



UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

JANUARY 1991

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JANUARY 1991

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FOREWORD

1 CONTENT

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

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

2 CONVENTIONS

2.1 Symbols and Abbreviations The following are used throughout:

.. = not available

- = nil or less than half the final digit shown

P = provisional

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

2.3 Units of Measurement Metric measurements are used throughout this publication

Conversion factors (metric to imperial)

0.9072 tonnes = 1 short ton (2000 lbs)

1.0160 tonnes = 1 ton (2240 lbs)

1.6095 kilometres = 1 statute mile (5280 feet)

1.4600 tonne-kilometres = 1 short ton mile

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

3 ENQUIRIES

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

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

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4 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

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

5 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

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Size of UK Airlines by Available Capacity
Year ended January 1991 (a)

Table 1

| | Output in Available tonne-kilometres (000 000) | Percentage of all available tonne-kilometres | Tonne- kilometres used (000 000) | Percentage of all tonne- kilometres used |
|-----------------------------------|---|--|---|---|
| British Airways | 12 926 | 63.5 | 8 683 | 61.8 |
| Virgin Atlantic Airways | 1 380 | 6.8 | 795 | 5.7 |
| Britannia Airways | 1 223 | 6.0 | 1 097 | 7.8 |
| Dan-Air Services | 801 | 3.9 | 678 | 4.8 |
| Monarch Airlines | 787 | 3.9 | 618 | 4.4 |
| Air Europe | 734 | 3.6 | 460 | 3.3 |
| Air 2000 | 544 | 2.7 | 491 | 3.5 |
| Caledonian Airways | 377 | 1.9 | 309 | 2.2 |
| British Midland | 346 | 1.7 | 158 | 1.1 |
| Air UK | 155 | 0.8 | 75 | 0.5 |
| Anglo Cargo | 151 | 0.7 | 87 | 0.6 |
| Inter European Airways | 107 | 0.5 | 77 | 0.6 |
| Air UK Leisure | 98 | 0.5 | 79 | 0.6 |
| Trans European Airlines | 89 | 0.4 | 68 | 0.5 |
| Heavylift Cargo Airlines | 88 | 0.4 | 45 | 0.3 |
| GB Airways t/a Gibair | 60 | 0.3 | 37 | 0.3 |
| Air Bridge Carriers | 48 | 0.2 | 23 | 0.2 |
| Berlin European UK | 46 | 0.2 | 39 | 0.3 |
| Novair International | 45 | 0.2 | 35 | 0.2 |
| Tradewinds Airways | 37 | 0.2 | 20 | 0.1 |
| Loganair | 35 | 0.2 | 22 | 0.2 |
| Birmingham European Airways | 31 | 0.2 | 14 | 0.1 |
| British Air Ferries | 27 | 0.1 | 14 | 0.1 |
| Air Foyle | 25 | 0.1 | 14 | 0.1 |
| Brymon Airways | 25 | 0.1 | 10 | 0.1 |
| Bristow Helicopters | 23 | 0.1 | 15 | 0.1 |
| Manx Airlines | 21 | 0.1 | 12 | 0.1 |
| Jersey European Airways | 17 | 0.1 | 8 | 0.1 |
| British International Helicopters | 14 | 0.1 | 6 | 0.0 |
| Capital Airlines | 11 | 0.1 | 5 | 0.0 |
| Paramount Airlines | 7 | 0.0 | 4 | 0.0 |
| Others | 89 | 0.4 | 50 | 0.4 |
| Total | 20 364 | 100.00 | 14 047 | 100.00 |

(a) Excludes Air Taxi Operations

Main Outputs of UK Airlines 1961-1991 (a)

Table 2

| | -----Available Tonne-Kilometres----- | | | | | | -----Tonne-Kilometres Used----- | | | | | |
|----------------------|--------------------------------------|---|------------------------------------|---|--|---|---------------------------------|---|------------------------------------|---|--|---|
| | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year |
| 1961 | 1 990 | .. | 1 575 | 32.2 | 415 | .. | .. | .. | .. | .. | .. | .. |
| 1962 | 2 215 | 11.3 | 1 784 | 13.3 | 431 | 3.9 | .. | .. | .. | .. | .. | .. |
| 1963 | 2 439 | 10.1 | 1 953 | 9.5 | 486 | 12.8 | .. | .. | .. | .. | .. | .. |
| 1964 | 2 879 | 18.0 | 2 275 | 16.5 | 604 | 24.3 | .. | .. | .. | .. | .. | .. |
| 1965 | 3 325 | 15.5 | 2 664 | 17.1 | 661 | 9.4 | .. | .. | .. | .. | .. | .. |
| 1966 | 3 851 | 15.8 | 2 993 | 12.4 | 858 | 29.8 | .. | .. | .. | .. | .. | .. |
| 1967 | 4 016 | 4.3 | 3 145 | 5.1 | 871 | 1.5 | .. | .. | .. | .. | .. | .. |
| 1968 | 4 214 | 4.9 | 3 256 | 3.5 | 958 | 10.0 | .. | .. | .. | .. | .. | .. |
| 1969 | 4 927 | 16.9 | 3 748 | 15.1 | 1 179 | 23.1 | .. | .. | .. | .. | .. | .. |
| 1970 | 5 782 | 17.4 | 4 129 | 10.2 | 1 653 | 40.2 | .. | .. | .. | .. | .. | .. |
| 1971 | 6 973 | 20.6 | 4 591 | 11.2 | 2 382 | 44.1 | .. | .. | .. | .. | .. | .. |
| 1972 | 8 249 | 18.3 | 5 399 | 17.6 | 2 850 | 19.7 | .. | .. | .. | .. | .. | .. |
| 1973 | 9 003 | 9.1 | 5 953 | 10.3 | 3 050 | 7.0 | .. | .. | .. | .. | .. | .. |
| 1974 | 8 287 | -8.0 | 5 747 | -3.5 | 2 540 | -16.8 | 4 961 | .. | 3 166 | .. | 1 795 | .. |
| 1975 | 8 928 | 7.8 | 5 984 | 4.2 | 2 944 | 16.0 | 5 397 | 8.8 | 3 317 | 4.8 | 2 080 | 15.9 |
| 1976 | 9 727 | 9.0 | 6 602 | 10.3 | 3 125 | 6.2 | 5 964 | 10.5 | 3 726 | 12.3 | 2 238 | 7.6 |
| 1977 | 10 505 | 8.0 | 6 834 | 3.5 | 3 671 | 17.5 | 6 558 | 10.0 | 3 928 | 5.4 | 2 630 | 17.5 |
| 1978 | 11 970 | 13.9 | 8 095 | 18.5 | 3 875 | 5.6 | 7 583 | 15.6 | 4 827 | 24.1 | 2 711 | 3.1 |
| 1979 | 12 749 | 6.5 | 8 841 | 9.2 | 3 908 | 0.9 | 8 238 | 8.6 | 5 550 | 13.9 | 2 688 | -0.8 |
| 1980 | 13 215 | 3.6 | 9 829 | 11.2 | 3 386 | -13.5 | 8 283 | 0.5 | 5 895 | 6.2 | 2 388 | -11.2 |
| 1981 | 13 087 | -0.9 | 9 936 | 1.1 | 3 151 | -6.9 | 8 466 | 2.2 | 6 188 | 5.0 | 2 278 | -4.6 |
| 1982 | 11 848 | -9.5 | 9 068 | -8.7 | 2 780 | -11.8 | 7 757 | -8.4 | 5 593 | -9.6 | 2 164 | -5.0 |
| 1983 | 12 011 | 1.4 | 8 989 | -0.9 | 3 022 | 8.7 | 7 866 | 1.4 | 5 522 | -1.3 | 2 344 | 8.3 |
| 1984 | 13 155 | 9.5 | 9 854 | 9.6 | 3 301 | 9.2 | 8 964 | 14.0 | 6 337 | 14.8 | 2 627 | 12.0 |
| 1985 | 13 408 | 1.9 | 10 166 | 3.2 | 3 242 | -1.8 | 9 085 | 1.3 | 6 467 | 2.1 | 2 618 | -0.3 |
| 1986 | 14 306 | 6.7 | 10 655 | 4.8 | 3 651 | 12.6 | 9 660 | 6.3 | 6 606 | 2.1 | 3 054 | 16.7 |
| 1987 | 15 848 | 10.8 | 11 424 | 7.3 | 4 423 | 21.1 | 11 231 | 16.3 | 7 586 | 14.8 | 3 645 | 19.4 |
| 1988 | 17 225 | 8.7 | 12 405 | 8.5 | 4 820 | 9.0 | 12 926 | 15.1 | 8 106 | 6.9 | 4 820 | 32.2 |
| 1989 | 18 923 | 9.9 | 13 427 | 8.2 | 5 496 | 14.0 | 13 368 | 3.4 | 8 974 | 10.7 | 4 394 | -8.8 |
| 1990 | 20 370 | 7.7 | 15 274 | 13.9 | 5 096 | -7.5 | 13 347 | 5.9 | 9 424 | 12.7 | 3 923 | -7.5 |
| Year ended | | | | | | | | | | | | |
| Jan 1990 | 19 071 | | 13 539 | | 5 532 | | 13 452 | | 9 041 | | 4 411 | |
| Jan 1991 | 20 364 | | 15 314 | | 5 050 | | 14 047 | | 9 996 | | 4 051 | |
| Latest year's growth | | 6.8 | | 13.1 | | -8.7 | | 4.4 | | 10.6 | | -8.2 |

(a) Excludes Air Taxi Operations

All Scheduled Services January 1991

Table 3.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---------------------------------|--------------------------|------------------|---------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| ABERDEEN AIRWAYS | 83 | 245 | 274 | 3 016 | 2 474 | 1 167 | 47.2 | 1 | 259 | 86 | - | - | 86 | 33.2 |
| AIR UK | 1 608 | 4 386 | 5 065 | 105 857 | 114 761 | 48 280 | 42.1 | 229 | 11 486 | 4 229 | 49 | 63 | 4 117 | 36.8 |
| AURIGNY AIR SERVICES | 87 | 1 494 | 430 | 14 471 | 1 622 | 790 | 48.7 | 118 | 135 | 70 | 1 | 6 | 63 | 51.9 |
| BIRMINGHAM EUROPEAN AIRWAYS | 430 | 696 | 983 | 19 960 | 30 885 | 11 917 | 38.6 | 91 | 2 321 | 937 | - | 44 | 893 | 40.4 |
| BRITANNIA AIRWAYS | 97 | 132 | 174 | 13 255 | 14 494 | 9 404 | 64.9 | - | 1 233 | 800 | - | - | 800 | 64.9 |
| BRITISH AIRWAYS | 30 816 | 21 647 | 50 118 | 1 588 310 | 7 673 887 | 4 636 597 | 60.4 | 28 530 | 1 042 519 | 615 764 | 12 891 | 155 055 | 447 818 | 59.1 |
| BRITISH INDEPENDENT AIRWAYS | 30 | 241 | 127 | 2 029 | 1 294 | 265 | 20.5 | - | 106 | 22 | - | - | 22 | 20.8 |
| BRITISH INTERNATIONAL HELIS | 9 | 157 | 50 | 2 343 | 204 | 142 | 69.6 | 40 | 19 | 14 | - | 2 | 12 | 73.7 |
| BRITISH MIDLAND | 2 050 | 5 266 | 5 688 | 228 323 | 237 070 | 97 813 | 41.3 | 574 | 24 505 | 7 886 | 101 | 154 | 7 631 | 32.2 |
| BRYMON AIRWAYS | 379 | 1 293 | 1 287 | 18 036 | 15 971 | 6 503 | 40.7 | 3 | 1 648 | 534 | - | 1 | 533 | 32.4 |
| BUSINESS AIR LIMITED | 34 | 120 | 91 | 467 | 357 | 224 | 62.7 | - | 50 | 21 | - | 3 | 18 | 42.0 |
| DAN AIR | 1 431 | 2 550 | 3 269 | 113 156 | 138 195 | 64 815 | 46.9 | 299 | 11 055 | 5 371 | 29 | 159 | 5 183 | 48.6 |
| GB AIRWAYS T/A GIBAIR | 391 | 245 | 633 | 12 288 | 44 529 | 20 522 | 46.1 | 92 | 5 080 | 2 053 | 36 | 125 | 1 892 | 40.4 |
| GILLAIR | 59 | 248 | 217 | 3 719 | 1 758 | 885 | 50.3 | - | 176 | 67 | - | - | 67 | 38.1 |
| JERSEY EUROPEAN AIRWAYS | 288 | 1 466 | 1 111 | 24 654 | 13 329 | 5 820 | 43.7 | 30 | 1 363 | 442 | - | 4 | 438 | 32.4 |
| LOGANAIR | 422 | 2 478 | 1 815 | 40 192 | 18 549 | 9 484 | 51.1 | 103 | 1 671 | 879 | - | 24 | 855 | 52.6 |
| MANX AIRLINES | 255 | 1 122 | 780 | 34 239 | 14 318 | 8 306 | 58.0 | 86 | 1 320 | 687 | - | 23 | 664 | 52.0 |
| MONARCH AIRLINES | 81 | 36 | 119 | 5 412 | 17 576 | 13 168 | 74.9 | 36 | 1 597 | 1 201 | - | 95 | 1 106 | 75.2 |
| SUCKLING AIRWAYS | 40 | 152 | 145 | 1 338 | 672 | 350 | 52.1 | - | 47 | 26 | - | - | 26 | 55.3 |
| VIRGIN ATLANTIC AIRWAYS | 1 580 | 232 | 2 024 | 58 229 | 554 017 | 409 745 | 74.0 | 2 274 | 101 088 | 52 893 | - | 15 780 | 37 113 | 52.3 |
| Total Passenger Services | 40 170 | 44 206 | 74 400 | 2 289 294 | 8 895 962 | 5 346 197 | 60.1 | 32 506 | 1 207 678 | 693 982 | 13 107 | 171 538 | 509 337 | 57.5 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR BRIDGE CARRIERS | 94 | 272 | 231 | - | - | - | - | 1 707 | 1 716 | 808 | - | 808 | - | 47.1 |
| AIR UK | 23 | 54 | 78 | - | - | - | - | 172 | 122 | 72 | - | 72 | - | 59.0 |
| BRITISH AIR FERRIES | 5 | 8 | 17 | - | - | - | - | 30 | 30 | 20 | - | 20 | - | 66.7 |
| BRITISH AIRWAYS | 22 | 41 | 45 | - | - | - | - | 436 | 459 | 232 | 232 | - | - | 50.5 |
| CHANNEL EXPRESS (AIR SVS) | 14 | 89 | 61 | - | - | - | - | 354 | 84 | 57 | - | 57 | - | 67.9 |
| Total Cargo Services | 158 | 464 | 432 | - | - | - | - | 2 699 | 2 411 | 1 189 | 232 | 957 | - | 49.3 |
| Grand Total | 40 328 | 44 670 | 74 832 | 2 289 294 | 8 895 962 | 5 346 197 | 60.1 | 35 205 | 1 210 089 | 695 171 | 13 339 | 172 495 | 509 337 | 57.4 |

