

**Civil Aviation Authority**

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**UK Airlines**

**monthly operating and traffic statistics**

**December 1989**

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## FOREWORD

### 1 CONTENT

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

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

### 2 CONVENTIONS

2.1 Symbols and Abbreviations The following are used throughout:

.. = not available

- = nil or less than half the final digit shown

P = provisional

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

2.3 Units of Measurement Metric measurements are used throughout this publication

Tonne = 1000 kilograms

Conversion factors (metric to imperial)

0.9072 tonnes = 1 short ton (2000 lbs)

1.0160 tonnes = 1 ton (2240 lbs)

1.6095 kilometres = 1 statute mile (5280 feet)

1.4600 tonne-kilometres = 1 short ton mile

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

### 3 ENQUIRIES

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

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

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4 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

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

5 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

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**Appendix Definitions - UK Airline Statistics**

Size of UK Airlines by Available Capacity  
Year ended December 1989 (a)

Table 1

	Output in Available tonne-kilometres (000 000)	Percentage of all available tonne- kilometres
British Airways	11 752	62.13
Britannia Airways	1 320	6.98
Dan-Air Services	857	4.53
Air Europe	812	4.29
Virgin Atlantic Airways	780	4.12
Monarch Airlines	712	3.76
Air 2000	383	2.00
Caledonian Airways	358	1.89
Novair International (b)	293	1.55
British Midland	263	1.39
British Island Airways (P)	203	1.07
Air UK	131	0.69
Paramount Airways	122	0.65
Inter European Airways	114	0.60
Anglo Cargo	106	0.57
Air UK Leisure	82	0.43
Heavylift Cargo Airlines	62	0.33
Tradewinds Airways	59	0.31
GB Airways t/a Gibair	50	0.26
Air Bridge Carriers	40	0.21
Loganair	35	0.18
Amber Airways	32	0.17
British Air Ferries	26	0.14
Air Foyle	24	0.12
Bristow Helicopters	19	0.10
Orion Airways	18	0.10
Brymon Airways	18	0.09
Manx Airlines	16	0.08
British International Helicopters	12	0.06
Others (31 Airlines)	215	1.13

(a) Excludes Air Taxi Operations

(b) Formerly Cal Air International



Main Outputs of UK  
Airlines (a) 1961-1989

Table 2

	Available tonne-km		
	Total (000 000)	Scheduled services (000 000)	Non-scheduled services (000 000)
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
1980	13 215	9 829	3 386
1981	13 087	9 936	3 151
1982	11 848	9 068	2 780
1983	12 011	8 989	3 022
1984	13 155	9 854	3 301
1985	13 408	10 166	3 242
1986	14 306	10 655	3 651
1987	15 848	11 424	4 423
1988	17 225	12 405	4 820
<u>Year ended</u>			
December 1988	17 225	12 405	4 820
December 1989	20 066	14 365	5 700
<u>Latest year's growth (percentages)</u>	16.5	15.8	18.3
<u>Mean rates of growth (percentages)</u> <u>to 1988</u>			
20 years	5.4	5.9	4.1
10 years	3.0	3.0	3.1
5 years	7.3	5.9	11.2

(a) Excludes Air Taxi Operations

All Scheduled Services December 1989

Table 3.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<u>Passenger Services</u>														
Aberdeen Airways	67	228	202	2 388	2 199	926	42.1	-	179	76	-	-	76	42.4
Air Europe	1 160	1 240	2 248	108 463	184 906	112 047	60.6	421	19 639	9 324	64	296	8 964	47.5
Air Europe Express	254	813	994	16 017	8 642	5 080	58.8	5	778	383	-	2	381	49.2
Air Sarnia	24	256	121	1 078	304	110	36.3	5	27	8	-	1	8	30.4
Air UK	1 467	4 322	4 445	132 783	104 843	56 898	54.3	174	10 419	4 905	-	74	4 831	47.1
Air Wight	22	76	86	325	126	94	74.3	-	13	8	-	-	8	57.2
Aurigny Air Services	102	1 830	503	18 273	1 721	1 012	58.8	106	142	86	1	4	81	60.8
Berlin European UK	11	31	45	298	170	102	60.1	-	14	9	-	-	9	63.5
Birmingham Executive Airways	330	458	851	7 471	15 904	6 012	37.8	18	1 198	474	-	19	455	39.6
Britannia Airways	362	221	576	24 840	64 027	46 076	72.0	-	5 442	3 916	-	-	3 916	72.0
British Air Ferries	3	18	12	685	208	107	51.4	-	18	9	-	-	9	50.1
British Airways	28 250	19 918	46 157	1 747 945	7 028 512	4 713 406	67.1	31 008	960 572	641 345	20 392	166 782	454 172	66.8
British International Helis	10	171	57	2 703	243	163	67.2	31	22	15	-	2	13	69.3
British Island Airways (P)	157	100	275	5 130	17 630	9 945	56.4	-	1 570	795	-	-	795	50.6
British Midland	1 728	4 346	4 810	240 438	195 472	104 156	53.3	745	20 348	8 478	180	174	8 124	41.7
Brymon Airways	193	854	785	14 352	8 205	4 436	54.1	5	888	365	-	1	364	41.1
Business Air Limited	38	124	106	381	495	166	33.5	-	57	14	-	-	14	23.9
Capital Airlines	399	1 132	1 206	33 545	26 115	13 162	50.4	10	2 612	1 056	-	3	1 053	40.4
Dan Air	1 273	2 377	3 127	109 380	112 823	64 979	57.6	316	8 990	5 435	20	189	5 227	60.5
Gb Airways T/A Gibair	312	305	415	12 681	34 553	21 223	61.4	81	3 959	2 084	41	101	1 942	52.6
Gillair	33	142	129	1 925	980	463	47.3	-	207	35	-	-	35	16.9
Isles of Scilly Skybus	5	95	24	403	37	20	53.0	11	4	2	-	-	2	56.4
Jersey European Airways	227	1 202	886	22 501	9 557	5 033	52.7	87	905	417	-	23	393	46.0
Loganair	401	2 304	1 685	37 142	19 765	8 746	44.3	66	1 779	816	-	12	803	45.8
London City Airways	169	515	561	10 123	7 423	3 308	44.6	-	793	258	-	-	258	32.5
Manx Airlines	234	1 100	704	36 538	12 759	8 649	67.8	82	1 244	717	-	21	696	57.7
Monarch Airlines	84	38	123	5 631	18 147	13 486	74.3	4	1 668	1 144	-	11	1 133	68.5
National Commuter Airways	31	122	109	1 072	992	346	34.9	-	78	26	-	-	26	33.3
Region Airways	27	93	103	450	428	128	29.9	-	32	10	-	-	10	30.0
Scottish European Airways	112	179	343	1 578	4 479	1 320	29.5	-	358	106	-	-	106	29.5
Suckling Airways	30	114	109	721	516	194	37.6	-	36	14	-	-	14	38.5
Virgin Atlantic Airways	1 272	256	1 709	46 537	398 987	289 809	72.6	2 153	79 905	40 795	-	13 853	26 942	51.1
<b>Total Passenger Services</b>	<b>38 787</b>	<b>44 980</b>	<b>73 506</b>	<b>2 643 797</b>	<b>8 281 166</b>	<b>5 491 602</b>	<b>66.3</b>	<b>35 327</b>	<b>1 123 895</b>	<b>723 123</b>	<b>20 699</b>	<b>181 568</b>	<b>520 856</b>	<b>64.3</b>

All Scheduled Services December 1989

Table 3.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<u>Cargo Services</u>														
Air Bridge Carriers	120	303	302	-	-	-	-	2 110	2 135	974	-	974	-	45.6
Air UK	21	50	75	-	-	-	-	161	541	68	-	68	-	12.5
British Air Ferries	7	10	21	-	-	-	-	30	52	21	-	21	-	40.0
British Airways	241	102	349	-	-	-	-	1 048	8 654	4 839	222	4 617	-	55.9
Channel Express (Air Svcs)	15	106	73	-	-	-	-	388	84	68	-	68	-	80.8
National Commuter Airways	2	8	8	-	-	-	-	9	8	3	-	3	-	31.3
<b>Total Cargo Services</b>	<b>406</b>	<b>579</b>	<b>827</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3 746</b>	<b>11 474</b>	<b>5 971</b>	<b>222</b>	<b>5 749</b>	<b>-</b>	<b>52.0</b>
<b>Grand Total</b>	<b>39 193</b>	<b>45 559</b>	<b>74 333</b>	<b>2 643 797</b>	<b>8 281 166</b>	<b>5 491 602</b>	<b>66.3</b>	<b>39 072</b>	<b>1 135 369</b>	<b>729 094</b>	<b>20 921</b>	<b>187 317</b>	<b>520 856</b>	<b>64.2</b>

International Scheduled Services December 1989 (a)

Table 3.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<u>Passenger Services</u>														
Air Europe	1 160	1 240	2 248	108 463	184 906	112 047	60.6	421	19 639	9 324	64	296	8 964	47.5
Air Europe Express	151	427	577	9 113	5 043	3 191	63.3	3	459	240	-	1	239	52.4
Air Sarnia	6	58	29	296	77	30	39.4	-	7	2	-	-	2	30.9
Air UK	636	1 575	1 848	41 350	44 028	21 714	49.3	76	4 357	1 892	-	46	1 846	43.4
Aurigny Air Services	8	98	41	772	139	66	47.2	2	11	5	-	-	5	46.9
Berlin European UK	11	31	45	298	170	102	60.1	-	14	9	-	-	9	63.5
Birmingham Executive Airways	300	352	750	6 545	15 408	5 747	37.3	18	1 160	454	-	19	435	39.1
Britannia Airways	333	163	518	19 554	60 287	43 454	72.1	-	5 124	3 693	-	-	3 693	72.1
British Air Ferries	3	18	12	685	208	107	51.4	-	18	9	-	-	9	50.1
British Airways	26 141	14 527	40 436	1 358 598	6 747 254	4 538 909	67.3	29 891	928 955	626 140	20 141	166 571	439 429	67.4
British Island Airways (P)	157	100	275	5 130	17 630	9 945	56.4	-	1 570	795	-	-	795	50.6
British Midland	492	1 173	1 336	61 020	48 753	25 210	51.7	135	4 930	2 021	-	55	1 966	41.0
Brymon Airways	89	269	305	5 768	4 081	1 903	46.6	-	444	156	-	-	156	35.2
Business Air Limited	20	48	57	59	256	45	17.5	-	30	4	-	-	4	12.6
Capital Airlines	176	435	491	14 625	13 189	5 948	45.1	2	1 319	477	-	1	476	36.1
Dan Air	820	1 336	1 941	60 127	72 716	39 552	54.4	190	5 793	3 338	9	137	3 191	57.6
Gb Airways T/A Gibair	312	305	415	12 681	34 553	21 223	61.4	81	3 959	2 084	41	101	1 942	52.6
Jersey European Airways	24	126	88	2 467	1 170	450	38.5	50	111	52	-	17	35	46.9
Loganair	27	62	76	1 756	2 295	842	36.7	-	207	76	-	-	76	36.7
London City Airways	169	515	561	10 123	7 423	3 308	44.6	-	793	258	-	-	258	32.5
Manx Airlines	9	72	33	1 659	422	242	57.3	-	66	25	-	-	25	37.7
Monarch Airlines	84	38	123	5 631	18 147	13 486	74.3	4	1 668	1 144	-	11	1 133	68.5
National Commuter Airways	17	62	62	307	469	84	18.0	-	37	6	-	-	6	17.2
Region Airways	27	93	103	450	428	128	29.9	-	32	10	-	-	10	30.0
Scottish European Airways	112	179	343	1 578	4 479	1 320	29.5	-	358	106	-	-	106	29.5
Suckling Airways	20	64	65	426	339	133	39.1	-	24	10	-	-	10	40.1
Virgin Atlantic Airways	1 272	256	1 709	46 537	398 987	289 809	72.6	2 153	79 905	40 795	-	13 853	26 942	51.1
<b>Total Passenger Services</b>	<b>32 575</b>	<b>23 622</b>	<b>54 484</b>	<b>1 776 018</b>	<b>7 682 856</b>	<b>5 138 995</b>	<b>66.9</b>	<b>33 027</b>	<b>1 060 989</b>	<b>693 125</b>	<b>20 256</b>	<b>181 108</b>	<b>491 761</b>	<b>65.3</b>
<u>Cargo Services</u>														
Air Bridge Carriers	99	247	256	-	-	-	-	1 623	1 738	800	-	800	-	46.0
Air UK	21	50	75	-	-	-	-	161	541	68	-	68	-	12.5
British Air Ferries	7	10	21	-	-	-	-	30	52	21	-	21	-	40.0
British Airways	219	61	307	-	-	-	-	632	8 193	4 617	-	4 617	-	56.4
National Commuter Airways	2	8	8	-	-	-	-	9	8	3	-	3	-	31.3
<b>Total Cargo Services</b>	<b>348</b>	<b>376</b>	<b>666</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 453</b>	<b>10 532</b>	<b>5 507</b>	<b>-</b>	<b>5 507</b>	<b>-</b>	<b>52.3</b>
<b>Grand Total</b>	<b>32 923</b>	<b>23 998</b>	<b>55 150</b>	<b>1 776 018</b>	<b>7 682 856</b>	<b>5 138 995</b>	<b>66.9</b>	<b>35 480</b>	<b>1 071 521</b>	<b>698 632</b>	<b>20 256</b>	<b>186 615</b>	<b>491 761</b>	<b>65.2</b>

