

**Civil Aviation Authority**

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**UK Airlines**

**monthly operating and traffic statistics**

**January 1988**

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# **UK Airlines**

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**January 1988**

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## FOREWORD

### 1 CONTENT

- 1.1 "UK Airlines - Operating and Traffic Statistics" is published by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators.
- 1.2 Some of the figures included in this publication may be provisional and revised in later issues.

### 2 CONVENTIONS

2.1 **Symbols and Abbreviations** The following are used throughout:

- .. = not available
- = nil or too small to register
- P = Provisional

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

2.3 **Units of Measurement** Metric measurements are used throughout.

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

1 short ton (2000 lbs) = 0.9072 tonnes

1 ton (2240 lbs) = 1.0160 tonnes

1 statute mile (5280 feet) = 1.6095 kilometres

1 short ton mile = 1.4600 tonne-kilometres

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

### 3 ENQUIRIES

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

Civil Aviation Authority  
Room T404  
CAA House  
45-59 Kingsway  
London WC2B 6TE

Tel. 01 379 7311 Ext. 5504 or 5223

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

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#### 4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

CA. 1	Airport activity	(Monthly and Annual)
CA. 2	Air Passengers	" " "
CA. 3	Air freight & mail	" " "
CA. 4	Airline operations	" " "
CA. 5	Airline operations	(Quarterly and Annual)
CA. 6	Domestic passenger traffic	" " "
CA. 7	Air passengers - international and cabotage	" " "
CA. 8	Airline financial statistics	(Annually - 1968 to 1971 only)

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

#### 5 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

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

**Table 1**

	Output in available tonne-kilometres (000 000)	Percentage of all available tonne- kilometres
British Airways	8 648	54.01
British Caledonian Airways	2 037	12.72
Britannia Airways	1 097	6.85
Dan-Air Services	773	4.83
British Airtours	571	3.57
Monarch Airlines	505	3.16
Virgin Atlantic Airways	444	2.77
Air Europe	367	2.29
Orion Airways	336	2.10
Cal Air International	252	1.57
British Midland	162	1.01
British Island Airways	107	0.67
Air 2000	102	0.64
Airways International (Cymru)	73	0.46
Air UK	64	0.40
Anglo Cargo	60	0.37
Highland Express Airways	52	0.33
Tradewinds Airways	46	0.29
Paramount Airways	43	0.27
Heavylift Cargo Airlines	41	0.26
Air Bridge Carriers	37	0.23
British Air Ferries	31	0.19
Inter European Airways	16	0.10
Bristow Helicopters	15	0.10
Manx Airlines	15	0.10
Loganair	13	0.08
Air Foyle	11	0.07
Guernsey Airlines	11	0.07
Brymon Airways	10	0.06
British International Helicopters	10	0.06
Others (27 airlines)	61	0.38

(a) Excludes Air Taxi Operations

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

**Table 2**

	Available tonne-km		
	Total (000 000)	Scheduled services (000 000)	Non-scheduled services (000 000)
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
1980	13 215	9 829	8 386
1981	13 087	9 936	3 151
1982	11 848	9 068	2 780
1983	12 011	8 989	3 022
1984	13 155	9 854	3 301
1985	13 408	10 166	3 242
1986	14 306	10 655	3 651
1987	15 853	11 430	4 423
<b>Year ended</b>			
January 1987	14 366	10 678	3 687
January 1988	16 008	11 570	4 439
<b>Latest year's growth (percentages)</b>	11.4	8.4	20.4
<b>Mean rates of growth (percentages) to 1987</b>			
20 years	6.0	6.3	5.0
10 years	2.1	2.8	0.4
5 years	6.6	5.7	9.0

(a) Excludes Air Taxi Operations.



All Scheduled Services January 1988

Table 3.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Passenger Services</b>														
Air Ecosse	74	296	241	1 995	1 252	740	59.1	-	105	61	-	-	61	57.7
Air Europe	251	182	435	15 679	36 705	22 782	62.1	55	3 644	1 903	3	78	1 822	52.2
Air Furness	16	150	89	467	143	49	34.3	-	13	4	-	-	4	30.1
Air UK	1 045	3 488	3 389	69 871	52 678	24 697	46.9	109	5 249	2 141	-	41	2 099	40.8
Aurigny Air Services	85	1 548	423	13 918	1 400	730	52.1	108	116	64	1	5	58	55.4
Berlin Regional UK Ltd	62	132	199	520	861	227	26.3	-	72	19	-	-	19	27.0
Birmingham Executive Airways	340	388	901	3 305	6 613	3 026	45.8	-	496	228	-	-	228	45.9
Britannia Airways	233	88	350	9 980	41 739	27 438	65.7	6	3 548	2 351	-	18	2 333	66.2
British Air Ferries	25	92	94	1 541	1 768	397	22.5	-	151	33	-	-	33	21.9
British Airways	22 626	17 236	36 270	1 406 241	5 584 474	3 645 062	65.3	22 207	745 553	467 939	12 730	114 162	341 048	62.8
British Caledonian Airways	4 910	2 858	7 414	191 076	1 126 408	619 101	55.0	5 596	173 766	91 970	3 307	32 262	56 401	52.9
British International Helis	6	108	36	1 736	149	104	70.1	40	15	11	-	2	9	75.1
British Midland	1 248	3 226	3 459	137 907	119 815	60 808	50.8	295	12 612	4 890	90	57	4 743	38.8
Brymon Airways	175	843	758	8 734	6 219	2 662	42.8	5	665	219	-	1	218	33.0
Capital Airlines	45	155	171	1 966	1 752	689	39.3	-	175	55	-	-	55	31.5
Casair Aviation	67	324	258	1 118	579	283	48.8	-	58	23	-	-	23	39.1
Connectair	160	460	604	5 723	4 394	2 215	50.4	10	408	168	1	1	166	41.1
Dan Air	865	1 558	2 086	59 673	70 618	37 945	53.7	254	5 641	3 202	30	138	3 034	56.8
Eurocity Express	55	171	198	1 049	2 401	333	13.9	-	256	26	-	-	26	10.1
Guernsey Airlines	105	393	426	6 327	3 624	2 003	55.3	-	316	160	-	-	160	50.8
Isles of Scilly Skybus	4	75	19	161	33	8	23.9	16	3	1	-	1	1	48.2
Jersey European Airways	117	694	429	10 656	4 199	2 105	50.1	17	362	160	-	2	158	44.3
Loganair	304	1 902	1 325	26 055	9 162	5 548	60.6	37	828	501	-	6	495	60.6
London European Airways	50	141	113	3 651	5 191	1 292	24.9	27	457	123	-	9	114	27.0
Manx Airlines	243	1 129	941	33 458	13 056	7 912	60.6	176	1 145	669	-	37	632	58.4
Monarch Airlines	6	4	9	376	1 038	519	50.0	-	95	44	-	-	44	45.9
National Commuter Airways	20	72	52	344	197	94	47.8	1	17	8	-	-	7	43.2
Orion Airways	78	48	127	6 233	11 585	10 123	87.4	-	1 089	810	-	-	810	74.4
South East Air (P)	-	2	2	22	9	5	55.0	-	1	-	-	-	-	60.0
Suckling Airways	41	160	147	908	701	267	38.0	-	49	19	-	-	19	38.8
Virgin Atlantic Airways	684	285	1 021	42 660	261 461	216 066	82.6	1 019	39 293	26 062	-	6 003	20 059	66.3
<b>Total Passenger Services</b>	<b>33 940</b>	<b>38 208</b>	<b>61 984</b>	<b>2 063 350</b>	<b>7 370 225</b>	<b>4 695 230</b>	<b>63.7</b>	<b>29 978</b>	<b>996 197</b>	<b>603 864</b>	<b>16 162</b>	<b>152 823</b>	<b>434 879</b>	<b>60.6</b>
<b>Cargo Services</b>														
Air Bridge Carriers	116	268	280	-	-	-	-	2 547	2 119	1 195	-	1 195	-	56.4
Air UK	27	63	86	-	-	-	-	18	120	69	-	69	-	57.4
British Air Ferries	7	10	21	-	-	-	-	35	40	23	-	23	-	58.4
British Airways	5	1	6	-	-	-	-	10	286	40	-	40	-	14.1
British Caledonian Airways	22	39	48	-	-	-	-	413	259	236	236	-	-	91.2
Channel Express (Air Svcs)	21	138	94	-	-	-	-	500	116	85	-	85	-	73.6
Loganair	-	1	1	-	-	-	-	-	-	-	-	-	-	14.3
Tradewinds Airways	51	14	69	-	-	-	-	257	2 156	1 650	-	1 650	-	76.5
<b>Total Cargo Services</b>	<b>249</b>	<b>534</b>	<b>604</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3 779</b>	<b>5 096</b>	<b>3 298</b>	<b>236</b>	<b>3 062</b>	<b>-</b>	<b>64.7</b>
<b>Grand Total</b>	<b>34 189</b>	<b>38 742</b>	<b>62 588</b>	<b>2 063 350</b>	<b>7 370 225</b>	<b>4 695 230</b>	<b>63.7</b>	<b>33 757</b>	<b>1 001 293</b>	<b>607 162</b>	<b>16 398</b>	<b>155 885</b>	<b>434 879</b>	<b>60.6</b>

International Scheduled Services January 1988 (a)

Table 3.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<b>Passenger Services</b>														
Air Europe	251	182	435	15 679	36 705	22 782	62.1	55	3 644	1 903	3	78	1 822	52.2
Air UK	598	1 511	1 802	23 504	29 802	11 927	40.0	48	3 047	1 041	-	27	1 014	34.2
Aurigny Air Services	8	98	41	605	128	51	40.2	1	11	4	-	-	4	39.4
Berlin Regional UK Ltd	62	132	199	520	861	227	26.3	-	72	19	-	-	19	27.0
Birmingham Executive Airways	340	388	901	3 305	6 613	3 026	45.8	-	496	228	-	-	228	45.9
Britannia Airways	233	88	350	9 980	41 739	27 438	65.7	6	3 548	2 351	-	18	2 333	66.2
British Air Ferries	23	83	84	1 451	1 692	365	21.6	-	144	30	-	-	30	21.1
British Airways	20 639	12 103	31 248	1 045 516	5 312 389	3 486 994	65.6	21 327	715 525	454 659	12 576	113 977	328 106	63.5
British Caledonian Airways	4 542	2 037	6 528	144 103	1 089 928	597 987	54.9	5 370	169 798	90 167	3 246	32 233	54 688	53.1
British Midland	202	499	586	14 955	15 559	5 994	38.5	37	1 586	482	2	13	468	30.4
Brymon Airways	39	118	138	822	1 660	272	16.4	-	179	22	-	-	22	12.5
Connectair	160	460	604	5 723	4 394	2 215	50.4	10	408	168	1	1	166	41.1
Dan Air	560	935	1 325	31 606	44 928	22 872	50.9	146	3 589	1 933	19	86	1 828	53.9
Eurocity Express	55	171	198	1 049	2 401	333	13.9	-	256	26	-	-	26	10.1
Jersey European Airways	25	127	85	2 329	906	361	39.8	1	78	27	-	-	27	35.0
London European Airways	50	141	113	3 651	5 191	1 292	24.9	27	457	123	-	9	114	27.0
Manx Airlines	5	36	23	793	167	116	69.4	-	15	9	-	-	9	62.3
Monarch Airlines	6	4	9	376	1 038	519	50.0	-	95	44	-	-	44	45.9
National Commuter Airways	20	72	52	344	197	94	47.8	1	17	8	-	-	7	43.2
Orion Airways	78	48	127	6 233	11 585	10 123	87.4	-	1 089	810	-	-	810	74.4
Suckling Airways	28	111	100	619	471	187	39.7	-	34	13	-	-	13	39.9
Virgin Atlantic Airways	684	285	1 021	42 660	261 461	216 066	82.6	1 019	39 293	26 062	-	6 003	20 059	66.3
<b>Total Passenger Services</b>	<b>28 607</b>	<b>19 629</b>	<b>45 970</b>	<b>1 355 823</b>	<b>6 869 816</b>	<b>4 411 244</b>	<b>64.2</b>	<b>28 047</b>	<b>943 381</b>	<b>580 129</b>	<b>15 847</b>	<b>152 445</b>	<b>411 838</b>	<b>61.5</b>
<b>Cargo Services</b>														
Air Bridge Carriers	80	158	197	-	-	-	-	1 414	1 437	856	-	856	-	59.5
Air UK	27	63	86	-	-	-	-	18	120	69	-	69	-	57.4
British Air Ferries	7	10	21	-	-	-	-	35	40	23	-	23	-	58.4
British Airways	5	1	6	-	-	-	-	10	286	40	-	40	-	14.1
Tradewinds Airways	51	14	69	-	-	-	-	257	2 156	1 650	-	1 650	-	76.5
<b>Total Cargo Services</b>	<b>170</b>	<b>246</b>	<b>378</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 734</b>	<b>4 039</b>	<b>2 638</b>	<b>-</b>	<b>2 638</b>	<b>-</b>	<b>65.3</b>
<b>Grand Total</b>	<b>28 776</b>	<b>19 875</b>	<b>46 347</b>	<b>1 355 823</b>	<b>6 869 816</b>	<b>4 411 244</b>	<b>64.2</b>	<b>29 781</b>	<b>947 421</b>	<b>582 767</b>	<b>15 847</b>	<b>155 083</b>	<b>411 838</b>	<b>61.5</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 January 1988 (a)

