



## **UK AIRLINES**

### **MONTHLY OPERATING AND TRAFFIC STATISTICS**

**APRIL 1992**

**STATISTICS BRANCH LIBRARY**

PLEASE RETURN THIS BOOK,  
AS SOON AS POSSIBLE,  
TO ROOM T406/7.

# **UK AIRLINES**

## **MONTHLY OPERATING AND TRAFFIC STATISTICS**

**APRIL 1992**

© Civil Aviation Authority 1992

ISSN 0265-0266

22

## FOREWORD

### 1 CONTENT

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

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

### 2 CONVENTIONS

2.1 Symbols and Abbreviations The following are used throughout:

- .. = not available
- = nil or less than half the final digit shown
- P = provisional

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

2.3 Units of Measurement Metric measurements are used throughout this publication

	Tonne = 1000 kilograms
Conversion factors	(metric to imperial)
	0.9072 tonnes = 1 short ton (2000 lbs)
	1.0160 tonnes = 1 ton (2240 lbs)
	1.6095 kilometres = 1 statute mile (5280 feet)
	1.4600 tonne-kilometres = 1 short ton mile

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

### 3 ENQUIRIES

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

Civil Aviation Authority	Tel. 071-832 5504
Aviation Data Unit	071-832 5223
Room T407A	
CAA House	
45/59 Kingsway	
London WC2B 6TE	

3.2 Distribution Enquiries concerning orders and subscriptions should be addressed to:

Civil Aviation Authority	Tel. Cheltenham (0242) 235151
Printing and Publication Services	
Greville House	
37 Gratton Road	
Cheltenham	
Glos GL50 2BN	

Annual Subscription Rate £47.00  
Individual Copy Rate £ 4.70

3.3 Magnetic Media 3.5 inch diskettes are available in Word5 format. Enquiries should be made to the Aviation Data Unit at the address given in Para 3.1 above.

Annual Magnetic Subscription Rate £100.00 + VAT  
Individual Diskette Rate £ 10.00 + VAT

4 FURTHER INFORMATION

It is possible, subject to confidentiality constraints, to commission individually tailored analyses of data. They may reveal more detail than is published. Enquiries should be made of the Aviation Data Unit at the address given in Para 3.1.

5 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

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

6 OTHER MONTHLY STATISTICAL PUBLICATIONS

ux9  
 eft

6.1 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.

## CONTENTS

### UK Airlines - Operating and Traffic Statistics

#### Tables

1. Size of UK Airlines
2. Main Outputs of UK Airlines (1966-1992)

#### Scheduled Services

- 3.1 All Services
- 3.2 International Services
- 3.3. Domestic Services

#### Non-scheduled Services

- 4.1 All Services
  - 4.2 International Services
  - 4.3 Domestic Services
- 
- 5.1 All Class 2 Licence Operations
  - 5.2 International Class 2 Licence Operations
  - 5.3 Domestic Class 2 Licence Operations
- 
- 6.1 All Class 6 Licence Operations
  - 6.2 International Class 6 Licence Operations
  - 6.3 Domestic Class 6 Licence Operations
- 
- 7.1 All Class 7 Licence Operations
  - 7.2 International Class 7 Licence Operations
  - 7.3 Domestic Class 7 Licence Operations
- 
- 8.1 All Class 8 Licence Operations
  - 8.2 International Class 8 Licence Operations
  - 8.3 Domestic Class 8 Licence Operations
- 
- 9.1 All Exempt Operations
  - 9.2 International Exempt Operations
  - 9.3 Domestic Exempt Operations
- 
- 10.1 Sub Charter Operations performed under Class 5 Licences
  - 10.2 Exempt Sub Charter Operations performed for UK operators
  - 10.3 Exempt Sub Charter Operations performed for Non UK operators

CONTENTS continued

Aircraft Type and Utilisation

- 11.1 All Airlines
- 11.2 Individual Airlines

Miscellaneous Traffic Statistics

- 12 Passengers uplifted on Domestic Routes
- 13.1 Scheduled Passenger Analysis by Fare Groups
- 13.2 Non-Scheduled Passenger Analysis of Licences and Charter Categories
- 14 Public Transport Air Taxi Operations

Appendix Definitions - UK Airline Statistics

Size of UK Airlines by Available Capacity  
Year ended April 1992 (a)

Table 1

	Output in Available tonne-kilometres (000 000)	Percentage of all available tonne-kilometres	Tonne- kilometres used (000 000)	Percentage of all tonne- kilometres used
British Airways	13 351	62.5	8 789	60.4
Virgin Atlantic Airways	1 851	8.7	1 010	6.9
Britannia Airways	1 471	6.9	1 332	9.2
Monarch Airlines	825	3.9	663	4.6
Air 2000	788	3.7	705	4.9
Dan-Air Services	609	2.9	508	3.5
British Midland	422	2.0	208	1.4
Caledonian Airways	382	1.8	308	2.1
Airtours International	280	1.3	226	1.6
Air UK	215	1.0	89	0.6
Air UK Leisure	205	1.0	156	1.1
Inter European Airways	189	0.9	141	1.0
Heavylift Cargo Airlines	129	0.6	68	0.5
Trans European Airlines	98	0.5	73	0.5
GB Airways t/a Gibair	84	0.4	47	0.3
Anglo Cargo	51	0.2	32	0.2
Air Foyle	50	0.2	27	0.2
Air Bridge Carriers	48	0.2	20	0.1
Loganair	38	0.2	26	0.2
Channel Express (Air Services)	29	0.1	11	0.1
Birmingham European Airways	29	0.1	14	0.1
British Air Ferries	28	0.1	15	0.1
Jersey European Airways	26	0.1	12	0.1
Brymon Airways	26	0.1	11	0.1
Manx Airlines	25	0.1	14	0.1
Bristow Helicopters	20	0.1	14	0.1
British International Helicopters	13	0.1	5	0.0
Others	63	0.3	16	0.1
<b>Total</b>	<b>21 346</b>	<b>100.0</b>	<b>14 541</b>	<b>100.0</b>

(a) Excludes Air Taxi Operations



Main Outputs of UK Airlines 1966-1992 (a)

Table 2

	-----Available Tonne-Kilometres----->						<-----Tonne-Kilometres Used----->					
	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year
1966	3 851	15.8	2 993	12.4	858	29.8	..	..	..	..	..	..
1967	4 016	4.3	3 145	5.1	871	1.5	..	..	..	..	..	..
1968	4 214	4.9	3 256	3.5	958	10.0	..	..	..	..	..	..
1969	4 927	16.9	3 748	15.1	1 179	23.1	..	..	..	..	..	..
1970	5 782	17.4	4 129	10.2	1 653	40.2	..	..	..	..	..	..
1971	6 973	20.6	4 591	11.2	2 382	44.1	..	..	..	..	..	..
1972	8 249	18.3	5 399	17.6	2 850	19.7	..	..	..	..	..	..
1973	9 003	9.1	5 953	10.3	3 050	7.0	..	..	..	..	..	..
1974	8 287	-8.0	5 747	-3.5	2 540	-16.8	4 961	..	3 166	..	1 795	..
1975	8 928	7.8	5 984	4.2	2 944	16.0	5 397	8.8	3 317	4.8	2 080	15.9
1976	9 727	9.0	6 602	10.3	3 125	6.2	5 964	10.5	3 726	12.3	2 238	7.6
1977	10 505	8.0	6 834	3.5	3 671	17.5	6 558	10.0	3 928	5.4	2 630	17.5
1978	11 970	13.9	8 095	18.5	3 875	5.6	7 583	15.6	4 827	24.1	2 711	3.1
1979	12 749	6.5	8 841	9.2	3 908	0.9	8 238	8.6	5 550	13.9	2 688	-0.8
1980	13 215	3.6	9 829	11.2	3 386	-13.5	8 283	0.5	5 895	6.2	2 388	-11.2
1981	13 087	-0.9	9 936	1.1	3 151	-6.9	8 466	2.2	6 188	5.0	2 278	-4.6
1982	11 848	-9.5	9 068	-8.7	2 780	-11.8	7 757	-8.4	5 593	-9.6	2 164	-5.0
1983	12 011	1.4	8 989	-0.9	3 022	8.7	7 866	1.4	5 522	-1.3	2 344	8.3
1984	13 155	9.5	9 854	9.6	3 301	9.2	8 964	14.0	6 337	14.8	2 627	12.0
1985	13 408	1.9	10 166	3.2	3 242	-1.8	9 085	1.3	6 467	2.1	2 618	-0.3
1986	14 306	6.7	10 655	4.8	3 651	12.6	9 660	6.3	6 606	2.1	3 054	16.7
1987	15 848	10.8	11 424	7.3	4 423	21.1	11 231	16.3	7 586	14.8	3 645	19.4
1988	17 225	8.7	12 405	8.5	4 820	9.0	12 926	15.1	8 106	6.9	4 820	32.2
1989	18 923	9.9	13 427	8.2	5 496	14.0	13 368	3.4	8 974	10.7	4 394	-8.8
1990	20 370	7.7	15 274	13.9	5 096	-7.5	13 347	5.9	9 424	12.7	3 923	-7.5
1991(b)	20 166	-1.0	15 188	-0.6	4 978	-2.4	13 638	-3.4	9 570	-4.5	4 068	-0.5
Year ended												
Apr 1991	19 879		15 076		4 804		13 602		9 732		3 870	
Apr 1992	21 346		15 999		5 347		14 541		10 148		4 393	
Latest year's growth		7.3		6.1		11.3		6.9		4.3		13.5

(a) Excludes Air Taxi Operations  
 (b) Excludes Air Europe Operations

All Scheduled Services April 1992

Table 3.1

	Aircraft	Stage	A/C	Number of	Seat-Km	Seat-Km	As	Cargo	Tonne-Km	Tonne-Kilometres Used				As		
	-Km									Flights	Hours	Passengers	Available		Used	% of
	(000)			Uplifted	(000)	(000)	Avail	Tonnes	(000)	(000)	(000)	(000)	(000)	(000)	Avail	
<b>Passenger Services</b>																
ABERDEEN AIRWAYS	41	135	142	2 674	1 851	1 063	57.4	3	201	86	-	1	85	42.8		
AIR ATLANTIQUE & AIR CORBIERE	32	174	90	506	378	160	42.3	-	44	12	-	-	12	27.3		
AIR UK	2 150	5 529	6 101	187 261	164 422	89 565	54.5	301	16 440	7 759	58	91	7 610	47.2		
AURIGNY AIR SERVICES	134	2 151	665	25 246	2 491	1 443	57.9	109	206	122	1	5	116	59.2		
BIRMINGHAM EUROPEAN AIRWAYS	471	841	1 055	26 350	33 194	15 873	47.8	83	2 741	1 241	-	48	1 193	45.3		
BRITANNIA AIRWAYS	92	116	163	14 894	13 422	11 923	88.8	24	1 141	1 026	-	12	1 014	89.9		
BRITISH AIRWAYS	32 699	20 921	51 568	2 167 138	8 419 698	5 987 069	71.1	33 104	1 174 806	762 850	11 494	185 220	566 136	64.9		
BRITISH INTERNATIONAL HELIS	30	520	170	9 005	724	546	75.4	16	61	46	-	1	45	75.4		
BRITISH MIDLAND	2 499	5 524	6 358	318 423	285 908	151 428	53.0	740	29 555	12 160	152	203	11 805	41.1		
BRYMON AIRWAYS	384	1 287	1 285	22 992	17 009	8 763	51.5	12	1 711	722	-	3	719	42.2		
BUSINESS AIR LIMITED	57	202	159	2 000	1 934	853	44.1	-	185	73	-	-	73	39.5		
CITY FLYER EXPRESS	214	728	895	15 884	7 425	4 586	61.8	11	742	371	-	3	368	50.0		
DAN AIR	2 075	3 135	4 385	189 173	248 092	127 405	51.4	477	20 095	10 681	-	361	10 320	53.2		
GB AIRWAYS T/A GIBAIR	548	317	886	22 421	61 317	38 994	63.6	113	7 120	3 727	50	148	3 529	52.3		
GILLAIR	132	588	481	8 968	4 162	2 098	50.4	1	412	157	-	-	157	38.1		
ISLES OF SCILLY SKYBUS	51	568	242	2 933	409	261	63.8	8	41	21	-	-	21	51.2		
JERSEY EUROPEAN AIRWAYS	531	2 046	1 936	49 388	24 682	13 097	53.1	38	2 307	992	2	7	983	43.0		
LOGANAIR	791	3 281	2 909	50 795	28 236	14 443	51.2	92	2 541	1 320	-	20	1 300	51.9		
LOVE AIR	5	73	24	226	33	16	48.5	-	5	2	-	-	2	40.0		
MANX AIRLINES	308	1 351	904	52 153	18 587	12 828	69.0	83	1 680	1 045	-	19	1 026	62.2		
MANX AIRLINES (EUROPE) LTD	198	433	564	4 793	3 669	2 083	56.8	-	695	166	-	-	166	23.9		
MONARCH AIRLINES	98	48	145	6 922	17 644	14 944	84.7	9	1 587	1 278	-	23	1 255	80.5		
SUCKLING AIRWAYS	44	168	155	1 422	750	390	52.0	-	53	28	-	-	28	52.8		
VIRGIN ATLANTIC AIRWAYS	2 187	316	2 751	79 812	801 904	563 640	70.3	3 231	139 924	72 774	-	21 805	50 969	52.0		
<b>Total Passenger Services</b>	<b>45 771</b>	<b>50 452</b>	<b>84 033</b>	<b>3 261 379</b>	<b>10 157 941</b>	<b>7 063 471</b>	<b>69.5</b>	<b>38 455</b>	<b>1 404 293</b>	<b>878 659</b>	<b>11 757</b>	<b>207 970</b>	<b>658 932</b>	<b>62.6</b>		
<b>Cargo Services</b>																
AIR BRIDGE CARRIERS	40	101	97	-	-	-	-	935	739	361	-	361	-	48.8		
AIR UK	21	50	60	-	-	-	-	142	179	60	-	60	-	33.5		
BRITISH AIR FERRIES	5	8	14	-	-	-	-	27	40	18	-	18	-	45.0		
BRITISH AIRWAYS	29	45	54	-	-	-	-	469	788	298	244	54	-	37.8		
CHANNEL EXPRESS (AIR SVS)	13	84	57	-	-	-	-	314	80	51	-	51	-	63.8		
<b>Total Cargo Services</b>	<b>108</b>	<b>288</b>	<b>282</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 887</b>	<b>1 826</b>	<b>788</b>	<b>244</b>	<b>544</b>	<b>-</b>	<b>43.2</b>		
<b>Grand Total</b>	<b>45 879</b>	<b>50 740</b>	<b>84 315</b>	<b>3 261 379</b>	<b>10 157 941</b>	<b>7 063 471</b>	<b>69.5</b>	<b>40 342</b>	<b>1 406 119</b>	<b>879 447</b>	<b>12 001</b>	<b>208 514</b>	<b>658 932</b>	<b>62.5</b>		