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

Domestic Scheduled Services December 1989 (a)

Table 3.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<u>Passenger Services</u>														
Aberdeen Airways	67	228	202	2 388	2 199	926	42.1	-	179	76	-	-	76	42.4
Air Europe Express	103	386	418	6 904	3 599	1 889	52.5	2	319	142	-	1	142	44.6
Air Sarnia	18	198	92	782	227	80	35.2	5	20	6	-	1	6	30.2
Air UK	832	2 747	2 597	91 433	60 815	35 184	57.9	98	6 062	3 013	-	27	2 986	49.7
Air Wight	22	76	86	325	126	94	74.3	-	13	8	-	-	8	57.2
Aurigny Air Services	94	1 732	462	17 501	1 582	946	59.8	104	130	81	1	4	76	62.1
Birmingham Executive Airways	30	106	102	926	497	265	53.4	-	37	20	-	-	20	54.2
Britannia Airways	29	58	58	5 286	3 740	2 622	70.1	-	318	223	-	-	223	70.1
British Airways	2 109	5 391	5 722	389 347	281 259	174 497	62.0	1 117	31 617	15 205	251	211	14 743	48.1
British International Helis	10	171	57	2 703	243	163	67.2	31	22	15	-	2	13	69.3
British Midland	1 236	3 173	3 475	179 418	146 719	78 946	53.8	610	15 417	6 457	180	119	6 158	41.9
Brymon Airways	105	585	481	8 584	4 123	2 533	61.4	5	444	209	-	1	208	47.0
Business Air Limited	18	76	49	322	239	121	50.7	-	28	10	-	-	10	36.1
Capital Airlines	223	697	715	18 920	12 926	7 214	55.8	7	1 293	579	-	2	577	44.8
Dan Air	453	1 041	1 186	49 253	40 107	25 426	63.4	126	3 197	2 097	10	52	2 035	65.6
Gillair	33	142	129	1 925	980	463	47.3	-	207	35	-	-	35	16.9
Isles of Scilly Skybus	5	95	24	403	37	20	53.0	11	4	2	-	-	2	56.4
Jersey European Airways	202	1 076	798	20 034	8 387	4 583	54.7	36	795	365	-	6	359	45.9
Loganair	375	2 242	1 609	35 386	17 470	7 904	45.2	66	1 573	740	-	12	727	47.0
Manx Airlines	225	1 028	671	34 879	12 337	8 407	68.1	81	1 177	692	-	21	671	58.8
National Commuter Airways	14	60	47	765	523	262	50.1	-	42	20	-	-	20	47.6
Suckling Airways	10	50	44	295	177	61	34.7	-	12	4	-	-	4	35.5
<b>Total Passenger Services</b>	<b>6 212</b>	<b>21 358</b>	<b>19 022</b>	<b>867 779</b>	<b>598 311</b>	<b>352 607</b>	<b>58.9</b>	<b>2 300</b>	<b>62 906</b>	<b>29 998</b>	<b>443</b>	<b>460</b>	<b>29 095</b>	<b>47.7</b>
<u>Cargo Services</u>														
Air Bridge Carriers	21	56	46	-	-	-	-	487	396	174	-	174	-	44.0
British Airways	22	41	42	-	-	-	-	417	461	222	222	-	-	48.1
Channel Express (Air Svcs)	15	106	73	-	-	-	-	388	84	68	-	68	-	80.8
<b>Total Cargo Services</b>	<b>58</b>	<b>203</b>	<b>161</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 292</b>	<b>942</b>	<b>464</b>	<b>222</b>	<b>242</b>	<b>-</b>	<b>49.3</b>
<b>Grand Total</b>	<b>6 270</b>	<b>21 561</b>	<b>19 183</b>	<b>867 779</b>	<b>598 311</b>	<b>352 607</b>	<b>58.9</b>	<b>3 592</b>	<b>63 848</b>	<b>30 463</b>	<b>665</b>	<b>702</b>	<b>29 095</b>	<b>47.7</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 December 1989 (a)

Table 4.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	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
Aberdeen Airways	21	115	109	329	319	160	50.1	36	36	19	6	-	13	52.0
Air Bridge Carriers	42	77	110	-	-	-	-	305	690	339	-	339	-	49.2
Air Europe	1 288	593	1 940	76 180	306 562	240 678	78.5	7	30 534	19 288	-	36	19 252	63.2
Air Europe Express	25	52	83	-	-	-	-	94	77	45	-	45	-	58.8
Air Foyle	152	351	374	-	-	-	-	1 785	1 757	883	-	883	-	50.3
Air UK	15	16	31	1 072	1 548	1 004	64.9	-	147	78	-	-	78	53.0
Air UK Leisure	104	93	179	3 507	17 946	10 097	56.3	-	1 701	858	-	-	858	50.4
Air 2000	1 371	486	1 936	38 363	303 925	233 594	76.9	-	26 138	20 094	-	-	20 094	76.9
Anglo Cargo	317	113	453	-	-	-	-	637	11 672	7 679	-	7 679	-	65.8
Atlantic Air Transport	7	19	26	-	-	-	-	34	73	32	4	28	-	43.5
Berlin European UK	160	92	264	-	20 822	13 921	66.9	-	1 790	1 198	-	-	1 198	66.9
Birmingham Executive Airways	99	218	292	-	2 222	1 301	58.6	-	167	98	-	-	98	58.5
Bond Helicopters	641	10 854	2 532	60 982	8 594	4 587	53.4	254	661	407	-	16	391	61.6
Bristow Helicopters	1 311	8 569	6 619	76 632	21 896	15 778	72.1	378	2 034	1 517	-	86	1 431	74.6
Britannia Airways	4 110	2 060	6 358	252-305	710-163	556 296	78.3	18	60 346	47 343	-	53	47 290	78.5
British Air Ferries	327	860	1 002	12 497	13 694	6 651	48.6	900	2 293	1 085	1	532	552	47.3
British Airways	172	178	318	5 166	16 808	9 345	55.6	132	1 561	865	-	74	790	55.4
British International Helis	433	3 597	1 880	37 695	9 015	4 859	53.9	139	948	409	-	20	389	43.1
British Island Airways (P)	557	442	943	37 029	67 153	53 106	79.1	-	5 901	4 249	-	-	4 249	72.0
British Midland	47	29	74	2 472	6 201	4 024	64.9	-	666	314	-	-	314	47.1
Brymon Airways	105	263	329	3 951	4 683	2 493	53.2	13	489	209	-	5	204	42.8
Caledonian Airways	458	173	658	26 190	147 838	102 561	69.4	-	13 765	8 748	-	-	8 748	63.6
Caledonian Helicopters	76	840	329	8 485	1 368	768	56.1	12	129	71	-	1	70	55.0
Capital Airlines	11	15	27	500	932	744	79.9	-	93	60	-	-	60	64.0
Channel Express (Air Svcs)	143	446	542	-	-	-	-	1 077	874	376	146	231	-	43.0
Dan Air	2 520	1 693	3 994	161 763	411 727	327 094	79.4	346	33 162	26 268	100	-	26 168	79.2
Heavylift Cargo Airlines	116	68	252	-	-	-	-	841	3 831	2 201	-	2 201	-	57.4
Inter European Airways	1 528	557	1 021	9 588	225 995	183 846	81.3	-	20 173	13 796	-	-	13 796	68.4
Janes Aviation	12	81	44	-	-	-	-	87	36	18	-	18	-	50.0
Jersey European Airways	8	70	41	-	404	184	45.5	-	42	14	-	-	14	32.9
Loganair	61	45	108	3 064	6 194	4 092	66.1	-	558	368	-	-	368	66.0
Manx Airlines	-	1	1	-	-	-	-	3	1	-	-	-	-	77.5
Monarch Airlines	2 016	1 776	3 463	70 606	404 813	289 102	71.4	5	36 928	24 310	-	14	24 295	65.8
National Commuter Airways	9	26	31	97	346	95	27.5	-	27	7	-	-	7	26.2
Novair International	721	295	1 015	33 416	210 130	145 262	69.1	-	19 336	11 621	-	-	11 621	60.1
Paramount Airways	236	226	378	-	34 875	23 977	68.8	-	3 063	1 798	-	-	1 798	58.7
Region Airways	7	25	28	-	110	37	33.5	-	8	3	-	-	3	33.7
Ryanair-Europe	60	87	134	3 221	7 483	5 513	73.7	-	653	467	-	-	467	71.5
Tradewinds Airways	204	45	279	-	-	-	-	-	8 575	4 521	-	4 521	-	52.7
Trans European Airways (UK)	325	250	532	7 979	42 221	26 895	63.7	-	3 534	2 232	-	-	2 232	63.2
Virgin Atlantic Airways	137	20	175	7 267	64 148	52 775	82.3	124	8 736	5 769	-	862	4 907	66.0

All Non-Scheduled Services December 1989 (a)

Table 4.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b) Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used					As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Total	19 961	35 816	38 900	940 356	3 070 134	2 320 841	75.6	7 225	303 204	209 655	256	17 646	191 754	69.2	
Total sub-charter operations performed on behalf of UK airlines	882	1 040	1 791	..	104 842	69 528	66.3	..	15 119	9 165	4	3 339	5 821	60.6	
Total excluding sub-charter operations performed on behalf of UK airlines	19 079	34 776	37 109	940 356	2 965 292	2 251 313	75.9	7 225	288 085	200 490	252	14 306	185 933	69.6	

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

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

International Non-Scheduled Services December 1989 (a)

Table 4.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted				Cargo & Mail & Mail Uplifted Tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	42	77	110	-	-	-	-	305	690	339	-	339	-	49.2
Air Europe	1 286	587	1 934	75 209	306 139	240 417	78.5	7	30 491	19 267	-	36	19 231	63.2
Air Europe Express	25	52	83	-	-	-	-	94	77	45	-	45	-	58.8
Air Foyle	114	203	266	-	-	-	-	1 151	1 300	724	-	724	-	55.7
Air UK	15	16	31	1 072	1 548	1 004	64.9	-	147	78	-	-	78	53.0
Air UK Leisure	94	65	152	3 507	16 094	9 410	58.5	-	1 525	800	-	-	800	52.4
Air 2000	1 371	486	1 936	38 363	303 925	233 594	76.9	-	26 138	20 094	-	-	20 094	76.9
Anglo Cargo	317	113	453	-	-	-	-	637	11 672	7 679	-	7 679	-	65.8
Atlantic Air Transport	5	6	14	-	-	-	-	34	65	27	-	27	-	42.3
Berlin European UK	160	92	264	-	20 822	13 921	66.9	-	1 790	1 198	-	-	1 198	66.9
Birmingham Executive Airways	28	32	80	-	651	380	58.4	-	49	29	-	-	29	58.4
Bond Helicopters	641	10 854	2 532	60 982	8 594	4 587	53.4	254	661	407	-	16	391	61.6
Bristow Helicopters	1 311	8 569	6 619	76 632	21 896	15 778	72.1	378	2 034	1 517	-	86	1 431	74.6
Britannia Airways	4 109	2 058	6 356	252 305	710 061	556 227	78.3	18	60 337	47 337	-	53	47 284	78.5
British Air Ferries	202	465	628	555	6 815	3 063	44.9	364	1 467	604	-	350	254	41.2
British Airways	170	167	309	5 057	16 740	9 324	55.7	105	1 548	858	-	70	789	55.5
British International Helis	431	3 562	1 867	37 684	8 989	4 854	54.0	114	942	407	-	18	389	43.2
British Island Airways (P)	557	442	943	37 029	67 153	53 106	79.1	-	5 901	4 249	-	-	4 249	72.0
British Midland	47	29	74	2 472	6 201	4 024	64.9	-	666	314	-	-	314	47.1
Brymon Airways	66	167	212	547	2 912	1 128	38.7	-	296	92	-	-	92	31.1
Caledonian Airways	458	173	658	26 190	147 838	102 561	69.4	-	13 765	8 748	-	-	8 748	63.6
Caledonian Helicopters	76	840	329	8 485	1 368	768	56.1	12	129	71	-	1	70	55.0
Capital Airlines	10	12	23	500	886	725	81.8	-	89	58	-	-	58	65.6
Channel Express (Air Svcs)	73	163	255	-	-	-	-	370	492	182	-	182	-	37.1
Dan Air	2 459	1 500	3 783	160 131	410 695	326 505	79.5	-	32 888	26 121	-	-	26 121	79.4
Heavylift Cargo Airlines	115	66	249	-	-	-	-	803	3 795	2 180	-	2 180	-	57.5
Inter European Airways	1 528	557	1 021	9 588	225 995	183 846	81.3	-	20 173	13 796	-	-	13 796	68.4
Jersey European Airways	8	70	41	-	404	184	45.5	-	42	14	-	-	14	32.9
Loganair	61	45	108	3 064	6 194	4 092	66.1	-	558	368	-	-	368	66.0
Monarch Airlines	2 015	1 772	3 460	70 606	404 611	288 921	71.4	5	36 909	24 295	-	14	24 280	65.8
National Commuter Airways	9	26	31	97	346	95	27.5	-	27	7	-	-	7	26.2
Novair International	721	295	1 015	33 416	210 130	145 262	69.1	-	19 336	11 621	-	-	11 621	60.1
Paramount Airways	236	226	378	-	34 875	23 977	68.8	-	3 063	1 798	-	-	1 798	58.7
Region Airways	7	25	28	-	110	37	33.5	-	8	3	-	-	3	33.7
Ryanair-Europe	68	85	132	3 047	7 441	5 473	73.5	-	649	463	-	-	463	71.4
Tradewinds Airways	204	45	279	-	-	-	-	-	8 575	4 521	-	4 521	-	52.7
Trans European Airways (UK)	324	247	529	7 979	42 102	26 800	63.7	-	3 524	2 224	-	-	2 224	63.1
Virgin Atlantic Airways	137	20	175	7 267	64 148	52 775	82.3	124	8 736	5 769	-	862	4 907	66.0



