

**Civil Aviation Authority**

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UK Airlines

monthly operating and traffic statistics

August 1988

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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  
Room T404  
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London WC2B 6TE

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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.

## CONTENTS

### UK Airlines - Operating and Traffic Statistics

#### Tables

- 1 Size of UK Airlines
- 2 Main Outputs of UK Airlines (1961-1987)

#### 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 3 Licence Operations
- 6.2 International Class 3 Licence Operations
- 6.3 Domestic Class 3 Licence Operations
  
- 7.1 All Class 4 Licence Operations
- 7.2 International Class 4 Licence Operations
- 7.3 Domestic Class 4 Licence Operations
  
- 8.1 All Class 6 Licence Operations
- 8.2 International Class 6 Licence Operations
- 8.3 Domestic Class 6 Licence Operations
  
- 9.1 All Class 7 Licence Operations
- 9.2 International Class 7 Licence Operations
- 9.3 Domestic Class 7 Licence Operations
  
- 10.1 All Exempt Operations
- 10.2 International Exempt Operations
- 10.3 Domestic Exempt Operations
  
- 11.1 Sub Charter Operations performed under Class 5 Licences
- 11.2 Exempt Sub Charter Operations performed for UK operators
- 11.3 Exempt Sub Charter Operations performed for Non UK operators

#### Aircraft Type and Utilisation

- 12.1 All Airlines
- 12.2 Individual Airlines

#### Miscellaneous Traffic Statistics

- 13 Passengers uplifted on Domestic Routes
- 14.1 Scheduled Passenger Analysis by Fare Groups
- 14.2 Non-Scheduled Passenger Analysis of Licences and Charter Categories
- 15 Public Transport Air Taxi Operations

#### Appendix Definitions

**Size of UK Airlines by Available Capacity**  
**Year ended August 1988 (a)**

**Table 1**

	Output in available tonne-kilometres (000 000)	Percentage of all available tonne- kilometres
British Airways	9 884	59.03
British Caledonian Airways	1 267	7.57
Britannia Airways	1 064	6.35
Dan-Air Services	785	4.69
Monarch Airlines	542	3.24
Virgin Atlantic Airways	491	2.93
Air Europe	462	2.76
Caledonian Airways (b)	397	2.37
Orion Airways	388	2.31
Cal Air International	244	1.46
British Midland	186	1.10
Air 2000	172	1.02
British Island Airways	141	0.84
Paramount Airways	90	0.54
Air UK	78	0.47
Anglo Cargo	72	0.43
Tradewinds Airways	68	0.40
Heavylift Cargo Airlines	40	0.24
Inter European Airways	38	0.23
Air Bridge Carriers	37	0.22
Highland Express Airways	26	0.15
Airways International (Cymru)	25	0.15
British Air Ferries	23	0.14
Air UK Leisure	21	0.12
Amber Airways	21	0.12
Air Foyle	19	0.11
Bristow Helicopters	18	0.10
Manx Airlines	16	0.10
Brymon Airways	14	0.09
Loganair	14	0.08
GB Airways t/a Gibair	13	0.07
British International Helicopters	10	0.06
Others (27 Airlines)	76	0.46

(a) Excludes Air Taxi Operations

(b) Formerly British Airtours

**Main Outputs of UK  
 Airlines(a) 1961-1987**

**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	8 386
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	15 853	11 430	4 423
<b>Year ended</b>			
Aug 1987	15 235	11 029	4 206
Aug 1988	16 553	12 049	4 611
<b>Latest year's growth (percentages)</b>	8.7	9.2	9.6
<b>Mean rates of growth (percentages) to 1987</b>			
20 years	6.0	6.3	5.0
10 years	2.1	2.8	0.4
5 years	6.6	5.7	9.0

(a) Excludes Air Taxi Operations.



All Scheduled Services August 1988

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-Kilometres Used					
									Tonne-Km Available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<b>Passenger Services</b>														
Air Ecosse	47	176	164	1 566	869	593	68.3	-	71	49	-	-	49	68.2
Air Europe	612	552	1 072	65 916	102 110	85 761	84.0	147	9 975	7 009	7	141	6 861	70.3
Air UK	1 417	4 599	4 488	132 022	78 554	46 880	59.7	184	7 633	4 048	-	71	3 977	53.0
Atlantic Air Transport	68	342	223	9 755	2 804	1 951	69.6	2	318	156	-	-	156	49.1
Aurigny Air Services	186	3 055	904	35 834	3 129	2 156	68.9	141	258	180	1	7	172	69.9
Berlin European UK	27	66	97	4 492	429	197	46.0	-	35	17	-	-	17	48.8
Birmingham Executive Airways	301	355	835	3 422	5 463	2 966	54.3	-	410	223	-	-	223	54.3
Britannia Airways	254	106	384	12 682	40 720	31 196	76.6	-	3 462	2 651	-	-	2 651	76.6
British Air Ferries	12	78	50	4 545	900	709	78.7	-	77	59	-	-	59	76.8
British Airways	29 212	22 615	47 496	2 093 514	7 086 003	5 549 837	78.3	25 933	940 778	671 217	11 774	143 063	516 379	71.3
British International Helis	40	680	223	13 994	1 080	845	78.2	23	90	71	-	1	69	78.9
British Island Airways	75	40	119	3 397	7 293	6 317	86.6	-	640	505	-	-	505	78.9
British Midland	1 640	4 134	4 522	211 817	150 329	94 670	63.0	337	15 627	7 545	75	87	7 383	48.3
Brymon Airways	263	1 283	1 111	18 187	8 100	4 952	61.1	5	859	407	-	1	406	47.4
Business Air Limited	69	238	234	927	814	405	49.7	2	89	35	-	2	33	39.2
Capital Airlines	225	652	752	13 673	8 767	4 896	55.8	-	877	379	-	-	379	43.3
Connectair	198	548	738	10 321	6 569	3 991	60.8	3	599	301	-	1	299	50.2
Dan Air	1 326	2 338	3 152	129 134	113 697	85 135	74.9	257	9 071	6 988	25	158	6 805	77.0
Gb Airways T/A Gibair	211	206	359	16 776	24 912	21 089	84.7	52	2 658	1 929	40	48	1 842	72.6
Guernsey Airlines	159	528	612	16 404	6 779	5 675	83.7	3	580	455	-	1	454	78.5
Isles of Scilly Skybus	28	569	142	3 947	223	193	86.7	7	22	16	-	-	15	71.0
Jersey European Airways	182	1 149	637	27 829	8 052	5 440	67.6	16	741	410	-	2	408	55.3
Loganair	410	2 458	1 802	37 770	14 676	8 178	55.7	51	1 328	744	-	8	736	56.0
London City Airways	187	574	660	9 092	8 225	2 951	35.9	-	879	230	-	-	230	26.2
Manx Airlines	356	1 721	1 375	58 219	18 500	12 775	69.1	83	1 658	1 037	-	15	1 022	62.5
Monarch Airlines	39	26	60	3 278	5 714	4 880	85.4	-	517	410	-	-	410	79.3
National Commuter Airways	56	184	125	2 265	1 215	735	60.5	1	115	59	-	-	59	50.9
Orion Airways	105	66	172	8 485	15 250	13 505	88.6	-	1 435	1 080	-	-	1 080	75.3
Paramount Airways	1	1	1	42	93	24	25.5	-	8	2	-	-	2	25.5
Region Airways	22	86	80	332	358	86	24.1	-	27	6	-	-	6	24.0
Ryanair-Europe	19	54	50	3 166	1 988	1 121	56.4	13	175	103	-	4	99	58.9
Suckling Airways	46	176	163	691	781	196	25.1	-	55	14	-	-	14	25.6
Virgin Atlantic Airways	744	398	1 114	68 657	272 396	252 554	92.7	707	39 180	27 502	-	4 259	23 242	70.2
<b>Total Passenger Services</b>	<b>38 538</b>	<b>50 053</b>	<b>73 915</b>	<b>3 018 151</b>	<b>7 996 793</b>	<b>6 252 859</b>	<b>78.2</b>	<b>27 987</b>	<b>1 040 247</b>	<b>735 838</b>	<b>11 922</b>	<b>147 871</b>	<b>576 045</b>	<b>70.7</b>
<b>Cargo Services</b>														
Air Bridge Carriers	130	336	313	-	-	-	-	2 453	2 282	1 177	-	1 177	-	51.6
Air UK	21	52	72	-	-	-	-	161	121	66	-	66	-	54.9
British Air Ferries	5	8	18	-	-	-	-	25	30	16	-	16	-	55.1
British Airways	65	52	111	-	-	-	-	455	1 625	1 198	214	984	-	73.7
Channel Express (Air Svcs)	28	194	137	-	-	-	-	756	161	124	-	124	-	77.0
Tradewinds Airways	86	19	99	-	-	-	-	348	3 603	2 505	-	2 505	-	69.5
<b>Total Cargo Services</b>	<b>336</b>	<b>661</b>	<b>750</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4 199</b>	<b>7 822</b>	<b>5 087</b>	<b>214</b>	<b>4 873</b>	<b>-</b>	<b>65.0</b>
<b>Grand Total</b>	<b>38 873</b>	<b>50 714</b>	<b>74 665</b>	<b>3 018 151</b>	<b>7 996 793</b>	<b>6 252 859</b>	<b>78.2</b>	<b>32 186</b>	<b>1 048 069</b>	<b>740 924</b>	<b>12 135</b>	<b>152 744</b>	<b>576 045</b>	<b>70.6</b>

International Scheduled Services August 1988 (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
<b>Passenger Services</b>														
Air Europe	612	552	1 072	65 916	102 110	85 761	84.0	147	9 975	7 009	7	141	6 861	70.3
Air UK	725	1 847	2 121	41 468	43 558	22 070	50.7	80	4 228	1 924	-	48	1 876	45.5
Aurigny Air Services	21	259	102	2 374	340	200	58.8	6	28	16	-	-	16	58.0
Berlin European UK	27	66	97	492	429	197	46.0	-	35	17	-	-	17	48.8
Birmingham Executive Airways	301	355	835	3 422	5 463	2 966	54.3	-	410	223	-	-	223	54.3
Britannia Airways	254	106	384	12 682	40 720	31 196	76.6	-	3 462	2 651	-	-	2 651	76.6
British Air Ferries	12	78	50	4 545	900	709	78.7	-	77	59	-	-	59	76.8
British Airways	26 444	15 540	40 256	1 577 497	6 730 941	5 320 154	79.0	24 858	901 794	651 757	11 593	142 817	497 347	72.3
British Island Airways	75	40	119	3 397	7 293	6 317	86.6	-	640	505	-	-	505	78.9
British Midland	276	688	806	26 844	20 988	10 641	50.7	59	2 092	853	3	19	830	40.8
Brymon Airways	69	206	251	2 974	2 562	990	38.6	-	272	81	-	-	81	29.9
Business Air Limited	30	72	90	162	266	126	47.2	2	38	12	-	2	10	31.5
Connectair	198	548	738	10 321	6 569	3 991	60.8	3	599	301	-	1	299	50.2
Dan Air	823	1 220	1 828	65 414	73 461	53 600	73.0	155	5 860	4 404	13	108	4 283	75.2
Gb Airways T/A Gibair	211	206	359	16 776	24 912	21 089	84.7	52	2 658	1 929	40	48	1 842	72.6
Jersey European Airways	25	170	85	3 717	925	505	54.6	-	81	38	-	-	38	47.0
Loganair	13	54	65	829	238	203	85.3	-	21	18	-	-	18	85.4
London City Airways	175	534	612	7 838	7 697	2 574	33.4	-	822	201	-	-	201	24.4
Manx Airlines	15	102	68	4 310	727	706	97.1	-	65	56	-	-	56	87.1
Monarch Airlines	39	26	60	3 278	5 714	4 880	85.4	-	517	410	-	-	410	79.3
National Commuter Airways	24	86	59	333	236	91	38.7	1	21	7	-	-	7	35.2
Orion Airways	105	66	172	8 485	15 250	13 505	88.6	-	1 435	1 080	-	-	1 080	75.3
Region Airways	22	86	80	332	358	86	24.1	-	27	6	-	-	6	24.0
Ryanair-Europe	19	54	50	3 166	1 988	1 121	56.4	13	175	103	-	4	99	58.9
Suckling Airways	28	90	96	437	477	143	30.0	-	34	10	-	-	10	30.6
Virgin Atlantic Airways	744	398	1 114	68 657	272 396	252 554	92.7	707	39 180	27 502	-	4 259	23 242	70.2
<b>Total Passenger Services</b>	<b>31 285</b>	<b>23 449</b>	<b>51 567</b>	<b>1 935 666</b>	<b>7 366 517</b>	<b>5 836 375</b>	<b>79.2</b>	<b>26 082</b>	<b>974 546</b>	<b>701 174</b>	<b>11 656</b>	<b>147 449</b>	<b>542 069</b>	<b>71.9</b>
<b>Cargo Services</b>														
Air Bridge Carriers	98	243	241	-	-	-	-	1 805	1 676	980	-	980	-	58.5
Air UK	21	52	72	-	-	-	-	161	121	66	-	66	-	54.9
British Air Ferries	5	8	18	-	-	-	-	25	30	16	-	16	-	55.1
British Airways	40	7	53	-	-	-	-	83	1 360	985	1	984	-	72.4
Tradewinds Airways	86	19	99	-	-	-	-	348	3 603	2 505	-	2 505	-	69.5
<b>Total Cargo Services</b>	<b>250</b>	<b>329</b>	<b>484</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 422</b>	<b>6 790</b>	<b>4 553</b>	<b>1</b>	<b>4 552</b>	<b>-</b>	<b>67.1</b>
<b>Grand Total</b>	<b>31 535</b>	<b>23 778</b>	<b>52 050</b>	<b>1 935 666</b>	<b>7 366 517</b>	<b>5 836 375</b>	<b>79.2</b>	<b>28 504</b>	<b>981 336</b>	<b>705 727</b>	<b>11 657</b>	<b>152 001</b>	<b>542 069</b>	<b>71.9</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