International Scheduled Services April 1992 (a)

Table 3.2

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
<u>Passenger Services</u>														
AIR UK	1 128	2 490	3 000	95 622	88 586	50 845	57.4	116	8 858	4 391	9	62	4 320	49.6
AURIGNY AIR SERVICES	31	344	162	2 864	549	268	48.8	2	45	22	-	-	22	48.9
BIRMINGHAM EUROPEAN AIRWAYS	333	447	688	15 612	25 073	11 879	47.4	33	2 124	922	-	29	893	43.4
BRITANNIA AIRWAYS	43	18	65	2 405	6 389	5 729	89.7	-	543	487	-	-	487	89.7
BRITISH AIRWAYS	30 414	15 160	45 600	1 740 341	8 090 126	5 799 842	71.7	32 166	1 136 421	746 814	11 312	185 040	550 462	65.7
BRITISH MIDLAND	1 275	2 522	3 132	141 825	137 542	69 758	50.7	242	14 149	5 542	6	101	5 435	39.2
BRYMON AIRWAYS	153	448	524	7 260	6 726	2 701	40.2	4	697	223	-	1	222	32.0
BUSINESS AIR LIMITED	18	26	45	343	606	235	38.8	-	58	20	-	-	20	34.5
CITY FLYER EXPRESS	119	362	475	7 165	4 133	2 342	56.7	6	413	190	-	2	188	46.0
DAN AIR	1 617	2 108	3 266	130 571	195 275	100 997	51.7	346	15 818	8 479	-	298	8 181	53.6
GB AIRWAYS T/A GIBAIR	548	317	886	22 421	61 317	38 994	63.6	113	7 120	3 727	50	148	3 529	52.3
GILLAIR	6	16	19	94	183	33	18.0	-	18	2	-	-	2	11.1
JERSEY EUROPEAN AIRWAYS	29	184	110	4 423	1 393	767	55.1	1	131	57	-	-	57	43.5
LOGANAIR	17	43	56	1 066	982	436	44.4	-	88	39	-	-	39	44.3
LOVE AIR	5	73	24	226	33	16	48.5	-	5	2	-	-	2	40.0
MANX AIRLINES	35	143	100	9 395	1 783	2 388	133.9	-	182	191	-	-	191	104.9
MANX AIRLINES (EUROPE) LTD	96	192	266	1 509	1 543	748	48.5	-	338	60	-	-	60	17.8
MONARCH AIRLINES	98	48	145	6 922	17 644	14 944	84.7	9	1 587	1 278	-	23	1 255	80.5
SUCKLING AIRWAYS	27	88	93	889	467	279	59.7	-	33	20	-	-	20	60.6
VIRGIN ATLANTIC AIRWAYS	2 187	316	2 751	79 812	801 904	563 640	70.3	3 231	139 924	72 774	-	21 805	50 969	52.0
<b>Total Passenger Services</b>	<b>38 179</b>	<b>25 345</b>	<b>61 407</b>	<b>2 270 765</b>	<b>9 442 254</b>	<b>6 666 841</b>	<b>70.6</b>	<b>36 269</b>	<b>1 328 552</b>	<b>845 240</b>	<b>11 377</b>	<b>207 509</b>	<b>626 354</b>	<b>63.6</b>
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	39	97	94	-	-	-	-	859	717	339	-	339	-	47.3
AIR UK	21	50	60	-	-	-	-	142	179	60	-	60	-	33.5
BRITISH AIR FERRIES	5	8	14	-	-	-	-	27	40	18	-	18	-	45.0
BRITISH AIRWAYS	6	1	7	-	-	-	-	10	306	54	-	54	-	17.6
<b>Total Cargo Services</b>	<b>71</b>	<b>156</b>	<b>175</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 038</b>	<b>1 242</b>	<b>471</b>	<b>-</b>	<b>471</b>	<b>-</b>	<b>37.9</b>
<b>Grand Total</b>	<b>38 250</b>	<b>25 501</b>	<b>61 582</b>	<b>2 270 765</b>	<b>9 442 254</b>	<b>6 666 841</b>	<b>70.6</b>	<b>37 307</b>	<b>1 329 794</b>	<b>845 711</b>	<b>11 377</b>	<b>207 980</b>	<b>626 354</b>	<b>63.6</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 1992 (a)

Table 3.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
<u>Passenger Services</u>														
ABERDEEN AIRWAYS	41	135	142	2 674	1 851	1 063	57.4	3	201	86	-	1	85	42.8
AIR ATLANTIQUE & AIR CORBIERE	32	174	90	506	378	160	42.3	-	44	12	-	-	12	27.3
AIR UK	1 022	3 039	3 101	91 639	75 836	38 720	51.1	185	7 582	3 368	49	29	3 290	44.4
AURIGNY AIR SERVICES	103	1 807	503	22 382	1 942	1 175	60.5	107	161	100	1	5	94	62.1
BIRMINGHAM EUROPEAN AIRWAYS	138	394	367	10 738	8 121	3 994	49.2	50	617	319	-	19	300	51.7
BRITANNIA AIRWAYS	49	98	98	12 489	7 033	6 194	88.1	24	598	539	-	12	527	90.1
BRITISH AIRWAYS	2 285	5 761	5 968	426 797	329 572	187 227	56.8	938	38 385	16 036	182	180	15 674	41.8
BRITISH INTERNATIONAL HELIS	30	520	170	9 005	724	546	75.4	16	61	46	-	1	45	75.4
BRITISH MIDLAND	1 224	3 002	3 226	176 598	148 366	81 670	55.0	498	15 406	6 618	146	102	6 370	43.0
BRYMON AIRWAYS	231	839	761	15 732	10 283	6 062	59.0	8	1 014	499	-	2	497	49.2
BUSINESS AIR LIMITED	39	176	114	1 657	1 328	618	46.5	-	127	53	-	-	53	41.7
CITY FLYER EXPRESS	95	366	420	8 719	3 292	2 244	68.2	5	329	181	-	1	180	55.0
DAN AIR	458	1 027	1 119	58 602	52 817	26 408	50.0	131	4 277	2 202	-	63	2 139	51.5
GILLAIR	126	572	462	8 874	3 979	2 065	51.9	1	394	155	-	-	155	39.3
ISLES OF SCILLY SKYBUS	51	568	242	2 933	409	261	63.8	8	41	21	-	-	21	51.2
JERSEY EUROPEAN AIRWAYS	502	1 862	1 826	44 965	23 289	12 330	52.9	37	2 176	935	2	7	926	43.0
LOGANAIR	774	3 238	2 853	49 729	27 254	14 007	51.4	92	2 453	1 281	-	20	1 261	52.2
MANX AIRLINES	273	1 208	804	42 758	16 804	10 440	62.1	83	1 498	854	-	19	835	57.0
MANX AIRLINES (EUROPE) LTD	102	241	298	3 284	2 126	1 335	62.8	-	357	106	-	-	106	29.7
SUCKLING AIRWAYS	17	80	62	533	283	111	39.2	-	20	8	-	-	8	40.0
<b>Total Passenger Services</b>	<b>7 592</b>	<b>25 107</b>	<b>22 626</b>	<b>990 614</b>	<b>715 687</b>	<b>396 630</b>	<b>55.4</b>	<b>2 186</b>	<b>75 741</b>	<b>33 419</b>	<b>380</b>	<b>461</b>	<b>32 578</b>	<b>44.1</b>
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	1	4	3	-	-	-	-	76	22	22	-	22	-	100.0
BRITISH AIRWAYS	23	44	47	-	-	-	-	459	482	244	244	-	-	50.6
CHANNEL EXPRESS (AIR SVS)	13	84	57	-	-	-	-	314	80	51	-	51	-	63.8
<b>Total Cargo Services</b>	<b>37</b>	<b>132</b>	<b>107</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>849</b>	<b>584</b>	<b>317</b>	<b>244</b>	<b>73</b>	<b>-</b>	<b>54.3</b>
<b>Grand Total</b>	<b>7 629</b>	<b>25 239</b>	<b>22 733</b>	<b>990 614</b>	<b>715 687</b>	<b>396 630</b>	<b>55.4</b>	<b>3 035</b>	<b>76 325</b>	<b>33 736</b>	<b>624</b>	<b>534</b>	<b>32 578</b>	<b>44.2</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.

All Non-Scheduled Services April 1992 (a)

Table 4.1

				(b)					(b)		Tonne-Kilometres Used					
	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Mail (000)	Freight (000)	Passenger (000)	As % of Avail		
ABERDEEN AIRWAYS	3	6	10	160	99	85	85.9	-	9	6	-	-	6	66.7		
AIR 2000	2 951	1 094	4 199	192 844	675 965	573 872	84.9	-	58 407	49 255	-	-	49 255	84.3		
AIR ATLANTIQUE & AIR CORBIERE	21	46	60	-	-	-	-	306	263	149	-	149	-	56.7		
AIR BRIDGE CARRIERS	297	449	645	-	-	-	-	3 116	4 836	1 885	-	1 885	-	39.0		
AIR FOYLE	239	466	548	-	-	-	-	2 480	2 639	1 478	-	1 478	-	56.0		
AIR UK	13	17	26	1 315	1 405	945	67.3	-	141	80	-	-	80	56.7		
AIR UK LEISURE	964	459	1 481	58 812	167 459	140 884	84.1	-	15 849	11 908	-	-	11 908	75.1		
AIRTOURS INTERNATIONAL	2 009	884	3 049	134 515	336 497	308 452	91.7	-	33 561	26 208	-	-	26 208	78.1		
ARAVCO LTD	18	11	33	44	189	52	27.5	-	18	5	-	-	5	27.8		
AURIGNY AIR SERVICES	13	44	42	949	393	270	68.7	-	34	21	-	-	21	61.8		
BIRMINGHAM EUROPEAN AIRWAYS	2	2	2	-	118	69	58.5	-	15	6	-	1	5	40.0		
BOND HELICOPTERS	696	8 838	2 718	46 842	9 638	4 442	46.1	172	749	394	-	18	376	52.6		
BRISTOW HELICOPTERS	982	7 968	4 519	75 691	17 176	11 240	65.4	360	1 613	1 073	-	53	1 020	66.5		
BRITANNIA AIRWAYS	6 035	2 943	9 291	418 838	1 115 474	961 424	86.2	263	95 152	82 801	-	1 092	81 709	87.0		
BRITISH AIR FERRIES	309	877	957	16 613	14 130	7 984	56.5	999	2 214	1 120	37	420	663	50.6		
BRITISH AIRWAYS	118	159	238	6 509	11 369	7 816	68.7	50	1 681	827	4	117	706	49.2		
BRITISH INTERNATIONAL HELIS	423	3 240	1 839	33 566	8 901	4 532	50.9	126	934	379	-	16	363	40.6		
BRITISH MIDLAND	355	190	550	14 086	52 241	40 381	77.3	-	4 682	3 149	-	-	3 149	67.3		
BRYMON AIRWAYS	44	110	143	4 004	2 053	1 628	79.3	11	217	138	-	4	134	63.6		
CALEDONIAN AIRWAYS	781	384	1 173	92 740	245 972	207 354	84.3	-	22 904	17 616	-	-	17 616	76.9		
CHANNEL EXPRESS (AIR SVS)	299	758	906	-	-	-	-	2 100	2 663	1 008	343	665	-	37.9		
CITY FLYER EXPRESS	8	25	31	-	-	-	-	60	27	18	-	18	-	66.7		
DAN AIR	1 904	1 154	2 991	148 744	311 870	265 690	85.2	-	25 255	21 519	-	-	21 519	85.2		
EXCALIBUR AIRWAYS	1	2	2	350	190	186	97.9	-	18	16	-	-	16	88.9		
GB AIRWAYS T/A GIBAIR	101	122	205	11 868	12 151	9 898	81.5	-	1 364	882	-	-	882	64.7		
HEAVYLIFT CARGO AIRLINES	266	120	470	-	-	-	-	1 556	24 384	15 317	-	15 317	-	62.8		
INDEPENDENT AIRWAYS LTD	1	2	3	88	33	33	100.0	-	3	3	-	-	3	100.0		
INTER EUROPEAN AIRWAYS	1 319	541	1 948	70 206	232 282	197 451	85.0	-	20 957	14 845	-	-	14 845	70.8		
JANES AVIATION	40	140	143	-	-	-	-	377	206	92	40	52	-	44.7		
JERSEY EUROPEAN AIRWAYS	2	8	9	360	126	107	84.9	-	13	8	-	-	8	61.5		
LOGANAIR	4	17	14	493	260	163	62.7	-	24	16	-	-	16	66.7		
MANX AIRLINES	39	81	115	809	2 039	1 431	70.2	-	183	116	2	-	114	63.4		
MANX AIRLINES (EUROPE) LTD	9	16	23	-	140	133	95.0	-	31	11	-	-	11	35.5		
MONARCH AIRLINES	2 861	1 529	4 345	191 005	707 526	601 516	85.0	137	63 446	51 199	-	680	50 519	80.7		
TITAN AIRWAYS	21	94	72	-	-	-	-	48	60	13	-	13	-	21.7		
VIRGIN ATLANTIC AIRWAYS	126	18	157	8 361	59 796	58 351	97.6	66	8 040	5 885	-	459	5 426	73.2		
<b>Total</b>	<b>23 274</b>	<b>32 814</b>	<b>42 957</b>	<b>1 529 812</b>	<b>3 985 492</b>	<b>3 406 389</b>	<b>85.5</b>	<b>12 227</b>	<b>392 592</b>	<b>309 446</b>	<b>426</b>	<b>22 437</b>	<b>286 583</b>	<b>78.8</b>		
Total sub-charter operations performed on behalf of UK airlines	476	525	947	-	68 604	54 106	78.9	-	6 846	4 709	42	215	4 452	68.8		
Total excluding sub-charter operations performed on behalf of UK airlines	22 798	32 289	42 010	1 529 812	3 916 888	3 352 283	85.6	12 227	385 746	304 737	384	22 222	282 131	79.0		