International Non-Scheduled Services December 1989 (a)

Table 4.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	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	19 500	34 209	37 356	921 784	3 055 684	2 312 837	75.7	4 774	300 554	208 305	-	17 205	191 100	69.3
Total sub-charter operations performed on behalf of UK airlines	784	729	1 461	..	100 810	67 475	66.9	..	14 763	8 997	-	3 339	5 658	60.9
Total excluding sub-charter operations performed on behalf of UK airlines	18 716	33 480	35 895	921 784	2 954 874	2 245 362	76.0	4 774	285 791	199 308	-	13 866	185 442	69.7

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

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

Domestic Non-Scheduled Services December 1989 (a)

Table 4.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted				Cargo & Mail Uplifted Tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Aberdeen Airways	21	115	109	329	319	160	50.1	36	36	19	6	-	13	52.0
Air Europe	2	6	6	971	422	261	61.9	-	43	21	-	-	21	49.0
Air Foyle	38	148	108	-	-	-	-	634	457	159	-	159	-	34.7
Air UK Leisure	11	28	27	-	1 852	687	37.1	-	175	58	-	-	58	33.0
Atlantic Air Transport	2	13	12	-	-	-	-	-	9	5	4	-	-	52.1
Birmingham Executive Airways	71	186	213	-	1 572	921	58.6	-	118	69	-	-	69	58.5
Britannia Airways	1	2	2	-	102	69	67.7	-	9	6	-	-	6	67.1
British Air Ferries	125	395	374	11 942	6 879	3 588	52.2	536	826	481	1	183	298	58.3
British Airways	2	11	9	109	68	21	31.4	27	13	7	-	5	2	51.6
British International Helis	2	35	12	11	26	5	20.7	24	6	2	-	2	-	30.4
Brymon Airways	38	96	117	3 404	1 771	1 365	77.1	13	192	117	-	5	112	60.9
Capital Airlines	1	3	4	-	46	19	42.5	-	5	2	-	-	2	34.3
Channel Express (Air Svcs)	70	283	288	-	-	-	-	707	383	194	146	48	-	50.7
Dan Air	61	193	211	1 632	1 032	590	57.2	346	274	147	100	-	47	53.7
Heavylift Cargo Airlines	1	2	3	-	-	-	-	38	36	20	-	20	-	56.3
Janes Aviation	12	81	44	-	-	-	-	87	36	18	-	18	-	50.0
Manx Airlines	-	1	1	-	-	-	-	3	1	-	-	-	-	77.5
Monarch Airlines	1	4	3	-	202	181	89.8	-	19	15	-	-	15	81.9
Ryanair-Europe	-	2	2	174	42	41	97.8	-	4	4	-	-	4	94.9
Trans European Airways (UK)	1	3	3	-	119	95	79.5	-	10	8	-	-	8	77.8
<b>Total</b>	<b>461</b>	<b>1 607</b>	<b>1 545</b>	<b>18 572</b>	<b>14 450</b>	<b>8 004</b>	<b>55.4</b>	<b>2 451</b>	<b>2 650</b>	<b>1 350</b>	<b>256</b>	<b>441</b>	<b>654</b>	<b>51.0</b>
Total sub-charter operations performed on behalf of UK airlines	99	311	331	..	4 032	2 053	50.9	..	356	169	4	-	164	47.4
Total excluding sub-charter operations performed on behalf of UK airlines	362	1 296	1 214	18 572	10 418	5 951	57.1	2 451	2 294	1 182	252	440	490	51.5

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

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

All Class 2 Licence Operations December 1989

Table 5.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Air Europe	2	6	6	-	-	971	422	261	61.9
Britannia Airways	31	36	59	-	-	3 734	4 295	3 208	74.7
British Air Ferries	1	6	4	-	-	444	69	69	100.0
British Airways	41	28	63	-	-	2 176	4 254	3 193	75.1
British Island Airways (P)	17	27	35	-	-	2 709	1 770	1 725	97.5
Dan Air	422	147	604	-	-	15 344	66 170	47 827	72.3
National Commuter Airways	3	6	11	-	-	97	127	52	41.4
Novair International	129	41	171	6 262	-	-	49 208	44 449	90.3
<b>Total</b>	<b>646</b>	<b>297</b>	<b>952</b>	<b>6 262</b>	<b>-</b>	<b>25 475</b>	<b>126 316</b>	<b>100 785</b>	<b>79.8</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	43	21	-	-	21	49.0
Britannia Airways	-	366	273	-	-	273	74.6
British Air Ferries	-	6	6	-	-	6	97.4
British Airways	-	462	265	-	-	265	57.2
British Island Airways (P)	-	154	138	-	-	138	89.6
Dan Air	-	5 296	3 826	-	-	3 826	72.2
National Commuter Airways	-	10	4	-	-	4	39.2
Novair International	-	4 532	3 556	-	-	3 556	78.5
<b>Total</b>	<b>-</b>	<b>10 869</b>	<b>8 089</b>	<b>-</b>	<b>-</b>	<b>8 089</b>	<b>74.4</b>

International Class 2 Licence Operations December 1989

Table 5.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Britannia Airways	31	36	59	-	-	3 734	4 295	3 208	74.7
British Air Ferries	1	6	4	-	-	444	69	69	100.0
British Airways	41	28	63	-	-	2 176	4 254	3 193	75.1
British Island Airways (P)	17	27	35	-	-	2 709	1 770	1 725	97.5
Dan Air	422	147	604	-	-	15 344	66 170	47 827	72.3
National Commuter Airways	3	6	11	-	-	97	127	52	41.4
Novair International	129	41	171	6 262	-	-	49 208	44 449	90.3
<b>Total</b>	<b>645</b>	<b>291</b>	<b>946</b>	<b>6 262</b>	<b>-</b>	<b>24 504</b>	<b>125 893</b>	<b>100 524</b>	<b>79.9</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Britannia Airways	-	366	273	-	-	273	74.6
British Air Ferries	-	6	6	-	-	6	97.4
British Airways	-	462	265	-	-	265	57.2
British Island Airways (P)	-	154	138	-	-	138	89.6
Dan Air	-	5 296	3 826	-	-	3 826	72.2
National Commuter Airways	-	10	4	-	-	4	39.2
Novair International	-	4 532	3 556	-	-	3 556	78.5
<b>Total</b>	<b>-</b>	<b>10 827</b>	<b>8 068</b>	<b>-</b>	<b>-</b>	<b>8 068</b>	<b>74.5</b>

Domestic Class 2 Licence Operations December 1989

Table 5.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Air Europe	2	6	6	-	-	971	422	261	61.9
Total	2	6	6	-	-	971	422	261	61.9

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	43	21	-	-	21	49.0
Total	-	43	21	-	-	21	49.0

All Class 3 Licence Operations December 1989

Table 6.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air Europe	938	434	1 411	58 284	-	195 366	154 969	79.3
Air UK	15	16	31	1 072	-	1 548	1 004	64.9
Air UK Leisure	74	32	110	3 459	-	12 715	7 834	61.6
Air 2000	895	306	1 260	38 363	-	194 353	157 191	80.9
Britannia Airways	3 968	1 880	6 092	233 990	-	689 033	541 847	78.6
British Airways	34	27	53	2 682	-	3 992	3 388	84.9
British Island Airways (P)	521	410	881	34 105	-	62 178	48 429	97.9
British Midland	46	27	72	2 245	-	6 102	3 941	64.6
Brymon Airways	22	32	55	547	-	862	577	67.0
Caledonian Airways	397	155	574	26 190	-	128 575	86 906	67.6
Capital Airlines	8	5	13	428	-	753	638	84.7
Dan Air	1 702	1 110	2 687	137 920	-	283 318	233 670	82.5
Inter European Airways	228	99	341	9 588	-	33 536	24 385	72.7
Loganair	54	35	93	2 076	-	5 448	3 362	61.7
Monarch Airlines	967	433	1 415	64 870	-	200 805	149 971	74.7
Novair International	367	162	537	26 567	-	80 388	60 173	74.9
Ryanair-Europe	43	37	74	2 981	-	4 854	3 536	72.9
Trans European Airways (UK)	177	84	277	7 979	-	23 051	17 592	76.3
<b>Total</b>	<b>9 933</b>	<b>4 874</b>	<b>15 093</b>	<b>619 241</b>	<b>-</b>	<b>1 864 699</b>	<b>1 450 985</b>	<b>77.8</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
			Total (000)	Mail (000)	Cargo (000)		Passenger (000)
Air Europe	2	19 596	12 401	-	6	12 396	63.3
Air UK	-	147	78	-	-	78	53.0
Air UK Leisure	-	1 205	666	-	-	666	55.3
Air 2000	-	16 714	13 521	-	-	13 521	80.9
Britannia Airways	18	58 548	46 115	-	53	46 061	78.8
British Airways	-	423	315	-	-	315	74.5
British Island Airways (P)	-	5 459	3 875	-	-	3 875	71.0
British Midland	-	656	307	-	-	307	46.9
Brymon Airways	-	81	47	-	-	47	58.5
Caledonian Airways	-	11 971	7 418	-	-	7 418	62.0
Capital Airlines	-	75	51	-	-	51	67.9
Dan Air	-	22 683	18 695	-	-	18 695	82.4
Inter European Airways	-	3 007	1 834	-	-	1 834	61.0
Loganair	-	491	303	-	-	303	61.7
Monarch Airlines	4	18 403	12 614	-	14	12 599	68.5
Novair International	-	7 388	4 814	-	-	4 814	65.2
Ryanair-Europe	-	423	297	-	-	297	70.2
Trans European Airways (UK)	-	1 950	1 459	-	-	1 459	74.8
<b>Total</b>	<b>24</b>	<b>169 221</b>	<b>124 810</b>	<b>-</b>	<b>73</b>	<b>124 737</b>	<b>73.8</b>

