

**Civil Aviation Authority**

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**UK Airlines**

**monthly operating and traffic statistics**

**April 1989**

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## 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 too small to register  
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.

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

1 short ton (2000 lbs) = 0.9072 tonnes

1 ton (2240 lbs) = 1.0160 tonnes

1 statute mile (5280 feet) = 1.6095 kilometres

1 short ton mile = 1.4600 tonne-kilometres

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:

Civil Aviation Authority  
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- 3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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#### 4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS

4.1 Statistics for the period from January 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 from 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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Size of UK Airlines by Available Capacity  
Year ended April 1989 (a)

Table 1

	Output in available tonne-kilometres (000 000)	Percentage of all available tonne- kilometres
British Airways	11 446	65.21
Britannia Airways	1 146	6.53
Dan-Air Services	846	4.82
Monarch Airlines	589	3.36
Air Europe	567	3.23
Virgin Atlantic Airways	547	3.12
Orion Airways	348	1.98
Caledonian Airways	321	1.83
Novair International(b)	224	1.28
Air 2000	221	1.26
British Midland	221	1.26
British Island Airways	180	1.02
Paramount Airways	124	0.71
Air UK	105	0.60
Anglo Cargo	99	0.56
Inter European Airways	75	0.43
Tradewinds Airways	53	0.30
Heavylift Cargo Airlines	50	0.28
Air UK Leisure	49	0.28
GB Airways t/a Gibair	41	0.23
Amber Airways	39	0.22
Air Bridge Carriers	39	0.22
British Air Ferries	22	0.12
Loganair	19	0.11
Air Foyle	18	0.11
Bristow Helicopters	17	0.10
Brymon Airways	16	0.09
Manx Airlines	16	0.09
British International Helicopters	12	0.07
Others (30 Airlines)	102	0.57

(a) Excludes Air Taxi Operations

(b) Formerly Cal Air International

**Main Outputs of UK  
 Airlines(a) 1961-1989**

Table 2

	Available tonne-km		
	Total (000 000)	Scheduled services (000 000)	Non-scheduled services (000 000)
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
1980	13 215	9 829	3 386
1981	13 087	9 936	3 151
1982	11 848	9 068	2 780
1983	12 011	8 989	3 022
1984	13 155	9 854	3 301
1985	13 408	10 166	3 242
1986	14 306	10 655	3 651
1987	15 848	11 424	4 423
1988	17 225	12 405	4 820
<b>Year ended</b>			
April 1988	16 492	11 994	4 498
April 1989	17 554	12 527	5 027
<b>Latest year's growth (percentages)</b>	6.4	4.4	11.8
<b>Mean rates of growth (percentages) to 1988</b>			
20 years	5.4	5.9	4.1
10 years	3.0	3.0	3.1
5 years	7.3	5.9	11.2

(a) Excludes Air Taxi Operations.



All Scheduled Services April 1989

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 & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Passenger Services</b>														
Air Ecosse	64	222	203	2 313	1 431	883	61.7	-	114	72	-	-	72	63.3
Air Europe	706	889	1 426	82 929	110 233	81 525	74.0	235	11 186	6 673	44	107	6 522	59.7
Air Europe Express	198	554	734	9 000	6 682	3 325	49.8	1	604	250	-	-	249	41.3
Air UK	1 612	4 811	4 886	153 569	104 235	62 667	60.1	172	9 914	5 391	-	69	5 322	54.4
Air Wight	34	118	118	430	192	124	64.4	-	20	10	-	-	10	48.7
Aurigny Air Services	140	2 526	692	26 193	2 344	1 350	57.6	133	194	115	1	7	108	59.6
Berlin European UK	14	40	57	413	219	141	64.5	-	18	12	-	-	12	68.3
Birmingham Executive Airways	332	372	849	5 216	10 567	4 729	44.8	-	795	359	-	-	359	45.1
Britannia Airways	232	103	355	12 483	40 170	28 277	70.4	27	3 415	2 483	-	79	2 404	72.7
British Air Ferries	3	20	13	860	231	134	58.1	-	20	11	-	-	11	56.7
British Airways	28 381	21 060	45 646	1 880 250	6 958 459	4 840 921	69.6	30 291	947 363	647 154	11 752	169 093	466 309	68.3
British International Helis	24	406	134	8 082	645	489	75.8	22	54	41	-	1	40	76.4
British Island Airways	145	76	223	4 784	22 176	9 591	43.3	-	1 968	767	-	-	767	39.0
British Midland	1 670	4 265	4 457	241 891	187 523	104 900	55.9	566	19 661	8 378	120	139	8 119	42.6
Brymon Airways	253	1 121	1 022	18 909	10 001	5 616	56.1	6	1 076	462	-	1	460	42.9
Business Air Limited	57	200	155	737	649	311	48.0	-	85	26	-	1	26	30.5
Capital Airlines	257	838	900	17 893	10 013	6 642	66.3	-	1 001	531	-	-	531	53.1
Dan Air	1 435	2 705	3 491	130 217	128 761	75 963	59.0	320	11 087	6 610	63	471	6 076	56.7
Gb Airways	351	236	595	14 219	38 879	23 969	61.6	69	4 353	2 356	38	81	2 237	54.1
Guernsey Airlines	111	405	453	9 014	3 874	2 830	73.1	3	332	227	-	1	226	68.5
Isles of Scilly Skybus	21	427	107	2 283	167	112	66.8	16	17	10	-	1	9	58.2
Jersey European Airways	190	1 105	760	21 728	7 864	4 379	55.7	15	727	331	-	2	329	45.5
Loganair	395	2 278	1 655	35 857	16 220	8 090	49.9	81	1 460	740	-	21	718	50.7
London City Airways	178	544	637	8 703	7 824	2 838	36.3	-	836	221	-	-	221	26.5
Manx Airlines	218	1 070	641	37 421	14 195	8 696	61.3	102	1 259	719	-	22	696	57.1
Monarch Airlines	66	34	100	4 270	11 638	8 619	74.1	1	1 062	727	-	2	724	68.4
National Commuter Airways	77	204	167	1 920	2 095	660	31.5	-	166	51	-	-	51	30.7
Region Airways	56	192	207	928	959	265	27.6	-	67	20	-	-	20	29.6
Scottish European Airways	66	87	214	1 071	2 625	841	32.0	-	210	67	-	-	67	32.1
Suckling Airways	40	152	138	975	672	266	39.6	-	47	19	-	-	19	40.3
Virgin Atlantic Airways	704	374	1 107	42 512	228 722	189 529	82.9	1 094	37 683	24 104	-	6 537	17 567	64.0
<b>Total Passenger Services</b>	<b>38 028</b>	<b>47 434</b>	<b>72 141</b>	<b>2 777 070</b>	<b>7 930 264</b>	<b>5 478 683</b>	<b>69.1</b>	<b>33 154</b>	<b>1 056 795</b>	<b>708 938</b>	<b>12 017</b>	<b>176 635</b>	<b>520 285</b>	<b>67.1</b>
<b>Cargo Services</b>														
Air Bridge Carriers	126	321	300	-	-	-	-	2 468	2 327	1 204	-	1 204	-	51.7
Air UK	21	50	72	-	-	-	-	184	158	77	-	77	-	49.0
British Air Ferries	7	10	22	-	-	-	-	40	37	26	-	26	-	70.7
British Airways	246	94	345	-	-	-	-	1 060	9 221	5 239	230	5 009	-	56.8
Channel Express (Air Svcs)	29	182	130	-	-	-	-	582	163	103	-	103	-	63.5
National Commuter Airways	13	48	51	-	-	-	-	9	33	2	-	2	-	7.3
<b>Total Cargo Services</b>	<b>442</b>	<b>705</b>	<b>921</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4 343</b>	<b>11 938</b>	<b>6 652</b>	<b>230</b>	<b>6 442</b>	<b>-</b>	<b>55.7</b>
<b>Grand Total</b>	<b>38 470</b>	<b>48 139</b>	<b>73 062</b>	<b>2 777 070</b>	<b>7 930 264</b>	<b>5 478 683</b>	<b>69.1</b>	<b>37 497</b>	<b>1 068 733</b>	<b>715 590</b>	<b>12 247</b>	<b>183 057</b>	<b>520 285</b>	<b>67.0</b>

International Scheduled Services April 1989 (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 & Mail Uplifted Tonnes	Tonne-Kilometres Used					
									Tonne-Km Available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<u>Passenger Services</u>														
Air Europe	706	889	1 426	82 929	110 233	81 525	74.0	235	11 186	6 673	44	107	6 522	59.7
Air Europe Express	198	554	734	9 000	6 682	3 325	49.8	1	604	250	-	-	249	41.3
Air UK	716	1 799	2 119	46 415	42 602	23 691	55.6	86	4 140	2 060	-	48	2 012	49.8
Aurigny Air Services	13	155	61	1 153	213	96	45.1	6	18	8	-	-	8	46.4
Berlin European UK	14	40	57	413	219	141	64.5	-	18	12	-	-	12	68.3
Birmingham Executive Airways	332	372	849	5 216	10 567	4 729	44.8	-	795	359	-	-	359	45.1
Britannia Airways	232	103	355	12 483	40 170	28 277	70.4	27	3 415	2 483	-	79	2 404	72.7
British Air Ferries	3	20	13	860	231	134	58.1	-	20	11	-	-	11	56.7
British Airways	26 075	15 106	39 724	1 443 148	6 652 602	4 652 790	69.9	29 164	912 998	630 665	11 545	168 867	450 252	69.1
British Island Airways	145	76	223	4 784	22 176	9 591	43.3	-	1 968	767	-	-	767	39.0
British Midland	308	763	836	40 105	29 869	15 976	53.5	131	3 021	1 296	3	47	1 246	42.9
Brymon Airways	109	330	381	7 041	4 690	2 321	49.5	1	506	191	-	-	190	37.6
Business Air Limited	23	56	65	113	207	89	43.1	-	35	8	-	1	7	22.9
Capital Airlines	18	58	58	1 521	694	467	67.2	-	69	37	-	-	37	53.8
Dan Air	920	1 472	2 112	64 271	84 000	46 469	55.3	187	7 283	4 050	28	306	3 716	55.6
Gb Airways	351	236	595	14 219	38 879	23 969	61.6	69	4 353	2 356	38	81	2 237	54.1
Jersey European Airways	22	160	91	3 408	1 040	566	54.4	1	97	43	-	-	42	44.0
Loganair	9	38	45	329	168	81	48.1	-	15	7	-	-	7	48.1
London City Airways	178	544	637	8 703	7 824	2 838	36.3	-	836	221	-	-	221	26.5
Manx Airlines	8	61	30	1 351	283	188	66.5	-	27	15	-	-	15	55.0
Monarch Airlines	66	34	100	4 270	11 638	8 619	74.1	1	1 062	727	-	2	724	68.4
National Commuter Airways	21	78	76	525	331	144	43.5	-	19	11	-	-	11	60.2
Region Airways	56	192	207	928	959	265	27.6	-	67	20	-	-	20	29.6
Scottish European Airways	66	87	214	1 071	2 625	841	32.0	-	210	67	-	-	67	32.1
Suckling Airways	24	76	79	597	403	187	46.5	-	28	13	-	-	13	47.3
Virgin Atlantic Airways	704	374	1 107	42 512	228 722	189 529	82.9	1 094	37 683	24 104	-	6 537	17 567	64.0
<b>Total Passenger Services</b>	<b>31 317</b>	<b>23 673</b>	<b>52 192</b>	<b>1 797 365</b>	<b>7 298 028</b>	<b>5 096 849</b>	<b>69.8</b>	<b>31 003</b>	<b>990 473</b>	<b>676 454</b>	<b>11 657</b>	<b>176 076</b>	<b>488 720</b>	<b>68.3</b>
<u>Cargo Services</u>														
Air Bridge Carriers	97	236	235	-	-	-	-	1 849	1 777	1 019	-	1 019	-	57.4
Air UK	21	50	72	-	-	-	-	184	158	77	-	77	-	49.0
British Air Ferries	7	10	22	-	-	-	-	40	37	26	-	26	-	70.7
British Airways	224	54	303	-	-	-	-	629	8 773	5 009	-	5 009	-	57.1
Channel Express (Air Svcs)	5	15	18	-	-	-	-	26	26	8	-	8	-	30.9
National Commuter Airways	13	48	51	-	-	-	-	9	33	2	-	2	-	7.3
<b>Total Cargo Services</b>	<b>367</b>	<b>413</b>	<b>702</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 736</b>	<b>10 804</b>	<b>6 142</b>	<b>-</b>	<b>6 142</b>	<b>-</b>	<b>56.8</b>
<b>Grand Total</b>	<b>31 684</b>	<b>24 086</b>	<b>52 893</b>	<b>1 797 365</b>	<b>7 298 028</b>	<b>5 096 849</b>	<b>69.8</b>	<b>33 739</b>	<b>1 001 276</b>	<b>682 596</b>	<b>11 657</b>	<b>182 218</b>	<b>488 720</b>	<b>68.2</b>

(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 April 1989 (a)