International Scheduled Services January 1991 (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 Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail | |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|------------------|--------------------|---------------------|------|
| | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR UK | 735 | 1 803 | 2 428 | 38 941 | 50 221 | 19 997 | 39.8 | 75 | 5 033 | 1 754 | 2 | 45 | 1 707 | 34.8 |
| AURIGNY AIR SERVICES | 14 | 152 | 68 | 1 076 | 237 | 98 | 41.4 | 5 | 20 | 8 | - | - | 8 | 40.0 |
| BIRMINGHAM EUROPEAN AIRWAYS | 325 | 401 | 687 | 10 801 | 23 591 | 8 477 | 35.9 | 20 | 1 773 | 652 | - | 17 | 635 | 36.8 |
| BRITANNIA AIRWAYS | 39 | 16 | 58 | 1 500 | 5 731 | 3 573 | 62.3 | - | 488 | 304 | - | - | 304 | 62.3 |
| BRITISH AIRWAYS | 28 556 | 15 939 | 44 158 | 1 241 420 | 7 357 424 | 4 484 222 | 60.9 | 27 524 | 1 007 248 | 602 663 | 12 652 | 154 892 | 435 119 | 59.8 |
| BRITISH INDEPENDENT AIRWAYS | 30 | 241 | 127 | 2 029 | 1 294 | 265 | 20.5 | - | 106 | 22 | - | - | 22 | 20.8 |
| BRITISH MIDLAND | 777 | 1 960 | 2 231 | 75 292 | 78 915 | 30 220 | 38.3 | 182 | 7 976 | 2 430 | 1 | 70 | 2 359 | 30.5 |
| BRYMON AIRWAYS | 187 | 532 | 626 | 8 488 | 8 144 | 2 915 | 35.8 | - | 857 | 239 | - | - | 239 | 27.9 |
| BUSINESS AIR LIMITED | 15 | 36 | 41 | 121 | 133 | 93 | 69.9 | - | 22 | 10 | - | 3 | 7 | 45.5 |
| DAN AIR | 948 | 1 451 | 2 067 | 61 773 | 92 468 | 40 570 | 43.9 | 152 | 7 396 | 3 365 | 9 | 113 | 3 243 | 45.5 |
| GB AIRWAYS T/A GIBAIR | 391 | 245 | 633 | 12 288 | 44 529 | 20 522 | 46.1 | 92 | 5 080 | 2 053 | 36 | 125 | 1 892 | 40.4 |
| JERSEY EUROPEAN AIRWAYS | 25 | 136 | 92 | 3 532 | 1 204 | 528 | 43.9 | 2 | 125 | 41 | - | - | 41 | 32.8 |
| LOGANAIR | 9 | 41 | 34 | 373 | 306 | 87 | 28.4 | - | 28 | 8 | - | - | 8 | 28.6 |
| MANX AIRLINES | 29 | 160 | 102 | 4 284 | 1 396 | 829 | 59.4 | - | 131 | 65 | - | - | 65 | 49.6 |
| MONARCH AIRLINES | 81 | 36 | 119 | 5 412 | 17 576 | 13 168 | 74.9 | 36 | 1 597 | 1 201 | - | 95 | 1 106 | 75.2 |
| SUCKLING AIRWAYS | 24 | 76 | 84 | 692 | 403 | 216 | 53.6 | - | 28 | 16 | - | - | 16 | 57.1 |
| VIRGIN ATLANTIC AIRWAYS | 1 580 | 232 | 2 024 | 58 229 | 554 017 | 409 745 | 74.0 | 2 274 | 101 088 | 52 893 | - | 15 780 | 37 113 | 52.3 |
| 4 Total Passenger Services | 33 765 | 23 457 | 55 579 | 1 526 251 | 8 237 589 | 5 035 525 | 61.1 | 30 362 | 1 138 996 | 667 724 | 12 700 | 171 140 | 483 884 | 58.6 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR BRIDGE CARRIERS | 93 | 268 | 228 | - | - | - | - | 1 635 | 1 695 | 787 | - | 787 | - | 46.4 |
| AIR UK | 23 | 54 | 78 | - | - | - | - | 172 | 122 | 72 | - | 72 | - | 59.0 |
| BRITISH AIR FERRIES | 5 | 8 | 17 | - | - | - | - | 30 | 30 | 20 | - | 20 | - | 66.7 |
| Total Cargo Services | 121 | 330 | 323 | - | - | - | - | 1 837 | 1 847 | 879 | - | 879 | - | 47.6 |
| Grand Total | 33 886 | 23 787 | 55 902 | 1 526 251 | 8 237 589 | 5 035 525 | 61.1 | 32 199 | 1 140 843 | 668 603 | 12 700 | 172 019 | 483 884 | 58.6 |

(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 1991 (a)

Table 3.3

| | Aircraft | | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---------------------------------|--------------|------------------|---------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | -Km (000) | Stage Flights | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| ABERDEEN AIRWAYS | 83 | 245 | 274 | 3 016 | 2 474 | 1 167 | 47.2 | 1 | 259 | 86 | - | - | 86 | 33.2 |
| AIR UK | 873 | 2 583 | 2 637 | 66 916 | 64 540 | 28 283 | 43.8 | 154 | 6 453 | 2 475 | 47 | 18 | 2 410 | 38.4 |
| AURIGNY AIR SERVICES | 73 | 1 342 | 362 | 13 395 | 1 385 | 692 | 50.0 | 113 | 115 | 62 | 1 | 6 | 55 | 53.9 |
| BIRMINGHAM EUROPEAN AIRWAYS | 105 | 295 | 296 | 9 159 | 7 294 | 3 440 | 47.2 | 71 | 548 | 285 | - | 27 | 258 | 52.0 |
| BRITANNIA AIRWAYS | 58 | 116 | 116 | 11 755 | 8 763 | 5 831 | 66.5 | - | 745 | 496 | - | - | 496 | 66.6 |
| BRITISH AIRWAYS | 2 260 | 5 708 | 5 960 | 346 890 | 316 463 | 152 375 | 48.1 | 1 006 | 35 271 | 13 101 | 239 | 163 | 12 699 | 37.1 |
| BRITISH INTERNATIONAL HELIS | 9 | 157 | 50 | 2 343 | 204 | 142 | 69.6 | 40 | 19 | 14 | - | 2 | 12 | 73.7 |
| BRITISH MIDLAND | 1 273 | 3 306 | 3 457 | 153 031 | 158 155 | 67 593 | 42.7 | 392 | 16 529 | 5 456 | 100 | 84 | 5 272 | 33.0 |
| BRYMON AIRWAYS | 192 | 761 | 661 | 9 548 | 7 827 | 3 588 | 45.8 | 3 | 791 | 295 | - | 1 | 294 | 37.3 |
| BUSINESS AIR LIMITED | 19 | 84 | 50 | 346 | 224 | 131 | 58.5 | - | 28 | 11 | - | - | 11 | 39.3 |
| DAN AIR | 483 | 1 099 | 1 202 | 51 383 | 45 727 | 24 245 | 53.0 | 147 | 3 659 | 2 006 | 20 | 46 | 1 940 | 54.8 |
| GILLAIR | 59 | 248 | 217 | 3 719 | 1 758 | 885 | 50.3 | - | 176 | 67 | - | - | 67 | 38.1 |
| JERSEY EUROPEAN AIRWAYS | 263 | 1 330 | 1 019 | 21 122 | 12 125 | 5 292 | 43.6 | 28 | 1 238 | 401 | - | 4 | 397 | 32.4 |
| LOGANAIR | 413 | 2 437 | 1 781 | 39 819 | 18 243 | 9 397 | 51.5 | 103 | 1 643 | 871 | - | 24 | 847 | 53.0 |
| MANX AIRLINES | 226 | 962 | 678 | 29 955 | 12 922 | 7 477 | 57.9 | 86 | 1 189 | 622 | - | 23 | 599 | 52.3 |
| SUCKLING AIRWAYS | 16 | 76 | 61 | 646 | 269 | 134 | 49.8 | - | 19 | 10 | - | - | 10 | 52.6 |
| Total Passenger Services | 6 405 | 20 749 | 18 821 | 763 043 | 658 373 | 310 672 | 47.2 | 2 144 | 68 682 | 26 258 | 407 | 398 | 25 453 | 38.2 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR BRIDGE CARRIERS | 1 | 4 | 3 | - | - | - | - | 72 | 21 | 21 | - | 21 | - | 100.0 |
| BRITISH AIRWAYS | 22 | 41 | 45 | - | - | - | - | 436 | 459 | 232 | 232 | - | - | 50.5 |
| CHANNEL EXPRESS (AIR SVS) | 14 | 89 | 61 | - | - | - | - | 354 | 84 | 57 | - | 57 | - | 67.9 |
| Total Cargo Services | 37 | 134 | 109 | - | - | - | - | 862 | 564 | 310 | 232 | 78 | - | 55.0 |
| Grand Total | 6 442 | 20 883 | 18 930 | 763 043 | 658 373 | 310 672 | 47.2 | 3 006 | 69 246 | 26 568 | 639 | 476 | 25 453 | 38.4 |

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

All Non-Scheduled Services January 1991 (a)

Table 4.1

| | Aircraft | | | (b) | | Seat-Km | | (b) | | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As | |
|---|---------------|---------------|---------------|-------------------------------|------------------|------------------|-------------|-----------------------|----------------|--------------------------|-----------------------|---------------|-----------------|-------------|----|--|
| | -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Available (000) | Used (000) | % of Avail | Cargo Uplifted Tonnes | Total (000) | | Mail (000) | Freight (000) | Passenger (000) | % of Avail | | |
| ABERDEEN AIRWAYS | 45 | 184 | 148 | - | 324 | 211 | 65.1 | 78 | 103 | 55 | 37 | 1 | 17 | 53.4 | | |
| AIR 2000 | 1 092 | 386 | 1 551 | 69 218 | 254 494 | 226 511 | 89.0 | - | 21 886 | 19 481 | - | - | 19 481 | 89.0 | | |
| AIR BRIDGE CARRIERS | 262 | 271 | 499 | - | - | - | - | 1 515 | 7 377 | 4 669 | - | 4 669 | - | 63.3 | | |
| AIR FOYLE | 200 | 375 | 447 | - | - | - | - | 2 267 | 2 156 | 1 349 | - | 1 349 | - | 62.6 | | |
| AIR UK | 32 | 34 | 64 | 2 729 | 3 568 | 2 692 | 75.4 | - | 356 | 229 | - | - | 229 | 64.3 | | |
| AIR UK LEISURE | 273 | 119 | 414 | 19 276 | 46 932 | 44 696 | 95.2 | - | 4 448 | 3 803 | - | - | 3 803 | 85.5 | | |
| ANGLO CARGO | 482 | 190 | 766 | - | - | - | - | 2 531 | 20 164 | 10 287 | - | 10 287 | - | 51.0 | | |
| ATLANTIC AIR TRANSPORT | 19 | 32 | 52 | - | - | - | - | 97 | 242 | 107 | - | 107 | - | 44.2 | | |
| BERLIN EUROPEAN UK | 164 | 61 | 248 | 7 491 | 24 320 | 21 706 | 89.3 | - | 2 091 | 1 866 | - | - | 1 866 | 89.2 | | |
| BIRMINGHAM EUROPEAN AIRWAYS | 76 | 105 | 165 | - | 5 634 | 1 657 | 29.4 | - | 423 | 124 | - | - | 124 | 29.3 | | |
| BOND HELICOPTERS | 792 | 12 726 | 3 090 | 64 443 | 10 046 | 4 693 | 46.7 | 235 | 771 | 422 | - | 23 | 399 | 54.7 | | |
| BRISTOW HELICOPTERS | 1 068 | 10 789 | 4 974 | 87 370 | 18 173 | 11 218 | 61.7 | 500 | 1 706 | 1 091 | - | 74 | 1 017 | 64.0 | | |
| BRITANNIA AIRWAYS | 4 524 | 2 272 | 7 008 | 302 888 | 833 012 | 705 369 | 84.7 | 17 | 70 834 | 60 067 | 10 | 91 | 59 966 | 84.8 | | |
| BRITISH AIR FERRIES | 273 | 746 | 865 | 15 436 | 9 345 | 4 795 | 51.3 | 900 | 1 823 | 931 | - | 534 | 397 | 51.1 | | |
| BRITISH AIRWAYS | 79 | 133 | 165 | 2 258 | 8 322 | 3 155 | 37.9 | 222 | 1 338 | 789 | - | 510 | 279 | 59.0 | | |
| BRITISH INDEPENDENT AIRWAYS | 19 | 45 | 66 | 187 | 850 | 588 | 69.2 | - | 69 | 48 | - | - | 48 | 69.6 | | |
| BRITISH INTERNATIONAL HELIS | 473 | 4 005 | 2 120 | 40 067 | 9 941 | 4 930 | 49.6 | 157 | 1 030 | 412 | - | 17 | 395 | 40.0 | | |
| BRITISH MIDLAND | 225 | 125 | 354 | 13 159 | 31 624 | 26 530 | 83.9 | - | 2 961 | 2 070 | - | - | 2 070 | 69.9 | | |
| BRYMON AIRWAYS | 116 | 309 | 375 | 3 222 | 5 329 | 2 249 | 42.2 | 11 | 579 | 190 | - | 5 | 185 | 32.8 | | |
| BUSINESS AIR LIMITED | 38 | 88 | 111 | - | 1 245 | 865 | 69.5 | - | 128 | 72 | - | - | 72 | 56.3 | | |
| CALEDONIAN AIRWAYS | 398 | 192 | 593 | 41 449 | 123 070 | 100 692 | 81.8 | - | 11 461 | 8 560 | - | - | 8 560 | 74.7 | | |
| CHANNEL EXPRESS (AIR SVS) | 215 | 700 | 763 | - | - | - | - | 1 870 | 1 617 | 709 | 167 | 542 | - | 43.8 | | |
| DAN AIR | 1 531 | 993 | 2 490 | 105 855 | 235 152 | 197 055 | 83.8 | 134 | 18 941 | 15 832 | 64 | - | 15 768 | 83.6 | | |
| HEAVYLIFT CARGO AIRLINES | 372 | 150 | 798 | - | - | - | - | 1 002 | 12 040 | 5 962 | - | 5 962 | - | 49.5 | | |
| INTER EUROPEAN AIRWAYS | 328 | 166 | 496 | 17 364 | 48 496 | 40 149 | 82.8 | - | 4 326 | 3 016 | - | - | 3 016 | 69.7 | | |
| JANES AVIATION | 15 | 71 | 59 | - | - | - | - | 42 | 59 | 21 | - | 21 | - | 35.6 | | |
| JERSEY EUROPEAN AIRWAYS | 29 | 86 | 99 | - | - | - | - | 208 | 147 | 74 | 74 | - | - | 50.3 | | |
| LOGANAIR | 42 | 66 | 86 | 2 063 | 4 277 | 2 833 | 66.2 | - | 385 | 256 | - | - | 256 | 66.5 | | |
| MANX AIRLINES | 48 | 107 | 133 | - | 3 222 | 710 | 22.0 | - | 285 | 58 | - | 1 | 57 | 20.4 | | |
| MONARCH AIRLINES | 1 769 | 2 183 | 3 401 | 69 749 | 306 808 | 223 023 | 72.7 | 27 | 27 800 | 18 781 | - | 80 | 18 701 | 67.6 | | |
| RYANAIR-EUROPE | 35 | 37 | 68 | 3 278 | 4 057 | 2 985 | 73.6 | - | 348 | 256 | - | - | 256 | 73.6 | | |
| TITAN AIRWAYS | 8 | 27 | 30 | - | - | - | - | 49 | 22 | 14 | - | 14 | - | 63.6 | | |
| TRANS EUROPEAN AIRWAYS (UK) | 160 | 83 | 249 | 9 070 | 23 651 | 19 761 | 83.6 | - | 2 396 | 1 640 | - | - | 1 640 | 68.4 | | |
| VIRGIN ATLANTIC AIRWAYS | 140 | 22 | 180 | 8 439 | 61 337 | 58 923 | 96.1 | 90 | 8 336 | 6 109 | - | 632 | 5 477 | 73.3 | | |
| Total | 15 342 | 37 878 | 32 937 | 885 011 | 2 073 229 | 1 707 996 | 82.4 | 11 952 | 228 648 | 169 350 | 352 | 24 919 | 144 079 | 74.1 | | |
| Total sub-charter operations performed on behalf of UK airlines | 386 | 691 | 933 | - | 39 105 | 26 705 | 68.3 | - | 4 171 | 2 602 | - | 362 | 2 240 | 62.4 | | |
| Total excluding sub-charter operations performed on behalf of UK airlines | 14 956 | 37 187 | 32 004 | 885 011 | 2 034 124 | 1 681 291 | 82.7 | 11 952 | 224 477 | 166 748 | 352 | 24 557 | 141 839 | 74.3 | | |

