



## **UK AIRLINES**

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

**FEBRUARY 1991**

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# **UK AIRLINES**

## **MONTHLY OPERATING AND TRAFFIC STATISTICS**

**FEBRUARY 1991**

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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                     Tel. 071-832 5504  
Room T407A                                     071-832 5223  
CAA House  
45/59 Kingsway  
London WC2B 6TE

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

Civil Aviation Authority                     Tel. Cheltenham (0242) 235151  
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Cheltenham  
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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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**Size of UK Airlines by Available Capacity**  
**Year ended February 1991 (a)**

Table 1

	Output in Available tonne-kilometres (000 000)	Percentage of all available tonne-kilometres	Tonne- kilometres used (000 000)	Percentage of all tonne- kilometres used
British Airways	12 813	63.5	8 564	61.7
Virgin Atlantic Airways	1 396	6.9	804	5.8
Britannia Airways	1 222	6.1	1 094	7.9
Dan-Air Services	784	3.9	663	4.8
Monarch Airlines	775	3.8	611	4.4
Air Europe	680	3.4	428	3.1
Air 2000	544	2.7	493	3.6
Caledonian Airways	379	1.9	310	2.2
British Midland	348	1.7	159	1.1
Anglo Cargo	161	0.8	91	0.7
Air UK	154	0.8	74	0.5
Inter European Airways	103	0.5	75	0.5
Air UK Leisure	100	0.5	80	0.6
Heavylift Cargo Airlines	93	0.5	47	0.3
Trans European Airlines	87	0.4	67	0.5
GB Airways t/a Gibair	59	0.3	35	0.3
Air Bridge Carriers	49	0.2	23	0.2
Berlin European UK	45	0.2	38	0.3
Novair International	35	0.2	27	0.2
Loganair	35	0.2	22	0.2
Birmingham European Airways	31	0.2	14	0.1
Tradewinds Airways	31	0.2	18	0.1
British Air Ferries	26	0.1	13	0.1
Air Foyle	26	0.1	14	0.1
Brymon Airways	25	0.1	10	0.1
Bristow Helicopters	23	0.1	15	0.1
Manx Airlines	22	0.1	13	0.1
Jersey European Airways	18	0.1	8	0.1
British International Helicopters	14	0.1	6	0.0
Capital Airlines	8	0.0	4	0.0
Paramount Airlines	4	0.0	2	0.0
Others	87	0.4	49	0.4
<b>Total</b>	<b>20 173</b>	<b>100.00</b>	<b>13 873</b>	<b>100.00</b>

(a) Excludes Air Taxi Operations



Main Outputs of UK Airlines 1961-1991 (a)

Table 2

	-----Available Tonne-Kilometres-----						-----Tonne-Kilometres Used-----					
	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year
1961	1 990	..	1 575	32.2	415	..	..	..	..	..	..	..
1962	2 215	11.3	1 784	13.3	431	3.9	..	..	..	..	..	..
1963	2 439	10.1	1 953	9.5	486	12.8	..	..	..	..	..	..
1964	2 879	18.0	2 275	16.5	604	24.3	..	..	..	..	..	..
1965	3 325	15.5	2 664	17.1	661	9.4	..	..	..	..	..	..
1966	3 851	15.8	2 993	12.4	858	29.8	..	..	..	..	..	..
1967	4 016	4.3	3 145	5.1	871	1.5	..	..	..	..	..	..
1968	4 214	4.9	3 256	3.5	958	10.0	..	..	..	..	..	..
1969	4 927	16.9	3 748	15.1	1 179	23.1	..	..	..	..	..	..
1970	5 782	17.4	4 129	10.2	1 653	40.2	..	..	..	..	..	..
1971	6 973	20.6	4 591	11.2	2 382	44.1	..	..	..	..	..	..
1972	8 249	18.3	5 399	17.6	2 850	19.7	..	..	..	..	..	..
1973	9 003	9.1	5 953	10.3	3 050	7.0	..	..	..	..	..	..
1974	8 287	-8.0	5 747	-3.5	2 540	-16.8	4 961	..	3 166	..	1 795	..
1975	8 928	7.8	5 984	4.2	2 944	16.0	5 397	8.8	3 317	4.8	2 080	15.9
1976	9 727	9.0	6 602	10.3	3 125	6.2	5 964	10.5	3 726	12.3	2 238	7.6
1977	10 505	8.0	6 834	3.5	3 671	17.5	6 558	10.0	3 928	5.4	2 630	17.5
1978	11 970	13.9	8 095	18.5	3 875	5.6	7 583	15.6	4 827	24.1	2 711	3.1
1979	12 749	6.5	8 841	9.2	3 908	0.9	8 238	8.6	5 550	13.9	2 688	-0.8
1980	13 215	3.6	9 829	11.2	3 386	-13.5	8 283	0.5	5 895	6.2	2 388	-11.2
1981	13 087	-0.9	9 936	1.1	3 151	-6.9	8 466	2.2	6 188	5.0	2 278	-4.6
1982	11 848	-9.5	9 068	-8.7	2 780	-11.8	7 757	-8.4	5 593	-9.6	2 164	-5.0
1983	12 011	1.4	8 989	-0.9	3 022	8.7	7 866	1.4	5 522	-1.3	2 344	8.3
1984	13 155	9.5	9 854	9.6	3 301	9.2	8 964	14.0	6 337	14.8	2 627	12.0
1985	13 408	1.9	10 166	3.2	3 242	-1.8	9 085	1.3	6 467	2.1	2 618	-0.3
1986	14 306	6.7	10 655	4.8	3 651	12.6	9 660	6.3	6 606	2.1	3 054	16.7
1987	15 848	10.8	11 424	7.3	4 423	21.1	11 231	16.3	7 586	14.8	3 645	19.4
1988	17 225	8.7	12 405	8.5	4 820	9.0	12 926	15.1	8 106	6.9	4 820	32.2
1989	18 923	9.9	13 427	8.2	5 496	14.0	13 368	3.4	8 974	10.7	4 394	-8.8
1990	20 370	7.7	15 274	13.9	5 096	-7.5	13 347	5.9	9 424	12.7	3 923	-7.5
Year ended												
Feb 1990	19 217		13 668		5 549		13 528		9 113		4 415	
Feb 1991	20 173		15 186		4 988		13 873		9 867		4 006	
Latest year's growth		5.0		11.1		-10.1		2.6		8.3		-9.3

(a) Excludes Air Taxi Operations

All Scheduled Services February 1991

Table 3.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
									Total (000)	Mail (000)	Freight (000)	Passenger (000)		
<u>Passenger Services</u>														
AIR UK	1 256	3 465	3 745	93 601	93 300	43 124	46.2	226	9 348	3 779	47	68	3 664	40.4
AURIGNY AIR SERVICES	68	1 225	335	13 495	1 273	700	55.0	95	105	62	1	4	57	59.0
BIRMINGHAM EUROPEAN AIRWAYS	364	605	837	18 797	26 244	11 123	42.4	72	1 973	874	-	38	836	44.3
BRITANNIA AIRWAYS	42	77	82	8 410	5 960	4 328	72.6	-	507	368	-	-	368	72.6
BRITISH AIRWAYS	22 719	16 635	37 455	1 245 851	5 699 729	3 193 722	56.0	26 414	782 118	469 088	12 470	150 631	305 987	60.0
BRITISH INDEPENDENT AIRWAYS	22	166	89	2 161	886	279	31.5	-	72	24	-	-	24	33.3
BRITISH INTERNATIONAL HELIS	10	176	56	2 576	219	156	71.2	35	20	15	-	2	13	75.0
BRITISH MIDLAND	1 621	4 142	4 555	195 392	188 910	84 076	44.5	560	19 362	6 805	90	158	6 557	35.1
BRYMON AIRWAYS	318	1 069	890	17 513	13 415	6 390	47.6	4	1 384	524	-	1	523	37.9
BUSINESS AIR LIMITED	33	116	89	425	346	203	58.7	-	42	16	-	-	16	38.1
DAN AIR	1 126	2 036	2 637	101 556	108 579	57 410	52.9	261	8 687	4 762	18	154	4 590	54.8
GB AIRWAYS T/A GIBAIR	269	169	443	8 619	30 444	15 449	50.7	72	3 489	1 530	34	92	1 404	43.9
GILLAIR	56	240	209	3 706	1 694	888	52.4	-	169	67	-	-	67	39.6
JERSEY EUROPEAN AIRWAYS	229	1 217	888	22 870	10 665	5 414	50.8	22	1 094	409	-	3	406	37.4
LOGANAIR	377	2 254	1 577	37 130	16 667	8 630	51.8	87	1 495	798	-	21	777	53.4
MANX AIRLINES	212	914	671	28 969	11 127	7 169	64.4	69	1 008	589	-	17	572	58.4
MONARCH AIRLINES	72	32	103	5 067	15 768	12 628	80.1	22	1 433	1 114	-	54	1 060	77.7
SUCKLING AIRWAYS	40	152	144	1 131	672	299	44.5	-	47	21	-	-	21	44.7
VIRGIN ATLANTIC AIRWAYS	1 365	199	1 734	45 509	484 126	314 768	65.0	2 533	87 332	46 025	-	17 114	28 911	52.7
<b>Total Passenger Services</b>	<b>30 199</b>	<b>34 889</b>	<b>56 529</b>	<b>1 852 778</b>	<b>6 710 024</b>	<b>3 766 756</b>	<b>56.1</b>	<b>30 472</b>	<b>919 685</b>	<b>536 870</b>	<b>12 660</b>	<b>168 357</b>	<b>355 853</b>	<b>58.4</b>
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	92	258	220	-	-	-	-	1 575	1 691	803	-	803	-	47.5
AIR UK	21	50	79	-	-	-	-	175	124	74	-	74	-	59.7
BRITISH AIR FERRIES	5	8	18	-	-	-	-	26	30	17	-	17	-	56.7
BRITISH AIRWAYS	37	41	64	-	-	-	-	387	1 165	493	197	296	-	42.3
CHANNEL EXPRESS (AIR SVS)	10	66	51	-	-	-	-	233	62	38	-	38	-	61.3
<b>Total Cargo Services</b>	<b>165</b>	<b>423</b>	<b>432</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 396</b>	<b>3 072</b>	<b>1 425</b>	<b>197</b>	<b>1 228</b>	<b>-</b>	<b>46.4</b>
<b>Grand Total</b>	<b>30 364</b>	<b>35 312</b>	<b>56 971</b>	<b>1 852 778</b>	<b>6 710 024</b>	<b>3 766 756</b>	<b>56.1</b>	<b>32 868</b>	<b>922 757</b>	<b>538 295</b>	<b>12 857</b>	<b>169 585</b>	<b>355 853</b>	<b>58.3</b>

International Scheduled Services February 1991 (a)