Table 3.3

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<u>Passenger Services</u>														
Air Ecosse	64	222	203	2 313	1 431	883	61.7	-	114	72	-	-	72	63.3
Air UK	895	3 012	2 767	107 154	61 632	38 976	63.2	86	5 774	3 332	-	21	3 311	57.7
Air Wight	34	118	118	430	192	124	64.4	-	20	10	-	-	10	48.7
Aurigny Air Services	127	2 371	631	25 040	2 131	1 254	58.8	127	176	107	1	6	100	60.9
British Airways	2 305	5 954	5 922	437 102	305 857	188 131	61.5	1 127	34 365	16 489	206	225	16 057	48.0
British International Helis	24	406	134	8 082	645	489	75.8	22	54	41	-	1	40	76.4
British Midland	1 362	3 502	3 621	201 786	157 654	88 925	56.4	435	16 640	7 082	117	92	6 873	42.6
Brymon Airways	144	791	641	11 868	5 312	3 295	62.0	5	570	271	-	1	270	47.6
Business Air Limited	34	144	90	624	442	222	50.3	-	51	18	-	-	18	35.6
Capital Airlines	239	780	842	16 372	9 319	6 175	66.3	-	932	494	-	-	-494	53.0
Dan Air	515	1 233	1 380	65 946	44 761	29 494	65.9	133	3 804	2 560	35	166	2 360	67.3
Guernsey Airlines	111	405	453	9 014	3 874	2 830	73.1	3	332	227	-	1	226	68.5
Isles of Scilly Skybus	21	427	107	2 283	167	112	66.8	16	17	10	-	1	9	58.2
Jersey European Airways	168	945	669	18 320	6 824	3 813	55.9	14	629	288	-	2	286	45.8
Loganair	385	2 240	1 610	35 528	16 052	8 009	49.9	81	1 445	732	-	21	711	50.7
Manx Airlines	210	1 009	612	36 070	13 912	8 508	61.2	101	1 232	704	-	22	681	57.1
National Commuter Airways	56	204	106	1 920	2 095	660	31.5	-	166	51	-	-	51	30.7
Suckling Airways	16	76	59	378	269	79	29.3	-	19	6	-	-	6	29.7
<b>Total Passenger Services</b>	<b>6 711</b>	<b>23 839</b>	<b>19 964</b>	<b>980 230</b>	<b>632 568</b>	<b>381 977</b>	<b>60.4</b>	<b>2 151</b>	<b>66 341</b>	<b>32 495</b>	<b>360</b>	<b>560</b>	<b>31 576</b>	<b>49.0</b>
<u>Cargo Services</u>														
Air Bridge Carriers	29	85	66	-	-	-	-	619	550	184	-	184	-	33.5
British Airways	21	40	42	-	-	-	-	431	448	230	230	-	-	51.3
Channel Express (Air Svcs)	24	167	112	-	-	-	-	557	136	95	-	95	-	69.9
<b>Total Cargo Services</b>	<b>75</b>	<b>292</b>	<b>220</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 607</b>	<b>1 134</b>	<b>509</b>	<b>230</b>	<b>280</b>	<b>-</b>	<b>44.9</b>
<b>Grand Total</b>	<b>6 786</b>	<b>24 131</b>	<b>20 184</b>	<b>980 230</b>	<b>632 568</b>	<b>381 977</b>	<b>60.4</b>	<b>3 758</b>	<b>67 475</b>	<b>33 004</b>	<b>590</b>	<b>840</b>	<b>31 576</b>	<b>48.9</b>

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

All Non-Scheduled Services April 1989 (a)

Table 4.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					As % of Avail
				Number of Passengers Uplifted	Passengers Uplifted					Tonne-Km Available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	50	98	125	-	-	-	-	-	288	848	382	-	382	-	45.1
Air Europe	1 803	998	2 839	139 521	317 449	280 662	88.4	-	31 545	22 454	-	-	22 454	71.2	
Air Europe Express	45	107	160	52	143	106	73.8	-	147	139	71	-	63	8	50.8
Air Foyle	174	433	400	-	-	-	-	-	2 212	1 847	1 075	6	1 069	-	58.2
Air UK Leisure	208	142	338	17 042	33 029	28 202	85.4	-	-	3 140	2 397	-	-	2 397	76.3
Air 2000	748	345	1 110	55 617	152 314	136 891	89.9	-	-	13 096	11 782	-	-	11 782	90.0
Amber Airways	111	88	184	-	14 464	9 433	65.2	-	-	1 086	708	-	-	708	65.2
Anglo Baltic Airlines+Hot Air	44	141	139	944	2 694	1 215	45.1	-	185	290	154	-	57	97	53.0
Anglo Cargo	259	87	360	-	-	-	-	-	118	9 100	5 538	-	5 538	-	60.9
Atlantic Air Transport	27	41	81	-	-	-	-	-	167	335	145	3	143	-	43.4
Berlin European UK	190	84	287	-	28 067	22 568	80.4	-	-	2 414	1 941	-	-	1 941	80.4
Birmingham Executive Airways	58	116	156	-	1 381	968	70.1	-	-	104	73	-	-	73	70.8
Bond Helicopters	572	9 701	2 259	40 589	7 356	3 071	41.7	-	240	555	280	-	18	262	50.5
Bristow Helicopters	946	9 401	4 535	80 542	15 570	10 293	66.1	-	362	1 459	977	-	44	933	67.0
Britannia Airways	6 283	3 377	9 906	462 351	1 032 157	891 629	86.4	-	70	87 635	76 011	-	209	75 802	86.7
British Air Ferries	320	838	1 023	11 622	16 043	9 416	58.7	-	525	2 122	1 164	-	382	781	54.8
British Airways	296	216	468	9 416	27 661	18 550	67.1	-	297	4 501	2 694	-	995	1 699	59.9
British International Helis	417	3 490	1 827	33 332	8 806	4 205	47.8	-	307	921	357	-	20	337	38.8
British Island Airways	987	951	1 757	61 244	130 314	98 558	75.6	-	-	17 386	7 887	-	-	7 887	45.4
British Midland	119	81	192	7 754	14 675	12 566	85.6	-	4	1 459	983	-	2	980	67.3
Brymon Airways	58	135	178	4 140	2 582	1 985	76.9	-	8	272	166	-	3	163	61.1
Caledonian Airways	524	261	791	54 113	131 078	110 796	84.5	-	-	12 173	9 417	-	-	9 417	77.4
Caledonian Helicopters	40	174	165	1 703	720	391	54.3	-	7	72	37	-	2	35	51.4
Channel Express (Air Svcs)	128	445	508	-	-	-	-	-	981	704	353	145	208	-	50.2
Dan Air	3 525	2 196	5 577	272 423	575 480	498 803	86.7	-	323	46 291	40 022	86	44	39 892	86.5
Heavylift Cargo Airlines	199	75	402	-	-	-	-	-	468	6 533	3 630	-	3 630	-	55.6
Inter European Airways	446	180	662	22 441	66 991	58 031	86.6	-	-	5 889	4 358	-	-	4 358	74.0
Janes Aviation	8	35	36	-	-	-	-	-	62	26	15	-	15	-	55.5
Jersey European Airways	3	15	12	459	129	81	62.8	-	-	12	6	-	-	6	50.0
Loganair	61	63	122	2 916	5 114	3 878	75.8	-	23	552	364	14	1	349	65.9
London City Airways	6	8	19	186	267	141	52.8	-	-	29	11	-	-	11	38.6
Mc Alpine Aviation	1	1	1	9	18	9	50.0	-	-	2	1	-	-	1	42.1
Monarch Airlines	1 974	1 568	3 320	113 264	398 475	311 453	78.2	-	6	36 509	26 187	-	18	26 170	71.7
Novair International	327	138	477	34 547	124 001	104 428	84.2	-	64	11 421	8 603	-	250	8 353	75.3
Paramount Airways	429	187	654	22 818	70 785	62 381	88.1	-	-	6 229	5 469	-	-	5 469	87.8
Peregrine Air Services	141	418	458	969	3 179	2 018	63.5	-	-	252	165	-	-	165	65.6
Ryanair-Europe	35	145	120	490	3 589	1 994	55.6	-	-	317	174	-	2	172	54.8
Scottish European Airways	12	23	41	343	536	375	70.1	-	5	44	31	-	1	30	70.5
Tradewinds	94	26	127	-	-	-	-	-	-	3 928	2 306	2 306	-	-	58.7
Trans European Airways (UK)	137	81	218	8 598	17 940	15 382	85.7	-	-	1 520	1 277	-	-	1 277	84.0
Virgin Atlantic Airways	112	18	142	7 386	54 102	51 602	95.4	-	115	7 154	5 601	-	802	4 799	78.3
Westair International	14	40	47	-	-	-	-	-	2	71	1	-	1	-	0.9

All Non-Scheduled Services April 1989 (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 & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Total	21 929	37 072	42 222	1 466 831	3 257 111	2 752 081	84.5	6 985	319 982	245 265	2 561	13 897	228 808	76.6
Total sub-charter operations performed on behalf of UK airlines	1 060	1 352	2 246	..	85 145	60 923	71.6	..	18 567	11 585	2 306	4 137	5 142	63.4
Total excluding sub-charter operations performed on behalf of UK airlines	20 869	35 720	39 976	1 466 831	3 171 966	2 691 158	84.8	6 985	301 415	233 680	261	9 760	223 666	77.5

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

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

International Non-Scheduled Services April 1989 (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) Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted	Passengers						Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	50	98	125	-	-	-	-	-	288	848	382	-	382	-	45.1
Air Europe	1 803	998	2 839	139 521	317 449	280 662	88.4	-	31 545	22 454	-	-	22 454	71.2	
Air Europe Express	45	107	160	52	143	106	73.8	-	139	71	-	63	8	50.8	
Air Foyle	138	263	300	-	-	-	-	1 295	1 466	836	-	836	-	57.1	
Air UK Leisure	200	126	320	16 395	31 965	27 588	86.3	-	3 039	2 344	-	-	2 344	77.1	
Air 2000	748	345	1 110	55 617	152 314	136 891	89.9	-	13 096	11 782	-	-	11 782	90.0	
Amber Airways	111	88	184	-	14 464	9 433	65.2	-	1 086	708	-	-	708	65.2	
Anglo Baltic Airlines+Hot Air	30	93	90	656	2 209	907	41.1	-	194	77	-	5	72	39.9	
Anglo Cargo	259	87	360	-	-	-	-	-	118	9 100	5 538	5 538	-	60.9	
Atlantic Air Transport	25	31	72	-	-	-	-	-	132	314	131	3	129	41.8	
Berlin European UK	190	84	287	-	28 067	22 568	80.4	-	2 414	1 941	-	-	1 941	80.4	
Bond Helicopters	572	9 701	2 259	40 589	7 356	3 071	41.7	240	555	280	-	18	262	50.5	
Bristow Helicopters	946	9 401	4 535	80 542	15 570	10 293	66.1	362	1 459	977	-	44	933	67.0	
Britannia Airways	6 280	3 369	9 898	461 096	1 031 717	891 244	86.4	70	87 598	75 978	-	209	75 769	86.7	
British Air Ferries	206	484	672	460	9 382	6 018	64.1	144	1 373	728	-	228	499	53.0	
British Airways	293	201	456	9 129	27 556	18 474	67.0	265	4 485	2 682	-	990	1 693	59.8	
British International Helis	402	3 463	1 760	33 098	8 484	4 032	47.5	307	891	343	-	20	323	38.5	
British Island Airways	985	947	1 752	61 175	130 076	98 433	75.7	-	17 366	7 877	-	-	7 877	45.4	
British Midland	116	74	185	7 262	14 422	12 363	85.7	4	1 433	967	-	2	964	67.5	
Brymon Airways	16	28	41	496	624	533	85.4	-	59	44	-	-	44	74.2	
Caledonian Airways	523	258	788	53 996	130 730	110 737	84.7	-	12 140	9 412	-	-	9 412	77.5	
Caledonian Helicopters	40	174	165	1 703	720	391	54.3	7	72	37	-	2	35	51.4	
Channel Express (Air Svcs)	81	229	321	-	-	-	-	-	438	445	197	-	197	44.3	
Dan Air	3 470	2 020	5 391	270 475	574 250	498 088	86.7	15	46 041	39 879	-	44	39 835	86.6	
Heavylift Cargo Airlines	198	73	399	-	-	-	-	-	431	6 498	3 610	-	3 610	55.6	
Inter European Airways	446	178	660	22 149	66 915	57 956	86.6	-	5 882	4 353	-	-	4 353	74.0	
Janes Aviation	1	2	2	-	-	-	-	-	5	2	1	-	1	74.3	
Loganair	59	57	116	2 916	4 912	3 717	75.7	23	534	350	14	1	334	65.4	
London City Airways	6	8	19	186	267	141	52.8	-	29	11	-	-	11	38.6	
Mc Alpine Aviation	1	1	1	9	18	9	50.0	-	2	1	-	-	1	42.1	
Monarch Airlines	1 973	1 567	3 319	112 607	398 357	311 356	78.2	6	36 499	26 179	-	18	26 161	71.7	
Novair International	326	136	474	34 121	123 549	104 175	84.3	64	11 380	8 582	-	250	8 333	75.4	
Paramount Airways	427	182	649	22 818	70 385	62 123	88.3	-	6 194	5 447	-	-	5 447	87.9	
Peregrine Air Services	29	36	72	-	687	502	73.1	-	54	41	-	-	41	75.7	
Ryanair-Europe	5	6	10	490	510	430	84.4	-	45	37	-	-	37	82.1	
Scottish European Airways	10	15	32	163	418	298	71.3	-	33	24	-	-	24	71.1	
Tradewinds	94	26	127	-	-	-	-	-	3 928	2 306	2 036	-	-	58.7	
Trans European Airways (UK)	137	81	218	8 598	17 940	15 382	85.7	-	1 520	1 277	-	-	1 277	84.0	
Virgin Atlantic Airways	112	18	142	7 386	54 102	51 602	95.4	115	7 154	5 601	-	802	4 799	78.3	
Westair International	14	40	47	-	-	-	-	-	2	71	1	-	1	0.9	

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**International Non-Scheduled Services April 1989 (a)**

**Table 4.2**

	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 & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Total</b>	21 363	35 095	40 356	1 443 705	3 235 561	2 739 522	84.7	4 477	316 983	243 486	2 323	13 390	227 773	77.0
Total sub-charter operations performed on behalf of UK airlines	868	740	1 615	..	76 989	56 133	72.9	..	17 865	11 179	2 306	4 127	4 746	62.6
Total excluding sub-charter operations performed on behalf of UK airlines	20 495	34 355	38 741	1 443 705	3 158 572	2 683 389	85.0	4 477	299 118	232 307	17	9 263	223 027	77.7

