



UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

FEBRUARY 1992

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FEBRUARY 1992

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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
Aviation Data Unit 071-832 5223
Room T407A
CAA House
45/59 Kingsway
London WC2B 6TE

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

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

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

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4 FURTHER INFORMATION

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

5 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

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

6 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

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

Table 1

	Output in Available tonne-kilometres (000 000)	Percentage of all available tonne-kilometres	Tonne- kilometres used (000 000)	Percentage of all tonne- kilometres used
British Airways	13 044	63.0	8 559	60.8
Virgin Atlantic Airways	1 793	8.7	978	6.9
Britannia Airways	1 403	6.8	1 269	9.0
Monarch Airlines	775	3.7	621	4.4
Air 2000	750	3.6	675	4.8
Dan-Air Services	610	2.9	517	3.7
British Midland	414	2.0	206	1.5
Caledonian Airways	377	1.8	304	2.2
Airtours International	232	1.1	188	1.3
Air UK	209	1.0	86	0.6
Air UK Leisure	190	0.9	146	1.0
Inter European Airways	171	0.8	127	0.9
Trans European Airlines	107	0.5	80	0.6
Heavylift Cargo Airlines	93	0.4	49	0.3
GB Airways t/a Gibair	79	0.4	45	0.3
Anglo Cargo	68	0.3	42	0.3
Air Foyle	47	0.2	26	0.2
Air Bridge Carriers	45	0.2	19	0.1
Loganair	39	0.2	27	0.2
Birmingham European Airways	28	0.1	15	0.1
Channel Express (Air Services)	28	0.1	11	0.1
British Air Ferries	27	0.1	15	0.1
Jersey European Airways	26	0.1	12	0.1
Brymon Airways	26	0.1	11	0.1
Manx Airlines	25	0.1	13	0.1
Bristow Helicopters	20	0.1	13	0.1
British International Helicopters	13	0.1	5	0.0
Others	63	0.3	18	0.1
Total	20 702	100.0	14 075	100.0

(a) Excludes Air Taxi Operations

Main Outputs of UK Airlines 1966-1992 (a)

Table 2

	-----Available Tonne-Kilometres----->						<-----Tonne-Kilometres Used----->					
	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year
1966	3 851	15.8	2 993	12.4	858	29.8	..	..	..	..	..	..
1967	4 016	4.3	3 145	5.1	871	1.5	..	..	..	..	..	..
1968	4 214	4.9	3 256	3.5	958	10.0	..	..	..	..	..	..
1969	4 927	16.9	3 748	15.1	1 179	23.1	..	..	..	..	..	..
1970	5 782	17.4	4 129	10.2	1 653	40.2	..	..	..	..	..	..
1971	6 973	20.6	4 591	11.2	2 382	44.1	..	..	..	..	..	..
1972	8 249	18.3	5 399	17.6	2 850	19.7	..	..	..	..	..	..
1973	9 003	9.1	5 953	10.3	3 050	7.0	..	..	..	..	..	..
1974	8 287	-8.0	5 747	-3.5	2 540	-16.8	4 961	..	3 166	..	1 795	..
1975	8 928	7.8	5 984	4.2	2 944	16.0	5 397	8.8	3 317	4.8	2 080	15.9
1976	9 727	9.0	6 602	10.3	3 125	6.2	5 964	10.5	3 726	12.3	2 238	7.6
1977	10 505	8.0	6 834	3.5	3 671	17.5	6 558	10.0	3 928	5.4	2 630	17.5
1978	11 970	13.9	8 095	18.5	3 875	5.6	7 583	15.6	4 827	24.1	2 711	3.1
1979	12 749	6.5	8 841	9.2	3 908	0.9	8 238	8.6	5 550	13.9	2 688	-0.8
1980	13 215	3.6	9 829	11.2	3 386	-13.5	8 283	0.5	5 895	6.2	2 388	-11.2
2 1981	13 087	-0.9	9 936	1.1	3 151	-6.9	8 466	2.2	6 188	5.0	2 278	-4.6
1982	11 848	-9.5	9 068	-8.7	2 780	-11.8	7 757	-8.4	5 593	-9.6	2 164	-5.0
1983	12 011	1.4	8 989	-0.9	3 022	8.7	7 866	1.4	5 522	-1.3	2 344	8.3
1984	13 155	9.5	9 854	9.6	3 301	9.2	8 964	14.0	6 337	14.8	2 627	12.0
1985	13 408	1.9	10 166	3.2	3 242	-1.8	9 085	1.3	6 467	2.1	2 618	-0.3
1986	14 306	6.7	10 655	4.8	3 651	12.6	9 660	6.3	6 606	2.1	3 054	16.7
1987	15 848	10.8	11 424	7.3	4 423	21.1	11 231	16.3	7 586	14.8	3 645	19.4
1988	17 225	8.7	12 405	8.5	4 820	9.0	12 926	15.1	8 106	6.9	4 820	32.2
1989	18 923	9.9	13 427	8.2	5 496	14.0	13 368	3.4	8 974	10.7	4 394	-8.8
1990	20 370	7.7	15 274	13.9	5 096	-7.5	13 347	5.9	9 424	12.7	3 923	-7.5
1991(b)	20 166	-1.0	15 188	-0.6	4 978	-2.4	13 638	-3.4	9 570	-4.5	4 068	-0.5
Year ended												
Feb 1991	20 173		15 186		4 988		13 873		9 867		4 006	
Feb 1992	20 702		15 593		5 109		14 075		9 869		4 206	
Latest year's growth		2.6		2.7		2.4		1.5		0.0		5.0

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

All Scheduled Services February 1992

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>														
ABERDEEN AIRWAYS	48	132	156	2 732	2 160	1 023	47.4	2	234	83	-	1	82	35.5
AIR ATLANTIQUE & AIR CORBIERE	17	101	54	209	213	70	32.9	-	24	5	-	-	5	20.8
AIR UK	2 000	4 854	5 508	134 571	158 553	64 259	40.5	294	15 811	5 610	58	88	5 464	35.5
AURIGNY AIR SERVICES	81	1 411	398	17 364	1 524	900	59.1	107	126	78	1	5	72	61.9
BIRMINGHAM EUROPEAN AIRWAYS	454	813	1 025	22 568	29 646	13 433	45.3	89	2 223	1 051	-	51	1 000	47.3
BRITANNIA AIRWAYS	87	114	156	12 983	12 036	10 266	85.3	37	1 023	891	-	19	872	87.1
BRITISH AIRWAYS	28 957	19 717	46 723	1 739 568	7 283 575	4 728 990	64.9	32 705	1 015 456	645 086	13 749	183 051	448 286	63.5
BRITISH INTERNATIONAL HELIS	9	150	49	2 123	183	128	69.9	29	16	12	-	2	10	75.0
BRITISH MIDLAND	2 143	4 931	5 785	243 764	248 460	109 758	44.2	701	25 692	8 892	134	197	8 561	34.6
BRYMON AIRWAYS	387	1 204	1 304	21 057	16 872	8 186	48.5	16	1 720	674	-	5	669	39.2
BUSINESS AIR LIMITED	52	184	146	1 664	1 768	692	39.1	-	168	59	-	-	59	35.1
CITY FLYER EXPRESS	163	538	667	10 762	5 685	3 220	56.6	8	568	265	-	2	263	46.7
DAN AIR	1 407	2 436	3 155	148 700	160 564	88 070	54.9	483	13 005	7 433	17	281	7 135	57.2
GB AIRWAYS T/A GIBAIR	377	216	606	13 328	42 588	24 857	58.4	106	4 895	2 490	45	152	2 293	50.9
GILLAIR	96	414	338	6 331	3 018	1 538	51.0	1	302	116	-	-	116	38.4
ISLES OF SCILLY SKYBUS	5	100	25	457	39	22	56.4	8	4	2	-	-	2	50.0
JERSEY EUROPEAN AIRWAYS	323	1 414	1 215	29 898	15 176	7 413	48.8	52	1 423	566	-	10	556	39.8
LOGANAIR	660	2 859	2 465	40 179	21 296	10 584	49.7	96	1 920	959	-	21	938	49.9
LOVE AIR	3	42	14	142	20	10	50.0	-	3	-	-	-	-	..
MANX AIRLINES	239	1 033	715	33 936	14 064	8 406	59.8	89	1 256	695	-	21	674	55.3
MANX AIRLINES (EUROPE) LTD	185	403	503	3 948	2 960	1 750	59.1	-	641	139	-	-	139	21.7
MONARCH AIRLINES	72	32	107	4 880	14 472	11 922	82.4	11	1 298	997	-	25	972	76.8
NORTHERN AIRLINES	5	60	37	133	40	12	30.0	-	3	1	-	-	1	33.3
SUCKLING AIRWAYS	42	160	149	1 154	707	303	42.9	-	50	22	-	-	22	44.0
VIRGIN ATLANTIC AIRWAYS	2 031	300	2 599	71 300	731 618	514 063	70.3	3 129	130 004	67 441	-	21 148	46 293	51.9
Total Passenger Services	39 843	43 618	73 899	2 563 751	8 767 237	5 609 875	64.0	37 963	1 217 865	743 567	14 004	205 079	524 484	61.1
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	40	102	95	-	-	-	-	984	761	383	-	383	-	50.3
AIR UK	21	49	68	-	-	-	-	168	165	70	-	70	-	42.4
BRITISH AIR FERRIES	5	8	15	-	-	-	-	29	40	19	-	19	-	47.5
BRITISH AIRWAYS	22	42	46	-	-	-	-	437	470	233	233	-	-	49.6
CHANNEL EXPRESS (AIR SVS)	9	61	43	-	-	-	-	195	53	33	-	33	-	62.3
Total Cargo Services	97	262	267	-	-	-	-	1 813	1 489	738	233	505	-	49.6
Grand Total	39 940	43 880	74 166	2 563 751	8 767 237	5 609 875	64.0	39 776	1 219 354	744 305	14 237	205 584	524 484	61.0

3

International Scheduled Services February 1992 (a)