Table 3.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Passenger Services</b>														
Air Ecosse	74	296	241	1 995	1 252	740	59.1	-	105	61	-	-	61	57.7
Air Furness	16	150	89	467	143	49	34.3	-	13	4	-	-	4	30.1
Air UK	447	1 977	1 587	46 367	22 876	12 770	55.8	61	2 202	1 100	-	15	1 086	50.0
Aurigny Air Services	77	1 450	383	13 313	1 272	678	53.3	106	105	60	1	5	54	57.1
British Air Ferries	2	9	9	90	76	32	41.9	-	7	3	-	-	3	39.2
British Airways	1 987	5 133	5 022	360 725	272 085	158 068	58.1	881	30 028	13 280	154	185	12 941	44.2
British Caledonian Airways	368	821	886	46 973	36 480	21 114	57.9	226	3 968	1 803	61	29	1 713	45.4
British International Helis	6	108	36	1 736	149	104	70.1	40	15	11	-	2	9	75.1
British Midland	1 046	2 727	2 873	122 952	104 256	54 813	52.6	259	11 025	4 408	88	45	4 275	40.0
Brymon Airways	136	725	620	7 912	4 559	2 389	52.4	5	486	197	-	1	196	40.5
Capital Airlines	45	155	171	1 966	1 752	689	39.3	-	175	55	-	-	55	31.5
Casair Aviation	67	324	258	1 118	579	283	48.8	-	58	23	-	-	23	39.1
Dan Air	305	623	761	28 067	25 690	15 073	58.7	108	2 052	1 268	11	52	1 206	61.8
Guernsey Airlines	105	393	426	6 327	3 624	2 003	55.3	-	316	160	-	-	160	50.8
Isles of Scilly Skybus	4	75	19	161	33	8	23.9	16	3	1	-	1	1	48.2
Jersey European Airways	92	567	344	8 327	3 293	1 744	53.0	16	284	133	-	2	131	46.8
Loganair	304	1 902	1 325	26 055	9 162	5 548	60.6	37	828	501	-	6	495	60.6
Manx Airlines	239	1 093	918	32 665	12 889	7 795	60.5	176	1 130	660	-	37	623	58.4
South East Air	-	2	2	22	9	5	55.0	-	1	-	-	-	-	60.0
Suckling Airways	14	49	47	289	230	80	34.7	-	16	6	-	-	6	36.4
<b>Total Passenger Services</b>	<b>5 334</b>	<b>18 579</b>	<b>16 014</b>	<b>707 527</b>	<b>500 409</b>	<b>283 986</b>	<b>56.8</b>	<b>1 931</b>	<b>52 816</b>	<b>23 734</b>	<b>315</b>	<b>378</b>	<b>23 041</b>	<b>44.9</b>
<b>Cargo Services</b>														
Air Bridge Carriers	36	110	83	-	-	-	-	1 133	682	339	-	339	-	49.7
British Caledonian Airways	22	39	48	-	-	-	-	413	259	236	236	-	-	91.2
Channel Express (Air Svcs)	21	138	94	-	-	-	-	500	116	85	-	85	-	73.6
Loganair	-	1	1	-	-	-	-	-	-	-	-	-	-	14.3
<b>Total Cargo Services</b>	<b>79</b>	<b>288</b>	<b>226</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 047</b>	<b>1 056</b>	<b>660</b>	<b>236</b>	<b>424</b>	<b>-</b>	<b>62.5</b>
<b>Grand Total</b>	<b>5 413</b>	<b>18 867</b>	<b>16 240</b>	<b>707 527</b>	<b>500 409</b>	<b>283 986</b>	<b>56.8</b>	<b>3 977</b>	<b>53 872</b>	<b>24 395</b>	<b>551</b>	<b>802</b>	<b>23 041</b>	<b>45.2</b>

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

All Non-Scheduled Services January 1988 (a)

Table 4.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted				Cargo & Mail Uplifted Tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	39	109	115	-	-	-	-	274	537	299	-	299	-	55.7
Air Europe	1 135	698	1 824	100 870	195 902	177 358	90.5	3	18 985	14 197	-	8	14 189	74.8
Air Foyle	149	308	319	-	-	-	-	1 352	1 581	762	-	762	-	48.2
Air UK	2	15	12	-	103	40	39.2	1	9	4	-	-	3	37.6
Air 2000	248	108	361	22 319	57 278	52 057	90.9	12	5 001	4 511	-	35	4 476	90.2
Airways Intl Cymru	109	49	161	4 801	14 923	12 110	81.1	-	1 327	908	-	-	908	68.4
Anglo Cargo	143	45	202	-	-	-	-	312	5 390	3 344	-	3 344	-	62.0
Atlantic Air Transport	15	28	47	-	-	-	-	29	173	105	-	105	-	60.6
Bond Helicopters	449	6 125	1 831	25 811	6 381	2 584	40.5	199	526	229	-	10	219	43.5
Bristow Helicopters	935	7 142	4 421	57 068	15 686	10 105	64.4	365	1 470	976	-	60	916	66.4
Britannia Airways	3 927	2 432	6 352	343 448	639 828	585 516	91.5	18	54 444	49 869	18	76	49 774	91.6
British Air Ferries	243	643	774	8 641	11 463	6 767	59.0	757	1 553	889	62	266	561	57.2
British Airtours	438	351	734	62 148	118 893	95 590	80.4	-	11 073	8 124	-	-	8 124	73.4
British Airways	194	138	292	9 275	20 806	16 461	79.1	101	2 302	1 560	-	26	1 533	67.7
British International Helis	293	2 708	1 316	24 541	6 156	2 873	46.7	304	622	256	-	26	230	41.1
British Island Airways	365	377	680	30 524	39 191	32 242	82.3	-	3 373	2 579	-	-	2 579	76.5
British Midland	164	330	427	5 168	12 265	8 730	71.2	185	1 520	769	-	85	684	50.6
Brymon Airways	55	144	188	3 705	2 510	1 716	68.4	10	268	144	-	4	140	53.6
Cal Air International	387	144	530	43 730	146 878	131 266	89.4	32	13 528	10 637	-	137	10 500	78.6
Caledonian Helicopters	72	279	330	3 302	1 323	842	63.6	20	125	82	-	5	77	65.6
Channel Express (Air Svcs)	55	195	215	160	100	70	69.3	438	302	136	93	38	5	44.9
Connectair	9	28	31	-	-	-	-	68	26	21	-	21	-	79.5
Dan Air	2 397	1 754	3 957	196 906	365 263	320 702	87.8	347	29 400	25 757	94	5	25 658	87.6
Euroair Transport	15	29	52	-	658	425	64.6	-	67	34	-	-	34	50.6
Eurocity Express	1	2	3	-	41	17	40.9	-	4	1	-	-	1	29.8
Heavylift Cargo Airlines	115	42	260	-	-	-	-	224	3 466	1 686	-	1 686	-	48.6
Jersey European Airways	39	192	121	-	734	360	49.1	-	69	28	-	1	28	40.6
Loganair	22	49	70	-	77	44	56.8	101	109	46	38	4	4	42.1
London European Airways	8	8	14	630	832	615	73.8	-	74	54	-	-	54	73.5
Manx Airlines	23	142	106	-	-	-	-	279	80	44	-	44	-	54.6
Marine+Av Management Int	2	2	3	2	18	2	10.0	-	1	-	-	-	-	12.5
McAlpine Aviation	5	4	9	18	94	25	27.0	-	10	2	-	-	2	20.3
Mediterranean Express	33	20	52	1 656	2 979	2 809	94.3	-	258	242	-	-	242	93.7
Monarch Airlines	1 257	605	1 866	110 613	267 188	241 225	90.3	33	24 562	20 342	-	85	20 257	82.8
Orion Airways	856	459	1 356	84 556	190 059	170 065	89.5	-	17 886	13 606	-	-	13 606	76.1
Paramount Airways	159	112	256	6 818	26 372	21 324	80.9	-	2 312	1 875	-	-	1 874	81.1
Peregrine Air Services	93	308	303	1 101	1 701	976	57.4	8	156	82	4	-	78	52.7
Tal Air	25	72	98	-	-	-	-	49	70	25	-	25	-	36.1
Tradewinds Airways	37	13	52	-	-	-	-	81	1 553	835	-	835	-	53.8
<b>Total</b>	<b>14 511</b>	<b>26 209</b>	<b>29 740</b>	<b>1 147 811</b>	<b>2 145 699</b>	<b>1 894 915</b>	<b>88.3</b>	<b>5 598</b>	<b>204 213</b>	<b>165 059</b>	<b>309</b>	<b>7 992</b>	<b>156 758</b>	<b>80.8</b>
Total sub-charter operations performed on behalf of UK airlines	545	1 135	1 395	..	50 038	32 614	65.2	..	4 777	2 968	18	210	2 740	62.1
Total excluding sub-charter operations performed on behalf of UK airlines	13 966	25 074	28 345	1 147 811	2 095 662	1 862 301	88.9	5 598	199 436	162 091	291	7 782	154 018	81.3

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

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

International Non-Scheduled Services January 1988 (a)

Table 4.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted	Number of Passengers Uplifted						Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	39	109	115	-	-	-	-	-	274	537	299	-	299	-	55.7
Air Europe	1 135	698	1 824	100 870	195 902	177 358	90.5	3	18 985	14 197	-	8	14 189	74.8	
Air Foyle	109	162	215	-	-	-	-	511	1 163	512	-	512	-	44.1	
Air UK	2	14	12	-	103	40	39.2	-	9	3	-	-	3	38.5	
Air 2000	248	108	361	22 319	57 278	52 057	90.9	12	5 001	4 511	-	35	4 476	90.2	
Airways Intl Cymru	109	49	161	4 801	14 923	12 110	81.1	-	1 327	908	-	-	908	68.4	
Anglo Cargo	143	45	202	-	-	-	-	312	5 390	3 344	-	3 344	-	62.0	
Atlantic Air Transport	14	24	45	-	-	-	-	13	167	102	-	102	-	61.0	
Bond Helicopters	449	6 125	1 831	25 811	6 381	2 584	40.5	199	526	229	-	10	219	43.5	
Bristow Helicopters	935	7 142	4 421	57 068	15 686	10 105	64.4	365	1 470	976	-	60	916	66.4	
Britannia Airways	3 925	2 428	6 349	343 232	639 649	585 390	91.5	18	54 428	49 858	18	76	49 763	91.6	
British Air Ferries	145	328	460	1 568	8 169	4 455	54.5	107	891	503	19	115	370	56.5	
British Airtours	438	351	734	62 148	118 893	95 590	80.4	-	11 073	8 124	-	-	8 124	73.4	
British Airways	192	129	284	9 075	20 700	16 355	79.0	72	2 285	1 546	-	21	1 525	67.7	
British International Helis	285	2 564	1 275	24 523	6 133	2 864	46.7	134	602	244	-	15	229	40.5	
British Island Airways	365	375	678	30 524	39 130	32 210	82.3	-	3 367	2 577	-	-	2 577	76.5	
British Midland	105	97	198	5 168	9 646	7 500	77.7	185	1 133	669	-	84	585	59.1	
Brymon Airways	15	29	52	810	658	425	64.6	-	67	34	-	-	34	50.6	
Cal Air International	387	144	530	43 730	146 878	131 266	89.4	32	13 528	10 637	-	137	10 500	78.6	
Caledonian Helicopters	72	279	330	3 302	1 323	842	63.6	20	125	82	-	5	77	65.6	
Channel Express (Air Svcs)	23	58	87	76	32	24	76.0	83	126	36	3	32	2	28.8	
Connectair	9	28	31	-	-	-	-	68	26	21	-	21	-	79.5	
Dan Air	2 343	1 581	3 768	195 319	364 062	320 087	87.9	4	29 159	25 612	-	3	25 609	87.8	
Euroair Transport	15	29	52	-	658	425	64.6	-	67	34	-	-	34	50.6	
Eurocity Express	1	2	3	-	41	17	40.9	-	4	1	-	-	1	29.8	
Heavylift Cargo Airlines	115	42	260	-	-	-	-	224	3 466	1 686	-	1 686	-	48.6	
Jersey European Airways	5	34	20	-	134	83	62.0	-	13	7	-	-	7	51.7	
London European Airways	8	8	14	630	832	615	73.8	-	74	54	-	-	54	73.5	
Marine+Av Management Int	2	2	3	2	18	2	10.0	-	1	-	-	-	-	12.5	
McAlpine Aviation	5	4	9	18	94	25	27.0	-	10	2	-	-	2	20.3	
Mediterranean Express	33	20	52	1 656	2 979	2 809	94.3	-	258	242	-	-	242	93.7	
Monarch Airlines	1 257	605	1 866	110 613	267 188	241 225	90.3	33	24 562	20 342	-	85	20 257	82.8	
Orion Airways	855	457	1 355	84 556	189 955	170 023	89.5	-	17 876	13 602	-	-	13 602	76.1	
Paramount Airways	140	75	213	6 818	23 051	19 113	82.9	-	2 027	1 680	-	-	1 680	82.9	
Peregrine Air Services	16	29	45	122	141	86	60.9	8	30	11	4	-	7	36.3	
Tal Air	25	72	98	-	-	-	-	49	70	25	-	25	-	36.1	
Tradewinds Airways	37	13	52	-	-	-	-	81	1 553	835	-	835	-	53.8	
<b>Total</b>	<b>14 000</b>	<b>24 259</b>	<b>28 005</b>	<b>1 134 759</b>	<b>2 130 637</b>	<b>1 885 685</b>	<b>88.5</b>	<b>2 804</b>	<b>201 399</b>	<b>163 549</b>	<b>44</b>	<b>7 512</b>	<b>155 993</b>	<b>81.2</b>	
Total sub-charter operations performed on behalf of UK airlines	370	446	796	..	41 629	27 849	66.9	..	3 886	2 567	18	208	2 341	66.1	
Total excluding sub-charter operations performed on behalf of UK airlines	13 630	23 813	27 209	1 134 759	2 089 007	1 857 836	88.9	2 804	197 513	160 982	26	7 303	153 652	81.5	