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

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

Domestic Non-Scheduled Services April 1989 (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 & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Foyle	36	170	100	-	-	-	-	917	381	239	6	232	-	62.5
Air UK Leisure	8	16	18	647	1 064	615	57.8	-	101	52	-	-	52	51.9
Anglo Baltic Airlines+Hot Air	14	48	49	288	485	307	63.4	185	96	76	-	52	25	79.6
Atlantic Air Transport	2	10	10	-	-	-	-	35	21	14	-	14	-	67.6
Birmingham Executive Airways	58	116	156	-	1 381	968	70.1	-	104	73	-	-	73	70.8
Britannia Airways	3	8	8	1 255	440	385	87.6	-	37	33	-	-	33	87.4
British Air Ferries	115	354	351	11 162	6 661	3 398	51.0	381	748	436	-	154	282	58.2
British Airways	3	15	11	287	106	77	72.5	32	16	12	-	5	6	73.9
British International Helis	15	27	67	234	322	173	53.7	-	30	14	-	-	14	46.8
British Island Airways	2	4	4	69	238	125	52.5	-	20	10	-	-	10	50.0
British Midland	3	7	8	492	253	204	80.6	-	26	16	-	-	16	61.5
Brymon Airways	43	107	138	3 644	1 958	1 451	74.1	8	213	122	-	3	119	57.5
Caledonian Airways	2	3	4	117	348	59	16.9	-	32	5	-	-	5	15.3
Channel Express (Air Svcs)	47	216	188	-	-	-	-	543	259	156	145	11	-	60.2
Dan Air	55	176	186	1 948	1 230	715	58.2	308	250	143	86	-	57	57.1
Heavylift Cargo Airlines	1	2	3	-	-	-	-	37	35	19	-	19	-	54.9
Inter European Airways	1	2	1	292	76	75	98.6	-	7	6	-	-	6	83.3
Janes Aviation	7	33	34	-	-	-	-	57	25	13	-	13	-	54.1
Jersey European Airways	3	15	12	459	129	81	62.8	-	12	6	-	-	6	50.0
Loganair	2	6	6	-	202	161	79.8	-	18	14	-	-	14	79.9
Monarch Airlines	1	1	1	657	118	98	82.9	-	11	8	-	-	8	75.7
Novair International	1	2	3	426	451	253	56.1	-	42	20	-	-	20	48.6
Paramount Airways	2	5	5	-	400	259	64.7	-	35	23	-	-	23	64.6
Peregrine Air Services	112	382	386	969	2 492	1 515	60.8	-	198	124	-	-	124	62.9
Ryanair-Europe	30	139	111	-	3 079	1 564	50.8	-	272	137	-	2	134	50.3
Scottish European Airways	2	8	9	180	118	77	65.3	5	10	7	-	1	6	70.0
<b>Total</b>	<b>566</b>	<b>1 872</b>	<b>1 866</b>	<b>23 126</b>	<b>21 550</b>	<b>12 559</b>	<b>58.3</b>	<b>2 509</b>	<b>3 000</b>	<b>1 780</b>	<b>237</b>	<b>507</b>	<b>1 035</b>	<b>59.3</b>
Total sub-charter operations performed on behalf of UK airlines	192	612	632	..	8 155	4 790	58.7	..	702	406	-	11	396	57.9
Total excluding sub-charter operations performed on behalf of UK airlines	374	1 260	1 235	23 126	13 395	7 769	58.0	2 509	2 298	1 373	237	497	639	59.7

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

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



All Class 2 Licence Operations April 1989

Table 5.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Air UK Leisure	4	4	7	-	189	264	666	383	57.6
Britannia Airways	-	3	2	43	-	655	98	92	94.1
British Air Ferries	1	4	4	-	-	238	48	46	96.8
British Airways	134	64	189	-	-	4 638	13 991	10 382	74.2
British Island Airways	17	27	36	-	-	2 360	2 114	1 513	71.6
Dan Air	581	237	872	-	-	26 366	89 476	67 513	75.5
Monarch Airlines	13	18	25	-	-	2 821	2 740	2 052	74.9
Novair International	113	40	163	5 867	-	-	43 104	40 794	94.6
Trans European Airways (UK)	9	11	16	-	-	1 196	1 114	934	83.9
<b>Total</b>	<b>872</b>	<b>408</b>	<b>1 313</b>	<b>5 910</b>	<b>189</b>	<b>38 538</b>	<b>153 350</b>	<b>123 710</b>	<b>80.7</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air UK Leisure	-	63	33	-	-	33	51.5
Britannia Airways	-	8	8	-	-	8	93.9
British Air Ferries	-	4	4	-	-	4	90.6
British Airways	-	1 614	953	-	3	950	59.0
British Island Airways	-	6 110	121	-	-	121	2.0
Dan Air	-	7 160	5 400	-	-	5 400	75.4
Monarch Airlines	-	252	172	-	-	172	68.4
Novair International	-	3 970	3 262	-	-	3 262	82.2
Trans European Airways (UK)	-	94	77	-	-	77	82.2
<b>Total</b>	<b>-</b>	<b>19 276</b>	<b>10 030</b>	<b>-</b>	<b>3</b>	<b>10 028</b>	<b>52.0</b>

International Class 2 Licence Operations April 1989

Table 5.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Air UK Leisure	4	2	5	-	189	-	606	337	55.6
Britannia Airways	-	1	1	43	-	139	30	28	93.3
British Air Ferries	1	4	4	-	-	238	48	46	96.8
British Airways	133	62	186	-	-	4 440	13 938	10 329	74.1
British Island Airways	17	27	36	-	-	2 360	2 114	1 513	71.6
Dan Air	581	237	872	-	-	26 366	89 476	67 513	75.5
Monarch Airlines	13	18	25	-	-	2 821	2 740	2 052	74.9
Novair International	113	40	163	5 867	-	-	43 104	40 794	94.6
Trans European Airways (UK)	9	11	16	-	-	1 196	1 114	934	83.9
<b>Total</b>	<b>871</b>	<b>402</b>	<b>1 307</b>	<b>5 910</b>	<b>189</b>	<b>37 560</b>	<b>153 169</b>	<b>123 547</b>	<b>80.7</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air UK Leisure	-	58	29	-	-	29	49.7
Britannia Airways	-	3	2	-	-	2	92.9
British Air Ferries	-	4	4	-	-	4	90.6
British Airways	-	1 609	949	-	3	946	59.0
British Island Airways	-	6 110	121	-	-	121	2.0
Dan Air	-	7 160	5 400	-	-	5 400	75.4
Monarch Airlines	-	252	172	-	-	172	68.4
Novair International	-	3 970	3 262	-	-	3 262	82.2
Trans European Airways (UK)	-	94	77	-	-	77	82.2
<b>Total</b>	<b>-</b>	<b>19 259</b>	<b>10 017</b>	<b>-</b>	<b>3</b>	<b>10 014</b>	<b>52.0</b>

Domestic Class 2 Licence Operations April 1989

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	Other			
Air UK Leisure	-	2	1	-	-	264	60	47	77.6
Britannia Airways	-	2	2	-	-	516	68	64	94.5
British Airways	1	2	3	-	-	198	53	52	99.0
<b>Total</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>978</b>	<b>181</b>	<b>163</b>	<b>90.2</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air UK Leisure	-	6	4	-	-	4	69.4
Britannia Airways	-	6	5	-	-	5	94.4
British Airways	-	5	4	-	-	4	73.8
<b>Total</b>	<b>-</b>	<b>17</b>	<b>13</b>	<b>-</b>	<b>-</b>	<b>13</b>	<b>79.3</b>

All Class 3 Licence Operations April 1989

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			
Air Europe	1 676	895	2 621	129 753	-	294 518	261 142	88.7
Air Europe Express	1	5	6	52	-	40	27	68.4
Air UK Leisure	181	111	290	15 358	-	29 243	25 807	88.2
Air 2000	680	321	1 015	53 118	-	136 648	122 078	89.3
Britannia Airways	6 033	3 179	9 512	443 613	-	988 473	856 916	86.7
British Airways	52	40	76	4 405	-	6 647	5 728	86.2
British Island Airways	768	567	1 314	56 530	-	106 969	85 178	79.6
British Midland	103	61	161	6 560	-	13 385	11 602	86.7
Brymon Airways	21	41	61	897	-	892	721	80.8
Caledonian Airways	521	257	785	53 996	-	130 205	110 385	84.8
Dan Air	2 786	1 726	4 364	239 257	-	467 099	415 007	88.8
Inter European Airways	443	176	656	22 149	-	66 471	57 515	86.5
Jersey European Airways	3	15	12	459	-	129	81	62.8
Loganair	46	34	84	2 514	-	4 617	3 423	74.1
London City Airways	6	8	19	186	-	267	141	52.8
Monarch Airlines	1 164	546	1 719	97 053	-	248 147	211 841	85.4
Novair International	208	93	303	28 254	-	78 580	62 312	79.3
Paramount Airways	392	151	591	20 668	-	64 637	57 369	88.8
Ryanair-Europe	5	6	10	490	-	510	430	84.4
Trans European Airways (UK)	125	63	195	7 286	-	16 391	14 202	86.6
<b>Total</b>	<b>15 213</b>	<b>8 295</b>	<b>23 792</b>	<b>1 182 598</b>	<b>-</b>	<b>2 653 867</b>	<b>2 301 708</b>	<b>85.9</b>

12

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
			Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	29 210	20 892	-	-	20 892	71.5
Air Europe Express	-	4	2	-	-	2	56.5
Air UK Leisure	-	2 780	2 193	-	-	2 193	78.9
Air 2000	-	11 750	10 506	-	-	10 506	89.4
Britannia Airways	70	83 847	73 060	-	209	72 851	87.1
British Airways	-	721	544	-	-	544	75.5
British Island Airways	-	9 379	6 817	-	-	6 817	72.7
British Midland	-	1 331	905	-	-	905	68.0
Brymon Airways	-	88	59	-	-	59	67.2
Caledonian Airways	-	12 091	9 383	-	-	9 383	77.6
Dan Air	15	37 464	33 233	-	44	33 189	88.7
Inter European Airways	-	5 843	4 319	-	-	4 319	73.9
Jersey European Airways	-	12	6	-	-	6	50.0
Loganair	-	416	308	-	-	308	74.0
London City Airways	-	29	11	-	-	11	38.6
Monarch Airlines	6	22 722	17 813	-	18	17 795	78.4
Novair International	63	7 238	5 234	-	250	4 985	72.3
Paramount Airways	-	5 689	5 041	-	-	5 041	88.6
Ryanair-Europe	-	45	37	-	-	37	82.1
Trans European Airways (UK)	-	1 389	1 179	-	-	1 179	84.9
<b>Total</b>	<b>155</b>	<b>232 049</b>	<b>191 543</b>	<b>-</b>	<b>520</b>	<b>191 023</b>	<b>81.7</b>

International Class 3 Licence Operations April 1989

Table 6.2

	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			
Air Europe	1 676	895	2 621	129 753	-	294 518	261 142	88.7
Air Europe Express	1	5	6	52	-	40	27	68.4
Air UK Leisure	180	109	288	15 145	-	29 121	25 721	88.3
Air 2000	680	321	1 015	53 118	-	136 648	122 078	89.3
Britannia Airways	6 031	3 175	9 508	442 959	-	988 238	856 700	86.7
British Airways	52	40	76	4 405	-	6 647	5 728	86.2
British Island Airways	768	567	1 314	56 530	-	106 969	85 178	79.6
British Midland	103	61	161	6 560	-	13 385	11 602	86.7
Brymon Airways	16	28	41	496	-	624	533	85.4
Caledonian Airways	521	257	785	53 996	-	130 205	110 385	84.8
Dan Air	2 786	1 726	4 364	239 257	-	467 099	415 007	88.8
Inter European Airways	443	176	656	22 149	-	66 471	57 515	86.5
Loganair	46	34	84	2 514	-	4 617	3 423	74.1
London City Airways	6	8	19	186	-	267	141	52.8
Monarch Airlines	1 164	546	1 719	97 053	-	248 147	211 841	85.4
Novair International	208	93	303	28 254	-	78 580	62 312	79.3
Paramount Airways	392	151	591	20 668	-	64 637	57 369	88.8
Ryanair-Europe	5	6	10	490	-	510	430	84.4
Trans European Airways (UK)	125	63	195	7 286	-	16 391	14 202	86.6
<b>Total</b>	<b>15 202</b>	<b>8 261</b>	<b>23 755</b>	<b>1 180 871</b>	<b>-</b>	<b>2 653 114</b>	<b>2 301 336</b>	<b>86.7</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
			Total (000)	Mail (000)	Cargo (000)		Passenger (000)
Air Europe	-	29 210	20 892	-	-	20 892	71.5
Air Europe Express	-	4	2	-	-	2	56.5
Air UK Leisure	-	2 769	2 185	-	-	2 185	78.9
Air 2000	-	11 750	10 506	-	-	10 506	89.4
Britannia Airways	70	83 827	73 042	-	209	72 833	87.1
British Airways	-	721	544	-	-	544	75.5
British Island Airways	-	9 379	6 817	-	-	6 817	72.7
British Midland	-	1 331	905	-	-	905	68.0
Brymon Airways	-	59	44	-	-	44	74.2
Caledonian Airways	-	12 091	9 383	-	-	9 383	77.6
Dan Air	15	37 464	33 233	-	44	33 189	88.7
Inter European Airways	-	5 843	4 319	-	-	4 319	73.9
Loganair	-	416	308	-	-	308	74.0
London City Airways	-	29	11	-	-	11	38.6
Monarch Airlines	6	22 722	17 813	-	18	17 795	78.4
Novair International	63	7 238	5 234	-	250	4 985	72.3
Paramount Airways	-	5 689	5 041	-	-	5 041	88.6
Ryanair-Europe	-	45	37	-	-	37	82.1
Trans European Airways (UK)	-	1 389	1 179	-	-	1 179	84.9
<b>Total</b>	<b>155</b>	<b>231 976</b>	<b>191 496</b>	<b>-</b>	<b>520</b>	<b>190 976</b>	<b>82.6</b>