Table 3.2

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
<u>Passenger Services</u>														
AIR UK	1 040	2 252	2 805	65 878	82 188	34 385	41.8	112	8 187	2 990	4	63	2 923	36.5
AURIGNY AIR SERVICES	17	181	83	1 334	286	126	44.1	3	24	10	-	-	10	41.7
BIRMINGHAM EUROPEAN AIRWAYS	327	442	681	12 879	22 690	9 856	43.4	36	1 701	761	-	30	731	44.7
BRITANNIA AIRWAYS	38	16	58	2 029	5 679	4 833	85.1	-	483	411	-	-	411	85.1
BRITISH AIRWAYS	26 743	14 076	40 856	1 368 542	6 970 616	4 566 655	65.5	31 769	978 964	631 397	13 566	182 876	434 955	64.5
BRITISH MIDLAND	1 016	1 979	2 564	97 802	111 256	44 927	40.4	253	11 347	3 616	-	111	3 505	31.9
BRYMON AIRWAYS	184	530	644	9 560	8 069	3 297	40.9	6	853	272	-	2	270	31.9
BUSINESS AIR LIMITED	16	24	42	174	560	119	21.3	-	53	10	-	-	10	18.9
CITY FLYER EXPRESS	112	341	441	6 404	3 913	2 099	53.6	4	391	172	-	1	171	44.0
DAN AIR	1 028	1 592	2 217	98 944	117 972	65 461	55.5	319	9 555	5 527	3	221	5 303	57.8
GB AIRWAYS T/A GIBAIR	377	216	606	13 328	42 588	24 857	58.4	106	4 895	2 490	45	152	2 293	50.9
JERSEY EUROPEAN AIRWAYS	22	122	80	3 008	916	433	47.3	1	83	32	-	-	32	38.6
LOGANAIR	7	14	17	267	267	116	43.4	-	24	10	-	-	10	41.7
LOVE AIR	3	42	14	142	20	10	50.0	-	3	-	-	-	-	..
MANX AIRLINES	24	110	73	4 775	1 149	1 167	101.6	-	113	94	-	-	94	83.2
MANX AIRLINES (EUROPE) LTD	94	194	254	1 658	1 500	780	52.0	-	328	62	-	-	62	18.9
MONARCH AIRLINES	72	32	107	4 880	14 472	11 922	82.4	11	1 298	997	-	25	972	76.8
SUCKLING AIRWAYS	25	80	86	603	424	188	44.3	-	30	14	-	-	14	46.7
VIRGIN ATLANTIC AIRWAYS	2 031	300	2 599	71 300	731 618	514 063	70.3	3 129	130 004	67 441	-	21 148	46 293	51.9
Total Passenger Services	33 176	22 543	54 227	1 763 507	8 116 183	5 285 294	65.1	35 749	1 148 336	716 306	13 618	204 629	498 059	62.4
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	39	97	91	-	-	-	-	889	733	355	-	355	-	48.4
AIR UK	21	49	68	-	-	-	-	168	165	70	-	70	-	42.4
BRITISH AIR FERRIES	5	8	15	-	-	-	-	29	40	19	-	19	-	47.5
Total Cargo Services	65	154	174	-	-	-	-	1 086	938	444	-	444	-	47.3
Grand Total	33 241	22 697	54 401	1 763 507	8 116 183	5 285 294	65.1	36 835	1 149 274	716 750	13 618	205 073	498 059	62.4

(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 1992 (a)

Table 3.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of	
									Total (000)	Mail (000)	Freight (000)	Passenger (000)	Avail	
<u>Passenger Services</u>														
ABERDEEN AIRWAYS	48	132	156	2 732	2 160	1 023	47.4	2	234	83	-	1	82	35.5
AIR ATLANTIQUE & AIR CORBIERE	17	101	54	209	213	70	32.9	-	24	5	-	-	5	20.8
AIR UK	960	2 602	2 703	68 693	76 365	29 874	39.1	182	7 624	2 620	54	25	2 541	34.4
AURIGNY AIR SERVICES	64	1 230	315	16 030	1 238	774	62.5	104	102	68	1	5	62	66.7
BIRMINGHAM EUROPEAN AIRWAYS	127	371	344	9 689	6 956	3 577	51.4	53	522	290	-	21	269	55.6
BRITANNIA AIRWAYS	49	98	98	10 954	6 357	5 433	85.5	37	540	480	-	19	461	88.9
BRITISH AIRWAYS	2 214	5 641	5 867	371 026	312 959	162 335	51.9	936	36 492	13 689	183	175	13 331	37.5
BRITISH INTERNATIONAL HELIS	9	150	49	2 123	183	128	69.9	29	16	12	-	2	10	75.0
BRITISH MIDLAND	1 127	2 952	3 221	145 962	137 204	64 831	47.3	448	14 345	5 276	134	86	5 056	36.8
BRYMON AIRWAYS	203	674	660	11 497	8 803	4 889	55.5	10	867	402	-	3	399	46.4
BUSINESS AIR LIMITED	36	160	104	1 490	1 208	573	47.4	-	115	49	-	-	49	42.6
CITY FLYER EXPRESS	51	197	226	4 358	1 772	1 121	63.3	4	177	93	-	1	92	52.5
DAN AIR	379	844	938	49 756	42 592	22 609	53.1	164	3 450	1 906	14	60	1 832	55.2
GILLAIR	96	414	338	6 331	3 018	1 538	51.0	1	302	116	-	-	116	38.4
ISLES OF SCILLY SKYBUS	5	100	25	457	39	22	56.4	8	4	2	-	-	2	50.0
JERSEY EUROPEAN AIRWAYS	301	1 292	1 135	26 890	14 260	6 980	48.9	51	1 340	534	-	10	524	39.9
LOGANAIR	653	2 845	2 448	39 912	21 029	10 468	49.8	96	1 896	949	-	21	928	50.1
MANX AIRLINES	215	923	642	29 161	12 915	7 239	56.1	89	1 143	601	-	21	580	52.6
MANX AIRLINES (EUROPE) LTD	91	209	249	2 290	1 460	970	66.4	-	313	77	-	-	77	24.6
NORTHERN AIRLINES	5	60	37	133	40	12	30.0	-	3	1	-	-	1	33.3
SUCKLING AIRWAYS	17	80	63	551	283	115	40.6	-	20	8	-	-	8	40.0
Total Passenger Services	6 667	21 075	19 672	800 244	651 054	324 581	49.9	2 214	69 529	27 261	386	450	26 425	39.2
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	1	5	4	-	-	-	-	95	28	28	-	28	-	100.0
BRITISH AIRWAYS	22	42	46	-	-	-	-	437	470	233	233	-	-	49.6
CHANNEL EXPRESS (AIR SVS)	9	61	43	-	-	-	-	195	53	33	-	33	-	62.3
Total Cargo Services	32	108	93	-	-	-	-	727	551	294	233	61	-	53.4
Grand Total	6 699	21 183	19 765	800 244	651 054	324 581	49.9	2 941	70 080	27 555	619	511	26 425	39.3

(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.

5

All Non-Scheduled Services February 1992 (a)

Table 4.1

				(b)				(b)		Tonne-Kilometres Used					As	
	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Mail (000)	Freight (000)	Passenger (000)	% of Avail		
ABERDEEN AIRWAYS	8	13	24	290	293	230	78.5	-	30	18	-	-	18	60.0		
AIR 2000	1 854	724	2 675	139 559	423 763	383 640	90.5	-	36 586	32 904	-	-	32 904	89.9		
AIR ATLANTIQUE & AIR CORBIERE	9	23	37	-	-	-	-	36	80	39	2	37	-	48.8		
AIR BRIDGE CARRIERS	230	389	509	-	-	-	-	2 499	3 701	1 709	-	1 709	-	46.2		
AIR FOYLE	284	480	612	-	-	-	-	3 390	7 119	4 674	-	4 674	-	65.7		
AIR UK	53	46	98	4 102	5 637	4 767	84.6	-	564	405	-	-	405	71.8		
AIR UK LEISURE	592	309	927	42 061	101 866	89 055	87.4	-	9 656	7 575	-	-	7 575	78.4		
AIRTOURS INTERNATIONAL	1 026	433	1 536	66 841	171 199	161 770	94.5	-	17 120	13 742	-	-	13 742	80.3		
BOND HELICOPTERS	700	10 338	1 890	54 386	9 519	4 584	48.2	153	732	405	-	16	389	55.3		
BRISTOW HELICOPTERS	873	7 878	4 056	72 497	15 253	10 097	66.2	449	1 433	988	-	72	916	68.9		
BRITANNIA AIRWAYS	5 536	2 779	8 513	409 263	1 062 332	955 010	89.9	252	91 993	82 307	-	1 119	81 188	89.5		
BRITISH AIR FERRIES	274	748	856	14 150	11 994	7 312	61.0	1 160	1 911	1 113	-	506	607	58.2		
BRITISH AIRWAYS	74	126	182	5 588	5 489	4 184	76.2	106	693	435	34	9	392	62.8		
BRITISH INTERNATIONAL HELIS	361	2 603	1 566	28 243	7 563	4 025	53.2	112	795	337	-	15	322	42.4		
BRITISH MIDLAND	171	133	289	5 370	20 946	19 260	92.0	529	2 375	1 690	-	187	1 503	71.2		
BRYMON AIRWAYS	32	80	104	2 773	1 476	1 112	75.3	9	160	95	-	4	91	59.4		
CALEDONIAN AIRWAYS	317	190	505	41 663	96 831	86 230	89.1	-	9 015	7 333	-	-	7 333	81.3		
CHANNEL EXPRESS (AIR SVS)	273	694	844	-	-	-	-	2 054	2 515	984	251	733	-	39.1		
CITY FLYER EXPRESS	6	21	25	-	-	-	-	47	23	14	-	14	-	60.9		
DAN AIR	1 232	872	2 115	100 967	187 479	160 482	85.6	114	15 290	13 058	60	-	12 998	85.4		
GB AIRWAYS T/A GIBAIR	67	90	142	8 272	8 092	6 275	77.5	-	917	565	-	-	565	61.6		
GILLAIR	9	60	35	-	259	141	54.4	-	26	11	-	-	11	42.3		
HEAVYLIFT CARGO AIRLINES	220	78	379	-	-	-	-	548	11 855	5 488	-	5 488	-	46.3		
INTER EUROPEAN AIRWAYS	819	369	1 225	49 420	146 742	130 992	89.3	-	13 076	9 816	-	-	9 816	75.1		
JANES AVIATION	42	164	160	-	-	-	-	360	205	87	39	48	-	42.4		
JERSEY EUROPEAN AIRWAYS	7	10	21	351	366	247	67.5	-	35	18	-	-	18	51.4		
LOGANAIR	-	2	2	-	14	10	71.4	-	1	1	-	-	1	100.0		
MANX AIRLINES	76	185	177	2 256	6 105	4 151	68.0	-	536	337	-	3	334	62.9		
MANX AIRLINES (EUROPE) LTD	4	8	6	-	70	56	80.0	-	15	5	-	-	5	33.3		
MCALPINE AVIATION	2	2	3	10	45	12	26.7	-	5	1	-	-	1	20.0		
MONARCH AIRLINES	2 210	1 648	3 616	125 877	514 162	440 911	85.8	150	46 122	37 681	-	657	37 024	81.7		
TITAN AIRWAYS	22	95	77	-	-	-	-	64	62	16	-	16	-	25.8		
VIRGIN ATLANTIC AIRWAYS	126	20	158	8 417	59 891	58 835	98.2	92	8 053	6 116	-	646	5 470	75.9		
Total	17 509	31 610	33 364	1 182 356	2 857 386	2 533 388	88.7	12 124	282 699	229 967	386	15 953	213 628	81.3		
Total sub-charter operations performed on behalf of UK airlines	297	497	641	-	42 928	34 293	79.9	-	4 504	3 117	2	285	2 830	69.2		
Total excluding sub-charter operations performed on behalf of UK airlines	17 212	31 113	32 723	1 182 356	2 814 458	2 499 095	88.8	12 124	278 195	226 850	384	15 668	210 798	81.5		