(a) Excludes air taxi operations (see Table 14)

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

International Non-Scheduled Services April 1992 (a)

Table 4.2

	Aircraft			(b) Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights	A/C Hours							Total (000)	Mail (000)	Freight (000)	Passenger (000)	
ABERDEEN AIRWAYS	3	6	10	160	99	85	85.9	-	9	6	-	-	6	66.7
AIR 2000	2 951	1 094	4 199	192 844	675 965	573 872	84.9	-	58 407	49 255	-	-	49 255	84.3
AIR ATLANTIQUE & AIR CORBIERE	20	42	56	-	-	-	-	254	248	134	-	134	-	54.0
AIR BRIDGE CARRIERS	282	410	612	-	-	-	-	2 756	4 603	1 737	-	1 737	-	37.7
AIR FOYLE	222	406	501	-	-	-	-	2 079	2 447	1 354	-	1 354	-	55.3
AIR UK	10	9	19	656	1 136	756	66.5	-	114	64	-	-	64	56.1
AIR UK LEISURE	964	457	1 480	58 812	167 389	140 857	84.1	-	15 842	11 906	-	-	11 906	75.2
AIRTOURS INTERNATIONAL	2 009	884	3 049	134 515	336 497	308 452	91.7	-	33 561	26 208	-	-	26 208	78.1
ARAVCO	18	10	32	36	188	51	27.1	-	18	5	-	-	5	27.8
AURIGNY AIR SERVICES	1	2	2	-	23	16	69.6	-	2	1	-	-	1	50.0
BIRMINGHAM EUROPEAN AIRWAYS	2	2	2	-	118	69	58.5	-	15	6	-	1	5	40.0
BOND HELICOPTERS	684	8 810	2 686	46 720	9 544	4 391	46.0	172	731	390	-	18	372	53.4
BRISTOW HELICOPTERS	982	7 968	4 519	75 691	17 176	11 240	65.4	360	1 613	1 073	-	53	1 020	66.5
BRITANNIA AIRWAYS	6 035	2 943	9 291	418 838	1 115 474	961 424	86.2	263	95 152	82 801	-	1 092	81 709	87.0
BRITISH AIR FERRIES	147	346	413	3 105	5 114	3 007	58.8	440	1 132	478	-	229	249	42.2
BRITISH AIRWAYS	87	61	147	4 309	8 667	6 430	74.2	13	1 441	695	3	103	589	48.2
BRITISH INTERNATIONAL HELIS	420	3 228	1 826	33 566	8 832	4 511	51.1	126	928	377	-	16	361	40.6
BRITISH MIDLAND	355	189	549	14 035	52 224	40 367	77.3	-	4 680	3 148	-	-	3 148	67.3
CALEDONIAN AIRWAYS	781	384	1 173	92 740	245 972	207 354	84.3	-	22 904	17 616	-	-	17 616	76.9
CHANNEL EXPRESS (AIR SVS)	143	191	339	-	-	-	-	473	1 709	527	-	527	-	30.8
CITY FLYER EXPRESS	8	25	31	-	-	-	-	60	27	18	-	18	-	66.7
DAN AIR	1 885	1 099	2 925	147 100	311 051	265 137	85.2	-	25 188	21 474	-	-	21 474	85.3
EXCALIBUR AIRWAYS	1	2	2	350	190	186	97.9	-	18	16	-	-	16	88.9
GB AIRWAYS T/A GIBAIR	101	122	205	11 868	12 151	9 898	81.5	-	1 364	882	-	-	882	64.7
HEAVYLIFT CARGO AIRLINES	265	118	467	-	-	-	-	1 519	24 348	15 298	-	15 298	-	62.8
INTER EUROPEAN AIRWAYS	1 319	541	1 948	70 206	232 282	197 451	85.0	-	20 957	14 845	-	-	14 845	70.8
JANES AVIATION	6	20	24	-	-	-	-	21	33	7	-	7	-	21.2
JERSEY EUROPEAN AIRWAYS	2	4	6	166	88	71	80.7	-	9	5	-	-	5	55.6
LOGANAIR	1	4	3	-	57	40	70.2	-	5	4	-	-	4	80.0
MANX AIRLINES	12	11	18	809	1 055	908	86.1	-	88	73	-	-	73	83.0
MANX AIRLINES (EUROPE) LTD	9	16	23	-	140	133	95.0	-	31	11	-	-	11	35.5
MONARCH AIRLINES	2 861	1 529	4 345	191 005	707 526	601 516	85.0	137	63 446	51 199	-	680	50 519	80.7
VIRGIN ATLANTIC AIRWAYS	126	18	157	8 361	59 796	58 351	97.6	66	8 040	5 885	-	459	5 426	73.2
Total	22 712	30 951	41 059	1 505 892	3 968 754	3 396 573	85.6	8 739	389 110	307 498	3	21 726	285 769	79.0
Total sub-charter operations performed on behalf of UK airlines	400	295	683	-	64 551	51 753	80.2	-	6 399	4 442	3	181	4 258	69.4
Total excluding sub-charter operations performed on behalf of UK airlines	22 312	30 656	40 376	1 505 892	3 904 203	3 344 820	85.7	8 739	382 711	303 056	-	21 545	281 511	79.2

(a) Excludes air taxi operations (see Table 14)

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

Domestic Non-Scheduled Services April 1992 (a)

Table 4.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
				Number of Passengers Uplifted				Cargo Uplifted Tonnes		Total (000)	Mail (000)	Freight (000)		Passenger (000)
AIR ATLANTIQUE & AIR CORBIERE	1	4	4	-	-	-	-	52	15	15	-	15	-	100.0
AIR BRIDGE CARRIERS	15	39	33	-	-	-	-	360	233	148	-	148	-	63.5
AIR FOYLE	17	60	47	-	-	-	-	401	192	124	-	124	-	64.6
AIR UK	3	8	7	659	269	189	70.3	-	27	16	-	-	16	59.3
AIR UK LEISURE	-	2	1	-	70	27	38.6	-	7	2	-	-	2	28.6
ARAVCO	-	1	1	8	1	1	100.0	-	-	-	-	-	-	-
AURIGNY AIR SERVICES	12	42	40	949	370	254	68.6	-	32	20	-	-	20	62.5
BOND HELICOPTERS	12	28	32	122	94	51	54.3	-	18	4	-	-	4	22.2
BRITISH AIR FERRIES	162	531	544	13 508	9 016	4 977	55.2	559	1 082	642	37	191	414	59.3
BRITISH AIRWAYS	31	98	91	2 200	2 702	1 386	51.3	37	240	132	1	14	117	55.0
BRITISH INTERNATIONAL HELIS	3	12	13	-	69	21	30.4	-	6	2	-	-	2	33.3
BRITISH MIDLAND	-	1	1	51	17	14	82.4	-	2	1	-	-	1	50.0
BRYMON AIRWAYS	44	110	143	4 004	2 053	1 628	79.3	11	217	138	-	4	134	63.6
CHANNEL EXPRESS (AIR SVS)	156	567	567	-	-	-	-	1 627	954	481	343	138	-	50.4
DAN AIR	19	55	66	1 644	819	553	67.5	-	67	45	-	-	45	67.2
HEAVYLIFT CARGO AIRLINES	1	2	3	-	-	-	-	37	36	19	-	19	-	52.8
INDEPENDENT AIRWAYS LTD	1	2	3	88	33	33	100.0	-	3	3	-	-	3	100.0
JANES AVIATION	34	120	119	-	-	-	-	356	173	85	40	45	-	49.1
JERSEY EUROPEAN AIRWAYS	-	4	3	194	38	36	94.7	-	4	3	-	-	3	75.0
LOGANAIR	3	13	11	493	203	123	60.6	-	19	12	-	-	12	63.2
MANX AIRLINES	27	70	97	-	984	523	53.2	-	95	43	2	-	41	45.3
TITAN AIRWAYS	21	94	72	-	-	-	-	48	60	13	-	13	-	21.7
<b>Total</b>	<b>562</b>	<b>1 863</b>	<b>1 898</b>	<b>23 920</b>	<b>16 738</b>	<b>9 816</b>	<b>58.6</b>	<b>3 488</b>	<b>3 482</b>	<b>1 948</b>	<b>423</b>	<b>711</b>	<b>814</b>	<b>55.9</b>
Total sub-charter operations performed on behalf of UK airlines	76	230	264	-	4 053	2 353	58.1	-	447	267	39	34	194	59.7
Total excluding sub-charter operations performed on behalf of UK airlines	486	1 633	1 634	23 920	12 685	7 462	58.8	3 488	3 035	1 681	384	677	620	55.4

(a) Excludes air taxi operations (see Table 14)

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

All Class 2 Licence Operations April 1992

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	ITC	OTHER			
AIR 2000	2 908	1 069	4 132	-	190 747	398	666 490	566 775	85.0
AIR UK	13	17	26	-	912	403	1 405	945	67.3
AIR UK LEISURE	877	403	1 339	-	58 256	140	152 231	129 043	84.8
AIRTOURS INTERNATIONAL	1 998	880	3 031	-	133 180	1 335	334 587	306 919	91.7
AURIGNY AIR SERVICES	11	40	38	-	856	93	352	246	69.9
BRITANNIA AIRWAYS	5 840	2 772	8 967	-	398 390	3 744	1 077 544	937 540	87.0
BRITISH AIR FERRIES	19	33	41	-	1 765	613	1 933	1 659	85.8
BRITISH AIRWAYS	66	68	128	224	3 692	2 019	7 277	5 805	79.8
BRITISH MIDLAND	230	119	351	-	12 388	-	33 339	25 249	75.7
BRYMON AIRWAYS	9	22	25	-	875	-	441	348	78.9
CALEDONIAN AIRWAYS	702	332	1 045	-	83 706	782	218 255	183 784	84.2
DAN AIR	1 852	1 082	2 878	-	141 765	4 249	304 787	260 516	85.5
GB AIRWAYS T/A GIBAIR	101	122	205	-	10 806	1 062	12 151	9 898	81.5
INTER EUROPEAN AIRWAYS	1 314	535	1 940	-	69 349	-	231 692	196 882	85.0
LOGANAIR	1	5	3	-	-	313	62	39	62.9
MANX AIRLINES	12	11	18	-	809	-	1 055	908	86.1
MONARCH AIRLINES	2 581	1 036	3 728	-	183 898	4 133	666 915	578 228	86.7
VIRGIN ATLANTIC AIRWAYS	126	18	157	1 505	5 793	1 063	59 796	58 351	97.6
<b>Total</b>	<b>18 660</b>	<b>8 564</b>	<b>28 052</b>	<b>1 729</b>	<b>1 297 187</b>	<b>20 347</b>	<b>3 770 312</b>	<b>3 263 135</b>	<b>86.5</b>