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

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

International Non-Scheduled Services January 1991 (a)

Table 4.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---|--------------------------|------------------|---------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|-----------|---------------|----------------|---------------------|
| | | | | Number of Passengers Uplifted | | | | Cargo Uplifted Tonnes | | Total | Mail | Freight | Passenger | |
| ABERDEEN AIRWAYS | 2 | 4 | 7 | - | 20 | 16 | 80.0 | - | 3 | 1 | - | - | 1 | 33.3 |
| AIR 2000 | 1 092 | 386 | 1 551 | 69 218 | 254 494 | 226 511 | 89.0 | - | 21 886 | 19 481 | - | - | 19 481 | 89.0 |
| AIR BRIDGE CARRIERS | 246 | 228 | 465 | - | - | - | - | 1 138 | 7 090 | 4 525 | - | 4 525 | - | 63.8 |
| AIR FOYLE | 172 | 268 | 370 | - | - | - | - | 1 567 | 1 860 | 1 168 | - | 1 168 | - | 62.8 |
| AIR UK | 32 | 34 | 64 | 2 729 | 3 568 | 2 692 | 75.4 | - | 356 | 229 | - | - | 229 | 64.3 |
| AIR UK LEISURE | 273 | 119 | 414 | 19 276 | 46 932 | 44 696 | 95.2 | - | 4 448 | 3 803 | - | - | 3 803 | 85.5 |
| ANGLO CARGO | 482 | 190 | 766 | - | - | - | - | 2 531 | 20 164 | 10 287 | - | 10 287 | - | 51.0 |
| ATLANTIC AIR TRANSPORT | 19 | 32 | 52 | - | - | - | - | 97 | 242 | 107 | - | 107 | - | 44.2 |
| BERLIN EUROPEAN UK | 164 | 61 | 248 | 7 491 | 24 320 | 21 706 | 89.3 | - | 2 091 | 1 866 | - | - | 1 866 | 89.2 |
| BIRMINGHAM EUROPEAN AIRWAYS | 76 | 105 | 165 | - | 5 634 | 1 657 | 29.4 | - | 423 | 124 | - | - | 124 | 29.3 |
| BOND HELICOPTERS | 780 | 12 698 | 3 068 | 64 369 | 9 952 | 4 662 | 46.8 | 235 | 753 | 420 | - | 23 | 397 | 55.8 |
| BRISTOW HELICOPTERS | 1 068 | 10 789 | 4 974 | 87 370 | 18 173 | 11 218 | 61.7 | 500 | 1 706 | 1 091 | - | 74 | 1 017 | 64.0 |
| BRITANNIA AIRWAYS | 4 524 | 2 272 | 7 008 | 302 888 | 833 012 | 705 369 | 84.7 | 17 | 70 834 | 60 067 | 10 | 91 | 59 966 | 84.8 |
| BRITISH AIR FERRIES | 117 | 248 | 361 | 338 | 351 | 260 | 74.1 | 300 | 795 | 354 | - | 333 | 21 | 44.5 |
| BRITISH AIRWAYS | 53 | 54 | 90 | 1 304 | 6 277 | 2 053 | 32.7 | 195 | 1 117 | 689 | - | 495 | 194 | 61.7 |
| BRITISH INDEPENDENT AIRWAYS | 19 | 45 | 66 | 187 | 850 | 588 | 69.2 | - | 69 | 48 | - | - | 48 | 69.6 |
| BRITISH INTERNATIONAL HELIS | 471 | 3 960 | 2 110 | 40 067 | 9 941 | 4 930 | 49.6 | 122 | 1 025 | 410 | - | 15 | 395 | 40.0 |
| BRITISH MIDLAND | 223 | 121 | 351 | 12 908 | 31 454 | 26 427 | 84.0 | - | 2 945 | 2 062 | - | - | 2 062 | 70.0 |
| BRYMON AIRWAYS | 77 | 211 | 249 | - | 3 521 | 957 | 27.2 | - | 383 | 79 | - | - | 79 | 20.6 |
| CALEDONIAN AIRWAYS | 398 | 192 | 593 | 41 449 | 123 070 | 100 692 | 81.8 | - | 11 461 | 8 560 | - | - | 8 560 | 74.7 |
| CHANNEL EXPRESS (AIR SVS) | 119 | 256 | 360 | - | - | - | - | 908 | 1 050 | 461 | - | 461 | - | 43.9 |
| DAN AIR | 1 483 | 879 | 2 334 | 103 746 | 233 879 | 196 231 | 83.9 | - | 18 715 | 15 702 | - | - | 15 702 | 83.9 |
| HEAVYLIFT CARGO AIRLINES | 371 | 148 | 796 | - | - | - | - | 964 | 12 004 | 5 942 | - | 5 942 | - | 49.5 |
| INTER EUROPEAN AIRWAYS | 328 | 166 | 496 | 17 364 | 48 496 | 40 149 | 82.8 | - | 4 326 | 3 016 | - | - | 3 016 | 69.7 |
| JANES AVIATION | 3 | 8 | 9 | - | - | - | - | 5 | 14 | 2 | - | 2 | - | 14.3 |
| LOGANAIR | 37 | 42 | 71 | 2 063 | 3 782 | 2 526 | 66.8 | - | 340 | 228 | - | - | 228 | 67.1 |
| MANX AIRLINES | 46 | 100 | 125 | - | 3 150 | 667 | 21.2 | - | 278 | 53 | - | - | 53 | 19.1 |
| MONARCH AIRLINES | 1 769 | 2 183 | 3 401 | 69 749 | 306 808 | 223 023 | 72.7 | 27 | 27 800 | 18 781 | - | 80 | 18 701 | 67.6 |
| RYANAIR-EUROPE | 34 | 36 | 67 | 3 160 | 3 997 | 2 925 | 73.2 | - | 343 | 251 | - | - | 251 | 73.2 |
| TITAN AIRWAYS | 8 | 27 | 30 | - | - | - | - | 49 | 22 | 14 | - | 14 | - | 63.6 |
| TRANS EUROPEAN AIRWAYS (UK) | 155 | 73 | 241 | 7 767 | 22 948 | 19 072 | 83.1 | - | 2 325 | 1 584 | - | - | 1 584 | 68.1 |
| VIRGIN ATLANTIC AIRWAYS | 140 | 22 | 180 | 8 439 | 61 337 | 58 923 | 96.1 | 90 | 8 336 | 6 109 | - | 632 | 5 477 | 73.3 |
| Total | 14 781 | 35 957 | 31 082 | 861 882 | 2 055 966 | 1 697 950 | 82.6 | 8 745 | 225 204 | 167 514 | 10 | 24 249 | 143 255 | 74.4 |
| Total sub-charter operations performed on behalf of UK airlines | 312 | 448 | 707 | - | 35 263 | 24 473 | 69.4 | - | 3 773 | 2 408 | - | 350 | 2 058 | 63.8 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 14 469 | 35 509 | 30 375 | 861 882 | 2 020 703 | 1 673 477 | 82.8 | 8 745 | 221 431 | 165 106 | 10 | 23 899 | 141 197 | 74.6 |

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

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

Domestic Non-Scheduled Services January 1991 (a)

Table 4.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail | |
|---|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|--------------------|
| | | | | Number of Passengers Uplifted | | | | Cargo Uplifted Tonnes | | Total (000) | Mail (000) | Freight (000) | | Passenger (000) |
| ABERDEEN AIRWAYS | 43 | 180 | 141 | - | 304 | 195 | 64.1 | 78 | 100 | 54 | 37 | 1 | 16 | 54.0 |
| AIR BRIDGE CARRIERS | 16 | 43 | 34 | - | - | - | - | 377 | 287 | 144 | - | 144 | - | 50.2 |
| AIR FOYLE | 28 | 107 | 77 | - | - | - | - | 700 | 296 | 181 | - | 181 | - | 61.1 |
| BOND HELICOPTERS | 12 | 28 | 32 | 74 | 94 | 31 | 33.0 | - | 18 | 2 | - | - | 2 | 11.1 |
| BRITISH AIR FERRIES | 156 | 498 | 504 | 15 098 | 8 994 | 4 535 | 50.4 | 600 | 1 028 | 577 | - | 201 | 376 | 56.1 |
| BRITISH AIRWAYS | 26 | 79 | 75 | 954 | 2 045 | 1 102 | 53.9 | 27 | 221 | 100 | - | 15 | 85 | 45.2 |
| BRITISH INTERNATIONAL HELIS | 2 | 45 | 10 | - | - | - | - | 35 | 5 | 2 | - | 2 | - | 40.0 |
| BRITISH MIDLAND | 2 | 4 | 3 | 251 | 170 | 103 | 60.6 | - | 16 | 8 | - | - | 8 | 50.0 |
| BRYMON AIRWAYS | 39 | 98 | 126 | 3 222 | 1 808 | 1 292 | 71.5 | 11 | 196 | 111 | - | 5 | 106 | 56.6 |
| BUSINESS AIR LIMITED | 38 | 88 | 111 | - | 1 245 | 865 | 69.5 | - | 128 | 72 | - | - | 72 | 56.3 |
| CHANNEL EXPRESS (AIR SVS) | 96 | 444 | 403 | - | - | - | - | 962 | 567 | 248 | 167 | 81 | - | 43.7 |
| DAN AIR | 48 | 114 | 156 | 2 109 | 1 273 | 824 | 64.7 | 134 | 226 | 130 | 64 | - | 66 | 57.5 |
| HEAVYLIFT CARGO AIRLINES | 1 | 2 | 2 | - | - | - | - | 38 | 36 | 20 | - | 20 | - | 55.6 |
| JANES AVIATION | 12 | 63 | 50 | - | - | - | - | 37 | 45 | 19 | - | 19 | - | 42.2 |
| JERSEY EUROPEAN AIRWAYS | 29 | 86 | 99 | - | - | - | - | 208 | 147 | 74 | 74 | - | - | 50.3 |
| LOGANAIR | 5 | 24 | 15 | - | 495 | 307 | 62.0 | - | 45 | 28 | - | - | 28 | 62.2 |
| MANX AIRLINES | 2 | 7 | 8 | - | 72 | 43 | 59.7 | - | 7 | 5 | - | 1 | 4 | 71.4 |
| RYANAIR-EUROPE | 1 | 1 | 1 | 118 | 60 | 60 | **** | - | 5 | 5 | - | - | 5 | 100.0 |
| TRANS EUROPEAN AIRWAYS (UK) | 5 | 10 | 8 | 1 303 | 703 | 689 | 98.0 | - | 71 | 56 | - | - | 56 | 78.9 |
| ∞ Total | 561 | 1 921 | 1 855 | 23 129 | 17 263 | 10 046 | 58.2 | 3 207 | 3 444 | 1 836 | 342 | 670 | 824 | 53.3 |
| Total sub-charter operations performed on behalf of UK airlines | 74 | 243 | 226 | - | 3 842 | 2 232 | 58.1 | - | 398 | 194 | - | 12 | 182 | 48.7 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 487 | 1 678 | 1 629 | 23 129 | 13 421 | 7 814 | 58.2 | 3 207 | 3 046 | 1 642 | 342 | 658 | 642 | 53.9 |