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

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

International Non-Scheduled Services February 1992 (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)	
ABERDEEN AIRWAYS	4	6	14	140	156	125	80.1	-	16	9	-	-	9	56.3
AIR 2000	1 854	724	2 675	139 559	423 763	383 640	90.5	-	36 586	32 904	-	-	32 904	89.9
AIR ATLANTIQUE & AIR CORBIERE	6	17	28	-	-	-	-	11	65	29	-	29	-	44.6
AIR BRIDGE CARRIERS	214	348	472	-	-	-	-	2 144	3 456	1 572	-	1 572	-	45.5
AIR FOYLE	261	401	548	-	-	-	-	2 906	6 862	4 528	-	4 528	-	66.0
AIR UK	53	46	98	4 102	5 637	4 767	84.6	-	564	405	-	-	405	71.8
AIR UK LEISURE	585	296	912	41 785	100 744	88 648	88.0	-	9 549	7 540	-	-	7 540	79.0
AIRTOURS INTERNATIONAL	1 026	433	1 536	66 841	171 199	161 770	94.5	-	17 120	13 742	-	-	13 742	80.3
BOND HELICOPTERS	690	10 314	1 863	54 259	9 439	4 531	48.0	153	717	401	-	16	385	55.9
BRISTOW HELICOPTERS	873	7 878	4 056	72 497	15 253	10 097	66.2	449	1 433	988	-	72	916	68.9
BRITANNIA AIRWAYS	5 531	2 769	8 503	408 477	1 061 781	954 613	89.9	252	91 946	82 273	-	1 119	81 154	89.5
BRITISH AIR FERRIES	146	345	444	4 137	4 785	4 237	88.5	608	1 057	673	-	321	352	63.7
BRITISH AIRWAYS	43	46	77	4 404	4 838	3 785	78.2	-	528	358	-	-	358	67.8
BRITISH INTERNATIONAL HELIS	361	2 603	1 566	28 243	7 563	4 025	53.2	112	795	337	-	15	322	42.4
BRITISH MIDLAND	171	131	287	5 204	20 880	19 196	91.9	529	2 370	1 685	-	187	1 498	71.1
CALEDONIAN AIRWAYS	317	190	505	41 663	96 831	86 230	89.1	-	9 015	7 333	-	-	7 333	81.3
CHANNEL EXPRESS (AIR SVS)	162	230	408	-	-	-	-	657	1 815	620	-	620	-	34.2
CITY FLYER EXPRESS	6	21	25	-	-	-	-	47	23	14	-	14	-	60.9
DAN AIR	1 196	790	1 993	99 833	186 811	160 071	85.7	-	15 127	12 965	-	-	12 965	85.7
GB AIRWAYS T/A GIBAIR	67	90	142	8 272	8 092	6 275	77.5	-	917	565	-	-	565	61.6
HEAVYLIFT CARGO AIRLINES	219	74	375	-	-	-	-	548	11 829	5 478	-	5 478	-	46.3
INTER EUROPEAN AIRWAYS	819	369	1 225	49 420	146 742	130 992	89.3	-	13 076	9 816	-	-	9 816	75.1
JANES AVIATION	7	20	25	-	-	-	-	21	31	7	-	7	-	22.6
JERSEY EUROPEAN AIRWAYS	7	10	21	351	366	247	67.5	-	35	18	-	-	18	51.4
MANX AIRLINES	30	29	46	2 256	3 041	2 508	82.5	-	265	200	-	-	200	75.5
MANX AIRLINES (EUROPE) LTD	4	8	6	-	70	56	80.0	-	15	5	-	-	5	33.3
MCALPINE AVIATION	2	2	3	10	45	12	26.7	-	5	1	-	-	1	20.0
MONARCH AIRLINES	2 209	1 645	3 613	125 399	513 896	440 702	85.8	150	46 098	37 664	-	657	37 007	81.7
VIRGIN ATLANTIC AIRWAYS	126	20	158	8 417	59 891	58 835	98.2	92	8 053	6 116	-	646	5 470	75.9
Total	16 989	29 855	31 624	1 165 269	2 841 823	2 525 362	88.9	8 679	279 368	228 246	-	15 281	212 965	81.7
Total sub-charter operations performed on behalf of UK airlines	230	253	443	-	38 363	32 056	83.6	-	4 057	2 917	-	271	2 646	71.9
Total excluding sub-charter operations performed on behalf of UK airlines	16 759	29 602	31 181	1 165 269	2 803 460	2 493 306	88.9	8 679	275 311	225 329	-	15 010	210 319	81.8

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

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

Domestic Non-Scheduled Services February 1992 (a)

Table 4.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
				Number of Passengers Uplifted				Cargo Uplifted Tonnes		Total (000)	Mail (000)	Freight (000)		Passenger (000)
ABERDEEN AIRWAYS	4	7	10	150	137	105	76.6	-	14	9	-	-	9	64.3
AIR ATLANTIQUE & AIR CORBIERE	3	6	9	-	-	-	-	25	15	10	2	8	-	66.7
AIR BRIDGE CARRIERS	16	41	37	-	-	-	-	355	245	137	-	137	-	55.9
AIR FOYLE	23	79	64	-	-	-	-	484	257	146	-	146	-	56.8
AIR UK LEISURE	7	13	15	276	1 122	407	36.3	-	107	35	-	-	35	32.7
BOND HELICOPTERS	10	24	27	127	80	53	66.3	-	15	4	-	-	4	26.7
BRITANNIA AIRWAYS	5	10	10	786	551	397	72.1	-	47	34	-	-	34	72.3
BRITISH AIR FERRIES	128	403	412	10 013	7 209	3 075	42.7	552	854	440	-	185	255	51.5
BRITISH AIRWAYS	31	80	105	1 184	651	399	61.3	106	165	77	34	9	34	46.7
BRITISH MIDLAND	-	2	2	166	66	64	97.0	-	5	5	-	-	5	100.0
BRYMON AIRWAYS	32	80	104	2 773	1 476	1 112	75.3	9	160	95	-	4	91	59.4
CHANNEL EXPRESS (AIR SVS)	111	464	436	-	-	-	-	1 397	700	364	251	113	-	52.0
DAN AIR	36	82	122	1 134	668	411	61.5	114	163	93	60	-	33	57.1
GILLAIR	9	60	35	-	259	141	54.4	-	26	11	-	-	11	42.3
HEAVYLIFT CARGO AIRLINES	1	4	4	-	-	-	-	-	26	10	-	10	-	38.5
JANES AVIATION	35	144	135	-	-	-	-	339	174	80	39	41	-	46.0
LOGANAIR	-	2	2	-	14	10	71.4	-	1	1	-	-	1	100.0
MANX AIRLINES	46	156	131	-	3 064	1 643	53.6	-	271	137	-	3	134	50.6
MONARCH AIRLINES	1	3	3	478	266	209	78.6	-	24	17	-	-	17	70.8
TITAN AIRWAYS	22	95	77	-	-	-	-	64	62	16	-	16	-	25.8
Total	520	1 755	1 740	17 087	15 563	8 026	51.6	3 445	3 331	1 721	386	672	663	51.7
Total sub-charter operations performed on behalf of UK airlines	67	244	198	-	4 565	2 237	49.0	-	447	200	2	14	184	44.7
Total excluding sub-charter operations performed on behalf of UK airlines	453	1 511	1 542	17 087	10 998	5 789	52.6	3 445	2 884	1 521	384	658	479	52.7

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

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

All Class 2 Licence Operations February 1992

Table 5.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	ITC	OTHER			
AIR 2000	1 838	717	2 651	-	136 659	2 530	419 895	380 796	90.7
AIR UK	53	46	98	-	4 102	-	5 637	4 767	84.6
AIR UK LEISURE	575	276	887	-	41 785	-	98 906	87 990	89.0
AIRTOURS INTERNATIONAL	1 022	429	1 528	-	62 132	4 709	170 532	161 264	94.6
BRITANNIA AIRWAYS	5 271	2 651	8 131	-	397 043	2 708	999 031	921 225	92.2
BRITISH AIR FERRIES	43	44	86	-	3 854	-	4 011	3 852	96.0
BRITISH AIRWAYS	41	46	75	-	4 238	194	4 727	3 707	78.4
BRITISH MIDLAND	63	40	103	-	4 940	-	8 473	7 572	89.4
CALEDONIAN AIRWAYS	258	150	406	-	40 376	-	74 578	69 300	92.9
DAN AIR	1 182	775	1 967	-	97 427	2 140	184 483	158 566	86.0
GB AIRWAYS T/A GIBAIR	67	90	142	-	6 552	1 720	8 092	6 275	77.5
INTER EUROPEAN AIRWAYS	819	369	1 225	-	49 420	-	146 742	130 992	89.3
JERSEY EUROPEAN AIRWAYS	7	10	21	-	351	-	366	247	67.5
MANX AIRLINES	29	27	44	-	2 256	-	2 982	2 494	83.6
MONARCH AIRLINES	1 714	670	2 459	1 221	120 618	2 832	450 827	407 689	90.4
VIRGIN ATLANTIC AIRWAYS	126	20	158	1 342	5 509	1 566	59 891	58 835	98.2
Total	13 108	6 360	19 981	2 563	977 262	18 399	2 639 173	2 405 571	91.1

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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	-	36 254	32 660	-	-	32 660	90.1
AIR UK	-	564	405	-	-	405	71.8
AIR UK LEISURE	-	9 375	7 480	-	-	7 480	79.8
AIRTOURS INTERNATIONAL	-	17 053	13 699	-	-	13 699	80.3
BRITANNIA AIRWAYS	252	86 611	79 433	-	1 116	78 317	91.7
BRITISH AIR FERRIES	-	346	320	-	-	320	92.5
BRITISH AIRWAYS	-	513	349	-	-	349	68.0
BRITISH MIDLAND	-	881	591	-	-	591	67.1
CALEDONIAN AIRWAYS	-	6 943	5 892	-	-	5 892	84.9
DAN AIR	-	14 939	12 843	-	-	12 843	86.0
GB AIRWAYS T/A GIBAIR	-	917	565	-	-	565	61.6
INTER EUROPEAN AIRWAYS	-	13 076	9 816	-	-	9 816	75.1
JERSEY EUROPEAN AIRWAYS	-	35	18	-	-	18	51.4
MANX AIRLINES	-	260	199	-	-	199	76.5
MONARCH AIRLINES	150	40 408	34 890	-	657	34 233	86.3
VIRGIN ATLANTIC AIRWAYS	92	8 053	6 116	-	646	5 470	75.9
Total	494	236 228	205 276	-	2 419	202 857	86.9

