

**Civil Aviation Authority**

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**UK Airlines**

**monthly operating and traffic statistics**

**January 1989**

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## FOREWORD

### 1 CONTENT

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

### 2 CONVENTIONS

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

- .. = not available
- = nil or 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  
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London WC2B 6TE

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

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#### 4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

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

#### 5 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

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

**Table 1**

	Output in available tonne-kilometres (000 000)	Percentage of all available tonne- kilometres
British Airways	11 011	63.57
Britannia Airways	1 074	6.20
Dan-Air Services	824	4.76
Monarch Airlines	565	3.26
Air Europe	535	3.09
Virgin Atlantic Airways	532	3.07
Orion Airways	416	2.40
British Caledonian Airways	398	2.30
Caledonian Airways	327	1.89
Novair International (b)	235	1.36
Air 2000	211	1.22
British Midland	208	1.20
British Island Airways	169	0.97
Paramount Airways	118	0.68
Air UK	96	0.55
Anglo Cargo	90	0.52
Inter European Airways	59	0.34
Tradewinds Airways	57	0.33
Heavylift Cargo Airlines	45	0.26
Air Bridge Carriers	39	0.23
Air UK Leisure	39	0.22
Amber Airways	35	0.20
GB Airways t/a Gibair	31	0.18
British Air Ferries	21	0.12
Bristow Helicopters	18	0.10
Air Foyle	18	0.10
Loganair	17	0.10
Manx Airlines	17	0.10
Brymon Airways	16	0.09
British International Helicopters	11	0.07
Others (32 Airlines)	91	0.53

(a) Excludes Air Taxi Operations

(b) Formerly Cal Air International

**Main Outputs of UK  
 Airlines(a) 1961-1988**

**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	15 848	11 424	4 423
1988	17 225	12 405	4 820
<b>Year ended</b>			
January 1988	16 008	11 570	4 439
January 1989	17 319	12 445	4 874
<b>Latest year's growth (percentages)</b>	8.2	7.6	9.8
<b>Mean rates of growth (percentages) to 1988</b>			
20 years	5.4	5.9	4.1
10 years	3.0	3.0	3.1
5 years	7.3	5.9	11.2

(a) Excludes Air Taxi Operations.



	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	60	213	234	1 959	1 290	715	55.4	-	104	59	-	-	59	56.5
Air Europe	706	878	1 400	68 966	109 356	68 321	62.5	241	11 139	5 606	17	124	5 465	50.3
Air UK	1 449	4 426	4 433	106 379	95 885	46 204	48.2	135	9 137	3 982	-	60	3 923	43.6
Aurigny Air Services	90	1 661	449	15 960	1 526	833	54.6	106	126	72	1	5	67	57.6
Berlin European UK	14	41	60	421	224	141	63.0	-	18	12	-	-	12	67.0
Birmingham Executive Airways	368	413	1 006	4 018	7 143	3 629	50.8	-	536	273	-	-	273	50.9
Britannia Airways	223	86	333	9 870	39 904	25 668	64.3	12	3 393	2 217	-	35	2 183	65.4
British Air Ferries	5	30	19	1 521	346	237	68.5	-	29	20	-	-	20	66.8
British Airways	28 311	21 171	45 920	1 663 064	6 897 758	4 603 741	66.7	27 340	929 213	592 264	13 657	147 654	430 953	63.7
British International Helia	7	124	41	2 057	174	124	70.9	42	17	13	-	2	10	75.2
British Island Airways	39	21	61	1 317	3 868	2 552	66.0	-	345	204	-	-	204	59.1
British Midland	1 515	3 951	4 117	179 620	167 727	78 155	46.6	360	17 336	6 261	73	91	6 098	36.1
Brymon Airways	222	982	879	13 696	8 975	4 244	47.3	4	970	349	-	1	348	36.0
Business Air Limited	50	179	137	716	546	307	56.2	1	66	26	-	1	25	39.7
Capital Airlines	263	850	925	13 308	10 239	4 784	46.7	-	1 024	383	-	-	383	37.4
Connectair	153	434	577	6 128	5 109	2 260	44.2	2	464	170	-	1	170	36.7
Dan Air	1 247	2 440	3 133	99 634	112 182	58 032	51.7	294	8 955	4 832	22	158	4 652	54.0
GB Airways T/A Gibair	203	186	342	9 293	23 830	11 275	47.3	40	2 553	1 074	29	38	1 006	42.4
Guernsey Airlines	101	381	412	5 992	3 531	1 899	53.8	3	303	153	-	1	152	50.5
Isles of Scilly Skybus	6	116	29	422	45	21	45.5	17	5	2	-	1	2	54.6
Jersey European Airways	150	880	533	13 165	6 168	2 633	42.7	16	574	200	-	2	198	34.8
Loganair	357	2 091	1 564	30 194	13 573	6 485	47.8	52	1 222	593	-	9	584	48.5
London City Airways	162	496	581	6 987	7 149	2 285	32.0	-	764	178	-	-	178	23.3
Manx Airlines	221	1 053	673	29 563	11 634	7 086	60.9	91	1 040	585	-	22	564	56.3
Monarch Airlines	55	28	84	1 851	8 208	3 296	40.2	-	743	277	-	-	277	37.2
National Commuter Airways	30	104	77	608	465	178	38.2	-	40	14	-	-	14	34.8
Orion Airways	36	22	59	2 700	5 408	4 463	82.5	-	508	357	-	-	357	70.2
Region Airways	21	82	77	2 277	341	72	21.1	-	26	5	-	-	5	21.1
Ryanair-Europe	13	36	34	1 539	945	542	57.4	3	88	53	-	1	52	60.1
Scottish European Airways	78	102	250	723	3 124	629	20.1	-	250	50	-	-	50	20.1
Suckling Airways	38	148	141	633	651	167	25.7	-	46	12	-	-	12	26.1
Virgin Atlantic Airways	741	298	1 084	42 433	266 573	201 273	75.5	1 127	42 896	25 452	-	6 784	18 668	59.3
<b>Total Passenger Services</b>	<b>36 936</b>	<b>43 923</b>	<b>69 660</b>	<b>2 335 014</b>	<b>7 813 900</b>	<b>5 142 248</b>	<b>65.8</b>	<b>29 883</b>	<b>1 033 927</b>	<b>645 750</b>	<b>13 800</b>	<b>154 988</b>	<b>476 961</b>	<b>62.5</b>
<b>Cargo Services</b>														
Air Bridge Carriers	118	302	283	-	-	-	-	2 450	2 179	1 195	-	1 195	-	54.8
Air UK	21	50	73	-	-	-	-	167	132	70	-	70	-	53.1
British Air Ferries	7	10	22	-	-	-	-	33	38	22	-	22	-	59.3
British Airways	150	72	217	-	-	-	-	734	4 607	2 820	226	2 594	-	61.2
Channel Express (Air Svcs)	25	177	120	-	-	-	-	572	140	98	-	98	-	70.1
<b>Total Cargo Services</b>	<b>321</b>	<b>611</b>	<b>714</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3 956</b>	<b>7 096</b>	<b>4 206</b>	<b>227</b>	<b>3 980</b>	<b>-</b>	<b>59.1</b>
<b>Grand Total</b>	<b>37 256</b>	<b>44 534</b>	<b>70 374</b>	<b>2 335 014</b>	<b>7 813 900</b>	<b>5 142 248</b>	<b>65.8</b>	<b>33 839</b>	<b>1 041 022</b>	<b>649 955</b>	<b>14 027</b>	<b>158 968</b>	<b>476 961</b>	<b>62.4</b>

International Scheduled Services January 1989 (a)

Table 3.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<b>Passenger Services</b>														
Air Europe	706	878	1 400	68 966	109 356	68 321	62.5	241	11 139	5 606	17	124	5 465	50.3
Air UK	649	1 710	1 942	34 339	43 132	17 864	41.4	81	4 174	1 562	-	46	1 515	37.4
Aurigny Air Services	8	98	41	737	136	63	46.0	2	11	5	-	-	5	46.1
Berlin European UK	14	41	60	421	224	141	63.0	-	18	12	-	-	12	67.0
Birmingham Executive Airways	368	413	1 006	4 018	7 143	3 629	50.8	-	536	273	-	-	273	50.9
Britannia Airways	223	86	333	9 870	39 904	25 668	64.3	12	3 393	2 217	-	35	2 183	65.4
British Air Ferries	5	30	19	1 521	346	237	68.5	-	29	20	-	-	20	66.8
British Airways	26 049	15 249	40 024	1 275 348	6 585 442	4 434 882	67.3	26 282	894 035	578 060	13 454	147 456	417 151	64.7
British Island Airways	39	21	61	1 317	3 868	2 552	66.0	-	345	204	-	-	204	59.1
British Midland	278	698	770	25 997	26 622	10 276	38.6	99	2 608	840	6	32	802	32.2
Brymon Airways	96	290	328	5 200	4 236	1 713	40.4	-	460	141	-	-	140	30.6
Business Air Limited	20	48	55	106	178	82	46.3	1	26	8	-	1	7	29.5
Capital Airlines	19	62	62	577	742	177	23.9	-	74	14	-	-	14	19.1
Connectair	153	434	577	6 128	5 109	2 260	44.2	2	464	170	-	1	170	36.7
Dan Air	800	1 400	1 949	51 401	72 231	34 968	48.4	181	5 762	2 929	13	119	2 797	50.8
GB Airways T/A Gibair	203	186	342	9 293	23 830	11 275	47.3	40	2 553	1 074	29	38	1 006	42.4
Jersey European Airways	26	138	80	2 860	1 242	472	38.0	1	117	36	-	-	35	30.4
Loganair	9	38	47	311	166	75	45.3	-	15	7	-	-	7	45.3
London City Airways	162	496	581	6 987	7 149	2 285	32.0	-	764	178	-	-	178	23.3
Manx Airlines	7	58	27	1 322	269	187	69.6	-	26	15	-	-	15	57.4
Monarch Airlines	55	28	84	1 851	8 208	3 296	40.2	-	743	277	-	-	277	37.2
National Commuter Airways	20	72	55	416	178	114	64.2	-	18	9	-	-	9	50.8
Orion Airways	36	22	59	2 700	5 408	4 463	82.5	-	508	357	-	-	357	70.2
Region Airways	21	82	77	277	341	72	21.1	-	26	5	-	-	5	21.1
Ryanair-Europe	13	36	34	1 539	945	542	57.4	3	88	53	-	1	52	60.1
Scottish European Airways	78	102	250	723	3 124	629	20.1	-	250	50	-	-	50	20.1
Suckling Airways	22	72	79	340	382	106	27.8	-	27	8	-	-	8	28.3
Virgin Atlantic Airways	741	298	1 084	42 433	266 573	201 273	75.5	1 127	42 896	25 452	-	6 784	18 668	59.3
<b>Total Passenger Services</b>	<b>30 820</b>	<b>23 086</b>	<b>51 424</b>	<b>1 556 998</b>	<b>7 216 486</b>	<b>4 827 622</b>	<b>66.9</b>	<b>28 073</b>	<b>971 105</b>	<b>619 582</b>	<b>13 519</b>	<b>154 637</b>	<b>451 426</b>	<b>63.8</b>
<b>Cargo Services</b>														
Air Bridge Carriers	91	224	222	-	-	-	-	1 879	1 679	1 024	-	1 024	-	61.0
Air UK	21	50	73	-	-	-	-	167	132	70	-	70	-	53.1
British Air Ferries	7	10	22	-	-	-	-	33	38	22	-	22	-	59.3
British Airways	129	32	175	-	-	-	-	346	4 160	2 614	20	2 594	-	62.8
<b>Total Cargo Services</b>	<b>248</b>	<b>318</b>	<b>492</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 426</b>	<b>6 009</b>	<b>3 730</b>	<b>20</b>	<b>3 711</b>	<b>-</b>	<b>61.9</b>
<b>Grand Total</b>	<b>31 068</b>	<b>23 402</b>	<b>51 916</b>	<b>1 556 998</b>	<b>7 216 486</b>	<b>4 827 622</b>	<b>66.9</b>	<b>30 499</b>	<b>977 114</b>	<b>623 312</b>	<b>13 539</b>	<b>158 348</b>	<b>451 426</b>	<b>63.7</b>