Table 3.2

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
<u>Passenger Services</u>														
AIR UK	579	1 426	1 708	35 549	42 378	18 479	43.6	88	4 255	1 627	10	47	1 570	38.2
AURIGNY AIR SERVICES	11	114	52	887	179	82	45.8	2	15	7	-	-	7	46.7
BIRMINGHAM EUROPEAN AIRWAYS	276	357	586	9 813	20 131	7 765	38.6	22	1 514	603	-	19	584	39.8
BRITANNIA AIRWAYS	5	2	7	83	619	198	32.0	-	53	17	-	-	17	32.1
BRITISH AIRWAYS	20 866	11 886	32 482	920 687	5 442 438	3 050 748	56.1	25 440	753 385	456 915	12 233	150 493	294 189	60.6
BRITISH INDEPENDENT AIRWAYS	22	166	89	2 161	886	279	31.5	-	72	24	-	-	24	33.3
BRITISH MIDLAND	620	1 563	1 807	64 358	62 497	25 504	40.8	217	6 226	2 073	-	85	1 988	33.3
BRYMON AIRWAYS	152	432	320	8 689	6 649	2 983	44.9	-	701	244	-	-	244	34.8
BUSINESS AIR LIMITED	15	36	41	90	133	71	53.4	-	19	6	-	-	6	31.6
DAN AIR	727	1 159	1 647	56 513	70 358	36 278	51.6	140	5 630	3 012	4	108	2 900	53.5
GB AIRWAYS T/A GIBAIR	269	169	443	8 619	30 444	15 449	50.7	72	3 489	1 530	34	92	1 404	43.9
JERSEY EUROPEAN AIRWAYS	21	108	75	2 524	986	412	41.8	1	103	31	-	-	31	30.1
LOGANAIR	3	14	11	197	88	48	54.5	-	8	4	-	-	4	50.0
MANX AIRLINES	21	112	71	2 837	871	555	63.7	-	82	44	-	-	44	53.7
MONARCH AIRLINES	72	32	103	5 067	15 768	12 628	80.1	22	1 433	1 114	-	54	1 060	77.7
SUCKLING AIRWAYS	24	76	84	599	403	188	46.7	-	28	13	-	-	13	46.4
VIRGIN ATLANTIC AIRWAYS	1 365	199	1 734	45 509	484 126	314 768	65.0	2 533	87 332	46 025	-	17 114	28 911	52.7
<b>Total Passenger Services</b>	<b>25 048</b>	<b>17 851</b>	<b>41 260</b>	<b>1 164 182</b>	<b>6 178 954</b>	<b>3 486 435</b>	<b>56.4</b>	<b>28 537</b>	<b>864 345</b>	<b>513 289</b>	<b>12 281</b>	<b>168 012</b>	<b>332 996</b>	<b>59.4</b>
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	91	252	216	-	-	-	-	1 499	1 663	777	-	777	-	46.7
AIR UK	21	50	79	-	-	-	-	175	124	74	-	74	-	59.7
BRITISH AIR FERRIES	5	8	18	-	-	-	-	26	30	17	-	17	-	56.7
BRITISH AIRWAYS	17	3	21	-	-	-	-	39	740	296	-	296	-	40.0
<b>Total Cargo Services</b>	<b>134</b>	<b>313</b>	<b>334</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 739</b>	<b>2 557</b>	<b>1 164</b>	<b>-</b>	<b>1 164</b>	<b>-</b>	<b>45.5</b>
<b>Grand Total</b>	<b>25 182</b>	<b>18 164</b>	<b>41 594</b>	<b>1 164 182</b>	<b>6 178 954</b>	<b>3 486 435</b>	<b>56.4</b>	<b>30 276</b>	<b>866 902</b>	<b>514 453</b>	<b>12 281</b>	<b>169 176</b>	<b>332 996</b>	<b>59.3</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 February 1991 (a)

Table 3.3

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
<u>Passenger Services</u>														
AIR UK	677	2 039	2 037	58 052	50 922	24 645	48.4	138	5 093	2 152	37	21	2 094	42.3
AURIGNY AIR SERVICES	57	1 111	283	12 608	1 094	618	56.5	93	90	55	1	4	50	61.1
BIRMINGHAM EUROPEAN AIRWAYS	88	248	251	8 984	6 113	3 358	54.9	50	459	271	-	19	252	59.0
BRITANNIA AIRWAYS	37	75	75	8 327	5 341	4 130	77.3	-	454	351	-	-	351	77.3
BRITISH AIRWAYS	1 853	4 749	4 973	325 164	257 291	142 974	55.6	951	28 733	12 173	237	138	11 798	42.4
BRITISH INTERNATIONAL HELIS	10	176	56	2 576	219	156	71.2	35	20	15	-	2	13	75.0
BRITISH MIDLAND	1 001	2 579	2 748	131 034	126 413	58 572	46.3	343	13 136	4 732	90	73	4 569	36.0
BRYMON AIRWAYS	166	637	570	8 824	6 766	3 407	50.4	4	683	280	-	1	279	41.0
BUSINESS AIR LIMITED	18	80	48	335	213	132	62.0	-	23	10	-	-	10	43.5
DAN AIR	399	877	990	45 043	38 221	21 132	55.3	121	3 057	1 750	14	46	1 690	57.2
GILLAIR	56	240	209	3 706	1 694	888	52.4	-	169	67	-	-	67	39.6
JERSEY EUROPEAN AIRWAYS	208	1 109	813	20 346	9 679	5 002	51.7	21	991	378	-	3	375	38.1
LOGANAIR	374	2 240	1 566	36 933	16 579	8 582	51.8	87	1 487	794	-	21	773	53.4
MANX AIRLINES	191	802	600	26 132	10 256	6 614	64.5	69	926	545	-	17	528	58.9
SUCKLING AIRWAYS	16	76	60	532	269	111	41.3	-	19	8	-	-	8	42.1
<b>Total Passenger Services</b>	<b>5 151</b>	<b>17 038</b>	<b>15 279</b>	<b>688 596</b>	<b>531 070</b>	<b>280 321</b>	<b>52.8</b>	<b>1 912</b>	<b>55 340</b>	<b>23 581</b>	<b>379</b>	<b>345</b>	<b>22 857</b>	<b>42.6</b>
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	1	6	4	-	-	-	-	76	28	26	-	26	-	92.9
BRITISH AIRWAYS	20	38	43	-	-	-	-	371	425	197	197	-	-	46.4
CHANNEL EXPRESS (AIR SVS)	10	66	51	-	-	-	-	233	62	38	-	38	-	61.3
<b>Total Cargo Services</b>	<b>31</b>	<b>110</b>	<b>98</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>680</b>	<b>515</b>	<b>261</b>	<b>197</b>	<b>64</b>	<b>-</b>	<b>50.7</b>
<b>Grand Total</b>	<b>5 182</b>	<b>17 148</b>	<b>15 377</b>	<b>688 596</b>	<b>531 070</b>	<b>280 321</b>	<b>52.8</b>	<b>2 592</b>	<b>55 855</b>	<b>23 842</b>	<b>576</b>	<b>409</b>	<b>22 857</b>	<b>42.7</b>

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

All Non-Scheduled Services February 1991 (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	Number of Passengers Uplifted				Cargo Uplifted Tonnes	Total (000)		Mail (000)	Freight (000)	Passenger (000)	
AIR 2000	908	362	1 322	64 886	211 326	195 227	92.4	-	-	18 179	16 789	-	-	16 789	92.4
AIR BRIDGE CARRIERS	127	208	259	-	-	-	-	-	897	2 811	1 108	-	1 108	-	39.4
AIR FOYLE	193	362	438	-	-	-	-	-	1 950	2 108	1 039	-	1 039	-	49.3
AIR UK	32	32	64	3 048	3 524	3 044	86.4	-	-	352	259	-	-	259	73.6
AIR UK LEISURE	268	128	411	20 239	46 021	42 753	92.9	-	-	4 361	3 633	-	-	3 633	83.3
ANGLO CARGO	567	208	940	-	-	-	-	-	2 437	23 616	12 210	-	12 210	-	51.7
ATLANTIC AIR TRANSPORT	4	10	11	-	-	-	-	-	6	52	25	-	25	-	48.1
BERLIN EUROPEAN UK	61	20	91	2 537	9 009	7 677	85.2	-	-	776	660	-	-	660	85.1
BIRMINGHAM EUROPEAN AIRWAYS	59	89	132	246	4 364	1 558	35.7	-	-	328	117	-	-	117	35.7
BOND HELICOPTERS	626	10 511	2 462	52 014	7 996	3 676	46.0	206	-	608	330	-	18	312	54.3
BRISTOW HELICOPTERS	910	8 650	4 293	73 587	15 570	9 930	63.8	398	-	1 459	961	-	60	901	65.9
BRITANNIA AIRWAYS	3 865	2 001	6 024	276 201	709 670	617 411	87.0	10	-	60 417	52 553	-	64	52 489	87.0
BRITISH AIR FERRIES	226	632	704	14 776	9 361	5 099	54.5	916	-	1 518	847	2	422	423	55.8
BRITISH AIRWAYS	44	84	96	1 627	3 844	2 877	74.8	29	-	399	258	-	14	244	64.7
BRITISH INTERNATIONAL HELIS	432	3 252	1 891	35 034	9 074	4 747	52.3	153	-	948	397	-	17	380	41.9
BRITISH MIDLAND	198	140	329	12 161	26 198	22 874	87.3	414	-	2 679	1 926	-	145	1 781	71.9
BRYMON AIRWAYS	94	249	516	2 976	4 315	2 074	48.1	10	-	469	174	-	4	170	37.1
BUSINESS AIR LIMITED	36	83	107	-	1 167	905	77.5	-	-	124	77	-	-	77	62.1
CALEDONIAN AIRWAYS	356	170	539	40 761	111 260	86 149	77.4	-	-	10 359	7 322	-	-	7 322	70.7
CHANNEL EXPRESS (AIR SVS)	161	536	579	-	-	-	-	1 443	-	1 230	522	151	371	-	42.4
DAN AIR	1 368	931	2 280	103 119	206 561	179 335	86.8	105	-	16 640	14 401	55	-	14 346	86.5
HEAVYLIFT CARGO AIRLINES	335	129	773	-	-	-	-	850	-	10 641	5 016	-	5 016	-	47.1
INTER EUROPEAN AIRWAYS	342	172	529	18 452	50 615	39 455	78.0	20	-	4 513	3 029	-	69	2 960	67.1
JANES AVIATION	18	73	67	-	-	-	-	88	-	93	29	-	29	-	31.2
JERSEY EUROPEAN AIRWAYS	30	102	107	-	-	-	-	-	204	150	70	70	-	-	46.7
LOGANAIR	64	84	132	4 003	6 479	5 052	78.0	-	-	584	455	-	-	455	77.9
MANX AIRLINES	46	106	129	85	3 170	874	27.6	-	-	280	70	-	-	70	25.0
MONARCH AIRLINES	1 146	1 137	2 047	73 861	219 030	181 763	83.0	12	-	19 867	15 385	-	130	15 255	77.4
RYANAIR-EUROPE	26	31	53	3 236	3 164	2 773	87.6	-	-	271	238	-	-	238	87.8
TITAN AIRWAYS	7	23	27	-	-	-	-	44	-	19	13	-	13	-	68.4
TRANS EUROPEAN AIRWAYS (UK)	130	81	218	9 010	19 289	17 121	88.8	-	-	1 954	1 423	-	-	1 423	72.8
VIRGIN ATLANTIC AIRWAYS	112	17	142	7 262	51 395	50 684	98.6	108	-	7 147	5 466	-	755	4 711	76.5
<b>Total</b>	<b>12 791</b>	<b>30 613</b>	<b>27 712</b>	<b>819 121</b>	<b>1 732 402</b>	<b>1 483 058</b>	<b>85.6</b>	<b>10 300</b>	<b>194 952</b>	<b>146 802</b>	<b>278</b>	<b>21 509</b>	<b>125 015</b>	<b>75.3</b>	
Total sub-charter operations performed on behalf of UK airlines	295	486	681	-	32 905	24 342	74.0	-	3 255	2 304	-	244	2 060	70.8	
Total excluding sub-charter operations performed on behalf of UK airlines	12 496	30 127	27 031	819 121	1 699 497	1 458 716	85.8	10 300	191 697	144 498	278	21 265	122 955	75.4	

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

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

International Non-Scheduled Services February 1991 (a)