Domestic Class 3 Licence Operations April 1989

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			
Air UK Leisure	1	2	2	213	-	121	86	70.5
Britannia Airways	2	4	4	654	-	235	216	92.3
Brymon Airways	6	13	20	401	-	268	187	70.0
Jersey European Airways	3	15	12	459	-	129	81	62.8
<b>Total</b>	<b>11</b>	<b>34</b>	<b>38</b>	<b>1 737</b>	<b>-</b>	<b>753</b>	<b>570</b>	<b>75.8</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			Passenger (000)	As % of Avail
			Total (000)	Mail (000)	Cargo (000)		
Air UK Leisure	-	12	7	-	-	7	63.1
Britannia Airways	-	20	18	-	-	18	92.1
Brymon Airways	-	29	15	-	-	15	53.0
Jersey European Airways	-	12	6	-	-	6	50.0
<b>Total</b>	<b>-</b>	<b>73</b>	<b>47</b>	<b>-</b>	<b>-</b>	<b>47</b>	<b>64.8</b>

All Class 4 Licence Operations April 1989

Table 7.1

	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			
Air Europe	110	92	190	-	-	4 586	5 182	19 879	17 559	88.3
Air UK Leisure	2	2	3	90	-	80	-	196	128	65.4
Air 2000	57	16	77	-	-	1 604	180	13 088	12 634	96.5
Britannia Airways	86	34	107	43	-	2 796	303	18 491	14 175	76.7
British Island Airways	14	4	20	-	-	230	408	2 374	2 267	95.5
Brymon Airways	5	14	16	-	-	403	136	214	179	83.7
Dan Air	57	20	77	-	-	1 435	1 437	10 656	10 230	96.0
Monarch Airlines	184	66	256	-	-	5 086	3 553	41 809	38 662	92.5
Paramount Airways	1	2	2	-	-	130	200	202	202	100.0
Virgin Atlantic Airways	112	18	142	1 160	-	3 985	2 241	54 102	51 602	95.4
<b>Total</b>	<b>627</b>	<b>268</b>	<b>889</b>	<b>1 293</b>	<b>-</b>	<b>20 335</b>	<b>13 640</b>	<b>161 010</b>	<b>147 638</b>	<b>91.7</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
			Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	2 031	1 405	-	-	1 405	69.2
Air UK Leisure	-	19	11	-	-	11	58.9
Air 2000	-	1 125	1 087	-	-	1 087	96.7
Britannia Airways	-	1 645	1 205	-	-	1 205	73.3
British Island Airways	-	213	181	-	-	181	85.0
Brymon Airways	-	23	15	-	-	15	63.1
Dan Air	-	855	819	-	-	819	95.8
Monarch Airlines	-	3 850	3 254	-	-	3 254	84.5
Paramount Airways	-	18	18	-	-	18	100.0
Virgin Atlantic Airways	114	7 154	5 601	-	802	4 799	78.3
<b>Total</b>	<b>114</b>	<b>16 932</b>	<b>13 594</b>	<b>-</b>	<b>802</b>	<b>12 793</b>	<b>80.3</b>

International Class 4 Licence Operations April 1989

Table 7.2

	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			
Air Europe	110	92	190	-	-	4 586	5 182	19 879	17 559	88.3
Air 2000	57	16	77	-	-	1 604	180	13 088	12 634	96.5
Britannia Airways	85	32	105	43	-	2 448	297	18 353	14 070	76.7
British Island Airways	14	4	20	-	-	230	408	2 374	2 267	95.5
Dan Air	57	20	77	-	-	1 435	1 437	10 656	10 230	96.0
Monarch Airlines	184	66	256	-	-	5 086	3 553	41 809	38 662	92.5
Paramount Airways	1	2	2	-	-	130	200	202	202	100.0
Virgin Atlantic Airways	112	18	142	1 160	-	3 985	2 241	54 102	51 602	95.4
<b>Total</b>	<b>620</b>	<b>250</b>	<b>868</b>	<b>1 203</b>	<b>-</b>	<b>19 504</b>	<b>13 498</b>	<b>160 463</b>	<b>147 226</b>	<b>91.8</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	2 031	1 405	-	-	1 405	69.2
Air 2000	-	1 125	1 087	-	-	1 087	96.7
Britannia Airways	-	1 633	1 196	-	-	1 196	73.2
British Island Airways	-	213	181	-	-	181	85.0
Dan Air	-	855	819	-	-	819	95.8
Monarch Airlines	-	3 850	3 254	-	-	3 254	84.5
Paramount Airways	-	18	18	-	-	18	100.0
Virgin Atlantic Airways	114	7 154	5 601	-	802	4 799	78.3
<b>Total</b>	<b>114</b>	<b>16 878</b>	<b>13 560</b>	<b>-</b>	<b>802</b>	<b>12 758</b>	<b>80.3</b>



Domestic Class 4 Licence Operations April 1989

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			
Air UK Leisure	2	2	3	90	-	80	-	196	128	65.4
Britannia Airways	1	2	2	-	-	348	6	137	105	76.2
Brymon Airways	5	14	16	-	-	403	136	214	179	83.7
<b>Total</b>	<b>7</b>	<b>18</b>	<b>21</b>	<b>90</b>	<b>-</b>	<b>831</b>	<b>142</b>	<b>548</b>	<b>412</b>	<b>75.3</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air UK Leisure	-	19	11	-	-	11	58.9
Britannia Airways	-	12	9	-	-	9	76.0
Brymon Airways	-	23	15	-	-	15	63.1
<b>Total</b>	<b>-</b>	<b>54</b>	<b>35</b>	<b>-</b>	<b>-</b>	<b>35</b>	<b>64.5</b>

All Class 6 Licence Operations April 1989

Table 8.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	28	53	75	231	430	147	-	147	34.2
Air Europe Express	41	93	142	147	126	63	-	63	49.7
Air Foyle	166	425	385	2 212	1 768	1 026	6	1 019	58.0
Anglo Baltic Airlines+Hot Air	7	26	24	179	51	50	-	50	97.5
Anglo Cargo	17	4	22	118	683	517	-	517	75.7
Atlantic Air Transport	25	35	76	167	311	132	3	130	42.6
British Air Ferries	39	93	126	485	276	197	-	197	71.4
British Airways	43	42	78	297	1 443	992	-	992	68.7
British Midland	1	2	3	4	8	2	-	2	29.6
Channel Express (Air Svcs)	83	243	331	496	457	208	-	208	45.5
Heavylift Cargo Airlines	181	67	358	454	5 942	3 403	-	3 403	57.3
Janes Aviation	7	31	32	62	23	13	-	13	57.6
Loganair	10	19	26	23	92	15	14	1	16.8
<b>Total</b>	<b>648</b>	<b>1 133</b>	<b>1 677</b>	<b>4 874</b>	<b>11 608</b>	<b>6 765</b>	<b>23</b>	<b>6 741</b>	<b>58.3</b>

International Class 6 Licence Operations April 1989

Table 8.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	28	53	75	231	430	147	-	147	34.2
Air Europe Express	41	93	142	147	126	63	-	63	49.7
Air Foyle	130	255	285	1 295	1 386	787	-	787	56.8
Anglo Cargo	17	4	22	118	683	517	-	517	75.7
Atlantic Air Transport	23	28	68	132	297	123	3	121	41.6
British Air Ferries	15	38	58	138	97	55	-	55	56.6
British Airways	41	35	73	264	1 437	986	-	986	68.6
British Midland	1	2	3	4	8	2	-	2	29.6
Channel Express (Air Svcs)	81	229	321	438	445	197	-	197	44.3
Heavylift Cargo Airlines	180	65	355	417	5 906	3 383	-	3 383	57.3
Janes Aviation	1	2	2	5	2	1	-	1	74.3
Loganair	10	19	26	23	92	15	14	1	16.8
<b>Total</b>	<b>569</b>	<b>823</b>	<b>1 429</b>	<b>3 212</b>	<b>10 910</b>	<b>6 278</b>	<b>17</b>	<b>6 261</b>	<b>57.5</b>

Domestic Class 6 Licence Operations April 1989

Table 8.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Foyle	36	170	100	917	381	239	6	232	62.5
Anglo Baltic Airlines+Hot Air	7	26	24	179	51	50	-	50	97.5
Atlantic Air Transport	2	7	8	35	14	9	-	9	65.7
British Air Ferries	24	55	69	347	179	142	-	142	79.4
British Airways	1	7	5	32	6	5	-	5	97.7
Channel Express (Air Svcs)	2	14	10	58	12	11	-	11	89.7
Heavylift Cargo Airlines	1	2	3	37	35	19	-	19	54.9
Janes Aviation	6	29	30	57	21	12	-	12	56.1
<b>Total</b>	<b>79</b>	<b>310</b>	<b>247</b>	<b>1 663</b>	<b>699</b>	<b>487</b>	<b>6</b>	<b>480</b>	<b>69.6</b>

All Class 7 Licence Operations April 1989

Table 9.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					
									Tonne-Km Avail (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Bond Helicopters	572	9 701	2 259	40 589	7 356	3 071	41.7	240	555	280	-	18	262	50.5
Bristow Helicopters	946	9 401	4 535	80 542	15 570	10 293	66.1	362	1 459	977	-	44	933	67.0
British Airways	2	2	4	103	196	74	38.0	-	22	7	-	-	7	30.6
British International Helis	415	3 425	1 816	33 332	8 806	4 205	47.8	116	911	352	-	15	337	38.6
British Midland	2	2	4	122	161	115	71.8	-	14	9	-	-	9	66.4
Caledonian Helicopters	40	174	165	1 703	720	391	54.3	7	72	37	-	2	35	51.4
Dan Air	1	2	3	58	39	23	60.4	-	3	2	-	-	2	60.5
Monarch Airlines	1	1	2	92	140	87	62.2	-	13	7	-	-	7	57.5
Paramount	4	4	7	548	602	452	75.1	-	53	27	-	-	27	50.9
<b>Total</b>	<b>1 983</b>	<b>22 712</b>	<b>8 794</b>	<b>157 089</b>	<b>33 589</b>	<b>18 712</b>	<b>57.5</b>	<b>725</b>	<b>3 101</b>	<b>1 698</b>	<b>-</b>	<b>79</b>	<b>1 619</b>	<b>52.6</b>

International Class 7 Licence Operations April 1989

Table 9.2

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Bond Helicopters	572	9 701	2 259	40 589	7 356	3 071	41.7	240	555	280	-	18	262	50.5
Bristow Helicopters	946	9 401	4 535	80 542	15 570	10 293	66.1	362	1 459	977	-	44	933	67.0
British Airways	2	2	4	103	196	74	38.0	-	22	7	-	-	7	30.6
British International Helis	400	3 398	1 749	33 098	8 484	4 032	47.5	116	881	338	-	15	323	38.4
British Midland	2	2	4	122	161	115	71.8	-	14	9	-	-	9	66.4
Caledonian Helicopters	40	174	165	1 703	720	391	54.3	7	72	37	-	2	35	51.4
Monarch Airlines	1	1	2	92	140	87	62.2	-	13	7	-	-	7	57.5
Paramount	4	4	7	548	602	452	75.1	-	53	27	-	-	27	50.9
<b>Total</b>	<b>1 967</b>	<b>22 683</b>	<b>8 724</b>	<b>156 797</b>	<b>33 228</b>	<b>18 516</b>	<b>57.1</b>	<b>725</b>	<b>3 068</b>	<b>1 682</b>	<b>-</b>	<b>79</b>	<b>1 603</b>	<b>51.6</b>

Domestic Class 7 Licence Operations April 1989

Table 9.3

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British International Helis	15	27	67	234	322	173	53.7	-	30	14	-	-	14	46.8
Dan Air	1	2	3	58	39	23	60.4	-	3	2	-	-	2	60.5
Total	16	29	70	292	361	196	54.4	-	33	16	-	-	16	48.1

All Exempt Operations April 1989 (a) (b)