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

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<b>Passenger Services</b>														
Air Ecosse	60	213	234	1 959	1 290	715	55.4	-	104	59	-	-	59	56.5
Air UK	800	2 716	2 491	72 040	52 754	28 340	53.7	54	4 963	2 421	-	13	2 407	48.8
Aurigny Air Services	82	1 563	408	15 223	1 389	770	55.4	103	115	67	1	5	62	58.7
British Airways	2 262	5 922	5 896	387 716	312 316	168 859	54.1	1 058	35 178	14 204	204	199	13 802	40.4
British International Helis	7	124	41	2 057	174	124	70.9	42	17	13	-	2	10	75.2
British Midland	1 237	3 253	3 347	153 623	141 105	67 879	48.1	260	14 728	5 421	67	59	5 295	36.8
Brymon Airways	126	692	551	8 496	4 739	2 531	53.4	3	510	209	-	1	208	40.9
Business Air Limited	31	131	82	610	368	225	60.9	-	40	18	-	-	18	46.2
Capital Airlines	244	788	863	12 731	9 497	4 607	48.5	-	950	369	-	-	369	38.8
Dan Air	447	1 040	1 184	48 233	39 950	23 064	57.7	113	3 193	1 903	9	39	1 854	59.6
Guernsey Airlines	101	381	412	5 992	3 531	1 899	53.8	3	303	153	-	1	152	50.5
Iles of Scilly Skybus	6	116	29	422	45	21	45.5	17	5	2	-	1	2	54.6
Jersey European Airways	124	742	454	10 305	4 926	2 161	43.9	15	456	164	-	2	162	36.0
Loganair	348	2 053	1 517	29 883	13 407	6 410	47.8	52	1 207	586	-	9	577	48.6
Manx Airlines	214	995	646	28 241	11 364	6 898	60.7	90	1 013	570	-	21	549	56.3
National Commuter Airways	11	32	23	192	288	64	22.2	-	22	5	-	-	5	22.2
Suckling Airways	16	76	62	293	269	61	22.7	-	19	4	-	-	4	23.0
<b>Total Passenger Services</b>	<b>6 115</b>	<b>20 837</b>	<b>18 236</b>	<b>778 016</b>	<b>597 413</b>	<b>314 626</b>	<b>52.7</b>	<b>1 811</b>	<b>62 821</b>	<b>26 168</b>	<b>281</b>	<b>352</b>	<b>25 535</b>	<b>41.7</b>
<b>Cargo Services</b>														
Air Bridge Carriers	26	78	60	-	-	-	-	571	499	171	-	171	-	34.2
British Airways	21	40	43	-	-	-	-	388	448	207	207	-	-	46.1
Channel Express (Air Svcs)	25	177	120	-	-	-	-	572	140	98	-	98	-	70.1
<b>Total Cargo Services</b>	<b>73</b>	<b>295</b>	<b>222</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 530</b>	<b>1 087</b>	<b>475</b>	<b>207</b>	<b>269</b>	<b>-</b>	<b>43.7</b>
<b>Grand Total</b>	<b>6 188</b>	<b>21 132</b>	<b>18 459</b>	<b>778 016</b>	<b>597 413</b>	<b>314 626</b>	<b>52.7</b>	<b>3 341</b>	<b>63 908</b>	<b>26 643</b>	<b>488</b>	<b>621</b>	<b>25 535</b>	<b>41.6</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 1989 (a)

Table 4.1

				(b)				(b)		Tonne-Kilometres Used					
	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)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail	
Air Bridge Carriers	52	107	131	-	-	-	-	401	905	526	-	526	-	58.2	
Air Europe	1 268	766	2 048	108 460	231 659	202 644	87.5	8	22 920	16 235	-	25	16 211	70.8	
Air Foyle	134	314	291	-	-	-	-	1 583	1 421	799	5	794	-	56.2	
Air UK	4	8	10	84	28	26	95.5	1	20	3	-	-	2	13.1	
Air UK Leisure	216	261	395	12 144	32 108	21 066	65.6	-	3 049	1 791	-	15	1 776	58.7	
Air 2000	439	167	627	29 943	101 285	90 127	88.9	5	8 708	7 767	-	16	7 752	89.1	
Amber Airways	158	115	260	-	20 526	7 721	37.6	-	1 541	580	-	-	580	37.6	
Anglo Baltic Airlines+Hot Air	43	152	134	-	2 577	737	28.6	182	281	113	-	54	59	40.1	
Anglo Cargo	256	108	364	-	-	-	-	318	8 706	5 945	-	5 945	-	68.3	
Atlantic Air Transport	19	28	60	290	276	149	53.7	34	185	52	-	41	11	28.3	
Berlin European UK	145	62	219	-	21 500	14 551	67.7	-	1 861	1 316	-	-	1 316	70.7	
Birmingham Executive Airways	1	3	4	-	26	15	57.6	-	2	1	-	-	1	43.3	
Bond Helicopters	519	11 224	2 048	43 364	6 571	2 759	42.0	242	498	251	-	17	234	50.4	
Bristow Helicopters	860	7 298	4 208	56 101	13 835	8 813	63.7	340	1 290	852	-	53	799	66.0	
Britannia Airways	4 677	2 667	7 454	369 084	771 934	682 847	88.5	30	65 651	58 153	-	89	58 063	88.6	
British Air Ferries	244	656	792	10 738	11 726	6 316	53.9	460	1 701	856	22	310	524	50.3	
British Airways	211	136	334	10 265	33 349	27 943	83.8	351	6 632	4 311	-	1 752	2 558	65.0	
British International Helis	410	3 447	1 788	33 913	8 568	4 465	52.1	175	894	378	-	20	358	42.3	
British Island Airways	602	527	1 063	50 249	75 949	63 346	83.4	-	6 664	5 076	-	-	5 076	76.2	
British Midland	81	61	136	5 056	9 797	7 115	72.6	1	963	555	-	-	555	57.6	
Brymon Airways	55	122	163	3 352	2 510	1 754	69.9	10	248	148	-	4	144	59.6	
Caledonian Airways	483	272	777	35 889	112 107	82 880	73.9	-	10 382	7 099	28	37	7 034	68.4	
Caledonian Helicopters	20	119	84	1 277	360	215	59.7	7	36	20	-	1	19	55.6	
Channel Express (Air Svcs)	112	415	460	-	-	-	-	849	616	299	139	160	-	48.5	
City Airways	27	100	97	-	207	71	34.2	112	70	39	-	33	6	55.3	
Connectair	43	99	154	-	89	69	77.4	150	132	67	-	61	5	50.3	
Dan Air	2 675	1 821	4 291	216 969	436 892	375 537	86.0	307	35 132	30 130	85	-	30 045	85.8	
Heavylift Cargo Airlines	105	61	252	-	-	-	-	910	3 365	1 808	-	1 808	-	53.7	
Inter European Airways	278	126	418	14 506	41 100	34 077	82.9	-	3 666	2 557	-	-	2 557	69.8	
Janes Aviation	4	21	21	-	-	-	-	53	15	11	-	11	-	71.6	
Jersey European Airways	10	84	52	-	361	196	54.3	-	31	17	-	1	16	53.7	
Loganair	43	37	84	3 190	4 327	3 759	86.9	-	390	338	-	-	338	86.8	
Manx Airlines	29	137	121	36	1 450	884	61.0	100	154	98	-	18	79	63.2	
Monarch Airlines	1 557	1 370	2 708	87 228	309 839	236 822	76.4	7	28 401	19 915	-	22	19 893	70.1	
Novair International	367	147	513	38 335	138 908	111 931	80.8	13	12 838	9 103	-	149	8 953	71.3	
Orion Airways	983	491	1 554	73 936	187 141	165 775	88.6	-	17 567	13 261	-	-	13 261	75.5	
Paramount Airways	244	146	386	8 841	40 337	31 280	77.5	-	3 547	2 750	-	-	2 750	77.5	
Peregrine Air Services	92	327	316	1 071	1 995	1 106	55.5	-	159	90	-	-	90	56.6	
Ryanair-Europe	47	84	98	1 061	4 848	3 542	73.1	-	429	317	-	4	313	73.9	

All Non-Scheduled Services January 1989 (a)

Table 4.1

	(a)				(b)					Tonne-Kilometres Used				
	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)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Scottish European Airways	7	26	27	137	268	181	67.5	1	21	15	-	-	14	68.5
Tradewinds Airways	83	24	112	-	-	-	-	-	3 489	2 144	-	2 144	-	61.5
Virgin Atlantic Airways	56	8	70	3 779	27 023	26 374	97.6	42	3 573	2 743	-	290	2 452	76.8
Westair International	3	6	11	-	-	-	-	9	17	6	-	6	-	35.6
<b>Total</b>	<b>17 662</b>	<b>34 150</b>	<b>35 134</b>	<b>1 219 298</b>	<b>2 651 474</b>	<b>2 217 092</b>	<b>83.6</b>	<b>6 702</b>	<b>258 171</b>	<b>198 531</b>	<b>280</b>	<b>14 407</b>	<b>183 844</b>	<b>76.9</b>
Total sub-charter operations performed on behalf of UK airlines	1 002	1 333	2 094	..	111 680	70 229	62.9	..	15 406	9 330	29	3 366	5 936	60.6
Total excluding sub-charter operations performed on behalf of UK airlines	16 660	32 817	33 039	1 219 298	2 539 794	2 146 863	84.5	6 702	242 765	189 201	252	11 041	177 908	77.9

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

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

International Non-Scheduled Services January 1989 (a)

Table 4.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) 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	52	107	131	-	-	-	-	-	401	905	526	-	526	-	58.2
Air Europe	1 268	765	2 047	108 232	231 543	202 528	87.5	8	22 910	16 226	-	25	16 202	70.8	
Air Foyle	73	126	144	-	-	-	-	-	760	780	455	-	455	-	58.4
Air UK	4	8	10	84	28	26	95.5	1	20	3	-	-	2	13.1	
Air UK Leisure	211	251	385	11 188	31 469	20 636	65.6	-	2 988	1 755	-	15	1 740	58.7	
Air 2000	439	167	627	29 943	101 285	90 127	88.9	5	8 708	7 767	-	16	7 752	89.1	
Amber Airways	158	115	260	-	20 526	7 721	37.6	-	1 541	580	-	-	580	37.6	
Anglo Baltic Airlines+Hot Air	25	86	74	-	1 880	385	20.5	-	165	35	-	4	31	20.9	
Anglo Cargo	256	108	364	-	-	-	-	318	8 706	5 945	-	5 945	-	68.3	
Atlantic Air Transport	19	26	59	290	276	149	53.7	29	181	51	-	40	11	28.3	
Berlin European UK	145	62	219	-	21 500	14 551	67.7	-	1 861	1 316	-	-	1 316	70.7	
Bond Helicopters	519	11 224	2 048	43 364	6 571	2 759	42.0	242	498	251	-	17	234	50.4	
Bristow Helicopters	860	7 298	4 208	56 101	13 835	8 813	63.7	340	1 290	852	-	53	799	66.0	
Britannia Airways	4 672	2 653	7 442	368 497	771 372	682 480	88.5	30	65 595	58 121	-	89	58 032	88.6	
British Air Ferries	133	313	438	492	5 344	3 157	59.1	101	959	454	22	170	262	47.3	
British Airways	209	122	324	10 183	33 309	27 923	83.8	307	6 620	4 301	-	1 745	2 556	65.0	
British International Helis	408	3 397	1 777	33 913	8 568	4 465	52.1	124	889	375	-	17	358	42.2	
British Island Airways	599	521	1 057	49 350	75 490	62 891	83.3	-	6 623	5 039	-	-	5 039	76.1	
British Midland	78	54	129	4 652	9 481	6 918	73.0	-	931	539	-	-	539	57.9	
Brymon Airways	20	36	54	618	923	658	71.3	-	76	54	-	-	54	71.4	
Caledonian Airways	482	270	774	35 104	111 709	82 483	73.8	-	10 345	7 065	28	37	7 000	68.3	
Caledonian Helicopters	20	119	84	1 277	360	215	59.7	7	36	20	-	1	19	55.6	
Channel Express (Air Svcs)	64	195	264	-	-	-	-	335	352	152	-	152	-	43.2	
City Airways	19	66	68	-	-	-	-	112	54	33	-	33	-	61.6	
Connectair	43	99	154	-	89	69	77.4	150	132	67	-	61	5	50.3	
Dan Air	2 617	1 640	4 092	214 632	435 342	374 580	86.0	-	34 857	29 968	-	-	29 968	86.0	
Heavylift Cargo Airlines	105	61	252	-	-	-	-	910	3 365	1 808	-	1 808	-	53.7	
Inter European Airways	278	126	418	14 506	41 100	34 077	82.9	-	3 666	2 557	-	-	2 557	69.8	
Jersey European Airways	5	42	28	-	195	134	68.5	-	17	11	-	-	11	63.8	
Loganair	43	37	84	3 190	4 327	3 759	86.9	-	390	338	-	-	338	86.8	
Monarch Airlines	1 555	1 365	2 703	86 108	309 369	236 358	76.4	7	28 358	19 876	-	22	19 854	70.1	
Novair International	367	147	513	38 335	138 908	111 931	80.8	13	12 838	9 103	-	149	8 953	71.3	
Orion Airways	983	491	1 554	73 936	187 141	165 775	88.6	-	17 567	13 261	-	-	13 261	75.5	
Paramount Airways	244	146	386	8 841	40 337	31 280	77.5	-	3 547	2 750	-	-	2 750	77.5	
Ryanair-Europe	47	84	98	1 061	4 848	3 542	73.1	-	429	317	-	4	313	73.9	
Tradewinds Airways	83	24	112	-	-	-	-	-	3 489	2 144	-	2 144	-	61.5	
Virgin Atlantic Airways	56	8	70	3 779	27 023	26 374	97.6	42	3 573	2 743	-	290	2 452	76.8	
Westair International	3	6	11	-	-	-	-	9	17	6	-	6	-	35.6	
<b>Total</b>	<b>17 163</b>	<b>32 365</b>	<b>33 461</b>	<b>1 197 676</b>	<b>2 634 149</b>	<b>2 206 762</b>	<b>83.8</b>	<b>4 252</b>	<b>255 277</b>	<b>196 863</b>	<b>51</b>	<b>13 824</b>	<b>182 988</b>	<b>77.1</b>	
Total sub-charter operations performed on behalf of UK airlines	882	837	1 640	..	107 337	67 774	63.1	..	15 029	9 121	28	3 364	5 729	60.7	
Total excluding sub-charter operations performed on behalf of UK airlines	16 281	31 528	31 821	1 197 676	2 526 811	2 138 988	84.7	4 252	240 248	187 742	22	10 461	177 259	78.1	