International Class 2 Licence Operations February 1992

Table 5.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	ITC	OTHER			
AIR 2000	1 838	717	2 651	-	136 659	2 530	419 895	380 796	90.7
AIR UK	53	46	98	-	4 102	-	5 637	4 767	84.6
AIR UK LEISURE	575	276	887	-	41 785	-	98 906	87 990	89.0
AIRTOURS INTERNATIONAL	1 022	429	1 528	-	62 132	4 709	170 532	161 264	94.6
BRITANNIA AIRWAYS	5 271	2 651	8 131	-	397 043	2 708	999 031	921 225	92.2
BRITISH AIR FERRIES	43	44	86	-	3 854	-	4 011	3 852	96.0
BRITISH AIRWAYS	41	44	73	-	4 238	-	4 678	3 660	78.2
BRITISH MIDLAND	63	40	103	-	4 940	-	8 473	7 572	89.4
CALEDONIAN AIRWAYS	258	150	406	-	40 376	-	74 578	69 300	92.9
DAN AIR	1 182	775	1 967	-	97 427	2 140	184 483	158 566	86.0
GB AIRWAYS T/A GIBAIR	67	90	142	-	6 552	1 720	8 092	6 275	77.5
INTER EUROPEAN AIRWAYS	819	369	1 225	-	49 420	-	146 742	130 992	89.3
JERSEY EUROPEAN AIRWAYS	7	10	21	-	351	-	366	247	67.5
MANX AIRLINES	29	27	44	-	2 256	-	2 982	2 494	83.6
MONARCH AIRLINES	1 714	670	2 459	1 221	120 618	2 832	450 827	407 689	90.4
VIRGIN ATLANTIC AIRWAYS	126	20	158	1 342	5 509	1 566	59 891	58 835	98.2
Total	13 108	6 358	19 979	2 563	977 262	18 205	2 639 124	2 405 524	91.1

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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	-	36 254	32 660	-	-	32 660	90.1
AIR UK	-	564	405	-	-	405	71.8
AIR UK LEISURE	-	9 375	7 480	-	-	7 480	79.8
AIRTOURS INTERNATIONAL	-	17 053	13 699	-	-	13 699	80.3
BRITANNIA AIRWAYS	252	86 611	79 433	-	1 116	78 317	91.7
BRITISH AIR FERRIES	-	346	320	-	-	320	92.5
BRITISH AIRWAYS	-	508	345	-	-	345	67.9
BRITISH MIDLAND	-	881	591	-	-	591	67.1
CALEDONIAN AIRWAYS	-	6 943	5 892	-	-	5 892	84.9
DAN AIR	-	14 939	12 843	-	-	12 843	86.0
GB AIRWAYS T/A GIBAIR	-	917	565	-	-	565	61.6
INTER EUROPEAN AIRWAYS	-	13 076	9 816	-	-	9 816	75.1
JERSEY EUROPEAN AIRWAYS	-	35	18	-	-	18	51.4
MANX AIRLINES	-	260	199	-	-	199	76.5
MONARCH AIRLINES	150	40 408	34 890	-	657	34 233	86.3
VIRGIN ATLANTIC AIRWAYS	92	8 053	6 116	-	646	5 470	75.9
Total	494	236 223	205 272	-	2 419	202 853	86.9

Domestic Class 2 Licence Operations February 1992

Table 5.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	ITC	OTHER			
BRITISH AIRWAYS	-	2	2	-	-	194	49	47	95.9
Total	-	2	2	-	-	194	49	47	95.9

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
BRITISH AIRWAYS	-	5	4	-	-	4	80.0
Total	-	5	4	-	-	4	80.0

All Class 6 Licence Operations February 1992

Table 6.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
AIR ATLANTIQUE & AIR CORBIERE	3	5	9	36	37	13	-	13	35.1
AIR BRIDGE CARRIERS	215	348	474	2 499	3 425	1 522	-	1 522	44.4
AIR FOYLE	249	439	543	2 802	4 445	2 355	-	2 355	53.0
BRITISH AIR FERRIES	104	314	364	1 133	717	416	-	416	58.0
BRITISH AIRWAYS	2	9	7	36	9	8	-	8	88.9
BRITISH MIDLAND	15	41	34	529	276	187	-	187	67.8
CHANNEL EXPRESS (AIR SVS)	190	370	523	1 268	2 055	749	16	733	36.4
CITY FLYER EXPRESS	6	21	25	47	23	14	-	14	60.9
HEAVYLIFT CARGO AIRLINES	141	44	246	548	8 835	3 608	-	3 608	40.8
JANES AVIATION	27	124	104	257	129	48	-	48	37.2
TITAN AIRWAYS	22	95	77	64	62	16	-	16	25.8
Total	974	1 810	2 406	9 219	20 013	8 936	16	8 920	44.7

International Class 6 Licence Operations February 1992

Table 6.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
AIR ATLANTIQUE & AIR CORBIERE	2	3	7	11	29	6	-	6	20.7
AIR BRIDGE CARRIERS	199	307	437	2 144	3 180	1 385	-	1 385	43.6
AIR FOYLE	226	360	479	2 318	4 188	2 209	-	2 209	52.7
BRITISH AIR FERRIES	73	231	268	608	476	239	-	239	50.2
BRITISH MIDLAND	15	41	34	529	276	187	-	187	67.8
CHANNEL EXPRESS (AIR SVS)	162	230	408	657	1 815	620	-	620	34.2
CITY FLYER EXPRESS	6	21	25	47	23	14	-	14	60.9
HEAVYLIFT CARGO AIRLINES	141	44	246	548	8 835	3 608	-	3 608	40.8
JANES AVIATION	7	20	25	21	31	7	-	7	22.6
Total	831	1 257	1 929	6 883	18 853	8 275	-	8 275	43.9

Domestic Class 6 Licence Operations February 1992

Table 6.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
AIR ATLANTIQUE & AIR CORBIERE	1	2	2	25	8	7	-	7	87.5
AIR BRIDGE CARRIERS	16	41	37	355	245	137	-	137	55.9
AIR FOYLE	23	79	64	484	257	146	-	146	56.8
BRITISH AIR FERRIES	31	83	96	525	241	177	-	177	73.4
BRITISH AIRWAYS	2	9	7	36	9	8	-	8	88.9
CHANNEL EXPRESS (AIR SVS)	28	140	115	611	240	129	16	113	53.8
JANES AVIATION	20	104	79	236	98	41	-	41	41.8
TITAN AIRWAYS	22	95	77	64	62	16	-	16	25.8
Total	143	553	477	2 336	1 160	661	16	645	57.0

All Class 7 Licence Operations February 1992

Table 7.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	690	10 314	1 863	54 259	9 439	4 531	48.0	153	717	401	-	16	385	55.9
BRISTOW HELICOPTERS	873	7 878	4 056	72 497	15 253	10 097	66.2	449	1 433	988	-	72	916	68.9
BRITISH INTERNATIONAL HELIS	361	2 603	1 566	28 243	7 563	4 025	53.2	112	795	337	-	15	322	42.4
TOTAL	1 924	20 795	7 485	154 999	32 255	18 653	57.8	714	2 945	1 726	-	103	1 623	58.6

International Class 7 Licence Operations February 1992

Table 7.2

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	690	10 314	1 863	54 259	9 439	4 531	48.0	153	717	401	-	16	385	55.9
BRISTOW HELICOPTERS	873	7 878	4 056	72 497	15 253	10 097	66.2	449	1 433	988	-	72	916	68.9
BRITISH INTERNATIONAL HELIS	361	2 603	1 566	28 243	7 563	4 025	53.2	112	795	337	-	15	322	42.4
TOTAL	1 924	20 795	7 485	154 999	32 255	18 653	57.8	714	2 945	1 726	-	103	1 623	58.6

Domestic Class 7 Licence Operations February 1992

Table 7.3

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

NIL

All Class 8 Licence Operations February 1992

Table 8.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
									Total (000)	Mail (000)	Freight (000)	Passenger (000)		
BOND HELICOPTERS	10	24	27	127	80	53	66.3	-	15	4	-	-	4	26.7
TOTAL	10	24	27	127	80	53	66.3	-	15	4	-	-	4	26.7

International Class 8 Licence Operations February 1992

Table 8.2

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

NIL

Domestic Class 8 Licence Operations February 1992

Table 8.3

	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 Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
BOND HELICOPTERS	10	24	27	127	80	53	66.3	-	15	4	-	-	4	26.7
TOTAL	10	24	27	127	80	53	66.3	-	15	4	-	-	4	26.7

All Exempt Operations February 1992

Table 9.1

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-km Available	Tonne-Kilometres Used			As % of Avail	
										Total (000)	Mail (000)	Freight (000)		Passenger (000)
ABERDEEN AIRWAYS	7	11	23	290	281	222	79.0	-	29	17	-	-	17	58.6
AIR 2000	7	3	11	370	1 736	919	52.9	-	149	79	-	-	79	53.0
AIR FOYLE	18	9	32	-	-	-	-	587	2 492	2 223	-	2 223	-	89.2
AIR UK LEISURE	1	2	2	276	144	115	79.9	-	14	10	-	-	10	71.4
BRITANNIA AIRWAYS	65	91	120	9 511	8 607	6 375	74.1	-	732	541	-	-	541	73.9
BRITISH AIR FERRIES	102	327	329	10 296	7 596	3 234	42.6	28	648	276	-	8	268	42.6
BRITISH AIRWAYS	31	70	99	1 156	722	444	61.5	71	166	75	34	1	40	45.2
BRITISH MIDLAND	3	5	7	430	296	262	88.5	-	29	20	-	-	20	69.0
BRYMON AIRWAYS	32	80	104	2 773	1 476	1 112	75.3	9	160	95	-	4	91	59.4
CALEDONIAN AIRWAYS	15	6	24	1 287	6 066	3 096	51.0	-	565	263	-	-	263	46.5
CHANNEL EXPRESS (AIR SVS)	83	324	321	-	-	-	-	786	460	235	235	-	-	51.1
DAN AIR	39	85	128	1 400	1 207	694	57.5	114	206	116	60	-	56	56.3
JANES AVIATION	15	40	56	-	-	-	-	103	76	39	39	-	-	51.3
MCALPINE AVIATION	2	2	3	10	45	12	26.7	-	5	1	-	-	1	20.0
MONARCH AIRLINES	8	10	15	1 206	1 414	945	66.8	-	128	79	-	-	79	61.7
Total	428	1 065	1 274	29 005	29 590	17 430	58.9	1 698	5 859	4 069	368	2 236	1 465	69.4