International Class 3 Licence Operations December 1989

Table 6.2

	Aircraft	Stage	Aircraft	No of Passengers Uplifted		Seat-Km	Seat-Km	As
	-Km (000)			Flights	Hours			
Air Europe	938	434	1 411	58 284	-	195 366	154 969	79.3
Air UK	15	16	31	1 072	-	1 548	1 004	64.9
Air UK Leisure	74	32	110	3 459	-	12 715	7 834	61.6
Air 2000	895	306	1 260	38 363	-	194 353	157 191	80.9
Britannia Airways	3 968	1 880	6 092	233 990	-	689 033	541 847	78.6
British Airways	34	27	53	2 682	-	3 992	3 388	84.9
British Island Airways (P)	521	410	881	34 105	-	62 178	48 429	97.9
British Midland	46	27	72	2 245	-	6 102	3 941	64.6
Brymon Airways	22	32	55	547	-	862	577	67.0
Caledonian Airways	397	155	574	26 190	-	128 575	86 906	67.6
Capital Airlines	8	5	13	428	-	753	638	84.7
Dan Air	1 702	1 110	2 687	137 920	-	283 318	233 670	82.5
Inter European Airways	228	99	341	9 588	-	33 536	24 385	72.7
Loganair	54	35	93	2 076	-	5 448	3 362	61.7
Monarch Airlines	967	433	1 415	64 870	-	200 805	149 971	74.7
Novair International	367	162	537	26 567	-	80 388	60 173	74.9
Ryanair-Europe	43	37	74	2 981	-	4 854	3 536	72.9
Trans European Airways (UK)	177	84	277	7 979	-	23 051	17 592	76.3
<b>Total</b>	<b>10 454</b>	<b>5 284</b>	<b>15 974</b>	<b>653 346</b>	<b>-</b>	<b>1 926 877</b>	<b>1 499 414</b>	<b>77.9</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
			Total (000)	Mail (000)	Cargo (000)		Passenger (000)
Air Europe	2	19 596	12 401	-	6	12 396	63.3
Air UK	-	147	78	-	-	78	53.0
Air UK Leisure	-	1 205	666	-	-	666	55.3
Air 2000	-	16 714	13 521	-	-	13 521	80.9
Britannia Airways	18	58 548	46 115	-	53	46 061	78.8
British Airways	-	423	315	-	-	315	74.5
British Island Airways (P)	-	5 459	3 875	-	-	3 875	71.0
British Midland	-	656	307	-	-	307	46.9
Brymon Airways	-	81	47	-	-	47	58.5
Caledonian Airways	-	11 971	7 418	-	-	7 418	62.0
Capital Airlines	-	75	51	-	-	51	67.9
Dan Air	-	22 683	18 695	-	-	18 695	82.4
Inter European Airways	-	3 007	1 834	-	-	1 834	61.0
Loganair	-	491	303	-	-	303	61.7
Monarch Airlines	4	18 403	12 614	-	14	12 599	68.5
Novair International	-	7 388	4 814	-	-	4 814	65.2
Ryanair-Europe	-	423	297	-	-	297	70.2
Trans European Airways (UK)	-	1 950	1 459	-	-	1 459	74.8
<b>Total</b>	<b>24</b>	<b>169 221</b>	<b>124 810</b>	<b>-</b>	<b>73</b>	<b>124 737</b>	<b>73.8</b>

Domestic Class 3 Licence Operations December 1989

Table 6.3

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

Nil

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

Nil



All Class 4 Licence Operations December 1989

Table 7.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	281	115	414	-	-	10 094	6 448	96 258	78 207	81.2
Britannia Airways	8	7	14	-	-	433	38	976	497	50.9
British Airways	1	2	2	-	-	40	159	58	50	85.8
British Island Airways (P)	19	5	27	-	-	-	215	3 205	2 952	92.1
Dan Air	103	34	140	-	-	2 609	2 615	18 970	17 558	92.6
Monarch Airlines	206	57	281	-	-	3 271	2 204	46 906	38 740	82.6
Virgin Atlantic Airways	125	18	161	972	-	4 206	2 089	59 352	50 630	85.3
<b>Total</b>	<b>742</b>	<b>238</b>	<b>1 039</b>	<b>972</b>	<b>-</b>	<b>20 653</b>	<b>13 768</b>	<b>225 725</b>	<b>188 633</b>	<b>83.6</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	4	9 444	6 286	-	30	6 256	66.6
Britannia Airways	-	83	42	-	-	42	50.9
British Airways	-	6	4	-	-	4	70.0
British Island Airways (P)	-	288	236	-	-	236	81.9
Dan Air	-	1 521	1 404	-	-	1 404	92.3
Monarch Airlines	-	4 320	3 255	-	-	3 255	75.3
Virgin Atlantic Airways	123	8 026	5 570	-	862	4 708	69.4
<b>Total</b>	<b>128</b>	<b>23 689</b>	<b>16 797</b>	<b>-</b>	<b>892</b>	<b>15 905</b>	<b>70.9</b>

International Class 4 Licence Operations December 1989

Table 7.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	281	115	414	-	-	10 094	6 448	96 258	78 207	81.2
Britannia Airways	8	7	14	-	-	433	38	976	497	50.9
British Airways	1	2	2	-	-	40	159	58	50	85.8
British Island Airways (P)	19	5	27	-	-	-	215	3 205	2 952	92.1
Dan Air	103	34	140	-	-	2 609	2 615	18 970	17 558	92.6
Monarch Airlines	206	57	281	-	-	3 271	2 204	46 906	38 740	82.6
Virgin Atlantic Airways	125	18	161	972	-	4 206	2 089	59 352	50 630	85.3
<b>Total</b>	<b>742</b>	<b>238</b>	<b>1 039</b>	<b>972</b>	<b>-</b>	<b>20 653</b>	<b>13 768</b>	<b>225 725</b>	<b>188 633</b>	<b>83.6</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	4	9 444	6 286	-	30	6 256	66.6
Britannia Airways	-	83	42	-	-	42	50.9
British Airways	-	6	4	-	-	4	70.0
British Island Airways (P)	-	288	236	-	-	236	81.9
Dan Air	-	1 521	1 404	-	-	1 404	92.3
Monarch Airlines	-	4 320	3 255	-	-	3 255	75.3
Virgin Atlantic Airways	123	8 026	5 570	-	862	4 708	69.4
<b>Total</b>	<b>128</b>	<b>23 689</b>	<b>16 797</b>	<b>-</b>	<b>892</b>	<b>15 905</b>	<b>70.9</b>

Domestic Class 4 Licence Operations December 1989

Table 7.3

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

All Class 6 Licence Operations December 1989

Table 8.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	30	48	80	305	454	175	-	175	38.4
Air Europe Express	25	52	83	94	77	45	-	45	58.8
Air Foyle	146	343	362	1 785	1 699	853	-	853	50.2
Anglo Cargo	107	26	147	637	4 389	3 169	-	3 169	72.2
Atlantic Air Transport	5	6	14	34	65	27	-	27	42.3
British Air Ferries	93	211	307	870	607	360	1	360	59.3
British Airways	10	33	35	131	82	59	-	59	71.9
British International Helis	1	30	8	24	3	2	-	2	47.6
Channel Express (Air Svcs)	91	251	335	650	592	249	18	231	42.0
Heavylift Cargo Airlines	116	68	252	841	3 831	2 201	-	2 201	57.4
Janes Aviation	12	81	44	87	36	18	-	18	50.0
Manx Airlines	-	1	1	3	1	-	-	-	77.5
<b>Total</b>	<b>637</b>	<b>1 150</b>	<b>1 668</b>	<b>5 461</b>	<b>11 836</b>	<b>7 158</b>	<b>19</b>	<b>7 139</b>	<b>60.5</b>

International Class 6 Licence Operations December 1989

Table 8.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	30	48	80	305	454	175	-	175	38.4
Air Europe Express	25	52	83	94	77	45	-	45	58.8
Air Foyle	108	195	254	1 151	1 242	694	-	694	55.9
Anglo Cargo	107	26	147	637	4 389	3 169	-	3 169	72.2
Atlantic Air Transport	5	6	14	34	65	27	-	27	42.3
British Air Ferries	61	124	207	364	364	186	-	186	51.1
British Airways	9	26	30	105	76	54	-	54	70.9
Channel Express (Air Svcs)	73	163	255	370	492	182	-	182	37.1
Heavylift Cargo Airlines	115	66	249	803	3 795	2 180	-	2 180	57.5
<b>Total</b>	<b>532</b>	<b>706</b>	<b>1 319</b>	<b>3 863</b>	<b>10 954</b>	<b>6 714</b>	<b>-</b>	<b>6 714</b>	<b>61.3</b>

Domestic Class 6 Licence Operations December 1989

Table 8.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Foyle	38	148	108	634	457	159	-	159	34.7
British Air Ferries	32	87	100	506	243	174	1	174	71.7
British Airways	1	7	5	26	5	5	-	5	86.3
British International Helis	1	30	8	24	3	2	-	2	47.6
Channel Express (Air Svcs)	18	88	80	279	100	67	18	48	66.4
Heavylift Cargo Airlines	1	2	3	38	36	20	-	20	56.3
Janes Aviation	12	81	44	87	36	18	-	18	50.0
Manx Airlines	-	1	1	3	1	-	-	-	77.5
<b>Total</b>	<b>105</b>	<b>444</b>	<b>348</b>	<b>1 599</b>	<b>882</b>	<b>445</b>	<b>19</b>	<b>426</b>	<b>50.4</b>

All Class 7 Licence Operations December 1989

Table 9.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air UK Leisure	2	1	3	48	361	101	27.9	-	34	9	-	-	9	25.2
Bond Helicopters	641	10 854	2 532	60 982	8 594	4 587	53.4	254	661	407	-	16	391	61.6
Bristow Helicopters	1 311	8 569	6 619	76 632	21 896	15 778	72.1	378	2 034	1 517	-	86	1 431	74.6
British Airways	-	1	1	52	22	8	35.6	-	2	1	-	-	1	24.4
British International Helis	432	3 565	1 871	37 695	9 012	4 858	53.9	114	944	407	-	18	389	43.1
British Midland	1	2	3	227	100	83	83.5	-	11	6	-	-	6	60.0
Caledonian Helicopters	76	840	329	8 485	1 368	768	56.1	12	129	71	-	1	70	55.0
Ryanair-Europe	2	2	4	66	190	71	37.1	-	17	6	-	-	6	35.4
<b>Total</b>	<b>2 465</b>	<b>23 834</b>	<b>11 361</b>	<b>184 187</b>	<b>41 543</b>	<b>26 253</b>	<b>63.2</b>	<b>758</b>	<b>3 832</b>	<b>2 424</b>	<b>-</b>	<b>121</b>	<b>2 303</b>	<b>63.2</b>

International Class 7 Licence Operations December 1989

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-Kilometres Used					
									Tonne-Km Avail (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air UK Leisure	2	1	3	48	361	101	27.9	-	34	9	-	-	9	25.2
Bond Helicopters	641	10 854	2 532	60 982	8 594	4 587	53.4	254	661	407	-	16	391	61.6
Bristow Helicopters	1 311	8 569	6 619	76 632	21 896	15 778	72.1	378	2 034	1 517	-	86	1 431	74.6
British International Helis	431	3 562	1 867	37 684	8 989	4 854	54.0	114	942	407	-	18	389	43.2
British Midland	1	2	3	227	100	83	83.5	-	11	6	-	-	6	60.0
Caledonian Helicopters	76	840	329	8 485	1 368	768	56.1	12	129	71	-	1	70	55.0
Ryanair-Europe	2	2	4	66	190	71	37.1	-	17	6	-	-	6	35.4
<b>Total</b>	<b>2 464</b>	<b>23 830</b>	<b>11 357</b>	<b>184 124</b>	<b>41 498</b>	<b>26 242</b>	<b>63.2</b>	<b>758</b>	<b>3 828</b>	<b>2 423</b>	<b>-</b>	<b>121</b>	<b>2 302</b>	<b>63.3</b>



Domestic Class 7 Licence Operations December 1989

Table 9.3

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	1	1	52	22	8	35.6	-	2	1	-	-	1	24.4
British International Helis	1	3	4	11	23	4	17.4	-	2	-	-	-	-	-
<b>Total</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>63</b>	<b>45</b>	<b>12</b>	<b>26.2</b>	<b>-</b>	<b>4</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>13.2</b>

All Exempt Operations December 1989 (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-Kilometres Used					As % of Avail
	-Km (000)	Stage Flights							Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Aberdeen Airways	11	48	44	329	206	98	47.5	36	27	14	6	-	8	50.9
Air Europe	19	9	31	383	4 046	1 129	27.9	-	401	90	-	-	90	22.6
Britannia Airways	96	133	183	14 110	14 167	9 549	67.4	-	1 205	812	-	-	812	67.4
British Air Ferries	94	311	278	12 053	6 952	3 661	52.7	30	590	313	-	9	304	53.0
British Airways	1	3	3	57	46	14	29.5	1	5	1	-	-	1	28.3
British Island Airways (P)	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brymon Airways	38	96	117	3 404	1 771	1 365	77.1	13	192	117	-	5	112	60.9
Capital Airlines	1	1	1	72	66	47	72.0	-	7	4	-	-	4	58.0
Channel Express (Air Svcs)	51	195	207	-	-	-	-	427	282	127	127	-	-	45.2
Dan Air	72	207	233	3 275	2 488	1 724	69.3	346	390	238	100	-	138	60.9
Loganair	7	10	15	988	745	729	97.8	-	67	66	-	-	66	97.7
Monarch Airlines	5	2	10	261	1 245	713	57.3	-	115	60	-	-	60	52.2
Novair International	14	4	18	587	5 274	4 074	77.2	-	486	326	-	-	326	67.1
Ryanair-Europe	-	2	2	174	42	41	97.8	-	4	4	-	-	4	94.9
<b>Total</b>	<b>410</b>	<b>1 021</b>	<b>1 142</b>	<b>35 693</b>	<b>37 049</b>	<b>23 143</b>	<b>62.5</b>	<b>853</b>	<b>3 770</b>	<b>2 171</b>	<b>233</b>	<b>14</b>	<b>1 924</b>	<b>57.6</b>

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

(b) Excludes exempt sub-charter operations

International Exempt Operations December 1989 (a) (b)