	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				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<b>Passenger Services</b>														
Air Ecosse	47	176	164	1 566	869	593	68.3	-	71	49	-	-	49	68.2
Air UK	692	2 752	2 367	90 554	34 996	24 810	70.9	104	3 405	2 124	-	23	2 101	62.4
Atlantic Air Transport	68	342	223	9 755	2 804	1 951	69.6	2	318	156	-	-	156	49.1
Aurigny Air Services	165	2 796	802	33 460	2 788	1 956	70.1	135	230	164	1	7	156	71.3
British Airways	2 768	7 075	7 240	516 017	355 062	229 682	64.7	1 096	38 983	19 460	181	246	19 033	49.9
British International Helis	40	680	223	13 994	1 080	845	78.2	23	90	71	-	1	69	78.9
British Midland	1 365	3 446	3 715	184 973	129 341	84 029	65.0	278	13 535	6 693	72	68	6 553	49.4
Brymon Airways	194	1 077	861	15 213	5 538	3 962	71.5	4	587	326	-	1	325	55.6
Business Air Limited	39	166	144	765	547	279	51.0	-	51	23	-	-	23	45.0
Capital Airlines	225	652	752	13 673	8 767	4 896	55.8	-	877	379	-	-	379	43.3
Dan Air	503	1 118	1 324	63 720	40 237	31 536	78.4	102	3 211	2 584	11	50	2 523	80.5
Guernsey Airlines	159	528	612	16 404	6 779	5 675	83.7	3	580	455	-	1	454	78.5
Isles of Scilly Skybus	28	569	142	3 947	223	193	86.7	7	22	16	-	-	15	71.0
Jersey European Airways	158	979	552	24 112	7 127	4 935	69.2	15	660	372	-	2	370	56.3
Loganair	397	2 404	1 737	36 941	14 438	7 975	55.2	51	1 306	726	-	8	718	55.6
London City Airways	12	40	48	1 254	528	377	71.4	-	56	29	-	-	29	52.1
Manx Airlines	341	1 619	1 306	53 909	17 774	12 070	67.9	83	1 593	980	-	15	966	61.5
National Commuter Airways	33	98	66	1 932	979	643	65.7	-	95	51	-	-	51	54.4
Paramount Airways	1	1	1	42	93	24	25.5	-	8	2	-	-	2	25.5
Suckling Airways	18	86	67	254	304	53	17.4	-	21	4	-	-	4	17.7
<b>Total Passenger Services</b>	<b>7 253</b>	<b>26 604</b>	<b>22 348</b>	<b>1 082 485</b>	<b>630 276</b>	<b>416 484</b>	<b>66.1</b>	<b>1 908</b>	<b>65 701</b>	<b>34 664</b>	<b>265</b>	<b>422</b>	<b>33 976</b>	<b>52.8</b>
<b>Cargo Services</b>														
Air Bridge Carriers	32	93	72	-	-	-	-	648	606	197	-	197	-	32.5
British Airways	25	45	58	-	-	-	-	372	265	212	212	-	-	80.2
Channel Express (Air Svcs)	28	194	137	-	-	-	-	756	161	124	-	124	-	77.0
<b>Total Cargo Services</b>	<b>85</b>	<b>332</b>	<b>267</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 774</b>	<b>1 032</b>	<b>533</b>	<b>212</b>	<b>321</b>	<b>-</b>	<b>51.7</b>
<b>Grand Total</b>	<b>7 338</b>	<b>26 936</b>	<b>22 615</b>	<b>1 082 485</b>	<b>630 276</b>	<b>416 484</b>	<b>66.1</b>	<b>3 682</b>	<b>66 733</b>	<b>35 197</b>	<b>478</b>	<b>743</b>	<b>33 976</b>	<b>52.7</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 August 1988 (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-Km Available (000)	Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted							Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	48	84	110	-	-	-	-	-	304	884	472	-	472	-	53.4
Air Europe	3 126	1 615	4 817	265 112	580 605	545 602	94.0	-	56 061	43 649	43 649	-	-	43 649	77.9
Air Foyle	132	272	287	-	-	-	-	1 187	1 407	673	-	-	673	-	47.8
Air UK	28	27	49	1 529	2 650	2 006	75.7	-	243	170	-	-	-	170	70.2
Air UK Leisure	468	327	766	36 301	60 875	55 534	91.2	-	5 760	4 720	-	-	-	4 720	82.0
Air 2000	1 464	579	2 058	126 903	338 334	323 122	95.5	-	29 086	27 790	-	-	-	27 790	95.5
Amber Airways	512	253	789	26 846	66 742	62 333	93.4	-	6 007	4 676	-	-	-	4 676	77.8
Anglo Baltic Airlines+Hot Air	74	291	227	72	5 455	2 390	43.8	-	479	196	-	-	4	193	41.0
Anglo Cargo	152	63	199	-	-	-	-	-	367	4 568	2 992	-	2 992	-	65.5
Atlantic Air Transport	8	30	36	110	21	19	91.7	9	31	17	3	13	-	1	55.2
Birmingham Executive Airways	1	4	4	86	27	25	93.6	-	2	-	-	-	-	2	92.5
Bond Helicopters	661	11 647	2 690	52 197	8 801	3 875	44.0	461	738	351	-	22	-	329	47.6
Bristow Helicopters	989	7 326	4 715	58 998	16 525	10 776	65.2	310	1 546	1 046	-	69	-	977	67.7
Britannia Airways	8 944	5 017	14 375	724 548	1 402 497	1 326 728	94.6	1	119 250	112 776	1	3	112 773	94.6	
British Air Ferries	260	779	836	12 758	12 098	6 854	56.7	853	1 736	981	31	380	-	569	56.5
British Airways	1 072	604	1 641	73 099	213 257	195 288	91.6	207	24 986	18 160	-	654	-	17 506	72.7
British International Helis	499	4 843	2 194	45 924	10 473	5 185	49.5	174	1 065	435	-	20	-	415	40.8
British Island Airways	2 111	1 384	3 486	142 735	265 367	241 955	91.2	-	23 260	19 357	-	-	1	19 356	83.2
British Midland	294	204	490	13 992	31 524	28 935	91.8	17	3 080	2 271	-	14	-	2 257	73.7
Brymon Airways	120	338	424	8 814	5 479	4 365	79.7	11	595	362	-	4	-	358	60.9
Cal Air International	728	338	1 024	115 030	276 486	262 090	94.8	-	25 476	20 967	-	-	-	20 967	82.3
Caledonian Airways	2 140	1 163	3 346	241 237	514 729	481 998	93.6	-	47 999	40 971	-	-	-	40 971	85.4
Caledonian Helicopters	58	408	242	4 019	1 044	571	54.7	19	104	55	-	3	-	52	52.9
Capital Airlines	4	19	12	-	163	123	75.7	-	16	10	-	-	-	10	63.3
Channel Express (Air Svcs)	91	352	363	-	-	-	-	728	500	232	139	94	-	-	46.5
Connectair	58	150	202	196	160	108	67.2	237	175	98	-	90	-	8	56.0
Dan Air	7 121	4 320	11 131	576 149	1 151 974	1 059 879	92.0	315	92 368	84 893	84	18	84 790	91.9	
Gb Airways T/A Gibair	-	2	2	122	37	30	82.4	-	3	2	-	-	-	2	79.3
Heavylift Cargo Airlines	135	65	326	-	-	-	-	317	4 220	1 796	60	1 736	-	-	42.6
Inter European Airways	690	286	1 012	38 028	102 027	97 678	95.7	-	9 099	7 331	-	-	-	7 331	80.6
Jersey European Airways	2	14	9	434	89	77	86.1	-	8	6	-	-	-	6	75.1
Loganair	58	141	196	320	909	820	90.2	154	280	146	72	-	-	74	52.0
London City Airways	8	20	29	751	342	283	83.0	-	36	22	-	-	-	22	60.4
Manx Airlines	8	46	36	-	-	-	-	82	28	14	-	14	-	-	50.7
Mc Alpine Aviation	7	5	10	49	122	80	66.2	-	13	7	-	-	-	7	53.0
Monarch Airlines	3 973	1 923	5 830	337 498	771 897	725 810	94.0	-	70 713	60 983	-	-	-	60 983	86.2
Orion Airways	2 946	1 587	4 702	251 033	527 508	490 416	93.0	1	49 572	39 233	-	1	-	39 232	79.1
Paramount Airways	1 166	553	1 710	86 136	192 376	184 352	95.8	-	16 939	16 187	-	-	-	16 187	95.6
Peregrine Air Services	98	302	308	1 073	1 902	1 033	54.3	10	173	88	5	-	-	83	50.6
Ryanair-Europe	67	152	159	790	7 015	5 292	75.4	-	617	469	-	3	-	466	76.0
Tal Air	25	76	87	-	-	-	-	55	70	28	-	28	-	-	40.7
Tradewinds Airways	61	27	86	-	-	-	-	127	2 563	1 619	-	1 619	-	-	63.2
Virgin Atlantic Airways	84	12	106	5 397	38 043	37 666	99.0	47	5 477	3 828	-	325	-	3 503	69.9

All Non-Scheduled Services August 1988 (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)	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted				Cargo & Mail Uplifted Tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Total	40 495	47 648	71 122	3 248 286	6 607 552	6 163 299	93.3	5 988	607 235	520 084	395	9 253	510 437	85.6
Total sub-charter operations performed on behalf of UK airlines	621	922	1 402	..	69 539	55 912	80.4	..	7 710	5 491	3	771	4 717	71.2
Total excluding sub-charter operations performed on behalf of UK airlines	39 874	46 726	69 720	3 248 286	6 538 013	6 107 387	93.4	5 988	599 526	514 594	392	8 482	505 720	85.8

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

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

International Non-Scheduled Services August 1988 (a)

Table 4.2

				(b)								(b)				
	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	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail	
Air Bridge Carriers	48	84	110	-	-	-	-	304	884	472	-	472	-	53.4		
Air Europe	3 126	1 615	4 817	265 112	580 605	545 602	94.0	-	56 061	43 649	-	-	43 649	77.9		
Air Foyle	84	136	174	-	-	-	-	541	890	385	-	385	-	43.3		
Air UK	27	24	46	1 438	2 593	1 954	75.4	-	238	166	-	-	166	69.8		
Air UK Leisure	430	247	683	26 897	55 932	51 029	91.2	-	5 292	4 338	-	-	4 338	82.0		
Air 2000	1 464	579	2 058	126 903	338 334	323 122	95.5	-	29 086	27 790	-	-	27 790	95.5		
Amber Airways	512	253	789	26 846	66 742	62 333	93.4	-	6 007	4 676	-	-	4 676	77.8		
Anglo Baltic Airlines+Hot Air	74	290	226	-	5 441	2 376	43.7	-	478	195	-	4	192	40.8		
Anglo Cargo	152	63	199	-	-	-	-	367	4 568	2 992	-	2 992	-	65.5		
Atlantic Air Transport	4	11	18	-	-	-	-	-	16	10	-	10	-	64.3		
Birmingham Executive Airways	1	2	3	46	22	21	95.8	-	2	2	-	-	2	94.4		
Bond Helicopters	661	11 647	2 690	52 197	8 801	3 875	44.0	461	738	351	-	22	329	47.6		
Bristow Helicopters	989	7 326	4 715	58 998	16 525	10 776	65.2	310	1 546	1 046	-	69	977	67.7		
Britannia Airways	8 925	4 971	14 328	719 988	1 399 925	1 324 449	94.6	1	119 031	112 583	1	3	112 579	94.6		
British Air Ferries	104	254	346	226	4 052	2 500	61.7	248	698	370	25	137	208	53.0		
British Airways	1 060	579	1 610	71 131	212 161	194 344	91.6	203	24 865	18 078	-	654	17 424	72.7		
British International Helis	498	4 839	2 192	45 914	10 462	5 182	49.5	174	1 064	435	-	20	415	40.9		
British Island Airways	2 111	1 384	3 486	142 735	265 367	241 955	91.2	-	23 260	19 357	-	1	19 356	83.2		
British Midland	294	201	488	13 992	31 502	28 917	91.8	17	3 078	2 270	-	14	2 256	73.7		
Brymon Airways	1	2	3	-	30	17	57.6	-	3	1	-	-	1	44.0		
Cal Air International	728	338	1 024	115 030	276 486	262 090	94.8	-	25 476	20 967	-	-	20 967	82.3		
Caledonian Airways	2 140	1 162	3 345	241 237	514 693	481 965	93.6	-	47 996	40 968	-	-	40 968	85.4		
Caledonian Helicopters	58	408	242	4 019	1 044	571	54.7	19	104	55	-	3	52	52.9		
Channel Express (Air Svcs)	43	130	165	-	-	-	-	231	238	90	-	90	-	37.7		
Connectair	58	150	202	196	160	108	67.2	237	175	98	-	90	8	56.0		
Dan Air	7 034	4 066	10 839	570 842	1 148 455	1 057 069	92.0	13	91 939	84 584	-	18	84 566	92.0		
Gb Airways T/A Gibair	-	2	2	122	37	30	82.4	-	3	2	-	-	2	79.3		
Heavylift Cargo Airlines	135	65	326	-	-	-	-	317	4 220	1 796	60	1 736	-	42.6		
Inter European Airways	690	286	1 012	38 028	102 027	97 678	95.7	-	9 099	7 331	-	-	7 331	80.6		
London City Airways	1	2	3	88	36	36	100.0	-	4	3	-	-	3	72.3		
Mc Alpine Aviation	7	5	10	49	122	80	66.2	-	13	7	-	-	7	53.0		
Monarch Airlines	3 961	1 907	5 809	335 257	770 107	724 115	94.0	-	70 551	60 841	-	-	60 841	86.2		
Orion Airways	2 943	1 579	4 694	250 046	527 132	490 059	93.0	1	49 537	39 204	-	1	39 203	79.1		
Paramount Airways	1 166	553	1 710	86 136	192 376	184 352	95.8	-	16 939	16 187	-	-	16 187	95.6		
Peregrine Air Services	13	24	35	51	54	38	70.8	10	26	8	5	-	3	32.3		
Ryanair-Europe	67	152	159	790	7 015	5 292	75.4	-	617	469	-	3	466	76.0		
Tal Air	25	75	86	-	-	-	-	54	69	28	-	28	-	40.9		
Tradewinds Airways	61	27	86	-	-	-	-	127	2 563	1 619	-	1 619	-	63.2		
Virgin Atlantic Airways	84	12	106	5 397	38 043	37 666	99.0	47	5 477	3 828	-	325	3 503	69.9		
<b>Total</b>	<b>39 780</b>	<b>45 450</b>	<b>68 833</b>	<b>3 199 711</b>	<b>6 576 278</b>	<b>6 139 602</b>	<b>93.4</b>	<b>3 679</b>	<b>602 852</b>	<b>517 253</b>	<b>91</b>	<b>8 697</b>	<b>508 465</b>	<b>85.8</b>		
Total sub-charter operations performed on behalf of UK airlines	493	473	947	..	64 466	52 109	80.8	..	7 180	5 122	-	723	4 399	71.3		
Total excluding sub-charter operations performed on behalf of UK airlines	39 287	44 977	67 886	3 199 711	6 511 812	6 087 493	93.5	3 679	595 671	512 131	91	7 974	504 065	86.0		

