

Civil Aviation Authority



UK Airlines

monthly operating and traffic statistics

July 1990

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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)
- Tonne = 1000 kilograms
 - 0.9072 tonnes = 1 short ton (2000 lbs)
 - 1.0160 tonnes = 1 ton (2240 lbs)
 - 1.6095 kilometres = 1 statute mile (5280 feet)
 - 1.4600 tonne-kilometres = 1 short ton mile

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

3 ENQUIRIES

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

Civil Aviation Authority Tel. 071-832 5504
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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 July 1990 (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 | 12 372 | 61.9 | 7 976 | 60.6 |
| Britannia Airways | 1 256 | 6.3 | 1 046 | 7.9 |
| Virgin Atlantic Airways | 1 137 | 5.7 | 610 | 4.6 |
| Air Europe | 899 | 4.5 | 541 | 4.1 |
| Dan-Air Services | 854 | 4.3 | 679 | 5.2 |
| Monarch Airlines | 774 | 3.9 | 564 | 4.3 |
| Air 2000 | 495 | 2.5 | 415 | 3.2 |
| Caledonian Airways | 374 | 1.9 | 284 | 2.2 |
| British Midland | 304 | 1.5 | 131 | 1.0 |
| Novair International | 201 | 1.0 | 138 | 1.1 |
| Air UK | 150 | 0.7 | 71 | 0.5 |
| Inter European Airways | 130 | 0.6 | 88 | 0.7 |
| Anglo Cargo | 130 | 0.6 | 75 | 0.6 |
| British Island Airways | 90 | 0.4 | 58 | 0.4 |
| Trans European Airlines | 84 | 0.4 | 63 | 0.5 |
| Air UK Leisure | 84 | 0.4 | 60 | 0.5 |
| Paramount Airlines | 63 | 0.3 | 46 | 0.3 |
| Heavylift Cargo Airlines | 63 | 0.3 | 31 | 0.2 |
| Tradewinds Airways | 60 | 0.3 | 30 | 0.2 |
| GB Airways t/a Gibair | 56 | 0.3 | 32 | 0.2 |
| Air Bridge Carriers | 41 | 0.2 | 17 | 0.1 |
| Loganair | 38 | 0.2 | 22 | 0.2 |
| Berlin Regional | 37 | 0.2 | 29 | 0.2 |
| Capital Airlines | 27 | 0.1 | 11 | 0.1 |
| British Air Ferries | 27 | 0.1 | 13 | 0.1 |
| Air Foyle | 25 | 0.1 | 11 | 0.1 |
| Birmingham European Airways | 23 | 0.1 | 10 | 0.1 |
| Brymon Airways | 22 | 0.1 | 9 | 0.1 |
| Bristow Helicopters | 21 | 0.1 | 14 | 0.1 |
| Manx Airlines | 18 | 0.1 | 10 | 0.1 |
| Amber Airways | 16 | 0.1 | 13 | 0.1 |
| Jersey European Airways | 14 | 0.1 | 7 | 0.1 |
| British International Helicopters | 13 | 0.1 | 6 | 0.0 |
| Others | 83 | 0.4 | 42 | 0.3 |
| Total | 19 980 | 100.00 | 13 153 | 100.00 |

(a) Excludes Air Taxi Operations

Main Outputs of UK Airlines 1961-1990 (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 |
| <u>Year ended</u> | | | | | | | | | | | | |
| Jul 1989 | 17 832 | | 12 635 | | 5 197 | | 11 866 | | 7 842 | | 4 025 | |
| Jul 1990 | 19 980 | | 14 553 | | 5 428 | | 13 153 | | 9 012 | | 4 141 | |
| <u>Latest year's growth</u> | | 12.0 | | 15.2 | | 4.4 | | 10.8 | | 14.9 | | 2.9 |