Table 10.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail		Tonne-Kilometres Used				As % of Avail
								Uplifted Tonnes	Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	19	9	31	383	4 046	1 129	27.9	-	401	90	-	-	90	22.6
Britannia Airways	96	133	183	14 110	14 167	9 549	67.4	-	1 205	812	-	-	812	67.4
British Air Ferries	1	3	4	111	90	73	81.8	-	8	6	-	-	6	79.9
British Island Airways (P)	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Capital Airlines	1	1	1	72	66	47	72.0	-	7	4	-	-	4	58.0
Dan Air	11	17	24	1 643	1 481	1 151	77.7	-	118	92	-	-	92	77.8
Loganair	7	10	15	988	745	729	97.8	-	67	66	-	-	66	97.7
Monarch Airlines	5	2	10	261	1 245	713	57.3	-	115	60	-	-	60	52.2
Novair International	14	4	18	587	5 274	4 074	77.2	-	486	326	-	-	326	67.1
<b>Total</b>	<b>155</b>	<b>179</b>	<b>286</b>	<b>18 155</b>	<b>27 114</b>	<b>17 465</b>	<b>64.4</b>	<b>-</b>	<b>2 405</b>	<b>1 456</b>	<b>-</b>	<b>-</b>	<b>1 456</b>	<b>60.5</b>

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

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations December 1989 (a) (b)

Table 10.3

	Aircraft -Km (000)	Stage Flights	Number of		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % of Avail
			A/C Hours	Passengers Uplifted						Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Aberdeen Airways	11	48	44	329	206	98	47.5	36	27	14	6	-	8	50.9
British Air Ferries	92	308	274	11 942	6 862	3 588	52.3	30	582	307	-	9	298	52.7
British Airways	1	3	3	57	46	14	29.5	1	5	1	-	-	1	28.3
Brymon Airways	38	96	117	3 404	1 771	1 365	77.1	13	192	117	-	5	112	60.9
Channel Express (Air Svcs)	51	195	207	-	-	-	-	427	282	127	127	-	-	45.2
Dan Air	60	190	209	1 632	1 008	573	56.8	346	272	146	100	-	46	53.6
Ryanair-Europe	-	2	2	174	42	41	97.8	-	4	4	-	-	4	94.9
<b>Total</b>	<b>255</b>	<b>842</b>	<b>856</b>	<b>17 538</b>	<b>9 935</b>	<b>5 678</b>	<b>57.1</b>	<b>853</b>	<b>1 365</b>	<b>716</b>	<b>233</b>	<b>14</b>	<b>468</b>	<b>52.4</b>

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences December 1989

Table 11.1

	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				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Anglo Cargo	121	31	167	..	-	-	..	5 003	3 170	-	3 170	-	63.4	
Berlin European UK	143	64	212	..	20 538	13 776	67.1	1 767	1 185	-	-	1 185	67.1	
British Air Ferries	55	132	166	..	1 986	1 012	51.0	509	169	-	85	84	33.2	
British Airways	85	81	159	..	8 357	2 616	31.3	571	213	-	16	198	37.4	
<b>Total</b>	<b>404</b>	<b>308</b>	<b>705</b>	<b>..</b>	<b>30 881</b>	<b>17 404</b>	<b>56.4</b>	<b>7 849</b>	<b>4 738</b>	<b>-</b>	<b>3 271</b>	<b>1 467</b>	<b>60.4</b>	

Exempt Sub Charter Operations Performed For UK Operators December 1989

Table 11.2

	Aircraft		Number of Aircraft	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Hours	Total (000)	Mail (000)	Cargo (000)	
Aberdeen Airways	10	67	65	..	113	62	54.8	..	10	5	-	-	5	55.1
Air Europe	49	29	77	..	10 469	6 112	58.4	..	1 050	489	-	-	489	46.6
Air UK Leisure	23	52	54	..	3 952	1 388	35.1	..	374	117	-	-	117	31.3
Air 2000	20	9	30	..	4 206	3 348	79.6	..	362	291	-	-	291	80.3
Atlantic Air Transport	2	13	12	..	-	-	-	..	9	5	4	-	-	52.1
Berlin European UK	18	28	52	..	284	145	51.1	..	23	12	-	-	12	54.1
Birmingham Executive Airways	99	218	292	..	2 222	1 301	58.6	..	167	98	-	-	98	58.5
Britannia Airways	7	4	10	..	1 692	1 196	70.7	..	144	102	-	-	102	70.7
British Air Ferries	37	98	114	..	1 164	480	41.2	..	282	108	-	68	40	38.2
British International Helis	-	2	1	..	3	1	50.0	..	-	-	-	-	-	50.0
British Island Airways (P)	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Caledonian Airways	61	18	83	..	19 264	15 655	81.3	..	1 794	1 330	-	-	1 330	74.2
Capital Airlines	3	9	13	..	113	59	52.0	..	11	5	-	-	5	41.8
Dan Air	10	8	17	..	1 654	1 404	84.9	..	133	112	-	-	112	84.7
Inter European Airways	2	3	3	..	226	136	60.1	..	20	10	-	-	10	50.9
Jersey European Airways	8	70	41	..	404	184	45.5	..	42	14	-	-	14	32.9
Monarch Airlines	65	23	91	..	14 775	12 059	81.6	..	1 361	1 013	-	-	1 013	74.4
National Commuter Airways	6	20	21	..	219	43	19.5	..	17	3	-	-	3	18.6
Novair International	29	12	41	..	6 805	5 654	83.1	..	626	452	-	-	452	72.3
Region Airways	7	25	28	..	110	37	33.5	..	8	3	-	-	3	33.7
Trans European Airways (UK)	11	22	29	..	1 491	714	47.9	..	126	59	-	-	59	47.0
Virgin Atlantic Airways	11	2	14	..	4 796	2 145	44.7	..	711	199	-	-	199	28.0
<b>Total</b>	<b>478</b>	<b>732</b>	<b>1 087</b>	<b>..</b>	<b>73 962</b>	<b>52 124</b>	<b>70.5</b>	<b>..</b>	<b>7 269</b>	<b>4 427</b>	<b>4</b>	<b>69</b>	<b>4 355</b>	<b>60.9</b>

Exempt Sub Charter Operations Performed For Non UK Operators December 1989

Table 11.3

	Aircraft		Number of Aircraft	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)
Air Bridge Carriers	12)	29	30	..	-	-	-	236	165	-	165	-	70.0
Air Foyle	5	8	11	..	-	-	-	58	30	-	30	-	51.9
Air UK Leisure	5	8	12	..	917	774	84.4	87	66	-	-	66	75.7
Air 2000	456	171	646	..	105 365	73 054	69.3	9 061	6 283	-	-	6 283	69.3
Anglo Cargo	89	56	139	..	-	-	-	2 279	1 340	-	1 340	-	58.8
British Air Ferries	47	102	133	..	3 507	1 429	40.7	299	129	-	10	119	43.2
British Airways	1	3	2	..	79	77	97.5	9	7	-	-	7	72.2
Brymon Airways	45	135	158	..	2 050	550	26.9	216	45	-	-	45	20.9
Dan Air	211	187	315	..	39 127	24 912	63.7	3 138	1 993	-	-	1 993	63.5
Inter European Airways	1 299	455	678	..	192 233	159 326	82.9	17 145	11 951	-	-	11 951	69.7
Monarch Airlines	774	1 261	1 667	..	141 083	87 619	62.1	12 729	7 368	-	-	7 368	57.9
Novair International	181	76	249	..	68 454	30 912	45.2	6 305	2 472	-	-	2 472	39.2
Paramount Airways	236	226	378	..	34 875	23 977	68.8	3 063	1 798	-	-	1 798	58.7
Ryanair-Europe	23	46	54	..	2 397	1 866	77.9	209	160	-	-	160	76.6
Tradewinds Airways	204	45	279	..	-	-	-	8 575	4 521	-	4 521	-	52.7
Trans European Airways (UK)	136	144	225	..	17 679	8 588	48.6	1 457	713	-	-	713	49.0
<b>Total</b>	<b>3 724</b>	<b>2 952</b>	<b>4 974</b>	<b>..</b>	<b>607 766</b>	<b>413 084</b>	<b>68.0</b>	<b>64 867</b>	<b>39 041</b>	<b>-</b>	<b>6 066</b>	<b>32 975</b>	<b>60.2</b>

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

Table 12.1

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1989	Avg Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
AEROSPATIALE AS332 SUPER PUMA	1 032	3	5 265	9	4 235	13	69 057	13 507	34	4.0
AEROSPATIALE SA365 DAUPHIN	280	12	7 076	311	1 119	49	28 657	1 134	14	2.9
AIRBUS A300B4/100/200	130	-	61	-	118	-	15 597	35 511	1	6.0
AIRBUS A320-100/200	604	1	741	1	1 203	2	68 817	55 955	7	5.8
BAC/AEROSPATIALE CONCORDE	767	-	167	-	565	-	8 117	40 857	7	3.0
BAE (H.P.) JETSTREAM 31	144	-	302	-	460	-	1 708	1 167	4	4.0
BAE (HS) 748	541	46	1 829	156	1 937	164	28 974	12 577	21	3.6
BAE 146 SERIES 100	249	-	611	-	585	-	19 407	13 313	5	4.9
BAE 146 SERIES 200/QT	585	90	1 273	225	1 333	220	50 052	28 674	9	6.3
BAE 146 SERIES 300	390	-	803	-	950	-	32 688	23 549	4	7.6
BAE(BAC)1-11-200 SERIES	140	-	262	-	334	-	107	6 446	2	5.2
BAE(BAC)1-11-300/400/475	279	45	447	36	616	75	133	13 552	6	4.8
BAE(BAC)1-11-500 SERIES	2 659	2	4 058	3	5 724	5	186 366	159 666	46	4.9
BEECHCRAFT 200 SUPER KING AIR	-	-	-	-	-	-	-	-	2	0.0
BELL MODEL 214ST	76	-	840	-	329	-	8 485	768	3	2.3
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	0.0
BELL 212/412	98	-	3 711	-	650	-	20 932	553	6	3.1
BOEING 707 ALL SERIES	-	476	-	122	-	658	-	-	5	4.9
BOEING 727-100/100C	93	-	72	-	151	-	6 705	10 576	2	4.5
BOEING 727-200/200 ADVANCED	1 008	-	590	-	1 464	-	58 480	147 836	10	6.4
BOEING 737-200	7 540	-	7 252	1	13 755	1	540 654	628 309	79	7.1
BOEING 737-300	4 697	-	4 033	-	7 092	-	200 937	485 045	33	9.2
BOEING 737-400	1 364	-	1 353	-	2 493	-	121 849	152 907	13	7.7
BOEING 747-100/100F	3 943	-	803	-	5 164	-	136 973	974 705	16	11.3
BOEING 747-200	6 428	-	1 145	-	8 379	-	197 508	1 592 715	22	12.9
BOEING 747-200B COMBI	1 804	-	344	-	2 347	-	51 468	419 236	6	12.2
BOEING 747-400	1 473	1	374	1	1 997	2	59 139	418 971	5	12.5
BOEING 757-200	6 441	24	5 919	42	11 470	46	634 160	940 484	50	8.4
BOEING 767-200	1 292	-	487	-	1 883	-	89 666	262 541	6	9.3
BRITISH AEROSPACE ATP	702	-	2 494	-	2 499	-	90 921	26 948	15	5.4
CANADAIR CL-44	-	37	-	17	-	79	-	-	1	3.1
CESSNA 310	-	-	-	-	-	-	-	-	1	0.0
CESSNA 404 TITAN	9	-	63	2	62	2	-	56	3	1.4
DE HAVILLAND DHC-6 TWIN OTTER	97	-	521	-	497	-	4 690	926	5	3.8
DE HAVILLAND DHC-7 DASH-7	442	-	1 493	-	1 524	-	27 258	10 021	10	5.6
DORNIER 228-100/200	30	-	114	-	109	-	721	194	1	4.9
DOUGLAS DC3/C47 DAKOTA	-	4	-	23	-	22	-	-	5	0.2
DOUGLAS DC6/6A/6B/6C	-	5	-	6	-	14	-	-	2	0.4
EMBRAER EMB110 BANDEIRANTE	100	-	326	-	333	-	1 458	544	6	2.1
FOKKER F27 100-600	839	-	2 886	-	2 897	-	72 212	22 734	19	5.8
FOKKER 100	84	-	184	-	225	-	11 489	5 190	4	2.8
GULF AMERICAN GULFSTREAM I	193	4	385	26	532	24	2 263	2 406	11	3.3
HANDLEY PAGE HERALD 200	-	195	-	631	-	757	-	-	11	2.4
LOCKHEED L-1011-1/100 TRISTAR	945	-	459	-	1 439	-	84 359	189 848	8	7.1