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

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

Domestic Non-Scheduled Services August 1988 (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				
				Number of Passengers Uplifted				Cargo & Mail Uplifted Tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Foyle	49	136	113	-	-	-	-	646	517	288	-	288	-	55.6
Air UK	1	3	3	91	57	52	90.8	-	5	4	-	-	4	87.4
Air UK Leisure	38	80	84	9 404	4 943	4 505	91.1	-	468	382	-	-	382	81.8
Anglo Baltic Airlines+Hot Air	-	1	1	72	14	14	97.3	-	1	1	-	-	1	89.2
Atlantic Air Transport	4	19	19	110	21	19	91.7	9	14	7	3	2	1	45.1
Birmingham Executive Airways	-	2	1	40	5	4	83.3	-	-	-	-	-	-	83.3
Britannia Airways	20	46	47	4 560	2 572	2 279	88.6	-	219	194	-	-	194	88.6
British Air Ferries	155	525	490	12 532	8 046	4 354	54.1	605	1 037	611	6	243	361	58.9
British Airways	11	25	31	1 968	1 096	944	86.1	4	122	82	-	1	82	67.8
British International Helis	1	4	3	10	11	3	27.3	-	1	-	-	-	-	27.5
British Midland	1	3	3	-	22	18	81.6	-	2	1	-	-	1	66.0
Brymon Airways	120	336	422	8 814	5 449	4 348	79.8	11	592	361	-	4	357	61.0
Caledonian Airways	-	1	1	-	36	33	89.8	-	3	3	-	-	3	82.4
Capital Airlines	4	19	12	-	163	123	75.7	-	16	10	-	-	10	63.3
Channel Express (Air Svcs)	48	222	198	-	-	-	-	497	262	143	139	4	-	54.4
Dan Air	87	254	292	5 307	3 519	2 809	79.8	302	428	309	84	-	225	72.1
Jersey European Airways	2	14	9	434	89	77	86.1	-	8	6	-	-	6	75.1
Loganair	58	141	196	320	909	820	90.2	154	280	146	72	-	74	52.0
London City Airways	7	18	26	663	306	248	81.0	-	33	19	-	-	19	59.0
Manx Airlines	8	46	36	-	-	-	-	82	28	14	-	14	-	50.7
Monarch Airlines	12	16	22	2 241	1 790	1 694	94.6	-	162	142	-	-	142	87.9
Orion Airways	3	8	7	987	376	357	94.9	-	36	29	-	-	29	80.2
Peregrine Air Services	85	278	273	1 022	1 849	995	53.8	-	148	80	-	-	80	53.8
Tal Air	-	1	-	-	-	-	-	-	-	-	-	-	-	7.1
<b>Total</b>	<b>715</b>	<b>2 198</b>	<b>2 289</b>	<b>48 575</b>	<b>31 273</b>	<b>23 697</b>	<b>75.8</b>	<b>2 309</b>	<b>4 384</b>	<b>2 831</b>	<b>304</b>	<b>556</b>	<b>1 972</b>	<b>64.6</b>
Total sub-charter operations performed on behalf of UK airlines	128	449	455	..	5 072	3 803	75.0	..	530	368	3	48	317	69.5
Total excluding sub-charter operations performed on behalf of UK airlines	587	1 749	1 834	48 575	26 201	19 894	75.9	2 309	3 854	2 463	301	508	1 654	63.9

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

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

All Class 2 Licence Operations August 1988

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 Europe	89	38	137	-	-	4 536	13 175	10 812	82.1
Air UK	-	1	1	-	-	91	18	17	93.8
Air UK Leisure	3	2	4	-	-	240	335	309	92.4
Atlantic Air Transport	1	4	3	-	-	110	21	19	91.7
Britannia Airways	88	66	151	-	1 162	5 527	11 892	9 371	78.8
British Air Ferries	1	6	4	-	-	313	58	53	92.9
British Airways	361	132	493	10 970	-	5 674	103 722	95 325	91.9
British Island Airways	5	8	11	-	-	949	565	563	99.7
Brymon Airways	2	12	9	-	-	502	110	100	90.9
Cal Air International	97	28	126	5 288	-	-	37 035	36 813	99.4
Dan Air	662	359	1 037	-	-	38 638	103 853	76 352	73.5
Gb Airways T/A Gibair	-	2	2	-	-	122	37	30	82.4
London City Airways	1	4	5	176	-	-	62	62	100.0
Monarch Airlines	18	10	28	-	1 173	-	2 356	2 125	90.2
Orion Airways	30	35	53	-	-	4 025	3 910	3 326	85.1
<b>Total</b>	<b>1 359</b>	<b>707</b>	<b>2 066</b>	<b>16 434</b>	<b>2 335</b>	<b>60 727</b>	<b>277 148</b>	<b>235 278</b>	<b>84.9</b>

10

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	1 317	865	-	-	865	65.7
Air UK	-	2	1	-	-	1	86.5
Air UK Leisure	-	32	26	-	-	26	83.0
Atlantic Air Transport	-	3	1	-	-	1	51.3
Britannia Airways	-	1 012	797	-	-	797	78.7
British Air Ferries	-	5	4	-	-	4	86.4
British Airways	86	12 931	9 322	-	615	8 707	72.1
British Island Airways	-	47	45	-	-	45	94.9
Brymon Airways	-	12	8	-	-	8	68.6
Cal Air International	-	3 411	2 945	-	-	2 945	86.3
Dan Air	-	8 313	6 108	-	-	6 108	73.5
Gb Airways T/A Gibair	-	3	2	-	-	2	79.3
London City Airways	-	7	5	-	-	5	72.3
Monarch Airlines	-	223	181	-	-	181	81.1
Orion Airways	-	366	266	-	-	266	72.7
<b>Total</b>	<b>86</b>	<b>27 683</b>	<b>20 578</b>	<b>-</b>	<b>615</b>	<b>19 963</b>	<b>74.3</b>



International Class 2 Licence Operations August 1988

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 Europe	89	38	137	-	-	4 536	13 175	10 812	82.1
Air UK Leisure	3	2	4	-	-	240	335	309	92.4
Britannia Airways	88	66	151	-	1 162	5 527	11 892	9 371	78.8
British Air Ferries	-	2	1	-	-	128	20	17	86.5
British Airways	358	126	483	10 970	-	5 101	103 455	95 074	91.9
British Island Airways	5	8	11	-	-	949	565	563	99.7
Cal Air International	97	28	126	5 288	-	-	37 035	36 813	99.4
Dan Air	662	359	1 037	-	-	38 638	103 853	76 352	73.5
Gb Airways T/A Gibair	-	2	2	-	-	122	37	30	82.4
London City Airways	1	2	3	88	-	-	36	36	100.0
Monarch Airlines	18	10	28	-	1 173	-	2 356	2 125	90.2
Orion Airways	30	35	53	-	-	4 025	3 910	3 326	85.1
<b>Total</b>	<b>1 352</b>	<b>678</b>	<b>2 037</b>	<b>16 346</b>	<b>2 335</b>	<b>59 266</b>	<b>276 668</b>	<b>234 827</b>	<b>84.9</b>

11

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	1 317	865	-	-	865	65.7
Air UK Leisure	-	32	26	-	-	26	83.0
Britannia Airways	-	1 012	797	-	-	797	78.7
British Air Ferries	-	2	1	-	-	1	84.1
British Airways	86	12 904	9 301	-	615	8 686	72.1
British Island Airways	-	47	45	-	-	45	94.9
Cal Air International	-	3 411	2 945	-	-	2 945	86.3
Dan Air	-	8 313	6 108	-	-	6 108	73.5
Gb Airways T/A Gibair	-	3	2	-	-	2	79.3
London City Airways	-	4	3	-	-	3	72.3
Monarch Airlines	-	223	181	-	-	181	81.1
Orion Airways	-	366	266	-	-	266	72.7
<b>Total</b>	<b>86</b>	<b>27 633</b>	<b>20 541</b>	<b>-</b>	<b>615</b>	<b>19 926</b>	<b>74.3</b>

Domestic Class 2 Licence Operations August 1988

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	-	1	1	-	-	91	18	17	93.8
Atlantic Air Transport	1	4	3	-	-	110	21	19	91.7
British Air Ferries	1	4	3	-	-	185	38	36	96.3
British Airways	3	6	10	-	-	573	266	251	94.4
Brymon Airways	2	12	9	-	-	502	110	100	90.9
London City Airways	1	2	3	88	-	-	26	26	100.0
<b>Total</b>	<b>7</b>	<b>29</b>	<b>28</b>	<b>88</b>	<b>-</b>	<b>1 461</b>	<b>480</b>	<b>451</b>	<b>93.9</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	-	2	1	-	-	1	86.5
Atlantic Air Transport	-	3	1	-	-	1	51.3
British Air Ferries	-	3	3	-	-	3	87.5
British Airways	-	27	21	-	-	21	76.9
Brymon Airways	-	12	8	-	-	8	68.6
London City Airways	-	3	2	-	-	2	72.3
<b>Total</b>	<b>-</b>	<b>50</b>	<b>37</b>	<b>-</b>	<b>-</b>	<b>37</b>	<b>74.3</b>

	Aircraft	Stage	Aircraft	No of Passengers Uplifted		Seat-Km	Seat-Km	As
	-Km (000)			Flights	Hours	IT	Seat Only	Available (000)
Air Europe	2 695	1 373	4 146	236 176	-	500 099	474 117	94.8
Air UK	27	24	46	1 438	-	2 593	1 954	75.4
Air UK Leisure	437	302	715	35 084	-	56 863	52 024	91.5
Air 2000	1 461	577	2 053	126 903	-	337 604	322 395	95.5
Amber Airways	497	239	764	26 846	-	64 778	60 494	93.4
Britannia Airways	8 673	4 720	13 878	695 752	-	1 364 456	1 294 810	94.9
British Airways	632	357	978	50 401	-	99 635	91 898	92.2
British Island Airways	1 862	1 230	3 082	126 826	-	233 646	212 641	91.0
British Midland	263	133	400	13 992	-	31 016	28 545	92.0
Brymon Airways	2	10	10	126	-	35	25	70.4
Cal Air International	630	310	898	109 742	-	239 451	225 277	94.1
Caledonian Airways	1 900	1 021	2 959	241 237	-	477 290	451 771	94.7
Connectair	5	20	18	196	-	160	108	67.2
Dan Air	6 231	3 677	9 627	526 031	-	1 020 165	957 613	93.9
Inter European Airways	690	286	1 012	38 028	-	102 027	97 678	95.7
Jersey European Airways	2	14	9	434	-	89	77	86.1
Loganair	2	10	9	320	-	75	67	88.9
London City Airways	6	16	24	575	-	279	221	79.2
Monarch Airlines	3 693	1 832	5 445	327 599	-	711 154	668 661	94.0
Orion Airways	2 894	1 536	4 611	245 023	-	520 382	484 356	93.1
Paramount Airways	1 153	546	1 691	86 136	-	190 244	182 525	95.9
Ryanair-Europe	9	8	16	790	-	973	924	95.0
<b>Total</b>	<b>33 766</b>	<b>18 241</b>	<b>52 388</b>	<b>2 889 655</b>	<b>-</b>	<b>5 953 016</b>	<b>5 608 179</b>	<b>94.2</b>