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

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

Domestic Non-Scheduled Services January 1988 (a)

Table 4.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
				Number of Passengers Uplifted	Passengers Uplifted						Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Foyle	39	146	104	-	-	-	-	-	841	418	250	-	250	-	59.8
Air UK	-	1	-	-	-	-	-	-	1	-	-	-	-	-	18.2
Atlantic Air Transport	1	4	3	-	-	-	-	-	17	6	3	-	3	-	49.5
Britannia Airways	1	4	4	216	179	126	70.7	-	-	15	11	-	-	11	70.5
British Air Ferries	98	315	314	7 073	3 294	2 313	70.2	650	663	386	43	151	192	58.2	
British Airways	2	9	8	200	107	107	100.0	29	17	13	-	5	8	77.7	
British International Helis	8	144	41	18	23	9	39.1	170	20	12	-	11	1	57.3	
British Island Airways	1	2	1	-	62	32	51.3	-	5	3	-	-	3	48.5	
British Midland	60	233	229	-	2 618	1 231	47.0	-	387	99	-	1	98	25.7	
Brymon Airways	40	115	136	2 895	1 851	1 291	69.7	10	201	110	-	4	106	54.7	
Channel Express (Air Svcs)	32	137	128	84	68	45	66.1	355	176	100	90	6	3	56.5	
Dan Air	54	173	189	1 587	1 201	615	51.2	343	241	145	94	2	49	60.1	
Jersey European Airways	34	158	101	-	599	277	46.2	-	56	22	-	-	21	38.1	
Loganair	22	49	70	-	77	44	56.8	101	109	46	38	4	4	42.1	
Manx Airlines	23	142	106	-	-	-	-	279	80	44	-	44	-	54.6	
Orion Airways	1	2	2	-	103	41	40.1	-	9	3	-	-	3	36.6	
Paramount Airways	20	37	43	-	3 321	2 211	66.6	-	285	195	-	-	195	68.3	
Peregrine Air Services	77	279	258	979	1 559	890	57.1	-	126	71	-	-	71	56.7	
<b>Total</b>	<b>512</b>	<b>1 950</b>	<b>1 735</b>	<b>13 052</b>	<b>15 062</b>	<b>9 230</b>	<b>61.3</b>	<b>2 794</b>	<b>2 814</b>	<b>1 510</b>	<b>265</b>	<b>480</b>	<b>765</b>	<b>53.7</b>	
Total sub-charter operations performed on behalf of UK airlines	176	689	599	..	8 408	4 765	56.7	..	891	401	-	2	399	45.0	
Total excluding sub-charter operations performed on behalf of UK airlines	336	1 261	1 136	13 052	6 654	4 465	67.1	2 794	1 923	1 109	265	479	366	57.7	

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

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

All Class 2 Licence Operations January 1988

Table 5.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Britannia Airways	18	10	30	-	1 220	-	2 356	2 211	93.8
British Airtours	63	38	91	2 858	-	2 607	26 555	20 518	77.3
British Airways	90	32	109	-	-	2 198	9 406	6 622	70.4
British Island Airways	7	10	13	-	-	1 034	774	681	88.0
Cal Air International	148	36	192	5 782	-	605	56 135	46 508	82.9
Dan Air	436	168	633	-	214	17 816	67 369	56 464	83.8
Monarch Airlines	4	2	5	-	259	-	826	469	56.8
Orion Airways	5	8	10	-	-	831	818	570	69.7
<b>Total</b>	<b>770</b>	<b>304</b>	<b>1 084</b>	<b>8 640</b>	<b>1 693</b>	<b>25 091</b>	<b>164 239</b>	<b>134 043</b>	<b>81.6</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Britannia Airways	-	200	188	-	-	188	93.8
British Airtours	-	2 475	1 744	-	-	1 744	70.4
British Airways	-	1 018	614	-	-	614	60.3
British Island Airways	-	65	55	-	-	55	83.7
Cal Air International	3	5 170	3 742	-	22	3 720	72.4
Dan Air	-	5 397	4 517	-	-	4 517	83.7
Monarch Airlines	-	76	40	-	-	40	51.9
Orion Airways	-	77	46	-	-	46	59.4
<b>Total</b>	<b>3</b>	<b>14 479</b>	<b>10 944</b>	<b>-</b>	<b>22</b>	<b>10 922</b>	<b>75.6</b>

**International Class 2 Licence Operations January 1988**

**Table 5.2**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Britannia Airways	18	10	30	-	1 220	-	2 356	2 211	93.8
British Airtours	63	38	91	2 858	-	2 607	26 555	20 518	77.3
British Airways	89	30	106	-	-	1 998	9 300	6 515	70.1
British Island Airways	7	10	13	-	-	1 034	774	681	88.0
Cal Air International	148	36	192	5 782	-	605	56 135	46 508	82.9
Dan Air	436	168	633	-	214	17 816	67 369	56 464	83.8
Monarch Airlines	4	2	5	-	259	-	826	469	56.8
Orion Airways	5	8	10	-	-	831	818	570	69.7
<b>Total</b>	<b>768</b>	<b>302</b>	<b>1 081</b>	<b>8 640</b>	<b>1 693</b>	<b>24 891</b>	<b>164 132</b>	<b>133 936</b>	<b>81.6</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Britannia Airways	-	200	188	-	-	188	93.8
British Airtours	-	2 475	1 744	-	-	1 744	70.4
British Airways	-	1 007	606	-	-	606	60.1
British Island Airways	-	65	55	-	-	55	83.7
Cal Air International	3	5 170	3 742	-	22	3 720	72.4
Dan Air	-	5 397	4 517	-	-	4 517	83.7
Monarch Airlines	-	76	40	-	-	40	51.9
Orion Airways	-	77	46	-	-	46	59.4
<b>Total</b>	<b>3</b>	<b>14 468</b>	<b>10 936</b>	<b>-</b>	<b>22</b>	<b>10 914</b>	<b>75.6</b>



**Domestic Class 2 Licence Operations January 1988**

**Table 5.3**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
British Airways	1	2	3	-	-	200	107	107	100.0
<b>Total</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>200</b>	<b>107</b>	<b>107</b>	<b>100.0</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	11	8	-	-	8	71.4
<b>Total</b>	<b>-</b>	<b>11</b>	<b>8</b>	<b>-</b>	<b>-</b>	<b>8</b>	<b>71.4</b>

**All Class 3 Licence Operations January 1988**

**Table 6.1**

	Aircraft		Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
	-Km (000)	Stage Flights		IT	Seat Only			
Air Europe	1 048	615	1 667	92 055	-	182 995	166 803	91.2
Air 2000	248	108	361	22 319	-	57 278	52 057	90.9
Airways Intl Cymru	103	43	150	4 801	-	14 188	11 458	80.8
Britannia Airways	3 602	2 149	5 792	324 261	-	597 628	556 806	93.2
British Airtours	373	311	640	56 683	-	92 080	74 829	81.3
British Airways	76	67	133	6 704	-	9 471	8 254	87.1
British Island Airways	346	349	642	29 034	-	37 028	30 668	82.8
British Midland	86	58	140	5 044	-	9 507	7 399	77.8
Cal Air International	238	106	337	37 343	-	90 356	84 424	93.4
Dan Air	1 800	1 376	2 985	172 475	-	276 907	245 822	88.8
London European Airways	8	8	14	630	-	832	615	73.8
Mediterranean Express	33	20	52	1 656	-	2 979	2 809	94.3
Monarch Airlines	1 221	585	1 808	109 322	-	260 322	236 157	90.7
Orion Airways	823	434	1 303	82 535	-	184 347	165 290	89.7
Paramount Airways	88	51	136	6 818	-	14 566	12 546	86.1
<b>Total</b>	<b>10 093</b>	<b>6 280</b>	<b>16 159</b>	<b>951 680</b>	<b>-</b>	<b>1 830 483</b>	<b>1 655 935</b>	<b>90.5</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
			Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	2	17 710	13 353	-	8	13 345	75.4
Air 2000	11	5 001	4 511	-	35	4 476	90.2
Airways Intl Cymru	-	1 261	859	-	-	859	68.1
Britannia Airways	16	50 854	47 365	-	32	47 333	93.1
British Airtours	-	8 574	6 360	-	-	6 360	74.2
British Airways	-	1 049	779	-	-	779	74.2
British Island Airways	-	3 186	2 453	-	-	2 453	77.0
British Midland	-	999	577	-	-	577	57.8
Cal Air International	29	8 322	6 869	-	115	6 754	82.5
Dan Air	-	22 171	19 668	-	-	19 668	88.7
London European Airways	-	74	54	-	-	54	73.5
Mediterranean Express	-	258	242	-	-	242	93.7
Monarch Airlines	32	23 943	19 916	-	84	19 832	83.2
Orion Airways	-	17 340	13 224	-	-	13 224	76.3
Paramount Airways	-	1 281	1 102	-	-	1 102	86.0
<b>Total</b>	<b>92</b>	<b>162 022</b>	<b>137 331</b>	<b>-</b>	<b>274</b>	<b>137 058</b>	<b>84.8</b>

**International Class 3 Licence Operations January 1988**

**Table 6.2**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air Europe	1 048	615	1 667	92 055	-	182 995	166 803	91.2
Air 2000	248	108	361	22 319	-	57 278	52 057	90.9
Airways Intl Cymru	103	43	150	4 801	-	14 188	11 458	80.8
Britannia Airways	3 602	2 149	5 792	324 261	-	597 628	556 806	93.2
British Airtours	373	311	640	56 683	-	92 080	74 829	81.3
British Airways	76	67	133	6 704	-	9 471	8 254	87.1
British Island Airways	346	349	642	29 034	-	37 028	30 668	82.8
British Midland	86	58	140	5 044	-	9 507	7 399	77.8
Cal Air International	238	106	337	37 343	-	90 356	84 424	93.4
Dan Air	1 800	1 376	2 985	172 475	-	276 907	245 822	88.8
London European Airways	8	8	14	630	-	832	615	73.8
Mediterranean Express	33	20	52	1 656	-	2 979	2 809	94.3
Monarch Airlines	1 221	585	1 808	109 322	-	260 322	236 157	90.7
Orion Airways	823	434	1 303	82 535	-	184 347	165 290	89.7
Paramount Airways	88	51	136	6 818	-	14 566	12 546	86.1
<b>Total</b>	<b>10 093</b>	<b>6 280</b>	<b>16 159</b>	<b>951 680</b>	<b>-</b>	<b>1 830 483</b>	<b>1 655 935</b>	<b>90.5</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	2	17 710	13 353	-	8	13 345	75.4
Air 2000	11	5 001	4 511	-	35	4 476	90.2
Airways Intl Cymru	-	1 261	859	-	-	859	68.1
Britannia Airways	16	50 854	47 365	-	32	47 333	93.1
British Airtours	-	8 574	6 360	-	-	6 360	74.2
British Airways	-	1 049	779	-	-	779	74.2
British Island Airways	-	3 186	2 453	-	-	2 453	77.0
British Midland	-	999	577	-	-	577	57.8
Cal Air International	29	8 322	6 869	-	115	6 754	82.5
Dan Air	-	22 171	19 668	-	-	19 668	88.7
London European Airways	-	74	54	-	-	54	73.5
Mediterranean Express	-	258	242	-	-	242	93.7
Monarch Airlines	32	23 943	19 916	-	84	19 832	83.2
Orion Airways	-	17 340	13 224	-	-	13 224	76.3
Paramount Airways	-	1 281	1 102	-	-	1 102	86.0
<b>Total</b>	<b>92</b>	<b>162 022</b>	<b>137 331</b>	<b>-</b>	<b>274</b>	<b>137 058</b>	<b>84.8</b>