Table 4.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)		Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
				Number of Passengers Uplifted	Cargo Uplifted Tonnes				Total (000)	Mail (000)		Freight (000)	Passenger (000)		
AIR 2000	908	362	1 322	64 886	211 326	195 227	92.4	-	18 179	16 789	-	-	16 789	92.4	
AIR BRIDGE CARRIERS	113	170	227	-	-	-	-	571	2 562	985	-	985	-	38.4	
AIR FOYLE	166	258	364	-	-	-	-	1 291	1 822	865	-	865	-	47.5	
AIR UK	32	32	64	3 048	3 524	3 044	86.4	-	352	259	-	-	259	73.6	
AIR UK LEISURE	268	128	411	20 239	46 021	42 753	92.9	-	4 361	3 633	-	-	3 633	83.3	
ANGLO CARGO	567	208	940	-	-	-	-	2 437	23 616	12 210	-	12 210	-	51.7	
ATLANTIC AIR TRANSPORT	4	10	11	-	-	-	-	6	52	25	-	25	-	48.1	
BERLIN EUROPEAN UK	61	20	91	2 537	9 009	7 677	85.2	-	776	660	-	-	660	85.1	
BIRMINGHAM EUROPEAN AIRWAYS	59	88	131	246	4 333	1 555	35.9	-	326	117	-	-	117	35.9	
BOND HELICOPTERS	618	10 491	2 439	51 933	7 929	3 642	45.9	206	595	327	-	18	309	55.0	
BRISTOW HELICOPTERS	910	8 650	4 293	73 587	15 570	9 930	63.8	398	1 459	961	-	60	901	65.9	
BRITANNIA AIRWAYS	3 864	1 999	6 022	276 117	709 586	617 384	87.0	10	60 410	52 551	-	64	52 487	87.0	
BRITISH AIR FERRIES	84	181	252	942	1 092	921	84.3	359	574	309	-	233	76	53.8	
BRITISH AIRWAYS	21	11	26	698	2 180	1 813	83.2	6	246	164	-	2	162	66.7	
BRITISH INTERNATIONAL HELIS	430	3 205	1 879	35 034	9 074	4 747	52.3	100	943	394	-	14	380	41.8	
BRITISH MIDLAND	197	137	326	11 914	26 113	22 812	87.4	414	2 671	1 922	-	145	1 777	72.0	
BRYMON AIRWAYS	60	165	404	-	2 766	881	31.9	-	301	72	-	-	72	23.9	
CALEDONIAN AIRWAYS	356	170	539	40 761	111 260	86 149	77.4	-	10 359	7 322	-	-	7 322	70.7	
CHANNEL EXPRESS (AIR SVS)	76	157	233	-	-	-	-	600	727	299	-	299	-	41.1	
DAN AIR	1 326	831	2 139	101 079	205 355	178 518	86.9	-	16 437	14 281	-	-	14 281	86.9	
HEAVYLIFT CARGO AIRLINES	335	129	773	-	-	-	-	850	10 641	5 016	-	5 016	-	47.1	
INTER EUROPEAN AIRWAYS	340	169	526	18 025	50 390	39 239	77.9	20	4 493	3 013	-	69	2 944	67.1	
JANES AVIATION	6	19	22	-	-	-	-	12	32	4	-	4	-	12.5	
LOGANAIR	59	60	114	4 003	5 985	4 748	79.3	-	539	427	-	-	427	79.2	
MANX AIRLINES	46	106	129	85	3 170	874	27.6	-	280	70	-	-	70	25.0	
MONARCH AIRLINES	1 145	1 135	2 045	73 406	218 796	181 533	83.0	12	19 846	15 366	-	130	15 236	77.4	
RYANAIR-EUROPE	24	28	49	2 881	2 983	2 593	86.9	-	256	223	-	-	223	87.1	
TITAN AIRWAYS	7	23	27	-	-	-	-	44	19	13	-	13	-	68.4	
TRANS EUROPEAN AIRWAYS (UK)	124	70	205	7 418	18 464	16 315	88.4	-	1 871	1 355	-	-	1 355	72.4	
VIRGIN ATLANTIC AIRWAYS	112	17	142	7 262	51 395	50 684	98.6	108	7 147	5 466	-	755	4 711	76.5	
<b>Total</b>	<b>12 318</b>	<b>29 029</b>	<b>26 145</b>	<b>796 101</b>	<b>1 716 321</b>	<b>1 473 039</b>	<b>85.8</b>	<b>7 444</b>	<b>191 892</b>	<b>145 098</b>	<b>-</b>	<b>20 907</b>	<b>124 191</b>	<b>75.6</b>	
Total sub-charter operations performed on behalf of UK airlines	239	339	520	-	29 962	22 346	74.6	-	2 976	2 132	-	236	1 896	71.6	
Total excluding sub-charter operations performed on behalf of UK airlines	12 079	28 690	25 625	796 101	1 686 359	1 450 693	86.0	7 444	188 916	142 966	-	20 671	122 295	75.7	

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

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

Domestic Non-Scheduled Services February 1991 (a)

Table 4.3

	Aircraft			(b)		Seat-Km			(b)		Tonne-Kilometres Used				As	
	-Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Mail (000)	Freight (000)	Passenger (000)	% of Avail		
AIR BRIDGE CARRIERS	14	38	32	-	-	-	-	326	249	123	-	123	-	49.4		
AIR FOYLE	27	104	74	-	-	-	-	659	286	174	-	174	-	60.8		
BIRMINGHAM EUROPEAN AIRWAYS	-	1	1	-	31	3	9.7	-	2	-	-	-	-	-		
BOND HELICOPTERS	8	20	23	81	67	34	50.7	-	13	3	-	-	3	23.1		
BRITANNIA AIRWAYS	1	2	2	84	84	27	32.1	-	7	2	-	-	2	28.6		
BRITISH AIR FERRIES	142	451	452	13 834	8 269	4 178	50.5	557	944	538	2	189	347	57.0		
BRITISH AIRWAYS	23	73	70	929	1 664	1 064	63.9	23	153	94	-	12	82	61.4		
BRITISH INTERNATIONAL HELIS	2	47	12	-	-	-	-	53	5	3	-	3	-	60.0		
BRITISH MIDLAND	1	3	3	247	85	62	72.9	-	8	4	-	-	4	50.0		
BRYMON AIRWAYS	34	84	112	2 976	1 549	1 193	77.0	10	168	102	-	4	98	60.7		
BUSINESS AIR LIMITED	36	83	107	-	1 167	905	77.5	-	124	77	-	-	77	62.1		
CHANNEL EXPRESS (AIR SVS)	85	379	346	-	-	-	-	843	503	223	151	72	-	44.3		
DAN AIR	42	100	141	2 040	1 206	817	67.7	105	203	120	55	-	65	59.1		
INTER EUROPEAN AIRWAYS	2	3	3	427	225	216	96.0	-	20	16	-	-	16	80.0		
JANES AVIATION	12	54	45	-	-	-	-	76	61	25	-	25	-	41.0		
JERSEY EUROPEAN AIRWAYS	30	102	107	-	-	-	-	204	150	70	70	-	-	46.7		
LOGANAIR	5	24	18	-	494	304	61.5	-	45	28	-	-	28	62.2		
MONARCH AIRLINES	1	2	2	455	234	230	98.3	-	21	19	-	-	19	90.5		
RYANAIR-EUROPE	2	3	4	355	181	180	99.4	-	15	15	-	-	15	100.0		
TRANS EUROPEAN AIRWAYS (UK)	6	11	13	1 592	825	806	97.7	-	83	68	-	-	68	81.9		
∞ Total	473	1 584	1 567	23 020	16 081	10 019	62.3	2 856	3 060	1 704	278	602	824	55.7		
Total sub-charter operations performed on behalf of UK airlines	56	147	161	-	2 943	1 996	67.8	-	279	172	-	8	164	61.6		
Total excluding sub-charter operations performed on behalf of UK airlines	417	1 437	1 406	23 020	13 138	8 023	61.1	2 856	2 781	1 532	278	594	660	55.1		

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

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

All Class 2 Licence Operations February 1991

Table 5.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	ITC	OTHER			
AIR 2000	814	331	1 189	-	64 886	-	189 507	175 006	92.3
AIR UK	32	32	64	-	3 048	-	3 524	3 044	86.4
AIR UK LEISURE	268	128	411	-	20 239	-	46 021	42 753	92.9
BERLIN EUROPEAN UK	61	20	91	-	-	2 537	9 009	7 677	85.2
BIRMINGHAM EUROPEAN AIRWAYS	5	8	12	-	246	-	397	281	70.8
BRITANNIA AIRWAYS	3 618	1 872	5 644	-	261 806	1 489	648 958	588 985	90.8
BRITISH AIR FERRIES	14	14	25	-	942	-	1 092	921	84.3
BRITISH AIRWAYS	20	9	24	-	214	484	2 180	1 813	83.2
BRITISH MIDLAND	186	105	299	-	11 914	-	26 113	22 812	87.4
CALEDONIAN AIRWAYS	252	142	395	-	38 884	-	73 120	69 589	95.2
DAN AIR	1 328	833	2 140	-	90 915	10 828	205 513	178 684	86.9
INTER EUROPEAN AIRWAYS	340	170	525	-	18 025	427	50 320	39 166	77.8
LOGANAIR	57	50	107	-	4 003	-	5 775	4 628	80.1
MANX AIRLINES	1	1	2	-	85	-	105	105	100.0
MONARCH AIRLINES	805	421	1 223	924	71 441	848	177 215	160 014	90.3
RYANAIR-EUROPE	24	27	46	-	3 070	-	2 876	2 662	92.6
TRANS EUROPEAN AIRWAYS (UK)	117	65	191	-	7 090	1 592	17 325	15 408	88.9
VIRGIN ATLANTIC AIRWAYS	112	17	142	1 300	4 960	1 002	51 395	50 684	98.6

6 Total 8 054 4 245 12 530 2 224 601 768 19 207 1 510 445 1 364 232 90.3

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used		Passenger (000)	As % of Avail
				Mail (000)	Freight (000)		
AIR 2000	-	16 303	15 049	-	-	15 049	92.3
AIR UK	-	352	259	-	-	259	73.6
AIR UK LEISURE	-	4 361	3 633	-	-	3 633	83.3
BERLIN EUROPEAN UK	-	776	660	-	-	660	85.1
BIRMINGHAM EUROPEAN AIRWAYS	-	30	21	-	-	21	70.0
BRITANNIA AIRWAYS	4	55 256	50 098	-	26	50 072	90.7
BRITISH AIR FERRIES	-	104	76	-	-	76	73.1
BRITISH AIRWAYS	-	243	162	-	-	162	66.7
BRITISH MIDLAND	-	2 457	1 777	-	-	1 777	72.3
CALEDONIAN AIRWAYS	-	6 807	5 914	-	-	5 914	86.9
DAN AIR	-	16 450	14 294	-	-	14 294	86.9
INTER EUROPEAN AIRWAYS	20	4 487	3 007	-	69	2 938	67.0
LOGANAIR	-	520	416	-	-	416	80.0
MANX AIRLINES	-	9	9	-	-	9	100.0
MONARCH AIRLINES	12	16 099	13 559	-	130	13 429	84.2
RYANAIR-EUROPE	-	246	228	-	-	228	92.7
TRANS EUROPEAN AIRWAYS (UK)	-	1 755	1 281	-	-	1 281	73.0
VIRGIN ATLANTIC AIRWAYS	108	7 147	5 466	-	755	4 711	76.5