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

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

All Class 2 Licence Operations January 1991

Table 5.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|---------------------------|----------------|---------------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | OTHER | | | |
| AIR 2000 | 1 028 | 368 | 1 460 | 666 | 68 166 | - | 239 423 | 215 713 | 90.1 |
| AIR UK | 32 | 32 | 62 | - | 2 675 | - | 3 524 | 2 670 | 75.8 |
| AIR UK LEISURE | 273 | 119 | 414 | - | 19 276 | - | 46 932 | 44 696 | 95.2 |
| BERLIN EUROPEAN UK | 164 | 61 | 248 | - | - | 7 491 | 24 320 | 21 706 | 89.3 |
| BRITANNIA AIRWAYS | 4 143 | 2 069 | 6 388 | - | 278 679 | 3 436 | 740 802 | 661 521 | 89.3 |
| BRITISH AIR FERRIES | 2 | 2 | 4 | - | 156 | - | 162 | 162 | 100.0 |
| BRITISH AIRWAYS | 32 | 23 | 47 | - | 658 | 626 | 3 549 | 1 982 | 55.8 |
| BRITISH MIDLAND | 221 | 118 | 350 | - | 12 843 | - | 31 191 | 26 310 | 84.4 |
| CALEDONIAN AIRWAYS | 319 | 158 | 474 | - | 38 337 | - | 93 039 | 82 512 | 88.7 |
| DAN AIR | 1 483 | 879 | 2 338 | - | 92 479 | 11 830 | 233 799 | 196 231 | 83.9 |
| INTER EUROPEAN AIRWAYS | 321 | 164 | 487 | - | 17 275 | - | 47 447 | 39 518 | 83.3 |
| LOGANAIR | 35 | 30 | 65 | - | 2 063 | - | 3 528 | 2 388 | 67.7 |
| MONARCH AIRLINES | 876 | 423 | 1 347 | 1 005 | 65 507 | - | 192 548 | 168 955 | 87.7 |
| RYANAIR-EUROPE | 32 | 33 | 60 | - | 2 985 | 1 860 | 3 706 | 2 763 | 74.6 |
| TRANS EUROPEAN AIRWAYS (UK) | 134 | 58 | 208 | - | 6 667 | 577 | 19 779 | 16 434 | 83.1 |
| VIRGIN ATLANTIC AIRWAYS | 140 | 22 | 181 | 1 326 | 5 201 | 1 912 | 61 337 | 58 923 | 96.1 |
| Total | 9 235 | 4 559 | 14 133 | 2 997 | 612 967 | 27 585 | 1 745 086 | 1 542 484 | 88.4 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | Passenger (000) | |
| AIR 2000 | - | 20 590 | 18 552 | - | - | 18 552 | 90.1 |
| AIR UK | - | 352 | 227 | - | - | 227 | 64.5 |
| AIR UK LEISURE | - | 4 448 | 3 803 | - | - | 3 803 | 85.5 |
| BERLIN EUROPEAN UK | - | 2 091 | 1 866 | - | - | 1 866 | 89.2 |
| BRITANNIA AIRWAYS | 5 | 62 996 | 56 256 | - | 18 | 56 238 | 89.3 |
| BRITISH AIR FERRIES | - | 15 | 13 | - | - | 13 | 86.7 |
| BRITISH AIRWAYS | - | 397 | 189 | - | - | 189 | 47.6 |
| BRITISH MIDLAND | - | 2 917 | 2 053 | - | - | 2 053 | 70.4 |
| CALEDONIAN AIRWAYS | - | 8 664 | 7 014 | - | - | 7 014 | 81.0 |
| DAN AIR | - | 18 709 | 15 702 | - | - | 15 702 | 83.9 |
| INTER EUROPEAN AIRWAYS | - | 4 232 | 2 968 | - | - | 2 968 | 70.1 |
| LOGANAIR | - | 318 | 215 | - | - | 215 | 67.6 |
| MONARCH AIRLINES | 29 | 17 497 | 14 241 | - | 80 | 14 161 | 81.4 |
| RYANAIR-EUROPE | - | 318 | 237 | - | - | 237 | 74.5 |
| TRANS EUROPEAN AIRWAYS (UK) | - | 2 004 | 1 364 | - | - | 1 364 | 68.1 |
| VIRGIN ATLANTIC AIRWAYS | 90 | 8 336 | 6 109 | - | 632 | 5 477 | 73.3 |
| Total | 124 | 153 884 | 130 809 | - | 730 | 130 079 | 85.0 |

International Class 2 Licence Operations January 1991

Table 5.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|---------------------------|----------------|---------------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | OTHER | | | |
| AIR 2000 | 1 028 | 368 | 1 460 | 666 | 68 166 | - | 239 423 | 215 713 | 90.1 |
| AIR UK | 32 | 32 | 62 | - | 2 675 | - | 3 524 | 2 670 | 75.8 |
| AIR UK LEISURE | 273 | 119 | 414 | - | 19 276 | - | 46 932 | 44 696 | 95.2 |
| BERLIN EUROPEAN UK | 164 | 61 | 248 | - | - | 7 491 | 24 320 | 21 706 | 89.3 |
| BRITANNIA AIRWAYS | 4 143 | 2 069 | 6 388 | - | 278 679 | 3 436 | 740 802 | 661 521 | 89.3 |
| BRITISH AIR FERRIES | 2 | 2 | 4 | - | 156 | - | 162 | 162 | 100.0 |
| BRITISH AIRWAYS | 32 | 23 | 47 | - | 658 | 626 | 3 549 | 1 982 | 55.8 |
| BRITISH MIDLAND | 221 | 118 | 350 | - | 12 843 | - | 31 191 | 26 310 | 84.4 |
| CALEDONIAN AIRWAYS | 319 | 158 | 474 | - | 38 337 | - | 93 039 | 82 512 | 88.7 |
| DAN AIR | 1 480 | 875 | 2 334 | - | 92 479 | 11 157 | 233 455 | 195 890 | 83.9 |
| INTER EUROPEAN AIRWAYS | 321 | 164 | 487 | - | 17 275 | - | 47 447 | 39 518 | 83.3 |
| LOGANAIR | 35 | 30 | 65 | - | 2 063 | - | 3 528 | 2 388 | 67.7 |
| MONARCH AIRLINES | 876 | 423 | 1 347 | 1 005 | 65 507 | 1 860 | 192 548 | 168 955 | 87.7 |
| RYANAIR-EUROPE | 31 | 32 | 59 | - | 2 867 | - | 3 646 | 2 703 | 74.1 |
| TRANS EUROPEAN AIRWAYS (UK) | 132 | 54 | 205 | - | 6 667 | - | 19 510 | 16 172 | 82.9 |
| VIRGIN ATLANTIC AIRWAYS | 140 | 22 | 181 | 1 326 | 5 201 | 1 912 | 61 337 | 58 923 | 96.1 |
| Total | 9 229 | 4 550 | 14 125 | 2 997 | 612 849 | 26 482 | 1 744 413 | 1 541 821 | 88.4 |

01

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 20 590 | 18 552 | - | - | 18 552 | 90.1 |
| AIR UK | - | 352 | 227 | - | - | 227 | 64.5 |
| AIR UK LEISURE | - | 4 448 | 3 803 | - | - | 3 803 | 85.5 |
| BERLIN EUROPEAN UK | - | 2 091 | 1 866 | - | - | 1 866 | 89.2 |
| BRITANNIA AIRWAYS | 5 | 62 996 | 56 256 | - | 18 | 56 238 | 89.3 |
| BRITISH AIR FERRIES | - | 15 | 13 | - | - | 13 | 86.7 |
| BRITISH AIRWAYS | - | 397 | 189 | - | - | 189 | 47.6 |
| BRITISH MIDLAND | - | 2 917 | 2 053 | - | - | 2 053 | 70.4 |
| CALEDONIAN AIRWAYS | - | 8 664 | 7 014 | - | - | 7 014 | 81.0 |
| DAN AIR | - | 18 681 | 15 675 | - | - | 15 675 | 83.9 |
| INTER EUROPEAN AIRWAYS | - | 4 232 | 2 968 | - | - | 2 968 | 70.1 |
| LOGANAIR | - | 318 | 215 | - | - | 215 | 67.6 |
| MONARCH AIRLINES | 29 | 17 497 | 14 241 | - | 80 | 14 161 | 81.4 |
| RYANAIR-EUROPE | - | 313 | 232 | - | - | 232 | 74.1 |
| TRANS EUROPEAN AIRWAYS (UK) | - | 1 977 | 1 343 | - | - | 1 343 | 67.9 |
| VIRGIN ATLANTIC AIRWAYS | 90 | 8 336 | 6 109 | - | 632 | 5 477 | 73.3 |
| Total | 124 | 153 824 | 130 756 | - | 730 | 130 026 | 85.0 |

Domestic Class 2 Licence Operations January 1991

Table 5.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|---------------------------|------------|--------------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | OTHER | | | |
| DAN AIR | 3 | 4 | 4 | - | - | 673 | 344 | 99.1 | |
| RYANAIR-EUROPE | 1 | 1 | 1 | - | 118 | - | 60 | 100.0 | |
| TRANS EUROPEAN AIRWAYS (UK) | 2 | 4 | 3 | - | - | 430 | 262 | 97.4 | |
| Total | 6 | 9 | 8 | - | 118 | 1 103 | 673 | 98.5 | |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | Passenger (000) | |
| DAN AIR | - | 28 | 27 | - | - | 27 | 96.4 |
| RYANAIR-EUROPE | - | 5 | 5 | - | - | 5 | 100.0 |
| TRANS EUROPEAN AIRWAYS (UK) | - | 27 | 21 | - | - | 21 | 77.8 |
| Total | - | 60 | 53 | - | - | 53 | 88.3 |

All Class 6 Licence Operations January 1991

Table 6.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR BRIDGE CARRIERS | 92 | 169 | 193 | 789 | 1 555 | 493 | - | 493 | 31.7 |
| AIR FOYLE | 179 | 342 | 402 | 2 269 | 1 923 | 1 233 | - | 1 233 | 64.1 |
| ANGLO CARGO | 482 | 190 | 770 | 2 532 | 20 164 | 10 287 | - | 10 287 | 51.0 |
| ATLANTIC AIR TRANSPORT | 15 | 18 | 41 | 98 | 191 | 82 | - | 82 | 42.9 |
| BRITISH AIR FERRIES | 78 | 190 | 245 | 866 | 559 | 334 | - | 334 | 59.7 |
| BRITISH AIRWAYS | 9 | 34 | 34 | 119 | 43 | 31 | - | 31 | 72.1 |
| BRITISH INTERNATIONAL HELIS | 2 | 45 | 11 | 36 | 5 | 2 | - | 2 | 40.0 |
| CHANNEL EXPRESS (AIR SVS) | 155 | 431 | 529 | 1 320 | 1 287 | 558 | 16 | 542 | 43.4 |
| HEAVYLIFT CARGO AIRLINES | 89 | 36 | 159 | 443 | 3 265 | 1 638 | - | 1 638 | 50.2 |
| JANES AVIATION | 15 | 71 | 61 | 43 | 59 | 21 | - | 21 | 35.6 |
| TITAN AIRWAYS | 8 | 27 | 30 | 50 | 22 | 14 | - | 14 | 63.6 |
| Total | 1 124 | 1 553 | 2 475 | 8 563 | 29 073 | 14 693 | 16 | 14 677 | 50.5 |

International Class 6 Licence Operations January 1991

Table 6.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|---------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR BRIDGE CARRIERS | 76 | 126 | 158 | 411 | 1 268 | 349 | - | 349 | 27.5 |
| AIR FOYLE | 151 | 235 | 325 | 1 568 | 1 627 | 1 052 | - | 1 052 | 64.7 |
| ANGLO CARGO | 482 | 190 | 770 | 2 532 | 20 164 | 10 287 | - | 10 287 | 51.0 |
| ATLANTIC AIR TRANSPORT | 15 | 18 | 41 | 98 | 191 | 82 | - | 82 | 42.9 |
| BRITISH AIR FERRIES | 44 | 96 | 135 | 302 | 297 | 144 | - | 144 | 48.5 |
| BRITISH AIRWAYS | 8 | 27 | 30 | 92 | 38 | 27 | - | 27 | 71.1 |
| CHANNEL EXPRESS (AIR SVS) | 119 | 256 | 364 | 910 | 1 050 | 461 | - | 461 | 43.9 |
| HEAVYLIFT CARGO AIRLINES | 88 | 34 | 156 | 404 | 3 229 | 1 618 | - | 1 618 | 50.1 |
| JANES AVIATION | 3 | 8 | 10 | 6 | 14 | 2 | - | 2 | 14.3 |
| TITAN AIRWAYS | 8 | 27 | 30 | 50 | 22 | 14 | - | 14 | 63.6 |
| Total | 994 | 1 017 | 2 019 | 6 372 | 27 900 | 14 036 | - | 14 036 | 50.3 |

Domestic Class 6 Licence Operations January 1991

Table 6.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR BRIDGE CARRIERS | 16 | 43 | 35 | 378 | 287 | 144 | - | 144 | 50.2 |
| AIR FOYLE | 28 | 107 | 77 | 701 | 296 | 181 | - | 181 | 61.1 |
| BRITISH AIR FERRIES | 34 | 94 | 110 | 565 | 262 | 190 | - | 190 | 72.5 |
| BRITISH AIRWAYS | 1 | 7 | 5 | 27 | 5 | 4 | - | 4 | 80.0 |
| BRITISH INTERNATIONAL HELIS | 2 | 45 | 11 | 36 | 5 | 2 | - | 2 | 40.0 |
| CHANNEL EXPRESS (AIR SVS) | 36 | 175 | 165 | 409 | 237 | 97 | 16 | 81 | 40.9 |
| HEAVYLIFT CARGO AIRLINES | 1 | 2 | 3 | 38 | 36 | 20 | - | 20 | 55.6 |
| JANES AVIATION | 12 | 63 | 51 | 37 | 45 | 19 | - | 19 | 42.2 |
| Total | 130 | 536 | 456 | 2 191 | 1 173 | 657 | 16 | 641 | 56.0 |

All Class 7 Licence Operations January 1991

Table 7.1

| | Aircraft | Stage | A/C | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | As |
|-----------------------------|--------------|---------------|---------------|----------------|---------------|---------------|-------------|------------|--------------|-----------------------|----------|------------------------|---------------------|-------------|
| | -Km (000) | | | | | | | | | Flights | Hours | Passengers Uplifted | Availiable (000) | |
| BOND HELICOPTERS | 780 | 12 698 | 3 061 | 64 369 | 9 952 | 4 662 | 46.8 | 239 | 753 | 420 | - | 23 | 397 | 55.8 |
| BRISTOW HELICOPTERS | 1 068 | 10 789 | 4 975 | 87 370 | 18 173 | 11 218 | 61.7 | 502 | 1 706 | 1 091 | - | 74 | 1 017 | 64.0 |
| BRITISH INTERNATIONAL HELIS | 471 | 3 960 | 2 062 | 40 067 | 9 941 | 4 930 | 49.6 | 124 | 1 025 | 410 | - | 15 | 395 | 40.0 |
| BRITISH MIDLAND | 2 | 1 | 2 | 65 | 232 | 102 | 44.0 | - | 25 | 8 | - | - | 8 | 32.0 |
| TOTAL | 2 321 | 27 448 | 10 100 | 191 871 | 38 298 | 20 912 | 54.6 | 865 | 3 509 | 1 929 | - | 112 | 1 817 | 55.0 |

International Class 7 Licence Operations January 1991

Table 7.2

| | Aircraft | Stage | A/C | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | As |
|-----------------------------|--------------|---------------|---------------|----------------|---------------|---------------|-------------|------------|--------------|-----------------------|----------|------------------------|--------------------|-------------|
| | -Km (000) | | | | | | | | | Flights | Hours | Passengers Uplifted | Availible (000) | |
| BOND HELICOPTERS | 780 | 12 698 | 3 061 | 64 369 | 9 952 | 4 662 | 46.8 | 239 | 753 | 420 | - | 23 | 397 | 55.8 |
| BRISTOW HELICOPTERS | 1 068 | 10 789 | 4 975 | 87 370 | 18 173 | 11 218 | 61.7 | 502 | 1 706 | 1 091 | - | 74 | 1 017 | 64.0 |
| BRITISH INTERNATIONAL HELIS | 471 | 3 960 | 2 062 | 40 067 | 9 941 | 4 930 | 49.6 | 124 | 1 025 | 410 | - | 15 | 395 | 40.0 |
| BRITISH MIDLAND | 2 | 1 | 2 | 65 | 232 | 102 | 44.0 | - | 25 | 8 | - | - | 8 | 32.0 |
| TOTAL | 2 321 | 27 448 | 10 100 | 191 871 | 38 298 | 20 912 | 54.6 | 865 | 3 509 | 1 929 | - | 112 | 1 817 | 55.0 |