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

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

**Domestic Non-Scheduled Services January 1989 (a)**

**Table 4.3**

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted				Cargo & Mail Uplifted Tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	1	1	1	228	115	115	100.0	-	11	9	-	-	9	84.3
Air Foyle	60	188	147	-	-	-	-	823	642	344	5	339	-	53.6
Air UK Leisure	4	10	10	956	639	430	67.3	-	61	37	-	-	37	60.2
Anglo Baltic Airlines+Hot Air	17	66	59	-	697	351	50.4	182	116	78	-	50	28	67.6
Atlantic Air Transport	-	2	2	-	-	-	-	5	4	1	-	1	-	25.5
Birmingham Executive Airways	1	3	4	-	26	15	57.6	-	2	1	-	-	1	43.3
Britannia Airways	5	14	12	587	561	368	65.5	-	56	31	-	-	31	55.7
British Air Ferries	111	343	353	10 246	6 383	3 160	49.5	360	742	402	-	140	262	54.2
British Airways	2	14	10	82	40	20	51.1	44	11	9	-	7	2	80.1
British International Helis	2	50	12	-	-	-	-	51	5	3	-	3	-	62.4
British Island Airways	3	6	6	899	458	455	99.2	-	40	36	-	-	36	89.9
British Midland	3	7	7	404	316	197	62.2	1	32	16	-	-	15	49.7
Brymon Airways	34	86	109	2 734	1 586	1 096	69.1	10	172	94	-	4	90	54.4
Caledonian Airways	1	2	2	785	398	397	99.9	-	37	34	-	-	34	91.1
Channel Express (Air Svcs)	48	220	197	-	-	-	-	514	264	147	139	8	-	55.6
City Airways	8	34	29	-	207	71	34.2	-	16	6	-	-	6	34.2
Dan Air	58	181	199	2 337	1 550	957	61.7	307	274	162	85	-	76	58.9
Janes Aviation	4	21	21	-	-	-	-	53	15	11	-	11	-	71.6
Jersey European Airways	5	42	24	-	166	63	37.7	-	14	6	-	1	5	41.8
Manx Airlines	29	137	121	36	1 450	884	61.0	100	154	98	-	18	79	63.2
Monarch Airlines	2	5	5	1 120	470	464	98.6	-	43	39	-	-	39	90.2
Peregrine Air Services	92	327	316	1 071	1 995	1 106	55.5	-	159	90	-	-	90	56.6
Scottish European Airways	7	26	27	137	268	181	67.5	1	21	15	-	-	14	68.5
<b>Total</b>	<b>499</b>	<b>1 785</b>	<b>1 672</b>	<b>21 622</b>	<b>17 326</b>	<b>10 330</b>	<b>59.6</b>	<b>2 450</b>	<b>2 894</b>	<b>1 668</b>	<b>230</b>	<b>583</b>	<b>855</b>	<b>57.6</b>
Total sub-charter operations performed on behalf of UK airlines	120	496	454	..	4 343	2 455	56.5	..	377	209	-	2	207	55.3
Total excluding sub-charter operations performed on behalf of UK airlines	379	1 289	1 218	21 622	12 983	7 875	60.7	2 450	2 517	1 459	230	581	649	58.0

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

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

All Class 2 Licence Operations January 1989

Table 5.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Air UK Leisure	8	12	15	-	331	956	1 270	1 045	82.3
Britannia Airways	5	5	9	-	-	215	653	405	62.0
British Airways	82	28	116	2 756	-	935	25 268	20 878	82.6
British Island Airways	19	30	39	-	-	2 486	1 990	1 617	81.3
British Midland	2	4	5	-	-	342	209	173	82.6
Caledonian Airways	1	2	2	-	-	785	398	397	99.9
Dan Air	448	158	652	-	-	16 599	69 323	53 025	76.5
Monarch Airlines	8	24	20	-	-	3 209	1 422	1 091	76.7
Novair International	39	10	52	2 037	-	-	14 655	13 117	89.5
<b>Total</b>	<b>612</b>	<b>273</b>	<b>910</b>	<b>4 793</b>	<b>331</b>	<b>25 527</b>	<b>115 188</b>	<b>91 748</b>	<b>79.7</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air UK Leisure	-	121	89	-	-	89	73.6
Britannia Airways	-	56	34	-	-	34	61.7
British Airways	33	3 247	2 129	-	230	1 900	65.6
British Island Airways	-	173	129	-	-	129	74.9
British Midland	-	21	14	-	-	14	65.1
Caledonian Airways	-	37	34	-	-	34	91.1
Dan Air	-	5 547	4 242	-	-	4 242	76.5
Monarch Airlines	-	130	92	-	-	92	70.5
Novair International	-	1 350	1 049	-	-	1 049	77.7
<b>Total</b>	<b>33</b>	<b>10 681</b>	<b>7 812</b>	<b>-</b>	<b>230</b>	<b>7 582</b>	<b>73.1</b>



International Class 2 Licence Operations January 1989

Table 5.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Air UK Leisure	4	2	6	-	331	-	631	615	97.4
Britannia Airways	3	1	5	-	-	100	449	345	76.9
British Airways	82	28	116	2 756	-	935	25 268	20 878	82.6
British Island Airways	19	30	39	-	-	2 486	1 990	1 617	81.3
Dan Air	447	156	649	-	-	16 531	69 277	52 993	76.5
Monarch Airlines	8	24	20	-	-	3 209	1 422	1 091	76.7
Novair International	39	10	52	2 037	-	-	14 655	13 117	89.5
<b>Total</b>	<b>602</b>	<b>251</b>	<b>887</b>	<b>4 793</b>	<b>331</b>	<b>23 261</b>	<b>113 692</b>	<b>90 656</b>	<b>79.7</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air UK Leisure	-	60	52	-	-	52	87.0
Britannia Airways	-	38	29	-	-	29	76.6
British Airways	33	3 247	2 129	-	230	1 900	65.6
British Island Airways	-	173	129	-	-	129	74.9
Dan Air	-	5 544	4 240	-	-	4 240	76.5
Monarch Airlines	-	130	92	-	-	92	70.5
Novair International	-	1 350	1 049	-	-	1 049	77.7
<b>Total</b>	<b>33</b>	<b>10 541</b>	<b>7 721</b>	<b>-</b>	<b>230</b>	<b>7 491</b>	<b>73.2</b>

Domestic Class 2 Licence Operations January 1989

Table 5.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Air UK Leisure	4	10	10	-	-	956	639	430	67.3
Britannia Airways	2	4	4	-	-	115	205	60	29.1
British Midland	2	4	5	-	-	342	209	173	82.6
Caledonian Airways	1	2	2	-	-	785	398	397	99.9
Dan Air	1	2	3	-	-	68	45	32	70.8
<b>Total</b>	<b>10</b>	<b>22</b>	<b>24</b>	<b>-</b>	<b>-</b>	<b>2 266</b>	<b>1 496</b>	<b>1 092</b>	<b>73.0</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air UK Leisure	-	61	37	-	-	37	60.2
Britannia Airways	-	17	5	-	-	5	29.2
British Midland	-	21	14	-	-	14	65.1
Caledonian Airways	-	37	34	-	-	34	91.1
Dan Air	-	4	3	-	-	3	71.1
<b>Total</b>	<b>-</b>	<b>140</b>	<b>92</b>	<b>-</b>	<b>-</b>	<b>92</b>	<b>65.5</b>

All Class 3 Licence Operations January 1989

Table 6.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air Europe	1 213	692	1 932	102 360	-	223 382	197 578	88.4
Air UK Leisure	133	93	218	10 707	-	20 787	16 256	78.2
Air 2000	360	147	520	27 742	-	83 197	74 246	89.2
Britannia Airways	4 393	2 463	7 003	351 676	-	715 655	643 265	89.9
British Airways	59	51	98	6 310	-	7 929	6 956	87.7
British Island Airways	562	486	991	46 444	-	70 874	58 902	83.1
British Midland	78	54	129	4 652	-	9 481	6 918	73.0
Brymon Airways	20	36	54	618	-	923	658	71.3
Caledonian Airways	267	142	408	35 104	-	78 897	65 724	83.3
Dan Air	2 055	1 437	3 283	194 163	-	345 713	302 940	87.6
Inter European Airways	268	122	404	14 506	-	39 711	32 724	82.4
Loganair	43	37	84	3 190	-	4 327	3 759	86.9
Monarch Airlines	999	462	1 487	81 630	-	215 748	188 056	87.2
Novair International	246	115	354	33 985	-	92 960	75 106	80.8
Orion Airways	896	434	1 408	72 750	-	171 990	154 016	89.5
Paramount Airways	206	90	308	8 436	-	34 016	26 941	79.2
Ryanair-Europe	11	11	20	1 061	-	1 182	1 098	92.8
<b>Total</b>	<b>11 809</b>	<b>6 872</b>	<b>18 700</b>	<b>995 334</b>	<b>-</b>	<b>2 116 772</b>	<b>1 855 142</b>	<b>87.6</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	8	22 068	15 830	-	25	15 806	71.7
Air UK Leisure	-	1 977	1 382	-	-	1 382	69.9
Air 2000	5	7 153	6 401	-	16	6 386	89.5
Britannia Airways	30	60 855	54 786	-	89	54 697	90.0
British Airways	-	902	649	-	-	649	71.9
British Island Airways	-	6 217	4 711	-	-	4 711	75.8
British Midland	-	931	539	-	-	539	57.9
Brymon Airways	-	76	54	-	-	54	71.4
Caledonian Airways	-	7 293	5 587	-	-	5 587	76.6
Dan Air	-	27 682	24 236	-	-	24 236	87.6
Inter European Airways	-	3 542	2 456	-	-	2 456	69.3
Loganair	-	390	338	-	-	338	86.8
Monarch Airlines	7	19 831	15 818	-	22	15 796	79.8
Novair International	13	8 606	6 145	-	136	6 009	71.4
Orion Airways	-	16 144	12 321	-	-	12 321	76.3
Paramount Airways	-	2 992	2 368	-	-	2 368	79.1
Ryanair-Europe	-	105	97	-	-	97	92.9
<b>Total</b>	<b>63</b>	<b>186 762</b>	<b>153 718</b>	<b>-</b>	<b>287</b>	<b>153 431</b>	<b>82.3</b>