Total 144 133 402 115 909 - 980 114 929 86.9



International Class 2 Licence Operations February 1991

Table 5.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	-----No of Passengers Uplifted-----			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	ITC	OTHER			
AIR 2000	814	331	1 189	-	64 886	-	189 507	175 006	92.3
AIR UK	32	32	64	-	3 048	-	3 524	3 044	86.4
AIR UK LEISURE	268	128	411	-	20 239	-	46 021	42 753	92.9
BERLIN EUROPEAN UK	61	20	91	-	-	2 537	9 009	7 677	85.2
BIRMINGHAM EUROPEAN AIRWAYS	5	8	12	-	246	-	397	281	70.8
BRITANNIA AIRWAYS	3 618	1 872	5 644	-	261 806	1 489	648 958	588 985	90.8
BRITISH AIR FERRIES	14	14	25	-	942	-	1 092	921	84.3
BRITISH AIRWAYS	20	9	24	-	214	484	2 180	1 813	83.2
BRITISH MIDLAND	186	105	299	-	11 914	-	26 113	22 812	87.4
CALEDONIAN AIRWAYS	252	142	395	-	38 884	-	73 120	69 589	95.2
DAN AIR	1 325	829	2 136	-	90 915	10 164	205 169	178 348	86.9
INTER EUROPEAN AIRWAYS	338	167	522	-	18 025	-	50 095	38 950	77.8
LOGANAIR	57	50	107	-	4 003	-	5 775	4 628	80.1
MANX AIRLINES	1	1	2	-	85	-	105	105	100.0
MONARCH AIRLINES	804	419	1 221	924	71 441	393	176 981	159 784	90.3
RYANAIR-EUROPE	22	24	42	-	2 715	-	2 695	2 482	92.1
TRANS EUROPEAN AIRWAYS (UK)	111	54	178	-	7 090	-	16 500	14 602	88.5
VIRGIN ATLANTIC AIRWAYS	112	17	142	1 300	4 960	1 002	51 395	50 684	98.6
<b>Total</b>	<b>8 040</b>	<b>4 222</b>	<b>12 504</b>	<b>2 224</b>	<b>601 413</b>	<b>16 069</b>	<b>1 508 636</b>	<b>1 362 464</b>	<b>90.3</b>

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	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used		Passenger (000)	As % of Avail
				Mail (000)	Freight (000)		
AIR 2000	-	16 303	15 049	-	-	15 049	92.3
AIR UK	-	352	259	-	-	259	73.6
AIR UK LEISURE	-	4 361	3 633	-	-	3 633	83.3
BERLIN EUROPEAN UK	-	776	660	-	-	660	85.1
BIRMINGHAM EUROPEAN AIRWAYS	-	30	21	-	-	21	70.0
BRITANNIA AIRWAYS	4	55 256	50 098	-	26	50 072	90.7
BRITISH AIR FERRIES	-	104	76	-	-	76	73.1
BRITISH AIRWAYS	-	243	162	-	-	162	66.7
BRITISH MIDLAND	-	2 457	1 777	-	-	1 777	72.3
CALEDONIAN AIRWAYS	-	6 807	5 914	-	-	5 914	86.9
DAN AIR	-	16 422	14 267	-	-	14 267	86.9
INTER EUROPEAN AIRWAYS	20	4 467	2 991	-	69	2 922	67.0
LOGANAIR	-	520	416	-	-	416	80.0
MANX AIRLINES	-	9	9	-	-	9	100.0
MONARCH AIRLINES	12	16 078	13 540	-	130	13 410	84.2
RYANAIR-EUROPE	-	231	213	-	-	213	92.2
TRANS EUROPEAN AIRWAYS (UK)	-	1 672	1 213	-	-	1 213	72.5
VIRGIN ATLANTIC AIRWAYS	108	7 147	5 466	-	755	4 711	76.5
<b>Total</b>	<b>144</b>	<b>133 235</b>	<b>115 764</b>	<b>-</b>	<b>980</b>	<b>114 784</b>	<b>86.9</b>

Domestic Class 2 Licence Operations February 1991

Table 5.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	-----No of Passengers Uplifted-----			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	ITC	OTHER			
DAN AIR	3	4	4	-	-	664	344	336	97.7
INTER EUROPEAN AIRWAYS	2	3	3	-	-	427	225	216	96.0
MONARCH AIRLINES	1	2	2	-	-	455	234	230	98.3
RYANAIR-EUROPE	2	3	4	-	355	-	181	180	99.4
TRANS EUROPEAN AIRWAYS (UK)	6	11	13	-	-	1 592	825	806	97.7
<b>Total</b>	<b>14</b>	<b>23</b>	<b>26</b>	<b>-</b>	<b>355</b>	<b>3 138</b>	<b>1 809</b>	<b>1 768</b>	<b>97.7</b>

  

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
DAN AIR	-	28	27	-	-	27	96.4
INTER EUROPEAN AIRWAYS	-	20	16	-	-	16	80.0
MONARCH AIRLINES	-	21	19	-	-	19	90.5
RYANAIR-EUROPE	-	15	15	-	-	15	100.0
TRANS EUROPEAN AIRWAYS (UK)	-	83	68	-	-	68	81.9
<b>Total</b>	<b>-</b>	<b>167</b>	<b>145</b>	<b>-</b>	<b>-</b>	<b>145</b>	<b>86.8</b>

All Class 6 Licence Operations February 1991

Table 6.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
					Total (000)	Mail (000)	Freight (000)		
AIR BRIDGE CARRIERS	89	171	197	861	1 545	529	-	529	34.2
AIR FOYLE	139	302	333	1 950	1 499	943	-	943	62.9
ANGLO CARGO	567	208	940	2 437	23 616	12 210	-	12 210	51.7
ATLANTIC AIR TRANSPORT	1	2	3	6	14	3	-	3	21.4
BRITISH AIR FERRIES	75	191	234	875	567	331	2	329	58.4
BRITISH AIRWAYS	2	7	6	28	8	6	-	6	75.0
BRITISH INTERNATIONAL HELIS	2	47	12	53	5	3	-	3	60.0
BRITISH MIDLAND	11	32	27	414	214	145	-	145	67.8
CHANNEL EXPRESS (AIR SVS)	109	306	366	956	943	387	16	371	41.0
HEAVYLIFT CARGO AIRLINES	172	60	350	511	5 450	2 628	-	2 628	48.2
JANES AVIATION	18	73	67	89	93	29	-	29	31.2
TITAN AIRWAYS	7	23	27	44	19	13	-	13	68.4
<b>Total</b>	<b>1 192</b>	<b>1 422</b>	<b>2 562</b>	<b>8 224</b>	<b>33 973</b>	<b>17 227</b>	<b>18</b>	<b>17 209</b>	<b>50.7</b>

International Class 6 Licence Operations February 1991

Table 6.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
AIR BRIDGE CARRIERS	75	133	165	535	1 296	406	-	406	31.3
AIR FOYLE	112	198	259	1 291	1 213	769	-	769	63.4
ANGLO CARGO	567	208	940	2 437	23 616	12 210	-	12 210	51.7
ATLANTIC AIR TRANSPORT	1	2	3	6	14	3	-	3	21.4
BRITISH AIR FERRIES	45	110	140	359	327	153	-	153	46.8
BRITISH AIRWAYS	1	2	2	6	3	2	-	2	66.7
BRITISH MIDLAND	11	32	27	414	214	145	-	145	67.8
CHANNEL EXPRESS (AIR SVS)	76	157	233	600	727	299	-	299	41.1
HEAVYLIFT CARGO AIRLINES	172	60	350	511	5 450	2 628	-	2 628	48.2
JANES AVIATION	6	19	22	12	32	4	-	4	12.5
TITAN AIRWAYS	7	23	27	44	19	13	-	13	68.4
<b>Total</b>	<b>1 073</b>	<b>944</b>	<b>2 168</b>	<b>6 215</b>	<b>32 911</b>	<b>16 632</b>	<b>-</b>	<b>16 632</b>	<b>50.5</b>

Domestic Class 6 Licence Operations February 1991

Table 6.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
AIR BRIDGE CARRIERS	14	38	32	326	249	123	-	123	49.4
AIR FOYLE	27	104	74	659	286	174	-	174	60.8
BRITISH AIR FERRIES	30	81	94	516	240	178	2	176	74.2
BRITISH AIRWAYS	1	5	4	22	5	4	-	4	80.0
BRITISH INTERNATIONAL HELIS	2	47	12	53	5	3	-	3	60.0
CHANNEL EXPRESS (AIR SVS)	33	149	133	356	216	88	16	72	40.7
JANES AVIATION	12	54	45	77	61	25	-	25	41.0
<b>Total</b>	<b>119</b>	<b>478</b>	<b>394</b>	<b>2 009</b>	<b>1 062</b>	<b>595</b>	<b>18</b>	<b>577</b>	<b>56.0</b>

All Class 7 Licence Operations February 1991

Table 7.1

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Avaliable (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	618	10 491	2 439	51 933	7 929	3 642	45.9	206	595	327	-	18	309	55.0
BRISTOW HELICOPTERS	910	8 650	4 293	73 587	15 570	9 930	63.8	398	1 459	961	-	60	901	65.9
BRITISH INTERNATIONAL HELIS	430	3 205	1 879	35 034	9 074	4 747	52.3	100	943	394	-	14	380	41.8
<b>TOTAL</b>	<b>1 958</b>	<b>22 346</b>	<b>8 612</b>	<b>160 554</b>	<b>32 573</b>	<b>18 319</b>	<b>56.2</b>	<b>704</b>	<b>2 997</b>	<b>1 682</b>	<b>-</b>	<b>92</b>	<b>1 590</b>	<b>56.1</b>

International Class 7 Licence Operations February 1991

Table 7.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Avaliable (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	618	10 491	2 439	51 933	7 929	3 642	45.9	206	595	327	-	18	309	55.0
BRISTOW HELICOPTERS	910	8 650	4 293	73 587	15 570	9 930	63.8	398	1 459	961	-	60	901	65.9
BRITISH INTERNATIONAL HELIS	430	3 205	1 879	35 034	9 074	4 747	52.3	100	943	394	-	14	380	41.8
<b>TOTAL</b>	<b>1 958</b>	<b>22 346</b>	<b>8 612</b>	<b>160 554</b>	<b>32 573</b>	<b>18 319</b>	<b>56.2</b>	<b>704</b>	<b>2 997</b>	<b>1 682</b>	<b>-</b>	<b>92</b>	<b>1 590</b>	<b>56.1</b>

Domestic Class 7 Licence Operations February 1991

Table 7.3

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

NO DATA AVAILABLE FOR THIS REPORT



All Class 8 Licence Operations 1991

Table 8.1

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Avaliable (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	8	20	23	81	67	34	50.7	-	13	3	-	-	3	23.1
TOTAL	8	20	23	81	67	34	50.7	-	13	3	-	-	3	23.1

International Class 8 Licence Operations 1991

Table 8.2

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

NO DATA AVAILABLE FOR THIS REPORT

Domestic Class 8 Licence Operations 1991

Table 8.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Avaliable (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	8	20	23	81	67	34	50.7	-	13	3	-	-	3	23.1
TOTAL	8	20	23	81	67	34	50.7	-	13	3	-	-	3	23.1