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 & Mail		Tonne-Kilometres Used					As % of Avail
								Uplifted Tonnes	Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Air Bridge Carriers	2	3	4	-	-	-	-	57	30	30	-	30	-	100.0	
Air UK Leisure	11	11	18	1 061	1 527	1 072	70.2	-	145	91	-	-	91	62.9	
Air 2000	2	4	5	715	443	352	79.6	-	38	31	-	-	31	81.4	
Anglo Baltic Airlines+Hot Air	9	19	28	944	660	476	72.1	6	60	40	-	2	38	66.3	
Britannia Airways	115	132	209	15 167	15 272	13 227	86.6	-	1 299	1 124	-	-	1 124	86.5	
British Air Ferries	100	311	309	11 384	7 070	3 496	49.4	40	621	306	-	16	290	49.3	
British Airways	3	8	8	270	228	179	78.7	-	25	17	-	-	17	66.6	
British International Helis	2	65	12	-	-	-	-	190	10	5	-	5	-	49.6	
British Island Airways	30	28	53	1 716	4 283	1 971	46.0	-	375	158	-	-	158	42.0	
British Midland	13	16	25	1 072	1 129	849	75.2	-	106	66	-	-	66	62.6	
Brymon Airways	32	80	102	2 704	1 476	1 084	73.5	8	160	92	-	3	89	57.5	
Caledonian Airways	2	3	4	117	348	59	16.9	-	32	5	-	-	5	15.3	
Channel Express (Air Svcs)	45	202	178	-	-	-	-	485	247	145	145	-	-	58.8	
Dan Air	75	199	225	3 870	4 000	2 747	68.7	308	472	306	86	-	220	64.7	
Heavylift Cargo Airlines	1	1	2	-	-	-	-	14	19	8	-	8	-	41.5	
Inter European Airways	1	2	1	292	76	75	98.6	-	7	6	-	-	6	83.3	
Loganair	4	6	8	402	358	352	98.5	-	32	32	-	-	32	98.6	
Mc Alpine Aviation	1	1	1	9	18	9	50.0	-	2	1	-	-	1	42.1	
Monarch Airlines	60	40	93	4 659	13 302	8 295	62.4	-	1 223	697	-	-	697	57.0	
Novair International	1	2	3	426	451	253	56.1	-	42	20	-	-	20	48.6	
Paramount Airways	12	10	18	1 272	1 944	1 639	84.3	-	171	144	-	-	144	84.4	
Peregrine Air Services	25	71	70	969	607	321	52.9	-	48	26	-	-	26	54.9	
Scottish European Airways	6	12	21	343	264	212	80.3	5	22	18	-	1	17	81.8	
Trans European Airways (UK)	-	1	1	116	62	55	89.2	-	5	5	-	-	5	87.3	
Westair International	14	40	47	-	-	-	-	2	71	1	-	1	-	0.9	
<b>Total</b>	<b>563</b>	<b>1 267</b>	<b>1 444</b>	<b>47 508</b>	<b>53 517</b>	<b>36 725</b>	<b>68.6</b>	<b>1 116</b>	<b>5 263</b>	<b>3 372</b>	<b>231</b>	<b>65</b>	<b>3 076</b>	<b>64.1</b>	

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



International Exempt Operations April 1989 (a) (b)

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 & Mail		Tonne-Kilometres Used				
								Uplifted Tonnes	Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	2	3	4	-	-	-	-	57	30	30	-	30	-	100.0
Air UK Leisure	11	11	18	1 061	1 527	1 072	70.2	-	145	91	-	-	91	62.9
Air 2000	2	4	5	715	443	352	79.6	-	38	31	-	-	31	81.4
Anglo Baltic Airlines+Hot Air	7	12	20	656	528	393	74.5	-	46	31	-	-	31	67.8
Britannia Airways	115	132	209	15 167	15 272	13 227	86.6	-	1 299	1 124	-	-	1 124	86.5
British Air Ferries	9	14	28	222	429	112	26.2	6	55	15	-	6	9	26.9
British Airways	2	2	4	181	175	155	88.7	-	20	15	-	-	15	71.3
British International Helis	2	65	12	-	-	-	-	190	10	5	-	5	-	49.6
British Island Airways	30	27	53	1 647	4 256	1 956	46.0	-	373	156	-	-	156	41.9
British Midland	10	9	17	580	876	645	73.6	-	80	50	-	-	50	63.0
Dan Air	20	25	42	1 980	2 809	2 055	73.2	-	225	164	-	-	164	73.1
Heavylift Cargo Airlines	1	1	2	-	-	-	-	14	19	8	-	8	-	41.5
Loganair	3	4	6	402	295	293	99.5	-	27	26	-	-	26	99.5
Mc Alpine Aviation	1	1	1	9	18	9	50.0	-	2	1	-	-	1	42.1
Monarch Airlines	59	39	92	4 002	13 184	8 197	62.2	-	1 212	689	-	-	689	56.8
Paramount Airways	12	10	18	1 272	1 944	1 639	84.3	-	171	144	-	-	144	84.4
Scottish European Airways	3	4	12	163	146	135	92.6	-	12	11	-	-	11	92.9
Trans European Airways (UK)	-	1	1	116	62	55	89.2	-	5	5	-	-	5	87.3
Westair International	14	40	47	-	-	-	-	2	71	1	-	1	-	0.9
<b>Total</b>	<b>303</b>	<b>404</b>	<b>591</b>	<b>28 173</b>	<b>41 964</b>	<b>30 298</b>	<b>72.2</b>	<b>270</b>	<b>3 840</b>	<b>2 597</b>	<b>-</b>	<b>49</b>	<b>2 548</b>	<b>67.6</b>

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

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations April 1989 (a) (b)

Table 10.3

	Aircraft		Number of		Seat-Km	Seat-Km	As	Cargo	Tonne-Kilometres Used				As	
	-Km (000)	Stage Flights	A/C Hours	Passengers Uplifted	Available (000)	Used (000)	% of Avail	& Mail Uplifted Tonnes	Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	% of Avail
Anglo Baltic Airlines+Hot Air	2	7	8	288	132	82	62.3	6	14	8	-	2	7	61.3
British Air Ferries	90	297	281	11 162	6 641	3 384	50.9	34	566	291	-	10	281	51.5
British Airways	1	6	4	89	53	24	45.8	-	5	2	-	-	2	47.5
British Island Airways	-	1	1	69	26	15	58.0	-	2	1	-	-	1	55.0
British Midland	3	7	8	492	253	204	80.6	-	26	16	-	-	16	61.5
Brymon Airways	32	80	102	2 704	1 476	1 084	73.5	8	160	92	-	3	89	57.5
Caledonian Airways	2	3	4	117	348	59	16.9	-	32	5	-	-	5	15.3
Channel Express (Air Svcs)	45	202	178	-	-	-	-	485	247	145	145	-	-	58.8
Dan Air	54	174	183	1 890	1 191	692	58.1	308	247	141	86	-	55	57.1
Inter European Airways	1	2	1	292	76	75	98.6	-	7	6	-	-	6	83.3
Loganair	1	2	2	-	63	59	93.6	-	6	5	-	-	5	94.4
Monarch Airlines	1	1	1	657	118	98	82.9	-	11	8	-	-	8	75.7
Novair International	1	2	3	426	451	253	56.1	-	42	20	-	-	20	48.6
Peregrine Air Services	25	71	70	969	607	321	52.9	-	48	26	-	-	26	54.9
Scottish European Airways	2	8	9	180	118	77	65.3	5	10	7	-	1	6	70.0
<b>Total</b>	<b>260</b>	<b>863</b>	<b>853</b>	<b>19 335</b>	<b>11 553</b>	<b>6 427</b>	<b>55.6</b>	<b>846</b>	<b>1 423</b>	<b>775</b>	<b>231</b>	<b>16</b>	<b>528</b>	<b>54.5</b>

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

**Sub Charter Operations Performed Under Class 5 Licences April 1989**

Table 11.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Anglo Cargo	162	36	216	..	-	-	-	6 681	3 963	-	3 963	-	59.3	
British Airways	50	50	92	..	4 955	1 563	31.5	475	125	-	-	125	26.3	
Monarch Airlines	29	8	40	..	6 676	4 941	74.0	615	415	-	-	415	67.5	
Peregrine Air Services	64	222	228	..	1 431	883	61.7	114	72	-	-	72	63.8	
<b>Total</b>	<b>306</b>	<b>316</b>	<b>576</b>	<b>..</b>	<b>13 062</b>	<b>7 386</b>	<b>56.6</b>	<b>7 885</b>	<b>4 575</b>	<b>-</b>	<b>3 963</b>	<b>612</b>	<b>58.0</b>	

Exempt Sub Charter Operations Performed For UK Operators April 1989

Table 11.2

	Aircraft		Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used					
	-Km (000)	Stage Flights							Aircraft Hours	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Europe	16	11	28	..	3 052	1 962	64.3	..	303	157	-	-	157	51.7
Air Europe Express	3	9	13	..	103	78	75.9	..	9	6	-	-	6	64.2
Air UK Leisure	11	14	21	..	1 398	813	58.1	..	132	69	-	-	69	52.4
Air 2000	9	4	13	..	2 136	1 826	85.5	..	184	157	-	-	157	85.5
Anglo Baltic Airlines+Hot Air	5	15	17	..	353	225	63.8	..	31	18	-	-	18	58.2
Atlantic Air Transport	2	6	6	..	-	-	-	..	24	13	-	13	-	52.6
Berlin European UK	190	84	287	..	28 067	22 568	80.4	..	2 414	1 941	-	-	1 941	80.4
Birmingham Executive Airways	58	116	156	..	1 381	968	70.1	..	104	73	-	-	73	70.8
Britannia Airways	25	12	36	..	5 065	3 760	74.2	..	431	320	-	-	320	74.2
British Air Ferries	174	414	559	..	8 926	5 873	65.8	..	1 183	645	-	158	487	54.5
British Island Airways	3	5	7	..	495	253	51.1	..	43	20	-	-	20	47.0
Dan Air	7	3	10	..	1 041	823	79.1	..	83	66	-	-	66	79.2
Inter European Airways	3	2	5	..	444	441	99.3	..	40	33	-	-	33	83.7
Janes Aviation	1	4	4	..	-	-	-	..	4	2	-	2	-	42.6
Loganair	1	4	4	..	139	102	73.5	..	13	9	-	-	9	73.4
Monarch Airlines	53	23	77	..	12 096	8 817	72.9	..	1 114	741	-	-	741	66.5
Novair International	1	1	1	..	272	263	96.8	..	25	21	-	-	21	84.0
Paramount Airways	15	13	25	..	2 523	2 194	87.0	..	222	193	-	-	193	86.9
Peregrine Air Services	51	125	160	..	1 141	814	71.3	..	91	67	-	-	67	73.7
Ryanair-Europe	30	139	111	..	3 079	1 564	50.8	..	272	137	-	2	134	50.3
Trans European Airways (UK)	3	6	6	..	373	191	51.3	..	32	16	-	-	16	50.3
<b>Total</b>	<b>661</b>	<b>1 010</b>	<b>1 544</b>	<b>..</b>	<b>72 083</b>	<b>53 537</b>	<b>74.3</b>	<b>..</b>	<b>6 753</b>	<b>4 704</b>	<b>-</b>	<b>175</b>	<b>4 530</b>	<b>69.7</b>

Exempt Sub Charter Operations Performed For Non UK Operators April 1989

Table 11.3

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	20	42	45	..	-	-	-	..	389	206	-	206	-	53.0
Air Foyle	7	8	15	..	-	-	-	..	79	49	-	49	-	62.1
Amber Airways	111	88	184	..	14 464	9 433	65.2	..	1 086	708	-	-	708	65.2
Anglo Baltic Airlines+Hot Air	23	81	70	..	1 681	514	30.6	..	148	46	-	5	41	31.2
Anglo Cargo	80	47	122	..	-	-	-	..	1 735	1 058	-	1 058	-	61.0
Britannia Airways	24	17	41	..	4 760	3 458	72.6	..	405	294	-	-	294	72.6
British Air Ferries	7	16	25	..	-	-	-	..	37	12	-	12	-	31.6
British Airways	13	10	21	..	1 645	624	37.9	..	201	57	-	1	56	28.3
British Island Airways	154	320	327	..	14 080	7 376	52.4	..	1 266	590	-	-	590	46.6
Caledonian Airways	1	1	2	..	526	352	66.9	..	49	30	-	-	30	61.2
Dan Air	18	9	26	..	3 169	2 459	77.6	..	254	197	-	-	197	77.6
Heavylift Cargo Airlines	17	7	42	..	-	-	-	..	572	219	-	219	-	38.3
Monarch Airlines	470	866	1 110	..	73 566	36 758	50.0	..	6 721	3 088	-	-	3 088	45.9
Novair International	4	2	6	..	1 594	805	50.5	..	147	64	-	-	64	43.9
Paramount Airways	5	7	11	..	878	525	59.8	..	77	46	-	-	46	59.9
Scottish European Airways	6	11	21	..	272	163	59.8	..	22	13	-	-	13	59.5
Tradewinds	94	26	127	..	-	-	-	..	3 928	2 306	2 306	-	-	58.7
<b>Total</b>	<b>1 056</b>	<b>1 558</b>	<b>2 194</b>	<b>..</b>	<b>116 633</b>	<b>62 466</b>	<b>53.6</b>	<b>..</b>	<b>17 115</b>	<b>8 983</b>	<b>2 306</b>	<b>1 550</b>	<b>5 127</b>	<b>52.56</b>

Aircraft Type and Utilisation: All Airlines  
April 1989 (a) (b) (c)