13

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As
			Total (000)	Mail (000)	Cargo (000)	Passenger (000)	% of Avail
Air Europe	-	48 272	37 930	-	-	37 930	78.6
Air UK	-	238	166	-	-	166	69.8
Air UK Leisure	-	5 380	4 422	-	-	4 422	82.2
Air 2000	-	29 023	27 728	-	-	27 728	95.5
Amber Airways	-	5 830	4 538	-	-	4 538	77.8
Britannia Airways	-	116 003	110 059	-	-	110 059	94.9
British Airways	-	10 929	8 097	-	1	8 096	74.1
British Island Airways	-	20 463	17 011	-	1	17 010	83.1
British Midland	-	2 926	2 227	-	-	2 227	76.1
Brymon Airways	-	4	2	-	-	2	57.6
Cal Air International	-	22 065	18 022	-	-	18 022	81.7
Caledonian Airways	-	44 517	38 402	-	-	38 402	86.3
Connectair	-	14	8	-	-	8	57.3
Dan Air	13	81 668	76 627	-	18	76 609	93.8
Inter European Airways	-	9 099	7 331	-	-	7 331	80.6
Jersey European Airways	-	8	6	-	-	6	75.1
Loganair	-	7	6	-	-	6	88.9
London City Airways	-	30	17	-	-	17	57.8
Monarch Airlines	-	65 117	56 180	-	-	56 180	86.3
Orion Airways	-	48 904	38 748	-	1	38 747	79.2
Paramount Airways	-	16 752	16 027	-	-	16 027	95.7
Ryanair-Europe	-	86	81	-	-	81	94.9
<b>Total</b>	<b>14</b>	<b>527 334</b>	<b>463 635</b>	<b>-</b>	<b>22</b>	<b>463 614</b>	<b>87.9</b>

International Class 3 Licence Operations August 1988

Table 6.2

	Aircraft		No of Passengers Uplifted			Seat-Km	Seat-Km	As
	-Km (000)	Stage Flights	Aircraft Hours	IT	Seat Only	Available (000)	Used (000)	% of Avail
Air Europe	2 695	1 373	4 146	236 176	-	500 099	474 117	94.8
Air UK	27	24	46	1 438	-	2 593	1 954	75.4
Air UK Leisure	405	230	642	26 657	-	52 703	48 254	91.6
Air 2000	1 461	577	2 053	126 903	-	337 604	322 395	95.5
Amber Airways	497	239	764	26 846	-	64 778	60 494	93.4
Britannia Airways	8 670	4 714	13 872	695 080	-	1 364 139	1 294 536	94.9
British Airways	624	341	959	49 037	-	98 822	91 211	92.3
British Island Airways	1 862	1 230	3 082	126 826	-	233 646	212 641	91.0
British Midland	263	133	400	13 992	-	31 016	28 545	92.0
Cal Air International	630	310	898	109 742	-	239 451	225 277	94.1
Caledonian Airways	1 900	1 020	2 958	241 237	-	477 253	451 739	94.7
Connectair	5	20	18	196	-	160	108	67.2
Dan Air	6 210	3 629	9 566	523 199	-	1 018 673	956 291	93.9
Inter European Airways	690	286	1 012	38 028	-	102 027	97 678	95.7
Monarch Airlines	3 681	1 816	5 423	325 358	-	709 364	666 967	94.0
Orion Airways	2 894	1 536	4 611	245 023	-	520 382	484 356	93.1
Paramount Airways	1 153	546	1 691	86 136	-	190 244	182 525	95.9
Ryanair-Europe	9	8	16	790	-	973	924	95.0
<b>Total</b>	<b>33 677</b>	<b>18 032</b>	<b>52 156</b>	<b>2 872 664</b>	<b>-</b>	<b>5 943 927</b>	<b>5 600 010</b>	<b>94.2</b>

14

	Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					As % of Avail
		Tonne-Km Available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	48 272	37 930	-	-	37 930	78.6
Air UK	-	238	166	-	-	166	69.8
Air UK Leisure	-	4 986	4 102	-	-	4 102	82.3
Air 2000	-	29 023	27 728	-	-	27 728	95.5
Amber Airways	-	5 830	4 538	-	-	4 538	77.8
Britannia Airways	-	115 976	110 036	-	-	110 036	94.9
British Airways	-	10 837	8 037	-	1	8 035	74.2
British Island Airways	-	20 463	17 011	-	1	17 010	83.1
British Midland	-	2 926	2 227	-	-	2 227	76.1
Cal Air International	-	22 065	18 022	-	-	18 022	81.7
Caledonian Airways	-	44 514	38 399	-	-	38 399	86.3
Connectair	-	14	8	-	-	8	57.3
Dan Air	13	81 550	76 521	-	18	76 503	93.8
Inter European Airways	-	9 099	7 331	-	-	7 331	80.6
Monarch Airlines	-	64 955	56 037	-	-	56 037	86.3
Orion Airways	-	48 904	38 748	-	1	38 747	79.2
Paramount Airways	-	16 752	16 027	-	-	16 027	95.7
Ryanair-Europe	-	86	81	-	-	81	94.9
<b>Total</b>	<b>14</b>	<b>526 489</b>	<b>462 949</b>	<b>-</b>	<b>22</b>	<b>462 928</b>	<b>87.9</b>

Domestic Class 3 Licence Operations August 1988

Table 6.3

	Aircraft		Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
	-Km (000)	Stage Flights		IT	Seat Only			
Air UK Leisure	32	72	73	8 427	-	4 160	3 770	90.6
Britannia Airways	2	6	6	672	-	317	274	86.2
British Airways	8	16	18	1 364	-	813	687	84.5
Brymon Airways	2	10	10	126	-	35	25	70.4
Caledonian Airways	-	1	1	-	-	36	33	89.8
Dan Air	21	48	61	2 832	-	1 492	1 322	88.6
Jersey European Airways	2	14	9	434	-	89	77	86.1
Loganair	2	10	9	320	-	75	67	88.9
London City Airways	6	16	24	575	-	279	221	79.2
Monarch Airlines	12	16	22	2 241	-	1 790	1 694	94.6
<b>Total</b>	<b>89</b>	<b>209</b>	<b>232</b>	<b>16 991</b>	<b>-</b>	<b>9 088</b>	<b>8 169</b>	<b>89.9</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	-	394	320	-	-	320	81.3
Britannia Airways	-	27	23	-	-	23	86.0
British Airways	-	92	61	-	-	61	65.6
Brymon Airways	-	4	2	-	-	2	57.6
Caledonian Airways	-	3	3	-	-	3	82.4
Dan Air	-	119	106	-	-	106	89.1
Jersey European Airways	-	8	6	-	-	6	75.1
Loganair	-	7	6	-	-	6	88.9
London City Airways	-	30	17	-	-	17	57.8
Monarch Airlines	-	162	142	-	-	142	87.9
<b>Total</b>	<b>-</b>	<b>845</b>	<b>686</b>	<b>-</b>	<b>-</b>	<b>686</b>	<b>81.2</b>

All Class 4 Licence Operations August 1988

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	326	196	510	-	-	14 573	9 827	64 001	57 609	90.0
Air UK Leisure	6	8	11	-	-	850	127	783	736	93.9
Britannia Airways	30	49	64	955	-	4 498	78	3 930	3 363	85.6
British Airways	47	63	99	-	-	4 886	1 008	4 705	4 434	94.2
British Island Airways	245	146	393	-	-	11 220	3 740	31 157	28 752	92.3
Brymon Airways	49	120	166	1 905	-	2 655	206	2 251	2 090	92.8
Dan Air	146	64	206	-	-	4 355	4 358	24 147	22 875	94.7
Monarch Airlines	258	77	349	-	-	7 918	808	57 290	54 002	94.3
Orion Airways	22	16	37	287	-	1 319	379	3 216	2 735	85.0
Virgin Atlantic Airways	84	12	106	78	-	4 592	727	38 043	37 666	99.0
<b>Total</b>	<b>1 213</b>	<b>751</b>	<b>1 941</b>	<b>3 225</b>	<b>-</b>	<b>56 866</b>	<b>21 258</b>	<b>229 522</b>	<b>214 261</b>	<b>93.4</b>

16

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	6 153	4 609	-	-	4 609	74.9
Air UK Leisure	-	74	62	-	-	62	84.3
Britannia Airways	-	334	286	-	-	286	85.6
British Airways	-	507	391	-	-	391	77.0
British Island Airways	-	2 749	2 301	-	-	2 301	83.7
Brymon Airways	-	245	171	-	-	171	70.1
Dan Air	-	1 935	1 830	-	-	1 830	94.6
Monarch Airlines	-	5 272	4 537	-	-	4 537	86.1
Orion Airways	-	302	219	-	-	219	72.3
Virgin Atlantic Airways	46	5 477	3 828	-	325	3 503	69.9
<b>Total</b>	<b>46</b>	<b>23 049</b>	<b>18 234</b>	<b>-</b>	<b>325</b>	<b>17 909</b>	<b>79.1</b>

International Class 4 Licence Operations August 1988

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	326	196	510	-	-	14 573	9 827	64 001	57 609	90.0
Britannia Airways	17	17	31	-	-	1 565	78	2 154	1 699	78.9
British Airways	47	63	99	-	-	4 886	1 008	4 705	4 434	94.2
British Island Airways	245	146	393	-	-	11 220	3 740	31 157	28 752	92.3
Dan Air	146	64	206	-	-	4 355	4 358	24 147	22 875	94.7
Monarch Airlines	258	77	349	-	-	7 918	808	57 290	54 002	94.3
Orion Airways	19	8	30	-	-	619	379	2 839	2 377	83.7
Virgin Atlantic Airways	84	12	106	78	-	4 592	727	38 043	37 666	99.0
<b>Total</b>	<b>1 142</b>	<b>583</b>	<b>1 723</b>	<b>78</b>	<b>-</b>	<b>49 728</b>	<b>20 925</b>	<b>224 336</b>	<b>209 415</b>	<b>93.3</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	6 153	4 609	-	-	4 609	74.9
Britannia Airways	-	183	145	-	-	145	78.9
British Airways	-	507	391	-	-	391	77.0
British Island Airways	-	2 749	2 301	-	-	2 301	83.7
Dan Air	-	1 935	1 830	-	-	1 830	94.6
Monarch Airlines	-	5 272	4 537	-	-	4 537	86.1
Orion Airways	-	267	190	-	-	190	71.3
Virgin Atlantic Airways	46	5 477	3 828	-	325	3 503	69.9
<b>Total</b>	<b>46</b>	<b>22 544</b>	<b>17 830</b>	<b>-</b>	<b>325</b>	<b>17 505</b>	<b>79.1</b>

Domestic Class 4 Licence Operations August 1988

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	6	8	11	-	-	850	127	783	736	93.9
Britannia Airways	14	32	33	955	-	2 933	-	1 775	1 663	93.7
Brymon Airways	49	120	166	1 905	-	2 655	206	2 251	2 090	92.8
Orion Airways	3	8	7	287	-	700	-	376	357	94.9
<b>Total</b>	<b>72</b>	<b>168</b>	<b>217</b>	<b>3 147</b>	<b>-</b>	<b>7 138</b>	<b>333</b>	<b>5 186</b>	<b>4 846</b>	<b>93.5</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	-	74	62	-	-	62	84.3
Britannia Airways	-	151	141	-	-	141	93.7
Brymon Airways	-	245	171	-	-	171	70.1
Orion Airways	-	36	29	-	-	29	80.2
<b>Total</b>	<b>-</b>	<b>505</b>	<b>404</b>	<b>-</b>	<b>-</b>	<b>404</b>	<b>79.9</b>



All Class 6 Licence Operations August 1988

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	8	19	23	76	134	43	-	43	32.0
Air Foyle	127	263	275	1 187	1 349	657	-	657	48.7
Anglo Cargo	51	12	64	367	2 109	1 541	-	1 541	73.1
Atlantic Air Transport	1	3	3	9	2	2	-	2	74.2
British Air Ferries	53	163	179	751	395	266	6	259	67.4
British Airways	9	32	35	116	40	34	-	34	84.3
British Midland	12	30	38	17	54	7	-	7	12.2
Channel Express (Air Svcs)	44	135	169	256	242	94	-	94	38.6
Connectair	54	130	185	237	161	90	-	90	55.9
Heavylift Cargo Airlines	112	46	265	317	3 442	1 529	-	1 529	44.4
Manx Airlines	8	46	36	82	28	14	-	14	50.7
Tal Air	25	76	87	55	70	28	-	28	40.7
Tradewinds Airways	35	9	46	127	1 468	1 007	-	1 007	68.6
<b>Total</b>	<b>540</b>	<b>964</b>	<b>1 404</b>	<b>3 594</b>	<b>9 494</b>	<b>5 310</b>	<b>6</b>	<b>5 304</b>	<b>55.9</b>

**International Class 6 Licence Operations August 1988**

**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	8	19	23	76	134	43	-	43	32.0
Air Foyle	78	127	162	541	832	369	-	369	44.4
Anglo Cargo	51	12	64	367	2 109	1 541	-	1 541	73.1
British Air Ferries	16	39	56	178	103	73	-	73	71.2
British Airways	9	31	34	112	39	33	-	33	84.2
British Midland	12	30	38	17	54	7	-	7	12.2
Channel Express (Air Svcs)	43	130	165	231	238	90	-	90	37.7
Connectair	54	130	185	237	161	90	-	90	55.9
Heavylift Cargo Airlines	112	46	265	317	3 442	1 529	-	1 529	44.4
Tal Air	25	75	86	54	69	28	-	28	40.9
Tradewinds Airways	35	9	46	127	1 468	1 007	-	1 007	68.6
<b>Total</b>	<b>444</b>	<b>648</b>	<b>1 123</b>	<b>2 255</b>	<b>8 650</b>	<b>4 809</b>	<b>-</b>	<b>4 809</b>	<b>55.6</b>