Domestic Class 7 Licence Operations January 1991

Table 7.3

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

NO DATA AVAILABLE FOR THIS REPORT

All Class 8 Licence Operations January 1991

Table 8.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Avaliable (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| BOND HELICOPTERS | 12 | 28 | 32 | 74 | 94 | 31 | 33.0 | - | 18 | 2 | - | - | 2 | 11.1 |
| TOTAL | 12 | 28 | 32 | 74 | 94 | 31 | 33.0 | - | 18 | 2 | - | - | 2 | 11.1 |

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

NO DATA AVAILABLE FOR THIS REPORT

Domestic Class 8 Licence Operations January 1991

Table 8.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Avaliable (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| BOND HELICOPTERS | 12 | 28 | 32 | 74 | 94 | 31 | 33.0 | - | 18 | 2 | - | - | 2 | 11.1 |
| TOTAL | 12 | 28 | 32 | 74 | 94 | 31 | 33.0 | - | 18 | 2 | - | - | 2 | 11.1 |

All Exempt Operations January 1991

Table 9.1

| | Aircraft -Km (000) | Stage Flights | Number of A/C Hours | Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-km Available | Tonne-Kilometres Used | | | As % of Avail | |
|-----------------------------|--------------------------|------------------|---------------------------|------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|---------------------|--------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | | Passenger (000) |
| ABERDEEN AIRWAYS | 34 | 106 | 106 | - | 56 | 42 | 75.0 | 78 | 75 | 41 | 37 | 1 | 3 | 54.7 |
| AIR 2000 | 24 | 7 | 35 | 386 | 5 684 | 1 856 | 32.7 | - | 489 | 160 | - | - | 160 | 32.7 |
| AIR BRIDGE CARRIERS | 156 | 63 | 277 | - | - | - | - | 729 | 5 562 | 4 008 | - | 4 008 | - | 72.1 |
| AIR UK | - | 2 | 3 | 54 | 44 | 22 | 50.0 | - | 4 | 2 | - | - | 2 | 50.0 |
| BRITANNIA AIRWAYS | 381 | 203 | 582 | 20 772 | 92 210 | 43 848 | 47.6 | 13 | 7 838 | 3 811 | 10 | 73 | 3 728 | 48.6 |
| BRITISH AIR FERRIES | 125 | 407 | 401 | 15 280 | 9 183 | 4 633 | 50.5 | 36 | 784 | 395 | - | 11 | 384 | 50.4 |
| BRITISH AIRWAYS | 21 | 32 | 46 | 974 | 3 100 | 359 | 11.6 | 108 | 716 | 497 | - | 468 | 29 | 69.4 |
| BRITISH INDEPENDENT AIRWAYS | 1 | 6 | 5 | 187 | 49 | 35 | 71.4 | - | 4 | 3 | - | - | 3 | 75.0 |
| BRITISH MIDLAND | 1 | 2 | 2 | 251 | 81 | 69 | 85.2 | - | 8 | 5 | - | - | 5 | 62.5 |
| BRYMON AIRWAYS | 39 | 98 | 126 | 3 222 | 1 808 | 1 292 | 71.5 | 12 | 196 | 111 | - | 5 | 106 | 56.6 |
| CALEDONIAN AIRWAYS | 65 | 26 | 102 | 3 112 | 25 388 | 15 170 | 59.8 | - | 2 364 | 1 290 | - | - | 1 290 | 54.6 |
| CHANNEL EXPRESS (AIR SVS) | 60 | 269 | 240 | - | - | - | - | 555 | 330 | 151 | 151 | - | - | 45.8 |
| DAN AIR | 45 | 111 | 154 | 1 546 | 986 | 536 | 54.4 | 134 | 203 | 107 | 64 | - | 43 | 52.7 |
| HEAVYLIFT CARGO AIRLINES | 215 | 92 | 533 | - | - | - | - | 562 | 6 042 | 2 854 | - | 2 854 | - | 47.2 |
| INTER EUROPEAN AIRWAYS | 7 | 2 | 10 | 89 | 1 049 | 631 | 60.2 | - | 94 | 48 | - | - | 48 | 51.1 |
| JERSEY EUROPEAN AIRWAYS | 29 | 86 | 100 | - | - | - | - | 208 | 147 | 74 | 74 | - | - | 50.3 |
| MONARCH AIRLINES | 46 | 18 | 74 | 1 377 | 8 513 | 3 067 | 36.0 | - | 772 | 255 | - | - | 255 | 33.0 |
| RYANAIR-EUROPE | 3 | 4 | 8 | 293 | 351 | 222 | 63.2 | - | 30 | 19 | - | - | 19 | 63.3 |
| TRANS EUROPEAN AIRWAYS (UK) | 11 | 14 | 22 | 1 973 | 1 654 | 1 548 | 93.6 | - | 168 | 128 | - | - | 128 | 76.2 |
| Total | 1 263 | 1 548 | 2 826 | 49 516 | 150 156 | 73 330 | 48.8 | 2 435 | 25 826 | 13 959 | 336 | 7 420 | 6 203 | 54.1 |

(a) Excludes air taxi operations (see table 99)
 (b) Excludes exempt sub-charter operations

International Exempt Operations January 1991

Table 9.2

| | Aircraft | | Number of A/C Hours | Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-km Available | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------|------------------|---------------------------|------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | -Km (000) | Stage Flights | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| ABERDEEN AIRWAYS | 2 | 4 | 7 | - | 20 | 16 | 80.0 | - | 3 | 1 | - | - | 1 | 33.3 |
| AIR 2000 | 24 | 7 | 35 | 386 | 5 684 | 1 856 | 32.7 | - | 489 | 160 | - | - | 160 | 32.7 |
| AIR BRIDGE CARRIERS | 156 | 63 | 277 | - | - | - | - | 729 | 5 562 | 4 008 | - | 4 008 | - | 72.1 |
| AIR UK | - | 2 | 3 | 54 | 44 | 22 | 50.0 | - | 4 | 2 | - | - | 2 | 50.0 |
| BRITANNIA AIRWAYS | 381 | 203 | 582 | 20 772 | 92 210 | 43 848 | 47.6 | 13 | 7 838 | 3 811 | 10 | 73 | 3 728 | 48.6 |
| BRITISH AIR FERRIES | 3 | 3 | 5 | 182 | 189 | 98 | 51.9 | - | 18 | 8 | - | - | 8 | 44.4 |
| BRITISH AIRWAYS | 13 | 4 | 17 | 20 | 2 728 | 71 | 2.6 | 106 | 682 | 473 | - | 468 | 5 | 69.4 |
| BRITISH INDEPENDENT AIRWAYS | 1 | 6 | 5 | 187 | 49 | 35 | 71.4 | - | 4 | 3 | - | - | 3 | 75.0 |
| CALEDONIAN AIRWAYS | 65 | 26 | 102 | 3 112 | 25 388 | 15 170 | 59.8 | - | 2 364 | 1 290 | - | - | 1 290 | 54.6 |
| DAN AIR | - | 1 | 1 | 110 | 57 | 53 | 93.0 | - | 5 | 4 | - | - | 4 | 80.0 |
| HEAVYLIFT CARGO AIRLINES | 215 | 92 | 533 | - | - | - | - | 562 | 6 042 | 2 854 | - | 2 854 | - | 47.2 |
| INTER EUROPEAN AIRWAYS | 7 | 2 | 10 | 89 | 1 049 | 631 | 60.2 | - | 94 | 48 | - | - | 48 | 51.1 |
| MONARCH AIRLINES | 46 | 18 | 74 | 1 377 | 8 513 | 3 067 | 36.0 | - | 772 | 255 | - | - | 255 | 33.0 |
| RYANAIR-EUROPE | 3 | 4 | 8 | 293 | 351 | 222 | 63.2 | - | 30 | 19 | - | - | 19 | 63.3 |
| TRANS EUROPEAN AIRWAYS (UK) | 8 | 8 | 16 | 1 100 | 1 220 | 1 121 | 91.9 | - | 124 | 93 | - | - | 93 | 75.0 |
| Total | 924 | 443 | 1 675 | 27 682 | 137 502 | 66 210 | 48.2 | 1 410 | 24 031 | 13 029 | 10 | 7 403 | 5 616 | 54.2 |

(a) Excludes air taxi operations (see table 99)

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations January 1991

Table 9.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-km Available | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| ABERDEEN AIRWAYS | 32 | 102 | 99 | - | 36 | 26 | 72.2 | 78 | 72 | 40 | 37 | 1 | 2 | 55.6 |
| BRITISH AIR FERRIES | 122 | 404 | 396 | 15 098 | 8 994 | 4 535 | 50.4 | 36 | 766 | 387 | - | 11 | 376 | 50.5 |
| BRITISH AIRWAYS | 8 | 28 | 29 | 954 | 372 | 288 | 77.4 | 2 | 34 | 24 | - | - | 24 | 70.6 |
| BRITISH MIDLAND | 1 | 2 | 2 | 251 | 81 | 69 | 85.2 | - | 8 | 5 | - | - | 5 | 62.5 |
| BRYMON AIRWAYS | 39 | 98 | 126 | 3 222 | 1 808 | 1 292 | 71.5 | 12 | 196 | 111 | - | 5 | 106 | 56.6 |
| CHANNEL EXPRESS (AIR SVS) | 60 | 269 | 240 | - | - | - | - | 555 | 330 | 151 | 151 | - | - | 45.8 |
| DAN AIR | 45 | 110 | 153 | 1 436 | 929 | 483 | 52.0 | 134 | 198 | 103 | 64 | - | 39 | 52.0 |
| JERSEY EUROPEAN AIRWAYS | 29 | 86 | 100 | - | - | - | - | 208 | 147 | 74 | 74 | - | - | 50.3 |
| TRANS EUROPEAN AIRWAYS (UK) | 3 | 6 | 7 | 873 | 434 | 427 | 98.4 | - | 44 | 35 | - | - | 35 | 79.5 |
| Total | 339 | 1 105 | 1 152 | 21 834 | 12 654 | 7 120 | 56.3 | 1 025 | 1 795 | 930 | 326 | 17 | 587 | 51.8 |

(a) Excludes air taxi operations (see table 99)

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences January 1991

Table 10.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As | |
|---------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| ABERDEEN AIRWAYS | 11 | 78 | 44 | .. | 268 | 169 | 63.1 | .. | 28 | 14 | - | - | 14 | 50.0 |
| BRITISH AIR FERRIES | 36 | 94 | 126 | .. | - | - | - | .. | 234 | 104 | - | 104 | - | 44.4 |
| MANX AIRLINES | 23 | 36 | 56 | .. | 1 552 | 225 | 14.5 | .. | 137 | 18 | - | - | 18 | 13.1 |
| Total | 70 | 208 | 226 | .. | 1 820 | 394 | 21.6 | .. | 399 | 136 | - | 104 | 32 | 34.1 |

Exempt Sub Charter Operations Performed For UK Operators January 1991

Table 10.2

| | Aircraft | | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | -Km (000) | Stage Flights | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| AIR 2000 | 40 | 11 | 59 | .. | 9 387 | 8 942 | 95.3 | .. | 807 | 769 | - | - | 769 | 95.3 |
| AIR BRIDGE CARRIERS | 14 | 39 | 33 | .. | - | - | - | .. | 260 | 168 | - | 168 | - | 64.6 |
| ATLANTIC AIR TRANSPORT | 3 | 10 | 8 | .. | - | - | - | .. | 37 | 12 | - | 12 | - | 32.4 |
| BIRMINGHAM EUROPEAN AIRWAYS | 76 | 105 | 18365 | .. | 5 634 | 1 657 | 29.4 | .. | 423 | 124 | - | - | 124 | 29.3 |
| BRITISH AIR FERRIES | 19 | 42 | 60 | .. | - | - | - | .. | 161 | 66 | - | 66 | - | 41.0 |
| BRITISH AIRWAYS | 17 | 44 | 43 | .. | 1 673 | 814 | 48.7 | .. | 182 | 72 | - | 11 | 61 | 39.6 |
| BRITISH MIDLAND | 1 | 4 | 3 | .. | 120 | 49 | 40.8 | .. | 11 | 4 | - | - | 4 | 36.4 |
| BUSINESS AIR LIMITED | 38 | 88 | 111 | .. | 1 245 | 865 | 69.5 | .. | 128 | 72 | - | - | 72 | 56.3 |
| CALEDONIAN AIRWAYS | 14 | 8 | 21 | .. | 4 643 | 3 010 | 64.8 | .. | 433 | 256 | - | - | 256 | 59.1 |
| DAN AIR | 3 | 3 | 4 | .. | 367 | 288 | 78.5 | .. | 29 | 23 | - | - | 23 | 79.3 |
| LOGANAIR | 7 | 36 | 21 | .. | 749 | 445 | 59.4 | .. | 67 | 41 | - | - | 41 | 61.2 |
| MANX AIRLINES | 25 | 71 | 77 | .. | 1 670 | 485 | 29.0 | .. | 148 | 40 | - | 1 | 39 | 27.0 |
| MONARCH AIRLINES | 49 | 15 | 68 | .. | 10 334 | 8 697 | 84.2 | .. | 938 | 731 | - | - | 731 | 77.9 |
| TRANS EUROPEAN AIRWAYS (UK) | 10 | 7 | 16 | .. | 1 463 | 1 059 | 72.4 | .. | 148 | 88 | - | - | 88 | 59.5 |
| Total | 316 | 483 | 707 | .. | 37 285 | 26 311 | 70.6 | .. | 3 772 | 2 466 | - | 258 | 2 208 | 65.4 |

Exempt Sub Charter Operations Performed For Non UK Operators January 1991

Table 10.3

| | Aircraft | | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | -Km (000) | Stage Flights | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| AIR FOYLE | 21 | 33 | 46 | .. | - | - | - | 233 | 116 | - | 116 | - | 49.8 | |
| ATLANTIC AIR TRANSPORT | 1 | 4 | 3 | .. | - | - | - | 14 | 13 | - | 13 | - | 92.9 | |
| BRITISH AIR FERRIES | 13 | 11 | 38 | .. | - | - | - | 70 | 19 | - | 19 | - | 27.1 | |
| BRITISH INDEPENDENT AIRWAYS | 18 | 39 | 62 | .. | 801 | 553 | 69.0 | 65 | 45 | - | - | 45 | 69.2 | |
| BRYMON AIRWAYS | 77 | 211 | 249 | .. | 3 521 | 957 | 27.2 | 383 | 79 | - | - | 79 | 20.6 | |
| HEAVYLIFT CARGO AIRLINES | 68 | 22 | 105 | .. | - | - | - | 2 733 | 1 470 | - | 1 470 | - | 53.8 | |
| MONARCH AIRLINES | 798 | 1 727 | 1 927 | .. | 95 413 | 42 304 | 44.3 | 8 593 | 3 554 | - | - | 3 554 | 41.4 | |
| TRANS EUROPEAN AIRWAYS (UK) | 5 | 4 | 7 | .. | 755 | 720 | 95.4 | 76 | 60 | - | - | 60 | 78.9 | |
| Total | 1 001 | 2 051 | 2 437 | .. | 100 490 | 44 534 | 44.3 | 12 167 | 5 356 | - | 1 618 | 3 738 | 44.0 | |