Table 12.1

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
AEROSPATIALE AS332 SUPER PUMA	827	2	4 358	6	3 399	8	52 603	9 754	35	3.0
AEROSPATIALE SA365 DAUPHIN	285	8	7 330	278	1 140	33	29 260	1 138	14	2.7
AIRBUS A300B4/100/200	371	-	186	-	563	-	54 508	110 527	4	6.6
AIRBUS A320-100/200	393	-	476	-	766	-	45 841	38 538	4	6.1
BAC/AEROSPATIALE CONCORDE	913	-	190	-	650	-	10 056	53 564	7	3.0
BAE (H.P.) JETSTREAM 31	184	-	306	-	562	-	2 097	1 313	5	3.5
BAE (HS) 125	-	-	-	-	-	-	-	-	-	-
BAE (HS) 748	595	38	1 877	138	2 092	133	29 059	15 487	22	3.9
BAE 146 SERIES 100	340	-	725	-	761	-	14 002	19 628	4	7.0
BAE 146 SERIES 200/QT	388	136	961	326	925	312	43 363	22 591	6	7.8
BAE 146 SERIES 300	247	-	424	-	556	-	30 385	17 713	2	8.8
BAE(BAC)1-11-200 SERIES	98	-	176	-	226	-	-	4 543	2	6.2
BAE(BAC)1-11-300/400/475	509	51	844	40	1 068	83	4 177	26 533	9	3.6
BAE(BAC)1-11-500 SERIES	3 376	-	5 118	-	7 088	-	265 961	236 015	50	4.3
BEECH KINGAIR 90/100	-	-	-	-	-	-	-	-	1	0.2
BEECHCRAFT 200 SUPER KING AIR	21	-	78	-	76	-	-	144	1	2.8
BELL MODEL 214ST	72	-	369	-	304	-	4 875	912	4	1.6
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	-
BELL 212/412	125	-	3 851	-	806	-	17 707	582	10	3.3
BOEING 707 ALL SERIES	-	302	-	73	-	404	-	-	2	5.7
BOEING 727-100/100C	277	-	224	-	448	-	20 115	33 439	3	3.8
BOEING 727-200/200 ADVANCED	989	-	532	-	1 457	-	80 031	161 356	8	6.3
BOEING 737-200	9 708	-	8 649	-	17 249	-	707 236	902 587	79	6.7
BOEING 737-300	4 623	-	4 401	-	8 407	-	349 271	517 705	37	7.1
BOEING 737-400	719	-	744	-	1 310	-	76 086	89 175	5	6.6
BOEING 747-100/100F	4 896	-	1 165	-	6 426	-	181 690	1 301 496	16	12.4
BOEING 747-200	6 254	6	1 123	1	8 044	7	217 196	1 753 710	20	12.0
BOEING 747-200B COMBI	1 556	-	280	-	1 980	-	46 577	367 441	6	11.8
BOEING 757-200	6 256	21	6 088	40	11 037	42	792 347	968 056	50	7.2
BOEING 767-200	1 268	-	594	-	1 942	-	130 085	286 023	7	8.4
BOEING-VERTOL MOD.234 CHINOOK	-	2	-	65	-	12	-	-	2	-
BRITISH AEROSPACE ATP	399	-	1 590	-	1 453	-	56 190	14 801	10	3.6
CANADAIR CL-44	-	48	-	17	-	100	-	-	1	2.8
CESSNA 310	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	15	-	68	-	85	-	-	60	3	0.8
DE HAVILLAND DHC-6 THIN OTTER	148	-	774	-	724	-	7 123	1 351	6	3.5
DE HAVILLAND DHC-7 DASH-7	436	-	1 507	-	1 554	-	28 962	9 977	8	5.9
DORNIER 228-100/200	40	-	152	-	138	-	975	266	1	4.8
DOUGLAS DC3/C47 DAKOTA	-	7	-	30	-	33	-	-	5	0.1
DOUGLAS DC6/6A/6B/6C	-	25	-	36	-	74	-	-	1	1.4
EMBRAER EMB110 BANDEIRANTE	107	-	370	-	344	-	2 045	721	5	1.9
FOKKER F27 100-600	1 062	-	3 647	-	3 547	-	92 012	27 960	18	5.6
GULF AMERICAN GULFSTREAM I	327	-	624	-	896	-	3 295	5 031	7	4.0
HANDLEY PAGE HERALD 200	3	198	7	725	12	786	218	109	11	2.1
LOCKHEED L-1011-1/100 TRISTAR	1 004	-	550	-	1 543	-	106 950	199 530	7	7.1

**Aircraft Type and Utilisation: All Airlines**  
**April 1989**

Table 12.1

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
LOCKHEED L1011-200 TRISTAR	1 813	-	531	-	2 490	-	54 096	287 364	8	10.8
MBB BO105	8	-	319	-	41	-	453	11	8	0.2
MCDONNELL-DOUGLAS DC10-10	327	-	138	-	477	-	34 547	104 428	3	4.4
MCDONNELL-DOUGLAS DC10-30	2 088	5	379	1	2 649	7	37 920	279 148	8	12.7
MCDONNELL-DOUGLAS DC9 SRS 30	463	-	1 159	-	1 233	-	72 174	28 586	6	8.3
MCDONNELL-DOUGLAS DC9-10/15	435	1	1 213	2	1 132	3	51 875	20 295	6	5.0
MCDONNELL-DOUGLAS MD-80-83	940	-	480	-	1 456	-	57 071	124 960	6	5.5
PILATUS BN-2A ISLANDER	55	-	1 116	-	291	-	6 030	306	11	0.8
PILATUS BN-2A MKIII TRISLANDER	136	-	2 461	-	671	-	25 829	1 325	9	1.8
PIPER PA23 AZTEC/APACHE	-	-	-	-	-	-	-	-	1	-
PIPER PA-31/31P NAVAJO CHIEFTN	34	-	118	-	118	-	430	124	2	0.1
SHORTS BELFAST	-	120	-	49	-	259	-	-	3	1.8
SHORTS 330	54	22	162	73	202	86	2 830	778	3	1.8
SHORTS 360	996	34	4 233	76	3 879	114	79 660	21 426	24	5.2
SIKORSKY S61N	426	-	4 090	-	2 201	-	46 804	4 823	30	2.4
SIKORSKY S76 SPIRIT	243	1	2 497	9	973	5	12 546	1 229	19	1.6
VICKERS VISCOUNT 800	256	90	737	224	802	288	14 149	10 720	15	2.2
V953C MERCHANTMAN	-	133	-	333	-	305	-	-	5	1.9
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>57 106</b>	<b>1 248</b>	<b>79 991</b>	<b>2 542</b>	<b>108 191</b>	<b>3 090</b>	<b>3 998 712</b>	<b>8 085 299</b>	<b>670</b>	<b>5.1</b>

(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 by the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

Aircraft Type and Utilisation: Individual Airlines  
April 1989 (a) (b) (c)

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
AIR BRIDGE CARRIERS										
V953C MERCHANTMAN	-	133	-	333	-	305	-	-	5	1.9
TOTAL	-	133	-	333	-	305	-	-	5	1.9
AIR EUROPE										
BOEING 737-300	1 159	-	1 150	-	2 152	-	117 818	135 124	11	6.8
BOEING 737-400	102	-	126	-	204	-	11 377	11 556	-	-
BOEING 757-200	781	-	369	-	1 175	-	61 575	151 588	4	9.3
TOTAL	2 042	-	1 645	-	3 531	-	190 770	298 267	15	7.5
AIR EUROPE EXPRESS										
SHORTS 330	46	6	138	15	178	25	2 099	709	1	7.1
SHORTS 360	155	34	426	76	570	114	6 911	2 708	2	9.0
TOTAL	201	40	564	91	747	138	9 010	3 417	3	8.4
AIR FOYLE										
BAE 146 SERIES 200/QT	-	126	-	308	-	287	-	-	2	4.7
TOTAL	-	126	-	308	-	287	-	-	2	4.7
AIR UK										
BAE 146 SERIES 200/QT	292	-	765	-	703	-	34 729	16 855	3	10.3
BAE 146 SERIES 300	247	-	424	-	556	-	30 385	17 713	2	8.8
FOKKER F27 100-600	966	-	3 194	-	3 195	-	81 013	25 358	16	5.8
SHORTS 360	88	-	388	-	381	-	5 429	1 589	2	6.0
TOTAL	1 593	-	4 771	-	4 835	-	151 556	61 514	23	6.5
AIR UK LEISURE										
BOEING 737-200	61	-	55	-	106	-	4 059	6 306	1	7.2
BOEING 737-400	143	-	85	-	227	-	12 642	21 307	1	6.9
TOTAL	204	-	140	-	333	-	16 701	27 613	2	7.1
AIR WIGHT										
PIPER PA23 AZTEC/APACHE	-	-	-	-	-	-	-	-	1	-
PIPER PA-31/31P NAVAJO CHIEFTN	34	-	118	-	118	-	430	124	2	1.6
TOTAL	34	-	118	-	118	-	430	124	3	1.1



**Aircraft Type and Utilisation: Individual Airlines**

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>AIR 2000</b>										
BOEING 737-300	247	-	130	-	383	-	17 315	34 055	1	6.2
BOEING 757-200	501	-	215	-	727	-	38 302	102 836	3	10.1
<b>TOTAL</b>	<b>748</b>	<b>-</b>	<b>345</b>	<b>-</b>	<b>1 110</b>	<b>-</b>	<b>55 617</b>	<b>136 891</b>	<b>4</b>	<b>9.3</b>
<b>AMBER AIRWAYS</b>										
BOEING 737-200	111	-	88	-	184	-	-	9 433	2	4.4
<b>TOTAL</b>	<b>111</b>	<b>-</b>	<b>88</b>	<b>-</b>	<b>184</b>	<b>-</b>	<b>-</b>	<b>9 433</b>	<b>2</b>	<b>4.4</b>
<b>ANGLO BALTIC AIRLINES+HOT AIR</b>										
VICKERS VISCOUNT 800	36	7	114	26	115	24	944	1 215	5	0.9
<b>TOTAL</b>	<b>36</b>	<b>7</b>	<b>114</b>	<b>26</b>	<b>115</b>	<b>24</b>	<b>944</b>	<b>1 215</b>	<b>5</b>	<b>0.9</b>
<b>ANGLO CARGO</b>										
BAE(BAC)1-11-300/400/475	-	51	-	40	-	83	-	-	1	3.0
BOEING 707 ALL SERIES	-	208	-	47	-	277	-	-	1	6.9
<b>TOTAL</b>	<b>-</b>	<b>259</b>	<b>-</b>	<b>87</b>	<b>-</b>	<b>360</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>4.9</b>
<b>ATLANTIC AIR TRANSPORT</b>										
BAE(HS) 748	-	-	-	-	-	-	-	-	1	0.4
CESSNA 310	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	1	-
DOUGLAS DC3/C47 DAKOTA	-	2	-	5	-	8	-	-	3	0.1
DOUGLAS DC6/6A/6B/6C	-	25	-	36	-	74	-	-	1	1.4
<b>TOTAL</b>	<b>-</b>	<b>27</b>	<b>-</b>	<b>41</b>	<b>-</b>	<b>81</b>	<b>-</b>	<b>-</b>	<b>7</b>	<b>0.3</b>
<b>AURIGNY AIR SERVICES</b>										
PILATUS BN-2A ISLANDER	4	-	65	-	21	-	364	25	1	0.1
PILATUS BN-2A MKIII TRISLANDER	136	-	2 461	-	671	-	25 829	1 325	9	1.8
<b>TOTAL</b>	<b>140</b>	<b>-</b>	<b>2 526</b>	<b>-</b>	<b>692</b>	<b>-</b>	<b>26 193</b>	<b>1 350</b>	<b>10</b>	<b>1.5</b>
<b>BERLIN EUROPEAN UK</b>										
BAE (H.P.) JETSTREAM 31	14	-	40	-	57	-	413	141	1	1.8
BOEING 737-300	190	-	84	-	287	-	-	22 568	1	7.7
<b>TOTAL</b>	<b>203</b>	<b>-</b>	<b>124</b>	<b>-</b>	<b>344</b>	<b>-</b>	<b>413</b>	<b>22 709</b>	<b>2</b>	<b>4.8</b>

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>BIRMINGHAM EXECUTIVE AIRWAYS</b>										
BAE (H.P.) JETSTREAM 31	138	-	164	-	390	-	1 329	1 061	3	4.9
GULF AMERICAN GULFSTREAM I	201	-	274	-	524	-	2 326	3 073	3	6.3
<b>TOTAL</b>	<b>340</b>	<b>-</b>	<b>438</b>	<b>-</b>	<b>913</b>	<b>-</b>	<b>3 655</b>	<b>4 135</b>	<b>6</b>	<b>5.6</b>
<b>BOND HELICOPTERS</b>										
AEROSPATIALE AS332 SUPER PUMA	139	2	469	6	555	8	4 248	1 259	7	2.4
AEROSPATIALE SA365 DAUPHIN	285	8	7 330	278	1 140	33	29 260	1 138	14	2.7
MBB BO105	8	-	319	-	41	-	453	11	8	0.2
SIKORSKY S76 SPIRIT	129	1	1 290	9	478	5	6 628	663	7	2.2
<b>TOTAL</b>	<b>561</b>	<b>11</b>	<b>9 408</b>	<b>293</b>	<b>2 214</b>	<b>45</b>	<b>40 589</b>	<b>3 071</b>	<b>36</b>	<b>2.0</b>
<b>BRISTON HELICOPTERS</b>										
AEROSPATIALE AS332 SUPER PUMA	539	-	3 241	-	2 247	-	41 231	6 857	23	2.9
BELL MODEL 214ST	32	-	195	-	138	-	3 172	521	1	4.2
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	-
BELL 212/412	125	-	3 851	-	806	-	17 707	582	10	3.3
SIKORSKY S61N	148	-	1 063	-	899	-	12 903	1 796	14	2.3
SIKORSKY S76 SPIRIT	102	-	1 051	-	445	-	5 529	537	8	1.5
<b>TOTAL</b>	<b>946</b>	<b>-</b>	<b>9 401</b>	<b>-</b>	<b>4 535</b>	<b>-</b>	<b>80 542</b>	<b>10 293</b>	<b>59</b>	<b>2.5</b>
<b>BRITANNIA AIRWAYS</b>										
AIRBUS A300B4/100/200	99	-	49	-	156	-	13 532	28 635	2	8.9
BOEING 737-200	4 159	-	2 310	-	6 597	-	262 993	474 981	26	7.3
BOEING 737-300	957	-	511	-	1 517	-	65 960	125 533	7	8.0
BOEING 767-200	1 268	-	594	-	1 942	-	130 085	286 023	7	8.4
<b>TOTAL</b>	<b>6 483</b>	<b>-</b>	<b>3 464</b>	<b>-</b>	<b>10 211</b>	<b>-</b>	<b>472 570</b>	<b>915 173</b>	<b>42</b>	<b>7.6</b>
<b>BRITISH AIR FERRIES</b>										
HANDLEY PAGE HERALD 200	3	26	7	58	12	100	218	109	2	1.4
VICKERS VISCOUNT 800	218	83	605	198	682	264	12 264	9 440	9	2.9
<b>TOTAL</b>	<b>221</b>	<b>109</b>	<b>612</b>	<b>256</b>	<b>694</b>	<b>364</b>	<b>12 482</b>	<b>9 550</b>	<b>11</b>	<b>2.6</b>