Aircraft Type and Utilisation: All Airlines  
December 1989

Table 12.1

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
LOCKHEED L1011-200 TRISTAR	1 660	-	495	-	2 332	-	47 867	250 421	8	10.1
MBB B0105	9	-	328	-	44	-	360	10	8	0.2
MCDONNELL-DOUGLAS DC10-10	417	-	170	-	567	-	19 459	105 414	3	7.1
MCDONNELL-DOUGLAS DC10-30	2 311	-	418	-	2 958	-	44 342	314 854	8	11.9
MCDONNELL-DOUGLAS DC9 SRS 30	450	-	1 158	-	1 256	-	70 934	27 174	6	6.9
MCDONNELL-DOUGLAS MD-80-83	-	-	-	-	-	-	-	-	0	21.8
MCDONNELL-DOUGLAS DC9-10/15	396	-	1 090	-	1 092	-	47 204	17 739	6	6.2
PILATUS BN-2A ISLANDER	41	-	854	-	216	-	3 477	166	12	0.9
PILATUS BN-2A MKIII TRISLANDER	123	-	2 077	-	613	-	19 909	1 151	12	2.0
PIPER PA23 AZTEC/APACHE	-	-	-	-	-	-	-	-	1	0.0
PIPER PA-31/31P NAVAJO CHIEFTN	21	-	74	-	84	-	321	93	2	2.3
SHORTS BELFAST	-	42	-	37	-	111	-	-	3	2.0
SHORTS 330	85	10	299	71	338	35	5 103	1 501	12	1.5
SHORTS 360	836	27	3 592	58	3 318	89	66 952	17 362	22	5.7
SIKORSKY S61N	725	1	3 619	30	4 038	8	43 613	8 925	29	3.3
SIKORSKY S76 SPIRIT	232	3	2 825	17	921	11	15 393	1 258	19	1.7
VICKERS VISCOUNT 800	187	101	546	237	561	299	13 182	6 757	13	2.4
V953C MERCHANTMAN	-	104	-	247	-	243	-	-	5	1.9
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	3	0.3
<b>TOTAL</b>	<b>54 991</b>	<b>1 234</b>	<b>76 288</b>	<b>2 309</b>	<b>104 871</b>	<b>2 925</b>	<b>3 330 123</b>	<b>7 452 247</b>	<b>695</b>	<b>5.8</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