Domestic Class 6 Licence Operations August 1988

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	49	136	113	646	517	288	-	288	55.6
Atlantic Air Transport	1	3	3	9	2	2	-	2	74.2
British Air Ferries	38	124	124	574	292	192	6	186	66.0
British Airways	-	1	1	4	1	1	-	1	88.9
Channel Express (Air Svcs)	1	5	4	25	5	4	-	4	87.9
Manx Airlines	8	46	36	82	28	14	-	14	50.7
Tal Air	-	1	-	-	-	-	-	-	7.1
<b>Total</b>	<b>96</b>	<b>316</b>	<b>280</b>	<b>1 340</b>	<b>845</b>	<b>501</b>	<b>6</b>	<b>494</b>	<b>59.3</b>

All Class 7 Licence Operations August 1988

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	661	11 647	2 690	52 197	8 801	3 875	44.0	461	738	351	-	22	329	47.6
Bristow Helicopters	989	7 326	4 715	58 998	16 525	10 776	65.2	310	1 546	1 046	-	69	977	67.7
British International Helis	499	4 843	2 194	45 924	10 473	5 185	49.5	174	1 065	435	-	20	415	40.8
Caledonian Helicopters	58	408	242	4 019	1 044	571	54.7	19	104	55	-	3	52	52.9
Mc Alpine Aviation	-	1	1	8	7	3	44.4	-	1	-	-	-	-	36.8
<b>Total</b>	<b>2 207</b>	<b>24 225</b>	<b>9 843</b>	<b>161 146</b>	<b>36 850</b>	<b>20 410</b>	<b>55.4</b>	<b>964</b>	<b>3 454</b>	<b>1 887</b>	<b>-</b>	<b>114</b>	<b>1 773</b>	<b>54.6</b>

**International Class 7 Licence Operations August 1988**

**Table 9.2**

	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-Km Avail (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Bond Helicopters	661	11 647	2 690	52 197	8 801	3 875	44.0	461	738	351	-	22	329	47.6
Bristow Helicopters	989	7 326	4 715	58 998	16 525	10 776	65.2	310	1 546	1 046	-	69	977	67.7
British International Helis	498	4 839	2 192	45 914	10 462	5 182	49.5	174	1 064	435	-	20	415	40.9
Caledonian Helicopters	58	408	242	4 019	1 044	571	54.7	19	104	55	-	3	52	52.9
Mc Alpine Aviation	-	1	1	8	7	3	44.4	-	1	-	-	-	-	36.8
<b>Total</b>	<b>2 206</b>	<b>24 221</b>	<b>9 841</b>	<b>161 136</b>	<b>36 839</b>	<b>20 407</b>	<b>55.4</b>	<b>964</b>	<b>3 453</b>	<b>1 887</b>	<b>-</b>	<b>114</b>	<b>1 773</b>	<b>54.7</b>

Domestic Class 7 Licence Operations August 1988

Table 9.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British International Helis	1	4	3	10	11	3	27.3	-	1	-	-	-	-	27.5
Total	1	4	3	10	11	3	27.3	-	1	-	-	-	-	27.5

All Exempt Operations August 1988 (a) (b)

Table 10.1

	Aircraft		Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	6	12	16	-	-	-	-	228	119	119	-	119	-	100.0
Anglo Baltic Airlines+Hot Air	-	1	1	72	14	14	97.3	-	1	1	-	-	1	89.2
Birmingham Executive Airways	1	4	4	86	27	25	93.6	-	2	2	-	-	2	92.5
Britannia Airways	104	141	196	16 576	13 468	11 929	88.6	1	1 145	1 015	1	1	1 014	88.7
British Air Ferries	110	358	337	12 445	7 328	3 760	51.3	102	683	347	25	10	312	50.7
British Airways	2	4	5	160	318	139	43.6	4	37	17	-	4	13	46.8
Brymon Airways	40	101	133	3 420	1 858	1 367	73.6	11	202	116	-	4	112	57.6
Channel Express (Air Svcs)	47	217	195	-	-	-	-	472	258	139	139	-	-	53.8
Dan Air	63	194	221	2 767	1 659	1 149	69.3	302	280	176	84	-	92	62.8
Loganair	40	88	130	-	-	-	-	154	198	72	72	-	-	36.2
Mc Alpine Aviation	6	4	9	41	115	78	67.4	-	12	7	-	-	7	53.9
Peregrine Air Services	50	120	142	1 073	938	448	47.8	10	96	41	5	-	36	42.9
<b>Total</b>	<b>469</b>	<b>1 244</b>	<b>1 388</b>	<b>36 640</b>	<b>25 725</b>	<b>18 908</b>	<b>73.5</b>	<b>1 282</b>	<b>3 033</b>	<b>2 051</b>	<b>325</b>	<b>138</b>	<b>1 588</b>	<b>67.6</b>

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

(b) Excludes exempt sub-charter operations

International Exempt Operations August 1988 (a) (b)

Table 10.2

	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 Available	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	6	12	16	-	-	-	-	228	119	119	-	119	-	100.0
Birmingham Executive Airways	1	2	3	46	22	21	95.8	-	2	2	-	-	2	94.4
Britannia Airways	104	141	196	16 576	13 468	11 929	88.6	1	1 145	1 015	1	1	1 014	88.7
British Air Ferries	11	32	44	98	34	22	66.2	71	62	27	25	-	2	43.1
British Airways	2	2	4	129	301	133	44.1	4	35	16	-	4	12	47.2
Dan Air	3	4	8	292	295	262	88.9	-	23	21	-	-	21	89.4
Mc Alpine Aviation	6	4	9	41	115	78	67.4	-	12	7	-	-	7	53.9
Peregrine Air Services	13	24	35	51	54	38	70.8	10	26	8	5	-	3	32.3
<b>Total</b>	<b>147</b>	<b>221</b>	<b>315</b>	<b>17 233</b>	<b>14 289</b>	<b>12 483</b>	<b>87.4</b>	<b>313</b>	<b>1 424</b>	<b>1 215</b>	<b>31</b>	<b>124</b>	<b>1 060</b>	<b>85.3</b>

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

(b) Excludes exempt sub-charter operations



Domestic Exempt Operations August 1988 (a) (b)

Table 10.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail		Tonne-Kilometres Used				As % of Avail
								Uplifted Tonnes	Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Anglo Baltic Airlines+Hot Air	-	1	1	72	14	14	97.3	-	1	1	-	-	1	89.2
Birmingham Executive Airways	-	2	1	40	5	4	83.3	-	-	-	-	-	-	83.3
British Air Ferries	99	326	293	12 347	7 295	3 738	51.2	32	621	320	-	10	310	51.5
British Airways	-	2	2	31	16	6	35.0	-	2	1	-	-	1	36.7
Brymon Airways	40	101	133	3 420	1 858	1 367	73.6	11	202	116	-	4	112	57.6
Channel Express (Air Svcs)	47	217	195	-	-	-	-	472	258	139	139	-	-	53.8
Dan Air	59	190	213	2 475	1 364	887	65.0	302	257	155	84	-	71	60.4
Loganair	40	88	130	-	-	-	-	154	198	72	72	-	-	36.2
Peregrine Air Services	37	96	106	1 022	884	410	46.4	-	70	33	-	-	33	46.7
<b>Total</b>	<b>322</b>	<b>1 023</b>	<b>1 073</b>	<b>19 407</b>	<b>11 436</b>	<b>6 425</b>	<b>56.2</b>	<b>970</b>	<b>1 609</b>	<b>836</b>	<b>295</b>	<b>14</b>	<b>528</b>	<b>52.0</b>

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences August 1988

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
British Air Ferries	27	65	89	..	1 980	1 498	75.6	..	169	124	-	-	124	73.6
Caledonian Airways	205	118	332	..	26 261	20 741	79.0	..	2 441	1 763	-	-	1 763	72.2
Dan Air	7	16	18	..	663	601	90.6	..	53	48	-	-	48	90.8
Peregrine Air Services	48	182	167	..	965	585	60.7	..	78	47	-	-	47	60.1
<b>Total</b>	<b>287</b>	<b>381</b>	<b>606</b>	<b>..</b>	<b>29 869</b>	<b>23 425</b>	<b>78.4</b>	<b>..</b>	<b>2 741</b>	<b>1 982</b>	<b>-</b>	<b>-</b>	<b>1 982</b>	<b>72.3</b>

Exempt Sub Charter Operations Performed For UK Operators August 1988

Table 11.2

	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
Air Europe	4	2	7	..	596	584	98.0	..	60	47	-	-	47	78.4
Air UK	1	2	3	..	39	35	89.4	..	3	3	-	-	3	87.8
Air UK Leisure	22	15	36	..	2 894	2 466	85.2	..	274	209	-	-	209	76.5
Air 2000	3	2	5	..	730	727	99.6	..	63	63	-	-	63	99.5
Amber Airways	15	14	25	..	1 964	1 839	93.6	..	177	138	-	-	138	78.1
Anglo Cargo	23	4	30	..	-	-	-	..	941	632	-	632	-	67.1
Atlantic Air Transport	7	23	31	..	-	-	-	..	26	14	3	11	-	54.1
Britannia Airways	50	41	86	..	8 751	7 256	82.9	..	755	619	-	2	617	81.9
British Air Ferries	68	187	227	..	2 732	1 543	56.5	..	484	239	-	111	128	49.5
British Airways	9	8	15	..	3 371	2 385	70.8	..	385	203	-	-	203	52.7
British Midland	18	39	49	..	477	369	77.5	..	97	36	-	7	29	37.2
Brymon Airways	27	95	108	..	1 225	784	64.0	..	133	64	-	-	64	48.3
Caledonian Airways	34	24	55	..	11 178	9 486	84.9	..	1 041	806	-	-	806	77.5
Capital Airlines	4	19	12	..	163	123	75.7	..	16	10	-	-	10	63.3
Dan Air	12	10	22	..	1 487	1 290	86.7	..	119	103	-	-	103	86.9
Heavylift Cargo Airlines	1	2	3	..	-	-	-	..	31	7	-	7	-	23.8
Logenair	16	43	57	..	834	753	90.3	..	76	68	-	-	68	89.9
Monarch Airlines	5	4	8	..	1 097	1 021	93.1	..	101	86	-	-	86	84.9
Paramount Airways	13	7	19	..	2 132	1 826	85.7	..	187	160	-	-	160	85.6
<b>Total</b>	<b>334</b>	<b>541</b>	<b>796</b>	<b>..</b>	<b>39 670</b>	<b>32 487</b>	<b>81.9</b>	<b>..</b>	<b>4 969</b>	<b>3 508</b>	<b>3</b>	<b>771</b>	<b>2 734</b>	<b>70.6</b>

Exempt Sub Charter Operations Performed For Non UK Operators August 1988

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	33	53	71	..	-	-	-	631	311	-	311	-	49.2	
Air Europe	12	6	18	..	2 733	2 480	90.7	259	198	-	-	198	76.7	
Air Foyle	5	9	12	..	-	-	-	58	16	-	16	-	27.7	
Anglo Baltic Airlines+Hot Air	74	290	226	..	5 441	2 376	43.7	478	195	-	4	192	40.8	
Anglo Cargo	78	47	105	..	-	-	-	1 518	820	-	820	-	54.0	
British Airways	10	8	17	..	1 506	1 107	73.5	158	97	-	-	97	61.4	
British Midland	1	2	3	..	31	20	65.3	3	2	-	-	2	63.8	
Heavylift Cargo Airlines	22	17	58	..	-	-	-	747	260	60	200	-	34.8	
Ryanair-Europe	58	144	143	..	6 042	4 369	72.3	532	388	-	3	384	72.9	
Tradewinds Airways	26	18	40	..	-	-	-	1 095	612	-	612	-	55.9	
<b>Total</b>	<b>320</b>	<b>594</b>	<b>691</b>	<b>..</b>	<b>15 754</b>	<b>10 352</b>	<b>65.7</b>	<b>5 478</b>	<b>2 898</b>	<b>60</b>	<b>1 965</b>	<b>873</b>	<b>52.9</b>	