**Domestic Class 3 Licence Operations January 1988**

**Table 6.3**

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

Nil

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

Nil

All Class 4 Licence Operations January 1988

Table 7.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	79	81	147	-	-	4 950	3 865	11 855	9 635	81.3
Britannia Airways	30	32	57	-	-	1 641	574	3 839	2 675	69.7
Dan Air	92	27	124	-	-	2 266	2 265	17 286	16 110	93.2
Orion Airways	4	4	8	-	-	518	245	994	808	81.3
<b>Total</b>	<b>205</b>	<b>144</b>	<b>336</b>	<b>-</b>	<b>-</b>	<b>9 375</b>	<b>6 949</b>	<b>33 974</b>	<b>29 228</b>	<b>86.0</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	1 171	771	-	-	771	65.8
Britannia Airways	-	327	228	-	-	228	69.6
Dan Air	-	1 387	1 289	-	-	1 289	93.0
Orion Airways	-	103	65	-	-	65	63.1
<b>Total</b>	<b>-</b>	<b>2 987</b>	<b>2 352</b>	<b>-</b>	<b>-</b>	<b>2 352</b>	<b>78.8</b>

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**International Class 4 Licence Operations January 1988**

**Table 7.2**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	79	81	147	-	-	4 950	3 865	11 855	9 635	81.3
Britannia Airways	30	32	57	-	-	1 641	574	3 839	2 675	69.7
Dan Air	92	27	124	-	-	2 266	2 265	17 286	16 110	93.2
Orion Airways	4	4	8	-	-	518	245	994	808	81.3
<b>Total</b>	<b>205</b>	<b>144</b>	<b>336</b>	<b>-</b>	<b>-</b>	<b>9 375</b>	<b>6 949</b>	<b>33 974</b>	<b>29 228</b>	<b>86.0</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	1 171	771	-	-	771	65.8
Britannia Airways	-	327	228	-	-	228	69.6
Dan Air	-	1 387	1 289	-	-	1 289	93.0
Orion Airways	-	103	65	-	-	65	63.1
<b>Total</b>	<b>-</b>	<b>2 987</b>	<b>2 352</b>	<b>-</b>	<b>-</b>	<b>2 352</b>	<b>78.8</b>

**Domestic Class 4 Licence Operations January 1988**

**Table 7.3**

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

**All Class 6 Licence Operations January 1988**

**Table 8.1**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	16	61	60	122	88	43	-	43	48.5
Air Foyle	149	308	319	1 352	1 581	762	-	762	48.2
Air UK	-	1	-	1	-	-	-	-	18.2
Anglo Cargo	69	19	96	312	2 727	1 834	-	1 834	67.3
Atlantic Air Transport	2	5	7	29	31	18	-	18	57.4
British Air Ferries	45	136	144	625	334	191	43	148	57.3
British Airways	9	33	32	101	38	26	-	26	68.6
British International Helis	7	142	39	170	18	11	-	11	58.1
British Midland	17	37	55	185	120	84	-	84	70.2
Channel Express (Air Svcs)	22	58	85	97	123	37	-	37	30.5
Connectair	9	28	31	68	26	21	-	21	79.5
Dan Air	1	1	3	4	5	3	-	3	67.3
Heavylift Cargo Airlines	115	42	260	224	3 466	1 686	-	1 686	48.6
Loganair	1	5	4	24	4	4	-	4	97.2
Manx Airlines	23	142	106	279	80	44	-	44	54.6
Tal Air	25	72	98	49	70	25	-	25	36.1
Tradewinds Airways	15	6	22	81	631	229	-	229	36.2
<b>Total</b>	<b>523</b>	<b>1 096</b>	<b>1 361</b>	<b>3 723</b>	<b>9 343</b>	<b>5 019</b>	<b>43</b>	<b>4 976</b>	<b>53.7</b>



International Class 6 Licence Operations January 1988

Table 8.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	16	61	60	122	88	43	-	43	48.5
Air Foyle	109	162	215	511	1 163	512	-	512	44.1
Anglo Cargo	69	19	96	312	2 727	1 834	-	1 834	67.3
Atlantic Air Transport	2	2	5	13	25	15	-	15	60.0
British Air Ferries	1	3	3	2	8	5	-	5	69.2
British Airways	8	26	28	72	33	21	-	21	64.8
British Midland	17	37	55	185	120	84	-	84	70.2
Channel Express (Air Svcs)	21	53	80	74	116	31	-	31	27.1
Connectair	9	28	31	68	26	21	-	21	79.5
Dan Air	1	1	3	4	5	3	-	3	67.3
Heavylift Cargo Airlines	115	42	260	224	3 466	1 686	-	1 686	48.6
Tal Air	25	72	98	49	70	25	-	25	36.1
Tradewinds Airways	15	6	22	81	631	229	-	229	36.2
<b>Total</b>	<b>407</b>	<b>512</b>	<b>955</b>	<b>1 716</b>	<b>8 477</b>	<b>4 511</b>	<b>-</b>	<b>4 511</b>	<b>53.2</b>

**Domestic Class 6 Licence Operations January 1988**

**Table 8.3**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Foyle	39	146	104	841	418	250	-	250	59.8
Air UK	-	1	-	1	-	-	-	-	18.2
Atlantic Air Transport	1	3	2	17	6	3	-	3	46.0
British Air Ferries	43	133	140	623	326	186	43	143	57.0
British Airways	1	7	5	29	6	5	-	5	90.4
British International Helis	7	142	39	170	18	11	-	11	58.1
Channel Express (Air Svcs)	1	5	6	24	7	6	-	6	85.8
Logenair	1	5	4	24	4	4	-	4	97.2
Manx Airlines	23	142	106	279	80	44	-	44	54.6
<b>Total</b>	<b>116</b>	<b>584</b>	<b>405</b>	<b>2 007</b>	<b>865</b>	<b>508</b>	<b>43</b>	<b>465</b>	<b>58.7</b>

All Class 7 Licence Operations January 1988

Table 9.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					As % of Avail
									Tonne-Km Avail (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Bond Helicopters	449	6 125	1 831	25 811	6 381	2 584	40.5	199	526	229	-	10	219	43.5
Bristow Helicopters	935	7 142	4 421	57 068	15 686	10 105	64.4	365	1 470	976	-	60	916	66.4
British Air Ferries	1	2	3	36	39	15	37.5	-	4	1	-	-	1	34.1
British Airways	14	4	11	373	1 431	1 282	89.6	-	145	111	-	-	111	76.6
British International Helis	286	2 566	1 277	24 541	6 156	2 873	46.7	134	604	245	-	15	230	40.6
British Island Airways	1	1	2	101	90	76	84.9	-	8	6	-	-	6	81.0
Caledonian Helicopters	72	279	330	3 302	1 323	842	63.6	20	125	82	-	5	77	65.6
Dan Air	1	1	1	92	90	69	77.3	-	7	6	-	-	6	77.9
<b>Total</b>	<b>1 759</b>	<b>16 120</b>	<b>7 876</b>	<b>111 324</b>	<b>31 195</b>	<b>17 846</b>	<b>57.2</b>	<b>717</b>	<b>2 888</b>	<b>1 656</b>	<b>-</b>	<b>90</b>	<b>1 566</b>	<b>57.3</b>

International Class 7 Licence Operations January 1988

Table 9.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					As % of Avail
									Tonne-Km Avail (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Bond Helicopters	449	6 125	1 831	25 811	6 381	2 584	40.5	199	526	229	-	10	219	43.5
Bristow Helicopters	935	7 142	4 421	57 068	15 686	10 105	64.4	365	1 470	976	-	60	916	66.4
British Airways	14	4	11	373	1 431	1 282	89.6	-	145	111	-	-	111	76.6
British International Helis	285	2 564	1 275	24 523	6 133	2 864	46.7	134	602	244	-	15	229	40.5
British Island Airways	1	1	2	101	90	76	84.9	-	8	6	-	-	6	81.0
Caledonian Helicopters	72	279	330	3 302	1 323	842	63.6	20	125	82	-	5	77	65.6
Dan Air	1	1	1	92	90	69	77.3	-	7	6	-	-	6	77.9
<b>Total</b>	<b>1 757</b>	<b>16 116</b>	<b>7 872</b>	<b>111 270</b>	<b>31 133</b>	<b>17 822</b>	<b>57.2</b>	<b>717</b>	<b>2 882</b>	<b>1 653</b>	<b>-</b>	<b>90</b>	<b>1 563</b>	<b>57.4</b>

**Domestic Class 7 Licence Operations January 1988**

**Table 9.3**

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Air Ferries	1	2	3	36	39	15	37.5	-	4	1	-	-	1	34.1
British International Helis	1	2	1	18	23	9	39.1	-	2	1	-	-	1	50.0
<b>Total</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>54</b>	<b>62</b>	<b>24</b>	<b>38.1</b>	<b>-</b>	<b>6</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>39.8</b>

All Exempt Operations January 1988 (a) (b)

Table 10.1

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted		Tonne-Kilometres Used				As % of Avail
								Tonne-Km Available	Tonne-Km	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	4	8	11	-	-	-	-	152	79	79	-	79	-	100.0
Britannia Airways	116	142	213	15 752	15 095	11 745	77.8	1	1 284	1 000	1	1	998	77.9
British Air Ferries	100	267	320	8 605	5 325	3 004	56.4	131	587	307	19	39	249	52.3
British Island Airways	7	7	12	355	613	259	42.2	-	55	21	-	-	21	37.4
British Midland	2	2	3	124	139	101	72.9	-	14	8	-	-	8	56.2
Brymon Airways	50	117	167	3 705	2 263	1 573	69.5	10	242	132	-	4	128	54.6
Channel Express (Air Svcs)	32	135	127	160	62	50	79.9	341	175	97	93	-	3	55.3
Dan Air	56	173	192	1 778	1 408	812	57.6	343	257	161	94	2	65	62.4
Loganair	19	40	60	-	-	-	-	76	97	38	38	-	-	38.6
Marine+Av Management Int	2	2	3	2	18	2	10.0	-	1	-	-	-	-	12.5
McAlpine Aviation	5	4	9	18	94	25	27.0	-	10	2	-	-	2	20.3
Monarch Airlines	20	9	31	1 032	3 309	2 240	67.7	-	301	189	-	1	188	62.7
Orion Airways	3	3	5	427	464	448	96.5	-	44	36	-	-	36	82.3
Peregrine Air Services	44	108	128	1 101	829	438	52.8	8	85	39	4	-	35	46.2
<b>Total</b>	<b>461</b>	<b>1 017</b>	<b>1 280</b>	<b>33 059</b>	<b>29 619</b>	<b>20 697</b>	<b>69.9</b>	<b>1 063</b>	<b>3 232</b>	<b>2 108</b>	<b>248</b>	<b>127</b>	<b>1 733</b>	<b>65.2</b>

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

(b) Excludes exempt sub-charter operations

International Exempt Operations January 1988 (a) (b)

Table 10.2

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	4	8	11	-	-	-	-	152	79	79	-	79	-	100.0
Britannia Airways	116	140	212	15 536	15 021	11 684	77.8	1	1 277	995	1	1	993	77.9
British Air Ferries	50	106	163	1 568	2 346	828	35.3	104	277	118	19	31	69	42.6
British Island Airways	7	7	12	355	613	259	42.2	-	55	21	-	-	21	37.4
British Midland	2	2	3	124	139	101	72.9	-	14	8	-	-	8	56.2
Brymon Airways	15	29	52	810	658	425	64.6	-	67	34	-	-	34	50.6
Channel Express (Air Svcs)	2	5	8	76	32	24	76.0	10	10	5	3	-	2	47.6
Dan Air	3	2	4	191	299	240	80.3	-	24	19	-	-	19	80.5
Marine+Av Management Int	2	2	3	2	18	2	10.0	-	1	-	-	-	-	12.5
McAlpine Aviation	5	4	9	18	94	25	27.0	-	10	2	-	-	2	20.3
Monarch Airlines	20	9	31	1 032	3 309	2 240	67.7	-	301	189	-	1	188	62.7
Orion Airways	3	3	5	427	464	448	96.5	-	44	36	-	-	36	82.3
Peregrine Air Services	16	29	45	122	141	86	60.9	8	30	11	4	-	7	36.3
<b>Total</b>	<b>244</b>	<b>346</b>	<b>558</b>	<b>20 261</b>	<b>23 133</b>	<b>16 362</b>	<b>70.7</b>	<b>275</b>	<b>2 190</b>	<b>1 517</b>	<b>26</b>	<b>113</b>	<b>1 378</b>	<b>69.3</b>

(a) Excludes air taxi operations (see Table 15)  
 (b) Excludes exempt sub-charter operations

Domestic Exempt Operations January 1988 (a) (b)