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

Table 11.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1990 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990 |
|-------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 1 054 | 4 | 4 763 | 14 | 4 338 | 16 | 55 634 | 12 235 | 20 026 | 42 | 3.9 |
| AEROSPATIALE SA365 DAUPHIN | 365 | 10 | 9 787 | 196 | 1 460 | 38 | 48 389 | 1 805 | 4 015 | 16 | 2.8 |
| AIRBUS A300-600/600(B2-B4) | - | - | - | - | - | - | - | - | - | 0 | 9.8 |
| AIRBUS A300B4/100/200 | - | - | - | - | - | - | - | - | - | 0 | 5.1 |
| AIRBUS A320-100/200 | 938 | - | 1 207 | - | 1 907 | - | 89 229 | 70 605 | 136 932 | 10 | 5.9 |
| BAC/AEROSPATIALE CONCORDE | 833 | - | 165 | - | 581 | - | 4 875 | 28 274 | 83 362 | 7 | 2.8 |
| BAE (HS) 748 | 469 | 62 | 1 728 | 169 | 1 683 | 216 | 32 976 | 10 915 | 20 768 | 22 | 3.3 |
| BAE 146 SERIES 100 | 363 | - | 887 | - | 846 | - | 28 926 | 12 703 | 29 467 | 5 | 4.7 |
| BAE 146 SERIES 200/QT | 377 | 135 | 830 | 291 | 946 | 315 | 29 108 | 17 455 | 37 298 | 8 | 6.2 |
| BAE 146 SERIES 300 | 591 | 65 | 1 060 | 84 | 1 340 | 134 | 41 255 | 26 931 | 64 223 | 8 | 5.8 |
| BAE(BAC)1-11-200 SERIES | 138 | 6 | 241 | 3 | 296 | 10 | 9 650 | 5 619 | 10 773 | 4 | 2.4 |
| BAE(BAC)1-11-300/400/475 | 475 | 8 | 709 | 6 | 1 003 | 14 | 20 274 | 14 038 | 35 393 | 8 | 4.9 |
| BAE(BAC)1-11-500 SERIES | 2 742 | - | 4 164 | - | 5 826 | - | 194 515 | 139 338 | 271 447 | 45 | 4.6 |
| BEECHCRAFT 200 SUPERKING AIR | 12 | - | 28 | - | 32 | - | 74 | 31 | 94 | 2 | 0.9 |
| BELL 212/412 | 121 | - | 4 274 | - | 804 | - | 22 529 | 638 | 1 331 | 7 | 4.2 |
| BELL MODEL 214ST | 38 | - | 271 | - | 167 | - | 2 441 | 342 | 684 | 3 | 3.9 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 3 | 0.0 |
| BOEING 707 ALL SERIES | - | 227 | - | 89 | - | 368 | - | - | - | 2 | 6.1 |
| BOEING 727-100/100C | - | - | - | - | - | - | - | - | - | 0 | 9.9 |
| BOEING 727-200/200 ADVANCED | 530 | - | 286 | - | 777 | - | 44 298 | 85 194 | 99 214 | 7 | 5.0 |
| BOEING 737-200 | 7 181 | - | 6 882 | - | 13 264 | - | 446 716 | 534 038 | 833 933 | 70 | 6.7 |
| BOEING 737-300 | 3 418 | - | 4 831 | - | 6 967 | - | 216 272 | 290 821 | 460 958 | 34 | 8.3 |
| BOEING 737-400 | 1 051 | - | 1 050 | - | 1 942 | - | 95 594 | 127 578 | 173 203 | 10 | 8.5 |
| BOEING 747 200B COMBI | 697 | - | 124 | - | 895 | - | 16 733 | 135 271 | 227 577 | 3 | 11.6 |
| BOEING 747-100/100F | 3 915 | - | 765 | - | 5 125 | - | 140 063 | 949 270 | 1 477 614 | 17 | 11.2 |
| BOEING 747-200 | 5 558 | - | 1 011 | - | 7 368 | - | 180 866 | 1 346 559 | 1 981 935 | 20 | 11.5 |
| BOEING 747-400 | 4 923 | - | 916 | - | 6 454 | - | 137 307 | 1 254 293 | 1 898 574 | 16 | 13.9 |
| BOEING 757-200 | 5 732 | 22 | 5 449 | 41 | 10 242 | 45 | 563 664 | 790 379 | 1 158 571 | 49 | 8.4 |
| BOEING 767-200 | 1 516 | - | 484 | - | 2 139 | - | 89 380 | 333 541 | 407 947 | 7 | 9.5 |
| BOEING 767-300 | 412 | - | 707 | - | 983 | - | 92 145 | 52 434 | 101 616 | 5 | 6.6 |
| BOEING 767-300ER | 441 | - | 150 | - | 680 | - | 13 447 | 54 158 | 85 513 | 4 | 8.8 |
| BRITISH AEROSPACE ATP | 735 | - | 2 545 | - | 2 522 | - | 65 775 | 21 536 | 47 380 | 16 | 5.6 |
| CANADAIR CL-44 | - | 140 | - | 55 | - | 327 | - | - | - | 1 | 3.7 |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 1 | 0.0 |
| CESSNA 402 | - | - | - | - | - | - | - | - | - | 1 | 0.0 |
| CESSNA 404 TITAN | 14 | 3 | 68 | 20 | 60 | 15 | 208 | 77 | 133 | 5 | 0.1 |
| CESSNA 406 | - | - | - | - | - | - | - | - | - | 1 | 0.0 |
| DE HAVILLAND DH6 TWIN OTTER | 75 | - | 446 | - | 379 | - | 3 490 | 619 | 1 285 | 4 | 3.3 |
| DE HAVILLAND DHC-7 DASH-7 | 426 | - | 1 488 | - | 1 511 | - | 20 453 | 7 804 | 19 399 | 9 | 5.7 |
| DE-HAVILLAND DHC-8 DASH-8 | 144 | - | 352 | - | 430 | - | 4 173 | 2 002 | 5 178 | 2 | 8.2 |
| DORNIER 228-100/200 | 40 | - | 152 | - | 144 | - | 1 338 | 350 | 672 | 1 | 4.7 |
| DOUGLAS DC3/C47 DAKOTA | - | - | - | - | - | - | - | - | - | 2 | 0.1 |
| DOUGLAS DC6/6A/6B/6C | - | 19 | - | 32 | - | 53 | - | - | - | 2 | 1.3 |
| EMBRAER EMB110 BANDEIRANTE | 35 | - | 128 | - | 97 | - | 467 | 233 | 373 | 4 | 1.4 |
| FOKKER 100 | - | - | - | - | - | - | - | - | - | .. | .. |
| FOKKER F27 100-600 | 998 | 30 | 3 611 | 80 | 3 737 | 102 | 65 709 | 20 197 | 46 251 | 24 | 5.3 |
| GULF AMERICAN GULFSTREAM I | 57 | 25 | 190 | 64 | 179 | 67 | 1 363 | 773 | 1 372 | 7 | 2.0 |

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

Table 11.1 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990 |
|-------------------------------|-----------------|--------------|---------------|--------------|----------------|--------------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| HANDLEY PAGE HERALD 200 | - | 188 | - | 672 | - | 735 | - | - | - | 12 | 2.3 |
| LOCKHEED L-1011-1/100 TRISTAR | 710 | - | 239 | - | 997 | - | 43 403 | 123 726 | 197 800 | 8 | 5.4 |
| LOCKHEED L1011-200 TRISTAR | 1 590 | - | 391 | - | 2 102 | - | 45 263 | 238 084 | 374 944 | 8 | 9.5 |
| MBB B0105 | 8 | - | 260 | - | 39 | - | 283 | 8 | 32 | 8 | 0.2 |
| MCDONNELL-DOUGLAS DC10-30 | 2 005 | - | 303 | - | 2 512 | - | 34 028 | 251 911 | 459 077 | 8 | 11.4 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 649 | - | 1 667 | - | 1 815 | - | 72 782 | 29 144 | 71 389 | 8 | 6.5 |
| MCDONNELL-DOUGLAS DC9-10/15 | 354 | - | 1 002 | - | 948 | - | 30 852 | 12 057 | 30 169 | 6 | 6.0 |
| PILATUS BN-2A ISLANDER | 28 | - | 676 | - | 150 | - | 2 935 | 117 | 210 | 10 | 0.9 |
| PILATUS BN-2A TRISLANDER MK3 | 80 | - | 1 309 | - | 391 | - | 10 854 | 649 | 1 362 | 11 | 2.2 |
| SHORTS 330 | 59 | 15 | 248 | 72 | 217 | 63 | 3 719 | 885 | 1 758 | 7 | 1.5 |
| SHORTS 360 | 506 | - | 2 386 | - | 2 074 | - | 43 729 | 9 438 | 18 221 | 15 | 5.7 |
| SHORTS BELFAST | - | 95 | - | 49 | - | 257 | - | - | - | 3 | 2.5 |
| SIKORSKY S61N | 401 | 2 | 4 338 | 45 | 2 011 | 11 | 46 674 | 4 281 | 8 492 | 31 | 3.0 |
| SIKORSKY S76 SPIRIT | 324 | 3 | 3 683 | 18 | 1 263 | 12 | 18 199 | 1 643 | 3 690 | 22 | 2.0 |
| V953C MERCHANTMAN | - | 133 | - | 327 | - | 301 | - | - | - | 5 | 2.6 |
| VICKERS VISCOUNT 800 | 122 | 83 | 404 | 208 | 396 | 263 | 15 098 | 4 535 | 8 994 | 11 | 2.3 |
| WESTLAND 30 SRS 100 | - | - | - | - | - | - | - | - | - | 3 | 0.5 |
| TOTAL | 53 250 | 1 275 | 78 655 | 2 535 | 102 040 | 3 360 | 3 147 155 | 7 024 534 | 10 920 649 | 690 | 5.7 |

(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 with the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