**Aircraft Type and Utilisation: All Airlines  
 August 1988 (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 Jun 1988	Avg Daily Utilisation Per A/C (Hours) Qtr Ended Jun 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
AEROSPATIALE AS332 SUPER PUMA	952	-	3 487	-	3 909	-	41 616	11 330	36	3.1
AEROSPATIALE SA365 DAUPHIN	299	6	8 905	206	1 247	24	37 501	1 293	14	2.9
AIRBUS A300B4/100/200	1 142	-	588	-	1 737	-	182 096	359 349	4	11.7
AIRBUS A320-100/200	422	-	345	-	720	-	29 117	38 896	2	7.0
BAC/AEROSPATIALE CONCORDE	750	-	174	-	560	-	8 066	41 166	7	3.6
BAE (H.P.) JETSTREAM 31	173	-	232	-	526	-	1 663	1 213	4	4.8
BAE (HS) 125	-	-	-	-	-	-	-	-	7	-
BAE (HS) 748	931	38	3 266	136	3 305	143	67 117	28 104	20	5.0
BAE 146 SERIES 100	468	-	890	-	1 044	-	15 956	30 590	4	7.9
BAE 146 SERIES 200/QT	367	132	930	272	846	287	43 345	20 665	5	6.4
BAE(BAC)1-11-200 SERIES	189	-	299	-	407	-	-	12 451	2	5.9
BAE(BAC)1-11-300/400/475	1 515	56	1 988	43	2 972	76	73 565	98 915	15	5.3
BAE(BAC)1-11-500 SERIES	5 405	25	6 871	45	10 796	58	501 656	482 203	50	6.2
BEECH KINGAIR 90/100	-	-	-	-	-	-	-	-	1	-
BEECHCRAFT 200 SUPER KING AIR	24	-	86	-	59	-	333	91	4	0.7
BELL MODEL 214ST	58	-	408	-	242	-	4 019	571	4	2.6
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	-
BELL 206L LONG RANGER	-	-	-	-	-	-	-	-	1	-
BELL 212	113	-	3 057	-	751	-	12 366	457	9	2.7
BOEING 707-320C/336	-	223	-	62	-	284	-	-	2	6.2
BOEING 727-100/100C	683	-	395	-	1 018	-	48 355	91 713	3	7.6
BOEING 727-200/200 ADVANCED	2 101	-	1 084	-	3 034	-	178 880	361 405	8	10.5
BOEING 737-200	16 032	1	12 062	2	27 162	2	1 138 545	1 731 638	82	9.1
BOEING 737-300	6 837	-	4 011	-	10 820	-	497 663	916 988	23	12.8
BOEING 747-100/100F	4 940	-	998	-	6 328	-	210 430	1 523 928	16	13.0
BOEING 747-200	5 970	6	1 115	1	7 654	7	238 704	1 868 145	20	12.5
BOEING 747-200B COMBI	1 591	-	310	-	2 022	-	66 547	492 668	6	11.4
BOEING 757-200	9 204	-	7 442	-	15 199	-	1 122 615	1 665 945	48	9.1
BOEING 767-200	1 715	-	904	-	2 729	-	232 458	446 744	6	12.5
BOEING-VERTOL MODEL 234 CHINOOK	-	-	-	-	-	-	-	-	3	-
BRITISH AEROSPACE ATP	239	-	611	-	786	-	23 820	9 535	3	6.0
CANADAIR CL-44	-	42	-	12	-	90	-	-	1	1.8
CESSNA 310	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	19	-	81	-	82	-	238	144	2	0.6
DE HAVILLAND DHC-6 TWIN OTTER	249	-	1 346	-	1 210	-	14 183	3 016	7	4.9
DE HAVILLAND DHC-7 DASH-7	434	-	1 420	-	1 513	-	28 775	10 836	7	6.1
DORNIER 228-100/200	46	-	176	-	163	-	691	196	1	5.8
DOUGLAS DC3/C47 DAKOTA	1	8	8	26	7	33	211	39	3	0.4
DOUGLAS DC6/6A/6B/6C	-	-	-	-	-	-	-	-	1	0.8
EMBRAER EMB110 BANDEIRANTE	91	-	324	-	314	-	1 259	491	6	1.4
FOKKER F27 100-600	1 284	64	4 537	149	4 381	205	118 857	36 208	25	6.8
GULF AMERICAN GULFSTREAM I	229	11	423	21	631	30	3 410	2 911	6	4.1
GULF AMERICAN GULFSTREAM II	-	-	-	-	-	-	-	-	1	0.1
HANDLEY PAGE HERALD 200	4	144	19	613	18	597	185	130	8	3.0
LOCKHEED L-1011-1/100 TRISTAR	1 874	-	1 097	-	2 892	-	283 577	540 242	9	8.0
LOCKHEED L1011-200 TRISTAR	2 228	-	688	-	3 072	-	80 203	410 546	8	11.0
MBB BO105	8	-	341	-	40	-	495	12	7	0.3
MCDONNELL-DOUGLAS DC10-10	699	-	320	-	982	-	109 462	253 130	3	10.1
MCDONNELL-DOUGLAS DC10-30	1 887	11	447	2	2 423	15	51 059	335 419	8	11.8

**Aircraft Type and Utilisation: All Airlines  
 August 1988**

**Table 12.1**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Jun 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Jun 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
MCDONNELL-DOUGLAS DC9 SRS 30F	463	-	780	-	997	-	55 657	34 496	3	9.2
MCDONNELL-DOUGLAS DC9-10/15	631	-	1 410	-	1 518	-	72 894	34 624	6	8.3
MCDONNELL-DOUGLAS MD-80-83	1 827	-	870	-	2 717	-	134 726	286 822	6	12.3
PILATUS BN-2A ISLANDER	71	-	1 391	-	402	-	7 775	381	14	1.0
PILATUS BN-2A MKIII TRISLANDER	182	-	2 989	-	885	-	35 540	2 139	9	2.6
PIPER PA31/31P NAVAJO CHIEFTN	-	-	-	-	-	-	-	-	1	-
SAAB FAIRCHILD 340	50	-	207	-	199	-	3 622	840	1	7.0
SHORTS BELFAST	-	93	-	53	-	236	-	-	3	1.7
SHORTS 330	70	60	187	145	265	203	3 286	1 251	2	7.5
SHORTS 360	1 065	26	4 807	105	4 334	101	103 798	24 656	24	5.7
SIKORSKY 561N	519	-	5 129	-	2 660	-	62 868	6 138	33	2.3
SIKORSKY 576 SPIRIT	290	2	3 359	12	1 185	7	16 267	1 451	21	1.4
VICKERS VISCOUNT 800	301	75	1 183	215	977	243	35 405	12 771	15	2.2
V953C MERCHANTMAN	-	154	-	362	-	351	-	-	5	2.3
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	3	0.8
<b>TOTAL</b>	<b>76 645</b>	<b>1 178</b>	<b>93 997</b>	<b>2 482</b>	<b>139 737</b>	<b>2 990</b>	<b>6 000 876</b>	<b>12 234 894</b>	<b>662</b>	<b>6.3</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  
 August 1988 (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 Jun 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Jun 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>AIR BRIDGE CARRIERS</b>										
HANDLEY PAGE HERALD 200	-	-	-	-	-	-	-	-	-	1.4
V953C MERCHANTMAN	-	154	-	362	-	351	-	-	5	2.3
<b>TOTAL</b>	<b>-</b>	<b>154</b>	<b>-</b>	<b>362</b>	<b>-</b>	<b>351</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>2.3</b>
<b>AIR EUROPE</b>										
BOEING 737-200	246	-	126	-	388	-	14 131	29 139	1	13.1
BOEING 737-300	1 785	-	1 222	-	2 953	-	152 843	237 716	6	13.0
BOEING 757-200	1 640	-	771	-	2 438	-	156 632	353 932	5	12.3
<b>TOTAL</b>	<b>3 672</b>	<b>-</b>	<b>2 119</b>	<b>-</b>	<b>5 779</b>	<b>-</b>	<b>323 606</b>	<b>620 787</b>	<b>12</b>	<b>12.8</b>
<b>AIR FOYLE</b>										
BAE 146 SERIES 200/QT	-	132	-	272	-	287	-	-	2	4.7
PIPER PA31/31P NAVAJO CHIEFTN	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>-</b>	<b>132</b>	<b>-</b>	<b>272</b>	<b>-</b>	<b>287</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>3.1</b>
<b>AIR FURNESS</b>										
PILATUS BN-2A ISLANDER	-	-	-	-	-	-	-	-	2	2.0
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>2.0</b>
<b>AIR UK</b>										
BAE 146 SERIES 200/QT	327	-	787	-	737	-	37 854	18 952	3	7.6
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	1.5
FOKKER F27 100-600	1 017	-	3 395	-	3 385	-	90 248	28 314	18	7.0
SHORTS 360	99	-	440	-	409	-	5 331	1 558	2	3.7
<b>TOTAL</b>	<b>1 443</b>	<b>-</b>	<b>4 622</b>	<b>-</b>	<b>4 531</b>	<b>-</b>	<b>133 433</b>	<b>48 824</b>	<b>23</b>	<b>6.5</b>
<b>AIR UK LEISURE</b>										
BOEING 737-200	468	-	327	-	766	-	36 301	55 534	2	10.1
<b>TOTAL</b>	<b>468</b>	<b>-</b>	<b>327</b>	<b>-</b>	<b>766</b>	<b>-</b>	<b>36 301</b>	<b>55 534</b>	<b>2</b>	<b>10.1</b>
<b>AIR 2000</b>										
BOEING 757-200	1 461	-	577	-	2 053	-	126 424	322 339	4	15.6
<b>TOTAL</b>	<b>1 461</b>	<b>-</b>	<b>577</b>	<b>-</b>	<b>2 053</b>	<b>-</b>	<b>126 424</b>	<b>322 339</b>	<b>4</b>	<b>15.6</b>
<b>AMBER AIRWAYS</b>										
BOEING 737-200	507	-	251	-	780	-	26 591	61 673	2	6.2
<b>TOTAL</b>	<b>507</b>	<b>-</b>	<b>251</b>	<b>-</b>	<b>780</b>	<b>-</b>	<b>26 591</b>	<b>61 673</b>	<b>2</b>	<b>6.2</b>

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft- Passenger (000)	Km Cargo (000)	Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-km Used (000)	Aircraft in Service At Qtr Ended Jun 1988	Avg Daily Utilisation Per A/C (Hours) Qtr Ended Jun 1988
			Passenger	Cargo	Passenger	Cargo				
ANGLO BALTIC AIRLINES+HOT AIR VICKERS VISCOUNT 800	74	-	291	-	227	-	72	2 390	3	0.7
TOTAL	74	-	291	-	227	-	72	2 390	3	0.7
ANGLO CARGO										
BAE(BAC)1-11-300/400/475	-	56	-	43	-	76	-	-	1	2.2
BOEING 707-320C/336	-	76	-	16	-	98	-	-	1	5.5
TOTAL	-	132	-	59	-	174	-	-	2	3.9
ATLANTIC AIR TRANSPORT										
BAE (HS) 748	62	-	308	-	195	-	9 416	1 885	1	4.8
CESSNA 310	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	6	-	30	-	25	-	238	47	-	-
DOUGLAS DC3/C47 DAKOTA	1	8	8	26	7	33	211	39	3	0.4
DOUGLAS DC6/6A/6B/6C	-	-	-	-	-	-	-	-	1	0.4
TOTAL	69	8	346	26	227	33	9 865	1 971	6	1.1
AURIGNY AIR SERVICES										
PILATUS BN-2A ISLANDER	4	-	66	-	18	-	294	17	2	0.4
PILATUS BN-2A MKIII TRISLANDER	182	-	2 989	-	885	-	35 540	2 139	9	2.6
TOTAL	186	-	3 055	-	904	-	35 834	2 156	11	2.2
BERLIN EUROPEAN UK										
BAE (H.P.) JETSTREAM 31	27	-	66	-	97	-	492	197	1	2.5
TOTAL	27	-	66	-	97	-	492	197	1	2.5
BIRMINGHAM EXECUTIVE AIRWAYS										
BAE (H.P.) JETSTREAM 31	146	-	166	-	429	-	1 171	1 016	3	5.6
GULF AMERICAN GULFSTREAM I	156	-	193	-	410	-	2 337	1 975	3	5.7
TOTAL	302	-	359	-	839	-	3 508	2 991	6	5.7
BOND HELICOPTERS										
AEROSPATIALE AS332 SUPER PUMA	192	-	611	-	767	-	5 604	1 761	7	3.3
AEROSPATIALE SA365 DAUPHIN	299	6	8 905	206	1 247	24	37 501	1 293	14	2.9
MBB BO105	8	-	341	-	40	-	495	12	7	0.3
SIKORSKY S76 SPIRIT	154	2	1 572	12	606	7	8 597	809	7	1.9
TOTAL	653	8	11 429	218	2 659	31	52 197	3 875	35	2.3