(d) Excludes British Island Airways and National Commuter Airways

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

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 Dec 1989	Utilisation Per A/C (Hours) Qtr Ended Dec 1989
<b>ABERDEEN AIRWAYS</b>										
CESSNA 404 TITAN	9	-	63	-	62	-	-	56	2	1.1
GULF AMERICAN GULFSTREAM I	48	4	154	26	134	24	1 241	466	4	2.4
<b>TOTAL</b>	<b>57</b>	<b>4</b>	<b>217</b>	<b>26</b>	<b>196</b>	<b>24</b>	<b>1 241</b>	<b>522</b>	<b>6</b>	<b>1.9</b>
<b>AIR BRIDGE CARRIERS</b>										
V953C MERCHANTMAN	-	104	-	247	-	243	-	-	5	1.9
<b>TOTAL</b>	<b>-</b>	<b>104</b>	<b>-</b>	<b>247</b>	<b>-</b>	<b>243</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>1.9</b>
<b>AIR EUROPE</b>										
BOEING 737-300	551	-	505	-	1 017	-	47 941	54 362	8	7.6
BOEING 737-400	496	-	512	-	935	-	49 048	52 018	5	8.2
BOEING 757-200	747	-	368	-	1 187	-	45 081	126 065	4	10.4
FOKKER 100	84	-	184	-	225	-	11 489	5 190	4	1.2
<b>TOTAL</b>	<b>1 878</b>	<b>-</b>	<b>1 569</b>	<b>-</b>	<b>3 363</b>	<b>-</b>	<b>153 559</b>	<b>237 634</b>	<b>21</b>	<b>8.2</b>
<b>AIR EUROPE EXPRESS</b>										
SHORTS 330	52	1	157	2	208	2	3 178	1 038	5	2.1
SHORTS 360	202	24	656	50	786	81	12 839	4 042	2	13.3
<b>TOTAL</b>	<b>254</b>	<b>25</b>	<b>813</b>	<b>52</b>	<b>994</b>	<b>83</b>	<b>16 017</b>	<b>5 080</b>	<b>7</b>	<b>5.8</b>
<b>AIR FOYLE</b>										
BAE 146 SERIES 200/QT	-	90	-	225	-	220	-	-	2	4.4
<b>TOTAL</b>	<b>-</b>	<b>90</b>	<b>-</b>	<b>225</b>	<b>-</b>	<b>220</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>4.4</b>
<b>AIR SARNIA</b>										
PILATUS BN-2A ISLANDER	10	-	101	-	49	-	356	36	1	1.2
PILATUS BN-2A MKIII TRISLANDER	14	-	155	-	72	-	722	74	2	1.8
<b>TOTAL</b>	<b>24</b>	<b>-</b>	<b>256</b>	<b>-</b>	<b>121</b>	<b>-</b>	<b>1 078</b>	<b>110</b>	<b>3</b>	<b>1.6</b>
<b>AIR UK</b>										
BAE 146 SERIES 100	63	-	215	-	187	-	11 368	3 345	1	6.1
BAE 146 SERIES 200/QT	264	-	565	-	587	-	19 281	13 060	3	7.0
BAE 146 SERIES 300	305	-	613	-	729	-	30 927	17 751	3	8.1
FOKKER F27 100-600	735	-	2 511	-	2 536	-	63 529	20 206	16	6.1
SHORTS 360	63	-	289	-	281	-	4 235	1 262	2	4.1
<b>TOTAL</b>	<b>1 430</b>	<b>-</b>	<b>4 193</b>	<b>-</b>	<b>4 321</b>	<b>-</b>	<b>129 340</b>	<b>55 623</b>	<b>25</b>	<b>6.2</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 Dec 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>AIR UK LEISURE</b>										
BOEING 737-400	104	-	93	-	179	-	3 507	10 097	2	5.3
<b>TOTAL</b>	<b>104</b>	<b>-</b>	<b>93</b>	<b>-</b>	<b>179</b>	<b>-</b>	<b>3 507</b>	<b>10 097</b>	<b>2</b>	<b>5.3</b>
<b>AIR WIGHT</b>										
PIPER PA23 AZTEC/APACHE	-	-	-	-	-	-	-	-	1	-
PIPER PA-31/31P NAVAJO CHIEFTN	21	-	74	-	84	-	321	93	2	2.3
<b>TOTAL</b>	<b>21</b>	<b>-</b>	<b>74</b>	<b>-</b>	<b>84</b>	<b>-</b>	<b>321</b>	<b>93</b>	<b>3</b>	<b>1.5</b>
<b>AIR 2000</b>										
BOEING 737-300	154	-	71	-	234	-	7 726	17 978	1	10.3
BOEING 757-200	1 160	-	399	-	1 625	-	28 487	204 637	3	14.4
<b>TOTAL</b>	<b>1 315</b>	<b>-</b>	<b>470</b>	<b>-</b>	<b>1 859</b>	<b>-</b>	<b>36 213</b>	<b>222 615</b>	<b>4</b>	<b>13.7</b>
<b>ANGLO CARGO</b>										
BAE(BAC)1-11-300/400/475	-	45	-	36	-	75	-	-	1	2.7
BOEING 707 ALL SERIES	-	272	-	77	-	379	-	-	2	7.8
<b>TOTAL</b>	<b>-</b>	<b>317</b>	<b>-</b>	<b>113</b>	<b>-</b>	<b>453</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>5.6</b>
<b>ATLANTIC AIR TRANSPORT</b>										
CESSNA 310	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	-	-	-	2	-	2	-	-	1	0.1
DOUGLAS DC3/C47 DAKOTA	-	2	-	11	-	10	-	-	3	0.2
DOUGLAS DC6/6A/6B/6C	-	5	-	6	-	14	-	-	2	0.4
<b>TOTAL</b>	<b>-</b>	<b>7</b>	<b>-</b>	<b>19</b>	<b>-</b>	<b>26</b>	<b>-</b>	<b>-</b>	<b>7</b>	<b>0.3</b>
<b>AURIGNY AIR SERVICES</b>										
PILATUS BN-2A ISLANDER	2	-	28	-	8	-	111	6	1	0.2
PILATUS BN-2A MKIII TRISLANDER	100	-	1 802	-	495	-	18 162	1 006	9	2.1
<b>TOTAL</b>	<b>102</b>	<b>-</b>	<b>1 830</b>	<b>-</b>	<b>503</b>	<b>-</b>	<b>18 273</b>	<b>1 012</b>	<b>10</b>	<b>1.9</b>
<b>BERLIN EUROPEAN UK</b>										
BAE (H.P.) JETSTREAM 31	28	-	59	-	97	-	298	247	1	2.7
BOEING 737-300	143	-	64	-	212	-	-	13 776	1	8.2
<b>TOTAL</b>	<b>171</b>	<b>-</b>	<b>123</b>	<b>-</b>	<b>309</b>	<b>-</b>	<b>298</b>	<b>14 023</b>	<b>2</b>	<b>5.5</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 Dec 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>BIRMINGHAM EXECUTIVE AIRWAYS</b>										
BAE (H.P.) JETSTREAM 31	116	-	243	-	363	-	1 410	919	3	4.4
GULF AMERICAN GULFSTREAM I	146	-	231	-	399	-	1 022	1 940	3	5.2
<b>TOTAL</b>	<b>261</b>	<b>-</b>	<b>474</b>	<b>-</b>	<b>761</b>	<b>-</b>	<b>2 432</b>	<b>2 860</b>	<b>6</b>	<b>4.8</b>
<b>BOND HELICOPTERS</b>										
AEROSPATIALE AS332 SUPER PUMA	210	3	1 941	9	839	13	25 980	2 811	7	4.0
AEROSPATIALE SA365 DAUPHIN	280	12	7 076	311	1 119	49	28 657	1 134	14	2.9
MBB BO105	9	-	328	-	44	-	360	10	8	0.2
SIKORSKY S76 SPIRIT	124	3	1 172	17	458	11	5 985	632	6	2.5
<b>TOTAL</b>	<b>623</b>	<b>18</b>	<b>10 517</b>	<b>337</b>	<b>2 459</b>	<b>73</b>	<b>60 982</b>	<b>4 587</b>	<b>35</b>	<b>2.5</b>
<b>BRISTOW HELICOPTERS</b>										
AEROSPATIALE AS332 SUPER PUMA	648	-	2 515	-	2 699	-	33 616	8 661	22	3.9
BELL MODEL 214ST	-	-	-	-	-	-	-	-	3	-
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	2	-
BELL 212/412	98	-	3 711	-	650	-	20 932	553	6	3.1
SIKORSKY S61N	476	-	1 215	-	2 882	-	15 413	6 038	15	3.6
SIKORSKY S76 SPIRIT	89	-	1 128	-	387	-	6 671	526	9	1.4
<b>TOTAL</b>	<b>1 311</b>	<b>-</b>	<b>8 569</b>	<b>-</b>	<b>6 619</b>	<b>-</b>	<b>76 632</b>	<b>15 778</b>	<b>57</b>	<b>3.1</b>
<b>BRITANNIA AIRWAYS</b>										
BOEING 737-200	2 579	-	1 479	-	4 103	-	151 475	268 959	27	7.7
BOEING 737-300	574	-	294	-	903	-	32 658	66 298	7	7.6
BOEING 767-200	1 292	-	487	-	1 883	-	89 666	262 541	6	9.3
<b>TOTAL</b>	<b>4 445</b>	<b>-</b>	<b>2 260</b>	<b>-</b>	<b>6 889</b>	<b>-</b>	<b>273 799</b>	<b>597 798</b>	<b>40</b>	<b>8.0</b>
<b>BRITISH AIR FERRIES</b>										
HANDLEY PAGE HERALD 200	-	49	-	105	-	175	-	-	3	2.1
VICKERS VISCOUNT 800	187	101	546	237	561	299	13 182	6 757	13	2.4
<b>TOTAL</b>	<b>187</b>	<b>149</b>	<b>546</b>	<b>342</b>	<b>561</b>	<b>474</b>	<b>13 182</b>	<b>6 757</b>	<b>16</b>	<b>2.3</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 Dec 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>BRITISH AIRWAYS AND CALEDONIAN AIRWAYS</b>										
AIRBUS A320-100/200	604	1	741	1	1 203	2	68 817	55 955	7	5.8
BAC/AEROSPATIALE CONCORDE	767	-	167	-	565	-	8 117	40 857	7	3.0
BAE (HS) 748	215	8	968	32	844	32	20 851	5 348	8	4.1
BAE(BAC)1-11-500 SERIES	1 761	2	2 878	3	3 880	5	147 971	90 930	34	4.1
BOEING 737-200	3 913	-	5 141	1	8 115	1	351 201	268 274	44	6.5
BOEING 737-300	256	-	367	-	562	-	28 373	21 676	3	6.5
BOEING 747-100/100F	3 943	-	803	-	5 164	-	136 973	974 705	16	11.3
BOEING 747-200	5 329	-	971	-	6 944	-	162 021	1 364 924	18	12.6
BOEING 747-200B COMBI	1 804	-	344	-	2 347	-	51 468	419 236	6	12.2
BOEING 747-400	1 473	1	374	1	1 997	2	59 139	418 971	5	12.5
BOEING 757-200	3 164	24	4 277	42	6 555	46	499 169	375 156	36	6.6
BRITISH AEROSPACE ATP	403	-	1 260	-	1 371	-	49 860	16 360	8	5.8
LOCKHEED L-1011-1/100 TRISTAR	945	-	459	-	1 439	-	84 359	189 848	7	7.5
LOCKHEED L1011-200 TRISTAR	1 660	-	495	-	2 332	-	47 867	250 421	8	10.0
MCDONNELL-DOUGLAS DC10-30	2 311	-	418	-	2 958	-	44 342	314 854	8	11.9
<b>TOTAL</b>	<b>28 549</b>	<b>37</b>	<b>19 663</b>	<b>80</b>	<b>46 275</b>	<b>87</b>	<b>1 760 528</b>	<b>4 807 514</b>	<b>215</b>	<b>7.4</b>
<b>BRITISH INTERNATIONAL HELIS</b>										
AEROSPATIALE AS332 SUPER PUMA	174	-	809	-	697	-	9 461	2 035	5	4.4
SIKORSKY S61N	249	1	2 404	30	1 156	8	28 200	2 887	14	3.0
SIKORSKY S76 SPIRIT	19	-	525	-	76	-	2 737	100	4	1.0
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	3	0.3
<b>TOTAL</b>	<b>442</b>	<b>1</b>	<b>3 738</b>	<b>30</b>	<b>1 929</b>	<b>8</b>	<b>40 398</b>	<b>5 023</b>	<b>26</b>	<b>2.8</b>
<b>BRITISH ISLAND AIRWAYS</b>										
BAE(BAC)1-11 300/400/475	..	..	..	..	..	..	..	..	..	..
BAE(BAC)1-11 500 SERIES	..	..	..	..	..	..	..	..	..	..
MCDONNELL-DOUGLAS MD80-83	..	..	..	..	..	..	..	..	..	..
<b>TOTAL</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>
<b>BRITISH MIDLAND</b>										
BOEING 737-300	512	-	905	-	1 198	-	64 941	37 157	4	9.6
BOEING 737-400	246	-	466	-	579	-	39 228	20 684	2	9.6
BRITISH AEROSPACE ATP	140	-	579	-	597	-	16 516	4 672	3	5.6
MCDONNELL-DOUGLAS DC9 SRS 30	450	-	1 158	-	1 256	-	70 934	27 174	6	6.9
MCDONNELL-DOUGLAS DC9-10/15	396	-	1 090	-	1 092	-	47 204	17 739	6	6.2
<b>TOTAL</b>	<b>1 744</b>	<b>-</b>	<b>4 198</b>	<b>-</b>	<b>4 723</b>	<b>-</b>	<b>238 823</b>	<b>107 426</b>	<b>21</b>	<b>7.3</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 Dec 1989	Avg Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>BRYMON AIRWAYS</b>										
DE HAVILLAND DHC-6 TWIN OTTER	23	-	130	-	141	-	1 112	206	1	5.3
DE HAVILLAND DHC-7 DASH-7	273	-	978	-	963	-	17 135	6 713	6	5.6
<b>TOTAL</b>	<b>296</b>	<b>-</b>	<b>1 108</b>	<b>-</b>	<b>1 105</b>	<b>-</b>	<b>18 247</b>	<b>6 919</b>	<b>7</b>	<b>5.5</b>
<b>BUSINESS AIR LIMITED</b>										
EMBRAER EMB110 BANDEIRANTE	38	-	124	-	106	-	381	166	3	1.2
SHORTS 360	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>38</b>	<b>-</b>	<b>124</b>	<b>-</b>	<b>106</b>	<b>-</b>	<b>381</b>	<b>166</b>	<b>4</b>	<b>1.2</b>
<b>CALEDONIAN HELICOPTERS</b>										
BELL MODEL 214ST	76	-	840	-	329	-	8 485	768	-	3.0
<b>TOTAL</b>	<b>76</b>	<b>-</b>	<b>840</b>	<b>-</b>	<b>329</b>	<b>-</b>	<b>8 485</b>	<b>768</b>	<b>-</b>	<b>3.0</b>
<b>CAPITAL AIRLINES</b>										
BAE 146 SERIES 200/QT	180	-	415	-	410	-	19 919	8 892	2	6.4
SHORTS 360	228	-	730	-	820	-	13 976	4 870	6	5.8
<b>TOTAL</b>	<b>409</b>	<b>-</b>	<b>1 145</b>	<b>-</b>	<b>1 230</b>	<b>-</b>	<b>33 895</b>	<b>13 761</b>	<b>8</b>	<b>5.9</b>
<b>CHANNEL EXPRESS (AIR SVCS)</b>										
HANDLEY PAGE HERALD 200	-	146	-	526	-	581	-	-	8	2.5
LOCKHEED L180	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>-</b>	<b>146</b>	<b>-</b>	<b>526</b>	<b>-</b>	<b>581</b>	<b>-</b>	<b>-</b>	<b>9</b>	<b>2.4</b>
<b>DAN AIR</b>										
AIRBUS A300B4/100/200	130	-	61	-	188	-	15 597	35 511	1	6.0
BAE (HS) 748	179	38	389	124	581	132	1 724	5 000	9	3.1
BAE 146 SERIES 100	141	-	273	-	308	-	992	7 388	3	4.9
BAE 146 SERIES 300	85	-	190	-	221	-	1 761	5 799	1	6.3
BAE(BAC)1-11-200 SERIES	140	-	262	-	334	-	107	6 446	2	5.2
BAE(BAC)1-11-300/400/475	279	-	447	-	616	-	133	13 552	3	6.6
BAE(BAC)1-11-500 SERIES	832	-	1 096	-	1 715	-	35 333	63 435	11	6.1
BOEING 727-100/100C	93	-	72	-	151	-	6 705	10 576	2	4.5
BOEING 727-200/200 ADVANCED	1 008	-	590	-	1 464	-	58 480	147 836	10	6.4
BOEING 737-200	424	-	200	-	645	-	18 631	43 542	4	7.3
BOEING 737-300	231	-	209	-	414	-	6 191	22 730	2	7.8
BOEING 737-400	214	-	157	-	353	-	16 109	30 259	2	7.4
<b>TOTAL</b>	<b>3 755</b>	<b>38</b>	<b>3 946</b>	<b>124</b>	<b>6 988</b>	<b>132</b>	<b>161 763</b>	<b>392 073</b>	<b>50</b>	<b>5.7</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 Dec 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>GB AIRWAYS T/A GIBAIR</b>										
BOEING 737-200	299	-	182	-	361	-	11 368	20 639	2	15.7
PILATUS BN-2A MKIII TRISLANDER	8	-	120	-	46	-	1 025	71	1	2.0
<b>TOTAL</b>	<b>307</b>	<b>-</b>	<b>302</b>	<b>-</b>	<b>407</b>	<b>-</b>	<b>12 393</b>	<b>20 710</b>	<b>3</b>	<b>8.9</b>
<b>GILLAIR</b>										
SHORTS 330	33	-	142	-	129	-	1 925	463	6	1.0
<b>TOTAL</b>	<b>33</b>	<b>-</b>	<b>142</b>	<b>-</b>	<b>129</b>	<b>-</b>	<b>1 925</b>	<b>463</b>	<b>6</b>	<b>1.0</b>
<b>GUERNSEY AIRLINES</b>										
SHORTS 360	-	-	-	-	-	-	-	-	-	8.5
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.5</b>
<b>HEAVYLIFT CARGO AIRLINES</b>										
CANADAIR CL-44	-	37	-	17	-	79	-	-	1	3.1
BOEING B707-320C	-	-	-	-	-	-	-	-	2	-
SHORTS BELFAST	-	42	-	37	-	111	-	-	3	2.0
<b>TOTAL</b>	<b>-</b>	<b>80</b>	<b>-</b>	<b>54</b>	<b>-</b>	<b>190</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>1.6</b>
<b>INTER EUROPEAN AIRWAYS</b>										
BOEING 737-300	1 482	-	530	-	950	-	6 975	178 684	4	8.4
<b>TOTAL</b>	<b>1 482</b>	<b>-</b>	<b>530</b>	<b>-</b>	<b>950</b>	<b>-</b>	<b>6 975</b>	<b>178 684</b>	<b>4</b>	<b>8.4</b>
<b>ISLES OF SCILLY SKYBUS</b>										
PILATUS BN-2A ISLANDER	5	-	95	-	24	-	403	20	5	0.8
<b>TOTAL</b>	<b>5</b>	<b>-</b>	<b>95</b>	<b>-</b>	<b>24</b>	<b>-</b>	<b>403</b>	<b>20</b>	<b>5</b>	<b>0.8</b>
<b>JANES AVIATION</b>										
DOUGLAS DC3/C47 DAKOTA	-	2	-	12	-	12	-	-	2	0.2
SHORTS 330	-	10	-	69	-	33	-	-	1	1.8
<b>TOTAL</b>	<b>-</b>	<b>12</b>	<b>-</b>	<b>81</b>	<b>-</b>	<b>44</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>0.7</b>
<b>JERSEY EUROPEAN AIRWAYS</b>										
BAE (HS) 748	35	-	293	-	169	-	4 821	909	2	2.3
EMBRAER EMB110 BANDEIRANTE	28	-	84	-	96	-	627	213	1	3.4
FOKKER F27 100-600	104	-	375	-	361	-	8 683	2 528	3	4.4
SHORTS 360	68	-	520	-	301	-	8 370	1 566	3	5.0
<b>TOTAL</b>	<b>235</b>	<b>-</b>	<b>1 272</b>	<b>-</b>	<b>927</b>	<b>-</b>	<b>22 501</b>	<b>5 217</b>	<b>9</b>	<b>4.2</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 Dec 1989	Avg Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>LOGANAIR</b>										
BAE 146 SERIES 200/QT	141	-	293	-	336	-	10 852	6 722	2	6.9
BRITISH AEROSPACE ATP	76	-	267	-	287	-	7 474	2 200	2	5.3
DE HAVILLAND DHC-6 TWIN OTTER	74	-	391	-	356	-	3 578	720	4	3.3
PILATUS BN-2A ISLANDER	25	-	630	-	135	-	2 607	104	5	1.0
SHORTS 360	147	-	768	-	679	-	15 695	3 091	5	4.4
<b>TOTAL</b>	<b>463</b>	<b>-</b>	<b>2 349</b>	<b>-</b>	<b>1 793</b>	<b>-</b>	<b>40 206</b>	<b>12 838</b>	<b>18</b>	<b>3.6</b>
<b>LONDON CITY AIRWAYS</b>										
DE HAVILLAND DHC-7 DASH-7	169	-	515	-	561	-	10 123	3 308	4	5.7
<b>TOTAL</b>	<b>169</b>	<b>-</b>	<b>515</b>	<b>-</b>	<b>561</b>	<b>-</b>	<b>10 123</b>	<b>3 308</b>	<b>4</b>	<b>5.7</b>
<b>MANX AIRLINES</b>										
BAE 146 SERIES 100	45	-	123	-	90	-	7 047	2 581	1	3.7
BRITISH AEROSPACE ATP	83	-	388	-	243	-	17 071	3 716	2	3.4
SHORTS 360	96	-	513	-	342	-	10 834	2 137	3	4.2
<b>TOTAL</b>	<b>225</b>	<b>-</b>	<b>1 024</b>	<b>-</b>	<b>675</b>	<b>-</b>	<b>34 952</b>	<b>8 434</b>	<b>6</b>	<b>3.9</b>
<b>MCALPINE AVIATION</b>										
BAE (BAC) 1-11-300/400/475	-	-	-	-	-	-	-	-	1	0.3
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>0.3</b>
<b>MONARCH AIRLINES</b>										
BOEING 737-300	558	-	862	-	1 224	-	6 132	48 409	2	21.9
BOEING 757-200	1 368	-	875	-	2 102	-	61 423	234 627	7	11.8
<b>TOTAL</b>	<b>1 926</b>	<b>-</b>	<b>1 737</b>	<b>-</b>	<b>3 326</b>	<b>-</b>	<b>67 555</b>	<b>283 035</b>	<b>9</b>	<b>14.4</b>
<b>NATIONAL COMMUTER AIRWAYS</b>										
BEECHCRAFT 200 SUPER KING AIR	-	-	-	-	-	-	-	-	..	..
SHORTS 330	-	-	-	-	-	-	-	-	..	..
SHORTS 360	31	2	116	8	108	8	1 003	394	..	..
<b>TOTAL</b>	<b>31</b>	<b>2</b>	<b>116</b>	<b>8</b>	<b>108</b>	<b>8</b>	<b>1 003</b>	<b>394</b>	<b>..</b>	<b>..</b>
<b>NOVAIR INTERNATIONAL</b>										
BOEING 737-400	304	-	125	-	448	-	13 957	39 849	2	8.2
MCDONNELL-DOUGLAS DC10-10	417	-	170	-	567	-	19 459	105 414	3	7.1
<b>TOTAL</b>	<b>721</b>	<b>-</b>	<b>295</b>	<b>-</b>	<b>1 015</b>	<b>-</b>	<b>33 416</b>	<b>145 262</b>	<b>5</b>	<b>7.5</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 Dec 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
PARAMOUNT AIRWAYS										
BOEING 737-300	236	-	226	-	378	-	-	23 977	1	7.2
MCDONNELL-DOUGLAS MD-80-83	-	-	-	-	-	-	-	-	-	9.4
TOTAL	236	-	226	-	378	-	-	23 977	1	8.5
PEREGRINE AIRWAYS										
BEECH KING AIR 90/100	-	-	-	-	-	-	-	-	-	-
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	1.8
GULF AMERICAN GULFSTREAM 1	-	-	-	-	-	-	-	-	-	1.6
TOTAL	-	-	-	-	-	-	-	-	-	1.4
REGION AIRWAYS										
EMBRAER EMB110 BANDEIRANTE	34	-	118	-	131	-	450	165	2	2.9
TOTAL	34	-	118	-	131	-	450	165	2	2.9
RYANAIR-EUROPE										
BAE(BAC) 1-11-300/400/475	-	-	-	-	-	-	-	-	1	-
BAE(BAC)1-11-500 SERIES	66	-	84	-	129	-	3 062	5 301	1	3.6
TOTAL	66	-	84	-	129	-	3 062	5 301	2	1.8
SCOTTISH EUROPEAN AIRWAYS										
BAE (HS) 748	112	-	179	-	343	-	1 578	1 320	2	4.4
TOTAL	112	-	179	-	343	-	1 578	1 320	2	4.4
SUCKLING AIRWAYS										
DORNIER 228-100/200	30	-	114	-	109	-	721	194	1	4.9
TOTAL	30	-	114	-	109	-	721	194	1	4.9
TRADEWINDS AIRWAYS										
BOEING 707 ALL SERIES	-	204	-	45	-	279	-	-	1	8.3
TOTAL	-	204	-	45	-	279	-	-	1	8.3
TRANS EUROPEAN AIRWAYS (UK)										
BOEING 737-200	325	-	250	-	532	-	7 979	26 895	2	10.1
TOTAL	325	-	250	-	532	-	7 979	26 895	2	10.1