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

Table 11.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1990 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990 |
|----------------------------|-----------------|-------------|---------------|------------|----------------|------------|---------------------|--------------------|-------------------------|---|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| ABERDEEN AIRWAYS | | | | | | | | | | | |
| BAE (HS) 748 | 29 | - | 87 | - | 104 | - | 1 445 | 528 | 1 293 | 2 | 2.7 |
| CESSNA 404 TITAN | 14 | 3 | 68 | 20 | 60 | 15 | 208 | 77 | 133 | 2 | 0.1 |
| GULF AMERICAN GULFSTREAM I | 57 | 25 | 190 | 64 | 179 | 67 | 1 363 | 773 | 1 372 | 4 | 3.0 |
| TOTAL | 100 | 28 | 345 | 84 | 343 | 82 | 3 016 | 1 378 | 2 798 | 8 | 2.2 |
| AIR 2000 | | | | | | | | | | | |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | - | 14.2 |
| BOEING 757-200 | 1 092 | - | 386 | - | 1 554 | - | 69 218 | 226 511 | 254 494 | 7 | 9.7 |
| TOTAL | 1 092 | - | 386 | - | 1 554 | - | 69 218 | 226 511 | 254 494 | 7 | 9.8 |
| AIR BRIDGE CARRIERS | | | | | | | | | | | |
| V953C MERCHANTMAN | - | 133 | - | 327 | - | 301 | - | - | - | 5 | 2.6 |
| TOTAL | - | 133 | - | 327 | - | 301 | - | - | - | 5 | 2.6 |
| AIR EUROPE | | | | | | | | | | | |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | - | - |
| BOEING 737-400 | - | - | - | - | - | - | - | - | - | - | - |
| BOEING 757-200 | - | - | - | - | - | - | - | - | - | - | - |
| FOKKER 100 | - | - | - | - | - | - | - | - | - | - | - |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL | - | - | - | - | - | - | - | - | - | - | - |
| AIR FOYLE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | 135 | - | 291 | - | 315 | - | - | - | 3 | 3.5 |
| BAE 146 SERIES 300 | - | 65 | - | 84 | - | 134 | - | - | - | 2 | 2.2 |
| TOTAL | - | 200 | - | 375 | - | 449 | - | - | - | 5 | 5.8 |
| AIR UK | | | | | | | | | | | |
| BAE 146 SERIES 100 | 120 | - | 379 | - | 336 | - | 11 701 | 3 829 | 9 502 | 2 | 5.2 |
| BAE 146 SERIES 200/QT | 287 | - | 599 | - | 722 | - | 19 741 | 12 413 | 28 117 | 3 | 7.1 |
| BAE 146 SERIES 300 | 389 | - | 783 | - | 916 | - | 28 508 | 18 118 | 42 859 | 4 | 7.4 |
| FOKKER F27 100-600 | 751 | - | 2 355 | - | 2 793 | - | 43 135 | 15 009 | 34 399 | 14 | 5.9 |
| SHORTS 360 | 92 | - | 301 | - | 357 | - | 5 393 | 1 523 | 3 295 | 2 | 5.5 |
| TOTAL | 1 639 | - | 4 417 | - | 5 124 | - | 108 478 | 50 892 | 118 172 | 25 | 6.2 |
| AIR UK LEISURE | | | | | | | | | | | |
| BOEING 737-400 | 273 | - | 119 | - | 415 | - | 19 276 | 44 696 | 46 932 | 4 | 5.4 |
| TOTAL | 273 | - | 119 | - | 415 | - | 19 276 | 44 696 | 46 932 | 4 | 5.4 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990 |
|------------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| ANGLO CARGO | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | - | 8 | - | 6 | - | 14 | - | - | - | 1 | 2.5 |
| BOEING 707 ALL SERIES | - | 227 | - | 89 | - | 368 | - | - | - | 2 | 6.1 |
| TOTAL | - | 235 | - | 95 | - | 381 | - | - | - | 3 | 4.9 |
| ATLANTIC AIR TRANSPORT | | | | | | | | | | | |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 402 | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 406 | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC3/C47 DAKOTA | - | - | - | - | - | - | - | - | - | 2 | 0.1 |
| DOUGLAS DC6/6A/6B/6C | - | 19 | - | 32 | - | 53 | - | - | - | 2 | 1.3 |
| TOTAL | - | 19 | - | 32 | - | 53 | - | - | - | 8 | 0.6 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| PILATUS BN-2A TRISLANDER MK3 | 80 | - | 1 309 | - | 391 | - | 10 854 | 649 | 1 362 | 9 | 2.4 |
| SHORTS 360 | 7 | - | 185 | - | 39 | - | 3 617 | 141 | 260 | 1 | 2.7 |
| TOTAL | 87 | - | 1 494 | - | 430 | - | 14 471 | 790 | 1 622 | 10 | 2.4 |
| BERLIN EUROPEAN UK | | | | | | | | | | | |
| BOEING 737-300 | 164 | - | 61 | - | 248 | - | 7 491 | 21 706 | 24 320 | 1 | 9.6 |
| TOTAL | 164 | - | 61 | - | 248 | - | 7 491 | 21 706 | 24 320 | 1 | 9.6 |
| BIRMINGHAM EUROPEAN AIRWAYS | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 422 | - | 597 | - | 880 | - | 15 795 | 11 748 | 31 251 | 5 | 5.4 |
| GULF AMERICAN GULFSTREAM | - | - | - | - | - | - | - | - | - | 3 | 0.8 |
| SHORTS 360 | 50 | - | 140 | - | 194 | - | 1 504 | 580 | 1 840 | 2 | 2.7 |
| TOTAL | 472 | - | 737 | - | 1 074 | - | 17 299 | 12 328 | 33 091 | 10 | 3.5 |
| BOND HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 175 | 4 | 634 | 14 | 701 | 16 | 6 172 | 1 704 | 3 325 | 10 | 3.0 |
| AEROSPATIALE SA365 DAUPHIN | 365 | 10 | 9 787 | 196 | 1 460 | 38 | 48 389 | 1 805 | 4 015 | 16 | 2.8 |
| BEECHCRAFT 200 SUPERKING AIR | 12 | - | 28 | - | 32 | - | 74 | 31 | 94 | 2 | 0.9 |
| MBB BO105 | 8 | - | 260 | - | 39 | - | 283 | 8 | 32 | 8 | 0.2 |
| SIKORSKY S76 SPIRIT | 215 | 3 | 1 789 | 18 | 796 | 12 | 9 525 | 1 145 | 2 580 | 9 | 2.3 |
| TOTAL | 775 | 17 | 12 498 | 228 | 3 028 | 65 | 64 443 | 4 693 | 10 046 | 45 | 2.2 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1990 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990 |
|---|-----------------|-------------|---------------|------------|----------------|------------|---------------------|--------------------|-------------------------|---|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRISTOW HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 716 | - | 3 354 | - | 2 984 | - | 40 396 | 8 624 | 13 604 | 27 | 4.1 |
| BELL 212/412 | 121 | - | 4 274 | - | 804 | - | 22 529 | 638 | 1 331 | 7 | 4.2 |
| BELL MODEL 214ST | 38 | - | 271 | - | 167 | - | 2 441 | 342 | 684 | 3 | 3.9 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 3 | - |
| SIKORSKY S61N | 104 | - | 1 248 | - | 633 | - | 14 456 | 1 205 | 1 664 | 16 | 2.4 |
| SIKORSKY S76 SPIRIT | 89 | - | 1 642 | - | 386 | - | 7 548 | 409 | 890 | 9 | 2.2 |
| TOTAL | 1 068 | - | 10 789 | - | 4 975 | - | 87 370 | 11 218 | 18 173 | 65 | 3.2 |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 737-200 | 2 253 | - | 1 440 | - | 3 660 | - | 157 401 | 254 649 | 292 738 | 20 | 7.3 |
| BOEING 737-300 | 574 | - | 321 | - | 910 | - | 40 768 | 73 999 | 85 389 | 5 | 7.6 |
| BOEING 757-200 | 187 | - | 112 | - | 298 | - | 20 423 | 35 957 | 42 685 | - | - |
| BOEING 767-200 | 1 516 | - | 484 | - | 2 139 | - | 89 380 | 333 541 | 407 947 | 7 | 9.5 |
| TOTAL | 4 530 | - | 2 357 | - | 7 006 | - | 307 972 | 698 146 | 828 759 | 32 | 7.8 |
| BRITISH AIR FERRIES | | | | | | | | | | | |
| BAE(BAC)1-11-200 SERIES | 5 | 6 | 5 | 3 | 9 | 10 | 338 | 260 | 351 | 2 | 0.5 |
| FOKKER F27 100-600 | - | 12 | - | 40 | - | 44 | - | - | - | 1 | 1.9 |
| HANDLEY PAGE HERALD 200 | - | 50 | - | 94 | - | 171 | - | - | - | 3 | 2.3 |
| VICKERS VISCOUNT 800 | 122 | 83 | 404 | 208 | 396 | 263 | 15 098 | 4 535 | 8 994 | 11 | 2.3 |
| TOTAL | 127 | 151 | 409 | 345 | 405 | 487 | 15 436 | 4 795 | 9 345 | 17 | 2.1 |
| BRITISH AIRWAYS & CALEDONIAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 938 | - | 1 207 | - | 1 907 | - | 89 229 | 70 605 | 136 932 | 10 | 5.9 |
| BAC/AEROSPATIALE CONCORDE | 833 | - | 165 | - | 581 | - | 4 875 | 28 274 | 83 362 | 7 | 2.8 |
| BAE (HS) 748 | 270 | 9 | 1 070 | 34 | 985 | 34 | 23 330 | 6 808 | 11 705 | 9 | 3.9 |
| BAE(BAC)1-11-500 SERIES | 1 860 | - | 3 004 | - | 4 027 | - | 125 376 | 82 368 | 178 116 | 34 | 4.1 |
| BOEING 737-200 | 4 198 | - | 4 904 | - | 8 387 | - | 256 348 | 224 405 | 453 060 | 43 | 6.4 |
| BOEING 737-300 | 425 | - | 870 | - | 971 | - | 37 399 | 18 666 | 50 043 | 4 | 8.0 |
| BOEING 747 200B COMBI | 697 | - | 124 | - | 895 | - | 16 733 | 135 271 | 227 577 | 3 | 11.6 |
| BOEING 747-100/100F | 3 603 | - | 720 | - | 4 728 | - | 120 904 | 813 742 | 1 329 371 | 16 | 11.0 |
| BOEING 747-200 | 4 164 | - | 806 | - | 5 581 | - | 133 629 | 1 015 345 | 1 518 096 | 15 | 11.2 |
| BOEING 747-400 | 4 923 | - | 916 | - | 6 454 | - | 137 307 | 1 254 293 | 1 898 574 | 16 | 13.9 |
| BOEING 757-200 | 3 543 | 22 | 4 558 | 41 | 7 028 | 45 | 410 059 | 349 008 | 651 476 | 35 | 6.9 |
| BOEING 767-300 | 412 | - | 707 | - | 983 | - | 92 145 | 52 434 | 101 616 | 5 | 6.6 |
| BOEING 767-300ER | 441 | - | 150 | - | 680 | - | 13 447 | 54 158 | 85 513 | 4 | 8.8 |
| BRITISH AEROSPACE ATP | 426 | - | 1 306 | - | 1 395 | - | 37 433 | 12 894 | 27 247 | 8 | 5.8 |
| LOCKHEED L-1011-1/100 TRISTAR | 710 | - | 239 | - | 997 | - | 43 403 | 123 726 | 197 800 | 8 | 5.4 |
| LOCKHEED L1011-200 TRISTAR | 1 590 | - | 391 | - | 2 102 | - | 45 263 | 238 084 | 374 944 | 8 | 9.5 |
| MCDONNELL-DOUGLAS DC10-30 | 2 005 | - | 303 | - | 2 512 | - | 34 028 | 251 911 | 459 077 | 8 | 11.4 |
| TOTAL | 31 038 | 31 | 21 440 | 75 | 50 214 | 79 | 1 620 980 | 4 732 072 | 7 784 509 | 233 | 7.4 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990 |
|-------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRITISH INDEPENDENT AIRWAYS | | | | | | | | | | | |
| BAE (HS) 748 | 48 | - | 278 | - | 189 | - | 2 130 | 843 | 2 113 | 2 | 3.3 |
| TOTAL | 48 | - | 278 | - | 189 | - | 2 130 | 843 | 2 113 | 2 | 3.3 |
| BRITISH INTERNATIONAL HELIS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 163 | - | 775 | - | 653 | - | 9 066 | 1 907 | 3 097 | 5 | 4.8 |
| SIKORSKY S61N | 297 | 2 | 3 090 | 45 | 1 378 | 11 | 32 218 | 3 076 | 6 828 | 15 | 3.6 |
| SIKORSKY S76 SPIRIT | 20 | - | 252 | - | 82 | - | 1 126 | 89 | 220 | 4 | 1.0 |
| WESTLAND 30 SRS 100 | - | - | - | - | - | - | - | - | - | 3 | 0.5 |
| TOTAL | 480 | 2 | 4 117 | 45 | 2 112 | 11 | 42 410 | 5 072 | 10 145 | 27 | 3.3 |
| BRITISH MIDLAND | | | | | | | | | | | |
| BOEING 737-300 | 677 | - | 1 176 | - | 1 550 | - | 72 118 | 49 542 | 93 700 | 7 | 7.5 |
| BOEING 737-400 | 400 | - | 724 | - | 933 | - | 50 529 | 29 536 | 62 436 | 3 | 9.2 |
| BRITISH AEROSPACE ATP | 120 | - | 584 | - | 524 | - | 11 833 | 3 010 | 7 723 | 3 | 6.5 |
| DE HAVILLAND DHC-7 DASH-7 | 75 | - | 238 | - | 278 | - | 3 368 | 1 054 | 3 277 | 2 | 5.1 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 649 | - | 1 667 | - | 1 815 | - | 72 782 | 29 144 | 71 389 | 8 | 6.5 |
| MCDONNELL-DOUGLAS DC9-10/15 | 354 | - | 1 002 | - | 948 | - | 30 852 | 12 057 | 30 169 | 6 | 6.0 |
| TOTAL | 2 275 | - | 5 391 | - | 6 048 | - | 241 482 | 124 343 | 268 694 | 29 | 6.8 |
| BRYMON AIRWAYS | | | | | | | | | | | |
| DE HAVILLAND DHC-6 TWIN OTTER | - | - | - | - | - | - | - | - | - | 1 | - |
| DE HAVILLAND DHC-7 DASH-7 | 351 | - | 1 250 | - | 1 233 | - | 17 085 | 6 750 | 16 122 | 7 | 5.9 |
| DE-HAVILLAND DHC-8 DASH-8 | 144 | - | 352 | - | 430 | - | 4 173 | 2 002 | 5 178 | 2 | 8.2 |
| TOTAL | 495 | - | 1 602 | - | 1 663 | - | 21 258 | 8 752 | 21 300 | 10 | 5.5 |
| BUSINESS AIR LIMITED | | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 35 | - | 128 | - | 97 | - | 467 | 233 | 373 | 3 | 1.1 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 35 | - | 128 | - | 97 | - | 467 | 233 | 373 | 4 | 0.8 |
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| FOKKER F27 100-600 | - | 18 | - | 40 | - | 58 | - | - | - | 1 | 2.4 |
| HANDLEY PAGE HERALD 200 | - | 130 | - | 552 | - | 536 | - | - | - | 8 | 2.3 |
| TOTAL | - | 148 | - | 592 | - | 595 | - | - | - | 9 | 4.8 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1990 | Avg Daily Utilisation |
|---------------------------------|-----------------|-------------|---------------|------------|----------------|------------|---------------------|--------------------|-------------------------|---|------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | Per A/C (Hours) Qrt Ended Dec 1990 |
| DAN AIR | | | | | | | | | | | |
| AIRBUS A300B4/100/200 | - | - | - | - | - | - | - | - | - | - | 5.1 |
| BAE (HS) 748 | 121 | 24 | 291 | 49 | 403 | 82 | 6 013 | 2 716 | 5 624 | 6 | 3.0 |
| BAE 146 SERIES 100 | 185 | - | 341 | - | 393 | - | 8 968 | 6 075 | 14 975 | 2 | 4.5 |
| BAE 146 SERIES 300 | 202 | - | 277 | - | 424 | - | 12 747 | 8 813 | 21 364 | 2 | 6.3 |
| BAE(BAC)1-11-200 SERIES | 133 | - | 236 | - | 288 | - | 9 312 | 5 359 | 10 422 | 2 | 4.1 |
| BAE(BAC)1-11-300/400/475 | 53 | - | 112 | - | 124 | - | 4 479 | 2 290 | 4 142 | 1 | 9.3 |
| BAE(BAC)1-11-500 SERIES | 847 | - | 1 123 | - | 1 730 | - | 65 861 | 53 985 | 89 274 | 11 | 6.0 |
| BOEING 727-100/100C | - | - | - | - | - | - | - | - | - | 0 | 9.9 |
| BOEING 727-200/200 ADVANCED | 530 | - | 286 | - | 777 | - | 44 298 | 85 194 | 99 214 | 7 | 5.0 |
| BOEING 737-200 | 339 | - | 293 | - | 584 | - | 20 679 | 34 462 | 43 606 | 4 | 6.7 |
| BOEING 737-300 | 150 | - | 328 | - | 367 | - | 20 865 | 9 630 | 20 891 | 2 | 6.8 |
| BOEING 737-400 | 378 | - | 207 | - | 594 | - | 25 789 | 53 346 | 63 835 | 3 | 8.5 |
| TOTAL | 2 938 | 24 | 3 494 | 49 | 5 682 | 82 | 219 011 | 261 870 | 373 347 | 40 | 5.6 |
| GB AIRWAYS T/A GIBAIR | | | | | | | | | | | |
| BOEING 737-200 | 391 | - | 245 | - | 633 | - | 12 288 | 20 522 | 44 529 | 3 | 7.6 |
| PILATUS BN-2A MKIII TRISLANDER | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 391 | - | 245 | - | 633 | - | 12 288 | 20 522 | 44 529 | 4 | 7.6 |
| GILLAIR | | | | | | | | | | | |
| SHORTS 330 | 59 | - | 248 | - | 217 | - | 3 719 | 885 | 1 758 | 5 | 1.6 |
| TOTAL | 59 | - | 248 | - | 217 | - | 3 719 | 885 | 1 758 | 5 | 1.6 |
| HEAVYLIFT CARGO AIRLINES | | | | | | | | | | | |
| CANADAIR CL-44 | - | 140 | - | 55 | - | 327 | - | - | - | 1 | 3.7 |
| SHORTS BELFAST | - | 95 | - | 49 | - | 257 | - | - | - | 3 | 2.5 |
| TOTAL | - | 235 | - | 104 | - | 584 | - | - | - | 4 | 2.8 |
| INTER EUROPEAN AIRWAYS | | | | | | | | | | | |
| BOEING 737-300 | 328 | - | 166 | - | 498 | - | 17 364 | 40 149 | 48 496 | 3 | 7.6 |
| TOTAL | 328 | - | 166 | - | 498 | - | 17 364 | 40 149 | 48 496 | 3 | 7.6 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | - | - | - | - | - | - | - | - | - | 5 | 0.1 |
| TOTAL | - | - | - | - | - | - | - | - | - | 5 | 0.1 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1990 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990 |
|--------------------------------|-----------------|-------------|---------------|-----------|----------------|------------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| JANES AVIATION | | | | | | | | | | | |
| HANDLEY PAGE HERALD 200 | - | 8 | - | 26 | - | 28 | - | - | - | 1 | 0.6 |
| PILATUS BN-2A TRISLANDER | - | - | - | - | - | - | - | - | - | 1 | - |
| SHORTS 330 | - | 7 | - | 45 | - | 33 | - | - | - | 1 | 1.8 |
| TOTAL | - | 15 | - | 71 | - | 61 | - | - | - | 3 | 0.9 |
| JERSEY EUROPEAN AIRWAYS | | | | | | | | | | | |
| BAE (HS) 748 | 1 | 29 | 2 | 86 | 2 | 100 | 58 | 20 | 33 | 3 | 2.2 |
| FOKKER F27 100-600 | 247 | - | 1 256 | - | 944 | - | 22 574 | 5 188 | 11 852 | 8 | 5.1 |
| SHORTS 360 | 40 | - | 207 | - | 165 | - | 1 986 | 608 | 1 437 | 1 | 5.7 |
| TOTAL | 288 | 29 | 1 465 | 86 | 1 111 | 100 | 24 618 | 5 816 | 13 322 | 12 | 4.3 |
| LOGANAIR | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 90 | - | 231 | - | 224 | - | 9 367 | 5 042 | 9 181 | 2 | 5.6 |
| BRITISH AEROSPACE ATP | 86 | - | 301 | - | 317 | - | 9 790 | 2 896 | 5 485 | 2 | 5.3 |
| DE HAVILLAND DH6 TWIN OTTER | 75 | - | 446 | - | 379 | - | 3 490 | 619 | 1 285 | 3 | 4.3 |
| PILATUS BN-2A ISLANDER | 28 | - | 676 | - | 150 | - | 2 935 | 117 | 210 | 5 | 1.1 |
| SHORTS 360 | 184 | - | 884 | - | 831 | - | 16 507 | 3 600 | 6 612 | 5 | 5.7 |
| TOTAL | 463 | - | 2 538 | - | 1 901 | - | 42 089 | 12 274 | 22 773 | 17 | 4.1 |
| MANX AIRLINES | | | | | | | | | | | |
| BAE 146 SERIES 100 | 58 | - | 167 | - | 116 | - | 8 257 | 2 799 | 4 990 | 1 | 4.2 |
| BRITISH AEROSPACE ATP | 103 | - | 354 | - | 287 | - | 6 719 | 2 736 | 6 925 | 3 | 4.4 |
| SHORTS 360 | 133 | - | 669 | - | 489 | - | 14 722 | 2 986 | 4 777 | 3 | 5.0 |
| TOTAL | 294 | - | 1 190 | - | 892 | - | 29 698 | 8 521 | 16 692 | 7 | 4.6 |
| MCALPINE AVIATION | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | - | - | - | - | - | - | - | - | - | 1 | - |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300 600 (B2-B4) | - | - | - | - | - | - | - | - | - | - | 9.8 |
| BOEING 737-300 | 940 | - | 1 826 | - | 2 167 | - | 11 197 | 57 368 | 114 468 | 10 | 7.8 |
| BOEING 757-200 | 910 | - | 393 | - | 1 362 | - | 63 964 | 178 823 | 209 916 | 7 | 9.8 |
| TOTAL | 1 850 | - | 2 219 | - | 3 529 | - | 75 161 | 236 191 | 324 384 | 17 | 8.7 |
| PRINCESS AIR | | | | | | | | | | | |
| BAE 146-200QT | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL | - | - | - | - | - | - | - | - | - | - | - |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1990 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1990 |
|-----------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| REGION AIRWAYS | | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL | - | - | - | - | - | - | - | - | - | - | - |
| RYANAIR-EUROPE | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | - | - | - | - | - | - | - | - | - | - | - |
| BAE(BAC)1-11-500 SERIES | 35 | - | 37 | - | 68 | - | 3 278 | 2 985 | 4 057 | .. | .. |
| TOTAL | 35 | - | 37 | - | 68 | - | 3 278 | 2 985 | 4 057 | .. | .. |
| SUCKLING AIRWAYS | | | | | | | | | | | |
| DORNIER 228-100/200 | 40 | - | 152 | - | 144 | - | 1 338 | 350 | 672 | 1 | 4.7 |
| TOTAL | 40 | - | 152 | - | 144 | - | 1 338 | 350 | 672 | 1 | 4.7 |
| TITAN AIRWAYS | | | | | | | | | | | |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 2 | - |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 1 | - |
| SHORTS 330 | - | 8 | - | 27 | - | 30 | - | - | - | 1 | 1.0 |
| TOTAL | - | 8 | - | 27 | - | 30 | - | - | - | 4 | 0.2 |
| TRADEWINDS AIRWAYS | | | | | | | | | | | |
| BOEING 707 ALL SERIES | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL | - | - | - | - | - | - | - | - | - | - | - |
| TRANS EUROPEAN AIRWAYS (UK) | | | | | | | | | | | |
| BOEING 737-200 | 0 | 10.0 | - | - | - | - | - | - | - | - | - |
| BOEING 737-300 | 160 | - | 83 | - | 257 | - | 9 070 | 19 761 | 23 651 | 2 | 7.4 |
| TOTAL | 160 | - | 83 | - | 257 | - | 9 070 | 19 761 | 23 651 | 2 | 7.6 |
| VIRGIN ATLANTIC AIRWAYS | | | | | | | | | | | |
| BOEING 747-100/100F | 312 | - | 45 | - | 397 | - | 19 159 | 135 528 | 148 243 | 1 | 14.7 |
| BOEING 747-200 | 1 394 | - | 205 | - | 1 788 | - | 47 237 | 331 214 | 463 839 | 5 | 12.5 |
| TOTAL | 1 706 | - | 250 | - | 2 185 | - | 66 396 | 466 742 | 612 082 | 6 | 12.9 |
| GRAND TOTAL | 53 250 | 1 275 | 78 655 | 2 535 | 102 040 | 3 360 | 3 147 155 | 7 024 534 | 10 920 649 | 690 | 5.7 |

