | - | 196 | - | 1 183 | 363 | 598 | 2 | 3.8 |
| TOTAL | 49 | - | 195 | - | 196 | - | 1 183 | 363 | 598 | 2 | 3.8 |
| RYANAIR-EUROPE | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 9 | - | 8 | - | 17 | - | 334 | 477 | 779 | 1 | 1.1 |
| BAE(BAC)1-11-500 SERIES | 249 | - | 218 | - | 477 | - | 14 822 | 20 845 | 29 688 | 3 | 7.9 |
| TOTAL | 258 | - | 226 | - | 493 | - | 15 156 | 21 322 | 30 467 | 4 | 6.4 |
| SUCKLING AIRWAYS | | | | | | | | | | | |
| DORNIER 228-100/200 | 42 | - | 160 | - | 145 | - | 1 587 | 423 | 707 | 1 | 5.0 |
| TOTAL | 42 | - | 160 | - | 145 | - | 1 587 | 423 | 707 | 1 | 5.0 |
| TITAN AIRWAYS | | | | | | | | | | | |
| SHORTS 330 | 3 | 8 | 18 | 25 | 13 | 28 | 47 | 31 | 82 | .. | .. |
| TOTAL | 3 | 8 | 18 | 25 | 13 | 28 | 47 | 31 | 82 | .. | .. |

Aircraft Type and Utilisation: Individual Airlines
September 1990 (a) (b) (c)

Table 12.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Jun 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Jun 1990 |
|-----------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| TRADEWINDS AIRWAYS | | | | | | | | | | | |
| BOEING 707 ALL SERIES | - | 101 | - | 31 | - | 141 | - | - | - | 1 | 6.0 |
| TOTAL | - | 101 | - | 31 | - | 141 | - | - | - | 1 | 6.0 |
| TRANS EUROPEAN AIRWAYS (UK) | | | | | | | | | | | |
| BOEING 737-200 | 317 | - | 130 | - | 473 | - | 15 935 | 38 948 | 41 164 | 1 | 15.5 |
| BOEING 737-300 | 487 | - | 235 | - | 740 | - | 31 192 | 66 942 | 71 877 | 2 | 13.8 |
| TOTAL | 804 | - | 365 | - | 1 213 | - | 47 127 | 105 890 | 113 041 | 3 | 14.4 |
| VIRGIN ATLANTIC AIRWAYS | | | | | | | | | | | |
| BOEING 747-100/100F | 416 | - | 62 | - | 511 | - | 25 664 | 178 749 | 198 049 | 1 | 15.9 |
| BOEING 747-200 | 1 730 | - | 256 | - | 2 194 | - | 72 493 | 500 260 | 606 227 | 5 | 14.7 |
| TOTAL | 2 146 | - | 318 | - | 2 706 | - | 98 157 | 679 009 | 804 276 | 6 | 14.9 |
| GRAND TOTAL | 81 528 | 1 368 | 102 268 | 2 797 | 147 180 | 3 425 | 6 290 167 | 13 446 327 | 16 250 529 | 696 | 6.9 |

(a) Excludes air taxi operations (see table 15)

(b) Excludes passengers uplifted on sub-charter operations

(c) The figures in this table relate only to operations conducted with the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