International Class 3 Licence Operations January 1989

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	1 212	691	1 931	102 132	-	223 266	197 463	88.4
Air UK Leisure	133	93	218	10 707	-	20 787	16 256	78.2
Air 2000	360	147	520	27 742	-	83 197	74 246	89.2
Britannia Airways	4 392	2 461	7 001	351 418	-	715 524	643 134	89.9
British Airways	59	51	98	6 310	-	7 929	6 956	87.7
British Island Airways	559	480	984	45 545	-	70 415	58 447	83.0
British Midland	78	54	129	4 652	-	9 481	6 918	73.0
Brymon Airways	20	36	54	618	-	923	658	71.3
Caledonian Airways	267	142	408	35 104	-	78 897	65 724	83.3
Dan Air	2 053	1 433	3 279	193 437	-	345 335	302 573	87.6
Inter European Airways	268	122	404	14 506	-	39 711	32 724	82.4
Loganair	43	37	84	3 190	-	4 327	3 759	86.9
Monarch Airlines	997	458	1 483	80 718	-	215 351	187 659	87.1
Novair International	246	115	354	33 985	-	92 960	75 106	80.8
Orion Airways	896	434	1 408	72 750	-	171 990	154 016	89.5
Paramount Airways	206	90	308	8 436	-	34 016	26 941	79.2
Ryanair-Europe	11	11	20	1 061	-	1 182	1 098	92.8
<b>Total</b>	<b>11 801</b>	<b>6 855</b>	<b>18 683</b>	<b>992 311</b>	<b>-</b>	<b>2 115 291</b>	<b>1 853 677</b>	<b>87.6</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	8	22 057	15 821	-	25	15 796	71.7
Air UK Leisure	-	1 977	1 382	-	-	1 382	69.9
Air 2000	5	7 153	6 401	-	16	6 386	89.5
Britannia Airways	30	60 843	54 775	-	89	54 686	90.0
British Airways	-	902	649	-	-	649	71.9
British Island Airways	-	6 176	4 675	-	-	4 675	75.7
British Midland	-	931	539	-	-	539	57.9
Brymon Airways	-	76	54	-	-	54	71.4
Caledonian Airways	-	7 293	5 587	-	-	5 587	76.6
Dan Air	-	27 652	24 207	-	-	24 207	87.5
Inter European Airways	-	3 542	2 456	-	-	2 456	69.3
Loganair	-	390	338	-	-	338	86.8
Monarch Airlines	7	19 795	15 785	-	22	15 763	79.7
Novair International	13	8 606	6 145	-	136	6 009	71.4
Orion Airways	-	16 144	12 321	-	-	12 321	76.3
Paramount Airways	-	2 992	2 368	-	-	2 368	79.1
Ryanair-Europe	-	105	97	-	-	97	92.9
<b>Total</b>	<b>63</b>	<b>186 633</b>	<b>153 599</b>	<b>-</b>	<b>287</b>	<b>153 312</b>	<b>82.3</b>

Domestic Class 3 Licence Operations January 1989

Table 6.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air Europe	1	1	1	228	-	115	115	100.0
Britannia Airways	1	2	2	258	-	132	131	99.2
British Island Airways	3	6	6	899	-	458	455	99.2
Dan Air	2	4	4	726	-	378	367	97.1
Monarch Airlines	2	4	4	912	-	396	396	100.0
<b>Total</b>	<b>8</b>	<b>17</b>	<b>17</b>	<b>3 023</b>	<b>-</b>	<b>1 480</b>	<b>1 465</b>	<b>98.9</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
			Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	11	9	-	-	9	84.3
Britannia Airways	-	11	11	-	-	11	99.1
British Island Airways	-	40	36	-	-	36	89.9
Dan Air	-	30	29	-	-	29	96.7
Monarch Airlines	-	37	33	-	-	33	91.4
<b>Total</b>	<b>-</b>	<b>130</b>	<b>119</b>	<b>-</b>	<b>-</b>	<b>119</b>	<b>92.2</b>

All Class 4 Licence Operations January 1989

Table 7.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	53	70	111	-	-	2 804	3 296	7 646	4 593	60.1
Air 2000	78	20	108	304	-	1 669	228	18 088	15 880	86.9
Britannia Airways	140	38	187	182	-	3 197	442	34 833	23 812	68.4
British Island Airways	14	4	21	-	-	486	164	2 374	2 310	97.3
Dan Air	85	25	112	-	-	2 177	2 176	15 952	15 472	97.0
Monarch Airlines	56	15	76	-	-	1 568	160	12 877	12 201	94.7
Orion Airways	9	10	19	-	-	724	462	1 792	1 371	76.5
Virgin Atlantic Airways	56	8	70	517	-	2 522	740	27 023	26 374	97.6
<b>Total</b>	<b>492</b>	<b>190</b>	<b>703</b>	<b>1 003</b>	<b>-</b>	<b>15 147</b>	<b>7 668</b>	<b>120 586</b>	<b>102 013</b>	<b>84.6</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	790	367	-	-	367	46.5
Air 2000	-	1 555	1 366	-	-	1 366	86.9
Britannia Airways	-	2 964	2 026	-	-	2 026	68.4
British Island Airways	-	213	185	-	-	185	86.7
Dan Air	-	1 280	1 238	-	-	1 238	96.8
Monarch Airlines	-	1 186	1 025	-	-	1 025	86.4
Orion Airways	-	168	110	-	-	110	65.0
Virgin Atlantic Airways	41	3 573	2 743	-	290	2 452	76.8
<b>Total</b>	<b>41</b>	<b>11 730</b>	<b>9 059</b>	<b>-</b>	<b>290</b>	<b>8 769</b>	<b>77.2</b>

International Class 4 Licence Operations January 1989

Table 7.2

	Aircraft		Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
	-Km (000)	Stage Flights		ABC	Affinity	IT	Other			
Air Europe	53	70	111	-	-	2 804	3 296	7 646	4 593	60.1
Air 2000	78	20	108	304	-	1 669	228	18 088	15 880	86.9
Britannia Airways	140	38	187	182	-	3 197	442	34 833	23 812	68.4
British Island Airways	14	4	21	-	-	486	164	2 374	2 310	97.3
Dan Air	85	25	112	-	-	2 177	2 176	15 952	15 472	97.0
Monarch Airlines	56	15	76	-	-	1 568	160	12 877	12 201	94.7
Orion Airways	9	10	19	-	-	724	462	1 792	1 371	76.5
Virgin Atlantic Airways	56	8	70	517	-	2 522	740	27 023	26 374	97.6
<b>Total</b>	<b>492</b>	<b>190</b>	<b>703</b>	<b>1 003</b>	<b>-</b>	<b>15 147</b>	<b>7 668</b>	<b>120 586</b>	<b>102 013</b>	<b>84.6</b>

	Cargo & Mail Uplifted		Total (000)	Tonne-Kilometres Used			As % of Avail
	Tonnes	Tonne-Km Available (000)		Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	790	367	-	-	367	46.5
Air 2000	-	1 555	1 366	-	-	1 366	86.9
Britannia Airways	-	2 964	2 026	-	-	2 026	68.4
British Island Airways	-	213	185	-	-	185	86.7
Dan Air	-	1 280	1 238	-	-	1 238	96.8
Monarch Airlines	-	1 186	1 025	-	-	1 025	86.4
Orion Airways	-	168	110	-	-	110	65.0
Virgin Atlantic Airways	41	3 573	2 743	-	290	2 452	76.8
<b>Total</b>	<b>41</b>	<b>11 730</b>	<b>9 059</b>	<b>-</b>	<b>290</b>	<b>8 769</b>	<b>77.2</b>

Domestic Class 4 Licence Operations January 1989

Table 7.3

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



All Class 6 Licence Operations January 1989

Table 8.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	17	49	53	211	250	79	-	79	31.4
Air Foyle	123	307	283	1 583	1 309	752	5	747	57.5
Anglo Baltic Airlines+Hot Air	8	28	26	182	55	50	-	50	92.0
Anglo Cargo	64	19	82	318	2 620	2 113	-	2 113	80.6
Atlantic Air Transport	-	2	2	5	4	1	-	1	25.5
British Air Ferries	36	85	116	435	272	172	22	151	63.4
British Airways	68	51	115	318	2 467	1 522	-	1 522	61.7
British International Helis	2	50	12	51	5	3	-	3	62.4
Channel Express (Air Svcs)	66	204	271	375	362	160	-	160	44.1
City Airways	19	66	68	112	54	33	-	33	61.6
Connectair	41	91	144	150	124	61	-	61	49.4
Heavylift Cargo Airlines	84	53	202	873	2 642	1 496	-	1 496	56.6
Janes Aviation	4	21	21	53	15	11	-	11	71.6
Manx Airlines	7	39	26	100	24	17	-	17	73.0
<b>Total</b>	<b>539</b>	<b>1 065</b>	<b>1 421</b>	<b>4 766</b>	<b>10 202</b>	<b>6 471</b>	<b>27</b>	<b>6 444</b>	<b>63.4</b>

International Class 6 Licence Operations January 1989

Table 8.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	17	49	53	211	250	79	-	79	31.4
Air Foyle	63	119	137	760	667	408	-	408	61.2
Anglo Cargo	64	19	82	318	2 620	2 113	-	2 113	80.6
British Air Ferries	11	28	41	100	73	40	22	18	54.7
British Airways	66	41	108	274	2 459	1 515	-	1 515	61.6
Channel Express (Air Svcs)	64	195	264	335	352	152	-	152	43.2
City Airways	19	66	68	112	54	33	-	33	61.6
Connectair	41	91	144	150	124	61	-	61	49.4
Heavylift Cargo Airlines	84	53	202	873	2 642	1 496	-	1 496	56.6
<b>Total</b>	<b>429</b>	<b>661</b>	<b>1 099</b>	<b>3 134</b>	<b>9 241</b>	<b>5 897</b>	<b>22</b>	<b>5 876</b>	<b>63.8</b>

Domestic Class 6 Licence Operations January 1989

Table 8.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Foyle	60	188	147	823	642	344	5	339	53.6
Anglo Baltic Airlines+Hot Air	8	28	26	182	55	50	-	50	92.0
Atlantic Air Transport	-	2	2	5	4	1	-	1	25.5
British Air Ferries	25	57	75	335	199	132	-	132	66.6
British Airways	2	10	7	44	8	7	-	7	93.3
British International Helis	2	50	12	51	5	3	-	3	62.4
Channel Express (Air Svcs)	2	9	8	40	10	8	-	8	76.8
Janes Aviation	4	21	21	53	15	11	-	11	71.6
Manx Airlines	7	39	26	100	24	17	-	17	73.0
<b>Total</b>	<b>110</b>	<b>404</b>	<b>322</b>	<b>1 632</b>	<b>961</b>	<b>574</b>	<b>5</b>	<b>569</b>	<b>59.7</b>

**All Class 7 Licence Operations January 1989**

**Table 9.1**

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					
									Tonne-Km Avail (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air UK Leisure	1	1	2	150	134	118	88.2	-	13	10	-	-	10	79.0
Bond Helicopters	519	11 224	2 048	43 364	6 571	2 759	42.0	242	498	251	-	17	234	50.4
Bristow Helicopters	860	7 298	4 208	56 101	13 835	8 813	63.7	340	1 290	852	-	53	799	66.0
British International Helis	408	3 397	1 777	33 913	8 568	4 465	52.1	124	889	375	-	17	358	42.2
Caledonian Helicopters	20	119	84	1 277	360	215	59.7	7	36	20	-	1	19	55.6
Paramount Airways	2	2	3	309	260	243	93.6	-	23	21	-	-	21	93.8
<b>Total</b>	<b>1 809</b>	<b>22 041</b>	<b>8 121</b>	<b>135 114</b>	<b>29 728</b>	<b>16 613</b>	<b>55.9</b>	<b>714</b>	<b>2 749</b>	<b>1 529</b>	<b>-</b>	<b>88</b>	<b>1 441</b>	<b>55.6</b>