Table 10.3

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail		Tonne-Kilometres Used				As % of Avail
								Uplifted Tonnes	Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Britannia Airways	1	2	2	216	74	62	83.1	-	6	5	-	-	5	82.9
British Air Ferries	50	161	157	7 037	2 979	2 176	73.0	27	310	189	-	8	181	60.9
Brymon Airways	35	88	115	2 895	1 605	1 148	71.5	10	174	98	-	4	94	56.1
Channel Express (Air Svcs)	30	130	119	84	30	25	84.0	331	165	92	90	-	2	55.8
Dan Air	53	171	187	1 587	1 110	572	51.5	343	234	141	94	2	46	60.5
Loganair	19	40	60	-	-	-	-	76	97	38	38	-	-	38.6
Peregrine Air Services	29	79	83	979	688	352	51.2	-	54	28	-	-	28	51.7
<b>Total</b>	<b>217</b>	<b>671</b>	<b>723</b>	<b>12 798</b>	<b>6 486</b>	<b>4 335</b>	<b>66.8</b>	<b>787</b>	<b>1 041</b>	<b>591</b>	<b>222</b>	<b>14</b>	<b>356</b>	<b>56.8</b>

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

(b) Excludes exempt sub-charter operations



Sub Charter Operations Performed Under Class 5 Licences January 1988

Table 11.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Britannia Airways	134	78	215	..	17 410	9 219	52.9	..	1 480	844	18	43	784	57.0
British Air Ferries	67	155	199	..	3 858	2 641	68.5	..	438	298	-	79	219	68.1
British Midland	60	233	229	..	2 618	1 231	47.0	..	387	99	-	1	98	25.7
Peregrine Air Services	43	162	153	..	744	490	65.8	..	61	39	-	-	39	64.2
<b>Total</b>	<b>303</b>	<b>628</b>	<b>796</b>	<b>..</b>	<b>24 631</b>	<b>13 580</b>	<b>55.1</b>	<b>..</b>	<b>2 366</b>	<b>1 281</b>	<b>18</b>	<b>122</b>	<b>1 141</b>	<b>54.1</b>

**Exempt Sub Charter Operations Performed For UK Operators January 1988**

**Table 11.2**

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	7	2	10	..	1 052	920	87.5	..	105	74	-	-	74	69.9
Airways Intl Cymru	6	6	11	..	735	652	88.7	..	66	49	-	-	49	73.9
Atlantic Air Transport	13	23	40	..	-	-	-	..	142	87	-	87	-	61.3
Britannia Airways	20	10	30	..	2 453	2 167	88.3	..	209	184	-	-	184	88.0
British Air Ferries	31	83	108	..	2 241	1 107	49.4	..	191	92	-	-	92	48.0
British Airtours	2	2	4	..	258	243	94.2	..	24	21	-	-	21	86.0
British Island Airways	5	10	12	..	686	558	81.3	..	59	45	-	-	45	75.5
Brymon Airways	5	27	21	..	246	142	57.9	..	26	12	-	-	12	44.8
Channel Express (Air Svcs)	1	2	3	..	38	20	52.0	..	4	1	-	-	1	32.7
Dan Air	1	2	2	..	91	43	47.5	..	7	3	-	-	3	47.4
Euroair Transport	15	29	52	..	658	425	64.6	..	67	34	-	-	34	50.6
Eurocity Express	1	2	3	..	41	17	40.9	..	4	1	-	-	1	29.8
Jersey European Airways	39	192	121	..	734	360	49.1	..	69	28	-	1	28	40.6
Loganair	2	4	6	..	77	44	56.8	..	7	4	-	-	4	57.0
Monarch Airlines	11	8	20	..	2 588	2 216	85.6	..	229	186	-	-	186	81.3
Orion Airways	20	10	30	..	3 436	2 948	85.8	..	323	236	-	-	236	73.1
Paramount Airways	60	57	104	..	9 945	7 124	71.6	..	867	627	-	-	627	72.3
Peregrine Air Services	5	38	22	..	127	48	37.7	..	10	4	-	-	4	38.6
<b>Total</b>	<b>243</b>	<b>507</b>	<b>600</b>	<b>..</b>	<b>25 406</b>	<b>19 034</b>	<b>74.9</b>	<b>..</b>	<b>2 412</b>	<b>1 688</b>	<b>-</b>	<b>88</b>	<b>1 600</b>	<b>70.0</b>

**Exempt Sub Charter Operations Performed For Non UK Operators January 1988**

**Table 11.3**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	19	40	44	..	-	-	-	..	370	177	-	177	-	47.9
Air UK	2	14	12	..	103	40	39.2	..	9	3	-	-	3	38.5
Anglo Cargo	74	26	105	..	-	-	-	..	2 663	1 510	-	1 510	-	56.7
Britannia Airways	8	11	16	..	1 047	693	66.2	..	89	59	-	-	59	66.0
British Airways	5	2	5	..	498	304	61.0	..	52	30	-	-	30	58.1
Cal Air International	1	2	2	..	387	335	86.4	..	36	27	-	-	27	75.0
Dan Air	12	6	17	..	2 111	1 382	65.4	..	169	111	-	-	111	65.3
Monarch Airlines	1	1	1	..	143	143	100.0	..	13	12	-	-	12	91.4
Paramount Airways	11	4	16	..	1 861	1 655	88.9	..	164	145	-	-	145	88.9
Tradewinds Airways	22	7	30	..	-	-	-	..	921	607	-	607	-	65.8
<b>Total</b>	<b>156</b>	<b>113</b>	<b>249</b>	<b>..</b>	<b>6 151</b>	<b>4 552</b>	<b>74.0</b>	<b>..</b>	<b>4 486</b>	<b>2 681</b>	<b>-</b>	<b>2 293</b>	<b>387</b>	<b>59.8</b>

**Aircraft Type and Utilisation: All Airlines  
 January 1988 (a) (b) (c)**

**Table 12.1**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1987
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
AEROSPATIALE AS332 SUPER PUMA	843	-	3 016	-	3 469	-	35 688	9 854	36	3.7
AEROSPATIALE SA365 DAUPHIN	198	1	4 949	39	832	4	19 555	819	13	2.6
AIRBUS A300B4/100/200	494	-	256	-	770	-	75 215	147 145	3	7.6
BAC/AEROSPATIALE CONCORDE	915	-	199	-	658	-	8 046	44 496	7	3.0
BAE (H.P.) JETSTREAM 31	177	-	265	-	542	-	1 313	894	5	4.7
BAE 146 SERIES 100	390	-	739	-	884	-	33 511	21 730	4	5.7
BAE 146 SERIES 200/QT	50	149	184	308	156	319	9 229	2 510	3	5.1
BAE(BAC)1-11-200 SERIES	134	-	215	-	293	-	9 589	6 183	2	5.2
BAE(BAC)1-11-300/400/475	889	17	1 479	10	1 809	29	55 617	41 814	17	4.2
BAE(BAC)1-11-500 SERIES	3 299	22	5 460	39	7 066	48	328 345	214 259	50	5.0
BAE(HS) 125	-	-	-	-	-	-	-	-	6	-
BAE(HS) 748	586	38	1 951	135	2 034	139	41 659	14 572	19	3.9
BEECH KINGAIR 90/100	-	-	-	-	-	-	-	-	1	-
BEECHCRAFT 200 SUPER KING AIR	20	-	72	-	52	-	344	94	3	0.9
BELL MODEL 214ST	57	-	173	-	238	-	1 993	657	4	2.8
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	-
BELL 206L LONG RANGER	-	-	-	-	-	-	-	-	1	-
BELL 212	105	-	2 942	-	703	-	12 764	456	9	3.1
BOEING 707-320C/336	-	171	-	52	-	234	-	-	2	4.6
BOEING 727-100/100C	140	-	126	-	236	-	15 856	17 645	2	5.8
BOEING 727-200/200 ADVANCED	647	-	337	-	940	-	51 540	107 929	5	7.2
BOEING 737-200	8 561	-	8 096	-	15 199	-	631 539	759 450	76	7.5
BOEING 737-300	2 035	-	1 563	-	3 449	-	161 361	239 429	17	8.0
BOEING 747-100/100F	4 446	5	1 046	1	5 840	6	155 368	1 118 714	16	11.8
BOEING 747-200	6 980	-	1 288	-	9 043	-	224 980	1 767 962	23	12.5
BOEING 747-200B COMBI	522	-	91	-	680	-	9 919	77 082	2	11.7
BOEING 757-200	4 053	-	4 583	-	7 436	-	558 389	600 500	36	7.2
BOEING 767-200	983	-	520	-	1 541	-	133 049	246 709	5	10.4
BOEING-VERTOL MODEL 234 CHINOOK	-	-	-	-	-	-	-	-	3	0.1
BRISTOL 170 FREIGHTER	-	-	-	-	-	-	-	-	-	1.1
CANADAIR CL-44	-	48	-	16	-	101	-	-	1	2.3
CESSNA 310	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	48	-	220	-	191	-	662	297	5	1.5
DE HAVILLAND DHC-6 TWIN OTTER	141	-	825	-	708	-	6 269	1 311	7	3.7
DE HAVILLAND DHC-7 DASH-7	205	-	732	-	737	-	9 816	3 677	6	5.1
DORNIER 228-100/200	41	-	160	-	147	-	908	267	1	3.9
DOUGLAS DC3/C47 DAKOTA	-	3	-	7	-	11	-	-	3	0.1
DOUGLAS DC6/6A/6B/6C	-	12	-	21	-	36	-	-	1	0.8
EMBRAER EMB110 BANDEIRANTE	79	-	274	-	265	-	1 043	601	4	3.2
FOKKER F27 100-600	958	49	3 296	113	3 258	156	61 781	21 767	20	6.0
GULF AMERICAN GULFSTREAM I	273	10	442	19	721	27	3 559	3 153	6	3.7
GULF AMERICAN GULFSTREAM II	2	-	2	-	3	-	2	2	1	0.2
HANDLEY PAGE HERALD 200	20	107	44	432	71	426	402	190	7	2.7

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

**Table 12.1**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1987
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
LOCKHEED L-1011-1/100 TRISTAR	799	-	534	-	1 282	-	109 834	147 465	9	5.7
LOCKHEED L1011-200 TRISTAR	1 849	-	594	-	2 609	-	52 938	293 050	8	11.0
LOCKHEED L1011-500 TRISTAR	521	-	140	-	690	-	11 534	76 742	2	11.2
MBB B0105	5	-	243	-	26	-	211	4	7	0.3
MCDONNELL-DOUGLAS DC-10-10	387	-	144	-	530	-	43 730	131 266	3	7.9
MCDONNELL-DOUGLAS DC-10-30	2 596	-	520	-	3 302	-	52 533	346 591	8	12.7
MCDONNELL-DOUGLAS DC9 SRS 30/F	437	-	829	-	1 006	-	48 064	25 513	4	8.5
MCDONNELL-DOUGLAS DC9-10/15	430	-	1 087	-	1 131	-	46 095	19 257	6	7.8
MCDONNELL DOUGLAS MD-80 SRS	160	-	114	-	258	-	6 781	21 352	2	5.3
PILATUS BN-2A ISLANDER	60	-	917	1	312	1	3 801	236	13	0.9
PILATUS BN-2A MKIII TRISLANDER	79	-	1 463	-	392	-	13 678	713	9	1.9
PIPER PA-31/31P NAVAJO CHIEFTN	39	-	184	-	151	-	456	132	3	1.6
PIPER PA-42 CHEYENNE III/IV	-	-	-	-	-	-	-	-	-	-
SAAB FAIRCHILD 340	-	-	-	-	-	-	-	-	1	7.2
SHORTS BELFAST	-	67	-	26	-	159	-	-	3	2.7
SHORTS 330	84	26	293	76	332	103	3 938	1 502	4	3.4
SHORTS 360	725	30	3 494	165	3 086	130	59 271	13 217	21	5.3
SIKORSKY S61N	348	7	3 035	142	1 821	39	32 686	3 756	33	2.3
SIKORSKY S76 SPIRIT	166	-	1 423	-	688	-	6 981	801	20	1.5
VICKERS VISCOUNT 800	255	60	785	170	835	191	22 012	9 942	15	2.4
V953C MERCHANTMAN	-	129	-	299	-	301	-	-	5	2.3
WESTLAND 30 SRS 100	25	-	400	-	115	-	2 580	161	3	1.2
<b>TOTAL</b>	<b>47 255</b>	<b>950</b>	<b>61 744</b>	<b>2 071</b>	<b>88 538</b>	<b>2 460</b>	<b>3 176 434</b>	<b>6 563 869</b>	<b>615</b>	<b>5.3</b>

- (a) Excludes air taxi operations (see Table 15)
- (b) Excludes passengers uplifted on sub-charter operations
- (c) The figures in this table relate only to operations conducted by the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