All Exempt Operations February 1991

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 Uplifted Tonnes	Tonne-km Available	Tonne-Kilometres Used			As % of Avail	
										Total (000)	Mail (000)	Freight (000)		Passenger (000)
AIR BRIDGE CARRIERS	26	4	35	-	-	-	-	36	1 044	431	-	431	-	41.3
BRITANNIA AIRWAYS	245	127	376	12 906	60 422	28 347	46.9	6	5 136	2 448	-	38	2 410	47.7
BRITISH AIR FERRIES	112	370	358	13 834	8 269	4 178	50.5	41	704	360	-	13	347	51.1
BRITISH AIRWAYS	7	30	29	929	426	293	68.8	1	41	24	-	-	24	58.5
BRITISH MIDLAND	1	3	3	247	85	62	72.9	-	8	4	-	-	4	50.0
BRYMON AIRWAYS	34	84	112	2 976	1 549	1 193	77.0	10	168	102	-	4	98	60.7
CALEDONIAN AIRWAYS	97	24	133	1 877	35 287	14 638	41.5	-	3 286	1 244	-	-	1 244	37.9
CHANNEL EXPRESS (AIR SVS)	52	230	213	-	-	-	-	487	287	135	135	-	-	47.0
DAN AIR	39	95	135	1 376	849	468	55.1	105	174	92	55	-	37	52.9
HEAVYLIFT CARGO AIRLINES	131	58	370	-	-	-	-	339	3 909	1 582	-	1 582	-	40.5
JERSEY EUROPEAN AIRWAYS	30	102	107	-	-	-	-	204	150	70	70	-	-	46.7
MONARCH AIRLINES	21	8	30	648	4 748	2 183	46.0	-	432	183	-	-	183	42.4
RYANAIR-EUROPE	2	4	7	166	288	111	38.5	-	25	10	-	-	10	40.0
TRANS EUROPEAN AIRWAYS (UK)	2	4	5	328	342	258	75.4	-	35	21	-	-	21	60.0
<b>Total</b>	<b>799</b>	<b>1 143</b>	<b>1 913</b>	<b>35 287</b>	<b>112 265</b>	<b>51 731</b>	<b>46.1</b>	<b>1 229</b>	<b>15 399</b>	<b>6 706</b>	<b>260</b>	<b>2 068</b>	<b>4 378</b>	<b>43.5</b>

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

(b) Excludes exempt sub-charter operations

International Exempt Operations February 1991

Table 9.2

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-km Available	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)	Passenger (000)	
AIR BRIDGE CARRIERS	26	4	35	-	-	-	-	36	1 044	431	-	431	-	41.3
BRITANNIA AIRWAYS	244	125	374	12 822	60 338	28 320	46.9	6	5 129	2 446	-	38	2 408	47.7
CALEDONIAN AIRWAYS	97	24	133	1 877	35 287	14 638	41.5	-	3 286	1 244	-	-	1 244	37.9
HEAVYLIFT CARGO AIRLINES	131	58	370	-	-	-	-	339	3 909	1 582	-	1 582	-	40.5
MONARCH AIRLINES	21	8	30	648	4 748	2 183	46.0	-	432	183	-	-	183	42.4
RYANAIR-EUROPE	2	4	7	166	288	111	38.5	-	25	10	-	-	10	40.0
TRANS EUROPEAN AIRWAYS (UK)	2	4	5	328	342	258	75.4	-	35	21	-	-	21	60.0
<b>Total</b>	<b>523</b>	<b>227</b>	<b>954</b>	<b>15 841</b>	<b>101 003</b>	<b>45 510</b>	<b>45.1</b>	<b>381</b>	<b>13 860</b>	<b>5 917</b>	<b>-</b>	<b>2 051</b>	<b>3 866</b>	<b>42.7</b>

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

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations February 1991

Table 9.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-km Available	Tonne-Kilometres Used			As % of Avail	
										Total (000)	Mail (000)	Freight (000)		Passenger (000)
BRITANNIA AIRWAYS	1	2	2	84	84	27	32.1	-	7	2	-	-	2	28.6
BRITISH AIR FERRIES	112	370	358	13 834	8 269	4 178	50.5	41	704	360	-	13	347	51.1
BRITISH AIRWAYS	7	30	29	929	426	293	68.8	1	41	24	-	-	24	58.5
BRITISH MIDLAND	1	3	3	247	85	62	72.9	-	8	4	-	-	4	50.0
BRYMON AIRWAYS	34	84	112	2 976	1 549	1 193	77.0	10	168	102	-	4	98	60.7
CHANNEL EXPRESS (AIR SVS)	52	230	213	-	-	-	-	487	287	135	135	-	-	47.0
DAN AIR	39	95	135	1 376	849	468	55.1	105	174	92	55	-	37	52.9
JERSEY EUROPEAN AIRWAYS	30	102	107	-	-	-	-	204	150	70	70	-	-	46.7
<b>Total</b>	<b>276</b>	<b>916</b>	<b>959</b>	<b>19 446</b>	<b>11 262</b>	<b>6 221</b>	<b>55.2</b>	<b>848</b>	<b>1 539</b>	<b>789</b>	<b>260</b>	<b>17</b>	<b>512</b>	<b>51.3</b>

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences February 1991

Table 10.1

	Aircraft		Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights							Total (000)	Mail (000)	Freight (000)		Passenger (000)
BIRMINGHAM EUROPEAN AIRWAYS	11	13	..	819	258	31.5	..	61	19	-	-	19	31.1
BRITISH AIR FERRIES	22	51	..	-	-	-	..	125	74	-	74	-	59.2
MANX AIRLINES	16	26	..	1 121	89	7.9	..	99	7	-	-	7	7.1
<b>Total</b>	<b>49</b>	<b>90</b>	<b>..</b>	<b>1 940</b>	<b>347</b>	<b>17.9</b>	<b>..</b>	<b>285</b>	<b>100</b>	<b>-</b>	<b>74</b>	<b>26</b>	<b>35.1</b>

Exempt Sub Charter Operations Performed For UK Operators February 1991

Table 10.2

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)	Passenger (000)	
AIR 2000	75	27	108	..	17 445	16 232	93.0	..	1 500	1 397	-	-	1 397	93.1
AIR BRIDGE CARRIERS	12	33	28	..	-	-	-	..	222	148	-	148	-	66.7
ATLANTIC AIR TRANSPORT	2	4	5	..	-	-	-	..	24	8	-	8	-	33.3
BIRMINGHAM EUROPEAN AIRWAYS	43	68	98	..	3 148	1 019	32.4	..	237	77	-	-	77	32.5
BRITANNIA AIRWAYS	2	2	4	..	290	79	27.2	..	25	7	-	-	7	28.0
BRITISH AIR FERRIES	3	6	9	..	-	-	-	..	18	6	-	6	-	33.3
BRITISH AIRWAYS	15	38	38	..	1 238	771	62.3	..	107	66	-	8	58	61.7
BUSINESS AIR LIMITED	36	83	107	..	1 167	905	77.5	..	124	77	-	-	77	62.1
CALEDONIAN AIRWAYS	7	4	12	..	2 853	1 922	67.4	..	266	164	-	-	164	61.7
DAN AIR	1	3	4	..	199	183	92.0	..	16	15	-	-	15	93.8
INTER EUROPEAN AIRWAYS	2	2	4	..	295	289	98.0	..	26	22	-	-	22	84.6
LOGANAIR	7	34	25	..	704	424	60.2	..	64	39	-	-	39	60.9
MANX AIRLINES	29	79	87	..	1 944	680	35.0	..	172	54	-	-	54	31.4
MONARCH AIRLINES	1	1	1	..	60	36	60.0	..	5	3	-	-	3	60.0
TRANS EUROPEAN AIRWAYS (UK)	11	12	22	..	1 622	1 455	89.7	..	164	121	-	-	121	73.8
<b>Total</b>	<b>246</b>	<b>396</b>	<b>552</b>	<b>..</b>	<b>30 965</b>	<b>23 995</b>	<b>77.5</b>	<b>..</b>	<b>2 970</b>	<b>2 204</b>	<b>-</b>	<b>170</b>	<b>2 034</b>	<b>74.2</b>



Exempt Sub Charter Operations Performed For Non UK Operators February 1991

Table 10.3

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
AIR 2000	19	4	26	..	4 374	3 989	91.2	..	376	343	-	-	343	91.2
AIR FOYLE	54	60	105	..	-	-	-	..	609	96	-	96	-	15.8
ATLANTIC AIR TRANSPORT	1	4	3	..	-	-	-	..	14	14	-	14	-	100.0
BRYMON AIRWAYS	60	165	404	..	2 766	881	31.9	..	301	72	-	-	72	23.9
HEAVYLIFT CARGO AIRLINES	32	11	53	..	-	-	-	..	1 282	806	-	806	-	62.9
MONARCH AIRLINES	319	707	793	..	37 007	19 530	52.8	..	3 331	1 640	-	-	1 640	49.2
<b>Total</b>	<b>485</b>	<b>951</b>	<b>1 384</b>	<b>..</b>	<b>44 147</b>	<b>24 400</b>	<b>55.3</b>	<b>..</b>	<b>5 913</b>	<b>2 971</b>	<b>-</b>	<b>916</b>	<b>2 055</b>	<b>50.2</b>

Aircraft Type and Utilisation: All Airlines (a) (b) (c)  
February 1991

Table 11.1

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AEROSPATIALE AS332 SUPER PUMA	899	-	4 129	-	3 696	-	48 020	10 400	17 081	42	3.9
AEROSPATIALE SA365 DAUPHIN	303	10	8 008	168	1 214	42	38 073	1 441	3 333	16	2.8
AIRBUS A300-600/600(B2-B4)	-	-	-	-	-	-	-	-	-	0	9.8
AIRBUS A300B4/100/200	-	-	-	-	-	-	-	-	-	0	5.1
AIRBUS A320-100/200	686	1	886	1	1 404	1	71 447	55 010	100 116	10	5.9
BAC/AEROSPATIALE CONCORDE	476	-	86	-	327	-	4 470	25 368	47 642	7	2.8
BAE (HS) 748	378	51	1 404	144	1 357	177	30 988	9 727	16 724	22	3.3
BAE 146 SERIES 100	267	-	629	-	636	-	23 543	11 125	21 634	5	4.7
BAE 146 SERIES 200/QT	357	117	767	258	849	281	29 500	18 015	35 361	8	6.2
BAE 146 SERIES 300	505	76	944	104	1 178	157	40 982	26 348	54 969	8	5.8
BAE(BAC)1-11-200 SERIES	118	6	193	3	253	10	8 886	5 549	9 201	4	2.4
BAE(BAC)1-11-300/400/475	413	-	629	-	878	-	19 764	13 731	30 827	8	4.9
BAE(BAC)1-11-500 SERIES	2 166	-	3 324	-	4 628	-	169 567	120 749	216 505	45	4.6
BEECHCRAFT 200 SUPERKING AIR	8	-	20	-	23	-	81	34	67	2	0.9
BELL 212/412	93	-	3 395	-	622	-	18 085	495	1 023	7	4.2
BELL MODEL 214ST	31	-	187	-	133	-	2 048	340	558	3	3.9
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	-	3	0.0
BOEING 707 ALL SERIES	-	255	-	88	-	398	-	-	-	2	6.1
BOEING 727-100/100C	-	-	-	-	-	-	-	-	-	0	9.9
BOEING 727-200/200 ADVANCED	424	-	266	-	652	-	42 711	71 139	79 328	7	5.0
BOEING 737-200	5 263	-	5 023	-	9 738	-	363 206	431 604	617 171	70	6.7
BOEING 737-300	2 505	-	3 320	-	5 037	-	197 251	234 180	342 546	34	8.3
BOEING 737-400	950	-	904	-	1 716	-	90 703	121 167	156 920	10	8.5
BOEING 747 200B COMBI	699	10	122	1	903	13	15 991	124 102	221 216	3	11.6
BOEING 747-100/100F	2 527	-	510	-	3 327	-	93 374	605 461	965 141	17	11.2
BOEING 747-200	4 145	-	777	-	5 420	-	123 931	892 245	1 463 933	20	11.5
BOEING 747-400	4 354	-	768	-	5 647	-	104 017	953 786	1 674 554	16	13.9
BOEING 757-200	4 568	20	4 496	38	8 244	43	519 751	670 263	934 158	49	8.4
BOEING 767-200	1 224	-	407	-	1 769	-	75 500	275 981	328 642	7	9.5
BOEING 767-300	247	-	436	-	599	-	63 801	31 481	60 920	5	6.6
BOEING 767-300ER	635	-	206	-	1 000	-	11 806	59 553	123 101	4	8.8
BRITISH AEROSPACE ATP	618	-	2 182	-	2 161	-	63 490	19 805	40 034	16	5.6
CANADAIR CL-44	-	42	-	17	-	115	-	-	-	1	3.7
CESSNA 310	-	-	-	-	-	-	-	-	-	1	0.0
CESSNA 402	-	-	-	-	-	-	-	-	-	1	0.0
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	5	0.1
CESSNA 406	-	-	-	-	-	-	-	-	-	1	0.0
DE HAVILLAND DH6 TWIN OTTER	71	-	428	-	336	-	3 517	656	1 170	4	3.3
DE HAVILLAND DHC-7 DASH-7	343	-	1 195	-	1 247	-	19 162	7 307	15 639	9	5.7
DE-HAVILLAND DHC-8 DASH-8	121	-	289	-	360	-	4 202	2 055	4 375	2	8.2
DORNIER 228-100/200	40	-	152	-	144	-	1 131	299	672	1	4.7
DOUGLAS DC3/C47 DAKOTA	-	-	-	-	-	-	-	-	-	2	0.1
DOUGLAS DC6/6A/6B/6C	-	4	-	10	-	11	-	-	-	2	1.3
EMBRAER EMB110 BANDEIRANTE	34	-	124	-	94	-	425	210	362	4	1.4
FOKKER 100	-	-	-	-	-	-	-	-	-	-	-
FOKKER F27 100-600	767	26	2 969	72	2 745	91	59 640	17 907	35 384	24	5.3
GULF AMERICAN GULFSTREAM I	-	-	-	-	-	-	-	-	-	7	2.0