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					As % of Avail
									Tonne-Km Avail (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air UK Leisure	1	1	2	150	134	118	88.2	-	13	10	-	-	10	79.0
Bond Helicopters	519	11 224	2 048	43 364	6 571	2 759	42.0	242	498	251	-	17	234	50.4
Bristow Helicopters	860	7 298	4 208	56 101	13 835	8 813	63.7	340	1 290	852	-	53	799	66.0
British International Helis	408	3 397	1 777	33 913	8 568	4 465	52.1	124	889	375	-	17	358	42.2
Caledonian Helicopters	20	119	84	1 277	360	215	59.7	7	36	20	-	1	19	55.6
Paramount Airways	2	2	3	309	260	243	93.6	-	23	21	-	-	21	93.8
<b>Total</b>	<b>1 809</b>	<b>22 041</b>	<b>8 121</b>	<b>135 114</b>	<b>29 728</b>	<b>16 613</b>	<b>55.9</b>	<b>714</b>	<b>2 749</b>	<b>1 529</b>	<b>-</b>	<b>88</b>	<b>1 441</b>	<b>55.6</b>

Domestic Class 7 Licence Operations January 1989

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)	

NIL

All Exempt Operations January 1989 (a) (b)

Table 10.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					
									Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	5	10	14	-	-	-	-	190	99	99	-	99	-	100.0
Air UK	4	8	10	84	28	26	95.5	1	20	3	-	-	2	13.1
Atlantic Air Transport	17	22	53	290	276	149	53.7	29	175	49	-	38	11	27.9
Britannia Airways	107	127	199	13 372	13 943	10 282	73.7	-	1 186	874	-	-	874	73.7
British Air Ferries	98	306	317	10 738	7 026	3 389	48.2	25	601	289	-	8	281	48.1
British Airways	2	6	5	264	152	108	71.3	-	16	10	-	-	10	63.0
British Island Airways	7	7	13	669	711	517	72.7	-	61	50	-	-	50	82.0
British Midland	1	3	3	62	106	24	22.1	1	11	2	-	-	2	20.7
Brymon Airways	34	86	109	2 734	1 586	1 096	69.1	10	172	94	-	4	90	54.4
Channel Express (Air Svcs)	46	211	189	-	-	-	-	474	254	139	139	-	-	54.8
Dan Air	59	178	199	1 854	1 622	991	61.1	307	280	165	85	-	79	58.8
Heavylift Cargo Airlines	14	6	34	-	-	-	-	37	484	262	-	262	-	54.1
Manx Airlines	-	1	1	36	18	8	42.4	-	2	1	-	-	1	41.4
Monarch Airlines	10	7	16	661	1 446	791	54.7	-	131	67	-	-	67	50.8
Novair International	66	17	88	2 313	25 071	19 778	78.9	-	2 309	1 582	-	-	1 582	68.5
Paramount Airways	6	2	10	96	1 066	310	29.1	-	94	27	-	-	27	29.3
Peregrine Air Services	26	77	79	1 071	635	355	55.9	-	50	28	-	-	28	56.4
Scottish European Airways	1	4	4	137	35	28	78.1	1	3	2	-	-	2	85.1
Westair International	3	4	9	-	-	-	-	9	14	4	-	4	-	29.9
<b>Total</b>	<b>507</b>	<b>1 082</b>	<b>1 350</b>	<b>34 381</b>	<b>53 723</b>	<b>37 851</b>	<b>70.5</b>	<b>1 084</b>	<b>5 963</b>	<b>3 747</b>	<b>225</b>	<b>415</b>	<b>3 107</b>	<b>62.8</b>

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

(b) Excludes exempt sub-charter operations

International Exempt Operations January 1989 (a) (b)

Table 10.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted		Tonne-Kilometres Used				
								Tonnes	Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	5	10	14	-	-	-	-	190	99	99	-	99	-	100.0
Air UK	4	8	10	84	28	26	95.5	1	20	3	-	-	2	13.1
Atlantic Air Transport	17	22	53	290	276	149	53.7	29	175	49	-	38	11	27.9
Britannia Airways	107	125	198	13 158	13 859	10 213	73.7	-	1 179	868	-	-	868	73.7
British Air Ferries	13	24	43	492	724	295	40.7	-	64	25	-	-	25	38.4
British Airways	1	2	2	182	112	88	78.4	-	12	8	-	-	8	66.0
British Island Airways	7	7	13	669	711	517	72.7	-	61	50	-	-	50	82.0
Dan Air	4	3	7	311	496	434	87.4	-	40	35	-	-	35	87.7
Heavylift Cargo Airlines	14	6	34	-	-	-	-	37	484	262	-	262	-	54.1
Monarch Airlines	9	6	15	453	1 373	723	52.7	-	124	61	-	-	61	49.1
Novair International	66	17	88	2 313	25 071	19 778	78.9	-	2 309	1 582	-	-	1 582	68.5
Paramount Airways	6	2	10	96	1 066	310	29.1	-	94	27	-	-	27	29.3
Westair International	3	4	9	-	-	-	-	9	14	4	-	4	-	29.9
<b>Total</b>	<b>257</b>	<b>236</b>	<b>495</b>	<b>18 048</b>	<b>43 717</b>	<b>32 533</b>	<b>74.4</b>	<b>267</b>	<b>4 676</b>	<b>3 073</b>	<b>1</b>	<b>403</b>	<b>2 669</b>	<b>65.7</b>

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



**Domestic Exempt Operations January 1989 (a) (b)**

**Table 10.3**

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Britannia Airways	1	2	2	214	84	69	82.3	-	7	6	-	-	6	82.4
British Air Ferries	85	282	274	10 246	6 302	3 094	49.1	25	537	264	-	7	257	49.3
British Airways	1	4	3	82	40	20	51.1	-	4	2	-	-	2	53.9
British Midland	1	3	3	62	106	24	22.1	1	11	2	-	-	2	20.7
Brymon Airways	34	86	109	2 734	1 586	1 096	69.1	10	172	94	-	4	90	54.4
Channel Express (Air Svcs)	46	211	189	-	-	-	-	474	254	139	139	-	-	54.8
Dan Air	55	175	192	1 543	1 126	557	49.5	307	241	130	85	-	45	54.0
Manx Airlines	-	1	1	36	18	8	42.4	-	2	1	-	-	1	41.4
Monarch Airlines	-	1	1	208	74	67	91.2	-	7	6	-	-	6	83.3
Peregrine Air Services	26	77	79	1 071	635	355	55.9	-	50	28	-	-	28	56.4
Scottish European Airways	1	4	4	137	35	28	78.1	1	3	2	-	-	2	85.1
<b>Total</b>	<b>251</b>	<b>846</b>	<b>856</b>	<b>16 333</b>	<b>10 006</b>	<b>5 318</b>	<b>53.1</b>	<b>817</b>	<b>1 287</b>	<b>674</b>	<b>224</b>	<b>12</b>	<b>438</b>	<b>52.4</b>

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

(b) Excludes exempt sub-charter operations

**Sub Charter Operations Performed Under Class 5 Licences January 1989**

**Table 11.1**

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
British Air Ferries	43	102	152	..	1 886	1 587	84.1	..	347	209	-	77	132	60.2
Caledonian Airways	195	110	330	..	25 019	11 091	44.3	..	2 326	997	28	37	932	42.8
City Airways	8	34	29	..	207	71	34.2	..	16	6	-	-	6	34.2
Monarch Airlines	73	20	99	..	16 690	12 283	73.6	..	1 537	1 031	-	-	1 031	67.1
Peregrine Air Services	53	194	176	..	1 224	696	56.9	..	97	57	-	-	57	58.7
<b>Total</b>	<b>373</b>	<b>460</b>	<b>786</b>	<b>..</b>	<b>45 025</b>	<b>25 728</b>	<b>57.1</b>	<b>..</b>	<b>4 323</b>	<b>2 299</b>	<b>28</b>	<b>114</b>	<b>2 157</b>	<b>53.2</b>

Exempt Sub Charter Operations Performed For UK Operators January 1989

Table 11.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	1	1	1	..	-	-	-	..	11	5	-	5	-	40.5
Air Europe	3	4	5	..	631	472	74.8	..	62	38	-	-	38	61.1
Air UK Leisure	74	155	160	..	9 918	3 647	36.8	..	938	310	-	15	295	33.0
Amber Airways	2	2	4	..	262	203	77.7	..	20	15	-	-	15	77.6
Anglo Baltic Airlines+Hot Air	9	38	34	..	697	351	50.4	..	61	28	-	-	28	45.9
Anglo Cargo	117	29	156	..	-	-	-	..	4 831	3 152	-	3 152	-	65.2
Atlantic Air Transport	1	4	6	..	-	-	-	..	5	2	-	2	-	42.5
Berlin European UK	145	62	219	..	21 500	14 551	67.7	..	1 861	1 316	-	-	1 316	70.7
Birmingham Executive Airways	1	3	4	..	26	15	57.6	..	2	1	-	-	1	43.3
Britannia Airways	10	16	20	..	1 155	640	55.4	..	107	55	-	-	55	51.1
British Air Ferries	67	163	206	..	2 815	1 341	47.6	..	482	186	-	75	111	38.6
Caledonian Airways	9	4	14	..	3 582	3 233	90.3	..	334	275	-	-	275	82.4
Connectair	3	8	10	..	89	69	77.4	..	8	5	-	-	5	64.3
Dan Air	11	10	20	..	1 765	1 431	81.1	..	142	114	-	-	114	80.9
Inter European Airways	9	4	14	..	1 389	1 353	97.4	..	124	101	-	-	101	81.9
Jersey European Airways	10	84	52	..	361	196	54.3	..	31	17	-	1	16	53.7
Manx Airlines	22	97	94	..	1 432	876	61.2	..	129	79	-	1	79	61.7
Monarch Airlines	15	12	25	..	3 033	2 423	79.9	..	278	203	-	-	203	73.2
Novair International	2	2	4	..	865	669	77.4	..	80	54	-	-	54	67.3
Orion Airways	67	43	110	..	11 771	9 034	76.7	..	1 106	722	-	-	722	65.3
Paramount Airways	30	52	64	..	4 996	3 786	75.8	..	439	333	-	-	333	75.8
Peregrine Air Services	13	56	61	..	136	55	40.4	..	12	5	-	-	4	39.7
Scottish European Airways	6	22	24	..	233	153	65.8	..	19	12	-	-	12	65.9
Westair International	1	2	2	..	-	-	-	..	3	2	-	2	-	61.0
<b>Total</b>	<b>629</b>	<b>873</b>	<b>1 309</b>	<b>..</b>	<b>66 655</b>	<b>44 501</b>	<b>66.8</b>	<b>..</b>	<b>11 083</b>	<b>7 031</b>	<b>-</b>	<b>3 252</b>	<b>3 778</b>	<b>63.4</b>

Exempt Sub Charter Operations Performed For Non UK Operators January 1989

Table 11.3

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	29	47	63	..	-	-	-	..	545	344	-	344	-	63.2
Air Foyle	11	7	8	..	-	-	-	..	113	47	-	47	-	41.5
Amber Airways	156	113	257	..	20 264	7 518	37.1	..	1 521	564	-	-	564	37.1
Anglo Baltic Airlines+Hot Air	25	86	74	..	1 880	385	20.5	..	165	35	-	4	31	20.9
Anglo Cargo	75	60	126	..	-	-	-	..	1 255	680	-	680	-	54.2
Britannia Airways	23	18	36	..	5 693	4 443	78.0	..	484	378	-	-	378	78.1
Caledonian Airways	11	14	22	..	4 211	2 435	57.8	..	392	207	-	-	207	52.8
Dan Air	16	13	26	..	2 517	1 677	66.6	..	201	134	-	-	134	66.7
Heavylift Cargo Airlines	7	2	16	..	-	-	-	..	239	51	-	51	-	21.2
Monarch Airlines	396	830	985	..	58 623	19 978	34.1	..	5 308	1 678	-	-	1 678	31.6
Novair International	14	3	15	..	5 356	3 261	60.9	..	493	273	-	13	260	55.4
Orion Airways	11	4	17	..	1 587	1 353	85.3	..	149	108	-	-	108	72.5
Ryanair-Europe	35	73	78	..	3 665	2 445	66.7	..	324	220	-	4	216	67.8
Tradewinds Airways	83	24	112	..	-	-	-	..	3 489	2 144	-	2 144	-	61.5
<b>Total</b>	<b>891</b>	<b>1 294</b>	<b>1 834</b>	<b>..</b>	<b>103 798</b>	<b>43 495</b>	<b>41.9</b>	<b>..</b>	<b>14 678</b>	<b>6 863</b>	<b>-</b>	<b>3 286</b>	<b>3 577</b>	<b>46.8</b>