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

International Exempt Operations February 1992

Table 9.2

	Aircraft		Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-km Available	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
ABERDEEN AIRWAYS	4	6	14	140	156	125	80.1	-	16	9	-	-	9	56.3
AIR 2000	7	3	11	370	1 736	919	52.9	-	149	79	-	-	79	53.0
AIR FOYLE	18	9	32	-	-	-	-	587	2 492	2 223	-	2 223	-	89.2
BRITANNIA AIRWAYS	61	83	112	8 725	8 158	6 037	74.0	-	694	512	-	-	512	73.8
BRITISH AIR FERRIES	6	9	15	283	483	210	43.5	-	43	17	-	-	17	39.5
BRITISH AIRWAYS	2	2	3	166	160	125	78.1	-	20	13	-	-	13	65.0
BRITISH MIDLAND	3	3	5	264	230	198	86.1	-	24	15	-	-	15	62.5
CALEDONIAN AIRWAYS	15	6	24	1 287	6 066	3 096	51.0	-	565	263	-	-	263	46.5
DAN AIR	3	3	5	266	539	283	52.5	-	43	23	-	-	23	53.5
MCALPINE AVIATION	2	2	3	10	45	12	26.7	-	5	1	-	-	1	20.0
MONARCH AIRLINES	7	7	12	728	1 148	736	64.1	-	104	62	-	-	62	59.6
Total	128	133	236	12 239	18 721	11 741	62.7	587	4 155	3 217	-	2 223	994	77.4

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

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations February 1992

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 Uplifted Tonnes	Tonne-km Available	Tonne-Kilometres Used			As % of Avail	
										Total (000)	Mail (000)	Freight (000)		Passenger (000)
ABERDEEN AIRWAYS	3	5	9	150	125	97	77.6	-	13	8	-	-	8	61.5
AIR UK LEISURE	1	2	2	276	144	115	79.9	-	14	10	-	-	10	71.4
BRITANNIA AIRWAYS	4	8	8	786	449	338	75.3	-	38	29	-	-	29	76.3
BRITISH AIR FERRIES	96	318	314	10 013	7 113	3 024	42.5	28	605	259	-	8	251	42.8
BRITISH AIRWAYS	29	68	95	990	562	319	56.8	71	146	62	34	1	27	42.5
BRITISH MIDLAND	-	2	2	166	66	64	97.0	-	5	5	-	-	5	100.0
BRYMON AIRWAYS	32	80	104	2 773	1 476	1 112	75.3	9	160	95	-	4	91	59.4
CHANNEL EXPRESS (AIR SVS)	83	324	321	-	-	-	-	786	460	235	235	-	-	51.1
DAN AIR	36	82	122	1 134	668	411	61.5	114	163	93	60	-	33	57.1
JANES AVIATION	15	40	56	-	-	-	-	103	76	39	39	-	-	51.3
MONARCH AIRLINES	1	3	3	478	266	209	78.6	-	24	17	-	-	17	70.8
Total	300	932	1 036	16 766	10 869	5 689	52.3	1 111	1 704	852	368	13	471	50.0

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences February 1992

Table 10.1

	Aircraft -Km (000)	Stage Flights	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
										Total (000)	Mail (000)	Freight (000)	
BRITISH MIDLAND	88	45	142	..	11 964	11 227	93.8	..	1 168	876	-	-	876 75.0
Total	88	45	142	..	11 964	11 227	93.8	..	1 168	876	-	-	876 75.0

Exempt Sub Charter Operations Performed For UK Operators February 1992

Table 10.2

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
ABERDEEN AIRWAYS	1	2	1	..	12	8	66.7	..	1	1	-	-	1	100.0
AIR 2000	9	4	13	..	2 132	1 925	90.3	..	183	165	-	-	165	90.2
AIR ATLANTIQUE & AIR CORBIERE	5	13	25	..	-	-	-	..	26	10	2	8	-	38.5
AIR BRIDGE CARRIERS	15	41	34	..	-	-	-	..	276	187	-	187	-	67.8
AIR UK LEISURE	16	31	37	..	2 816	950	33.7	..	267	85	-	-	85	31.8
AIRTOURS INTERNATIONAL	4	4	7	..	667	506	75.9	..	67	43	-	-	43	64.2
BRITANNIA AIRWAYS	1	2	2	..	102	59	57.8	..	9	5	-	-	5	55.6
BRITISH AIR FERRIES	24	60	73	..	387	226	58.4	..	184	89	-	70	19	48.4
BRITISH AIRWAYS	-	1	1	..	40	33	82.5	..	5	3	-	-	3	60.0
BRITISH MIDLAND	2	2	3	..	213	199	93.4	..	21	16	-	-	16	76.2
CALEDONIAN AIRWAYS	43	32	72	..	15 983	13 650	85.4	..	1 488	1 162	-	-	1 162	78.1
DAN AIR	11	12	21	..	1 789	1 222	68.3	..	145	99	-	-	99	68.3
GILLAIR	9	60	35	..	259	141	54.4	..	26	11	-	-	11	42.3
HEAVYLIFT CARGO AIRLINES	2	6	7	..	-	-	-	..	46	17	-	17	-	37.0
LOGANAIR	-	2	2	..	14	10	71.4	..	1	1	-	-	1	100.0
MANX AIRLINES	47	158	133	..	3 123	1 657	53.1	..	276	138	-	3	135	50.0
MANX AIRLINES (EUROPE) LTD	4	8	6	..	70	56	80.0	..	15	5	-	-	5	33.3
MONARCH AIRLINES	16	14	27	..	3 357	2 424	72.2	..	300	204	-	-	204	68.0
Total	209	452	499	..	30 964	23 066	74.5	..	3 336	2 241	2	285	1 954	67.2

Exempt Sub Charter Operations Performed For Non UK Operators February 1992

Table 10.3

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Freight (000)		Passenger (000)
AIR ATLANTIQUE & AIR CORBIERE	1	5	4	..	-	-	-	..	17	16	-	16	-	94.1
AIR FOYLE	17	32	37	..	-	-	-	..	182	96	-	96	-	52.7
BRITANNIA AIRWAYS	199	35	261	..	54 592	27 351	50.1	..	4 641	2 328	-	3	2 325	50.2
BRITISH AIR FERRIES	1	3	4	..	-	-	-	..	16	12	-	12	-	75.0
CALEDONIAN AIRWAYS	1	2	2	..	204	184	90.2	..	19	16	-	-	16	84.2
HEAVYLIFT CARGO AIRLINES	77	28	127	..	-	-	-	..	2 974	1 863	-	1 863	-	62.6
MONARCH AIRLINES	472	954	1 115	..	58 564	29 853	51.0	..	5 286	2 508	-	-	2 508	47.4
Total	768	1 059	1 550	..	113 360	57 388	50.6	..	13 135	6 839	-	1 990	4 849	52.1

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

Table 11.1

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1991	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1991
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AEROSPATIALE AS332 SUPER PUMA	1 012	2	4 665	8	4 155	9	56 833	12 227	19 228	40	4.6
AEROSPATIALE SA365 DAUPHIN	288	5	7 673	122	288	21	38 133	1 431	3 168	19	2.4
AIRBUS A300-600(B2-B4)	412	-	138	-	573	-	37 494	138 867	148 763	2	10.2
AIRBUS A320-100/200	876	-	1 028	-	1 731	-	100 075	84 902	129 735	10	6.1
BAC/AEROSPATIALE CONCORDE	778	-	141	-	525	-	6 668	37 037	77 880	7	2.5
BAE (HS) 748	105	49	366	147	367	176	8 539	2 545	4 715	15	1.9
BAE 146 SERIES 100	406	-	741	-	876	-	29 144	17 650	32 637	5	5.6
BAE 146 SERIES 200/QT	526	100	1 049	179	1 233	223	38 716	22 171	51 460	10	5.7
BAE 146 SERIES 300	793	148	1 360	280	1 752	328	58 177	40 964	86 269	11	6.2
BAE(BAC)1-11-200 SERIES	9	-	14	-	21	-	681	630	766	2	1.8
BAE(BAC)1-11-300/400/475	362	-	542	-	736	-	17 906	11 701	26 660	6	4.0
BAE(BAC)1-11-500 SERIES	2 530	-	3 742	-	5 339	-	198 081	142 741	251 341	41	5.6
BAE(H.P.)JETSTREAM 31	540	-	1 232	-	1 583	-	11 033	4 925	8 933	11	4.7
BEECHCRAFT 200 SUPERKING AIR	10	-	24	-	27	-	127	53	80	2	0.4
BELL 212/412	76	-	3 265	-	508	-	18 616	433	836	7	3.8
BELL MODEL 214ST	15	-	90	-	65	-	644	107	270	3	0.7
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	-	3	-
BOEING 707 ALL SERIES	-	87	-	28	-	119	-	-	-	1	6.8
BOEING 727-200/200 ADVANCED	369	-	272	-	597	-	40 570	58 419	69 107	8	5.0
BOEING 737-200	6 836	-	6 582	-	12 640	-	488 482	583 467	803 001	70	7.1
BOEING 737-300	2 630	-	3 581	-	5 378	-	191 293	240 366	362 685	29	7.6
BOEING 737-400	2 422	-	2 525	-	4 643	-	233 931	259 629	375 571	22	7.8
BOEING 747 200B COMBI	866	-	155	-	1 098	-	29 695	227 556	319 773	3	13.0
BOEING 747-100/100F	3 010	-	622	-	3 972	-	120 387	742 572	1 147 122	16	9.7
BOEING 747-200	5 064	-	959	-	6 560	-	181 393	1 290 663	1 837 282	20	11.7
BOEING 747-400	6 223	-	1 043	-	8 062	-	183 842	1 676 315	2 339 115	19	13.9
BOEING 757-200	7 268	22	6 000	42	12 481	46	764 281	1 186 521	1 521 847	58	8.3
BOEING 767-200	1 998	-	616	-	2 786	-	127 731	487 008	546 112	10	10.0
BOEING 767-300	553	-	784	-	1 233	-	137 105	88 019	135 741	7	6.0
BOEING 767-300ER	1 374	-	414	-	2 003	-	34 219	161 536	265 114	6	10.8
BRITISH AEROSPACE ATP	869	-	3 180	-	2 917	-	87 279	27 661	55 755	20	4.8
CANADAIR CL-44	-	22	-	7	-	45	-	-	-	1	1.9
CESSNA 310	-	-	-	-	-	-	-	-	-	1	-
CESSNA 401/402/411/421	-	-	2	-	1	-	2	1	3	1	0.9
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	3	-
CESSNA 406	17	-	99	-	53	-	207	69	210	2	0.8
DE HAVILLAND DH6 TWIN OTTER	36	-	292	-	205	-	2 488	331	614	3	4.0
DE HAVILLAND DHC-7 DASH-7	271	-	1 029	-	1 034	-	19 926	6 087	12 409	8	5.6
DE HAVILLAND DHC-8 DASH-8-100	116	-	309	-	368	-	4 656	2 200	4 161	2	6.6
DE HAVILLAND DHC-8 DASH-8-300	69	-	171	-	200	-	3 607	1 757	3 417	1	7.4
DORNIER 228-100/200	42	-	160	-	149	-	1 154	303	707	1	5.0
DOUGLAS DC3 C47 DAKOTA	-	5	-	12	-	24	-	-	-	2	0.1
DOUGLAS DC6/6A/6B/6C	-	4	-	11	-	14	-	-	-	2	1.0
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	5	-
FOKKER F27 100-600	945	60	3 047	171	3 218	204	64 724	21 501	44 908	24	5.5