**Aircraft Type and Utilisation: Individual Airlines**

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>BRITISH AIRWAYS AND CALEDONIAN AIRWAYS</b>										
AIRBUS A320-100/200	393	-	476	-	766	-	45 841	38 538	4	6.1
BAC/AEROSPATIALE CONCORDE	913	-	190	-	650	-	10 056	53 564	7	3.0
BAE (HS) 748	287	9	1 196	32	1 058	30	25 814	7 360	11	4.4
BAE(BAC)1-11-500 SERIES	1 848	-	3 232	-	4 061	-	181 747	105 070	34	4.0
BOEING 737-200	4 247	-	5 597	-	8 570	-	384 508	297 777	43	6.5
BOEING 737-300	323	-	432	-	661	-	33 034	27 421	3	6.9
BOEING 747-100/100F	4 896	-	1 165	-	6 426	-	181 690	1 301 496	16	12.4
BOEING 747-200	5 573	6	1 013	1	7 189	7	181 531	1 521 370	18	12.0
BOEING 747-200B COMBI	1 556	-	280	-	1 980	-	46 577	367 441	6	11.8
BOEING 757-200	3 627	21	4 886	40	7 172	42	592 152	453 230	35	6.6
BRITISH AEROSPACE ATP	218	-	733	-	711	-	30 048	8 870	4	3.6
LOCKHEED L-1011-1/100 TRISTAR	1 004	-	550	-	1 543	-	106 950	199 530	7	7.1
LOCKHEED L1011-200 TRISTAR	1 813	-	531	-	2 490	-	54 096	287 364	8	10.8
MCDONNELL-DOUGLAS DC10-30	2 088	5	379	1	2 649	7	37 920	279 148	8	12.7
<b>TOTAL</b>	<b>28 786</b>	<b>41</b>	<b>20 660</b>	<b>74</b>	<b>45 924</b>	<b>86</b>	<b>1 911 964</b>	<b>4 948 181</b>	<b>204</b>	<b>7.4</b>
<b>BRITISH INTERNATIONAL HELIS</b>										
AEROSPATIALE AS332 SUPER PUMA	149	-	648	-	598	-	7 124	1 638	5	4.1
BOEING-VERTOL MOD.234 CHINOOK	-	2	-	65	-	12	-	-	2	-
SIKORSKY S61N	278	-	3 027	-	1 302	-	33 901	3 027	16	2.4
SIKORSKY S76 SPIRIT	12	-	156	-	50	-	389	29	4	0.6
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>439</b>	<b>2</b>	<b>3 831</b>	<b>65</b>	<b>1 950</b>	<b>12</b>	<b>41 414</b>	<b>4 693</b>	<b>28</b>	<b>2.2</b>
<b>BRITISH ISLAND AIRWAYS</b>										
BAE(BAC)1-11-300/400/475	223	-	378	-	449	-	4 073	11 882	4	3.0
BAE(BAC)1-11-500 SERIES	398	-	356	-	728	-	27 702	33 688	4	4.2
MCDONNELL-DOUGLAS MD-80-83	510	-	293	-	803	-	34 253	62 579	3	5.5
<b>TOTAL</b>	<b>1 132</b>	<b>-</b>	<b>1 027</b>	<b>-</b>	<b>1 980</b>	<b>-</b>	<b>66 028</b>	<b>108 149</b>	<b>11</b>	<b>4.0</b>
<b>BRITISH MIDLAND</b>										
BOEING 737-300	548	-	907	-	1 192	-	74 023	47 212	4	9.5
BOEING 737-400	190	-	360	-	435	-	31 437	16 588	2	9.1
BRITISH AEROSPACE ATP	149	-	696	-	645	-	19 631	4 568	3	5.2
MCDONNELL-DOUGLAS DC9 SRS 30	463	-	1 159	-	1 233	-	72 174	28 586	6	8.3
MCDONNELL-DOUGLAS DC9-10/15	435	1	1 213	2	1 132	3	51 875	20 295	6	5.0
<b>TOTAL</b>	<b>1 785</b>	<b>1</b>	<b>4 335</b>	<b>2</b>	<b>4 638</b>	<b>3</b>	<b>249 140</b>	<b>117 249</b>	<b>21</b>	<b>7.1</b>

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>BRYMON AIRWAYS</b>										
DE HAVILLAND DHC-6 TWIN OTTER	59	-	301	-	302	-	2 976	603	2	3.6
DE HAVILLAND DHC-7 DASH-7	253	-	955	-	899	-	20 073	6 998	5	5.5
<b>TOTAL</b>	<b>311</b>	<b>-</b>	<b>1 256</b>	<b>-</b>	<b>1 201</b>	<b>-</b>	<b>23 049</b>	<b>7 600</b>	<b>7</b>	<b>4.9</b>
<b>BUSINESS AIR LIMITED</b>										
EMBRAER EMB110 BANDEIRANTE	57	-	200	-	155	-	737	311	3	1.4
SHORTS 360	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>57</b>	<b>-</b>	<b>200</b>	<b>-</b>	<b>155</b>	<b>-</b>	<b>737</b>	<b>311</b>	<b>4</b>	<b>1.1</b>
<b>CALEDONIAN HELICOPTERS</b>										
BELL MODEL 214ST	40	-	174	-	165	-	1 703	391	3	1.3
<b>TOTAL</b>	<b>40</b>	<b>-</b>	<b>174</b>	<b>-</b>	<b>165</b>	<b>-</b>	<b>1 703</b>	<b>391</b>	<b>3</b>	<b>1.3</b>
<b>CAPITAL AIRLINES</b>										
SHORTS 360	257	-	838	-	900	-	17 893	6 642	5	6.4
<b>TOTAL</b>	<b>257</b>	<b>-</b>	<b>838</b>	<b>-</b>	<b>900</b>	<b>-</b>	<b>17 893</b>	<b>6 642</b>	<b>5</b>	<b>6.4</b>
<b>CHANNEL EXPRESS (AIR SVCS)</b>										
HANDLEY PAGE HERALD 200	-	157	-	627	-	638	-	-	8	2.7
<b>TOTAL</b>	<b>-</b>	<b>157</b>	<b>-</b>	<b>627</b>	<b>-</b>	<b>638</b>	<b>-</b>	<b>-</b>	<b>8</b>	<b>2.7</b>
<b>CITY AIRWAYS</b>										
PIPER PA31/31P NAVAJO CHIEFTN	-	-	-	-	-	-	-	-	-	-
SHORTS 330	-	-	-	-	-	-	-	-	-	0.3
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.2</b>

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Ave Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>DAN AIR</b>										
AIRBUS A300B4/100/200	272	-	137	-	407	-	40 976	81 892	2	6.3
BAE (HS) 748	231	29	573	105	781	102	1 870	6 941	8	3.3
BAE 146 SERIES 100	278	-	534	-	640	-	2 192	15 909	3	7.8
BAE(BAC)1-11-200 SERIES	98	-	176	-	226	-	-	4 543	2	6.2
BAE(BAC)1-11-300/400/475	285	-	465	-	618	-	95	14 642	3	5.8
BAE(BAC)1-11-500 SERIES	1 101	-	1 391	-	2 189	-	56 512	95 693	11	5.3
BOEING 727-100/100C	277	-	224	-	448	-	20 115	33 439	3	3.8
BOEING 727-200/200 ADVANCED	989	-	532	-	1 457	-	80 031	161 356	8	6.3
BOEING 737-200	652	-	308	-	1 002	-	34 251	75 362	4	7.1
BOEING 737-300	276	-	119	-	418	-	12 902	33 102	2	8.3
BOEING 737-400	284	-	173	-	444	-	20 630	39 724	2	4.9
<b>TOTAL</b>	<b>4 742</b>	<b>29</b>	<b>4 632</b>	<b>105</b>	<b>8 630</b>	<b>102</b>	<b>269 574</b>	<b>562 603</b>	<b>48</b>	<b>5.5</b>
<b>GB AIRWAYS</b>										
BOEING 737-200	342	-	212	-	576	-	13 077	23 543	2	5.8
VICKERS VISCOUNT 800	1	-	18	-	5	-	941	65	1	1.0
<b>TOTAL</b>	<b>343</b>	<b>-</b>	<b>230</b>	<b>-</b>	<b>581</b>	<b>-</b>	<b>14 018</b>	<b>23 608</b>	<b>3</b>	<b>2.7</b>
<b>GUERNSEY AIRLINES</b>										
SHORTS 360	111	-	405	-	453	-	9 014	2 830	2	6.7
<b>TOTAL</b>	<b>111</b>	<b>-</b>	<b>405</b>	<b>-</b>	<b>453</b>	<b>-</b>	<b>9 014</b>	<b>2 830</b>	<b>2</b>	<b>6.7</b>
<b>HEAVYLIFT CARGO AIRLINES</b>										
CANADAIR CL-44	-	48	-	17	-	100	-	-	1	2.8
SHORTS BELFAST	-	120	-	49	-	259	-	-	3	1.8
<b>TOTAL</b>	<b>-</b>	<b>168</b>	<b>-</b>	<b>66</b>	<b>-</b>	<b>359</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>2.1</b>
<b>INTER EUROPEAN AIRWAYS</b>										
BOEING 737-300	424	-	172	-	629	-	21 550	55 632	2	8.3
<b>TOTAL</b>	<b>424</b>	<b>-</b>	<b>172</b>	<b>-</b>	<b>629</b>	<b>-</b>	<b>21 550</b>	<b>55 632</b>	<b>2</b>	<b>8.3</b>
<b>ISLES OF SCILLY SKYBUS</b>										
PILATUS BN-2A ISLANDER	21	-	427	-	107	-	2 283	112	4	0.4
<b>TOTAL</b>	<b>21</b>	<b>-</b>	<b>427</b>	<b>-</b>	<b>107</b>	<b>-</b>	<b>2 283</b>	<b>112</b>	<b>4</b>	<b>0.4</b>

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>JANES AVIATION</b>										
DOUGLAS DC3/C47 DAKOTA	-	5	-	25	-	25	-	-	2	0.2
SHORTS 330	-	2	-	10	-	11	-	-	1	0.4
<b>TOTAL</b>	-	8	-	35	-	36	-	-	3	0.2
<b>JERSEY EUROPEAN AIRWAYS</b>										
EMBRAER EMB110 BANDEIRANTE	26	-	80	-	98	-	735	256	1	3.0
FOKKER F27 100-600	96	-	453	-	352	-	10 999	2 602	2	3.8
SHORTS 360	71	-	587	-	323	-	10 453	1 601	3	3.2
<b>TOTAL</b>	193	-	1 120	-	772	-	22 187	4 460	6	3.4
<b>LOGANAIR</b>										
BAE 146 SERIES 200/QT	96	10	196	18	222	25	8 634	5 736	1	6.5
BRITISH AEROSPACE ATP	-	-	-	-	-	-	-	-	1	-
DE HAVILLAND DHC-6 TWIN OTTER	89	-	473	-	422	-	4 147	748	4	3.4
PILATUS BN-2A ISLANDER	30	-	624	-	163	-	3 383	170	6	1.2
SHORTS 360	175	-	841	-	758	-	16 342	3 380	5	4.9
<b>TOTAL</b>	390	10	2 134	18	1 566	25	32 506	10 033	17	3.0
<b>LONDON CITY AIRWAYS</b>										
DE HAVILLAND DHC-7 DASH-7	184	-	552	-	656	-	8 889	2 979	3	6.4
<b>TOTAL</b>	184	-	552	-	656	-	8 889	2 979	3	6.4
<b>MANX AIRLINES</b>										
BAE 146 SERIES 100	62	-	191	-	121	-	11 810	3 719	1	4.4
BRITISH AEROSPACE ATP	32	-	161	-	97	-	6 511	1 363	2	2.6
SHORTS 360	92	-	568	-	352	-	11 904	2 084	4	4.0
<b>TOTAL</b>	186	-	920	-	570	-	30 225	7 166	7	3.8
<b>MC ALPINE AVIATION</b>										
BAE(HS) 125	-	-	-	-	-	-	-	-	-	-
BAE(BAC)1-11-300/400/475	1	-	1	-	1	-	9	9	1	-
<b>TOTAL</b>	1	-	1	-	1	-	9	9	1	-

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>MONARCH AIRLINES</b>										
BOEING 737-300	498	-	896	-	1 169	-	6 669	37 059	6	6.3
BOEING 757-200	1 347	-	618	-	1 963	-	100 318	260 402	8	7.9
<b>TOTAL</b>	<b>1 845</b>	<b>-</b>	<b>1 514</b>	<b>-</b>	<b>3 131</b>	<b>-</b>	<b>106 987</b>	<b>297 461</b>	<b>14</b>	<b>7.1</b>
<b>NATIONAL COMMUTER AIRWAYS</b>										
BEECHCRAFT 200 SUPER KING AIR	21	-	78	-	76	-	-	144	1	2.8
SHORTS 330	8	13	24	48	24	51	731	69	1	2.6
SHORTS 360	48	-	180	-	143	-	1 714	591	-	-
<b>TOTAL</b>	<b>77</b>	<b>13</b>	<b>282</b>	<b>48</b>	<b>243</b>	<b>51</b>	<b>2 445</b>	<b>804</b>	<b>2</b>	<b>2.7</b>
<b>NOVAIR INTERNATIONAL</b>										
MCDONNELL-DOUGLAS DC10-10	327	-	138	-	477	-	34 547	104 428	3	4.4
<b>TOTAL</b>	<b>327</b>	<b>-</b>	<b>138</b>	<b>-</b>	<b>477</b>	<b>-</b>	<b>34 547</b>	<b>104 428</b>	<b>3</b>	<b>4.4</b>
<b>ORION AIRWAYS</b>										
AIRBUS A300B4/100/200	-	-	-	-	-	-	-	-	-	4.5
BOEING 737-300	-	-	-	-	-	-	-	-	-	4.5
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.5</b>
<b>PARAMOUNT AIRWAYS</b>										
MCDONNELL-DOUGLAS MD-80-83	429	-	187	-	654	-	22 818	62 381	3	5.5
<b>TOTAL</b>	<b>429</b>	<b>-</b>	<b>187</b>	<b>-</b>	<b>654</b>	<b>-</b>	<b>22 818</b>	<b>62 381</b>	<b>3</b>	<b>5.5</b>
<b>PEREGRINE AIR SERVICES</b>										
BEECH KINGAIR 90/100	-	-	-	-	-	-	-	-	1	0.2
CESSNA 404 TITAN	15	-	68	-	85	-	-	60	2	1.2
GULF AMERICAN GULFSTREAM I	125	-	350	-	373	-	969	1 958	4	2.3
<b>TOTAL</b>	<b>141</b>	<b>-</b>	<b>418</b>	<b>-</b>	<b>458</b>	<b>-</b>	<b>969</b>	<b>2 018</b>	<b>7</b>	<b>1.7</b>
<b>REGION AIRWAYS</b>										
BAE (H.P.) JETSTREAM 31	32	-	102	-	116	-	355	111	1	1.4
EMBRAER EMB110 BANDEIRANTE	24	-	90	-	91	-	573	154	1	2.7
<b>TOTAL</b>	<b>56</b>	<b>-</b>	<b>192</b>	<b>-</b>	<b>207</b>	<b>-</b>	<b>928</b>	<b>265</b>	<b>2</b>	<b>2.0</b>