**Aircraft Type and Utilisation: All Airlines  
 January 1989 (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 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
AEROSPATIALE AS332 SUPER PUMA	723	2	2 566	6	2 967	8	30 634	8 596	38	2.9
AEROSPATIALE SA365 DAUPHIN	264	8	9 462	237	1 054	31	34 626	966	14	2.8
AIRBUS A300B4/100/200	478	-	241	-	742	-	68 676	141 640	4	8.3
AIRBUS A320-100/200	370	-	463	-	741	-	36 039	30 229	4	5.4
BAC/AEROSPATIALE CONCORDE	902	-	184	-	636	-	8 604	49 747	7	3.0
BAE (H.P.) JETSTREAM 31	158	-	214	-	478	-	1 546	1 053	4	4.2
BAE (HS) 125	-	-	-	-	-	-	-	-	8	-
BAE (HS) 748	772	38	2 525	140	2 761	140	43 078	18 514	23	4.5
BAE 146 SERIES 100	387	-	798	-	856	-	13 158	19 193	4	5.8
BAE 146 SERIES 200/QT	521	134	1 111	314	1 213	291	50 500	28 124	6	6.6
BAE(BAC)1-11-200 SERIES	166	-	284	-	384	-	-	8 195	2	4.9
BAE(BAC)1-11-300/400/475	490	60	626	57	978	107	11 179	26 749	9	4.5
BAE(BAC)1-11-500 SERIES	2 914	-	4 932	-	6 375	-	223 249	173 542	50	4.7
BEECH KINGAIR 90/100	3	-	18	-	14	-	-	15	1	0.3
BEECHCRAFT 200 SUPER KING AIR	20	-	72	-	55	-	416	114	1	2.2
BELL MODEL 214ST	20	-	119	-	84	-	1 277	215	3	2.2
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	-
BELL 212/412	146	-	3 493	-	896	-	16 986	721	9	3.1
BOEING 707 ALL SERIES	-	236	-	60	-	308	-	-	2	6.2
BOEING 727-100/100C	181	-	190	-	318	-	13 972	19 255	3	5.1
BOEING 727-200/200 ADVANCED	773	-	436	-	1 140	-	67 752	128 159	6	7.1
BOEING 737-200	8 707	-	8 362	-	15 783	-	582 222	737 248	78	7.4
BOEING 737-300	3 877	-	3 882	-	7 147	-	260 357	389 903	33	8.2
BOEING 737-400	360	-	426	-	685	-	40 729	40 986	4	6.8
BOEING 747-100/100F	4 810	-	1 063	-	6 324	-	177 441	1 317 671	16	12.5
BOEING 747-200	5 734	-	1 064	-	7 486	-	199 395	1 560 571	20	12.1
BOEING 747-200B COMBI	1 713	-	331	-	2 237	-	51 966	431 997	6	9.4
BOEING 757-200	5 314	21	5 589	40	9 633	43	647 133	754 267	44	7.5
BOEING 767-200	1 127	-	548	-	1 733	-	124 006	263 187	7	9.2
BOEING-VERTOL MODEL 234 CHINOOK	-	-	-	-	-	-	-	-	3	-
BRITISH AEROSPACE ATP	172	-	716	-	669	-	13 643	5 185	5	4.2
CANADAIR CL-44	-	24	-	7	-	49	-	-	1	3.7
CESSNA 310	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	12	-	46	-	58	-	-	48	3	1.0
DE HAVILLAND DHC-6 TWIN OTTER	134	-	746	-	655	-	6 095	1 217	6	4.0
DE HAVILLAND DHC-7 DASH-7	395	-	1 349	-	1 391	-	22 145	7 907	8	6.0
DORNIER 228-100/200	38	-	148	-	141	-	633	167	1	3.1
DOUGLAS DC3/C47 DAKOTA	-	6	-	26	-	28	-	-	5	0.5
DOUGLAS DC6/6A/6B/6C	-	11	-	11	-	33	-	-	1	-
EMBRAER EMB110 BANDEIRANTE	94	-	335	-	304	-	1 413	506	6	1.7
FOKKER F27 100-600	899	3	3 212	6	3 043	8	57 578	18 839	18	5.8
GULF AMERICAN GULFSTREAM I	301	-	505	-	833	-	3 943	3 754	7	4.0
HANDLEY PAGE HERALD 200	9	154	16	628	32	641	329	214	11	2.5

**Aircraft Type and Utilisation: All Airlines  
 January 1989**

**Table 12.1**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
LOCKHEED L-1011-1/100 TRISTAR	1 101	-	650	-	1 734	-	118 216	211 372	7	7.4
LOCKHEED L1011-200 TRISTAR	1 936	-	552	-	2 673	-	55 820	300 721	8	11.5
MBB B0105	10	-	242	-	48	-	246	10	8	0.2
MCDONNELL-DOUGLAS DC10-10	355	-	139	-	495	-	36 455	108 557	3	6.6
MCDONNELL-DOUGLAS DC10-30	2 463	-	530	-	3 211	-	43 372	295 564	8	12.0
MCDONNELL-DOUGLAS DC9 SRS 30	587	-	1 387	-	1 559	-	74 626	32 552	6	7.0
MCDONNELL-DOUGLAS DC9-10/15	402	-	1 281	-	1 149	-	40 349	13 968	6	7.0
MCDONNELL-DOUGLAS MD-80-83	446	-	277	-	714	-	28 285	61 395	5	7.4
PILATUS BN-2A ISLANDER	36	-	702	-	196	-	3 597	174	14	0.5
PILATUS BN-2A MKIII TRISLANDER	89	-	1 637	-	441	-	15 872	826	9	2.1
PIPER PA31/31P NAVAJO CHIEFTN	-	-	-	-	-	-	-	-	3	-
SAAB FAIRCHILD 340	-	-	-	-	-	-	-	-	-	3.9
SHORTS BELFAST	-	81	-	54	-	203	-	-	3	3.1
SHORTS 330	55	28	182	86	213	103	1 964	768	5	3.1
SHORTS 360	922	39	3 984	110	3 604	136	65 190	16 803	25	4.9
SIKORSKY S61N	417	2	3 595	50	2 175	12	40 599	4 707	31	2.7
SIKORSKY S76 SPIRIT	223	1	2 433	9	889	5	12 344	1 161	20	1.6
VICKERS VISCOUNT 800	194	87	660	218	631	273	15 103	7 296	14	2.2
V953C MERCHANTMAN	-	137	-	326	-	318	-	-	5	2.5
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	3	-
<b>TOTAL</b>	<b>52 220</b>	<b>1 073</b>	<b>74 323</b>	<b>2 385</b>	<b>99 577</b>	<b>2 736</b>	<b>3 362 758</b>	<b>7 244 566</b>	<b>668</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 1989 (a) (b) (c)**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
AIR BRIDGE CARRIERS V953C MERCHANTMAN	-	137	-	326	-	318	-	-	5	2.5
TOTAL	-	137	-	326	-	318	-	-	5	2.5
AIR EUROPE										
BOEING 737-200	-	-	-	-	-	-	-	-	-	10.1
BOEING 737-300	1 077	-	1 201	-	2 061	-	104 919	107 085	10	8.5
BOEING 757-200	715	-	347	-	1 094	-	60 129	139 296	4	8.8
TOTAL	1 792	-	1 548	-	3 155	-	165 048	246 381	14	8.7
AIR FOYLE										
BAE 146 SERIES 200/QT	-	134	-	314	-	291	-	-	2	5.3
TOTAL	-	134	-	314	-	291	-	-	2	5.3
AIR UK										
BAE 146 SERIES 200/QT	440	-	942	-	1 023	-	42 108	22 867	3	8.0
FOKKER F27 100-600	823	3	2 872	6	2 815	8	52 133	17 358	16	6.0
SHORTS 360	87	-	386	-	365	-	4 593	1 368	2	5.7
TOTAL	1 350	3	4 200	6	4 203	8	98 834	41 593	21	6.2
AIR UK LEISURE										
BOEING 737-200	114	-	183	-	226	-	3 466	7 488	1	6.7
BOEING 737-400	96	-	76	-	160	-	8 358	12 620	1	5.5
TOTAL	210	-	259	-	386	-	11 824	20 108	2	6.3
AIR 2000										
BOEING 757-200	439	-	167	-	627	-	29 943	90 126	2	10.7
TOTAL	439	-	167	-	627	-	29 943	90 126	2	10.7
AMBER AIRWAYS										
BOEING 737-200	158	-	115	-	260	-	-	7 721	2	4.8
TOTAL	158	-	115	-	260	-	-	7 721	2	4.8
ANGLO BALTIC AIRLINES+HOT AIR										
VICKERS VISCOUNT 800	35	8	124	28	108	26	-	737	4	1.1
TOTAL	35	8	124	28	108	26	-	737	4	1.1

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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 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
ANGLO CARGO										
BAE(BAC)1-11-300/400/475	-	60	-	57	-	107	-	-	1	3.5
BOEING 707 ALL SERIES	-	153	-	36	-	197	-	-	1	6.5
TOTAL	-	213	-	93	-	303	-	-	2	5.0
ATLANTIC AIR TRANSPORT										
BAE (HS) 748	6	-	12	-	21	-	290	149	1	2.1
CESSNA 310	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	1	1.0
DOUGLAS DC3/C47 DAKOTA	-	1	-	5	-	7	-	-	3	0.7
DOUGLAS DC6/6A/6B/6C	-	11	-	11	-	33	-	-	1	-
TOTAL	6	13	12	16	21	40	290	149	7	0.7
AURIGNY AIR SERVICES										
PILATUS BN-2A ISLANDER	2	-	24	-	8	-	88	6	2	0.1
PILATUS BN-2A MKIII TRISLANDER	89	-	1 637	-	441	-	15 872	826	9	2.1
TOTAL	90	-	1 661	-	449	-	15 960	833	11	1.7
BERLIN EUROPEAN UK										
BAE (H.P.) JETSTREAM 31	14	-	41	-	60	-	421	141	1	1.9
BOEING 737-300	145	-	62	-	219	-	-	14 551	1	7.2
TOTAL	159	-	103	-	279	-	421	14 693	2	3.7
BIRMINGHAM EXECUTIVE AIRWAYS										
BAE (H.P.) JETSTREAM 31	144	-	173	-	418	-	1 125	912	3	4.9
GULF AMERICAN GULFSTREAM I	224	-	242	-	589	-	2 872	2 711	3	6.2
TOTAL	368	-	415	-	1 007	-	3 997	3 622	6	5.6
BOND HELICOPTERS										
AEROSPATIALE AS332 SUPER PUMA	117	2	360	6	466	8	3 512	1 141	7	3.1
AEROSPATIALE SA365 DAUPHIN	264	8	9 462	237	1 054	31	34 626	966	14	2.8
MBB BO105	10	-	242	-	48	-	246	10	8	0.2
SIKORSKY S76 SPIRIT	117	1	908	9	435	5	4 980	642	7	1.9
TOTAL	508	11	10 972	252	2 003	45	43 364	2 759	36	2.1