**Aircraft Type and Utilisation: Individual Airlines  
 January 1988 (a) (b) (c)**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avg Daily Utilisation
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			Per A/C (Hours) Qtr Ended Dec 1987
AIR BRIDGE CARRIERS										
HANDLEY PAGE HERALD 200	-	15	-	59	-	59	-	-	1	1.3
V953C MERCHANTMAN	-	129	-	299	-	301	-	-	5	2.3
<b>TOTAL</b>	<b>-</b>	<b>144</b>	<b>-</b>	<b>358</b>	<b>-</b>	<b>359</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>2.1</b>
AIR EUROPE										
BOEING 737-200	161	-	83	-	250	-	9 187	18 173	1	9.2
BOEING 737-300	819	-	599	-	1 397	-	68 305	98 693	6	8.0
BOEING 757-200	374	-	175	-	557	-	35 879	78 571	2	8.4
<b>TOTAL</b>	<b>1 354</b>	<b>-</b>	<b>857</b>	<b>-</b>	<b>2 204</b>	<b>-</b>	<b>113 371</b>	<b>195 437</b>	<b>9</b>	<b>8.3</b>
AIR FOYLE										
BAE 146 SERIES 200/QT	-	149	-	308	-	319	-	-	2	5.3
PIPER PA31/31P NAVAJO CHIEFTN	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>-</b>	<b>149</b>	<b>-</b>	<b>308</b>	<b>-</b>	<b>319</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>3.6</b>
AIR FURNESS										
PILATUS BN-2A ISLANDER	16	-	150	-	89	-	467	49	2	2.0
<b>TOTAL</b>	<b>16</b>	<b>-</b>	<b>150</b>	<b>-</b>	<b>89</b>	<b>-</b>	<b>467</b>	<b>49</b>	<b>2</b>	<b>2.0</b>
AIR UK										
BAE 146 SERIES 200/QT	50	-	184	-	156	-	9 229	2 510	1	3.4
BAE(BAC)1-11-300/400/475	119	-	258	-	232	-	5 291	3 933	1	6.1
FOKKER F27 100-600	745	27	2 535	64	2 463	86	49 396	16 477	16	5.6
SHORTS 360	130	-	516	-	540	-	5 767	1 745	4	5.8
<b>TOTAL</b>	<b>1 044</b>	<b>27</b>	<b>3 493</b>	<b>64</b>	<b>3 391</b>	<b>86</b>	<b>69 683</b>	<b>24 664</b>	<b>22</b>	<b>5.6</b>
AIR 2000										
BOEING 757-200	245	-	104	-	355	-	21 688	51 605	2	12.5
<b>TOTAL</b>	<b>245</b>	<b>-</b>	<b>104</b>	<b>-</b>	<b>355</b>	<b>-</b>	<b>21 688</b>	<b>51 605</b>	<b>2</b>	<b>12.5</b>
AIRWAYS INTL CYMRU										
BAE(BAC)1-11-300/400/475	3	-	1	-	4	-	71	202	2	1.6
BOEING 737-200	56	-	28	-	85	-	2 294	5 820	1	4.9
BOEING 737-300	-	-	-	-	-	-	-	-	2	5.1
<b>TOTAL</b>	<b>59</b>	<b>-</b>	<b>29</b>	<b>-</b>	<b>89</b>	<b>-</b>	<b>2 365</b>	<b>6 021</b>	<b>5</b>	<b>3.6</b>
ANGLO CARGO										
BAE(BAC)1-11-300/400/475	-	17	-	10	-	29	-	-	1	1.3
BOEING 707-320C/336	-	82	-	25	-	113	-	-	1	5.0
<b>TOTAL</b>	<b>-</b>	<b>99</b>	<b>-</b>	<b>35</b>	<b>-</b>	<b>142</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>3.2</b>

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**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1987
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
ATLANTIC AIR TRANSPORT										
BRISTOL 170 FREIGHTER	-	-	-	-	-	-	-	-	-	1.1
CESSNA 310	-	-	-	-	-	-	-	-	1	-
DOUGLAS DC3/C47 DAKOTA	-	3	-	7	-	11	-	-	3	0.1
DOUGLAS DC6/6A/6B/6C	-	12	-	21	-	36	-	-	1	0.8
<b>TOTAL</b>	<b>-</b>	<b>15</b>	<b>-</b>	<b>28</b>	<b>-</b>	<b>47</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>0.3</b>
AURIGNY AIR SERVICES										
PILATUS BN-2A ISLANDER	6	-	85	-	31	-	240	16	3	0.5
PILATUS BN-2A MKIII TRISLANDER	79	-	1 463	-	392	-	13 678	713	9	1.9
<b>TOTAL</b>	<b>85</b>	<b>-</b>	<b>1 548</b>	<b>-</b>	<b>423</b>	<b>-</b>	<b>13 918</b>	<b>730</b>	<b>12</b>	<b>1.6</b>
BERLIN REGIONAL UK LTD										
BAE (H.P.) JETSTREAM 31	47	-	110	-	171	-	466	191	2	4.6
<b>TOTAL</b>	<b>47</b>	<b>-</b>	<b>110</b>	<b>-</b>	<b>171</b>	<b>-</b>	<b>466</b>	<b>191</b>	<b>2</b>	<b>4.6</b>
BIRMINGHAM EXECUTIVE AIRWAYS										
BAE (H.P.) JETSTREAM 31	129	-	155	-	371	-	847	703	3	4.8
GULF AMERICAN GULFSTREAM I	211	-	233	-	529	-	2 458	2 323	3	5.4
<b>TOTAL</b>	<b>340</b>	<b>-</b>	<b>388</b>	<b>-</b>	<b>901</b>	<b>-</b>	<b>3 305</b>	<b>3 026</b>	<b>6</b>	<b>5.1</b>
BOND HELICOPTERS										
AEROSPATIALE AS332 SUPER PUMA	177	-	537	-	707	-	4 403	1 451	7	3.8
AEROSPATIALE SA365 DAUPHIN	198	1	4 949	39	832	4	19 555	819	13	2.6
MBB BO105	5	-	243	-	26	-	211	4	7	0.3
SIKORSKY 576 SPIRIT	68	-	357	-	262	-	1 642	310	6	2.0
<b>TOTAL</b>	<b>448</b>	<b>1</b>	<b>6 086</b>	<b>39</b>	<b>1 827</b>	<b>4</b>	<b>25 811</b>	<b>2 584</b>	<b>33</b>	<b>2.2</b>
BRISTOW HELICOPTERS										
AEROSPATIALE AS332 SUPER PUMA	607	-	2 266	-	2 528	-	28 765	7 705	26	3.6
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	-
BELL 212	105	-	2 942	-	703	-	12 764	456	9	3.1
SIKORSKY 561N	128	-	904	-	777	-	10 362	1 467	15	1.9
SIKORSKY 576 SPIRIT	95	-	1 030	-	413	-	5 177	477	9	1.5
<b>TOTAL</b>	<b>935</b>	<b>-</b>	<b>7 142</b>	<b>-</b>	<b>4 421</b>	<b>-</b>	<b>57 068</b>	<b>10 105</b>	<b>62</b>	<b>2.6</b>
BRITANNIA AIRWAYS										
BOEING 737-200	3 157	-	1 978	-	5 124	-	217 499	363 595	26	8.5
BOEING 767-200	983	-	520	-	1 541	-	133 049	246 709	5	10.4
<b>TOTAL</b>	<b>4 140</b>	<b>-</b>	<b>2 498</b>	<b>-</b>	<b>6 665</b>	<b>-</b>	<b>350 548</b>	<b>610 303</b>	<b>31</b>	<b>8.8</b>

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**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1987
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>BRITISH AIR FERRIES</b>										
HANDLEY PAGE HERALD 200	18	18	38	46	63	66	242	121	2	2.6
SHORTS 330	1	-	6	-	6	-	39	14	1	0.1
SHORTS 360	-	-	-	-	-	-	-	-	-	0.1
VICKERS VISCOUNT 800	176	60	485	170	561	191	9 901	7 030	13	2.2
<b>TOTAL</b>	<b>196</b>	<b>79</b>	<b>529</b>	<b>216</b>	<b>631</b>	<b>258</b>	<b>10 182</b>	<b>7 164</b>	<b>16</b>	<b>1.9</b>
<b>BRITISH AIRWAYS AND AIRTOURS</b>										
BAC/AEROSPATIALE CONCORDE	915	-	199	-	658	-	8 046	44 496	7	3.0
BAE(BAC)1-11-300/400/475	340	-	705	-	752	-	22 470	12 329	5	5.9
BAE(BAC)1-11-500 SERIES	1 281	-	2 272	-	2 789	-	126 973	69 838	21	4.2
BAE(HS) 748	369	9	1 449	33	1 303	32	30 370	9 138	9	5.2
BOEING 737-200	4 643	-	5 745	-	8 912	-	375 915	310 075	44	6.8
BOEING 747-100/100F	4 446	5	1 046	1	5 840	6	155 368	1 118 714	16	12.1
BOEING 747-200	5 340	-	1 013	-	6 924	-	167 393	1 368 928	17	12.8
BOEING 747-200B COMBI	292	-	49	-	371	-	6 230	44 891	1	11.5
BOEING 757-200	2 417	-	3 822	-	5 027	-	405 149	258 807	26	6.4
LOCKHEED L-1011-1/100 TRISTAR	799	-	534	-	1 282	-	109 834	147 465	9	5.7
LOCKHEED L1011-200 TRISTAR	1 849	-	594	-	2 609	-	52 938	293 050	8	11.0
LOCKHEED L1011-500 TRISTAR	521	-	140	-	690	-	11 534	76 742	2	11.2
<b>TOTAL</b>	<b>23 212</b>	<b>14</b>	<b>17 568</b>	<b>34</b>	<b>37 158</b>	<b>38</b>	<b>1 472 220</b>	<b>3 754 473</b>	<b>165</b>	<b>7.5</b>
<b>BRITISH CALEDONIAN AIRWAYS</b>										
BAE(BAC)1-11-500 SERIES	1 049	22	2 115	39	2 453	48	110 936	53 618	14	6.1
BOEING 747-200	1 033	-	175	-	1 346	-	23 504	186 579	4	11.8
BOEING 747-200B COMBI	230	-	42	-	308	-	3 689	32 191	1	12.0
MCDONNELL-DOUGLAS DC-10-30	2 596	-	520	-	3 302	-	52 533	346 591	8	12.7
<b>TOTAL</b>	<b>4 909</b>	<b>22</b>	<b>2 852</b>	<b>39</b>	<b>7 409</b>	<b>48</b>	<b>190 662</b>	<b>618 979</b>	<b>27</b>	<b>9.2</b>
<b>BRITISH INTERNATIONAL HELIS</b>										
AEROSPATIALE AS332 SUPER PUMA	59	-	213	-	234	-	2 520	698	3	4.1
BOEING-VERTOL MOD.234 CHINOOK	-	-	-	-	-	-	-	-	3	0.1
SIKORSKY S61N	205	7	2 025	142	952	39	21 015	2 104	16	2.4
SIKORSKY S76 SPIRIT	3	-	36	-	12	-	162	14	4	1.2
WESTLAND 30 SRS 100	25	-	400	-	115	-	2 580	161	3	1.2
<b>TOTAL</b>	<b>292</b>	<b>7</b>	<b>2 674</b>	<b>142</b>	<b>1 313</b>	<b>39</b>	<b>26 277</b>	<b>2 977</b>	<b>29</b>	<b>2.1</b>
<b>BRITISH ISLAND AIRWAYS</b>										
BAE(BAC)1-11-300/400/475	147	-	146	-	266	-	9 555	10 426	3	4.1
BAE(BAC)1-11-500 SERIES	216	-	227	-	408	-	20 680	21 398	4	4.9
MCDONNELL DOUGLAS MD-80 SRS	3	-	4	-	6	-	289	418	-	-
<b>TOTAL</b>	<b>365</b>	<b>-</b>	<b>377</b>	<b>-</b>	<b>680</b>	<b>-</b>	<b>30 524</b>	<b>32 242</b>	<b>7</b>	<b>4.6</b>