6

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used		Passenger (000)	As % of Avail
				Mail (000)	Freight (000)		
AIR 2000	-	57 577	48 645	-	-	48 645	84.5
AIR UK	-	141	80	-	-	80	56.7
AIR UK LEISURE	-	14 406	10 916	-	-	10 916	75.8
AIRTOURS INTERNATIONAL	-	33 370	26 078	-	-	26 078	78.1
AURIGNY AIR SERVICES	-	30	19	-	-	19	63.3
BRITANNIA AIRWAYS	263	91 925	80 794	-	1 092	79 702	87.9
BRITISH AIR FERRIES	-	199	137	-	-	137	68.8
BRITISH AIRWAYS	-	870	527	-	-	527	60.6
BRITISH MIDLAND	-	2 994	1 969	-	-	1 969	65.8
BRYMON AIRWAYS	-	42	29	-	-	29	69.0
CALEDONIAN AIRWAYS	-	20 322	15 612	-	-	15 612	76.8
DAN AIR	-	24 682	21 100	-	-	21 100	85.5
GB AIRWAYS T/A GIBAIR	-	1 364	882	-	-	882	64.7
INTER EUROPEAN AIRWAYS	-	20 905	14 803	-	-	14 803	70.8
LOGANAIR	-	6	4	-	-	4	66.7
MANX AIRLINES	-	88	73	-	-	73	83.0
MONARCH AIRLINES	137	59 794	49 243	-	680	48 563	82.4
VIRGIN ATLANTIC AIRWAYS	66	8 040	5 885	-	459	5 426	73.2
<b>Total</b>	<b>466</b>	<b>336 755</b>	<b>276 796</b>	<b>-</b>	<b>2 231</b>	<b>274 565</b>	<b>82.2</b>



International Class 2 Licence Operations April 1992

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	ITC	OTHER			
AIR 2000	2 908	1 069	4 132	-	190 747	398	666 490	566 775	85.0
AIR UK	10	9	19	-	656	-	1 136	756	66.5
AIR UK LEISURE	877	403	1 339	-	58 256	140	152 231	129 043	84.8
AIRTOURS INTERNATIONAL	1 998	880	3 031	-	133 180	1 335	334 587	306 919	91.7
BRITANNIA AIRWAYS	5 840	2 772	8 967	-	398 390	3 744	1 077 544	937 540	87.0
BRITISH AIR FERRIES	16	20	29	-	1 485	-	1 654	1 430	86.5
BRITISH AIRWAYS	60	47	108	-	2 790	1 519	6 723	5 371	79.9
BRITISH MIDLAND	230	119	351	-	12 388	-	33 339	25 249	75.7
CALEDONIAN AIRWAYS	702	332	1 045	-	83 706	782	218 255	183 784	84.2
DAN AIR	1 849	1 071	2 866	-	141 765	3 880	304 663	260 419	85.5
GB AIRWAYS T/A GIBAIR	101	122	205	-	10 806	1 062	12 151	9 898	81.5
INTER EUROPEAN AIRWAYS	1 314	535	1 940	-	69 349	-	231 692	196 882	85.0
MANX AIRLINES	12	11	18	-	809	-	1 055	908	86.1
MONARCH AIRLINES	2 581	1 036	3 728	-	183 898	4 133	666 915	578 228	86.7
VIRGIN ATLANTIC AIRWAYS	126	18	157	1 505	5 793	1 063	59 796	58 351	97.6
<b>Total</b>	<b>18 624</b>	<b>8 444</b>	<b>27 935</b>	<b>1 505</b>	<b>1 294 018</b>	<b>18 056</b>	<b>3 768 231</b>	<b>3 261 553</b>	<b>86.6</b>

10

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used		Passenger (000)	As % of Avail
				Mail (000)	Freight (000)		
AIR 2000	-	57 577	48 645	-	-	48 645	84.5
AIR UK	-	114	64	-	-	64	56.1
AIR UK LEISURE	-	14 406	10 916	-	-	10 916	75.8
AIRTOURS INTERNATIONAL	-	33 370	26 078	-	-	26 078	78.1
BRITANNIA AIRWAYS	263	91 925	80 794	-	1 092	79 702	87.9
BRITISH AIR FERRIES	-	176	118	-	-	118	67.0
BRITISH AIRWAYS	-	809	490	-	-	490	60.6
BRITISH MIDLAND	-	2 994	1 969	-	-	1 969	65.8
CALEDONIAN AIRWAYS	-	20 322	15 612	-	-	15 612	76.8
DAN AIR	-	24 672	21 092	-	-	21 092	85.5
GB AIRWAYS T/A GIBAIR	-	1 364	882	-	-	882	64.7
INTER EUROPEAN AIRWAYS	-	20 905	14 803	-	-	14 803	70.8
MANX AIRLINES	-	88	73	-	-	73	83.0
MONARCH AIRLINES	137	59 794	49 243	-	680	48 563	82.4
VIRGIN ATLANTIC AIRWAYS	66	8 040	5 885	-	459	5 426	73.2
<b>Total</b>	<b>466</b>	<b>336 556</b>	<b>276 664</b>	<b>-</b>	<b>2 231</b>	<b>274 433</b>	<b>82.2</b>

Domestic Class 2 Licence Operations April 1992

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	ITC	OTHER			
AIR UK	3	8	7	-	256	403	269	189	70.3
AURIGNY AIR SERVICES	11	40	38	-	856	93	352	246	69.9
BRITISH AIR FERRIES	3	13	12	-	280	613	279	229	82.1
BRITISH AIRWAYS	6	21	20	224	902	500	554	434	78.3
BRYMON AIRWAYS	9	22	25	-	875	-	441	348	78.9
DAN AIR	3	11	12	-	-	369	124	97	78.2
LOGANAIR	1	5	3	-	-	313	62	39	62.9
<b>Total</b>	<b>36</b>	<b>120</b>	<b>117</b>	<b>224</b>	<b>3 169</b>	<b>2 291</b>	<b>2 081</b>	<b>1 582</b>	<b>76.0</b>

11

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
AIR UK	-	27	16	-	-	16	59.3
AURIGNY AIR SERVICES	-	30	19	-	-	19	63.3
BRITISH AIR FERRIES	-	23	19	-	-	19	82.6
BRITISH AIRWAYS	-	61	37	-	-	37	60.7
BRYMON AIRWAYS	-	42	29	-	-	29	69.0
DAN AIR	-	10	8	-	-	8	80.0
LOGANAIR	-	6	4	-	-	4	66.7
<b>Total</b>	<b>-</b>	<b>199</b>	<b>132</b>	<b>-</b>	<b>-</b>	<b>132</b>	<b>66.3</b>

All Class 6 Licence Operations April 1992

Table 6.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
AIR ATLANTIQUE & AIR CORBIERE	19	40	55	306	238	134	-	134	56.3
AIR BRIDGE CARRIERS	297	449	645	3 116	4 836	1 885	-	1 885	39.0
AIR FOYLE	228	440	519	2 480	2 508	1 419	-	1 419	56.6
BRITISH AIR FERRIES	98	302	333	965	697	347	-	347	49.8
BRITISH AIRWAYS	9	9	15	45	430	108	-	108	25.1
CHANNEL EXPRESS (AIR SVS)	170	327	447	1 125	1 906	646	17	629	33.9
CITY FLYER EXPRESS	8	25	31	60	27	18	-	18	66.7
HEAVYLIFT CARGO AIRLINES	214	80	377	1 533	22 444	14 136	-	14 136	63.0
JANES AVIATION	25	100	95	272	130	52	-	52	40.0
TITAN AIRWAYS	21	94	72	48	60	13	-	13	21.7
<b>Total</b>	<b>1 089</b>	<b>1 866</b>	<b>2 589</b>	<b>9 950</b>	<b>33 276</b>	<b>18 758</b>	<b>17</b>	<b>18 741</b>	<b>56.4</b>

International Class 6 Licence Operations April 1992

Table 6.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
AIR ATLANTIQUE & AIR CORBIERE	18	36	51	254	223	119	-	119	53.4
AIR BRIDGE CARRIERS	282	410	612	2 756	4 603	1 737	-	1 737	37.7
AIR FOYLE	211	380	472	2 079	2 316	1 295	-	1 295	55.9
BRITISH AIR FERRIES	68	221	240	440	454	168	-	168	37.0
BRITISH AIRWAYS	8	1	9	13	421	101	-	101	24.0
CHANNEL EXPRESS (AIR SVS)	140	184	331	473	1 667	517	-	517	31.0
CITY FLYER EXPRESS	8	25	31	60	27	18	-	18	66.7
HEAVYLIFT CARGO AIRLINES	213	78	374	1 496	22 408	14 117	-	14 117	63.0
JANES AVIATION	6	20	24	21	33	7	-	7	21.2
<b>Total</b>	<b>954</b>	<b>1 355</b>	<b>2 144</b>	<b>7 592</b>	<b>32 152</b>	<b>18 079</b>	<b>-</b>	<b>18 079</b>	<b>56.2</b>

Domestic Class 6 Licence Operations April 1992

Table 6.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
AIR ATLANTIQUE & AIR CORBIERE	1	4	4	52	15	15	-	15	100.0
AIR BRIDGE CARRIERS	15	39	33	360	233	148	-	148	63.5
AIR FOYLE	17	60	47	401	192	124	-	124	64.6
BRITISH AIR FERRIES	30	81	93	525	243	179	-	179	73.7
BRITISH AIRWAYS	1	8	6	32	9	7	-	7	77.8
CHANNEL EXPRESS (AIR SVS)	30	143	116	652	239	129	17	112	54.0
HEAVYLIFT CARGO AIRLINES	1	2	3	37	36	19	-	19	52.8
JANES AVIATION	19	80	71	251	97	45	-	45	46.4
TITAN AIRWAYS	21	94	72	48	60	13	-	13	21.7
<b>Total</b>	<b>135</b>	<b>511</b>	<b>445</b>	<b>2 358</b>	<b>1 124</b>	<b>679</b>	<b>17</b>	<b>662</b>	<b>60.4</b>

All Class 7 Licence Operations April 1992

Table 7.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	684	8 810	2 686	46 720	9 544	4 391	46.0	172	731	390	-	18	372	53.4
BRISTOW HELICOPTERS	982	7 968	4 519	75 691	17 176	11 240	65.4	360	1 613	1 073	-	53	1 020	66.5
BRITISH INTERNATIONAL HELIS	420	3 228	1 826	33 566	8 832	4 511	51.1	126	928	377	-	16	361	40.6
<b>TOTAL</b>	<b>2 086</b>	<b>20 006</b>	<b>9 031</b>	<b>155 977</b>	<b>35 552</b>	<b>20 142</b>	<b>56.7</b>	<b>658</b>	<b>3 272</b>	<b>1 840</b>	<b>-</b>	<b>87</b>	<b>1 753</b>	<b>56.2</b>

International Class 7 Licence Operations April 1992

Table 7.2

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Avaliable (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	684	8 810	2 686	46 720	9 544	4 391	46.0	172	731	390	-	18	372	53.4
BRISTOW HELICOPTERS	982	7 968	4 519	75 691	17 176	11 240	65.4	360	1 613	1 073	-	53	1 020	66.5
BRITISH INTERNATIONAL HELIS	420	3 228	1 826	33 566	8 832	4 511	51.1	126	928	377	-	16	361	40.6
TOTAL	2 086	20 006	9 031	155 977	35 552	20 142	56.7	658	3 272	1 840	-	87	1 753	56.2

Domestic Class 7 Licence Operations April 1992

Table 7.3

Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Avaliable (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
									Total (000)	Mail (000)	Freight (000)	Passenger (000)	

NIL



All Class 8 Licence Operations April 1992

Table 8.1

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Availiable (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	12	28	32	122	94	51	54.3	-	18	4	-	-	4	22.2
TOTAL	12	28	32	122	94	51	54.3	-	18	4	-	-	4	22.2

International Class 8 Licence Operations April 1992

Table 8.2

Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Avaliable (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
									Total (000)	Mail (000)	Freight (000)	Passenger (000)	

NIL

Domestic Class 8 Licence Operations April 1992

Table 8.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Availiable (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	12	28	32	122	94	51	54.3	-	18	4	-	-	4	22.2
TOTAL	12	28	32	122	94	51	54.3	-	18	4	-	-	4	22.2