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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 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>BRISTOW HELICOPTERS</b>										
AEROSPATIALE AS332 SUPER PUMA	456	-	1 613	-	1 900	-	19 963	5 644	26	2.7
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	-
BELL 212/412	146	-	3 493	-	896	-	16 986	721	9	3.1
SIKORSKY S61N	170	-	1 204	-	1 029	-	14 246	2 011	15	2.5
SIKORSKY S76 SPIRIT	88	-	988	-	383	-	4 906	437	9	1.6
<b>TOTAL</b>	<b>860</b>	<b>-</b>	<b>7 298</b>	<b>-</b>	<b>4 208</b>	<b>-</b>	<b>56 101</b>	<b>8 813</b>	<b>62</b>	<b>2.4</b>
<b>BRITANNIA AIRWAYS</b>										
AIRBUS A300B4/100/200	40	-	20	-	76	-	5 854	12 028	-	-
BOEING 737-200	3 427	-	1 988	-	5 485	-	223 949	393 514	26	8.5
BOEING 737-300	193	-	101	-	303	-	13 334	24 913	-	-
BOEING 767-200	1 127	-	548	-	1 733	-	124 006	263 187	7	9.2
<b>TOTAL</b>	<b>4 788</b>	<b>-</b>	<b>2 657</b>	<b>-</b>	<b>7 597</b>	<b>-</b>	<b>367 143</b>	<b>693 643</b>	<b>33</b>	<b>8.6</b>
<b>BRITISH AIR FERRIES</b>										
HANDLEY PAGE HERALD 200	9	14	16	30	32	51	329	214	2	2.0
VICKERS VISCOUNT 800	153	80	460	190	503	247	11 930	6 340	9	2.6
<b>TOTAL</b>	<b>162</b>	<b>93</b>	<b>476</b>	<b>220</b>	<b>535</b>	<b>298</b>	<b>12 259</b>	<b>6 554</b>	<b>11</b>	<b>2.5</b>
<b>BRITISH AIRWAYS AND CALEDONIAN AIRWAYS</b>										
AIRBUS A320-100/200	370	-	463	-	741	-	36 039	30 229	4	5.4
BAC/AEROSPATIALE CONCORDE	902	-	184	-	636	-	8 604	49 747	7	3.0
BAE (HS) 748	468	9	1 870	36	1 749	35	40 317	12 168	12	5.5
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	6.6
BAE(BAC)1-11-500 SERIES	1 882	-	3 525	-	4 229	-	156 993	86 467	34	4.2
BOEING 737-200	4 475	-	5 804	-	8 997	-	328 108	266 930	45	6.7
BOEING 737-300	291	-	435	-	620	-	25 015	18 734	3	6.0
BOEING 747-100/100F	4 810	-	1 063	-	6 324	-	177 441	1 317 671	16	12.5
BOEING 747-200	5 018	-	946	-	6 572	-	164 730	1 337 904	18	12.0
BOEING 747-200B COMBI	1 713	-	331	-	2 237	-	51 966	431 997	6	9.4
BOEING 757-200	3 170	21	4 642	40	6 474	43	482 553	329 415	32	6.7
BRITISH AEROSPACE ATP	46	-	169	-	162	-	4 313	1 200	-	-
LOCKHEED L-1011-1/100 TRISTAR	1 101	-	650	-	1 734	-	118 216	211 372	7	7.4
LOCKHEED L1011-200 TRISTAR	1 936	-	552	-	2 673	-	55 820	300 721	8	11.5
MCDONNELL-DOUGLAS DC10-30	2 463	-	530	-	3 211	-	43 372	295 564	8	12.0
<b>TOTAL</b>	<b>28 645</b>	<b>30</b>	<b>21 164</b>	<b>76</b>	<b>46 358</b>	<b>78</b>	<b>1 693 487</b>	<b>4 690 117</b>	<b>200</b>	<b>7.5</b>

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
BRITISH INTERNATIONAL HEL IS										
AEROSPATIALE AS332 SUPER PUMA	150	-	593	-	601	-	7 159	1 811	5	3.6
BOEING-VERTOL MODEL 234 CHINOOK	-	-	-	-	-	-	-	-	3	-
SIKORSKY S61N	247	2	2 391	50	1 146	12	26 353	2 696	16	2.9
SIKORSKY S76 SPIRIT	18	-	537	-	71	-	2 458	82	4	1.0
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	3	-
<b>TOTAL</b>	<b>415</b>	<b>2</b>	<b>3 521</b>	<b>50</b>	<b>1 817</b>	<b>12</b>	<b>35 970</b>	<b>4 589</b>	<b>31</b>	<b>2.2</b>
BRITISH ISLAND AIRWAYS										
BAE(BAC)1-11-300/400/475	205	-	188	-	365	-	11 102	12 977	4	4.6
BAE(BAC)1-11-500 SERIES	235	-	229	-	431	-	21 020	22 806	4	5.2
MCDONNELL-DOUGLAS MD-80-83	201	-	131	-	329	-	19 444	30 115	2	6.9
<b>TOTAL</b>	<b>641</b>	<b>-</b>	<b>548</b>	<b>-</b>	<b>1 124</b>	<b>-</b>	<b>51 566</b>	<b>65 898</b>	<b>10</b>	<b>5.3</b>
BRITISH MIDLAND										
BOEING 737-300	318	-	530	-	698	-	34 783	22 201	2	9.5
BOEING 737-400	143	-	267	-	332	-	21 329	11 486	2	8.5
BRITISH AEROSPACE ATP	92	-	414	-	383	-	8 084	2 675	3	5.7
FOKKER F27 100-600	-	-	-	-	-	-	-	-	-	6.6
MCDONNELL-DOUGLAS DC9 SRS 30	587	-	1 387	-	1 559	-	74 626	32 552	6	7.0
MCDONNELL-DOUGLAS DC9-10/15	402	-	1 281	-	1 149	-	40 349	13 968	6	7.0
SHORTS 360	-	-	-	-	-	-	-	-	-	6.5
<b>TOTAL</b>	<b>1 542</b>	<b>-</b>	<b>3 879</b>	<b>-</b>	<b>4 122</b>	<b>-</b>	<b>179 171</b>	<b>82 881</b>	<b>19</b>	<b>7.1</b>
BRYMON AIRWAYS										
DE HAVILLAND DHC-6 TWIN OTTER	44	-	251	-	232	-	1 890	377	2	4.4
DE HAVILLAND DHC-7 DASH-7	233	-	853	-	810	-	15 158	5 622	5	5.8
<b>TOTAL</b>	<b>276</b>	<b>-</b>	<b>1 104</b>	<b>-</b>	<b>1 042</b>	<b>-</b>	<b>17 048</b>	<b>5 999</b>	<b>7</b>	<b>5.3</b>
BUSINESS AIR LIMITED										
EMBRAER EMB110 BANDEIRANTE	50	-	179	-	137	-	716	307	4	1.6
SHORTS 360	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>50</b>	<b>-</b>	<b>179</b>	<b>-</b>	<b>137</b>	<b>-</b>	<b>716</b>	<b>307</b>	<b>5</b>	<b>1.3</b>
CALEDONIAN HELICOPTERS										
BELL MODEL 214ST	20	-	119	-	84	-	1 277	215	3	2.2
<b>TOTAL</b>	<b>20</b>	<b>-</b>	<b>119</b>	<b>-</b>	<b>84</b>	<b>-</b>	<b>1 277</b>	<b>215</b>	<b>3</b>	<b>2.2</b>

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1988	Avg Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
CAPITAL AIRLINES										
SHORTS 360	263	-	850	-	925	-	13 308	4 784	5	5.7
TOTAL	263	-	850	-	925	-	13 308	4 784	5	5.7
CHANNEL EXPRESS (AIR SVCS)										
HANDLEY PAGE HERALD 200	-	137	-	592	-	580	-	-	7	2.9
TOTAL	-	137	-	592	-	580	-	-	7	2.9
CITY AIRWAYS										
PIPER PA31/31P NAVAJO CHIEFTN	-	-	-	-	-	-	-	-	3	-
SHORTS 330	8	19	34	66	29	68	-	71	4	0.7
TOTAL	8	19	34	66	29	68	-	71	7	0.4
CONNECTAIR										
SHORTS 330	48	8	148	20	184	34	1 964	697	1	7.0
SHORTS 360	108	32	294	71	403	110	4 164	1 632	2	7.7
TOTAL	155	41	442	91	587	144	6 128	2 329	3	7.4
DAN AIR										
AIRBUS A300B4/100/200	213	-	113	-	315	-	33 166	63 431	2	7.3
BAE (HS) 748	213	29	515	104	715	104	1 611	5 388	8	3.5
BAE 146 SERIES 100	321	-	603	-	719	-	2 708	15 769	3	6.2
BAE(BAC)1-11-200 SERIES	166	-	284	-	384	-	-	8 195	2	4.9
BAE(BAC)1-11-300/400/475	285	-	438	-	613	-	77	13 772	3	5.0
BAE(BAC)1-11-500 SERIES	745	-	1 078	-	1 602	-	43 468	60 480	11	6.0
BOEING 727-100/100C	181	-	190	-	318	-	13 972	19 255	3	5.1
BOEING 727-200/200 ADVANCED	773	-	436	-	1 140	-	67 752	128 159	6	7.1
BOEING 737-200	534	-	272	-	815	-	26 699	61 594	4	8.3
BOEING 737-300	336	-	142	-	500	-	15 872	39 731	2	8.8
BOEING 737-400	121	-	83	-	193	-	11 042	16 880	1	3.2
TOTAL	3 889	29	4 154	104	7 313	104	216 367	432 655	45	5.9
GB AIRWAYS T/A GIBAIR										
VICKERS VISCOUNT 800	5	-	76	-	21	-	3 173	219	1	1.0
TOTAL	5	-	76	-	21	-	3 173	219	1	1.0
GUERNSEY AIRLINES										
SHORTS 360	101	-	381	-	412	-	5 992	1 899	2	7.0
TOTAL	101	-	381	-	412	-	5 992	1 899	2	7.0

**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 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>HEAVYLIFT CARGO AIRLINES</b>										
CANADAIR CL-44	-	24	-	7	-	49	-	-	1	3.7
SHORTS BELFAST	-	81	-	54	-	203	-	-	3	3.1
<b>TOTAL</b>	<b>-</b>	<b>105</b>	<b>-</b>	<b>61</b>	<b>-</b>	<b>252</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>3.2</b>
<b>INTER EUROPEAN AIRWAYS</b>										
BOEING 737-300	278	-	126	-	418	-	14 506	34 077	2	8.6
<b>TOTAL</b>	<b>278</b>	<b>-</b>	<b>126</b>	<b>-</b>	<b>418</b>	<b>-</b>	<b>14 506</b>	<b>34 077</b>	<b>2</b>	<b>8.6</b>
<b>ISLES OF SCILLY SKYBUS</b>										
PILATUS BN-2A ISLANDER	6	-	116	-	29	-	422	21	3	0.4
<b>TOTAL</b>	<b>6</b>	<b>-</b>	<b>116</b>	<b>-</b>	<b>29</b>	<b>-</b>	<b>422</b>	<b>21</b>	<b>3</b>	<b>0.4</b>
<b>JANES AVIATION</b>										
DOUGLAS DC3/C47 DAKOTA	-	4	-	21	-	21	-	-	2	0.1
<b>TOTAL</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>21</b>	<b>-</b>	<b>21</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>0.1</b>
<b>JERSEY EUROPEAN AIRWAYS</b>										
EMBRAER EMB110 BANDEIRANTE	22	-	74	-	90	-	420	128	1	1.8
FOKKER F27 100-600	76	-	340	-	229	-	5 445	1 481	2	3.9
SHORTS 360	62	-	550	-	267	-	7 300	1 221	4	2.5
<b>TOTAL</b>	<b>160</b>	<b>-</b>	<b>964</b>	<b>-</b>	<b>585</b>	<b>-</b>	<b>13 165</b>	<b>2 829</b>	<b>7</b>	<b>2.8</b>
<b>LOGANAIR</b>										
BAE 146 SERIES 200/QT	81	-	169	-	190	-	8 392	5 257	1	5.2
BRITISH AEROSPACE ATP	-	-	-	-	-	-	-	-	1	-
DE HAVILLAND DHC-6 TWIN OTTER	91	-	495	-	423	-	4 205	840	4	3.7
FOKKER F27 100-600	-	-	-	-	-	-	-	-	-	6.2
PILATUS BN-2A ISLANDER	29	-	562	-	160	-	3 087	147	7	0.9
SHORTS 360	170	-	791	-	766	-	13 632	2 912	5	4.8
<b>TOTAL</b>	<b>370</b>	<b>-</b>	<b>2 017</b>	<b>-</b>	<b>1 539</b>	<b>-</b>	<b>29 316</b>	<b>9 156</b>	<b>18</b>	<b>3.1</b>
<b>LONDON CITY AIRWAYS</b>										
DE HAVILLAND DHC-7 DASH-7	162	-	496	-	581	-	6 987	2 285	3	6.4
<b>TOTAL</b>	<b>162</b>	<b>-</b>	<b>496</b>	<b>-</b>	<b>581</b>	<b>-</b>	<b>6 987</b>	<b>2 285</b>	<b>3</b>	<b>6.4</b>