Table 12.2

**Aircraft Type and Utilisation: Individual Airlines**

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Jun 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Jun 1988
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>BRISTOW HELICOPTERS</b>										
AEROSPATIALE AS332 SUPER PUMA	620	-	2 201	-	2 582	-	28 264	7 962	26	3.1
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	-
BELL 212	113	-	3 057	-	751	-	12 366	457	9	2.7
SIKORSKY S61N	157	-	1 165	-	952	-	13 635	1 838	17	2.0
SIKORSKY S76 SPIRIT	99	-	903	-	431	-	4 733	519	10	1.3
<b>TOTAL</b>	<b>989</b>	<b>-</b>	<b>7 326</b>	<b>-</b>	<b>4 715</b>	<b>-</b>	<b>58 998</b>	<b>10 776</b>	<b>65</b>	<b>2.4</b>
<b>BRITANNIA AIRWAYS</b>										
BOEING 737-200	7 326	1	4 112	2	11 756	2	492 938	892 248	27	11.2
BOEING 767-200	1 715	-	904	-	2 729	-	232 458	446 744	6	12.5
<b>TOTAL</b>	<b>9 041</b>	<b>1</b>	<b>5 016</b>	<b>2</b>	<b>14 485</b>	<b>2</b>	<b>725 396</b>	<b>1 338 991</b>	<b>33</b>	<b>11.4</b>
<b>BRITISH AIR FERRIES</b>										
HANDLEY PAGE HERALD 200	4	25	19	67	18	97	185	130	2	3.3
VICKERS VISCOUNT 800	173	75	564	215	546	243	17 118	7 433	9	2.4
<b>TOTAL</b>	<b>177</b>	<b>100</b>	<b>583</b>	<b>282</b>	<b>564</b>	<b>340</b>	<b>17 303</b>	<b>7 563</b>	<b>11</b>	<b>2.6</b>
<b>BRITISH AIRWAYS AND CALEDONIAN AIRWAYS</b>										
AIRBUS A320-100/200	422	-	345	-	720	-	29 117	38 896	2	7.0
BAC/AEROSPATIALE CONCORDE	750	-	174	-	560	-	8 066	41 166	7	3.6
BAE (HS) 748	569	9	2 190	32	2 073	35	53 899	16 506	11	5.6
BAE(BAC)1-11-300/400/475	480	-	926	-	1 057	-	38 058	23 556	5	6.5
BAE(BAC)1-11-500 SERIES	2 226	25	4 401	45	5 325	58	279 593	144 230	34	5.1
BOEING 737-200	5 875	-	6 380	-	10 963	-	471 654	500 121	44	7.5
BOEING 747-100/100F	4 940	-	998	-	6 328	-	210 430	1 523 928	16	13.0
BOEING 747-200	5 403	6	1 027	1	6 944	7	203 349	1 638 302	18	12.6
BOEING 747-200B COMBI	1 591	-	310	-	2 022	-	66 547	492 668	6	11.4
BOEING 757-200	3 810	-	4 982	-	7 369	-	607 639	491 015	32	7.1
LOCKHEED L-1011-1/100 TRISTAR	1 874	-	1 097	-	2 892	-	283 577	540 242	9	8.0
LOCKHEED L1011-200 TRISTAR	2 228	-	688	-	3 072	-	80 203	410 546	8	11.0
MCDONNELL-DOUGLAS DC10-30	1 887	11	447	2	2 423	15	51 059	335 419	8	11.9
<b>TOTAL</b>	<b>32 055</b>	<b>51</b>	<b>23 965</b>	<b>80</b>	<b>51 746</b>	<b>114</b>	<b>2 383 191</b>	<b>6 196 596</b>	<b>200</b>	<b>8.1</b>
<b>BRITISH CALEDONEON AIRWAYS</b>										
BAE (BAE) 1-11-500 SERIES	-	-	-	-	-	-	-	-	-	5.3
BOEING 747-200	-	-	-	-	-	-	-	-	-	9.5
BOEING 747-200B COMBI	-	-	-	-	-	-	-	-	-	10.2
MCDONNELL-DOUGLAS DC-10-30	-	-	-	-	-	-	-	-	-	10.8
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.7</b>

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avg Daily
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	Service At Qtr Ended Jun 1988	Utilisation Per A/C (Hours) Qtr Ended Jun 1988
BRITISH INTERNATIONAL HELIS										
AEROSPATIALE AS332 SUPER PUMA	140	-	675	-	561	-	7 748	1 607	3	3.0
BOEING-VERTOL MOD.234 CHINOOK	-	-	-	-	-	-	-	-	3	-
SIKORSKY S61N	362	-	3 964	-	1 708	-	49 233	4 300	16	2.7
SIKORSKY S76 SPIRIT	37	-	884	-	148	-	2 937	123	4	0.8
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	3	0.8
<b>TOTAL</b>	<b>539</b>	<b>-</b>	<b>5 523</b>	<b>-</b>	<b>2 417</b>	<b>-</b>	<b>59 918</b>	<b>6 030</b>	<b>29</b>	<b>2.0</b>
BRITISH ISLAND AIRWAYS										
BAE(BAC)1-11-300/400/475	657	-	470	-	1 110	-	34 797	51 214	4	6.2
BAE(BAC)1-11-500 SERIES	832	-	614	-	1 427	-	60 027	90 268	4	8.3
MCDONNELL-DOUGLAS MD-80-83	664	-	318	-	1 012	-	48 838	103 031	2	14.9
<b>TOTAL</b>	<b>2 154</b>	<b>-</b>	<b>1 402</b>	<b>-</b>	<b>3 550</b>	<b>-</b>	<b>143 662</b>	<b>244 513</b>	<b>10</b>	<b>8.5</b>
BRITISH MIDLAND										
BOEING 737-300	309	-	431	-	617	-	43 767	33 827	2	10.4
BRITISH AEROSPACE ATP	239	-	611	-	786	-	23 820	9 535	3	6.0
FOKKER F27 100-600	86	24	391	61	390	75	9 070	2 291	2	8.5
MCDONNELL-DOUGLAS DC9 SRS 30F	463	-	780	-	997	-	55 657	34 496	3	9.2
MCDONNELL-DOUGLAS DC9-10/15	631	-	1 410	-	1 518	-	72 894	34 624	6	8.3
SHORTS 360	61	-	382	-	333	-	6 522	1 059	2	8.5
VICKERS VISCOUNT 800	-	-	-	-	-	-	-	-	1	1.0
<b>TOTAL</b>	<b>1 789</b>	<b>24</b>	<b>4 005</b>	<b>61</b>	<b>4 639</b>	<b>75</b>	<b>211 730</b>	<b>115 832</b>	<b>19</b>	<b>8.2</b>
BRYMON AIRWAYS										
DE HAVILLAND DHC-6 TWIN OTTER	140	-	775	-	694	-	7 922	1 689	3	6.5
DE HAVILLAND DHC-7 DASH-7	239	-	826	-	824	-	18 932	7 602	4	6.9
<b>TOTAL</b>	<b>380</b>	<b>-</b>	<b>1 601</b>	<b>-</b>	<b>1 518</b>	<b>-</b>	<b>26 854</b>	<b>9 291</b>	<b>7</b>	<b>6.8</b>
BUSINESS AIR LIMITED										
EMBRAER EMB110 BANDEIRANTE	69	-	238	-	234	-	927	405	4	1.7
<b>TOTAL</b>	<b>69</b>	<b>-</b>	<b>238</b>	<b>-</b>	<b>234</b>	<b>-</b>	<b>927</b>	<b>405</b>	<b>4</b>	<b>1.7</b>
CAL AIR INTERNATIONAL										
MCDONNELL-DOUGLAS DC10-10	699	-	320	-	982	-	109 462	253 130	3	10.1
<b>TOTAL</b>	<b>699</b>	<b>-</b>	<b>320</b>	<b>-</b>	<b>982</b>	<b>-</b>	<b>109 462</b>	<b>253 130</b>	<b>3</b>	<b>10.1</b>
CALEDONIAN HELICOPTERS										
BELL MODEL 214ST	58	-	408	-	242	-	4 019	571	4	2.6
<b>TOTAL</b>	<b>58</b>	<b>-</b>	<b>408</b>	<b>-</b>	<b>242</b>	<b>-</b>	<b>4 019</b>	<b>571</b>	<b>4</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 Jun 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Jun 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>CAPITAL AIRLINES</b>										
SHORTS 360	229	-	671	-	765	-	13 673	5 019	4	6.4
<b>TOTAL</b>	<b>229</b>	<b>-</b>	<b>671</b>	<b>-</b>	<b>765</b>	<b>-</b>	<b>13 673</b>	<b>5 019</b>	<b>4</b>	<b>6.4</b>
<b>CHANNEL EXPRESS (AIR SVCS)</b>										
HANDLEY PAGE HERALD 200	-	119	-	546	-	500	-	-	6	3.0
<b>TOTAL</b>	<b>-</b>	<b>119</b>	<b>-</b>	<b>546</b>	<b>-</b>	<b>500</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>3.0</b>
<b>CONNECTAIR</b>										
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	-
SHORTS 330	70	35	187	69	265	117	3 286	1 251	1	12.2
SHORTS 360	133	18	381	59	490	64	7 231	2 848	2	9.3
<b>TOTAL</b>	<b>202</b>	<b>53</b>	<b>568</b>	<b>128</b>	<b>755</b>	<b>181</b>	<b>10 517</b>	<b>4 099</b>	<b>3</b>	<b>9.2</b>
<b>DAN AIR</b>										
AIRBUS A300B4/100/200	585	-	290	-	843	-	92 500	188 810	2	10.4
BAE (HS) 748	300	29	768	104	1 038	109	3 802	9 713	8	4.2
BAE 146 SERIES 100	388	-	673	-	841	-	3 936	26 265	3	8.0
BAE(BAC)1-11-200 SERIES	189	-	299	-	407	-	-	12 451	2	5.9
BAE(BAC)1-11-300/400/475	371	-	587	-	794	-	661	24 065	4	5.4
BAE(BAC)1-11-500 SERIES	2 260	-	1 650	-	3 836	-	158 080	241 293	11	9.0
BOEING 727-100/100C	683	-	395	-	1 018	-	48 355	91 713	3	7.6
BOEING 727-200/200 ADVANCED	2 101	-	1 084	-	3 034	-	178 880	361 405	8	10.5
BOEING 737-200	1 009	-	530	-	1 548	-	57 251	120 415	4	11.4
BOEING 737-300	533	-	278	-	816	-	32 684	68 886	2	11.1
<b>TOTAL</b>	<b>8 419</b>	<b>29</b>	<b>6 554</b>	<b>104</b>	<b>14 175</b>	<b>109</b>	<b>576 149</b>	<b>1 145 014</b>	<b>47</b>	<b>8.2</b>
<b>EUROAIR TRANSPORT</b>										
BAE(HS)748	-	-	-	-	-	-	-	-	-	1.1
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.1</b>
<b>GB AIRWAYS T/A GIBAIR</b>										
VICKERS VISCOUNT 800	6	-	90	-	28	-	5 167	374	1	1.0
<b>TOTAL</b>	<b>6</b>	<b>-</b>	<b>90</b>	<b>-</b>	<b>28</b>	<b>-</b>	<b>5 167</b>	<b>374</b>	<b>1</b>	<b>1.0</b>
<b>GUERNSEY AIRLINES</b>										
SHORTS 360	127	-	440	-	511	-	10 906	3 593	2	8.2
<b>TOTAL</b>	<b>127</b>	<b>-</b>	<b>440</b>	<b>-</b>	<b>511</b>	<b>-</b>	<b>10 906</b>	<b>3 593</b>	<b>2</b>	<b>8.2</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 Jun 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Jun 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>HEAVYLIFT CARGO AIRLINES</b>										
CANADAIR CL-44	-	42	-	12	-	90	-	-	1	1.8
SHORTS BELFAST	-	93	-	53	-	236	-	-	3	1.7
<b>TOTAL</b>	<b>-</b>	<b>135</b>	<b>-</b>	<b>65</b>	<b>-</b>	<b>326</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>1.7</b>
<b>INTER EUROPEAN AIRWAYS</b>										
BOEING 737-300	686	-	284	-	1 007	-	37 760	97 238	2	14.1
<b>TOTAL</b>	<b>686</b>	<b>-</b>	<b>284</b>	<b>-</b>	<b>1 007</b>	<b>-</b>	<b>37 760</b>	<b>97 238</b>	<b>2</b>	<b>14.1</b>
<b>ISLES OF SCILLY SKYBUS</b>										
PILATUS BN-2A ISLANDER	28	-	569	-	142	-	3 947	193	3	1.1
<b>TOTAL</b>	<b>28</b>	<b>-</b>	<b>569</b>	<b>-</b>	<b>142</b>	<b>-</b>	<b>3 947</b>	<b>193</b>	<b>3</b>	<b>1.1</b>
<b>JERSEY EUROPEAN AIRWAYS</b>										
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	1	0.1
FOKKER F27 100-600	93	-	455	-	276	-	13 643	3 203	2	4.6
SHORTS 360	92	-	708	-	371	-	14 620	2 314	4	3.6
<b>TOTAL</b>	<b>185</b>	<b>-</b>	<b>1 163</b>	<b>-</b>	<b>647</b>	<b>-</b>	<b>28 263</b>	<b>5 517</b>	<b>7</b>	<b>3.2</b>
<b>LOGANAIR</b>										
BAE 146 SERIES 200/QT	40	-	143	-	110	-	5 491	1 713	-	-
DE HAVILLAND DHC-6 TWIN OTTER	109	-	571	-	515	-	6 261	1 327	4	3.7
FOKKER F27 100-600	89	40	296	88	331	130	5 896	2 400	3	5.8
PILATUS BN-2A ISLANDER	40	-	756	-	241	-	3 534	171	6	1.0
SHORTS 360	151	-	745	-	671	-	16 908	3 387	4	4.9
<b>TOTAL</b>	<b>429</b>	<b>40</b>	<b>2 511</b>	<b>88</b>	<b>1 868</b>	<b>130</b>	<b>38 090</b>	<b>8 998</b>	<b>17</b>	<b>3.4</b>
<b>LONDON CITY AIRWAYS</b>										
DE HAVILLAND DHC-7 DASH-7	195	-	594	-	689	-	9 843	3 235	3	5.1
<b>TOTAL</b>	<b>195</b>	<b>-</b>	<b>594</b>	<b>-</b>	<b>689</b>	<b>-</b>	<b>9 843</b>	<b>3 235</b>	<b>3</b>	<b>5.1</b>
<b>MANX AIRLINES</b>										
BAE 146 SERIES 100	80	-	217	-	203	-	12 020	4 325	1	7.7
SAAB FAIRCHILD 340	50	-	207	-	199	-	3 622	840	1	7.0
SHORTS 360	173	8	1 040	46	784	36	28 607	4 877	4	5.7
VICKERS VISCOUNT 800	48	-	238	-	176	-	13 048	2 574	1	4.2
<b>TOTAL</b>	<b>352</b>	<b>8</b>	<b>1 702</b>	<b>46</b>	<b>1 361</b>	<b>36</b>	<b>57 297</b>	<b>12 617</b>	<b>7</b>	<b>5.9</b>
<b>MARINE + AV MANAGEMENT IN</b>										
GULF AMERICAN GULFSTREAM II	-	-	-	-	-	-	-	-	1	0.1
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>0.1</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 Jun 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Jun 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
MC ALPINE AVIATION										
BAE(HS) 125	-	-	-	-	-	-	-	-	7	-
BAE(BAC)1-11-300/400/475	7	-	5	-	10	-	49	80	1	-
TOTAL	7	-	5	-	10	-	49	80	8	-
MONARCH AIRLINES										
BOEING 737-300	1 693	-	821	-	2 509	-	106 389	228 098	5	14.0
BOEING 757-200	2 293	-	1 112	-	3 339	-	231 920	498 658	7	13.3
TOTAL	3 986	-	1 933	-	5 848	-	338 309	726 756	12	13.6
NATIONAL COMMUTER AIRWAYS										
BEECHCRAFT 200 SUPER KING AIR	24	-	86	-	59	-	333	91	1	2.3
TOTAL	24	-	86	-	59	-	333	91	1	2.3
ORION AIRWAYS										
AIRBUS A300B4/100/200	557	-	298	-	894	-	89 596	170 540	2	13.0
BOEING 737-200	600	-	336	-	961	-	39 679	72 509	2	13.4
BOEING 737-300	1 831	-	975	-	2 918	-	124 220	251 223	6	12.7
TOTAL	2 988	-	1 609	-	4 774	-	253 495	494 272	10	12.9
PARAMOUNT AIRWAYS										
MCDONNELL-DOUGLAS MD-80-83	1 163	-	552	-	1 705	-	85 888	183 791	4	11.0
TOTAL	1 163	-	552	-	1 705	-	85 888	183 791	4	11.0
PEREGRINE AIR SERVICES										
BEECHCRAFT 200 SUPER KING AIR	-	-	-	-	-	-	-	-	1	0.1
CESSNA 404 TITAN	14	-	51	-	57	-	-	97	2	0.6
GULF AMERICAN GULFSTREAM I	74	11	230	21	221	30	1 073	936	3	2.4
TOTAL	87	11	281	21	279	30	1 073	1 033	6	1.6
REGION AIRWAYS										
EMBRAER EMB110 BANDEIRANTE	22	-	86	-	80	-	332	86	1	2.0
PILATUS BN-2A ISLANDER	-	-	-	-	-	-	-	-	1	-
TOTAL	22	-	86	-	80	-	332	86	2	1.0
RYANAIR-EUROPE										
BAE(BAC)1-11-500 SERIES	87	-	206	-	209	-	3 956	6 413	1	5.5
TOTAL	87	-	206	-	209	-	3 956	6 413	1	5.5
SUCKLING AIRWAYS										
DORNIER 228-100/200	46	-	176	-	163	-	691	196	1	5.8
TOTAL	46	-	176	-	163	-	691	196	1	5.8