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

Table 11.1 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1991	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1991
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
GULF AMERICAN GULFSTREAM I	5	-	8	-	12	-	97	77	105	3	1.0
HANDLEY PAGE HERALD 200	-	172	-	623	-	654	-	-	-	12	2.4
LOCKHEED L-1011-1/100 TRISTAR	143	-	115	-	247	-	31 383	49 271	56 516	6	2.7
LOCKHEED L-188 ELECTRA	-	90	-	197	-	217	-	-	-	4	1.5
LOCKHEED L-10011-200 TRISTAR	-	-	-	-	-	-	-	-	-	-	7.2
MBB B0105	11	-	377	-	54	-	595	17	44	10	0.3
MCDONNELL-DOUGLAS DC10-30	2 127	-	363	-	2 702	-	38 064	233 183	487 015	8	12.3
MCDONNELL-DOUGLAS DC9 SRS 30	684	-	1 407	-	1 800	-	71 251	32 244	75 252	8	7.5
MCDONNELL-DOUGLAS DC9-10/15	446	-	982	-	1 112	-	31 691	14 214	38 007	6	7.5
MCDONNELL-DOUGLAS MD-80-83	1 026	-	433	-	1 536	-	66 841	161 770	171 199	5	11.9
PILATUS BN-2A ISLANDER	38	-	811	-	211	-	3 690	166	300	11	0.8
PILATUS BN-2A TRISLANDER MK3	72	-	1 190	-	352	-	11 891	687	1 214	10	1.4
PIPER PA-31/31P NAVAJO CHIEFTN	1	-	17	-	5	-	84	6	11	2	0.3
PIPER PA34 SENECA II	2	-	25	-	9	-	58	4	9	3	0.2
SAAB FAIRCHILD 340	52	-	184	-	146	-	1 664	692	1 768	2	2.6
SHORTS 330	81	22	382	95	286	77	4 322	1 150	2 407	7	1.3
SHORTS 360	612	6	2 841	21	2 498	25	55 863	12 119	21 826	21	4.5
SHORTS BELFAST	-	31	-	10	-	71	-	-	-	3	1.5
SIKORSKY S61N	319	-	3 005	-	1 641	-	32 973	3 478	6 532	30	1.8
SIKORSKY S76 SPIRIT	202	1	1 705	3	781	2	9 091	1 074	2 331	23	1.9
V953C MERCHANTMAN	-	111	-	244	-	258	-	-	-	5	1.5
VICKERS VISCOUNT 800	99	81	324	219	323	267	10 145	3 096	7 356	11	1.4
WESTLAND 30 SRS 100	2	-	32	-	11	-	237	14	29	3	0.3
TOTAL	55 638	1 018	72 113	2 419	103 100	2 779	3 707 779	8 093 627	11 559 316	732	5.5

- (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 1992 (a) (b) (c)

Table 11.2

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1991	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1991
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
ABERDEEN AIRWAYS											
BAE (HS) 748	51	-	137	-	168	-	2 925	1 176	2 348	2	3.2
GULF AMERICAN GULFSTREAM I	5	-	8	-	12	-	97	77	105	3	1.0
TOTAL	56	-	145	-	180	-	3 022	1 253	2 453	5	2.0
AIR 2000											
BOEING 757-200	1 761	-	677	-	2 525	-	133 439	371 302	410 551	10	11.3
TOTAL	1 761	-	677	-	2 525	-	133 439	371 302	410 551	10	11.3
AIR ATLANTIQUE & AIR CORBIERE											
CESSNA 310	-	-	-	-	-	-	-	-	-	1	-
CESSNA 401/402/411/421	-	-	2	-	1	-	2	1	3	1	0.9
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	1	-
CESSNA 406	17	-	99	-	53	-	207	69	210	2	0.8
DOUGLAS DC3 C47 DAKOTA	-	5	-	12	-	24	-	-	-	2	0.1
DOUGLAS DC6/6A/6B/6C	-	4	-	11	-	14	-	-	-	2	1.0
PIPER PA31 NAVAJO CHIEFTAIN	-	-	-	-	-	-	-	-	-	1	-
TOTAL	17	9	101	23	54	38	209	70	213	10	0.6
AIR BRIDGE CARRIERS											
LOCKHEED L-188 ELECTRA	-	60	-	143	-	141	-	-	-	2	2.0
V953C MERCHANTMAN	-	111	-	244	-	258	-	-	-	5	1.5
TOTAL	-	171	-	387	-	398	-	-	-	7	1.7
AIR FOYLE											
BAE 146 SERIES 200/QT	-	98	-	176	-	219	-	-	-	3	4.0
BAE 146 SERIES 300	-	148	-	280	-	328	-	-	-	3	2.4
TOTAL	-	246	-	456	-	547	-	-	-	6	6.3
AIR UK											
BAE 146 SERIES 100	184	-	306	-	412	-	9 767	6 041	14 291	2	7.2
BAE 146 SERIES 200/QT	485	-	1 004	-	1 149	-	35 392	18 585	47 588	5	7.4
BAE 146 SERIES 300	586	-	1 133	-	1 347	-	42 823	26 518	64 386	6	8.0
FOKKER F27 100-600	716	-	2 190	-	2 398	-	44 827	15 949	32 988	14	6.1
SHORTS 360	65	-	224	-	257	-	3 943	1 156	2 352	2	5.9
TOTAL	2 036	-	4 857	-	5 563	-	136 752	68 249	161 605	29	6.8
AIR UK LEISURE											
BOEING 737-400	592	-	309	-	926	-	42 061	89 055	101 866	6	7.2
TOTAL	592	-	309	-	926	-	42 061	89 055	101 866	6	7.2

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

Table 11.2 (Continued)

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	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1991	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1991
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AIRTOURS INTERNATIONAL											
MCDONNELL-DOUGLAS MD-80-83	1 026	-	433	-	1 536	-	66 841	161 770	171 199	5	11.9
TOTAL	1 026	-	433	-	1 536	-	66 841	161 770	171 199	5	11.9
ANGLO CARGO											
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	..	..
BOEING 707 ALL SERIES	-	-	-	-	-	-	-	-	-	..	..
BOEING 757-200	-	-	-	-	-	-	-	-	-	..	..
TOTAL	-	-	-	-	-	-	-	-	-	..	..
AURIGNY AIR SERVICES											
PILATUS BN-2A TRISLANDER MK3	72	-	1 190	-	352	-	11 891	687	1 214	10	1.5
SHORTS 360	9	-	221	-	46	-	5 473	213	310	1	2.4
TOTAL	81	-	1 411	-	398	-	17 364	900	1 524	11	1.6
BIRMINGHAM EUROPEAN AIRWAYS											
BAE(BAC)1-11-300/400/475	360	-	540	-	733	-	17 896	11 689	26 615	4	5.7
BAE(H.P)JETSTREAM 31	76	-	226	-	246	-	2 258	785	1 215	3	2.5
TOTAL	436	-	766	-	979	-	20 154	12 474	27 830	7	4.4
BOND HELICOPTERS											
AEROSPATIALE AS332 SUPER PUMA	233	2	917	8	933	9	8 918	2 266	4 427	10	4.0
AEROSPATIALE SA365 DAUPHIN	288	5	7 673	122	288	21	38 133	1 431	3 168	19	2.4
BEECHCRAFT 200 SUPERKING AIR	10	-	24	-	27	-	127	53	80	2	0.4
MBB B0105	11	-	377	-	54	-	595	17	44	10	0.3
SIKORSKY S76 SPIRIT	150	1	1 214	3	556	2	6 613	817	1 800	9	2.8
TOTAL	692	8	10 205	133	1 857	32	54 386	4 584	9 519	50	2.3
BRISTOW HELICOPTERS											
AEROSPATIALE AS332 SUPER PUMA	627	-	3 059	-	2 613	-	39 194	8 034	11 913	25	4.9
BELL 212/412	76	-	3 265	-	508	-	18 616	433	836	7	3.8
BELL MODEL 214ST	15	-	90	-	65	-	644	107	270	3	0.7
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	-	3	-
SIKORSKY S61N	114	-	1 024	-	692	-	11 773	1 311	1 824	15	1.3
SIKORSKY S76 SPIRIT	41	-	440	-	179	-	2 270	212	410	10	1.3
TOTAL	873	-	7 878	-	4 056	-	72 497	10 097	15 253	63	2.9