All Exempt Operations April 1992

Table 9.1

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-km Available	Tonne-Kilometres Used			As % of Avail		
										Total (000)	Mail (000)	Freight (000)		Passenger (000)	
ABERDEEN AIRWAYS	3	6	10	160	99	85	85.9	-	9	6	-	-	6	66.7	
AIR 2000	12	8	19	1 699	2 697	2 439	90.4	-	231	209	-	-	209	90.5	
AIR UK LEISURE	2	3	5	416	444	341	76.8	-	42	28	-	-	28	66.7	
ARAVCO LTD	18	11	32	44	189	52	27.5	-	18	5	-	-	5	27.8	
BRITANNIA AIRWAYS	95	135	183	16 704	14 210	11 747	82.7	-	1 209	999	-	-	999	82.6	
BRITISH AIR FERRIES	141	380	402	14 235	10 686	5 210	48.8	35	937	444	-	11	433	47.4	
BRITISH AIRWAYS	7	25	23	574	475	166	34.9	6	45	17	1	1	15	37.8	
BRITISH INTERNATIONAL HELIS	3	12	13	-	69	21	30.4	-	6	2	-	-	2	33.3	
BRITISH MIDLAND	17	17	31	1 698	2 488	1 694	68.1	-	227	132	-	-	132	58.1	
BRYMON AIRWAYS	34	86	115	3 129	1 586	1 255	79.1	11	172	107	-	4	103	62.2	
CALEDONIAN AIRWAYS	41	30	68	8 252	14 702	12 129	82.5	-	1 369	1 032	-	-	1 032	75.4	
CHANNEL EXPRESS (AIR SVS)	124	418	445	-	-	-	-	975	682	326	326	-	-	-	47.8
DAN AIR	26	58	74	2 730	2 447	1 333	54.5	-	199	109	-	-	109	54.8	
EXCALIBUR AIRWAYS	1	2	2	350	190	186	97.9	-	18	16	-	-	16	88.9	
HEAVYLIFT CARGO AIRLINES	2	1	4	-	-	-	-	24	54	38	-	38	-	70.4	
INDEPENDENT AIRWAYS LTD	1	2	3	88	33	33	100.0	-	3	3	-	-	3	100.0	
INTER EUROPEAN AIRWAYS	5	6	8	857	590	569	96.4	-	52	42	-	-	42	80.8	
JANES AVIATION	15	40	48	-	-	-	-	106	76	40	40	-	-	52.6	
JERSEY EUROPEAN AIRWAYS	2	8	9	360	126	107	84.9	-	13	8	-	-	8	61.5	
LOGANAIR	2	6	7	180	123	66	53.7	-	11	6	-	-	6	54.5	
MONARCH AIRLINES	17	19	32	2 974	3 899	2 967	76.1	-	349	248	-	-	248	71.1	
<b>Total</b>	<b>568</b>	<b>1 273</b>	<b>1 533</b>	<b>54 450</b>	<b>55 053</b>	<b>40 000</b>	<b>73.4</b>	<b>1 157</b>	<b>5 722</b>	<b>3 817</b>	<b>367</b>	<b>54</b>	<b>3 396</b>	<b>66.7</b>	

(a) Excludes air taxi operations (see table 14)  
 (b) Excludes exempt sub-charter operations

International Exempt Operations April 1992

Table 9.2

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-km Available	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
ABERDEEN AIRWAYS	3	6	10	160	99	85	85.9	-	9	6	-	-	6	66.7
AIR 2000	12	8	19	1 699	2 697	2 439	90.4	-	231	209	-	-	209	90.5
AIR UK LEISURE	2	3	5	416	444	341	76.8	-	42	28	-	-	28	66.7
ARAVCO LTD	18	10	32	36	188	51	27.1	-	18	5	-	-	5	27.8
BRITANNIA AIRWAYS	95	135	183	16 704	14 210	11 747	82.7	-	1 209	999	-	-	999	82.6
BRITISH AIR FERRIES	40	45	75	1 620	3 213	1 428	44.4	1	301	120	-	1	119	39.9
BRITISH MIDLAND	17	16	30	1 647	2 471	1 680	68.0	-	225	131	-	-	131	58.2
CALEDONIAN AIRWAYS	41	30	68	8 252	14 702	12 129	82.5	-	1 369	1 032	-	-	1 032	75.4
DAN AIR	10	14	20	1 455	1 752	877	50.1	-	142	72	-	-	72	50.7
EXCALIBUR AIRWAYS	1	2	2	350	190	186	97.9	-	18	16	-	-	16	88.9
HEAVYLIFT CARGO AIRLINES	2	1	4	-	-	-	-	24	54	38	-	38	-	70.4
INTER EUROPEAN AIRWAYS	5	6	8	857	590	569	96.4	-	52	42	-	-	42	80.8
JERSEY EUROPEAN AIRWAYS	2	4	6	166	88	71	80.7	-	9	5	-	-	5	55.6
MONARCH AIRLINES	17	19	32	2 974	3 899	2 967	76.1	-	349	248	-	-	248	71.1
<b>Total</b>	<b>265</b>	<b>299</b>	<b>494</b>	<b>36 336</b>	<b>44 543</b>	<b>34 570</b>	<b>77.6</b>	<b>25</b>	<b>4 028</b>	<b>2 951</b>	<b>-</b>	<b>39</b>	<b>2 912</b>	<b>73.3</b>

(a) Excludes air taxi operations (see table 14)

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations April 1992

Table 9.3

	Aircraft		Number of		Seat-Km	Seat-Km	As	Cargo	Tonne-km Available	Tonne-Kilometres Used			As	
	-Km (000)	Stage Flights	A/C Hours	Passengers Uplifted	Available (000)	Used (000)	% of Avail	Uplifted Tonnes		Total (000)	Mail (000)	Freight (000)	Passenger (000)	% of Avail
ARAVCO	-	1	1	8	1	1	100.0	-	-	-	-	-	-	
BRITISH AIR FERRIES	101	335	327	12 615	7 473	3 782	50.6	35	636	324	-	10	314	50.9
BRITISH AIRWAYS	7	25	23	574	475	166	34.9	6	45	17	1	1	15	37.8
BRITISH INTERNATIONAL HELIS	3	12	13	-	69	21	30.4	-	6	2	-	-	2	33.3
BRITISH MIDLAND	-	1	1	51	17	14	82.4	-	2	1	-	-	1	50.0
BRYMON AIRWAYS	34	86	115	3 129	1 586	1 255	79.1	11	172	107	-	4	103	62.2
CHANNEL EXPRESS (AIR SVS)	124	418	445	-	-	-	-	975	682	326	326	-	-	47.8
DAN AIR	16	44	54	1 275	695	456	65.6	-	57	37	-	-	37	64.9
INDEPENDENT AIRWAYS LTD	1	2	3	88	33	33	100.0	-	3	3	-	-	3	100.0
JANES AVIATION	15	40	48	-	-	-	-	106	76	40	40	-	-	52.6
JERSEY EUROPEAN AIRWAYS	-	4	3	194	38	36	94.7	-	4	3	-	-	3	75.0
LOGANAIR	2	6	7	180	123	66	53.7	-	11	6	-	-	6	54.5
<b>Total</b>	<b>303</b>	<b>974</b>	<b>1 040</b>	<b>18 114</b>	<b>10 510</b>	<b>5 830</b>	<b>55.5</b>	<b>1 133</b>	<b>1 694</b>	<b>866</b>	<b>367</b>	<b>15</b>	<b>484</b>	<b>51.1</b>

(a) Excludes air taxi operations (see table 14)

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences April 1992

Table 10.1

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
BRITISH MIDLAND	100	48	155	..	15 022	12 222	81.4	..	1 336	953	-	-	953	71.3
Total	100	48	155	..	15 022	12 222	81.4	..	1 336	953	-	-	953	71.3

Exempt Sub Charter Operations Performed For UK Operators April 1992

Table 10.2

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
AIR 2000	25	13	39	..	5 480	3 466	63.2	..	488	298	-	-	298	61.1
AIR ATLANTIQUE & AIR CORBIERE	1	2	2	..	-	-	-	..	11	2	-	2	-	18.2
AIR UK LEISURE	80	44	125	..	13 800	10 713	77.6	..	1 308	897	-	-	897	68.6
AIRTOURS INTERNATIONAL	11	4	18	..	1 910	1 533	80.3	..	191	130	-	-	130	68.1
AURIGNY AIR SERVICES	2	4	5	..	41	24	58.5	..	4	2	-	-	2	50.0
BIRMINGHAM EUROPEAN AIRWAYS	2	2	2	..	118	69	58.5	..	15	6	-	1	5	40.0
BRITANNIA AIRWAYS	28	19	46	..	4 042	3 542	87.6	..	345	277	-	-	277	80.3
BRITISH AIR FERRIES	51	162	181	..	1 511	1 115	73.8	..	381	192	37	62	93	50.4
BRITISH AIRWAYS	36	57	72	..	3 617	1 845	51.0	..	336	175	3	8	164	52.1
BRITISH MIDLAND	8	6	13	..	1 392	1 216	87.4	..	125	95	-	-	95	76.0
BRYMON AIRWAYS	1	2	2	..	26	25	96.2	..	3	2	-	-	2	66.7
CALEDONIAN AIRWAYS	29	10	43	..	9 866	9 213	93.4	..	920	783	-	-	783	85.1
CHANNEL EXPRESS (AIR SVS)	5	13	14	..	-	-	-	..	75	36	-	36	-	48.0
DAN AIR	26	14	39	..	4 636	3 841	82.9	..	374	310	-	-	310	82.9
HEAVYLIFT CARGO AIRLINES	8	23	28	..	-	-	-	..	269	106	-	106	-	39.4
LOGANAIR	1	6	3	..	75	58	77.3	..	7	6	-	-	6	85.7
MANX AIRLINES	27	70	97	..	984	523	53.2	..	95	43	2	-	41	45.3
MANX AIRLINES (EUROPE) LTD	9	16	23	..	140	133	95.0	..	31	11	-	-	11	35.5
MONARCH AIRLINES	26	10	38	..	5 944	4 568	76.9	..	532	385	-	-	385	72.4
<b>Total</b>	<b>376</b>	<b>477</b>	<b>790</b>	<b>..</b>	<b>53 582</b>	<b>41 884</b>	<b>78.2</b>	<b>..</b>	<b>5 510</b>	<b>3 756</b>	<b>42</b>	<b>215</b>	<b>3 499</b>	<b>68.2</b>



Exempt Sub Charter Operations Performed For Non UK Operators April 1992

Table 10.3

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)	Passenger (000)	
AIR 2000	6	4	9	..	1 298	1 192	91.8	..	111	103	-	-	103	92.8
AIR ATLANTIQUE & AIR CORBIERE	1	4	3	..	-	-	-	..	14	13	-	13	-	92.9
AIR FOYLE	11	26	29	..	-	-	-	..	131	59	-	59	-	45.0
AIR UK LEISURE	5	9	12	..	984	787	80.0	..	93	67	-	-	67	72.0
BRITANNIA AIRWAYS	72	17	95	..	19 678	8 595	43.7	..	1 673	731	-	-	731	43.7
CALEDONIAN AIRWAYS	9	12	18	..	3 149	2 228	70.8	..	293	189	-	-	189	64.5
HEAVYLIFT CARGO AIRLINES	42	16	60	..	-	-	-	..	1 617	1 037	-	1 037	-	64.1
MONARCH AIRLINES	237	464	547	..	30 768	15 753	51.2	..	2 771	1 323	-	-	1 323	47.7
<b>Total</b>	<b>383</b>	<b>552</b>	<b>773</b>	<b>..</b>	<b>55 877</b>	<b>28 555</b>	<b>51.1</b>	<b>..</b>	<b>6 703</b>	<b>3 522</b>	<b>-</b>	<b>1 109</b>	<b>2 413</b>	<b>52.5</b>

Aircraft Type and Utilisation: All Airlines (a) (b) (c)  
April 1992

Table 11.1

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Mar 1992	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AEROSPATIALE AS332 SUPER PUMA	1 115	7	5 472	24	4 576	30	64 482	13 028	21 185	39	3.6
AEROSPATIALE SA365 DAUPHIN	254	6	6 062	145	1 014	23	28 723	1 204	2 794	17	1.5
AIRBUS A300-600(B2-B4)	655	-	271	-	944	-	67 642	206 432	236 341	3	9.4
AIRBUS A320-100/200	1 231	-	1 157	-	2 248	-	133 310	138 478	180 327	10	6.1
BAC/AEROSPATIALE CONCORDE	735	-	141	-	504	-	6 191	30 867	73 487	7	2.6
BAE (HS) 748	65	5	214	49	228	25	4 966	1 764	2 933	12	1.5
BAE 146 SERIES 100	444	-	864	-	959	-	36 473	20 690	35 572	5	6.3
BAE 146 SERIES 200/QT	466	90	1 011	163	1 164	210	45 817	23 315	45 514	10	5.0
BAE 146 SERIES 300	747	136	1 507	273	1 733	307	76 000	46 012	81 422	12	6.2
BAE(BAC)1-11-200 SERIES	47	-	85	-	111	-	1 028	1 900	3 620	2	0.7
BAE(BAC)1-11-300/400/475	358	-	558	-	737	-	21 305	13 842	26 651	6	4.3
BAE(BAC)1-11-500 SERIES	2 907	-	4 044	-	5 975	-	228 493	177 035	287 441	35	5.2
BAE(H.P)JETSTREAM 31	537	-	1 205	-	1 568	-	10 912	5 043	8 877	11	4.8
BEECHCRAFT 200 SUPERKING AIR	12	-	28	-	32	-	122	51	94	2	0.4
BELL 212/412	60	-	2 355	-	400	-	11 110	283	660	6	2.5
BELL MODEL 214ST	27	-	184	-	118	-	1 742	256	486	2	0.6
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	-	2	-
BOEING 707 ALL SERIES	-	59	-	21	-	82	-	-	-	1	4.4
BOEING 727-200/200 ADVANCED	766	-	494	-	1 177	-	73 995	122 960	143 101	7	2.9
BOEING 737-200	7 525	-	6 895	-	13 539	-	542 763	687 403	897 933	71	6.3
BOEING 737-300	3 092	-	3 304	-	5 763	-	243 225	316 368	440 783	30	6.4
BOEING 737-400	3 719	-	3 706	-	6 858	-	377 461	429 019	587 931	31	6.6
BOEING 747 200B COMBI	939	-	157	-	1 186	-	34 420	263 423	347 170	3	13.0
BOEING 747-100/100F	3 424	6	597	1	4 393	7	165 010	1 010 046	1 297 892	16	8.9
BOEING 747-200	5 690	-	1 035	-	7 284	-	213 719	1 506 808	2 122 634	20	11.5
BOEING 747-400	7 255	8	1 220	1	9 264	9	218 567	1 972 967	2 722 264	22	13.7
BOEING 757-200	9 189	23	6 780	43	15 206	46	928 612	1 562 070	1 965 721	59	7.3
BOEING 767-200	1 927	-	662	-	2 749	-	137 953	439 378	527 784	10	9.5
BOEING 767-300	882	-	963	-	1 756	-	181 390	163 700	215 962	7	6.1
BOEING 767-300ER	2 258	-	617	-	3 225	-	61 476	291 915	435 840	9	11.3
BRITISH AEROSPACE ATP	1 061	1	3 746	7	3 549	5	124 134	38 948	67 906	23	4.6
CANADAIR CL-44	-	-	-	-	-	-	-	-	-	1	1.0
CESSNA 310	-	-	-	-	-	-	-	-	-	2	-
CESSNA 401/402/411/421	1	-	5	-	3	-	19	6	9	1	0.2
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	3	-
CESSNA 406	31	-	169	-	87	-	487	154	369	2	0.9
DE HAVILLAND DH6 TWIN OTTER	47	-	337	-	248	-	2 899	422	796	3	2.7
DE HAVILLAND DHC-7 DASH-7	229	-	950	-	897	-	17 477	5 289	10 530	8	4.5
DE HAVILLAND DHC-8 DASH-8-100	113	-	339	-	357	-	5 596	2 463	4 047	2	6.5
DE HAVILLAND DHC-8 DASH-8-300	116	-	343	-	346	-	8 049	3 272	5 798	1	6.6
DORNIER 228-100/200	44	-	168	-	155	-	1 422	390	750	1	5.2
DOUGLAS DC3 C47 DAKOTA	-	1	-	1	-	4	-	-	-	2	0.2
DOUGLAS DC6/6A/6B/6C	-	20	-	45	-	56	-	-	-	2	0.4
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	5	-
FOKKER F27 100-600	1 240	61	3 955	173	4 204	199	97 097	32 241	59 577	24	5.1