**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 Jun 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Jun 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
TAL AIR										
BEECH KINGAIR 90/100	-	-	-	-	-	-	-	-	1	-
BEECHCRAFT 200 SUPER KING AIR	-	-	-	-	-	-	-	-	2	-
BELL 206L LONG RANGER	-	-	-	-	-	-	-	-	1	-
SHORTS 330	-	25	-	76	-	87	-	-	1	2.8
TOTAL	-	25	-	76	-	87	-	-	5	0.6
TRADEWINDS AIRWAYS										
BOEING 707-320C/336	-	147	-	46	-	186	-	-	1	6.8
TOTAL	-	147	-	46	-	186	-	-	1	6.8
VIRGIN ATLANTIC AIRWAYS										
BOEING 747-200	567	-	88	-	710	-	35 355	229 842	2	12.4
TOTAL	567	-	88	-	710	-	35 355	229 842	2	12.4
GRAND TOTAL	76 645	1 178	93 997	2 482	139 737	2 990	6 000 876	12 234 894	662	6.3

- (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 August 1988 (a) (b)**

**Table 13**

Heathrow	Aberdeen	35 769	Aberdeen	Birmingham	1 935	
	Belfast	109 612		Channel Islands (c)	1 115	
	Birmingham	6 607		Dundee	8	
	Channel Islands (c)	39 092		East Midlands	415	
	East Midlands	4 941		Edinburgh	1 740	
	Edinburgh	109 708		Glasgow	2 706	
	Glasgow	96 049		Humberside	1 785	
	Humberside	1 634		Inverness	527	
	Inverness	12 764		Kirkwall	2 609	
	Isle of Man	11 009		Manchester	3 955	
	Leeds/Bradford	13 768	Newcastle	15		
	Liverpool	3 013	Norwich	2 955		
	Manchester	67 175	Other Scottish Aerodromes	6 599		
	Newcastle	25 733	Sumburgh	16 745		
	Newquay	4 213	Tees-Side	1 710		
	Norwich	1 382				
	Plymouth	2 901	Belfast	Birmingham	9 586	
	Tees-Side	12 178		Bristol	1 054	
				Cardiff Wales	547	
				Channel Islands (c)	7 017	
				East Midlands	4 209	
				Glasgow	4 401	
				Leeds/Bradford	4 761	
				Manchester	11 188	
		Newcastle		1 812		
Gatwick	Aberdeen	6 867	Belfast Harbour	Birmingham	2 759	
	Belfast	9 599		Blackpool	4 430	
	Birmingham	1 171		Edinburgh	5 084	
	Channel Islands (c)	34 669		Exeter	734	
	Edinburgh	16 048		Glasgow	5 370	
	Exeter	641		Isle of Man	5 358	
	Glasgow	14 775		Leeds/Bradford	6 019	
	Manchester	13 684		Liverpool	4 968	
	Newcastle	5 153		Manchester	6 002	
	Plymouth	849		Tees-Side	806	
	Prestwick	42				
	Luton	Belfast Harbour	3 158	Birmingham	Channel Islands (c)	14 781
Channel Islands (c)		5 588	Edinburgh		5 794	
Isle of Man		1 027	Glasgow		7 876	
Southend	Channel Islands (c)	4 586		Isle of Man	644	
				Kirkwall	57	
Stansted	Channel Islands (c)	8 650		Manchester	195	
			Edinburgh	1 472	Other Scottish Aerodromes	37
					Glasgow	1 243
			Blackpool	Channel Islands (c)	537	
				Isles of Man	5 347	
				Londonderry	169	
			Bournemouth	Channel Islands (c)	8 982	
			Bristol	Cardiff Wales	513	
				Channel Islands (c)	4 572	
				Isles of Scilly-St. Marys	417	
				Newquay	15	

Passengers Uplifted on Domestic Routes For August 1988

Table 13

Cambridge	Channel Islands (c)	1 239	Inverness	Kirkwall	563
	Manchester	254		Other Scottish Aerodromes	2 083
Cardiff Wales	Channel Islands (c)	5 851	Isle of Man	Sumburgh	478
	Glasgow	509		Leeds/Bradford	312
	Leeds/Bradford	313		Liverpool	16 933
Channel Islands (c)	Channel Islands (c)	28 112	Isles of Scilly-St. Marys	Manchester	6 696
	Coventry	1 618		Newcastle	315
	East Midlands	13 724		Lands End (St Just)	3 947
	Edinburgh	1 594	Newquay	143	
	Exeter	9 848	Penzance Heliport	11 626	
	Glasgow	7 397	Plymouth	788	
	Humberside	1 202	Isles of Scilly-Tresco	Penzance Heliport	2 368
	Leeds/Bradford	5 829		Kirwall	Manchester
	Liverpool	2 667	Manchester	Other Scottish Aerodromes	2 596
	London City	1 342		Sumburgh	1 243
	Manchester	19 367	Newquay	Other Scottish Aerodromes	51
	Newcastle	3 196		Sumburgh	28
	Norwich	2 792	Norwich	Plymouth	292
	Plymouth	3 520		Tees-Side	207
	Southampton	53 390	Other Scottish Aerodromes	Other Scottish Aerodromes	1 951
	Tees-Side	1 944		Sumburgh	231
	42 Dundee	Manchester	596	Other Routes (d)	Other Routes (d)
East Midlands		Edinburgh	914		
	Edinburgh	Glasgow	4 993		
Glasgow		44			
Humberside		244			
Isle of Man		222			
Kirkwall		824			
Leeds/Bradford		1 788			
Manchester		4 752			
Norwich		1 435			
Other Scottish Aerodromes		1 137			
Sumburgh		96			
Exeter		Plymouth	263		
Glasgow	Inverness	1 524			
	Isle of Man	1 970			
	Kirkwall	342			
	Leeds/Bradford	1 832			
	Londonderry	1 203			
	Manchester	6 714			
	Other Scottish Aerodromes	9 519			
	Sumburgh	628			



Passengers Uplifted on Domestic Routes for August 1988

Table 13

Humberside	Norwich	584
	Tees-Side	3

- (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)(b) August 1988

Table 14.1

	First	Premium	Economy	Fare Groups		Discount	Part	Inclusive	Standby	Class	Total
				Advance	Off-Peak		Charter	Tour		Fares	Passengers
				Purchase							
Class 1											
All	28 172	272 921	443 364	710 048	133 428	785 009	146 340	185 073	63 125	121 537	2 889 017
International	28 023	272 837	237 907	459 717	117 916	434 921	103 669	122 953	12 710	79 599	1 870 252
Domestic	149	84	205 457	250 331	15 512	350 088	42 671	62 120	50 415	41 938	1 018 765

- (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
- (b) Excludes Dan Air Services

**Non-Scheduled Passenger Analysis of Licences  
 And Charter Categories (a) August 1988**

**Table 14.2**

**Charter Categories**

		ABC	Affinity	ITC	Other	Total Passengers
Class 2	All	16 434	2 335	-	60 727	79 496
	International	16 346	2 335	-	59 266	77 947
	Domestic	88	-	-	1 461	1 549
Class 3	All	-	-	2 889 655	-	2 889 655
	International	-	-	2 872 664	-	2 872 664
	Domestic	-	-	16 991	-	16 991
Class 4	All	3 225	-	56 866	21 258	81 349
	International	78	-	49 728	20 925	70 731
	Domestic	3 147	-	7 138	333	10 618
Class 7	All	-	-	-	161 146	161 146
	International	-	-	-	161 136	161 136
	Domestic	-	-	-	10	10
(b) Exempt	All	-	-	-	36 640	36 640
	International	-	-	-	17 233	17 233
	Domestic	-	-	-	19 407	19 407
Total Non-Scheduled	All	19 659	2 335	2 946 521	279 771	3 248 286
	International	16 424	2 335	2 922 392	258 560	3 199 711
	Domestic	3 235	-	24 129	21 211	48 775

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

(b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a)

Quarter Ended Jun 1988

Table 15

	Stage Flights	Aircraft Hours
AEROSPATIALE AS332 SUPER PUMA	142	135
AEROSPATIALE AS355 ECUREUIL 2	648	520
AEROSPATIALE SA341 GAZELLE	66	69
AEROSPATIALE SA350 ECUREUIL	875	871
AEROSPATIALE SA365 DAUPHIN	859	174
AGUSTA A109A	464	716
AIRSHIP INDUSTRIES SKYSHIP 600	204	773
BAE(HP) JETSTREAM 31	2	2
BAE(HS) 125	829	1 059
BEECH KINGAIR 90/100	1 955	2 194
BEECHCRAFT BARON MOD.55/58/58P	111	95
BEECHCRAFT DUCHESS 76	3	3
BEECHCRAFT SUPER KING AIR 300	12	11
BEECHCRAFT 200 SUPER KING AIR	2 008	2 194
BELL 206B JET RANGER	4 526	6 029
BELL 206L LONG RANGER	949	475
BELL 47G	2	3
CESSNA 172 SKYHAWK	572	931
CESSNA 180 SKYWAGON	29	57
CESSNA 310	469	326
CESSNA 401/402/411/421	334	404
CESSNA 404 TITAN	629	638
CESSNA 414A CHANCELLOR	55	51
CESSNA 441 CONQUEST	253	350
CESSNA 500 CITATION I	260	293
CESSNA 550 CITATION II	284	374
DASSAULT MYSTERE-FALCON 20	126	177
DAKOTA DC3	99	206
DE HAVILLAND DHC-6 TWIN OTTER	514	592
DE HAVILLAND TIGER MOTH	150	25
DORNIER 228-100/200	2	7
EMBRAER EMB110 BANDEIRANTE	2 143	1 804
ENSTROM F28A/F280 SHARK	285	317
GATES LEARJET 35A	241	359
GRUMMAN GA-7 COUGAR	15	30
GULFSTREAM JETPROP 800 TO 1000	8	13
HUGHES 269A	2	1
HUGHES 500	241	251
MBB BO105	2 486	1 189
MITSUBISHI DIAMOND 1	6	23
PARTENAVIA P68B/C	660	817
PILATUS BN-2A ISLANDER	1 418	859
PILATUS BN-2A MKIII TRISLANDER	359	345
PIPER PA-23 AZTEC/APACHE	1 607	1 531
PIPER PA-28 CHEROKEE SRS/PA-32	67	25
PIPER PA-31/31P NAVAJO CHIEFTN	3 235	3 274
PIPER PA-34 SENECA II	97	109
REIMS-CESSNA F406/CARAVAN II	38	27
ROBINSON R22	61	60
SHORTS 330	2 231	2 215
SHORTS 360	1 061	1 279
SIKORSKY S61N	1 733	876
SIKORSKY S76 SPIRIT	643	246
<b>TOTAL</b>	<b>36 068</b>	<b>35 404</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;

## 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 on 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 uplifted on 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.

- (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.

- 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.