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

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers UpLifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1991	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1991
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
BRITANNIA AIRWAYS											
BOEING 737-200	2 681	-	1 643	-	4 337	-	192 709	321 143	348 310	20	8.2
BOEING 737-300	469	-	341	-	789	-	42 427	60 112	69 930	6	6.7
BOEING 757-200	422	-	236	-	661	-	48 630	87 409	97 360	3	8.5
BOEING 767-200	1 998	-	616	-	2 786	-	127 731	487 008	546 112	10	10.0
TOTAL	5 570	-	2 836	-	8 572	-	411 497	955 672	1 061 712	39	8.4
BRITISH AIR FERRIES											
BAE 146 SERIES 200/QT	41	2	45	3	83	4	3 324	3 586	3 872	1	3.3
BAE(BAC)1-11-200 SERIES	9	-	14	-	21	-	681	630	766	2	1.0
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	1	0.1
FOKKER F27 100-600	-	34	-	109	-	122	-	-	-	1	4.2
HANDLEY PAGE HERALD 200	-	13	-	42	-	51	-	-	-	1	3.7
VICKERS VISCOUNT 800	99	81	324	219	323	267	10 145	3 096	7 356	11	1.4
TOTAL	149	130	383	373	427	444	14 150	7 312	11 994	17	1.7
BRITISH AIRWAYS + CALEDONIAN AIRWAYS											
AIRBUS A320-100/200	876	-	1 028	-	1 731	-	100 075	84 902	129 735	10	6.1
BAC/AEROSPATIALE CONCORDE	778	-	141	-	525	-	6 668	37 037	77 880	7	2.5
BAE (HS) 748	39	22	187	49	148	76	4 480	958	1 699	7	2.8
BAE(BAC)1-11-500 SERIES	1 730	-	2 558	-	3 614	-	123 699	86 527	166 983	30	4.2
BOEING 737-200	3 489	-	4 261	-	7 088	-	246 964	209 857	373 880	43	6.3
BOEING 737-300	164	-	337	-	372	-	13 685	6 713	18 771	2	5.8
BOEING 737-400	961	-	1 037	-	1 898	-	83 746	74 408	132 877	8	5.8
BOEING 747 200B COMBI	866	-	155	-	1 098	-	29 695	227 556	319 773	3	13.0
BOEING 747-100/100F	2 670	-	569	-	3 543	-	98 488	587 466	985 263	15	9.4
BOEING 747-200	3 247	-	692	-	4 233	-	123 575	872 871	1 207 632	13	11.6
BOEING 747-400	6 223	-	1 043	-	8 062	-	183 842	1 676 315	2 339 115	19	13.9
BOEING 757-200	3 552	22	4 504	42	7 099	46	482 080	406 579	654 412	37	6.6
BOEING 767-300	553	-	784	-	1 233	-	137 105	88 019	135 741	7	6.0
BOEING 767-300ER	1 374	-	414	-	2 003	-	34 219	161 536	265 114	6	10.8
BRITISH AEROSPACE ATP	525	-	1 736	-	1 698	-	48 070	16 065	33 230	12	4.8
LOCKHEED L-1011-1/100 TRISTAR	143	-	115	-	247	-	31 383	49 271	56 516	6	2.7
LOCKHEED L-1011-200 TRISTAR	-	-	-	-	-	-	-	-	-	-	7.2
MCDONNELL-DOUGLAS DC10-30	2 127	-	363	-	2 702	-	38 064	233 183	487 015	8	12.3
TOTAL	29 317	44	19 924	91	47 291	121	1 785 838	4 819 263	7 385 636	233	7.2
BRITISH INTERNATIONAL HELIS											
AEROSPATIALE AS332 SUPER PUMA	152	-	689	-	610	-	8 721	1 927	2 888	5	3.9
SIKORSKY S61N	205	-	1 981	-	949	-	21 200	2 167	4 708	15	2.3
SIKORSKY S76 SPIRIT	11	-	51	-	46	-	208	45	121	4	1.0
WESTLAND 30 SRS 100	2	-	32	-	11	-	237	14	29	3	0.3
TOTAL	370	-	2 753	-	1 615	-	30 366	4 153	7 746	27	2.3

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

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1991	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1991
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
BRITISH MIDLAND											
BOEING 737-300	710	-	1 316	-	1 729	-	78 401	52 279	96 567	7	9.1
BOEING 737-400	336	-	664	-	820	-	53 027	26 868	52 414	4	9.0
BRITISH AEROSPACE ATP	85	-	427	-	384	-	10 268	2 613	5 425	2	5.9
DE HAVILLAND DHC-7 DASH-7	37	-	225	-	193	-	4 359	746	1 639	3	4.8
MCDONNELL-DOUGLAS DC9 SRS 30	684	-	1 407	-	1 800	-	71 251	32 244	75 252	8	7.5
MCDONNELL-DOUGLAS DC9-10/15	446	-	982	-	1 112	-	31 691	14 214	38 007	6	7.5
TOTAL	2 298	-	5 021	-	6 039	-	248 997	128 964	269 304	30	7.6
BRYMON AIRWAYS											
DE HAVILLAND DHC-7 DASH-7	234	-	804	-	840	-	15 567	5 341	10 770	5	6.1
DE HAVILLAND DHC-8 DASH-8-100	116	-	309	-	368	-	4 656	2 200	4 161	2	6.6
DE HAVILLAND DHC-8 DASH-8-300	69	-	171	-	200	-	3 607	1 757	3 417	1	7.4
TOTAL	419	-	1 284	-	1 408	-	23 830	9 298	18 348	8	6.4
BUSINESS AIR LIMITED											
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	4	-
SAAB FAIRCHILD 340	52	-	184	-	146	-	1 664	692	1 768	2	2.6
SHORTS 360	-	-	-	-	-	-	-	-	-	1	-
TOTAL	52	-	184	-	146	-	1 664	692	1 768	7	0.7
CHANNEL EXPRESS (AIR SVS)											
FOKKER F27 100-600	-	26	-	62	-	83	-	-	-	1	3.0
HANDLEY PAGE HERALD 200	-	125	-	480	-	481	-	-	-	9	2.2
LOCKHEED L-188 ELECTRA	-	30	-	54	-	76	-	-	-	2	1.0
TOTAL	-	181	-	596	-	640	-	-	-	12	5.1
CITY FLYER EXPRESS											
SHORTS 360	163	6	538	21	667	25	10 762	3 220	5 685	4	6.0
TOTAL	163	6	538	21	667	25	10 762	3 220	5 685	4	6.0
DAN AIR											
BAE (HS) 748	15	21	42	40	51	71	1 134	411	668	6	0.8
BAE 146 SERIES 100	152	-	288	-	340	-	11 315	7 356	12 438	2	5.0
BAE 146 SERIES 300	207	-	227	-	405	-	15 354	14 446	21 883	2	5.9
BAE(BAC)1-11-200 SERIES	-	-	-	-	-	-	-	-	-	-	3.0
BAE(BAC)1-11-500 SERIES	800	-	1 184	-	1 725	-	74 382	56 214	84 358	11	5.7
BOEING 727-200/200 ADVANCED	369	-	272	-	597	-	40 570	58 419	69 107	8	5.0
BOEING 737-200	342	-	446	-	665	-	32 027	29 971	43 443	4	7.5
BOEING 737-300	200	-	294	-	417	-	19 788	12 437	27 732	2	7.0
BOEING 737-400	533	-	515	-	998	-	55 097	69 298	88 414	4	9.4
TOTAL	2 618	21	3 268	40	5 199	71	249 667	248 552	348 043	39	5.3

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

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1991	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1991
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
GB AIRWAYS T/A GIBAIR											
BOEING 737-200	324	-	232	-	551	-	16 782	22 496	37 368	3	9.0
TOTAL	324	-	232	-	551	-	16 782	22 496	37 368	3	9.0
GILLAIR											
SHORTS 330	81	-	382	-	286	-	4 322	1 150	2 407	6	1.3
SHORTS 360	24	-	92	-	86	-	2 009	529	870	1	2.8
TOTAL	105	-	474	-	373	-	6 331	1 679	3 277	7	1.6
HEAVYLIFT CARGO AIRLINES											
BOEING 707 ALL SERIES	-	87	-	28	-	119	-	-	-	1	2.9
CANADAIR CL-44	-	22	-	7	-	45	-	-	-	1	1.9
SHORTS BELFAST	-	31	-	10	-	71	-	-	-	3	1.5
TOTAL	-	140	-	45	-	234	-	-	-	5	1.9
33 INTER EUROPEAN AIRWAYS											
BOEING 737-300	484	-	262	-	748	-	29 346	63 284	71 721	3	9.2
BOEING 757-200	289	-	82	-	405	-	17 327	61 075	66 779	1	14.1
TOTAL	773	-	344	-	1 153	-	46 673	124 359	138 500	4	10.4
ISLES OF SCILLY SKYBUS											
PILATUS BN-2A ISLANDER	5	-	100	-	25	-	457	22	39	5	0.5
TOTAL	5	-	100	-	25	-	457	22	39	5	0.5
JANES AVIATION											
BAE (HS) 748	-	6	-	58	-	29	-	-	-	-	-
HANDLEY PAGE HERALD 200	-	34	-	101	-	123	-	-	-	2	2.5
PILATUS BN-2A TRISLANDER	-	-	-	-	-	-	-	-	-	-	-
SHORTS 330	-	-	-	-	-	-	-	-	-	-	0.1
TOTAL	-	40	-	159	-	152	-	-	-	2	1.3
JERSEY EUROPEAN AIRWAYS											
BAE (HS) 748	-	-	-	-	-	-	-	-	-	-	0.4
FOKKER F27 100-600	229	-	857	-	819	-	19 897	5 552	11 920	8	4.9
SHORTS 360	101	-	567	-	417	-	10 352	2 108	3 622	4	3.7
TOTAL	330	-	1 424	-	1 237	-	30 249	7 660	15 542	12	4.0

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

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Dec 1991	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1991
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
LOGANAIR											
BAE 164 SERIES 200/QT	-	-	-	-	-	-	-	-	-	1	5.3
BAE(H.P)JETSTREAM 31	279	-	603	-	841	-	4 938	2 379	4 761	5	5.4
BRITISH AEROSPACE ATP	110	-	424	-	413	-	12 355	3 286	6 984	3	4.0
DE HAVILLAND DH6 TWIN OTTER	36	-	292	-	205	-	2 488	331	614	3	4.0
PILATUS BN-2A ISLANDER	28	-	651	-	149	-	3 100	132	221	5	1.0
SHORTS 360	162	-	737	-	703	-	12 471	2 848	5 844	5	4.8
TOTAL	615	-	2 707	-	2 311	-	35 352	8 976	18 424	22	3.9
LOVE AIR											
PIPER PA-31/31P NAVAJO CHIEFTN	1	-	17	-	5	-	84	6	11	1	0.5
PIPER PA34 SENECA II	2	-	25	-	9	-	58	4	9	3	0.2
TOTAL	3	-	42	-	14	-	142	10	20	4	0.3
MANX AIRLINES											
BAE 146 SERIES 100	70	-	147	-	125	-	8 062	4 253	5 908	1	3.8
BRITISH AEROSPACE ATP	149	-	593	-	423	-	16 586	5 697	10 116	3	4.5
SHORTS 360	88	-	462	-	322	-	10 853	2 045	3 143	3	4.4
TOTAL	307	-	1 202	-	869	-	35 501	11 995	19 167	7	4.4
MANX AIRLINES (EUROPE) LTD											
BAE(H.P)JETSTREAM 31	185	-	403	-	495	-	3 837	1 761	2 957	3	5.9
TOTAL	185	-	403	-	495	-	3 837	1 761	2 957	3	5.9
MCALPINE AVIATION											
BAE(BAC)1-11-300/400/475	2	-	2	-	3	-	10	12	45	1	0.1
TOTAL	2	-	2	-	3	-	10	12	45	1	0.1
MONARCH AIRLINES											
AIRBUS A300-600(B2-B4)	412	-	138	-	573	-	37 494	138 867	148 763	2	10.2
BOEING 737-300	603	-	1 031	-	1 324	-	7 646	45 541	77 964	9	7.3
BOEING 757-200	1 244	-	501	-	1 793	-	82 805	260 156	292 745	7	11.3
TOTAL	2 259	-	1 670	-	3 689	-	127 945	444 564	519 472	18	9.1
NORTHERN AIRLINES											
PILATUS BN-2A ISLANDER	5	-	60	-	37	-	133	12	40	1	0.6
TOTAL	5	-	60	-	37	-	133	12	40	1	0.6