(d) Excludes Air Europe's figures for Aircraft Hours and Aircraft in Service

| | | |
|---------------------------|---------------------------|---------|
| HEATHROW | ABERDEEN | 39 788 |
| | BELFAST | 98 304 |
| | BIRMINGHAM | 10 240 |
| | CHANNEL ISLANDS (c) | 38 243 |
| | EAST MIDLANDS | 6 351 |
| | EDINBURGH | 119 696 |
| | GLASGOW | 116 733 |
| | HUMBERSIDE | 2 712 |
| | INVERNESS | 12 244 |
| | ISLE OF MAN | 10 712 |
| | LEEDS/BRADFORD | 20 209 |
| | LIVERPOOL | 9 094 |
| | MANCHESTER | 80 059 |
| | NEWCASTLE | 32 984 |
| | NEWQUAY | 3 265 |
| | PLYMOUTH | 3 237 |
| | TEESSIDE | 16 167 |
| GATWICK | ABERDEEN | 8 475 |
| | BELFAST | 7 283 |
| | BIRMINGHAM | 1 593 |
| | CHANNEL ISLANDS (c) | 34 522 |
| | EDINBURGH | 18 921 |
| | EXETER | 874 |
| | GLASGOW | 20 973 |
| | INVERNESS | 1 402 |
| | MANCHESTER | 17 978 |
| | NEWCASTLE | 7 236 |
| | PLYMOUTH | 1 248 |
| LONDON CITY | CHANNEL ISLANDS (c) | 786 |
| LUTON | BELFAST | 13 038 |
| | CHANNEL ISLANDS (c) | 4 044 |
| | ISLE OF MAN | 2 733 |
| SOUTHEND | BIRMINGHAM | - |
| | CHANNEL ISLANDS (c) | 4 281 |
| STANSTED | ABERDEEN | 33 |
| | CHANNEL ISLANDS (c) | 10 027 |
| | EDINBURGH | 3 331 |
| | GLASGOW | 2 247 |
| ABERDEEN | BIRMINGHAM | 2 317 |
| | CHANNEL ISLANDS (c) | 118 |
| | DUNDEE | 6 |
| | EAST MIDLANDS | 1 073 |
| | EDINBURGH | 1 501 |
| | GLASGOW | 3 044 |
| | HUMBERSIDE | 1 928 |
| | INVERNESS | 79 |
| | KIRKWALL | 2 844 |
| | LEEDS/BRADFORD | 717 |
| | MANCHESTER | 6 938 |
| | NEWCASTLE | 1 317 |
| | NORWICH | 3 414 |
| OTHER SCOTTISH AERODROMES | OTHER SCOTTISH AERODROMES | 4 613 |
| | SUMBURGH | 17 267 |
| | TEESSIDE | 1 544 |
| | | |
| BELFAST | BIRMINGHAM | 10 552 |
| | BRISTOL | 495 |
| | CARDIFF WALES | 888 |
| | CHANNEL ISLANDS (c) | 4 151 |
| | EAST MIDLANDS | 5 620 |
| | EDINBURGH | - |
| | GLASGOW | 4 412 |
| | LEEDS/BRADFORD | 8 276 |
| | MANCHESTER | 11 218 |
| | NEWCASTLE | 1 241 |
| BELFAST CITY | BIRMINGHAM | 3 465 |
| | BLACKPOOL | 5 943 |
| | BRISTOL | 1 206 |
| | CHANNEL ISLANDS (c) | 938 |
| | EDINBURGH | 5 790 |
| | EXETER | 1 411 |
| | GLASGOW | 6 792 |
| | ISLE OF MAN | 3 947 |
| | LIVERPOOL | 5 960 |
| | MANCHESTER | 7 804 |
| | NEWCASTLE | 1 393 |
| | SOUTHAMPTON | 835 |
| BIRMINGHAM | CHANNEL ISLANDS (c) | 18 436 |
| | EDINBURGH | 11 509 |
| | GLASGOW | 12 704 |
| | ISLE OF MAN | 3 668 |
| | NEWCASTLE | 1 305 |