Aircraft Type and Utilisation: All Airlines (a) (b) (c)  
April 1992

Table 11.1 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Mar 1992	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
GA GULFSTREAM 3	18	-	11	-	32	-	44	52	189	-	-
GULF AMERICAN GULFSTREAM I	4	-	10	-	13	-	184	93	105	3	0.4
HANDLEY PAGE HERALD 200	-	176	-	621	-	654	-	-	-	12	2.0
LOCKHEED L-1011-1/100 TRISTAR	410	-	234	-	628	-	69 510	134 192	160 522	6	1.3
LOCKHEED L-188 ELECTRA	-	169	-	202	-	354	-	-	-	4	2.5
MBB BO105	1	-	3	-	2	-	6	1	4	10	0.2
MCDONNELL-DOUGLAS DC10-30	2 233	-	383	-	2 807	-	53 984	336 132	511 393	8	11.4
MCDONNELL-DOUGLAS DC9 SRS 30	725	-	1 643	-	1 926	-	95 551	42 833	79 734	8	7.7
MCDONNELL-DOUGLAS DC9-10/15	649	-	1 169	-	1 423	-	47 170	26 382	55 163	6	6.3
MCDONNELL-DOUGLAS MD-80-83	1 970	-	870	-	2 993	-	132 293	302 308	329 019	8	9.8
PILATUS BN-2A ISLANDER	83	-	1 294	-	415	-	6 395	415	665	10	0.7
PILATUS BN-2A TRISLANDER MK3	125	-	1 889	-	611	-	18 682	1 185	2 119	9	1.3
PIPER PA-31/31P NAVAJO CHIEFTN	2	-	25	-	7	-	124	9	16	2	0.1
PIPER PA34 SENECA II	3	-	48	-	16	-	102	7	17	3	0.1
SAAB FAIRCHILD 340	57	-	202	-	160	-	2 000	853	1 934	2	2.6
SHORTS 330	93	21	444	94	345	72	5 814	1 255	2 772	8	1.5
SHORTS 360	798	8	3 620	25	3 254	31	74 391	16 625	28 347	22	4.3
SHORTS BELFAST	-	54	-	47	-	138	-	-	-	3	1.5
SIKORSKY S61N	401	-	4 016	-	2 072	-	46 417	4 524	8 308	29	1.9
SIKORSKY S76 SPIRIT	232	2	2 159	10	904	8	11 284	1 209	2 650	23	1.2
V953C MERCHANTMAN	-	99	-	209	-	226	-	-	-	5	2.2
VICKERS VISCOUNT 800	108	92	359	254	349	295	13 313	4 164	7 998	12	1.7
WESTLAND 30 SRS 100	4	-	77	-	25	-	721	44	68	3	0.3
<b>TOTAL</b>	<b>67 124</b>	<b>1 044</b>	<b>80 056</b>	<b>2 408</b>	<b>122 541</b>	<b>2 783</b>	<b>4 752 072</b>	<b>10 401 725</b>	<b>14 053 224</b>	<b>743</b>	<b>5.1</b>

- (a) Excludes air taxi operations (see table 14)
- (b) Excludes passengers uplifted on sub-charter operations
- (c) The figures in this table relate only to operations conducted with the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

Aircraft Type and Utilisation: Individual Airlines  
April 1992 (a) (b) (c)

Table 11.2

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Mar 1992	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
<b>ABERDEEN AIRWAYS</b>											
BAE (HS) 748	40	-	131	-	140	-	2 650	1 055	1 845	2	2.8
GULF AMERICAN GULFSTREAM I	4	-	10	-	13	-	184	93	105	3	0.4
<b>TOTAL</b>	<b>44</b>	<b>-</b>	<b>141</b>	<b>-</b>	<b>152</b>	<b>-</b>	<b>2 834</b>	<b>1 148</b>	<b>1 950</b>	<b>5</b>	<b>1.6</b>
<b>ARAVCO LTD</b>											
GA GULFSTREAM 3	18	-	11	-	32	-	44	52	189	-	-
<b>TOTAL</b>	<b>18</b>	<b>-</b>	<b>11</b>	<b>-</b>	<b>32</b>	<b>-</b>	<b>44</b>	<b>52</b>	<b>189</b>	<b>-</b>	<b>-</b>
<b>AIR 2000</b>											
AIRBUS A320-100/200	75	-	30	-	110	-	3 965	10 361	13 337	..	..
BOEING 757-200	2 761	-	1 010	-	3 911	-	181 752	547 853	642 952	12	7.6
<b>TOTAL</b>	<b>2 836</b>	<b>-</b>	<b>1 040</b>	<b>-</b>	<b>4 020</b>	<b>-</b>	<b>185 717</b>	<b>558 214</b>	<b>656 289</b>	<b>12</b>	<b>7.6</b>
<b>AIR ATLANTIQUE &amp; AIR CORBIERE</b>											
CESSNA 310	-	-	-	-	-	-	-	-	-	2	-
CESSNA 401/402/411/421	1	-	5	-	3	-	19	6	9	1	0.2
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	1	-
CESSNA 406	31	-	169	-	87	-	487	154	369	2	0.9
DOUGLAS DC3 C47 DAKOTA	-	1	-	1	-	4	-	-	-	2	0.2
DOUGLAS DC6/6A/6B/6C	-	20	-	45	-	56	-	-	-	2	0.4
PIPER PA31 NAVAJO CHIEFTAIN	-	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>32</b>	<b>21</b>	<b>174</b>	<b>46</b>	<b>90</b>	<b>60</b>	<b>506</b>	<b>160</b>	<b>378</b>	<b>11</b>	<b>0.4</b>
<b>AIR BRIDGE CARRIERS</b>											
LOCKHEED L-188 ELECTRA	-	115	-	148	-	234	-	-	-	2	2.4
V953C MERCHANTMAN	-	99	-	209	-	226	-	-	-	5	2.2
<b>TOTAL</b>	<b>-</b>	<b>214</b>	<b>-</b>	<b>357</b>	<b>-</b>	<b>459</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7</b>	<b>2.2</b>
<b>AIR FOYLE</b>											
BAE 146 SERIES 200/QT	-	90	-	162	-	209	-	-	-	3	2.4
BAE 146 SERIES 300	-	136	-	273	-	307	-	-	-	4	2.6
<b>TOTAL</b>	<b>-</b>	<b>226</b>	<b>-</b>	<b>435</b>	<b>-</b>	<b>517</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7</b>	<b>5.0</b>
<b>AIR UK</b>											
BAE 146 SERIES 100	204	-	333	-	449	-	13 569	8 878	15 905	2	7.5
BAE 146 SERIES 200/QT	454	-	982	-	1 134	-	44 311	22 559	44 432	5	7.8
BAE 146 SERIES 300	565	-	1 250	-	1 336	-	61 070	35 146	62 061	6	8.1
FOKKER F27 100-600	892	-	2 801	-	2 987	-	65 824	22 876	41 414	14	6.0
SHORTS 360	40	-	150	-	192	-	2 738	751	1 455	2	5.3
<b>TOTAL</b>	<b>2 155</b>	<b>-</b>	<b>5 516</b>	<b>-</b>	<b>6 099</b>	<b>-</b>	<b>187 512</b>	<b>90 210</b>	<b>165 267</b>	<b>29</b>	<b>6.8</b>

Aircraft Type and Utilisation: Individual Airlines  
April 1992 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Mar 1992	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AIR UK LEISURE BOEING 737-400	947	-	449	-	1 453	-	57 267	138 064	163 075	6	5.4
TOTAL	947	-	449	-	1 453	-	57 267	138 064	163 075	6	5.4
AIRTOURS INTERNATIONAL MCDONNELL-DOUGLAS MD-80-83	1 970	-	870	-	2 993	-	132 293	302 308	329 019	8	9.8
TOTAL	1 970	-	870	-	2 993	-	132 293	302 308	329 019	8	9.8
ANGLO CARGO BAE(BAC)1-11-300/400/475 BOEING 707 ALL SERIES BOEING 757-200	-	-	-	-	-	-	-	-	-	..	..
TOTAL	-	-	-	-	-	-	-	-	-	..	..
AURIGNY AIR SERVICES PILATUS BN-2A TRISLANDER MK3 SHORTS 360	125 22	- -	1 889 306	- -	611 96	- -	18 682 7 513	1 185 528	2 119 765	9 1	1.3 1.7
TOTAL	147	-	2 195	-	707	-	26 195	1 713	2 884	10	1.4
BIRMINGHAM EUROPEAN AIRWAYS BAE(BAC)1-11-300/400/475 BAE(H.P)JETSTREAM 31	349 72	- -	549 210	- -	720 228	- -	20 688 2 200	13 175 770	25 790 1 156	4 3	6.4 2.7
TOTAL	421	-	759	-	949	-	22 888	13 945	26 946	7	4.8
BOND HELICOPTERS AEROSPATIALE AS332 SUPER PUMA AEROSPATIALE SA365 DAUPHIN BEECHCRAFT 200 SUPERKING AIR MBB B0105 SIKORSKY S76 SPIRIT	254 254 12 1 160	7 6 - - 2	1 092 6 062 28 3 1 474	24 145 - - 10	1 015 1 014 32 2 594	30 23 - - 8	9 946 28 723 122 6 8 045	2 313 1 204 51 1 873	4 826 2 794 94 4 1 920	10 17 2 10 9	3.4 1.5 0.4 0.2 2.1
TOTAL	681	15	8 659	179	2 657	61	46 842	4 442	9 638	48	1.7
BRISTOW HELICOPTERS AEROSPATIALE AS332 SUPER PUMA BELL 212/412 BELL MODEL 214ST BELL 206B JET RANGER SIKORSKY S61N SIKORSKY S76 SPIRIT	694 60 27 - 139 62	- - - - - -	3 570 2 355 184 - 1 245 614	- - - - - -	2 893 400 118 - 840 269	- - - - - -	44 923 11 110 1 742 - 14 887 3 029	8 733 283 256 - 1 662 306	13 186 660 486 - 2 224 620	24 6 2 2 14 10	3.7 2.5 0.6 - 1.6 0.7
TOTAL	982	-	7 968	-	4 519	-	75 691	11 240	17 176	58	2.3