Aircraft Type and Utilisation: All Airlines (a) (b) (c)  
February 1991

Table 11.1 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
HANDLEY PAGE HERALD 200	-	155	-	584	-	617	-	-	-	12	2.3
LOCKHEED L-1011-1/100 TRISTAR	353	-	151	-	520	-	34 626	73 866	109 037	8	5.4
LOCKHEED L1011-200 TRISTAR	1 018	6	310	1	1 391	7	26 965	137 456	239 718	8	9.5
MBB B0105	9	-	288	-	45	-	388	12	36	8	0.2
MCDONNELL-DOUGLAS DC10-30	1 373	-	216	-	1 733	-	18 758	136 856	314 337	8	11.4
MCDONNELL-DOUGLAS DC9 SRS 30	511	-	1 328	-	1 458	-	61 472	23 953	56 228	8	6.5
MCDONNELL-DOUGLAS DC9-10/15	240	-	625	-	629	-	23 059	9 665	20 313	6	6.0
PILATUS BN-2A ISLANDER	24	-	624	-	132	-	3 080	119	193	10	0.9
PILATUS BN-2A TRISLANDER MK3	61	-	1 050	-	298	-	9 706	552	1 027	11	2.2
SHORTS 330	56	9	240	36	209	36	3 706	888	1 694	7	1.5
SHORTS 360	401	-	1 919	-	1 633	-	37 938	8 126	14 381	15	5.7
SHORTS BELFAST	-	124	-	54	-	346	-	-	-	3	2.5
SIKORSKY S61N	396	2	3 681	47	2 031	12	42 663	4 577	8 173	31	3.0
SIKORSKY S76 SPIRIT	227	-	2 666	-	886	-	13 853	1 210	2 588	22	2.0
V953C MERCHANTMAN	-	139	-	335	-	317	-	-	-	5	2.6
VICKERS VISCOUNT 800	112	59	370	151	358	183	13 834	4 178	8 269	11	2.3
WESTLAND 30SRS 100	-	-	-	-	-	-	-	-	-	3	0.5
<b>TOTAL</b>	<b>41 016</b>	<b>1 112</b>	<b>62 643</b>	<b>2 112</b>	<b>79 656</b>	<b>2 854</b>	<b>2 649 111</b>	<b>5 218 991</b>	<b>8 396 301</b>	<b>690</b>	<b>5.7</b>

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

(b) Excludes passengers uplifted on sub-charter operations

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

Aircraft Type and Utilisation: Individual Airlines  
February 1991 (a) (b) (c)

Table 11.2

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
<b>ABERDEEN AIRWAYS</b>											
BAE (HS) 748	-	-	-	-	-	-	-	-	-	2	2.7
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	2	0.1
GULF AMERICAN GULFSTREAM	-	-	-	-	-	-	-	-	-	4	3.0
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	8	2.2
<b>AIR 2000</b>											
BOEING 737-300	-	-	-	-	-	-	-	-	-	-	14.2
BOEING 757-200	908	-	362	-	1 322	-	64 886	195 227	211 326	7	9.7
<b>TOTAL</b>	908	-	362	-	1 322	-	64 886	195 227	211 326	7	9.8
<b>AIR BRIDGE CARRIERS</b>											
V953C MERCHANTMAN	-	139	-	335	-	317	-	-	-	5	2.6
<b>TOTAL</b>	-	139	-	335	-	317	-	-	-	5	2.6
<b>AIR EUROPE</b>											
BOEING 737-300	-	-	-	-	-	-	-	-	-	-	-
BOEING 737-400	-	-	-	-	-	-	-	-	-	-	-
BOEING 757-200	-	-	-	-	-	-	-	-	-	-	-
FOKKER 100	-	-	-	-	-	-	-	-	-	-	-
SHORTS 360	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-
<b>AIR FOYLE</b>											
BAE 146 SERIES 200/QT	-	117	-	258	-	281	-	-	-	3	3.5
BAE 146 SERIES 300	-	76	-	104	-	157	-	-	-	2	2.2
<b>TOTAL</b>	-	193	-	362	-	438	-	-	-	5	5.8
<b>AIR UK</b>											
BAE 146 SERIES 100	83	-	257	-	241	-	9 740	3 336	6 535	2	5.2
BAE 146 SERIES 200/QT	239	-	499	-	571	-	17 338	10 592	23 441	3	7.1
BAE 146 SERIES 300	356	-	730	-	854	-	29 282	18 403	39 201	4	7.4
FOKKER F27 100-600	564	-	1 885	-	1 962	-	38 083	12 917	25 653	14	5.9
SHORTS 360	44	-	118	-	173	-	1 986	746	1 589	2	5.5
<b>TOTAL</b>	1 286	-	3 489	-	3 800	-	96 429	45 994	96 419	25	6.2
<b>AIR UK LEISURE</b>											
BOEING 737-400	268	-	128	-	411	-	20 239	42 753	46 021	4	5.4
<b>TOTAL</b>	268	-	128	-	411	-	20 239	42 753	46 021	4	5.4

Aircraft Type and Utilisation: Individual Airlines  
February 1991 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
<b>ANGLO CARGO</b>											
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	1	2.5
BOEING 707 ALL SERIES	-	255	-	88	-	398	-	-	-	2	6.1
<b>TOTAL</b>	-	255	-	88	-	398	-	-	-	3	4.9
<b>ATLANTIC AIR TRANSPORT</b>											
CESSNA 310	-	-	-	-	-	-	-	-	-	1	-
CESSNA 402	-	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	1	-
CESSNA 406	-	-	-	-	-	-	-	-	-	1	-
DOUGLAS DC3/C47 DAKOKTA	-	-	-	-	-	-	-	-	-	2	0.1
DOUGLAS DC6/6A/6B/6C	-	4	-	10	-	11	-	-	-	2	1.3
<b>TOTAL</b>	-	4	-	10	-	11	-	-	-	8	0.6
<b>AURIGNY AIR SERVICES</b>											
PILATUS BN-2A TRISLANDER MK3	61	-	1 050	-	298	-	9 706	552	1 027	9	2.4
SHORTS 360	7	-	175	-	36	-	3 789	148	246	1	2.7
<b>TOTAL</b>	68	-	1 225	-	334	-	13 495	700	1 273	10	2.4
<b>BERLIN EUROPEAN UK</b>											
BOEING 737-300	61	-	20	-	91	-	2 537	7 677	9 009	1	9.6
<b>TOTAL</b>	61	-	20	-	91	-	2 537	7 677	9 009	1	9.6
<b>BIRMINGHAM EUROPEAN AIRWAYS</b>											
BAE(BAC)1-11-300/400/475	359	-	529	-	755	-	15 082	11 009	26 564	5	5.4
GULF AMERICAN GULFSTREAM	-	-	-	-	-	-	-	-	-	3	0.8
SHORTS 360	40	-	115	-	155	-	1 463	519	1 496	2	2.7
<b>TOTAL</b>	399	-	644	-	910	-	16 545	11 528	28 060	10	3.5
<b>BOND HELICOPTERS</b>											
AEROSPATIALE AS332 SUPER PUMA	144	-	568	-	576	-	5 257	1 333	2 736	10	3.0
AEROSPATIALE SA365 DAUPHIN	303	10	8 008	168	1 214	42	38 073	1 441	3 333	16	2.8
BEECHCRAFT 200 SUPERKING AIR	8	-	20	-	23	-	81	34	67	2	0.9
MBB BO105	9	-	288	-	45	-	388	12	36	8	0.2
SIKORSKY S76 SPIRIT	152	-	1 459	-	563	-	8 215	856	1 824	9	2.3
<b>TOTAL</b>	616	10	10 343	168	2 421	42	52 014	3 676	7 996	45	2.2

Aircraft Type and Utilisation: Individual Airlines  
 February 1991 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1990	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
<b>BRISTOW HELICOPTERS</b>											
AEROSPATIALE AS332 SUPER PUMA	593	-	2 798	-	2 470	-	33 807	7 165	11 267	27	4.1
BELL 212/412	93	-	3 395	-	622	-	18 085	495	1 023	7	4.2
BELL MODEL 214ST	31	-	187	-	133	-	2 048	340	558	3	3.9
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	-	3	-
SIKORSKY S61N	132	-	1 164	-	803	-	14 522	1 647	2 112	16	2.4
SIKORSKY S76 SPIRIT	61	-	1 106	-	266	-	5 125	283	610	9	2.2
<b>TOTAL</b>	<b>910</b>	<b>-</b>	<b>8 650</b>	<b>-</b>	<b>4 293</b>	<b>-</b>	<b>73 587</b>	<b>9 930</b>	<b>15 570</b>	<b>65</b>	<b>3.2</b>
<b>BRITANNIA AIRWAYS</b>											
BOEING 737-200	1 863	-	1 183	-	3 028	-	136 457	217 512	242 170	20	7.3
BOEING 737-300	528	-	316	-	844	-	40 934	69 625	78 663	5	7.6
BOEING 757-200	189	-	117	-	305	-	23 086	37 969	43 116	-	-
BOEING 767-200	1 224	-	407	-	1 769	-	75 500	275 981	328 642	7	9.5
<b>TOTAL</b>	<b>3 804</b>	<b>-</b>	<b>2 023</b>	<b>-</b>	<b>5 947</b>	<b>-</b>	<b>275 977</b>	<b>601 087</b>	<b>692 591</b>	<b>32</b>	<b>7.8</b>
<b>BRITISH AIR FERRIES</b>											
BAE(BAC)1-11-200 SERIES	14	6	14	3	25	10	942	921	1 092	2	0.5
FOKKER F27 100-600	-	11	-	36	-	41	-	-	-	1	1.9
HANDLEY PAGE HERALD 200	-	29	-	66	-	106	-	-	-	3	2.3
VICKERS VISCOUNT 800	112	59	370	151	358	183	13 834	4 178	8 269	11	2.3
<b>TOTAL</b>	<b>126</b>	<b>105</b>	<b>384</b>	<b>256</b>	<b>383</b>	<b>339</b>	<b>14 776</b>	<b>5 099</b>	<b>9 361</b>	<b>17</b>	<b>2.1</b>
<b>BRITISH AIRWAYS + CALEDONIAN AIRWAYS</b>											
AIRBUS A320-100/200	686	1	886	1	1 404	1	71 447	55 010	100 116	10	5.9
BAC/AEROSPATIALE CONCORDE	476	-	86	-	327	-	4 470	25 368	47 642	7	2.8
BAE (HS) 748	254	2	1 009	7	932	6	23 261	6 783	11 021	9	3.9
BAE(BAC)1-11-500 SERIES	1 411	-	2 326	-	3 075	-	106 129	68 554	135 898	34	4.1
BOEING 737-200	2 823	-	3 397	-	5 721	-	197 122	165 062	304 384	43	6.4
BOEING 737-300	365	-	748	-	829	-	38 405	19 054	42 127	4	8.0
BOEING 747 200B COMBI	699	10	122	1	903	13	15 991	124 102	221 216	3	11.6
BOEING 747-100/100F	2 204	-	463	-	2 919	-	73 319	464 365	811 545	16	11.0
BOEING 747-200	2 991	-	608	-	3 952	-	91 215	667 889	1 082 008	15	11.2
BOEING 747-400	4 354	-	768	-	5 647	-	104 017	953 786	1 674 554	16	13.9
BOEING 757-200	2 695	20	3 641	38	5 464	43	362 340	277 381	500 656	35	6.9
BOEING 767-300	247	-	436	-	599	-	63 801	31 481	60 920	5	6.6
BOEING 767-300ER	635	-	206	-	1 000	-	11 806	59 553	123 101	4	8.8
BRITISH AEROSPACE ATP	334	-	1 056	-	1 120	-	33 822	11 089	21 418	8	5.8
LOCKHEED L-1011-1/100 TRISTAR	353	-	151	-	520	-	34 626	73 866	109 037	8	5.4
LOCKHEED L1011-200 TRISTAR	1 018	6	310	1	1 391	7	26 965	137 456	239 718	8	9.5
MCDONNELL-DOUGLAS DC10-30	1 373	-	216	-	1 733	-	18 758	136 856	314 337	8	11.4
<b>TOTAL</b>	<b>22 918</b>	<b>39</b>	<b>16 429</b>	<b>48</b>	<b>37 535</b>	<b>69</b>	<b>1 277 494</b>	<b>3 277 655</b>	<b>5 799 698</b>	<b>233</b>	<b>7.4</b>