Passengers Uplifted on Domestic Routes For September 1990 (a) Table 13 Cont'd

| | | |
|----------------------------|----------------------------|--------|
| BLACKPOOL | CHANNEL ISLANDS (c) | 629 |
| | ISLE OF MAN | 4 871 |
| BOURNEMOUTH | CHANNEL ISLANDS (c) | 9 735 |
| BRISTOL | CHANNEL ISLANDS (c) | 4 536 |
| | ISLES OF SCILLY (ST.MARYS) | 123 |
| | MANCHESTER | 1 155 |
| CAMBRIDGE | MANCHESTER | 689 |
| CARDIFF WALES | CHANNEL ISLANDS (c) | 2 442 |
| | GLASGOW | 597 |
| | LIVERPOOL | 260 |
| CHANNEL ISLANDS (c) | CHANNEL ISLANDS (c) | 27 716 |
| | EAST MIDLANDS | 14 297 |
| | EDINBURGH | 1 822 |
| | EXETER | 11 495 |
| | GLASGOW | 7 467 |
| | HUMBERSIDE | 957 |
| | LEEDS/BRADFORD | 4 845 |
| | LIVERPOOL | 3 506 |
| | MANCHESTER | 23 205 |
| | NEWCASTLE | 3 776 |
| | NORWICH | 3 776 |
| | PLYMOUTH | 4 020 |
| | SOUTHAMPTON | 49 916 |
| | TEESSIDE | 2 393 |
| DUNDEE | MANCHESTER | 228 |
| EAST MIDLANDS | EDINBURGH | 2 183 |
| | GLASGOW | 7 257 |
| EDINBURGH | INVERNESS | 65 |
| | GLASGOW | 110 |
| | KIRKWALL | 801 |
| | LEEDS/BRADFORD | 2 172 |
| | MANCHESTER | 8 103 |
| | NORWICH | 1 442 |
| | OTHER SCOTTISH AERODROMES | 1 297 |
| | SUMBURGH | 295 |
| EXETER | ISLES OF SCILLY (ST.MARYS) | 108 |
| | MANCHESTER | 936 |
| | PLYMOUTH | 23 |
| GLASGOW | ABERDEEN | 19 |
| | INVERNESS | 1 323 |
| | ISLE OF MAN | 1 947 |
| | KIRKWALL | 433 |
| | LEEDS/BRADFORD | 1 927 |
| | LIVERPOOL | 345 |
| | LONDONDERRY | 1 252 |
| | MANCHESTER | 8 635 |
| | OTHER SCOTTISH AERODROMES | 9 240 |
| | SUMBURGH | 472 |
| HUMBERSIDE | NORWICH | 267 |
| | TEESSIDE | 13 |
| INVERNESS | KIRKWALL | 502 |
| | MANCHESTER | 811 |
| | OTHER SCOTTISH AERODROMES | 2 217 |
| | SUMBURGH | 628 |
| ISLE OF MAN | LEEDS/BRADFORD | 291 |
| | LIVERPOOL | 13 232 |
| | MANCHESTER | 7 714 |
| | NEWCASTLE | 250 |
| ISLES OF SCILLY (ST.MARYS) | LANDS END (ST JUST) | 4 662 |
| | PENZANCE HELIPORT | 9 222 |
| | PLYMOUTH | 721 |
| ISLES OF SCILLY (TRESKO) | PENZANCE HELIPORT | 2 239 |
| KIRKWALL | OTHER SCOTTISH AERODROMES | 3 323 |
| | SUMBURGH | 909 |
| LEEDS/BRADFORD | NORWICH | 478 |
| LONDONDERRY | MANCHESTER | 955 |
| MANCHESTER | NEWCASTLE | 1 333 |
| | SUMBURGH | 109 |
| NEWQUAY | PLYMOUTH | 25 |
| NORWICH | TEESSIDE | 179 |

Passengers Uplifted on Domestic Routes For September 1990 (a) Table 13 Cont'd

| | | |
|---------------------------|---------------------------|-------|
| OTHER SCOTTISH AERODROMES | OTHER SCOTTISH AERODROMES | 2 137 |
| OTHER ROUTES (d) | OTHER ROUTES (d) | 4 878 |

(a) Includes passengers uplifted on scheduled and non-scheduled services.

(b) Excludes passengers uplifted on air taxi operations.

(c) Comprises Alderney, Guernsey and Jersey.

(d) These are routes operating on a non-scheduled basis only.

Note: Passengers are counted in both directions.