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
VIRGIN ATLANTIC AIRWAYS BOEING 747-200	1 099	-	174	-	1 435	-	35 487	227 791	4	14.7
TOTAL	1 099	-	174	-	1 435	-	35 487	227 791	4	14.7
GRAND TOTAL	54 991	1 234	76 288	2 309	104 871	2 925	3 330 123	7 452 247	695	5.8

(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

(d) Excludes British Island Airways and National Commuter Airways

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

<b>Heathrow</b>	Aberdeen	31 963
	Belfast	99 607
	Birmingham	7 417
	Channel Islands (c)	33 629
	East Midlands	5 259
	Edinburgh	94 961
	Glasgow	99 939
	Humberside	1 444
	Inverness	8 601
	Isle of Man	9 004
	Leeds/Bradford	15 879
	Liverpool	10 783
	Manchester	51 369
	Newcastle	26 709
	Newquay	2 649
	Norwich	1 166
	Plymouth	2 594
Tees-Side	14 498	
<b>Gatwick</b>	Aberdeen	6 596
	Belfast	5 983
	Birmingham	1 103
	Channel Islands (c)	18 282
	Edinburgh	13 861
	Exeter	579
	Glasgow	17 037
	Inverness	1 116
	Leeds/Bradford	1 901
	Manchester	11 147
	Newcastle	5 939
Plymouth	792	
<b>Luton</b>	Belfast	5 286
	Belfast City	7 546
	Isle of Man	958
<b>Southend</b>	Channel Islands (c)	765
<b>Stansted</b>	Channel Islands (c)	2 458
	Edinburgh	1 232
	Glasgow	1 134
<b>Aberdeen</b>	Birmingham	1 866
	Dundee	3
	East Midlands	544
	Edinburgh	1 079
	Glasgow	2 111
	Humberside	1 387
	Inverness	123
	Kirkwall	2 107
	Leeds/Bradford	575
	Manchester	4 533
	Newcastle	1 121
	Norwich	2 500
	Other Scottish Aerodromes	5 220
Sumburgh	15 720	
Tees-Side	1 394	
<b>Belfast</b>	Birmingham	9 196
	Bristol	664
	Cardiff	728
	East Midlands	4 742
	Glasgow	3 598
	Leeds/Bradford	3 493
	Manchester	8 535
	Newcastle	1 407
	Prestwick	43

Passengers Uplifted on Domestic Routes For December 1989

Table 13

Belfast City	Birmingham	2 970
	Blackpool	1 187
	Channel Islands (c)	19
	Edinburgh	5 470
	Exeter	796
	Glasgow	6 173
	Isle of Man	2 333
	Leeds/Bradford	5 463
	Liverpool	5 579
	Manchester	5 339
	Newcastle	501
	Tees-Side	399
	Birmingham	Channel Islands (c)
Edinburgh		9 047
Glasgow		9 017
Isle of Man		1 606
Newcastle		926
Southampton		418
Blackpool	Isle of Man	2 440
Bournemouth	Channel Islands (c)	3 067
	Manchester	325
Bristol	Channel Islands (c)	1 434
	Glasgow	365
	Leeds/Bradford	239
Cambridge	Manchester	295
Cardiff Wales	Channel Islands (c)	574
	Glasgow	369
	Leeds/Bradford	293
Channel Islands (c)	Channel Islands (c)	15 688
	East Midlands	4 136
	Edinburgh	57
	Exeter	4 496
	Glasgow	1 183
	Leeds/Bradford	435
	Manchester	4 465
	Plymouth	851
Southampton	24 938	
Dundee	Manchester	216
East Midlands	Edinburgh	1 308
	Glasgow	5 295
Edinburgh	Glasgow	465
	Kirkwall	838
	Leeds/Bradford	1 862
	Manchester	4 980
	Norwich	1 250
	Other Scottish Aerodromes	1 087
	Sumburgh	76
Exeter	Manchester	445
	Plymouth	6
Glasgow	Inverness	965
	Isle of Man	1 100
	Kirkwall	335
	Leeds/Bradford	1 735
	Londonderry	789
	Manchester	5 261
	Other Scottish Aerodromes	7 215
	Sumburgh	387
Humberside	Norwich	584
	Tees-Side	13
Inverness	Kirkwall	535
	Other Scottish Aerodromes	2 104
	Sumburgh	366

**Passengers Uplifted on Domestic Routes For December 1989**

**Table 13**

Isle of Man	Liverpool	10 985
	Manchester	3 940
Isles of Scilly-St. Marys	Lands End (St Just)	403
	Penzance Heliport	2 149
Isles of Scilly-Tresco	Penzance Heliport	554
Kirkwall	Manchester	30
	Other Scottish Aerodromes	2 584
	Sumburgh	503
Leeds/Bradford	Norwich	286
Londonderry	Manchester	466
Manchester	Inverness	444
	Newcastle	372
	Other Scottish Aerodromes	47
	Prestwick	202
	Sumburgh	40
Newquay	Plymouth	10
Norwich	Tees-Side	179
Other Scottish Aerodromes	Other Scottish Aerodromes	1 615
	Sumburgh	115
Other Routes (d)	Other Routes (d)	1 006

- (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) (c) December 1989

Table 14.1

	First	Premium	Economy	Advance Purchase	Fare Groups Off-Peak	Discount	Part Charter	Inclusive Tour	Standby	Class Fares	Total Passengers
Class 1											
All	25 364	308 946	732 700	416 502	97 628	589 588	101 558	136 850	18 662	101 489	2 529 287
International	25 286	304 326	348 752	315 350	91 507	347 690	94 897	102 620	2 668	77 665	1 710 761
Domestic	78	4 620	383 948	101 152	6 121	241 898	6 661	34 230	15 994	23 824	818 526

(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

(c) Excludes British Island Airways

Non-Scheduled Passenger Analysis of Licences  
 And Charter Categories (a) (b) (c) December 1989

Table 14.2

Charter Categories

		ABC	ITC	Other	Total Passengers
Class 2	All	6 262	-	22 766	29 028
	International	6 262	-	21 795	28 057
	Domestic	-	-	971	971
Class 3	All	-	619 241	-	619 241
	International	-	619 241	-	619 241
	Domestic	-	-	-	-
Class 4	All	972	20 653	13 553	35 178
	International	972	20 653	13 553	35 178
	Domestic	-	-	-	-
Class 7	All	-	-	184 187	184 187
	International	-	-	184 124	184 124
	Domestic	-	-	63	63
(b) Exempt	All	-	-	35 693	35 693
	International	-	-	18 155	18 155
	Domestic	-	-	17 538	17 538
Total Non-Scheduled	All	7 234	639 894	256 199	903 327
	International	7 234	639 894	237 627	884 755
	Domestic	-	-	18 572	18 572

- (a) Excludes air taxi operations (see Table 15)
- (b) Excludes exempt sub-charter passengers
- (c) Excludes British Island Airways

Public Transport Air Taxi Operations (a)

Quarter Ended Dec 1989

Table 15

	Stage Flights	Aircraft Hours
AEROSPATIALE AS332 SUPER PUMA	181	141
AEROSPATIALE AS355 ECUREUIL 2	554	241
AEROSPATIALE SA350 ECUREUIL	186	507
AEROSPATIALE SA365 DAUPHIN	950	196
AGUSTA A109A	228	752
AIRSHIP INDUSTRIES SKYSHIP 600	10	14
AVIONS MUDRY CAP 10B	13	4
BAE (H.P.) JETSTREAM 31	408	197
BAE(HS) 125	871	1 005
BEECH KINGAIR 90/100	437	699
BEECHCRAFT BARON MOD.55/58/58P	53	45
BEECHCRAFT 200 SUPER KING AIR	1 336	1 391
BELL 206B JET RANGER	2 162	2 417
BELL 206L LONG RANGER	265	183
BELL 222	9	8
CESSNA 172 SKYHAWK	145	139
CESSNA 180 SKYWAGON	59	47
CESSNA 310	321	196
CESSNA 337 SUPER SKYMASTER	43	45
CESSNA 340	18	61
CESSNA 401/402/411/421	388	364
CESSNA 404 TITAN	616	797
CESSNA 414A CHANCELLOR	41	39
CESSNA 441 CONQUEST	99	110
CESSNA 500 CITATION 1	279	314
CESSNA 550 CITATION II	279	402
DASSAULT MYSTERE-FALCON 20	179	234
DE HAVILLAND DHC-6 TWIN OTTER	720	716
DE HAVILLAND TIGER MOTH	82	17
DORNIER 228-100/200	56	115
DOUGLAS DC3 DAKOTA	58	100
EMBRAER EMB-120 BRASILIA	177	177
EMBRAER EMB110 BANDEIRANTE	1 659	1 554
ENSTROM F28A/F280 SHARK	42	76
GATES LEARJET 35A	308	475
HUGHES 269A	8	6
HUGHES 500	67	51
MBB BO105	2 240	701
MITSUBISHI DIAMOND 1	27	91
MITSUBISHI MU-2	33	41
PARTENAVIA P68B/C	187	229
PILATUS BN-2A ISLANDER	1 944	1 335
PILATUS BN-2A MKIII TRISLANDER	26	22
PIPER PA-23 AZTEC/APACHE	627	552
PIPER PA-28 CHEROKEE SRS/PA-32	29	40
PIPER PA-31/31P NAVAJO CHIEFTN	2 446	2 515
PIPER PA-34 SENECA II	50	46
PIPER PA-42 CHEYENNE III/IV	20	20
REIMS-CESSNA F40G/CARAVAN II	371	308
ROBINSON R22	19	25
SHORTS 330	1 150	1 468
SHORTS 360	1 995	2 275
SIKORSKY S61N	2 484	1 070
SIKORSKY S76 SPIRIT	100	50
<b>TOTAL</b>	<b>27 055</b>	<b>24 619</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 ITCs and sole use;

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

Class 4 authorises the carriage, on the same aircraft, of ITCs and other categories, other than sole use;

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

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

Class 7 authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.

**NB** These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specifications for each class of licence are published in the Civil Aviation Authority Official Record Series 1.

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

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

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

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

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

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

#### TYPES OF SERVICES

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

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

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

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

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

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

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

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

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

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

## MEASURES AND THEIR COMPUTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tonne 1000 kilograms.

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

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

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

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