30

Aircraft Type and Utilisation: Individual Airlines  
April 1992 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Mar 1992	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
<b>BRITANNIA AIRWAYS</b>											
BOEING 737-200	3 175	-	1 783	-	5 060	-	202 607	370 303	412 874	21	7.4
BOEING 737-300	591	-	395	-	974	-	50 364	77 736	87 987	5	5.5
BOEING 757-200	412	-	205	-	634	-	40 443	81 447	95 082	3	7.4
BOEING 767-200	1 927	-	662	-	2 749	-	137 953	439 378	527 784	10	9.5
<b>TOTAL</b>	<b>6 105</b>	<b>-</b>	<b>3 045</b>	<b>-</b>	<b>9 417</b>	<b>-</b>	<b>431 367</b>	<b>968 864</b>	<b>1 123 727</b>	<b>39</b>	<b>7.7</b>
<b>BRITISH AIR FERRIES</b>											
BAE 146 SERIES 200/QT	11	-	24	1	27	1	1 193	717	1 020	1	2.8
BAE(BAC)1-11-200 SERIES	47	-	85	-	111	-	1 028	1 900	3 620	2	0.7
BAE(BAC)1-11-300/400/475	9	-	9	-	17	-	617	667	861	1	0.2
FOKKER F27 100-600	-	32	-	105	-	111	-	-	-	1	3.9
HANDLEY PAGE HERALD 200	-	11	-	44	-	53	-	-	-	1	1.8
VICKERS VISCOUNT 800	108	92	359	254	349	295	13 313	4 164	7 998	12	1.7
<b>TOTAL</b>	<b>175</b>	<b>135</b>	<b>477</b>	<b>404</b>	<b>504</b>	<b>461</b>	<b>16 151</b>	<b>7 448</b>	<b>13 499</b>	<b>18</b>	<b>1.7</b>
<b>BRITISH AIRWAYS + CALEDONIAN AIRWAYS</b>											
AIRBUS A320-100/200	1 155	-	1 125	-	2 136	-	128 995	127 931	166 800	10	6.1
BAC/AEROSPATIALE CONCORDE	735	-	141	-	504	-	6 191	30 867	73 487	7	2.6
BAE (HS) 748	5	-	26	2	19	1	584	123	236	2	2.8
BAE(BAC)1-11-500 SERIES	1 954	-	2 864	-	4 046	-	158 746	117 596	188 498	24	5.1
BOEING 737-200	3 231	-	3 990	-	6 466	-	260 256	228 199	351 824	41	5.7
BOEING 737-300	-	-	-	-	-	-	-	-	-	2	5.6
BOEING 737-400	1 253	-	1 702	-	2 634	-	166 290	117 832	176 681	13	6.6
BOEING 747 200B COMBI	939	-	157	-	1 186	-	34 420	263 423	347 170	3	13.0
BOEING 747-100/100F	3 055	6	543	1	3 931	7	142 748	852 521	1 122 646	15	8.5
BOEING 747-200	3 746	-	755	-	4 838	-	147 808	1 042 342	1 436 180	13	11.5
BOEING 747-400	7 255	8	1 220	1	9 264	9	218 567	1 972 967	2 722 264	22	13.7
BOEING 757-200	3 886	23	4 775	43	7 626	46	573 561	499 003	727 639	36	6.7
BOEING 767-300	882	-	963	-	1 756	-	181 390	163 700	215 962	7	6.1
BOEING 767-300ER	2 258	-	617	-	3 225	-	61 476	291 915	435 840	9	11.3
BRITISH AEROSPACE ATP	573	1	1 952	7	1 869	5	60 868	20 678	36 254	13	4.8
LOCKHEED L-1011-1/100 TRISTAR	410	-	234	-	628	-	69 510	134 192	160 522	6	1.3
MCDONNELL-DOUGLAS DC10-30	2 233	-	383	-	2 807	-	53 984	336 132	511 393	8	11.4
<b>TOTAL</b>	<b>33 570</b>	<b>38</b>	<b>21 447</b>	<b>54</b>	<b>52 937</b>	<b>68</b>	<b>2 265 394</b>	<b>6 199 421</b>	<b>8 673 396</b>	<b>231</b>	<b>7.3</b>
<b>BRITISH INTERNATIONAL HELIS</b>											
AEROSPATIALE AS332 SUPER PUMA	167	-	810	-	669	-	9 613	1 982	3 173	5	4.0
SIKORSKY S61N	262	-	2 771	-	1 233	-	31 530	2 862	6 084	15	2.2
SIKORSKY S76 SPIRIT	10	-	71	-	42	-	210	30	110	4	0.4
WESTLAND 30 SRS 100	4	-	77	-	25	-	721	44	68	3	0.3
<b>TOTAL</b>	<b>443</b>	<b>-</b>	<b>3 729</b>	<b>-</b>	<b>1 968</b>	<b>-</b>	<b>42 074</b>	<b>4 918</b>	<b>9 435</b>	<b>27</b>	<b>2.2</b>

Aircraft Type and Utilisation: Individual Airlines  
April 1992 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Mar 1992	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
<b>BRITISH MIDLAND</b>											
BOEING 737-300	894	-	1 515	-	2 004	-	105 966	72 719	123 677	8	8.2
BOEING 737-400	441	-	692	-	934	-	65 499	44 801	70 891	4	7.1
BRITISH AEROSPACE ATP	115	-	460	-	450	-	14 197	4 441	7 371	2	6.6
DE HAVILLAND DHC-7 DASH-7	30	-	235	-	172	-	4 126	633	1 313	3	2.1
MCDONNELL-DOUGLAS DC9 SRS 30	725	-	1 643	-	1 926	-	95 551	42 833	79 734	8	7.7
MCDONNELL-DOUGLAS DC9-10/15	649	-	1 169	-	1 423	-	47 170	26 382	55 163	6	6.3
<b>TOTAL</b>	<b>2 854</b>	<b>-</b>	<b>5 714</b>	<b>-</b>	<b>6 909</b>	<b>-</b>	<b>332 509</b>	<b>191 809</b>	<b>338 149</b>	<b>31</b>	<b>6.8</b>
<b>BRYMON AIRWAYS</b>											
DE HAVILLAND DHC-7 DASH-7	199	-	715	-	725	-	13 351	4 656	9 217	5	5.9
DE HAVILLAND DHC-8 DASH-8-100	113	-	339	-	357	-	5 596	2 463	4 047	2	6.5
DE HAVILLAND DHC-8 DASH-8-300	116	-	343	-	346	-	8 049	3 272	5 798	1	6.6
<b>TOTAL</b>	<b>428</b>	<b>-</b>	<b>1 397</b>	<b>-</b>	<b>1 428</b>	<b>-</b>	<b>26 996</b>	<b>10 391</b>	<b>19 062</b>	<b>8</b>	<b>6.1</b>
<b>BUSINESS AIR LIMITED</b>											
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	4	-
SAAB FAIRCHILD 340	57	-	202	-	160	-	2 000	853	1 934	2	2.6
SHORTS 360	-	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>57</b>	<b>-</b>	<b>202</b>	<b>-</b>	<b>160</b>	<b>-</b>	<b>2 000</b>	<b>853</b>	<b>1 934</b>	<b>7</b>	<b>0.7</b>
<b>CHANNEL EXPRESS (AIR SVS)</b>											
FOKKER F27 100-600	-	29	-	68	-	88	-	-	-	1	3.3
HANDLEY PAGE HERALD 200	-	130	-	484	-	483	-	-	-	9	2.0
LOCKHEED L-188 ELECTRA	-	54	-	54	-	121	-	-	-	2	2.8
<b>TOTAL</b>	<b>-</b>	<b>213</b>	<b>-</b>	<b>606</b>	<b>-</b>	<b>692</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12</b>	<b>2.2</b>
<b>CITY FLYER EXPRESS</b>											
SHORTS 360	211	8	722	25	887	31	15 744	4 542	7 364	4	5.9
<b>TOTAL</b>	<b>211</b>	<b>8</b>	<b>722</b>	<b>25</b>	<b>887</b>	<b>31</b>	<b>15 744</b>	<b>4 542</b>	<b>7 364</b>	<b>4</b>	<b>5.9</b>
<b>DAN AIR</b>											
BAE (HS) 748	19	-	55	-	66	-	1 644	553	819	6	0.7
BAE 146 SERIES 100	163	-	298	-	355	-	10 539	7 283	13 079	2	5.8
BAE 146 SERIES 300	182	-	257	-	397	-	14 930	10 866	19 361	2	6.9
BAE(BAC)1-11-500 SERIES	953	-	1 180	-	1 929	-	69 747	59 439	98 943	11	5.2
BOEING 727-200/200 ADVANCED	766	-	494	-	1 177	-	73 995	122 960	143 101	7	2.9
BOEING 737-200	486	-	695	-	949	-	46 557	41 114	61 498	4	5.6
BOEING 737-300	329	-	445	-	661	-	31 902	22 225	45 440	3	6.9
BOEING 737-400	1 078	-	863	-	1 838	-	88 405	128 322	177 284	8	7.6
<b>TOTAL</b>	<b>3 976</b>	<b>-</b>	<b>4 287</b>	<b>-</b>	<b>7 370</b>	<b>-</b>	<b>337 719</b>	<b>392 762</b>	<b>559 525</b>	<b>43</b>	<b>4.7</b>

32

Aircraft Type and Utilisation: Individual Airlines  
April 1992 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Mar 1992	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
EXCALIBUR AIRWAYS											
AIRBUS A320-100/200	1	-	2	-	2	-	350	186	190	..	..
TOTAL	1	-	2	-	2	-	350	186	190	..	..
GB AIRWAYS T/A GIBAIR											
BOEING 737-200	633	-	427	-	1 064	-	33 343	47 787	71 737	5	8.0
TOTAL	633	-	427	-	1 064	-	33 343	47 787	71 737	5	8.0
GILLAIR											
SHORTS 330	93	-	444	-	345	-	5 814	1 255	2 772	6	1.5
SHORTS 360	39	-	144	-	136	-	3 154	843	1 390	2	2.1
TOTAL	132	-	588	-	481	-	8 968	2 098	4 162	8	1.6
HEAVYLIFT CARGO AIRLINES											
BOEING 707 ALL SERIES	-	59	-	21	-	82	-	-	-	1	4.1
CANADAIR CL-44	-	-	-	-	-	-	-	-	-	1	1.0
SHORTS BELFAST	-	54	-	47	-	138	-	-	-	3	1.5
TOTAL	-	113	-	68	-	220	-	-	-	5	1.9
INDEPENDENT AIRWAYS LTD											
BAE (HS) 748	1	-	2	-	3	-	88	33	33	1	-
TOTAL	1	-	2	-	3	-	88	33	33	1	-
INTER EUROPEAN AIRWAYS											
BOEING 737-300	732	-	315	-	1 096	-	35 030	92 465	108 203	3	8.6
BOEING 757-200	372	-	118	-	517	-	22 534	74 962	86 695	1	11.8
TOTAL	1 104	-	433	-	1 613	-	57 564	167 427	194 898	4	9.4
ISLES OF SCILLY SKYBUS											
PILATUS BN-2A ISLANDER	51	-	568	-	242	-	2 933	261	409	4	0.2
TOTAL	51	-	568	-	242	-	2 933	261	409	4	0.2
JANES AVIATION											
BAE (HS) 748	-	5	-	47	-	24	-	-	-	1	0.6
HANDLEY PAGE HERALD 200	-	35	-	93	-	118	-	-	-	2	2.3
TOTAL	-	40	-	140	-	142	-	-	-	3	1.8



Aircraft Type and Utilisation: Individual Airlines  
April 1992 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Mar 1992	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
<b>JERSEY EUROPEAN AIRWAYS</b>											
FOKKER F27 100-600	348	-	1 154	-	1 217	-	31 273	9 365	18 163	8	3.8
SHORTS 360	184	-	898	-	726	-	18 406	3 814	6 619	4	4.1
<b>TOTAL</b>	<b>532</b>	<b>-</b>	<b>2 052</b>	<b>-</b>	<b>1 943</b>	<b>-</b>	<b>49 679</b>	<b>13 179</b>	<b>24 782</b>	<b>12</b>	<b>3.9</b>
<b>LOGANAIR</b>											
BAE 146 SERIES 200/QT	1	-	5	-	3	-	313	39	62	1	0.9
BAE(H.P)JETSTREAM 31	283	-	611	-	845	-	5 265	2 549	4 801	5	5.5
BRITISH AEROSPACE ATP	254	-	803	-	887	-	24 677	8 111	16 244	5	3.6
DE HAVILLAND DH6 TWIN OTTER	47	-	337	-	248	-	2 899	422	796	3	2.7
PILATUS BN-2A ISLANDER	32	-	726	-	172	-	3 462	154	256	5	1.0
SHORTS 360	177	-	814	-	765	-	14 605	3 300	6 278	5	4.9
<b>TOTAL</b>	<b>794</b>	<b>-</b>	<b>3 296</b>	<b>-</b>	<b>2 920</b>	<b>-</b>	<b>51 221</b>	<b>14 575</b>	<b>28 437</b>	<b>24</b>	<b>3.5</b>
<b>LOVE AIR</b>											
PIPER PA-31/31P NAVAJO CHIEFTN	2	-	25	-	7	-	124	9	16	1	0.1
PIPER PA34 SENECA II	3	-	48	-	16	-	102	7	17	3	0.1
<b>TOTAL</b>	<b>5</b>	<b>-</b>	<b>73</b>	<b>-</b>	<b>24</b>	<b>-</b>	<b>226</b>	<b>16</b>	<b>33</b>	<b>4</b>	<b>0.1</b>
<b>MANX AIRLINES</b>											
BAE 146 SERIES 100	77	-	233	-	155	-	12 365	4 529	6 588	1	4.9
BRITISH AEROSPACE ATP	119	-	531	-	343	-	24 392	5 718	8 037	3	4.3
SHORTS 360	125	-	586	-	452	-	12 231	2 847	4 476	3	4.1
<b>TOTAL</b>	<b>321</b>	<b>-</b>	<b>1 350</b>	<b>-</b>	<b>950</b>	<b>-</b>	<b>48 988</b>	<b>13 094</b>	<b>19 101</b>	<b>7</b>	<b>4.3</b>
<b>MANX AIRLINES (EUROPE) LTD</b>											
BAE(H.P)JETSTREAM 31	182	-	384	-	495	-	3 447	1 724	2 920	3	6.0
<b>TOTAL</b>	<b>182</b>	<b>-</b>	<b>384</b>	<b>-</b>	<b>495</b>	<b>-</b>	<b>3 447</b>	<b>1 724</b>	<b>2 920</b>	<b>3</b>	<b>6.0</b>
<b>MCALPINE AVIATION</b>											
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	1	0.3
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>0.3</b>
<b>MONARCH AIRLINES</b>											
AIRBUS A300-600(B2-B4)	655	-	271	-	944	-	67 642	206 432	236 341	3	9.4
BOEING 737-300	546	-	634	-	1 028	-	19 963	51 223	75 476	9	4.8
BOEING 757-200	1 758	-	672	-	2 518	-	110 322	358 805	413 353	7	9.4
<b>TOTAL</b>	<b>2 959</b>	<b>-</b>	<b>1 577</b>	<b>-</b>	<b>4 490</b>	<b>-</b>	<b>197 927</b>	<b>616 460</b>	<b>725 170</b>	<b>19</b>	<b>7.1</b>