Scheduled Passenger Analysis By
Fare Groups (a) September 1990

Table 14.1

| | All | International | Domestic |
|------------------|-----------|---------------|-----------|
| Class 1 | | | |
| FIRST | 35 365 | 33 978 | 1 387 |
| PREMIUM | 404 636 | 395 788 | 8 848 |
| ECONOMY | 992 935 | 466 158 | 526 777 |
| ADVANCE PURCHASE | 600 935 | 445 288 | 155 647 |
| OFF PEAK | 195 591 | 150 736 | 44 855 |
| DISCOUNT | 793 810 | 507 825 | 285 985 |
| PART CHARTER | 234 840 | 198 352 | 36 488 |
| INCLUSIVE TOUR | 248 856 | 156 269 | 92 587 |
| STANDBY | 36 003 | 11 398 | 24 605 |
| CLASS FARES | 136 190 | 101 887 | 34 303 |
| Total | 3 679 161 | 2 467 679 | 1 211 482 |

(a) Passengers are allocated to the appropriate fare category according to the type of ticket purchased although such class of travel may not be offered on all stages of a journey

**Non-Scheduled Passenger Analysis of Licences
And Charter Categories (a) September 1990**

Table 14.2

| Charter Categories | All | International | Domestic |
|----------------------------|------------------|------------------|---------------|
| Class 2 | | | |
| ABC | 4 956 | 4 956 | - |
| AFFINITY | 197 | 197 | - |
| ITC | 2 422 269 | 2 391 566 | 30 703 |
| OTHER | 59 098 | 57 269 | 1 829 |
| Total Passengers | 2 486 520 | 2 453 988 | 32 532 |
| Class 7 | | | |
| OTHER | 204 371 | 204 144 | 227 |
| Total Passengers | 204 371 | 204 144 | 227 |
| Exempt | | | |
| OTHER | 36 392 | 19 033 | 17 359 |
| GOVT CHARTER | 677 | 601 | 76 |
| Total Passengers | 37 069 | 19 634 | 17 435 |
| Total Non-Scheduled | 2 727 960 | 2 677 766 | 50 194 |
| ABC | 4 956 | 4 956 | - |
| AFFINITY | 197 | 197 | - |
| ITC | 2 422 269 | 2 391 566 | 30 703 |
| OTHER | 299 861 | 280 446 | 19 415 |
| GOVT CHARTER | 677 | 601 | 76 |

(a) Excludes air taxi operations (see table 15)
(b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a)

Quarter Ended September 1990

Table 15

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| AEROSPATIALE AS332 SUPER PUMA | 495 | 374 |
| AEROSPATIALE AS355 ECUREUIL 2 | 1 701 | 1 043 |
| AEROSPATIALE SA341 GAZELLE | 330 | 88 |
| AEROSPATIALE SA350 ECUREUIL | 551 | 960 |
| AEROSPATIALE SA365 DAUPHIN | 923 | 159 |
| AGUSTA A109A | 512 | 180 |
| AIRSHIP INDUSTRIES SKYSHIP 600 | 50 | 33 |
| AVIONS MUDRY CAP 108 | 42 | 10 |
| BAE(H.P.)JETSTREAM 31 | 649 | 425 |
| BAE(HS)125 | 1 054 | 1 091 |
| BEECH KINGAIR 90/100 | 278 | 357 |
| BEECHCRAFT 200 SUPERKING AIR | 1 766 | 2 224 |
| BEECHCRAFT BARON MOD.55/58/58P | 75 | 50 |
| BEECHCRAFT BEECHJET (MITS.DIA) | 95 | 104 |
| BELL 206B JET RANGER | 4 888 | 3 816 |
| BELL 206L LONG RANGER | 476 | 298 |
| BELL 222 | 135 | 77 |
| BELL 47G | 20 | 10 |
| CESSNA 150 | 9 | 11 |
| CESSNA 172 SKYHAWK | 332 | 206 |
| CESSNA 180 SKYWAGON | 117 | 94 |
| CESSNA 310 | 145 | 130 |
| CESSNA 337 SUPER SKYMASTER | 57 | 48 |
| CESSNA 340 | 2 | 2 |
| CESSNA 401/402/411/421 | 312 | 303 |
| CESSNA 404 TITAN | 922 | 725 |
| CESSNA 414A CHANCELLOR | 7 | 6 |
| CESSNA 441 CONQUEST II | 118 | 259 |
| CESSNA 500 CITATION I | 167 | 215 |
| CESSNA 550 CITATION II | 347 | 482 |
| DASSAULT MYSTERE-FALCON 20 | 215 | 301 |
| DE HAVILLAND DH6 TWIN OTTER | 684 | 617 |
| DE HAVILLAND TIGER MOTH | 302 | 64 |
| DORNIER 228-100/200 | 2 | 2 |
| DOUGLAS DC3 C47 DAKOTA | 18 | 43 |
| EMBRAER EMB-120 BRASILIA | 188 | 211 |
| EMBRAER EMB110 BANDEIRANTE | 2 509 | 2 252 |
| ENSTROM F28A/F280 SHARK | 110 | 57 |
| GATES LEARJET 35A | 382 | 598 |
| HUGHES 269A | 139 | 126 |
| HUGHES 500 | 127 | 106 |
| MBB B0105 | 4 988 | 1 247 |
| PARTENAVIA P68B/C | 453 | 343 |
| PILATUS BN-2A ISLANDER | 1 398 | 813 |
| PILATUS BN-2A TRISLANDER MK3 | 16 | 12 |
| PIPER PA-23 AZTEC/APACHE | 938 | 922 |
| PIPER PA-28 CHEROKEE SRS/PA32 | 32 | 21 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 3 141 | 3 093 |
| PIPER PA34 SENECA II | 142 | 167 |
| REIMS-CESSNA F406/CARAVAN II | 809 | 620 |
| ROBINSON R22 | 184 | 130 |
| SAAB FAIRCHILD 340 | 2 | 2 |
| SHORTS 330 | 1 931 | 1 732 |
| SHORTS 360 | 491 | 736 |
| SIKORSKY S61N | 2 147 | 1 161 |
| SIKORSKY S76 SPIRIT | 806 | 295 |
| TOTAL | 38 729 | 29 449 |