Aircraft Type and Utilisation: Individual Airlines  
February 1991 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
BRITISH INDEPENDENT AIRWAYS											
BAE (HS) 748	20	-	157	-	84	-	2 049	265	861	2	3.3
TOTAL	20	-	157	-	84	-	2 049	265	861	2	3.3
BRITISH INTERNATIONAL HELIS											
AEROSPATIALE AS332 SUPER PUMA	162	-	763	-	650	-	8 956	1 902	3 078	5	4.8
SIKORSKY S61N	264	2	2 517	47	1 229	12	28 141	2 930	6 061	15	3.6
SIKORSKY S76 SPIRIT	14	-	101	-	57	-	513	71	154	4	1.0
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	-	3	0.5
TOTAL	440	2	3 381	47	1 936	12	37 610	4 903	9 293	27	3.3
BRITISH MIDLAND											
BOEING 737-300	555	-	994	-	1 303	-	64 406	42 044	76 517	7	7.5
BOEING 737-400	338	-	579	-	759	-	43 237	27 260	52 605	3	9.2
BRITISH AEROSPACE ATP	112	-	558	-	506	-	12 504	3 130	7 161	3	6.5
DE HAVILLAND DHC-7 DASH-7	52	-	166	-	201	-	2 875	898	2 284	2	5.1
MCDONNELL-DOUGLAS DC9 SRS 30	511	-	1 328	-	1 458	-	61 472	23 953	56 228	8	6.5
MCDONNELL-DOUGLAS DC9-10/15	240	-	625	-	629	-	23 059	9 665	20 313	6	6.0
TOTAL	1 808	-	4 250	-	4 856	-	207 553	106 950	215 108	29	6.8
BRYMON AIRWAYS											
DE HAVILLAND DHC-6 TWIN OTTER	-	-	-	-	-	-	-	-	-	1	-
DE HAVILLAND DHC-7 DASH-7	291	-	1 029	-	1 046	-	16 287	6 409	13 355	7	5.9
DE-HAVILLAND DHC-8 DASH-8	121	-	289	-	360	-	4 202	2 055	4 375	2	8.2
TOTAL	412	-	1 318	-	1 406	-	20 489	8 464	17 730	10	5.5
BUSINESS AIR LIMITED											
EMBRAER EMB110 BANDEIRANTE	34	-	124	-	94	-	425	210	362	3	1.1
SHORTS 360	-	-	-	-	-	-	-	-	-	1	-
TOTAL	34	-	124	-	94	-	425	210	362	4	0.8
CHANNEL EXPRESS (AIR SVS)											
FOKKER F27 100-600	-	14	-	32	-	48	-	-	-	1	2.4
HANDLEY PAGE HERALD 200	-	110	-	458	-	452	-	-	-	8	2.3
TOTAL	-	124	-	490	-	500	-	-	-	9	4.8

Aircraft Type and Utilisation: Individual Airlines  
February 1991 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
DAN AIR											
AIRBUS A300B4/100/200	-	-	-	-	-	-	-	-	-	-	5.1
BAE (HS) 748	104	20	238	39	341	67	5 678	2 679	4 842	6	3.0
BAE 146 SERIES 100	155	-	283	-	332	-	9 017	6 172	12 607	2	4.5
BAE 146 SERIES 300	149	-	214	-	324	-	11 700	7 945	15 768	2	6.3
BAE(BAC)1-11-200 SERIES	104	-	179	-	228	-	7 944	4 628	8 109	2	4.1
BAE(BAC)1-11-300/400/475	54	-	100	-	123	-	4 682	2 722	4 263	1	9.3
BAE(BAC)1-11-500 SERIES	731	-	969	-	1 505	-	60 440	49 621	77 722	11	6.0
BOEING 727-100/100C	-	-	-	-	-	-	-	-	-	0	9.9
BOEING 727-200/200 ADVANCED	424	-	266	-	652	-	42 711	71 139	79 328	7	5.0
BOEING 737-200	312	-	278	-	552	-	21 063	33 668	40 577	4	6.7
BOEING 737-300	90	-	202	-	238	-	14 018	6 302	12 419	2	6.8
BOEING 737-400	344	-	197	-	546	-	27 227	51 154	58 294	3	8.5
TOTAL	2 467	20	2 926	39	4 840	67	204 480	236 030	313 929	40	5.6
GB AIRWAYS T/A GIBAIR											
BOEING 737-200	265	-	165	-	436	-	8 564	15 362	30 040	3	7.6
PILATUS BN-2A MIKIII TRISLANDER	-	-	-	-	-	-	-	-	-	1	-
TOTAL	265	-	165	-	436	-	8 564	15 362	30 040	4	7.6
GILLAIR											
SHORTS 330	56	-	240	-	209	-	3 706	888	1 694	5	1.6
TOTAL	56	-	240	-	209	-	3 706	888	1 694	5	1.6
HEAVYLIFT CARGO AIRLINES											
CANADAIR CL-44	-	42	-	17	-	115	-	-	-	1	3.7
SHORTS BELFAST	-	124	-	54	-	346	-	-	-	3	2.5
TOTAL	-	166	-	71	-	460	-	-	-	4	2.8
INTER EUROPEAN AIRWAYS											
BOEING 737-300	342	-	172	-	529	-	18 452	39 455	50 615	3	7.6
TOTAL	342	-	172	-	529	-	18 452	39 455	50 615	3	7.6
ISLES OF SCILLY SKYBUS											
PILATUS BN-2A ISLANDER	-	-	-	-	-	-	-	-	-	5	0.1
TOTAL	-	-	-	-	-	-	-	-	-	5	0.1



Aircraft Type and Utilisation: Individual Airlines  
February 1991 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
REGION AIRWAYS											
EMBRAWER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	-	-
RYANAIR-EUROPE											
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	-	-
BAE(BAC)1-11-500 SERIES	24	-	29	-	49	-	2 998	2 574	2 885	..	..
TOTAL	24	-	29	-	49	-	2 998	2 574	2 885	..	..
SUCKLING AIRWAYS											
DORNIER 228-100/200	40	-	152	-	144	-	1 131	299	672	1	4.7
TOTAL	40	-	152	-	144	-	1 131	299	672	1	4.7
TITAN AIRWAYS											
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	2	-
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	1	-
SHORTS 330	-	7	-	23	-	27	-	-	-	1	1.0
TOTAL	-	7	-	23	-	27	-	-	-	4	0.2
TRADEWINDS AIRWAYS											
BOEING 707 ALL SERIES	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	-	-
TRANS EUROPEAN AIRWAYS (UK)											
BOEING 737-200	-	-	-	-	-	-	-	-	-	-	10.0
BOEING 737-300	130	-	81	-	218	-	9 010	17 121	19 289	2	7.4
TOTAL	130	-	81	-	218	-	9 010	17 121	19 289	2	7.6
VIRGIN ATLANTIC AIRWAYS											
BOEING 747-100/100F	323	-	47	-	409	-	20 055	141 096	153 596	1	14.7
BOEING 747-200	1 154	-	169	-	1 467	-	32 716	224 356	381 925	5	12.5
TOTAL	1 477	-	216	-	1 876	-	52 771	365 452	535 521	6	12.9
GRAND TOTAL	41 016	1 112	62 643	2 112	79 656	2 854	2 649 111	5 218 991	8 396 301	690	5.7

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

Aircraft Type and Utilisation: Individual Airlines  
February 1991 (a) (b) (c)

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1990	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
<b>JANES AVIATION</b>											
HANDLEY PAGE HERALD 200	-	16	-	60	-	59	-	-	-	1	0.6
PILATUS BN-2A TRISLANDER	-	-	-	-	-	-	-	-	-	1	-
SHORTS 330	-	2	-	13	-	9	-	-	-	1	1.8
<b>TOTAL</b>	-	18	-	73	-	67	-	-	-	3	0.9
<b>JERSEY EUROPEAN AIRWAYS</b>											
BAE (HS) 748	-	29	-	98	-	105	-	-	-	3	2.2
FOKKER F27 100-600	203	1	1 084	4	782	3	21 557	4 990	9 731	8	5.1
SHORTS 360	26	-	133	-	106	-	1 313	424	934	1	5.7
<b>TOTAL</b>	229	30	1 217	102	889	107	22 870	5 414	10 665	12	4.3
<b>LOGANAIR</b>											
BAE 146 SERIES 200/QT	118	-	268	-	278	-	12 162	7 423	11 920	2	5.6
BRITISH AEROSPACE ATP	62	-	210	-	225	-	6 593	2 091	3 988	2	5.3
DE HAVILLAND DH6 TWIN OTTER	71	-	428	-	336	-	3 517	656	1 170	3	4.3
PILATUS BN-2A ISLANDER	24	-	624	-	132	-	3 080	119	193	5	1.1
SHORTS 360	166	-	808	-	738	-	15 781	3 393	5 875	5	5.7
<b>TOTAL</b>	441	-	2 338	-	1 709	-	41 133	13 682	23 146	17	4.1
<b>MANX AIRLINES</b>											
BAE 146 SERIES 100	29	-	89	-	64	-	4 786	1 617	2 492	1	4.2
BRITISH AEROSPACE ATP	110	-	358	-	310	-	10 571	3 495	7 467	3	4.4
SHORTS 360	118	-	570	-	424	-	13 606	2 896	4 241	3	5.0
<b>TOTAL</b>	257	-	1 017	-	798	-	28 963	8 008	14 200	7	4.6
<b>MCALPINE AVIATION</b>											
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	1	-
<b>MONARCH AIRLINES</b>											
AIRBUS A300-600 (B2-B4)	-	-	-	-	-	-	-	-	-	-	9.8
BOEING 737-300	434	-	787	-	984	-	9 489	32 902	53 907	10	7.8
BOEING 757-200	776	-	376	-	1 154	-	69 439	159 686	179 060	7	9.8
<b>TOTAL</b>	1 210	-	1 163	-	2 138	-	78 928	192 588	232 967	17	8.7
<b>PRINCESS AIR</b>											
BAE 146-200 QT	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	-	-	-	-	-	-	-	-	-	-	-