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**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1987
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>BRITISH MIDLAND</b>										
BOEING 737-300	253	-	428	-	539	-	29 205	18 296	2	7.0
FOKKER F27 100-600	138	2	487	4	519	6	5 409	3 240	2	9.5
MCDONNELL-DOUGLAS DC9 SRS 30/F	437	-	829	-	1 006	-	48 064	25 513	4	8.5
MCDONNELL-DOUGLAS DC9-10/15	430	-	1 087	-	1 131	-	46 095	19 257	6	7.8
SHORTS 360	82	-	544	-	460	-	9 979	1 490	2	8.1
VICKERS VISCOUNT 800	53	-	138	-	168	-	4 132	1 666	1	4.8
<b>TOTAL</b>	<b>1 393</b>	<b>2</b>	<b>3 513</b>	<b>4</b>	<b>3 824</b>	<b>6</b>	<b>142 884</b>	<b>69 463</b>	<b>17</b>	<b>8.0</b>
<b>BRYMON AIRWAYS</b>										
DE HAVILLAND DHC-6 TWIN OTTER	66	-	399	-	358	-	2 862	626	2	5.6
DE HAVILLAND DHC-7 DASH-7	149	-	559	-	536	-	8 767	3 327	4	5.1
<b>TOTAL</b>	<b>215</b>	<b>-</b>	<b>958</b>	<b>-</b>	<b>894</b>	<b>-</b>	<b>11 629</b>	<b>3 952</b>	<b>6</b>	<b>5.3</b>
<b>CAL AIR INTERNATIONAL</b>										
MCDONNELL-DOUGLAS DC-10-10	387	-	144	-	530	-	43 730	131 266	3	7.9
<b>TOTAL</b>	<b>387</b>	<b>-</b>	<b>144</b>	<b>-</b>	<b>530</b>	<b>-</b>	<b>43 730</b>	<b>131 266</b>	<b>3</b>	<b>7.9</b>
<b>35 CALEDONIAN HELICOPTERS</b>										
BELL MODEL 214ST	57	-	173	-	238	-	1 993	657	4	2.8
SIKORSKY S61N	15	-	106	-	92	-	1 309	185	2	4.1
SIKORSKY S76 SPIRIT	-	-	-	-	-	-	-	-	1	0.5
<b>TOTAL</b>	<b>72</b>	<b>-</b>	<b>279</b>	<b>-</b>	<b>330</b>	<b>-</b>	<b>3 302</b>	<b>842</b>	<b>7</b>	<b>2.8</b>
<b>CAPITAL AIRLINES</b>										
GULF AMERICAN GULFSTREAM I	-	-	-	-	-	-	-	-	-	1.3
SHORTS 360	45	-	155	-	171	-	1 966	689	1	5.0
<b>TOTAL</b>	<b>45</b>	<b>-</b>	<b>155</b>	<b>-</b>	<b>171</b>	<b>-</b>	<b>1 966</b>	<b>689</b>	<b>1</b>	<b>3.6</b>
<b>CASAIR AVIATION</b>										
CESSNA 404 TITAN	28	-	140	-	108	-	662	151	3	1.7
PIPER PA-31/31P NAVAJO CHIEFTN	39	-	184	-	151	-	456	132	2	2.3
<b>TOTAL</b>	<b>67</b>	<b>-</b>	<b>324</b>	<b>-</b>	<b>258</b>	<b>-</b>	<b>1 118</b>	<b>283</b>	<b>5</b>	<b>1.9</b>
<b>CHANNEL EXPRESS (AIR SVCS)</b>										
HANDLEY PAGE HERALD 200	2	74	6	327	8	301	160	70	4	3.1
<b>TOTAL</b>	<b>2</b>	<b>74</b>	<b>6</b>	<b>327</b>	<b>8</b>	<b>301</b>	<b>160</b>	<b>70</b>	<b>4</b>	<b>3.1</b>

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1987
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>CONNECTAIR</b>										
EMBRAER EMB110 BANDEIRANTE	46	-	127	-	169	-	1 006	360	1	5.2
SHORTS 330	62	1	213	4	245	5	2 920	1 071	1	6.8
SHORTS 360	51	7	118	24	187	25	1 788	781	2	5.4
<b>TOTAL</b>	<b>159</b>	<b>9</b>	<b>458</b>	<b>28</b>	<b>601</b>	<b>31</b>	<b>5 714</b>	<b>2 212</b>	<b>4</b>	<b>5.7</b>
<b>DAN AIR</b>										
AIRBUS A300B4/100/200	136	-	76	-	205	-	23 217	41 163	1	6.3
BAE 146 SERIES 100	332	-	588	-	728	-	25 319	18 588	3	5.8
BAE(BAC)1-11-200 SERIES	134	-	215	-	293	-	9 589	6 183	2	5.2
BAE(BAC)1-11-300/400/475	242	-	345	-	493	-	16 556	12 092	3	5.1
BAE(BAC)1-11-500 SERIES	695	-	697	-	1 290	-	65 475	67 498	10	5.5
BAE(HS) 748	203	29	473	102	679	106	11 289	5 009	9	3.0
BOEING 727-100/100C	140	-	126	-	236	-	15 856	17 645	2	5.8
BOEING 727-200/200 ADVANCED	647	-	337	-	940	-	51 540	107 929	5	7.2
BOEING 737-200	544	-	262	-	828	-	26 644	61 787	4	8.1
BOEING 737-300	157	-	87	-	239	-	10 248	19 769	1	8.0
<b>TOTAL</b>	<b>3 229</b>	<b>29</b>	<b>3 206</b>	<b>102</b>	<b>5 929</b>	<b>106</b>	<b>255 733</b>	<b>357 662</b>	<b>40</b>	<b>5.6</b>
<b>EUROAIR TRANSPORT</b>										
BAE(HS) 748	15	-	29	-	52	-	-	425	1	0.7
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	1.7
<b>TOTAL</b>	<b>15</b>	<b>-</b>	<b>29</b>	<b>-</b>	<b>52</b>	<b>-</b>	<b>-</b>	<b>425</b>	<b>1</b>	<b>1.1</b>
<b>EUROCITY EXPRESS</b>										
DE HAVILLAND DHC-7 DASH-7	55	-	173	-	202	-	1 049	350	2	4.4
<b>TOTAL</b>	<b>55</b>	<b>-</b>	<b>173</b>	<b>-</b>	<b>202</b>	<b>-</b>	<b>1 049</b>	<b>350</b>	<b>2</b>	<b>4.4</b>
<b>GUERNSEY AIRLINES</b>										
SHORTS 330	20	-	74	-	81	-	979	417	1	8.1
SHORTS 360	81	-	310	-	334	-	5 017	1 484	1	7.6
<b>TOTAL</b>	<b>102</b>	<b>-</b>	<b>384</b>	<b>-</b>	<b>415</b>	<b>-</b>	<b>5 996</b>	<b>1 901</b>	<b>2</b>	<b>7.9</b>
<b>HEAVY LIFT CARGO AIRLINES</b>										
CANADAIR CL-44	-	48	-	16	-	101	-	-	1	2.3
SHORTS BELFAST	-	67	-	26	-	159	-	-	3	2.7
<b>TOTAL</b>	<b>-</b>	<b>115</b>	<b>-</b>	<b>42</b>	<b>-</b>	<b>260</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>2.6</b>
<b>HIGHLAND EXPRESS AIRWAYS</b>										
BOEING 747-100/100F	-	-	-	-	-	-	-	-	-	5.5
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.5</b>

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Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avge Daily Utilisation Per A/C (Hours)
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			Qtr Ended Dec 1987
INTER EUROPEAN AIRWAYS										
BOEING 737-200	-	-	-	-	-	-	-	-	-	10.4
TOTAL	-	-	-	-	-	-	-	-	-	10.4
ISLES OF SCILLY SKYBUS										
PILATUS BN-2A ISLANDER	4	-	75	-	19	-	161	8	2	0.4
TOTAL	4	-	75	-	19	-	161	8	2	0.4
JERSEY EUROPEAN AIRWAYS										
EMBRAER EMB110 BANDEIRANTE	33	-	147	-	96	-	37	241	3	2.7
SHORTS 360	122	-	739	-	454	-	10 619	2 224	4	4.1
TOTAL	156	-	886	-	550	-	10 656	2 465	7	3.7
LOGANAIR										
DE HAVILLAND DHC-6 TWIN OTTER	74	-	424	-	348	-	3 385	680	4	3.5
DE HAVILLAND DHC-7 DASH-7	-	-	-	-	-	-	-	-	-	13.8
FOKKER F27 100-600	75	20	274	45	276	64	6 976	2 050	2	5.2
PILATUS BN-2A ISLANDER	34	-	607	1	173	1	2 933	163	6	0.9
SHORTS 360	122	-	595	-	528	-	12 620	2 669	4	4.3
TOTAL	305	21	1 900	46	1 326	65	25 914	5 562	16	3.1
LONDON EUROPEAN AIRWAYS										
BAE(BAC)1-11-500 SERIES	58	-	149	-	127	-	4 281	1 907	1	3.8
TOTAL	58	-	149	-	127	-	4 281	1 907	1	3.8
MALINAIR										
DORNIER 228-100/200	-	-	-	-	-	-	-	-	-	1.7
PILATUS BN-2A ISLANDER	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	1.0
MANX AIRLINES										
BAE 146 SERIES 100	58	-	151	-	157	-	8 192	3 142	1	5.1
SAAB FAIRCHILD 340	-	-	-	-	-	-	-	-	1	7.2
SHORTS 360	92	23	517	141	413	105	11 515	2 136	3	5.5
VICKERS VISCOUNT 800	26	-	162	-	105	-	7 979	1 246	1	3.4
TOTAL	176	23	830	141	674	105	27 686	6 524	6	5.2
MARINE+AV MANAGEMENT INT										
GULF AMERICAN GULFSTREAM II	2	-	2	-	3	-	2	2	1	0.2
TOTAL	2	-	2	-	3	-	2	2	1	0.2

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**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avg Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1987
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>MCALPINE AVIATION</b>										
BAE(BAC)1-11-300/400/475	5	-	4	-	9	-	18	25	1	0.3
BAE(HS) 125	-	-	-	-	-	-	-	-	6	-
PIPER PA-42 CHEYENNE III/IV	-	-	-	-	-	-	-	-	7	-
<b>TOTAL</b>	<b>5</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>9</b>	<b>-</b>	<b>18</b>	<b>25</b>		
<b>MEDITERRANEAN EXPRESS</b>										
BAE(BAC)1-11-300/400/475	33	-	20	-	52	-	1 656	2 809	1	3.3
<b>TOTAL</b>	<b>33</b>	<b>-</b>	<b>20</b>	<b>-</b>	<b>52</b>	<b>-</b>	<b>1 656</b>	<b>2 809</b>	<b>1</b>	<b>3.3</b>
<b>MONARCH AIRLINES</b>										
BOEING 737-300	246	-	127	-	377	-	15 316	30 227	2	6.5
BOEING 757-200	1 017	-	482	-	1 498	-	95 673	211 517	6	8.9
<b>TOTAL</b>	<b>1 263</b>	<b>-</b>	<b>609</b>	<b>-</b>	<b>1 875</b>	<b>-</b>	<b>110 989</b>	<b>241 744</b>	<b>8</b>	<b>8.7</b>
<b>NATIONAL COMMUTER AIRWAYS</b>										
BEECHCRAFT 200 SUPER KING AIR	20	-	72	-	52	-	344	94	1	2.6
<b>TOTAL</b>	<b>20</b>	<b>-</b>	<b>72</b>	<b>-</b>	<b>52</b>	<b>-</b>	<b>344</b>	<b>94</b>	<b>1</b>	<b>2.6</b>
<b>ORION AIRWAYS</b>										
AIRBUS A300B4/100/200	358	-	180	-	565	-	51 998	105 982	2	8.3
BOEING 737-200	-	-	-	-	-	-	-	-	-	10.9
BOEING 737-300	561	-	322	-	897	-	38 287	72 444	4	8.9
<b>TOTAL</b>	<b>919</b>	<b>-</b>	<b>502</b>	<b>-</b>	<b>1 462</b>	<b>-</b>	<b>90 285</b>	<b>178 426</b>	<b>6</b>	<b>8.9</b>
<b>PARAMOUNT AIRWAYS</b>										
MCDONNELL DOUGLAS MD-80 SRS	157	-	110	-	252	-	6 492	20 934	2	5.3
<b>TOTAL</b>	<b>157</b>	<b>-</b>	<b>110</b>	<b>-</b>	<b>252</b>	<b>-</b>	<b>6 492</b>	<b>20 934</b>	<b>2</b>	<b>5.3</b>
<b>PEREGRINE AIR SERVICES</b>										
CESSNA 404 TITAN	20	-	80	-	84	-	-	146	2	1.2
GULF AMERICAN GULFSTREAM I	62	10	209	19	192	27	1 101	830	3	2.4
<b>TOTAL</b>	<b>83</b>	<b>10</b>	<b>289</b>	<b>19</b>	<b>276</b>	<b>27</b>	<b>1 101</b>	<b>976</b>	<b>5</b>	<b>1.9</b>
<b>SOUTH EAST AIR</b>										
DE HAVILLAND DHC-6 TWIN OTTER	-	-	2	-	2	-	22	5	1	0.3
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>0.3</b>
<b>SUCKLING AIRWAYS</b>										
DORNIER 228-100/200	41	-	160	-	147	-	908	267	1	5.9
<b>TOTAL</b>	<b>41</b>	<b>-</b>	<b>160</b>	<b>-</b>	<b>147</b>	<b>-</b>	<b>908</b>	<b>267</b>	<b>1</b>	<b>5.9</b>

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Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1987	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1987
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
TAL AIR										
BEECH KINGAIR 90/100	-	-	-	-	-	-	-	-	1	-
BEECHCRAFT 200 SUPER KING AIR	-	-	-	-	-	-	-	-	2	-
BELL 206L LONG RANGER	-	-	-	-	-	-	-	-	1	-
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	-
SHORTS 330	-	25	-	72	-	98	-	-	1	3.0
TOTAL	-	25	-	72	-	98	-	-	5	0.6
TRADEWINDS AIRWAYS										
BOEING 707-320C/336	-	88	-	27	-	121	-	-	1	4.1
TOTAL	-	88	-	27	-	121	-	-	1	4.1
VIRGIN ATLANTIC AIRWAYS										
BOEING 747-200	606	-	100	-	773	-	34 083	212 455	2	11.3
TOTAL	606	-	100	-	773	-	34 083	212 455	2	11.3
GRAND TOTAL	47 255	950	61 744	2 071	88 538	2 460	3 176 434	6 563 869	615	5.3

- (a) Excludes air taxi operations (see Table 15)  
 (b) Excludes passengers uplifted on sub-charter operations  
 (c) The figures in this table relate only to operations conducted by the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