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Mar 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Mar 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
RYANAIR-EUROPE BAE(BAC)1-11-500 SERIES	30	-	139	-	111	-	-	1 564	1	2.3
TOTAL	30	-	139	-	111	-	-	1 564	1	2.3
SCOTTISH EUROPEAN AIRWAYS BAE (HS) 748	77	-	108	1	253	1	1 375	1 186	2	4.7
TOTAL	77	-	108	1	253	1	1 375	1 186	2	4.7
SUCKLING AIRWAYS DORNIER 228-100/200	40	-	152	-	138	-	975	266	1	4.8
TOTAL	40	-	152	-	138	-	975	266	1	4.8
TRADEWINDS AIRWAYS BOEING 707 ALL SERIES	-	94	-	26	-	127	-	-	1	4.5
TOTAL	-	94	-	26	-	127	-	-	1	4.5
TRANS EUROPEAN AIRWAYS (UK) BOEING 737-200	135	-	79	-	215	-	8 348	15 184	1	3.5
TOTAL	135	-	79	-	215	-	8 348	15 184	1	3.5
VIRGIN ATLANTIC AIRWAYS BOEING 747-200	681	-	110	-	855	-	35 665	232 339	2	11.9
TOTAL	681	-	110	-	855	-	35 665	232 339	2	11.9
WESTAIR INTERNATIONAL HANDLEY PAGE HERALD 200	-	14	-	40	-	47	-	-	-	0.4
TOTAL	-	14	-	40	-	47	-	-	-	0.4
GRAND TOTAL	57 106	1 248	79 991	2 542	108 191	3 090	3 998 712	8 085 299	670	5.1

(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 by the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication



**Passengers Uplifted on Domestic Routes For April 1989 (a) (b) Table 13**

Heathrow	Aberdeen	34 244
	Belfast	88 154
	Birmingham	11 134
	Channel Islands (c)	31 869
	East Midlands	7 007
	Edinburgh	103 317
	Glasgow	104 711
	Humberside	1 733
	Inverness	10 287
	Isle of Man	9 357
	Leeds/Bradford	17 064
	Liverpool	8 017
	Manchester	79 108
	Newcastle	29 474
	Newquay	3 247
	Norwich	1 409
	Plymouth	2 893
Tees-Side	15 573	
Gatwick	Aberdeen	6 998
	Belfast	7 420
	Birmingham	1 516
	Channel Islands (c)	17 797
	Edinburgh	16 017
	Exeter	656
	Glasgow	16 277
	Inverness	438
	Leeds/Bradford	2 315
	Manchester	16 003
	Newcastle	6 148
	Plymouth	1 103
	Luton	Belfast City
Channel Islands (c)		1 384
Isle of Man		650
Southend	Channel Islands (c)	2 509
Stansted	Channel Islands (c)	3 969
	Edinburgh	1 464
	Glasgow	1 615
Aberdeen	Birmingham	1 677
	Dundee	24
	East Midlands	536
	Edinburgh	1 577
	Glasgow	2 403
	Humberside	1 372
	Inverness	38
	Kirkwall	1 939
	Manchester	5 039
	Newcastle	37
	Norwich	2 757
	Other Scottish Aerodromes	5 055
	Sumburgh	15 105
Tees-Side	1 423	
Belfast	Birmingham	9 693
	Bristol	588
	Cardiff Wales	711
	Channel Islands (c)	2 455
	East Midlands	4 318
	Glasgow	3 596
	Leeds/Bradford	4 182
	Manchester	9 185
	Newcastle	1 370
Belfast City	Birmingham	2 413
	Blackpool	1 041
	Edinburgh	4 073
	Exeter	351
	Glasgow	5 695
	Isle of Man	2 812
	Leeds/Bradford	4 873
	Liverpool	4 790
	Manchester	5 669
	Tees-Side	228

Passengers Uplifted on Domestic Routes For April 1989

Table 13

Birmingham	Channel Islands (c)	7 013
	Edinburgh	10 030
	Glasgow	10 209
	Manchester	28
Blackpool	Channel Islands (c)	305
	Isle of Man	3 012
Bournemouth	Channel Islands (c)	7 160
	Manchester	848
Bristol	Channel Islands	2 219
	Glasgow	674
	Isles of Scilly-St. Marys	47
	Leeds/Bradford	337
Cambridge	Manchester	378
Cardiff Wales	Channel Islands	2 407
	Glasgow	756
	Leeds/Bradford	412
Channel Islands (c)	Channel Islands (c)	22 867
	East Midlands	7 468
	Exeter	8 735
	Glasgow	3 828
	Humberside	74
	Leeds/Bradford	1 169
	Liverpool	541
	Manchester	8 182
	Newcastle	1 174
	Norwich	939
	Plymouth	2 127
	Southampton	34 335
Tees-Side	1 091	
Dundee	Manchester	482
East Midlands	Edinburgh	1 438
	Glasgow	5 863
	Jersey	269
Edinburgh	Glasgow	7
	Humberside	205
	Kirkwall	687
	Leeds/Bradford	2 802
	Manchester	6 777
	Norwich	1 462
	Other Scottish Aerodromes	715
	Sumburgh	112
Exeter	Manchester	531
	Plymouth	43
Glasgow	Inverness	1 301
	Isle of Man	1 118
	Kirkwall	349
	Leeds/Bradford	2 165
	Londonderry	557
	Manchester	8 255
	Other Scottish Aerodromes	7 496
	Sumburgh	485
Humberside	Norwich	555
	Tees-Side	9
Inverness	Kirkwall	440
	Other Scottish Aerodromes	2 393
	Sumburgh	392
Isle of Man	Liverpool	11 160
Isles of Scilly-St. Marys	Manchester	5 847
	Lands End (St Just)	2 283
	Newquay	4
	Penzance Heliport	6 339
	Plymouth	212

Passengers Uplifted on Domestic Routes For April 1989

Table 13

Isles of Scilly-Tresco	Penzance Heliport	1 743
Kirkwall	Manchester	33
	Other Scottish Aerodromes	2 683
	Sumburgh	648
Londonderry	Manchester	190
Manchester	Other Scottish Aerodromes	48
	Sumburgh	117
Newquay	Plymouth	20
Norwich	Tees-Side	208
Other Scottish Aerodromes	Other Scottish Aerodromes	1 718
	Sumburgh	170
Other Routes (d)	Other Routes (d)	2 359

(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) April 1989

Table 14.1

	First	Premium	Economy	Fare Groups		Discount	Part	Inclusive	Standby	Class	Total
				Advance	Off-Peak		Charter	Tour		Fares	Passengers
				Purchase							
<b>Class 1</b>											
All	28 072	339 041	791 892	408 106	104 582	602 665	111 200	149 300	32 722	82 855	2 650 425
International	27 966	338 980	359 780	317 275	98 524	339 585	91 182	99 153	3 177	60 469	1 736 091
Domestic	106	61	432 112	90 831	6 058	263 070	20 018	50 147	29 545	22 386	914 334

(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) April 1989

Charter Categories

		ABC	Affinity	ITC	Other	Total Passengers
Class 2	All	5 910	189	-	38 538	44 637
	International	5 910	189	-	37 560	43 659
	Domestic	-	-	-	978	978
Class 3	All	-	-	1 181 469	-	1 181 469
	International	-	-	1 179 634	-	1 179 634
	Domestic	-	-	1 835	-	1 835
Class 4	All	1 293	-	20 208	13 640	35 141
	International	1 203	-	19 504	13 498	34 205
	Domestic	90	-	704	142	936
Class 7	All	-	-	-	157 089	157 089
	International	-	-	-	156 797	156 797
	Domestic	-	-	-	292	292
(b) Exempt	All	-	-	-	47 508	47 508
	International	-	-	-	28 173	28 173
	Domestic	-	-	-	19 335	19 335
Total Non-Scheduled	All	7 203	189	1 201 677	256 775	1 465 844
	International	7 113	189	1 199 138	255 363	1 442 468
	Domestic	90	-	2 539	20 747	23 376

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

(b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a)

Quarter Ended Mar 1989

Table 15

	Stage Flights	Aircraft Hours
AEROSPATIALE AS332 SUPER PUMA	85	88
AEROSPATIALE AS355 ECUREUIL 2	354	369
AEROSPATIALE SA341 GAZELLE	26	25
AEROSPATIALE SA350 ECUREUIL	529	555
AEROSPATIALE SA365 DAUPHIN	889	178
AGUSTA A109A	254	125
AIRSHIP INDUSTRIES SKYSHIP 600	69	110
BAE(HS) 125	915	1 056
BEECH KINGAIR 90/100	333	419
BEECHCRAFT BARON MOD.55/58/58P	54	42
BEECHCRAFT QUEEN AIR 65/80	20	20
BEECHCRAFT SUPER KING AIR 300	2	1
BEECHCRAFT 200 SUPER KING AIR	1 654	1 324
BELL 206B JET RANGER	2 817	2 141
BELL 206L LONG RANGER	539	291
CESSNA 172 SKYHAWK	258	163
CESSNA 180 SKYWAGON	64	65
CESSNA 206 STATIONAIR	25	14
CESSNA 310	413	248
CESSNA 401/402/411/421	272	331
CESSNA 404 TITAN	432	652
CESSNA 414A CHANCELLOR	19	17
CESSNA 441 CONQUEST	233	324
CESSNA 500 CITATION I	247	258
CESSNA 550 CITATION II	168	200
DASSAULT MYSTERE-FALCON 20	52	67
DE HAVILLAND DHC-6 TWIN OTTER	616	730
DOUGLAS DC3/C47 DAKOTA	85	144
EMBRAER EMB110 BANDEIRANTE	846	985
ENSTROM F28A/F280 SHARK	310	390
GATES LEARJET 35A	180	240
HILLER UH12	6	4
HUGHES 500	153	163
MBB B0105	3 090	927
MITSUBISHI DIAMOND 1	11	28
PARTENAVIA P68B/C	357	521
PILATUS BN-2A ISLANDER	1 249	717
PILATUS BN-2A MKIII TRISLANDER	300	209
PIPER PA-23 AZTEC/APACHE	589	590
PIPER PA-28 CHEROKEE SRS/PA-32	14	7
PIPER PA-31/31P NAVAJO CHIEFTN	1 860	1 953
PIPER PA-34 SENECA II	66	88
REIMS-CESSNA F406/CARAVAN II	204	138
ROBINSON R22	75	75
SHORTS 330	1 508	1 766
SHORTS 360	1 675	2 007
SIKORSKY S61N	1 999	1 081
SIKORSKY S76 SPIRIT	533	208
<b>TOTAL</b>	<b>26 449</b>	<b>22 054</b>

(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

**Licence** means an Air Transport Licence granted under Section 65 of the Civil Aviation Act 1982.

**Class 1** authorises scheduled service flights;

**Class 2** authorises the carriage of charter categories other than ITC's and sole use;

**Class 3** authorises inclusive tour charter and travel only charter flights;

**Class 4** authorises the carriage, on the same aircraft, of ITC's and other categories, other than sole use;

**Class 5** authorises substitute charter flights (except exempted operations) for other UK airlines using UK registered aircraft;

**Class 6** authorises charter flights for the carriage of cargo and attendants;

**Class 7** 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.

**NB** 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 SERVICE

- 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 flights 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.

<b>Aircraft days available</b>	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 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.
<b>Aircraft hours</b>	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.
<b>Average daily Utilisation per A/C (Hours)</b>	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.
<b>Aircraft kilometres</b>	Aircraft kilometres are calculated by multiplying the number of flights performed by the stage distance.
<b>All cargo services</b>	are scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
<b>Cargo (or mail) tonne-kilometres used</b>	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.
<b>Cargo</b>	The weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags but excluding passengers' and crews' permitted baggage and mail.
<b>Cargo (or mail) tonnes uplifted</b>	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.
<b>Distance flown per passenger</b>	The average distance flown per passenger is calculated by dividing the seat kilometres used by the number of passengers carried.
<b>Passenger load factor</b>	is calculated by dividing seat-kilometres used by seat-kilometres available and expressing it as a percentage.
<b>Passenger Tonne Kilometres Used</b>	are calculated by multiplying the weight of passengers carried over each stage flight by the stage distance.
<b>Passengers uplifted</b>	are calculated obtained 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.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft measured in metric tonnes.
<b>Revenue passengers</b>	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 kilogrammes.
- 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.