34

Aircraft Type and Utilisation: Individual Airlines  
April 1992 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Mar 1992	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
NORTHERN AIRLINES											
PILATUS BN-2A ISLANDER	-	-	-	-	-	-	-	-	-	1	0.9
TOTAL	-	-	-	-	-	-	-	-	-	1	0.9
SUCKLING AIRWAYS											
DORNIER 228-100/200	44	-	168	-	155	-	1 422	390	750	1	5.2
TOTAL	44	-	168	-	155	-	1 422	390	750	1	5.2
TITAN AIRWAYS											
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	2	-
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	1	-
SHORTS 330	-	21	-	94	-	72	-	-	-	2	1.5
TOTAL	-	21	-	94	-	72	-	-	-	5	0.6
VIRGIN ATLANTIC AIRWAYS											
BOEING 747-100/100F	369	-	54	-	462	-	22 262	157 525	175 246	1	14.9
BOEING 747-200	1 944	-	280	-	2 447	-	65 911	464 466	686 454	7	11.4
TOTAL	2 313	-	334	-	2 908	-	88 173	621 991	861 700	8	11.9
GRAND TOTAL	67 124	1 044	80 056	2 408	122 541	2 783	4 752 072	10 401 725	14 053 224	743	5.1

(a) Excludes air taxi operations (see table 14)

(b) Excludes passengers uplifted on sub-charter operations

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

Passengers Uplifted on Domestic Routes For April 1992 (a) (b) Table 12

HEATHROW	ABERDEEN	36 909
	BELFAST	100 581
	BIRMINGHAM	5 867
	CHANNEL ISLANDS (c)	28 820
	EAST MIDLANDS	3 530
	EDINBURGH	99 764
	GLASGOW	99 104
	INVERNESS	11 182
	ISLE OF MAN	9 050
	LEEDS/BRADFORD	15 774
	MANCHESTER	67 126
	NEWCASTLE	28 596
	NEWQUAY	2 906
	PLYMOUTH	3 061
TEESSIDE	14 229	
GATWICK	ABERDEEN	8 834
	CHANNEL ISLANDS (c)	31 457
	EDINBURGH	12 887
	GLASGOW	13 791
	MANCHESTER	16 471
	NEWCASTLE	5 175
LUTON	BELFAST	12 489
	CHANNEL ISLANDS (c)	743
	ISLE OF MAN	1 063
STANSTED	ABERDEEN	4 160
	CHANNEL ISLANDS (c)	5 884
	EDINBURGH	6 773
	GLASGOW	5 812
ABERDEEN	BELFAST CITY	191
	BIRMINGHAM	3 143
	BRISTOL	500
	DUNDEE	111
	EAST MIDLANDS	655
	EDINBURGH	1 562
	GLASGOW	2 653
	HUMBERSIDE	1 962
	INVERNESS	356
	KIRKWALL	2 403
	MANCHESTER	7 410
	NEWCASTLE	2 607
	NORWICH	3 436
	Other Scottish Aerodromes	5 736
SUMBURGH	18 217	
TEESSIDE	3 064	
BELFAST	BIRMINGHAM	9 398
	CHANNEL ISLANDS (c)	1 049
	EAST MIDLANDS	5 690
	GLASGOW	5 880
	LEEDS/BRADFORD	1 071
	MANCHESTER	11 307
	NEWCASTLE	731
BELFAST CITY	BIRMINGHAM	5 016
	BLACKPOOL	1 510
	BRISTOL	2 441
	CARDIFF WALES	1 086
	EDINBURGH	5 286
	EXETER	1 113
	GLASGOW	5 527
	ISLE OF MAN	2 390
	LEEDS/BRADFORD	5 871
	LIVERPOOL	7 361
	MANCHESTER	7 778
	NEWCASTLE	3 112
	SOUTHAMPTON	934
	BIRMINGHAM	CHANNEL ISLANDS (c)
EDINBURGH		12 342
GLASGOW		10 614
ISLE OF MAN		3 159
NEWCASTLE		1 340
BLACKPOOL	CHANNEL ISLANDS (c)	140
	ISLE OF MAN	2 505
BOURNEMOUTH	CHANNEL ISLANDS (c)	2 846
BRISTOL	CHANNEL ISLANDS (c)	3 640
	EDINBURGH	2 648
	GLASGOW	2 745
	NEWCASTLE	557
	PLYMOUTH	261
CAMBRIDGE	MANCHESTER	533
CARDIFF WALES	CHANNEL ISLANDS (c)	2 789
	GLASGOW	1 371
	ISLE OF MAN	300
COVENTRY	CHANNEL ISLANDS (c)	133

Passengers Uplifted on Domestic Routes For April 1992 (a) (b) Table 12 Cont'd

CHANNEL ISLANDS (c)	CHANNEL ISLANDS (c)	19 957
	EAST MIDLANDS	6 915
	EDINBURGH	821
	EXETER	4 901
	GLASGOW	2 866
	GLOUCESTER/CHELTENHAM	373
	HUMBERSIDE	92
	ISLE OF MAN	215
	LEEDS/BRADFORD	1 275
	LIVERPOOL	499
	MANCHESTER	10 921
	NEWCASTLE	881
	NORWICH	487
	PLYMOUTH	1 700
	SOUTHAMPTON	25 984
	TEESSIDE	857
DUNDEE	MANCHESTER	813
EAST MIDLANDS	EDINBURGH	1 893
	GLASGOW	6 336
EDINBURGH	GLASGOW	23
	HUMBERSIDE	180
	KIRKWALL	698
	LEEDS/BRADFORD	1 976
	MANCHESTER	7 112
	NORWICH	1 205
	Other Scottish Aerodromes	463
	SOUTHAMPTON	841
	SUMBURGH	808
EXETER	ISLES OF SCILLY (ST.MARYS)	676
GLASGOW	INVERNESS	1 088
	ISLE OF MAN	1 667
	KIRKWALL	677
	LEEDS/BRADFORD	1 892
	LONDONDERRY	1 197
	MANCHESTER	7 089
	Other Scottish Aerodromes	8 694
	SOUTHAMPTON	1 572
	SUMBURGH	440
HUMBERSIDE	NORWICH	184
	TEESSIDE	10
INVERNESS	KIRKWALL	529
	MANCHESTER	711
	Other Scottish Aerodromes	2 442
ISLE OF MAN	LIVERPOOL	11 218
	MANCHESTER	5 758
ISLES OF SCILLY (ST.MARYS)	LANDS END (ST JUST)	2 257
	NEWQUAY	7
	PENZANCE HELIPORT	6 678
ISLES OF SCILLY (TRESKO)	PENZANCE HELIPORT	2 318
KIRKWALL	Other Scottish Aerodromes	2 871
	SUMBURGH	1 053
LONDONDERRY	MANCHESTER	1 190
MANCHESTER	NEWCASTLE	1 567
	SUMBURGH	101
NEWQUAY	PENZANCE HELIPORT	2
	PLYMOUTH	19
NORWICH	TEESSIDE	255
Other Scottish Aerodromes	Other Scottish Aerodromes	1 750
	SUMBURGH	202
Other Routes (d)	Other Routes (d)	1 890

(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 1992

Table 13.1

	All	International	Domestic
Class 1			
FIRST	27 746	27 113	633
PREMIUM	364 074	353 074	11 000
ECONOMY	705 762	320 056	385 706
ADVANCE PURCHASE	588 391	433 602	154 789
OFF PEAK	146 171	123 341	22 830
DISCOUNT	728 841	478 215	250 626
PART CHARTER	158 789	139 502	19 287
INCLUSIVE TOUR	279 048	201 371	77 677
STANDBY	37 756	14 016	23 740
CLASS FARES	224 801	180 475	44 326
Total	3 261 379	2 270 765	990 614

(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 1992

Table 13.2

Charter Categories			
	All	International	Domestic
<b>Class 2</b>			
ABC	1 729	1 505	224
ITC	1 297 187	1 294 018	3 169
OTHER	20 347	18 056	2 291
<b>Total Passengers</b>	<b>1 319 263</b>	<b>1 313 579</b>	<b>5 684</b>
<b>Class 7</b>			
OTHER	155 977	155 977	-
<b>Total Passengers</b>	<b>155 977</b>	<b>155 977</b>	<b>-</b>
<b>Class 8</b>			
OTHER	122	-	122
<b>Total Passengers</b>	<b>122</b>	<b>-</b>	<b>122</b>
<b>Exempt</b>			
OTHER	39 060	20 946	18 114
GOVT CHARTER	15 399	15 399	-
<b>Total Passengers</b>	<b>54 450</b>	<b>36 336</b>	<b>18 114</b>
<b>Total Non-Scheduled</b>	<b>1 529 812</b>	<b>1 505 892</b>	<b>23 920</b>
ABC	1 729	1 505	224
ITC	1 297 187	1 294 018	3 169
OTHER	215 506	194 979	20 527
GOVT CHARTER	15 399	15 399	-

(a) Excludes air taxi operations (see table 14)  
 (b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a)      Quarter Ended March 1992      Table 14

	Stage Flights	Aircraft Hours
AEROSPATIALE AS332 SUPER PUMA	7	5
AEROSPATIALE AS355 ECUREUIL 2	637	495
AEROSPATIALE SA341 GAZELLE	22	13
AEROSPATIALE SA350 ECUREUIL	473	648
AEROSPATIALE SA365 DAUPHIN	929	156
AGUSTA A109A	119	51
BAE(H.P.)JETSTREAM 31	641	449
BAE(HS)125	642	842
BEECH KINGAIR 90/100	213	311
BEECHCRAFT 200 SUPERKING AIR	969	1 059
BEECHCRAFT 400 BEECHJET	52	79
BEECHCRAFT BARON MOD.55/58/58P	65	51
BELL 206B JET RANGER	1 144	1 112
BELL 206L LONG RANGER	46	33
BELL 222	48	19
CESSNA 150	9	10
CESSNA 172 SKYHAWK	158	155
CESSNA 180 SKYWAGON	42	41
CESSNA 310	194	192
CESSNA 401/402/411/421	297	394
CESSNA 404 TITAN	761	638
CESSNA 441 CONQUEST II	2	3
CESSNA 500 CITATION I	65	61
CESSNA 550 CITATION II	286	280
DASSAULT MYSTERE-FALCON 20	38	77
DE HAVILLAND DH6 TWIN OTTER	194	240
DOUGLAS DC3 C47 DAKOTA	20	41
EMBRAER EMB-120 BRASILIA	84	116
EMBRAER EMB110 BANDEIRANTE	2 416	2 182
ENSTROM F28A/F280 SHARK	39	22
GATES LEARJET 35A	281	470
HAWKER SIDDELEY DH 104 DOVE	29	27
HUGHES 269A	32	22
HUGHES 500	16	4
MBB BO105	3 548	1 010
MBB BK117	4	2
PARTENAVIA P68B/C	238	282
PILATUS BN-2A ISLANDER	1 523	901
PILATUS BN-2A TRISLANDER MK3	30	22
PIPER PA-23 AZTEC/APACHE	391	345
PIPER PA-28 CHEROKEE SRS/PA32	8	6
PIPER PA-31/31P NAVAJO CHIEFTN	1 391	1 353
PIPER PA34 SENECA II	209	244
REIMS-CESSNA F406/CARAVAN II	458	270
ROBINSON R22	107	88
SAAB FAIRCHILD 340	538	1 090
SHORTS 330	1 381	1 233
SHORTS 360	1 340	1 505
SIKORSKY S61N	607	713
SIKORSKY S76 SPIRIT	202	79
<b>TOTAL</b>	<b>22 945</b>	<b>19 434</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;

New Class 2 From April 1990 this is an amalgam of the old Classes 2, 3 and 4.

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;

Class 8 authorises combined sole-use charter flights.

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 SERVICES

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

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

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

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

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

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

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

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

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

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

## MEASURES AND THEIR COMPUTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tonne 1000 kilograms.

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

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

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

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