(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 with the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

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

| | | |
|--------------|---------------------------|--------|
| HEATHROW | ABERDEEN | 30 580 |
| | BELFAST | 77 237 |
| | BIRMINGHAM | 6 439 |
| | CHANNEL ISLANDS (c) | 20 922 |
| | EAST MIDLANDS | 3 951 |
| | EDINBURGH | 82 078 |
| | GLASGOW | 85 568 |
| | INVERNESS | 8 909 |
| | ISLE OF MAN | 7 473 |
| | LEEDS/BRADFORD | 14 240 |
| | LIVERPOOL | 7 072 |
| | MANCHESTER | 61 513 |
| | NEWCASTLE | 22 474 |
| | NEWQUAY | 2 361 |
| PLYMOUTH | 2 444 | |
| TEESSIDE | 12 987 | |
| GATWICK | ABERDEEN | 7 141 |
| | BELFAST | 5 676 |
| | CHANNEL ISLANDS (c) | 3 666 |
| | EDINBURGH | 10 762 |
| | EXETER | 448 |
| | GLASGOW | 14 415 |
| | MANCHESTER | 15 722 |
| | NEWCASTLE | 5 887 |
| | PLYMOUTH | 687 |
| LUTON | BELFAST | 11 755 |
| | ISLE OF MAN | 532 |
| STANSTED | CHANNEL ISLANDS (c) | 1 416 |
| | EDINBURGH | 2 647 |
| | GLASGOW | 1 853 |
| ABERDEEN | BIRMINGHAM | 2 185 |
| | DUNDEE | 6 |
| | EAST MIDLANDS | 636 |
| | EDINBURGH | 1 056 |
| | GLASGOW | 2 660 |
| | HUMBERSIDE | 1 757 |
| | KIRKWALL | 2 161 |
| | LEEDS/BRADFORD | 538 |
| | MANCHESTER | 6 053 |
| | NEWCASTLE | 1 560 |
| | NORWICH | 3 309 |
| | OTHER SCOTTISH AERODROMES | 5 358 |
| SUMBURGH | 19 582 | |
| TEESSIDE | 1 660 | |
| BELFAST | BIRMINGHAM | 8 358 |
| | BRISTOL | 357 |
| | CARDIFF WALES | 599 |
| | EAST MIDLANDS | 5 047 |
| | EXETER | 23 |
| | GLASGOW | 3 479 |
| | LEEDS/BRADFORD | 5 562 |
| | MANCHESTER | 8 058 |
| | NEWCASTLE | 948 |
| BELFAST CITY | BIRMINGHAM | 3 316 |
| | BLACKPOOL | 1 326 |
| | BRISTOL | 907 |
| | CHANNEL ISLANDS (c) | 131 |
| | EDINBURGH | 5 193 |
| | EXETER | 635 |
| | GLASGOW | 5 381 |
| | ISLE OF MAN | 2 133 |
| | LIVERPOOL | 5 425 |
| | MANCHESTER | 7 419 |
| | NEWCASTLE | 1 214 |
| SOUTHAMPTON | 673 | |
| BIRMINGHAM | CHANNEL ISLANDS (c) | 3 273 |
| | EDINBURGH | 10 297 |
| | GLASGOW | 10 114 |
| | ISLE OF MAN | 1 555 |
| | NEWCASTLE | 801 |
| BLACKPOOL | ISLE OF MAN | 2 142 |
| BOURNEMOUTH | CHANNEL ISLANDS (c) | 1 602 |
| BRISTOL | CHANNEL ISLANDS (c) | 1 251 |
| | EDINBURGH | 999 |
| | GLASGOW | 1 906 |
| | MANCHESTER | 675 |
| | PLYMOUTH | 214 |

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

| | | |
|----------------------------|---------------------------|--------|
| CAMBRIDGE | MANCHESTER | 646 |
| CARDIFF WALES | GLASGOW | 412 |
| | LIVERPOOL | 211 |
| CHANNEL ISLANDS (c) | CHANNEL ISLANDS (c) | 12 275 |
| | EAST MIDLANDS | 2 877 |
| | EXETER | 2 733 |
| | GLASGOW | 824 |
| | MANCHESTER | 2 930 |
| | PLYMOUTH | 468 |
| | SOUTHAMPTON | 15 345 |
| DUNDEE | MANCHESTER | 212 |
| EAST MIDLANDS | EDINBURGH | 1 582 |
| | GLASGOW | 6 346 |
| EDINBURGH | GLASGOW | 18 |
| | KIRKWALL | 761 |
| | LEEDS/BRADFORD | 1 809 |
| | MANCHESTER | 7 023 |
| | NORWICH | 1 085 |
| | OTHER SCOTTISH AERODROMES | 923 |
| | SUMBURGH | 174 |
| EXETER | MANCHESTER | 594 |
| | PLYMOUTH | 11 |
| GLASGOW | INVERNESS | 1 507 |
| | ISLE OF MAN | 1 058 |
| | KIRKWALL | 474 |
| | LEEDS/BRADFORD | 2 280 |
| | LIVERPOOL | 223 |
| | LONDONDERRY | 895 |
| | MANCHESTER | 7 557 |
| | OTHER SCOTTISH AERODROMES | 6 846 |
| | SUMBURGH | 388 |
| HUMBERSIDE | NORWICH | 162 |
| | TEESSIDE | 11 |
| INVERNESS | KIRKWALL | 423 |
| | OTHER SCOTTISH AERODROMES | 1 924 |
| | SUMBURGH | 341 |
| ISLE OF MAN | LIVERPOOL | 7 654 |
| | MANCHESTER | 4 952 |
| ISLES OF SCILLY (ST.MARYS) | PENZANCE HELIPORT | 2 097 |
| ISLES OF SCILLY (TRESKO) | PENZANCE HELIPORT | 246 |
| KIRKWALL | OTHER SCOTTISH AERODROMES | 2 612 |
| | SUMBURGH | 562 |
| LEEDS/BRADFORD | NORWICH | 452 |
| LONDONDERRY | MANCHESTER | 703 |
| MANCHESTER | NEWCASTLE | 1 037 |
| | SUMBURGH | 94 |
| NEWQUAY | PLYMOUTH | 10 |
| NORWICH | TEESSIDE | 123 |
| OTHER SCOTTISH AERODROMES | OTHER SCOTTISH AERODROMES | 1 714 |
| PENZANCE HELIPORT | ST AGNES | - |
| OTHER ROUTES (d) | OTHER ROUTES (d) | 2 983 |

(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 1991

Table 13.1

| | All | International | Domestic |
|------------------|-----------|---------------|----------|
| Class 1 | | | |
| FIRST | 23 295 | 22 665 | 630 |
| PREMIUM | 259 429 | 251 538 | 7 891 |
| ECONOMY | 661 732 | 294 248 | 367 484 |
| ADVANCE PURCHASE | 357 863 | 268 094 | 89 769 |
| OFF PEAK | 64 635 | 59 472 | 5 163 |
| DISCOUNT | 567 337 | 352 244 | 215 093 |
| PART CHARTER | 83 917 | 80 608 | 3 309 |
| INCLUSIVE TOUR | 138 062 | 113 423 | 24 639 |
| STANDBY | 32 399 | 9 535 | 22 864 |
| CLASS FARES | 100 625 | 74 424 | 26 201 |
| Total | 2 289 294 | 1 526 251 | 763 043 |

(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 1991**

Table 13.2

| Charter Categories | | | |
|----------------------------|----------------|----------------|---------------|
| | All | International | Domestic |
| Class 2 | | | |
| ABC | 2 997 | 2 997 | - |
| ITC | 612 967 | 612 849 | 118 |
| OTHER | 27 585 | 26 482 | 1 103 |
| Total Passengers | 643 550 | 642 329 | 1 221 |
| Class 7 | | | |
| OTHER | 191 871 | 191 871 | - |
| Total Passengers | 191 871 | 191 871 | - |
| Class 8 | | | |
| OTHER | 74 | - | 74 |
| Total Passengers | 74 | - | 74 |
| Exempt | | | |
| OTHER | 23 883 | 2 049 | 21 834 |
| GOVT CHARTER | 25 633 | 25 633 | - |
| Total Passengers | 49 516 | 27 682 | 21 834 |
| Total Non-Scheduled | | | |
| ABC | 2 997 | 2 997 | - |
| ITC | 612 967 | 612 849 | 118 |
| OTHER | 243 413 | 220 402 | 23 011 |
| GOVT CHARTER | 25 633 | 25 632 | - |

(a) Excludes air taxi operations (see table 1.18)

(b) Excludes exempt sub-charter passengers

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

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

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

Appendix Definitions - UK Airline Statistics

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

CLASSES OF LICENCE

- Licence means an Air Transport Licence granted under Section 65 of the Civil Aviation Act 1982.
- Class 1 authorises scheduled service flights;
- New Class 2 From April 1990 this is an amalgam of the old Classes 2, 3 and 4.
- Class 2 authorises the carriage of charter categories other than ITCs and sole use, up to and including March 1990;
- Class 3 authorises inclusive tour charter and travel only charter flights, up to and including March 1990;
- Class 4 authorises the carriage, on the same aircraft, of ITCs and other categories, other than sole use;
- Class 5 authorises substitute charter flights (except exempted operations) for other UK airlines using UK registered aircraft;
- Class 6 authorises charter flights for the carriage of cargo and attendants;
- Class 7 authorises sole-use charter flights (except exempted operations). In practice this means sole use flights to and from Heathrow or to and from oil rigs;
- Class 8 authorises combined sole-use charter flights.
- NB These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specifications for each class of licence are published in the Civil Aviation Authority Official Record Series 1.

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

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

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

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

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

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

TYPES OF SERVICES

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

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

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

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

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

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

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

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

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

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

MEASURES AND THEIR COMPUTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tonne 1000 kilograms.

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

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

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

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