Passengers Uplifted on Domestic Routes For February 1991 (a) (b) Table 12

HEATHROW	ABERDEEN	27 188
	BELFAST	64 156
	BIRMINGHAM	5 458
	CHANNEL ISLANDS (c)	17 661
	EAST MIDLANDS	3 136
	EDINBURGH	81 745
	GLASGOW	84 054
	INVERNESS	7 485
	ISLE OF MAN	6 976
	LEEDS/BRADFORD	10 343
	LIVERPOOL	5 430
	MANCHESTER	55 167
	NEWCASTLE	18 533
	NEWQUAY	2 082
PLYMOUTH	2 303	
TEESSIDE	11 332	
GATWICK	ABERDEEN	6 567
	BELFAST	4 608
	CHANNEL ISLANDS (c)	3 927
	EDINBURGH	9 476
	EXETER	288
	GLASGOW	12 551
	MANCHESTER	13 515
	NEWCASTLE	5 406
	PLYMOUTH	353
LUTON	BELFAST	8 327
STANSTED	CHANNEL ISLANDS (c)	1 357
	EDINBURGH	2 252
	GLASGOW	1 590
ABERDEEN	BIRMINGHAM	2 247
	DUNDEE	1
	EDINBURGH	864
	GLASGOW	2 768
	HUMBERSIDE	1 766
	KIRKWALL	2 016
	LEEDS/BRADFORD	433
	MANCHESTER	5 746
	NEWCASTLE	1 417
	NORWICH	2 999
	OTHER SCOTTISH AERODROMES	4 938
	SUMBURGH	18 255
	TEESSIDE	1 672
BELFAST	BIRMINGHAM	8 049
	BRISTOL	246
	CARDIFF WALES	464
	EAST MIDLANDS	3 823
	GLASGOW	3 558
	LEEDS/BRADFORD	4 041
	MANCHESTER	8 472
	NEWCASTLE	607
	PRESTWICK	54
BELFAST CITY	BIRMINGHAM	3 225
	BLACKPOOL	1 284
	BRISTOL	914
	CHANNEL ISLANDS (c)	83
	EDINBURGH	4 874
	EXETER	557
	GLASGOW	4 885
	ISLE OF MAN	2 039
	LIVERPOOL	4 249
	MANCHESTER	6 430
	NEWCASTLE	1 316
	SOUTHAMPTON	372
	BIRMINGHAM	CHANNEL ISLANDS (c)
EDINBURGH		9 718
GLASGOW		10 109
ISLE OF MAN		1 539
NEWCASTLE		935
BLACKPOOL	ISLE OF MAN	1 751
BOURNEMOUTH	CHANNEL ISLANDS (c)	1 638
BRISTOL	CHANNEL ISLANDS (c)	1 164
	EDINBURGH	1 146
	GLASGOW	1 950
	MANCHESTER	613
	PLYMOUTH	170
CAMBRIDGE	MANCHESTER	532

Passengers Uplifted on Domestic Routes For February 1991 (a) (b) Table 12 Cont'd

CARDIFF WALES	GLASGOW	564
	LIVERPOOL	169
CHANNEL ISLANDS (c)	CHANNEL ISLANDS (c)	11 752
	EAST MIDLANDS	2 131
	EXETER	2 524
	MANCHESTER	2 995
	PLYMOUTH	526
	SOUTHAMPTON	13 896
DUNDEE	MANCHESTER	164
EAST MIDLANDS	GLASGOW	5 755
EDINBURGH	GLASGOW	11
	KIRKWALL	526
	LEEDS/BRADFORD	1 483
	MANCHESTER	7 352
	NORWICH	1 082
	OTHER SCOTTISH AERODROMES	895
	SUMBURGH	201
EXETER	MANCHESTER	562
	PLYMOUTH	4
GLASGOW	INVERNESS	1 126
	ISLE OF MAN	981
	KIRKWALL	375
	LEEDS/BRADFORD	1 834
	LIVERPOOL	174
	LONDONDERRY	740
	MANCHESTER	6 785
	OTHER SCOTTISH AERODROMES	6 351
	SUMBURGH	405
HUMBERSIDE	NORWICH	171
	TEESSIDE	15
INVERNESS	KIRKWALL	439
	OTHER SCOTTISH AERODROMES	2 036
	SUMBURGH	361
ISLE OF MAN	LIVERPOOL	6 518
	MANCHESTER	4 962
ISLES OF SCILLY (ST.MARYS)	PENZANCE HELIPORT	2 095
ISLES OF SCILLY (TRESKO)	PENZANCE HELIPORT	481
KIRKWALL	OTHER SCOTTISH AERODROMES	2 603
	SUMBURGH	577
LEEDS/BRADFORD	NORWICH	381
LONDONDERRY	MANCHESTER	487
MANCHESTER	NEWCASTLE	973
	SUMBURGH	85
NEWQUAY	PLYMOUTH	2
NORWICH	TEESSIDE	150
OTHER SCOTTISH AERODROMES	OTHER SCOTTISH AERODROMES	1 924
PENZANCE HELIPORT	ST AGNES	-
	ST MARTINS (ISLES OF SCILLY)	-
OTHER ROUTES (d)	OTHER ROUTES (d)	3 971

(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) February 1991

Table 13.1

	All	International	Domestic
Class 1			
FIRST	21 278	17 224	4 054
PREMIUM	220 740	212 597	8 143
ECONOMY	592 307	251 175	341 132
ADVANCE PURCHASE	233 869	167 124	66 745
OFF PEAK	55 125	50 117	5 008
DISCOUNT	441 095	248 047	193 048
PART CHARTER	89 665	85 724	3 941
INCLUSIVE TOUR	92 469	70 477	21 992
STANDBY	33 419	10 906	22 513
CLASS FARES	72 811	50 791	22 020
Total	1 852 778	1 164 182	688 596

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

**Non-Scheduled Passenger Analysis of Licences  
 And Charter Categories (a) February 1991**

**Table 13.2**

Charter Categories			
	All	International	Domestic
<b>Class 2</b>			
ABC	2 224	2 224	-
ITC	601 768	601 413	355
OTHER	19 207	16 069	3 138
<b>Total Passengers</b>	<b>623 199</b>	<b>619 706</b>	<b>3 493</b>
<b>Class 7</b>			
OTHER	160 554	160 554	-
<b>Total Passengers</b>	<b>160 554</b>	<b>160 554</b>	<b>-</b>
<b>Class 8</b>			
OTHER	81	-	81
<b>Total Passengers</b>	<b>81</b>	<b>-</b>	<b>81</b>
<b>Exempt</b>			
OTHER	20 236	723	19 368
GOVT CHARTER	15 197	15 119	78
<b>Total Passengers</b>	<b>35 433</b>	<b>15 842</b>	<b>19 446</b>
<b>Total Non-Scheduled</b>	<b>819 122</b>	<b>796 102</b>	<b>23 165</b>
ABC	2 224	2 224	-
ITC	601 768	601 413	355
OTHER	199 933	177 346	22 587
GOVT CHARTER	15 197	15 119	78

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

Public Transport Air Taxi Operations (a) Quarter Ended December 1990 Table 14

	Stage Flights	Aircraft Hours
AEROSPATIALE AS332 SUPER PUMA	540	470
AEROSPATIALE AS355 ECUREUIL 2	875	557
AEROSPATIALE SA341 GAZELLE	12	7
AEROSPATIALE SA350 ECUREUIL	329	696
AEROSPATIALE SA365 DAUPHIN	913	170
AGUSTA A109A	132	68
BAE(H.P)JETSTREAM 31	604	403
BAE(HS)125	780	858
BEECH KINGAIR 90/100	255	352
BEECHCRAFT 200 SUPERKING AIR	1 355	1 487
BEECHCRAFT BARON MOD.55/58/58P	54	75
BEECHCRAFT BEECHJET (MITS.DIA)	10	24
BELL 206B JET RANGER	1 789	1 492
BELL 206L LONG RANGER	106	69
BELL 222	51	30
CESSNA 150	10	13
CESSNA 172 SKYHAWK	143	116
CESSNA 180 SKYWAGON	20	18
CESSNA 310	269	213
CESSNA 337 SUPER SKYMASTER	27	18
CESSNA 340	17	17
CESSNA 401/402/411/421	273	275
CESSNA 404 TITAN	815	730
CESSNA 441 CONQUEST II	43	100
CESSNA 500 CITATION I	123	148
CESSNA 550 CITATION II	310	372
DASSAULT MYSTERE-FALCON 20	115	151
DE HAVILLAND DH6 TWIN OTTER	736	703
DE HAVILLAND TIGER MOTH	54	11
DORNIER 228-100/200	2	2
DOUGLAS DC3 C47 DAKOTA	23	40
EMBRAER EMB-120 BRASILIA	349	437
EMBRAER EMB110 BANDEIRANTE	2 149	1 619
ENSTROM F28A/F280 SHARK	43	107
GATES LEARJET 35A	273	487
HILLER UH12	15	18
HUGHES 269A	41	35
HUGHES 500	33	25
MBB B0105	2 270	815
PARTENAVIA P68B/C	166	219
PILATUS BN-2A ISLANDER	1 229	903
PILATUS BN-2A TRISLANDER MK3	46	41
PIPER PA-23 AZTEC/APACHE	626	657
PIPER PA-28 CHEROKEE SRS/PA32	18	10
PIPER PA-31/31P NAVAJO CHIEFTN	5 636	2 365
PIPER PA34 SENECA II	65	81
REIMS-CESSNA F406/CARAVAN II	522	390
ROBINSON R22	86	68
SHORTS 330	1 820	1 847
SHORTS 360	957	1 476
SIKORSKY S61N	2 118	1 135
SIKORSKY S76 SPIRIT	206	119
WESTLAND 30 SRS 100	21	6
<b>TOTAL</b>	<b>29 474</b>	<b>22 546</b>

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

## Appendix Definitions - UK Airline Statistics

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

### CLASSES OF LICENCE

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

Class 1 authorises scheduled service flights;

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

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

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

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

Class 8 authorises combined sole-use charter flights.

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

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

- (a) flights to or from a vessel or installation located within an area of up to 400 nautical miles from the United Kingdom coastline used or intended to be used in connection with oil or gas exploration or production under the sea, not being
  - (i) a vessel or installation in transit, or
  - (ii) a vessel or installation which is located within twelve nautical miles of the United Kingdom coastline,and which in either case is not performing any work in connection with exploration or production of oil or gas under the sea and is off location for the purpose of construction, inspection, maintenance, repair, transit or lay-up;
- (b) flights for the carriage of cargo or passengers and cargo to, from or within the United Kingdom, Channel Islands and Isle of Man by aircraft having a maximum total weight authorised of more than 25000 Kg;
- (c) flights beginning or ending at London (Heathrow) Airport, being flights for the carriage of passengers by aircraft having more than 10 seats available for occupation by passengers.



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

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

#### TYPES OF SERVICES

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

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

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

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

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

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

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

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

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

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

## MEASURES AND THEIR COMPUTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tonne 1000 kilograms.

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

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

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

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