**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 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>MANX AIRLINES</b>										
BAE 146 SERIES 100	66	-	195	-	137	-	10 450	3 423	1	4.6
BRITISH AEROSPACE ATP	34	-	133	-	124	-	1 246	1 311	1	1.4
SAAB FAIRCHILD	-	-	-	-	-	-	-	-	-	3.9
SHORTS 360	132	7	732	39	466	26	16 201	2 988	4	4.1
VICKERS VISCOUNT 800	-	-	-	-	-	-	-	-	-	3.0
<b>TOTAL</b>	<b>232</b>	<b>7</b>	<b>1 060</b>	<b>39</b>	<b>727</b>	<b>26</b>	<b>27 897</b>	<b>7 722</b>	<b>6</b>	<b>3.8</b>
<b>MCALPINE AVIATION</b>										
BAE(HS) 125	-	-	-	-	-	-	-	-	8	-
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	1	0.1
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9</b>	<b>-</b>
<b>MONARCH AIRLINES</b>										
BOEING 737-300	459	-	889	-	1 092	-	6 474	27 077	6	7.2
BOEING 757-200	990	-	433	-	1 438	-	74 508	195 430	6	9.1
<b>TOTAL</b>	<b>1 449</b>	<b>-</b>	<b>1 322</b>	<b>-</b>	<b>2 530</b>	<b>-</b>	<b>80 982</b>	<b>222 506</b>	<b>12</b>	<b>8.2</b>
<b>NATIONAL COMMUTER AIRWAYS</b>										
BEECHCRAFT 200 SUPER KING AIR	20	-	72	-	55	-	416	114	1	2.2
<b>TOTAL</b>	<b>20</b>	<b>-</b>	<b>72</b>	<b>-</b>	<b>55</b>	<b>-</b>	<b>416</b>	<b>114</b>	<b>1</b>	<b>2.2</b>
<b>NOVAIR INTERNATIONAL</b>										
MCDONNELL-DOUGLAS DC10-10	355	-	139	-	495	-	36 455	108 557	3	6.6
<b>TOTAL</b>	<b>355</b>	<b>-</b>	<b>139</b>	<b>-</b>	<b>495</b>	<b>-</b>	<b>36 455</b>	<b>108 557</b>	<b>3</b>	<b>6.6</b>
<b>ORION AIRWAYS</b>										
AIRBUS A300B4/100/200	225	-	108	-	352	-	29 656	66 181	2	9.3
BOEING 737-200	-	-	-	-	-	-	-	-	-	10.1
BOEING 737-300	780	-	396	-	1 236	-	45 454	101 535	7	9.0
<b>TOTAL</b>	<b>1 004</b>	<b>-</b>	<b>504</b>	<b>-</b>	<b>1 588</b>	<b>-</b>	<b>75 110</b>	<b>167 716</b>	<b>9</b>	<b>9.1</b>
<b>PARAMOUNT AIRWAYS</b>										
MCDONNELL-DOUGLAS MD-80-83	244	-	146	-	386	-	8 841	31 280	3	7.7
<b>TOTAL</b>	<b>244</b>	<b>-</b>	<b>146</b>	<b>-</b>	<b>386</b>	<b>-</b>	<b>8 841</b>	<b>31 280</b>	<b>3</b>	<b>7.7</b>

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1988	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1988
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
PEREGRINE AIR SERVICES										
BEECH KINGAIR 90/100	3	-	18	-	14	-	-	15	1	0.3
CESSNA 404 TITAN	12	-	46	-	58	-	-	48	2	1.1
GULF AMERICAN GULFSTREAM I	77	-	263	-	244	-	1 071	1 044	4	2.1
TOTAL	92	-	327	-	316	-	1 071	1 106	7	1.5
REGION AIRWAYS										
EMBRAER EMB110 BANDEIRANTE	21	-	82	-	77	-	277	72	1	2.4
PILATUS BN-2A ISLANDERZ	-	-	-	-	-	-	-	-	2	-
TOTAL	21	-	82	-	77	-	277	72	3	0.8
RYANAIR-EUROPE										
BAE(BAC)1-11-500 SERIES	52	-	100	-	113	-	1 768	3 790	1	5.0
TOTAL	52	-	100	-	113	-	1 768	3 790	1	5.0
SCOTTISH EUROPEAN AIRWAYS										
BAE (HS) 748	85	-	128	-	277	-	860	810	2	3.1
TOTAL	85	-	128	-	277	-	860	810	2	3.1
SUCKLING AIRWAYS										
DORNIER 228-100/200	38	-	148	-	141	-	633	167	1	3.1
TOTAL	38	-	148	-	141	-	633	167	1	3.1
TRADEWINDS AIRWAYS										
BOEING 707 ALL SERIES	-	83	-	24	-	112	-	-	1	5.4
TOTAL	-	83	-	24	-	112	-	-	1	5.4
VIRGIN ATLANTIC AIRWAYS										
BOEING 747-200	716	-	118	-	915	-	34 665	222 667	2	13.8
TOTAL	716	-	118	-	915	-	34 665	222 667	2	13.8
WESTAIR INTERNATIONAL										
HANDLEY PAGE HERALD 200	-	3	-	6	-	11	-	-	2	0.9
TOTAL	-	3	-	6	-	11	-	-	2	0.9
GRAND TOTAL	52 220	1 073	74 323	2 385	99 577	2 736	3 362 758	7 244 566	668	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 1989**

**Table 13**

Blackpool	Isle of Man	2 082	Glasgow	Inverness	1 135
Bournemouth	Channel Islands (c)	1 790		Isle of Man	812
Bristol	Channel Islands (c)	450		Kirkwall	277
	Glasgow	368		Leeds/Bradford	1 753
	Leeds/Bradford	276		Londonderry	553
Cambridge	Manchester	293		Manchester	6 916
Cardiff Wales	Channel Islands (c)	642	Humberside	Other Scottish Aerodromes	6 306
	Glasgow	456		Sumburgh	420
	Leeds/Bradford	334	Inverness	Norwich	652
Channel Islands (c)	Channel Islands (c)	14 048		Tees-side	3
	East Midlands	2 112		Kirkwall	440
	Exeter	2 992	Isle of Man	Other Scottish Aerodromes	1 959
	Glasgow	1 540		Sumburgh	243
	Manchester	3 308	Isles of Scilly-St. Marys	Liverpool	8 094
	Plymouth	567		Manchester	4 979
	Southampton	16 711	Isles of Scilly-Tresco	Lands End (St Just)	422
Dundee	Manchester	452		Penzance Heliport	2 039
East Midlands	Edinburgh	1 267	Kirkwall	Penzance Heliport	18
	Glasgow	4 991		Manchester	38
Edinburgh	Glasgow	8	Manchester	Other Scottish Aerodromes	2 461
	Humberside	194		Sumburgh	556
	Kirkwall	531	Newquay	Other Scottish Aerodromes	26
	Leeds/Bradford	2 036		Sumburgh	43
	Manchester	5 975	Norwich	Plymouth	34
	Norwich	1 200		Tees-side	181
	Other Scottish Aerodromes	792	Other Scottish Aerodromes	Other Scottish Aerodromes	1 417
	Sumburgh	81		Sumburgh	118
Exeter	Manchester	380	Other Routes (d)	Other Routes (d)	5 440
	Plymouth	10			

(a) Includes passengers uplifted on scheduled and non-scheduled services.

(b) Excludes passengers uplifted on air taxi operations.

(c) Comprises Alderney, Guernsey and Jersey.

(d) These are routes operating on a non-scheduled basis only.

Note: Passengers are counted in both directions.



**Scheduled Passenger Analysis By  
 Fare Groups (a) (b) January 1989**

**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	26 454	273 045	680 529	348 735	84 213	521 468	74 582	117 377	31 640	77 337	2 235 380
International	26 392	272 917	314 295	275 968	78 151	309 788	70 825	93 282	5 981	57 998	1 505 597
Domestic	62	128	366 234	72 767	6 062	211 680	3 757	24 095	25 659	19 339	729 783

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

**Non-Scheduled Passenger Analysis of Licences  
 And Charter Categories (a) January 1989**

**Table 14.2**

		Charter Categories				Total
		ABC	Affinity	ITC	Other	Passengers
Class 2	All	4 793	331	-	25 527	30 651
	International	4 793	331	-	23 261	28 385
	Domestic	-	-	-	2 266	2 266
Class 3	All	-	-	995 334	-	995 334
	International	-	-	992 311	-	992 311
	Domestic	-	-	3 023	-	3 023
Class 4	All	1 003	-	15 147	7 668	23 818
	International	1 003	-	15 147	7 668	23 818
	Domestic	-	-	-	-	-
Class 7	All	-	-	-	135 114	135 114
	International	-	-	-	135 114	135 114
	Domestic	-	-	-	-	-
(b) Exempt	All	-	-	-	34 381	34 381
	International	-	-	-	18 048	18 048
	Domestic	-	-	-	16 333	16 333
Total Non-Scheduled						
	All	5 796	331	1 010 481	202 690	1 219 298
	International	5 796	331	1 007 458	184 091	1 197 676
	Domestic	-	-	3 023	18 599	21 622

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

(b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a)

Quarter Ended Dec 1988

Table 15

	Stage Flights	Aircraft Hours
AEROSPATIALE AS332 SUPER PUMA	62	101
AEROSPATIALE AS355 ECUREUIL 2	780	398
AEROSPATIALE SA341 GAZELLE	37	33
AEROSPATIALE SA350 ECUREUIL	501	518
AEROSPATIALE SA365 DAUPHIN	1 107	235
AGUSTA A109A	339	155
AIRSHIP INDUSTRIES SKYSHIP 600	146	501
BAE(HS) 125	698	905
BEECH KINGAIR 90/100	380	491
BEECHCRAFT BARON MOD.55/58/58P	36	34
BEECHCRAFT KINGAIR	1 471	1 275
BEECHCRAFT 316 DUCHESS	193	248
BEECHCRAFT QUEEN AIR 65/80	10	14
BEECHCRAFT SUPER KING AIR 300	596	319
BEECHCRAFT 200 SUPER KING AIR	1 863	1 745
BELL 206B JET RANGER	2 385	2 015
BELL 206L LONG RANGER	525	254
BELL 212	8	5
CESSNA T303 CRUSADER	1	2
CESSNA 172 SKYHAWK	163	104
CESSNA 180 SKYWAGON	37	42
CESSNA 310	451	281
CESSNA 401/402/411/421	359	363
CESSNA 404 TITAN	335	394
CESSNA 414A CHANCELLOR	59	56
CESSNA 441 CONQUEST	181	237
CESSNA 500 CITATION I	280	316
CESSNA 550 CITATION II	224	273
DASSAULT MYSTERE-FALCON 20	174	235
DE HAVILLAND DHC-6 TWIN OTTER	96	760
DE HAVILLAND TIGER MOTH	69	15
DORNIER 228-100/200	10	11
DOUGLAS DC3/DC47 DAKOTA	119	284
EMBRAER EMB110 BANDEIRANTE	227	202
ENSTROM F28A/F280 SHARK	286	354
GATES LEARJET 35A	201	299
GRUMMAN GA-7 COUGAR	4	8
HILLER UH12	50	26
HUGHES 269A	1	1
HUGHES 500	119	168
MBB BO105	2 381	768
MITSUBISHI DIAMOND 1	56	59
PARTENAVIA P68B/C	454	613
PILATUS BN-2A ISLANDER	1 304	815
PILATUS BN-2A MKIII TRISLANDER	322	302
PIPER PA-23 AZTEC/APACHE	1 067	1 135
PIPER PA-28 CHEROKEE SRS/PA-32	10	6
PIPER PA-31/31P NAVAJO CHIEFTN	2 667	2 773
PIPER PA31T CHEYENNE	631	708
PIPER PA-34 SENECA II	122	124
REIMS-CESSNA F406/CARAVAN II	240	168
ROBINSON R22	69	82
SHORTS 330	1 717	1 597
SHORTS 360	1 292	1 666
SIKORSKY S61N	1 864	988
SIKORSKY S76 SPIRIT	604	247
<b>TOTAL</b>	<b>30 083</b>	<b>25 728</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 over 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 carried over 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.