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Aircraft Type and Utilisation: Individual Airlines
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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 1991	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1991
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
SUCKLING AIRWAYS											
DORNIER 228-100/200	42	-	160	-	149	-	1 154	303	707	1	5.0
TOTAL	42	-	160	-	149	-	1 154	303	707	1	5.0
TITAN AIRWAYS											
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	2	-
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	1	-
SHORTS 330	-	22	-	95	-	77	-	-	-	1	2.1
TOTAL	-	22	-	95	-	77	-	-	-	4	0.5
VIRGIN ATLANTIC AIRWAYS											
BOEING 747-100/100F	340	-	53	-	430	-	21 899	155 106	161 859	1	14.9
BOEING 747-200	1 817	-	267	-	2 328	-	57 818	417 792	629 650	7	11.8
TOTAL	2 157	-	320	-	2 757	-	79 717	572 898	791 509	8	12.2
GRAND TOTAL	55 638	1 018	72 113	2 419	103 100	2 779	3 707 779	8 093 627	11 559 316	732	5.5

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

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

HEATHROW	ABERDEEN	30 550
	BELFAST	76 250
	BIRMINGHAM	6 405
	CHANNEL ISLANDS (c)	18 857
	EAST MIDLANDS	3 546
	EDINBURGH	88 208
	GLASGOW	89 853
	INVERNESS	9 470
	ISLE OF MAN	7 352
	LEEDS/BRADFORD	12 975
	LIVERPOOL	5 792
	MANCHESTER	62 039
	NEWCASTLE	25 927
	NEWQUAY	2 361
PLYMOUTH	2 701	
TEESSIDE	13 120	
GATWICK	ABERDEEN	8 490
	CHANNEL ISLANDS (c)	18 227
	EDINBURGH	8 724
	GLASGOW	10 393
	MANCHESTER	16 338
	NEWCASTLE	5 242
LUTON	BELFAST	10 954
	ISLE OF MAN	279
STANSTED	ABERDEEN	3 793
	CHANNEL ISLANDS (c)	2 093
	EDINBURGH	6 413
	GLASGOW	5 682
	NEWCASTLE	17
ABERDEEN	BIRMINGHAM	2 784
	BRISTOL	495
	DUNDEE	50
	EAST MIDLANDS	462
	EDINBURGH	1 484
	GLASGOW	3 064
	HUMBERSIDE	1 928
	INVERNESS	236
	KIRKWALL	2 338
	MANCHESTER	7 195
	NEWCASTLE	2 003
	NORWICH	3 107
	Other Scottish Aerodromes	5 096
	SUMBURGH	14 880
TEESSIDE	2 867	
BARROW-IN-FURNESS	BLACKPOOL	15
	MANCHESTER	87
BELFAST	BIRMINGHAM	8 525
	EAST MIDLANDS	4 223
	GLASGOW	4 806
	LEEDS/BRADFORD	2 906
	MANCHESTER	8 662
	NEWCASTLE	722
BELFAST CITY	BIRMINGHAM	3 602
	BLACKPOOL	998
	BRISTOL	1 376
	CARDIFF WALES	654
	EDINBURGH	5 376
	EXETER	449
	GLASGOW	5 003
	ISLE OF MAN	1 714
	LEEDS/BRADFORD	3 109
	LIVERPOOL	5 206
	MANCHESTER	6 080
	NEWCASTLE	2 285
	SOUTHAMPTON	230
	BIRMINGHAM	CHANNEL ISLANDS (c)	3 382
EDINBURGH		12 014
GLASGOW		11 929
ISLE OF MAN		2 045
NEWCASTLE		1 481
BLACKPOOL	ISLE OF MAN	1 492
	MANCHESTER	31
BOURNEMOUTH	CHANNEL ISLANDS (c)	1 155
BRISTOL	CHANNEL ISLANDS (c)	1 327
	EDINBURGH	2 368
	EXETER	1
	GLASGOW	2 727
	NEWCASTLE	419
	PLYMOUTH	264
CAMBRIDGE	MANCHESTER	551

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

CARDIFF WALES	CHANNEL ISLANDS (c)	897
	GLASGOW	1 175
	ISLE OF MAN	168
COVENTRY	CHANNEL ISLANDS (c)	130
CHANNEL ISLANDS (c)	CHANNEL ISLANDS (c)	14 974
	EAST MIDLANDS	2 126
	EXETER	2 629
	GLOUCESTER/CHELTENHAM	79
	ISLE OF MAN	114
	MANCHESTER	4 973
	PLYMOUTH	50
	SOUTHAMPTON	14 245
DUNDEE	MANCHESTER	738
EAST MIDLANDS	EDINBURGH	2 063
	GLASGOW	5 673
EDINBURGH	GLASGOW	3
	HUMBERSIDE	179
	KIRKWALL	555
	LEEDS/BRADFORD	2 014
	MANCHESTER	7 286
	NORWICH	1 085
	Other Scottish Aerodromes	390
	SOUTHAMPTON	864
	SUMBURGH	636
GLASGOW	INVERNESS	804
	ISLE OF MAN	968
	KIRKWALL	673
	LEEDS/BRADFORD	1 942
	LONDONDERRY	725
	MANCHESTER	7 323
	Other Scottish Aerodromes	6 596
	SOUTHAMPTON	1 667
	SUMBURGH	254
HUMBERSIDE	NORWICH	137
	TEESSIDE	16
INVERNESS	KIRKWALL	431
	MANCHESTER	422
	Other Scottish Aerodromes	2 260
ISLE OF MAN	LIVERPOOL	7 275
	MANCHESTER	5 166
ISLES OF SCILLY (ST.MARYS)	LANDS END (ST JUST)	457
	PENZANCE HELIPORT	1 823
ISLES OF SCILLY (TRESKO)	PENZANCE HELIPORT	300
KIRKWALL	MANCHESTER	1
	Other Scottish Aerodromes	2 601
	SUMBURGH	663
LONDONDERRY	MANCHESTER	716
MANCHESTER	NEWCASTLE	1 436
	SUMBURGH	62
NEWQUAY	PLYMOUTH	8
NORWICH	TEESSIDE	269
Other Scottish Aerodromes	Other Scottish Aerodromes	1 706
	SUMBURGH	146
PENZANCE HELIPORT	ST AGNES	-
Other Routes (d)	Other Routes (d)	183

(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 1992

Table 13.1

	All	International	Domestic
Class 1			
FIRST	26 262	25 687	575
PREMIUM	353 141	342 713	10 428
ECONOMY	650 114	279 649	370 465
ADVANCE PURCHASE	347 136	255 052	92 084
OFF PEAK	78 249	65 789	12 460
DISCOUNT	565 110	350 398	214 712
PART CHARTER	119 575	113 442	6 133
INCLUSIVE TOUR	205 548	170 901	34 647
STANDBY	41 406	19 635	21 771
CLASS FARES	177 210	140 241	36 969
Total	2 563 751	1 763 507	800 244

(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 1992

Table 13.2

Charter Categories			
	All	International	Domestic
Class 2			
ABC	2 563	2 563	-
ITC	977 262	977 262	-
OTHER	18 399	18 205	194
Total Passengers	998 224	998 030	194
Class 7			
OTHER	154 999	154 999	-
Total Passengers	154 999	154 999	-
Class 8			
OTHER	127	-	127
Total Passengers	127	-	127
Exempt			
OTHER	20 525	3 759	16 766
GOVT CHARTER	8 480	8 480	-
Total Passengers	29 005	12 239	16 766
Total Non-Scheduled	1 182 356	1 165 269	17 087
ABC	2 563	2 563	-
ITC	977 262	977 262	-
OTHER	194 050	176 963	17 087
GOVT CHARTER	8 480	8 480	-

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

Public Transport Air Taxi Operations (a) Quarter Ended December 1991 Table 14

	Stage Flights	Aircraft Hours
- AEROSPATIALE AS332 SUPER PUMA	5	2
- AEROSPATIALE AS355 ECUREUIL 2	1 200	759
- AEROSPATIALE SA341 GAZELLE	19	4
- AEROSPATIALE SA350 ECUREUIL	403	641
- AEROSPATIALE SA365 DAUPHIN	891	179
- AGUSTA A109A	184	87
BAE(H.P.)JETSTREAM 31	605	428
BAE(HS)125	771	910
BEECH KINGAIR 90/100	340	383
BEECHCRAFT 200 SUPERKING AIR	1 214	1 313
BEECHCRAFT 400 BEECHJET	31	49
BEECHCRAFT BARON MOD.55/58/58P	103	82
- BELL 206B JET RANGER	1 697	1 516
- BELL 206L LONG RANGER	125	67
- BELL 222	92	32
CESSNA 150	6	6
CESSNA 172 SKYHAWK	171	152
CESSNA 180 SKYWAGON	32	36
CESSNA 310	288	227
CESSNA 401/402/411/421	296	272
CESSNA 404 TITAN	3 449	698
CESSNA 500 CITATION 1	108	125
CESSNA 550 CITATION II	291	262
CESSNA 560 CITATION V	8	15
DASSAULT MYSTERE-FALCON 20	102	136
DE HAVILLAND DH6 TWIN OTTER	598	497
DE HAVILLAND TIGER MOTH	60	12
DOUGLAS DC3 C47 DAKOTA	33	73
EMBRAER EMB-120 BRASILIA	300	269
EMBRAER EMB110 BANDEIRANTE	2 269	2 112
- ENSTROM F28A/F280 SHARK	34	18
GATES LEARJET 35A	404	525
- HUGHES 269A	15	8
- HUGHES 500	9	5
- MBB B0105	4 014	1 549
- MBB BK117	4	4
- PARTENAVIA P68B/C	263	313
PILATUS BN-2A ISLANDER	1 844	1 127
PILATUS BN-2A TRISLANDER MK3	38	27
PIPER PA-23 AZTEC/APACHE	455	383
PIPER PA-28 CHEROKEE SRS/PA32	25	16
PIPER PA-31/31P NAVAJO CHIEFTN	1 667	1 578
PIPER PA34 SENECA II	189	236
REIMS-CESSNA F406/CARAVAN II	486	311
- ROBINSON R22	91	65
SAAB FAIRCHILD 340	98	393
SHORTS 330	1 277	1 202
SHORTS 360	1 534	1 914
- SIKORSKY S61N	570	645
- SIKORSKY S76 SPIRIT	185	83
TOTAL	28 893	21 746

(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.