(a) These statistics are for non-licensed public transport operations utilising aircraft of less than 15 tonnes MTWA. Although these are predominantly air taxi operations, they also include an element of sole use charter, etc.

Appendix Definitions - UK Airline Statistics

There are some differences between the definitions of UK airline statistics and those used for UK airport statistics published in "UK Airports - Monthly Statements of Movements Passengers and Cargo". These arise mainly because UK Airline Statistics do not include non-revenue traffic whereas Airport Statistics do. Additionally UK airlines report their worldwide activity whereas their data within the Airport Statistics includes only 3/4th freedom activity. Foreign carrier data is available only from Airport Statistics.

CLASSES OF LICENCE

| | |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Licence</u> | means an Air Transport Licence granted under Section 65 of the Civil Aviation Act 1982. |
| <u>Class 1</u> | authorises scheduled service flights; |
| <u>New Class 2</u> | From April 1990 this is an amalgam of the old Classes 2, 3 and 4. |
| <u>Class 2</u> | authorises the carriage of charter categories other than ITCs and sole use, up to and including March 1990; |
| <u>Class 3</u> | authorises inclusive tour charter and travel only charter flights, up to and including March 1990; |
| <u>Class 4</u> | authorises the carriage, on the same aircraft, of ITCs and other categories, other than sole use; |
| <u>Class 5</u> | authorises substitute charter flights (except exempted operations) for other UK airlines using UK registered aircraft; |
| <u>Class 6</u> | authorises charter flights for the carriage of cargo and attendants; |
| <u>Class 7</u> | authorises sole-use charter flights (except exempted operations). In practice this means sole use flights to and from Heathrow or to and from oil rigs. |
| <u>NB</u> | These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specifications for each class of licence are published in the Civil Aviation Authority Official Record Series 1. |

Exempt operations are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under Section 64(2)(a) and (b) of the Civil Aviation Act 1982 has by an instrument dated 2 June 1980 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than;

- (a) flights to or from a vessel or installation located within an area of up to 400 nautical miles from the United Kingdom coastline used or intended to be used in connection with oil or gas exploration or production under the sea, not being
 - (i) a vessel or installation in transit, or
 - (ii) a vessel or installation which is located within twelve nautical miles of the United Kingdom coastline,

and which in either case is not performing any work in connection with exploration or production of oil or gas under the sea and is off location for the purpose of construction, inspection, maintenance, repair, transit or lay-up;

- (b) flights for the carriage of cargo or passengers and cargo to, from or within the United Kingdom, Channel Islands and Isle of Man by aircraft having a maximum total weight authorised of more than 25000 Kg;
- (c) flights beginning or ending at London (Heathrow) Airport, being flights for the carriage of passengers by aircraft having more than 10 seats available for occupation by passengers.