**Passengers Uplifted on Domestic Routes For January 1988 (a) (b)**

**Table 13**

Or

Heathrow	Aberdeen	26 488	Aberdeen	Birmingham	1 682		
	Belfast	83 773		Dundee	14		
	Birmingham	6 293		East Midlands	299		
	Channel Islands (c)	24 192		Edinburgh	1 207		
	East Midlands	4 385		Glasgow	2 357		
	Edinburgh	78 931		Humberside	1 333		
	Glasgow	83 948		Inverness	32		
	Humberside	1 489		Kirkwall	1 510		
	Inverness	7 248		Leeds/Bradford	45		
	Isle of Man	8 482		Manchester	3 353		
	Leeds/Bradford	11 896		Newcastle	847		
	Liverpool	3 194		Newquay	37		
	Manchester	67 370		Norwich	2 070		
	Newcastle	24 651		Other Scottish Aerodromes	5 008		
	Newquay	2 594		Plymouth	53		
	Norwich	1 111		Southampton	80		
	Plymouth	2 394		Sumburgh	10 028		
	Tees-side	12 170		Tees-side	2 070		
	Gatwick	Aberdeen		4 990	Barrow-in-Furness	Isle of Man	101
		Belfast		5 960		Manchester	344
		Birmingham		1 124	Belfast	Birmingham	6 529
		Channel Islands (c)		14 363		Bristol	480
		Edinburgh		11 631		Cardiff Wales	607
		Exeter		449		Channel Islands (c)	160
		Glasgow		12 472		East Midlands	2 850
		Manchester		13 666		Glasgow	3 065
		Newcastle		4 971		Leeds/Bradford	5 118
		Plymouth		595		Manchester	8 202
	London City	Plymouth		48		Newcastle	1 302
	Southend	Channel Islands (c)		90		Belfast Harbour	Birmingham
	Stansted	Channel Islands (c)		1 705	Blackpool		1 024
		Edinburgh		996	Edinburgh		4 100
		Leeds/Bradford		222	Exeter		180
		Norwich		26	Glasgow		4 000
					Humberside		35
				Isle of Man	1 297		
				Liverpool	4 106		
		Manchester	4 323				
		Tees-side	564				

**Passengers Uplifted on Domestic Routes For January 1988**

**Table 13**

Birmingham	Channel Islands (c)	1 909	Glasgow	Humberside	154	
	Edinburgh	5 988		Inverness	1 104	
	Glasgow	7 406		Isle of Man	729	
	Kirkwall	21		Kirkwall	252	
	Manchester	174		Leeds/Bradford	1 503	
	Other Scottish Aerodromes	1		Londonderry	624	
	Southampton	218		Manchester	5 796	
	Sumburgh	30		Other Scottish Aerodromes	5 692	
				Sumburgh	315	
				Tees-side	238	
Blackpool	Isle of Man	2 694				
Bournemouth	Channel Islands (c)	1 306	Humberside	Newcastle	4	
				Norwich	513	
Bristol	Channel Islands (c)	338		Tees-side	29	
Cardiff Wales	Channel Islands (c)	554	Inverness	Kirkwall	518	
	Glasgow	423		Other Scottish Aerodromes	1 894	
	Leeds/Bradford	256		Sumburgh	123	
Carlisle	Isle of Man	22	Ipswich	Manchester	289	
Channel Islands (c)	Channel Islands (c)	12 373	Isle of Man	Liverpool	10 371	
	East Midlands	2 185		Manchester	4 423	
	Exeter	2 707	Isles of Scilly-St. Marys	Lands End (St Just)	161	
	Glasgow	889		Penzance Heliport	1 736	
	Manchester	3 262		Other Scottish Aerodromes	Sumburgh	2 024
	Plymouth	576	Sumburgh		619	
	Shoreham	22				
	Southampton	15 984	Kirkwall			
	Dundee	Manchester	477	Leeds/Bradford	Norwich	2
	East Midlands	Edinburgh	826			
Glasgow		3 646	Manchester	Southampton	43	
Edinburgh	Glasgow	31		Tees-side	386	
	Humberside	355	Newcastle	Tees-side	2	
	Kirkwall	422				
	Leeds/Bradford	1 348	Newquay	Plymouth	35	
	Manchester	4 739	Norwich	Tees-side	579	
	Norwich	996				
	Other Scottish Aerodromes	693	Other Scottish Aerodromes	Other Scottish Aerodromes	1 335	
	Southampton	51	Sumburgh	Sumburgh	67	
	Sumburgh	72				
	Exeter	Plymouth	7	Other Routes (d)	Other Routes (d)	118

(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) January 1988**

**Table 14.1**

	First	Premium	Economy	Advance Purchase	Fare Groups Off-Peak	Discount	Part Charter	Inclusive Tour	Standby	Class Fares	Total Passengers
<b>Class 1</b>											
All	25 377	263 742	616 450	305 600	71 660	513 112	52 989	101 071	24 625	88 724	2 063 350
International	24 430	251 240	278 938	226 378	63 857	314 205	51 310	80 558	759	64 148	1 355 823
Domestic	947	12 502	337 512	79 222	7 803	198 907	1 679	20 513	23 866	24 576	707 527

(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) January 1988**

**Table 14.2**

		Charter Categories				Total
		ABC	Affinity	ITC	Other	Passengers
Class 2	All	8 640	1 693	-	25 091	35 424
	International	8 640	1 693	-	24 891	35 224
	Domestic	-	-	-	200	200
Class 3	All	-	-	951 680	-	951 680
	International	-	-	951 680	-	951 680
	Domestic	-	-	-	-	-
Class 4	All	-	-	9 375	6 949	16 324
	International	-	-	9 375	6 949	16 324
	Domestic	-	-	-	-	-
Class 7	All	-	-	-	111 324	111 324
	International	-	-	-	111 270	111 270
	Domestic	-	-	-	54	54
(b) Exempt	All	-	-	-	33 059	33 059
	International	-	-	-	20 261	20 261
	Domestic	-	-	-	12 798	12 798
Total Non-Scheduled	All	8 640	1 693	961 055	176 423	1 147 811
	International	8 640	1 693	961 055	163 371	1 134 759
	Domestic	-	-	-	13 052	13 052

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

(b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a)

Quarter Ended Dec 1987

Table 15

	Stage Flights	Aircraft Hours
AEROSPATIALE AS355 ECUREUIL 2	333	426
AEROSPATIALE SA341 GAZELLE	44	51
AEROSPATIALE SA350 ECUREUIL	479	390
AEROSPATIALE SA365 DAUPHIN	866	222
AGUSTA A109A	416	185
AIRSHIP INDUSTRIES SKYSHIP 600	167	412
BAE (H.P.) JETSTREAM 31	591	928
BAE(HS) 125	835	1 041
BEECH KINGAIR 90/100	2 014	2 366
BEECHCRAFT BARON MDD.55/58/58P	110	87
BEECHCRAFT SUPER KING AIR 300	6	4
BEECHCRAFT 200 SUPER KING AIR	1 816	2 065
BELL 206B JET RANGER	2 183	2 087
BELL 206L LONG RANGER	294	181
BELL 47G	2	-
CESSNA 172 SKYHAWK	122	75
CESSNA 310	644	465
CESSNA 336/337 SKYMASTER	61	16
CESSNA 340	5	9
CESSNA 401/402/411/421	318	327
CESSNA 404 TITAN	1 140	1 094
CESSNA 414A CHANCELLOR	42	30
CESSNA 425 CONQUEST I	72	65
CESSNA 441 CONQUEST	205	218
CESSNA 500 CITATION 1	122	186
CESSNA 550 CITATION II	265	391
DASSAULT MYSTERE-FALCON 20	109	133
DE HAVILLAND DHC-6 TWIN OTTER	495	553
DE HAVILLAND TIGER MOTH	78	16
DOUGLAS DC3 DAKOTA	110	168
EMBRAER EMB110 BANDEIRANTE	1 728	1 347
ENSTROM F28A/F280 SHARK	95	149
GATES LEARJET 35A	94	95
GRUMMAN GA-7 COUGAR	6	14
HUGHES 269A	4	4
HUGHES 500	84	121
MBB BO105	2 779	1 079
PARTENAVIA P68B/C	379	505
PILATUS BN-2A ISLANDER	1 655	791
PILATUS BN-2A MKIII TRISLANDER	577	788
PIPER PA-23 AZTEC/APACHE	1 595	1 550
PIPER PA-28 CHEROKEE SRS/PA-32	37	14
PIPER PA-31/31P NAVAJO CHIEFTN	3 654	3 444
PIPER PA-31T CHEYENNE I/II	2	3
PIPER PA-34 SENECA II	54	69
RO TURBO COMMANDER 680T/690	15	12
ROBINSON R22	5	2
SHORTS 330	1 481	1 347
SHORTS 360	785	1 006
SIKORSKY S61N	1 807	754
SIKORSKY S76 SPIRIT	398	167
<b>TOTAL</b>	<b>31 178</b>	<b>27 449</b>

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

## Appendix Definitions - UK Airline Statistics

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

### CLASSES OF LICENCE

- Licence** means an Air Transport Licence granted under Section 65 of the Civil Aviation Act 1982.
- Class 1** authorises scheduled service flights;
- Class 2** authorises the carriage of charter categories other than ITC's and sole use;
- Class 3** authorises inclusive tour charter and travel only charter flights;
- Class 4** authorises the carriage, on the same aircraft, of ITC's and other categories, other than sole use;
- Class 5** authorises substitute charter flights (except exempted operations) for other UK airlines using UK registered aircraft;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.
- NB** These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specifications for each class of licence are published in the Civil Aviation Authority Official Record Series 1.

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

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

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

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

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

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

## TYPES OF SERVICE

- International services** are services flown between the United Kingdom, Isle of Man, Channel Islands and points overseas, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands. For the purposes of these statistics services operated between the United Kingdom and its Territories (cabotage) are regarded as international.
- Domestic services** are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.
- Scheduled services** all services where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by the public.
- Non-scheduled or charter services** include all air transport flights other than scheduled services.
- Inclusive Tour Charter** means a charter flight for the carriage only of passengers as part of a tour, the charge for which includes carriage by air and accommodation on the surface for the whole or part of the trip.
- Travel Only Charter** means a charter flight made in accordance with the conditions set out in Schedule 10 of the Authority's Official Record Series 1.
- Advance Booking Charter** means a flight operated between the UK and countries overseas complying with all the conditions set out in Schedule 5, Schedule 5A, Schedule 6, Schedule 7 or Schedule 9 to Series 1 of the Authority's Official Record.
- Affinity Group Charter** means a charter flight for the carriage of passengers travelling as members of an Affinity Group which meets the conditions specified in Category 1(b) of Annex B to Section 1 of the Authority's Official Record Series 1.
- Sole-use Charters** are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
- Separate Fare Charters** are those where the charterer resells part of the capacity of the aircraft to the public, an organisation etc.

## MEASURES AND THEIR COMPUTATION

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

<b>Aircraft days available</b>	The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies.
<b>Aircraft hours</b>	An aircraft hour is said to be performed when an aircraft operates one hour. Aircraft hours are measured on the basis of block-to-block times ie measured from the time the aircraft moves from the loading point until it stops at the unloading point.
<b>Average daily Utilisation per A/C (Hours)</b>	This is the total number of aircraft hours flown (passenger and cargo) divided by the number of aircraft days available for the period in question.
<b>Aircraft kilometres</b>	Aircraft kilometres are calculated by multiplying the number of flights performed by the stage distance.
<b>All cargo services</b>	are scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
<b>Cargo (or mail) tonne-kilometres used</b>	are calculated by multiplying the number of tonnes of cargo and diplomatic bags carried on each stage flight by the stage distance. Mail tonne-kilometres used are computed in a similar way.
<b>Cargo</b>	The weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags but excluding passengers' and crews' permitted baggage and mail.
<b>Cargo (or mail) tonnes uplifted</b>	are calculated by counting each tonne of revenue cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that flight.
<b>Distance flown per passenger</b>	The average distance flown per passenger is calculated by dividing the seat kilometres used by the number of passengers carried.
<b>Passenger load factor</b>	is calculated by dividing seat-kilometres used by seat-kilometres available and expressing it as a percentage.
<b>Passenger Tonne Kilometres Used</b>	are calculated by multiplying the weight of passengers uplifted on each stage flight by the stage distance.
<b>Passengers uplifted</b>	are calculated obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft measured in metric tonnes.
<b>Revenue passengers</b>	Those who pay 25% or more of the normal applicable fare.

- Seat-kilometres available** are calculated by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations.
- Seat-kilometres used** are calculated by multiplying the number of revenue passengers carried on each stage flight by the stage distance.
- Stage flight** is operated from when an aircraft takes off to when it next lands (including technical stops).
- Stage flights Average Distance** is calculated by dividing the aircraft kilometres flown by the related number of stage flights.
- Tonne** 1000 kilogrammes.
- Tonne-kilometres available** are calculated by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.
- Tonne-kilometres used** are calculated by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
- Tonnes available** The capacity of the aircraft available for the carriage of payload measured in tonnes.
- Weight load factor** is calculated by dividing tonne-kilometres used by tonne-kilometres available and expressing it as a percentage.