The Authority in pursuance of its powers under paragraph (b) of Section 64(2) of the said Act may also specify in an instrument published in its Official Record, Series 2 an exemption for a particular flight or series of flights.

Examples of exempted flights are certain substitute charter flights, ambulance flights, aircrew training and test flights, Government charter and helicopters carrying externally suspended loads.

TYPES OF SERVICES

International services are services flown between the United Kingdom, Isle of Man, Channel Islands and points overseas, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands. For the purposes of these statistics services operated between the United Kingdom and its Territories (cabotage) are regarded as international.

Domestic services are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.

Scheduled services all services where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by the public.

Non-scheduled or charter services include all air transport movements other than scheduled services.

Inclusive Tour Charter means a charter flight for the carriage only of passengers as part of a tour, the charge for which includes carriage by air and accommodation on the surface for the whole or part of the trip.

Travel Only Charter means a charter flight made in accordance with the conditions set out in Schedule 10 of the Authority's Official Record Series 1.

Advance Booking Charter means a flight operated between the UK and countries overseas complying with all the conditions set out in Schedule 5, Schedule 5A, Schedule 6, Schedule 7 or Schedule 9 to Series 1 of the Authority's Official Record.

Affinity Group Charter means a charter flight for the carriage of passengers travelling as members of an Affinity Group which meets the conditions specified in Category 1(b) of Annex B to Section 1 of the Authority's Official Record Series 1.

Sole-use Charters are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.

Separate Fare Charters are those where the charterer resells part of the capacity of the aircraft to the public, an organisation etc.

MEASURES AND THEIR COMPUTATION

The Civil Aviation Authority follows closely the statistical practices of the International Civil Aviation Organisation.

Aircraft days available The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of the service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies.

Aircraft hours An aircraft hour is said to be performed when an aircraft operates one hour. Aircraft hours are measured on the basis of block-to-block times ie measured from the time the aircraft moves from the loading point until it stops at the unloading point.

Average daily utilisation per aircraft (hours) This is the total number of aircraft hours flown (passenger and cargo) divided by the number of aircraft days available for the period in question.

Aircraft kilometres are calculated by multiplying the number of flights performed by the stage distance.

All cargo services are scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.

Freight (or mail) tonne-kilometres used are calculated by multiplying the number of tonnes of cargo and diplomatic bags carried over each stage flight by the stage distance. Mail tonne-kilometres used are computed in a similar way.

Cargo The weight of property carried on an aircraft including for example, the weight of freight, mail, excess baggage and diplomatic bags, but excluding passengers' and crews' permitted baggage.

Cargo tonnes uplifted are calculated by counting each tonne of revenue cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that flight.

Distance flown per passenger The average distance flown per passenger is calculated by dividing the seat kilometres used by the number of passengers carried.

Passenger load factor is calculated by dividing seat-kilometres used by seat-kilometres available and expressing it as a percentage.

Passenger tonne kilometres used are calculated by multiplying the weight of passengers carried over each stage flight by the stage distance.

Passengers uplifted are calculated by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight.

Payload capacity Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.

Payload carried The revenue load of passengers, baggage, cargo and mail carried in the aircraft measured in metric tonnes.

Revenue passengers Those who pay 25% or more of the normal applicable fare.

Seat-kilometres available are calculated by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations.

Seat-kilometres used are calculated by multiplying the number of revenue passengers carried on each stage flight by the stage distance.

Stage flight is operated from when an aircraft takes off to when it next lands (including technical stops).

Stage flights average distance is calculated by dividing the aircraft kilometres flown by the related number of stage flights.

Tonne 1000 kilograms.

Tonne-kilometres available are calculated by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.

Tonne-kilometres used are calculated by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.

Tonnes available The capacity of the aircraft available for the carriage of payload measured in tonnes.

Weight load factor is calculated by dividing tonne-kilometres used by tonne-kilometres available and expressing it as a percentage.