(a) Excludes Air Taxi Operations

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | | |
| Passenger Services | | | | | | | | | | | | | | | |
| Aberdeen Airways | 72 | 243 | 226 | 3 845 | 2 756 | 1 519 | 55.1 | - | 330 | 126 | - | - | 126 | 38.2 | |
| Air Europe | 1 643 | 2 576 | 3 980 | 166 192 | 233 056 | 158 136 | 67.9 | 91 | 29 898 | 12 844 | - | 2 | 12 842 | 43.0 | |
| Air UK | 1 909 | 5 433 | 5 554 | 187 980 | 138 382 | 82 408 | 59.6 | 233 | 13 837 | 7 220 | 1 | 165 | 7 054 | 52.2 | |
| Aurigny Air Services | 162 | 2 600 | 786 | 31 620 | 2 984 | 1 896 | 63.5 | 118 | 247 | 157 | 1 | 5 | 152 | 63.7 | |
| Birmingham European Airways | 428 | 656 | 831 | 19 956 | 30 393 | 14 288 | 47.0 | 27 | 2 299 | 1 088 | - | 22 | 1 066 | 47.3 | |
| Britannia Airways | 781 | 478 | 1 238 | 91 059 | 173 401 | 160 880 | 92.8 | - | 14 742 | 13 675 | - | - | 13 675 | 92.8 | |
| British Airways | 33 449 | 23 288 | 53 336 | 2 406 617 | 8 367 429 | 6 572 007 | 78.5 | 33 390 | 1 149 452 | 826 472 | 12 264 | 187 356 | 626 852 | 71.9 | |
| British Independent Airways | 23 | 231 | 101 | 4 693 | 990 | 343 | 34.6 | - | 81 | 28 | - | - | 28 | 34.7 | |
| British International Helis | 39 | 652 | 216 | 11 924 | 929 | 721 | 77.6 | 24 | 78 | 61 | - | 1 | 59 | 78.0 | |
| British Midland | 2 251 | 5 592 | 6 017 | 340 264 | 258 935 | 148 632 | 57.4 | 579 | 26 627 | 11 853 | 92 | 164 | 11 597 | 44.5 | |
| Brymon Airways | 307 | 1 358 | 1 196 | 24 095 | 12 949 | 7 079 | 54.7 | 8 | 1 390 | 582 | - | 2 | 580 | 41.9 | |
| Business Air Limited | 39 | 135 | 87 | 485 | 430 | 225 | 52.3 | - | 59 | 18 | - | - | 18 | 30.7 | |
| Dan Air | 1 768 | 3 018 | 4 092 | 185 281 | 160 522 | 120 226 | 74.9 | 370 | 12 794 | 9 877 | 22 | 237 | 9 618 | 77.2 | |
| Gb Airways T/A Gibair | 349 | 206 | 529 | 19 052 | 39 326 | 33 358 | 84.8 | 87 | 4 535 | 3 168 | 39 | 115 | 3 015 | 69.9 | |
| Gillair | 70 | 307 | 259 | 3 965 | 2 110 | 937 | 44.4 | 1 | 211 | 71 | - | - | 71 | 33.6 | |
| Isles of Scilly Skybus | 42 | 847 | 212 | 5 577 | 332 | 273 | 82.3 | 10 | 33 | 22 | - | - | 22 | 67.3 | |
| Jersey European Airways | 337 | 1 802 | 1 372 | 46 469 | 16 186 | 11 179 | 69.1 | 49 | 1 581 | 844 | - | 6 | 838 | 53.7 | |
| Loganair | 528 | 2 810 | 2 152 | 56 302 | 24 951 | 15 828 | 63.4 | 99 | 2 249 | 1 459 | - | 23 | 1 436 | 64.7 | |
| London City Airways | 72 | 225 | 271 | 3 857 | 3 177 | 1 230 | 38.7 | 1 | 317 | 96 | - | - | 96 | 30.3 | |
| Manx Airlines | 374 | 1 656 | 1 099 | 61 860 | 22 510 | 14 890 | 66.1 | 95 | 2 012 | 1 209 | - | 19 | 1 190 | 60.1 | |
| Monarch Airlines | 161 | 80 | 238 | 11 870 | 27 787 | 24 436 | 87.9 | 7 | 2 520 | 2 067 | - | 15 | 2 052 | 82.0 | |
| Region Airways | 61 | 245 | 231 | 1 180 | 861 | 359 | 41.7 | - | 74 | 27 | - | - | 27 | 36.5 | |
| Suckling Airways | 46 | 176 | 168 | 1 642 | 778 | 435 | 55.9 | - | 55 | 31 | - | - | 31 | 57.1 | |
| Virgin Atlantic Airways | 2 020 | 301 | 2 525 | 88 397 | 731 494 | 613 654 | 83.9 | 2 646 | 128 261 | 74 968 | - | 17 900 | 57 068 | 58.4 | |
| Total Passenger Services | 46 932 | 54 881 | 86 715 | 3 774 182 | 10 252 669 | 7 984 937 | 77.9 | 37 831 | 1 393 681 | 967 965 | 12 420 | 206 033 | 749 512 | 69.5 | |
| Cargo Services | | | | | | | | | | | | | | | |
| Air Bridge Carriers | 123 | 334 | 347 | - | - | - | - | 2 103 | 2 220 | 938 | - | 938 | - | 42.3 | |
| Air UK | 22 | 52 | 52 | - | - | - | - | 186 | 179 | 78 | - | 78 | - | 43.6 | |
| British Air Ferries | 6 | 9 | 22 | - | - | - | - | 39 | 36 | 26 | - | 26 | - | 72.3 | |
| British Airways | 299 | 116 | 425 | - | - | - | - | 1 043 | 9 225 | 4 874 | 238 | 4 636 | - | 52.8 | |
| Channel Express (Air Service | 16 | 121 | 72 | - | - | - | - | 495 | 115 | 83 | - | 83 | - | 72.4 | |
| Total Cargo Services | 465 | 632 | 918 | - | - | - | - | 3 866 | 11 775 | 5 999 | 238 | 5 762 | - | 50.9 | |
| Grand Total | 47 397 | 55 547 | 87 633 | 3 774 182 | 10 252 669 | 7 984 937 | 77.9 | 41 697 | 1 405 456 | 973 964 | 12 658 | 211 795 | 749 512 | 69.2 | |

International Scheduled Services July 1990 (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 Europe | 1 446 | 1 900 | 3 159 | 150 796 | 200 552 | 152 988 | 76.3 | 88 | 29 277 | 12 432 | - | 2 | 12 430 | 42.5 | |
| Air UK | 791 | 1 959 | 2 208 | 56 649 | 56 162 | 30 406 | 54.1 | 94 | 5 616 | 2 645 | - | 60 | 2 586 | 47.1 | |
| Aurigny Air Services | 23 | 247 | 111 | 1 632 | 319 | 144 | 45.2 | 2 | 27 | 12 | - | - | 12 | 43.1 | |
| Birmingham European Airways | 355 | 443 | 651 | 15 055 | 26 442 | 12 523 | 47.4 | 24 | 2 001 | 953 | - | 21 | 932 | 47.6 | |
| Britannia Airways | 728 | 370 | 1 130 | 76 875 | 166 116 | 153 845 | 92.6 | - | 14 122 | 13 077 | - | - | 13 077 | 92.6 | |
| British Airways | 30 913 | 16 814 | 46 663 | 1 896 647 | 8 029 382 | 6 349 040 | 79.1 | 32 251 | 1 111 886 | 807 217 | 12 036 | 187 132 | 608 049 | 72.6 | |
| British Independent Airways | 23 | 231 | 101 | 4 693 | 990 | 343 | 34.6 | - | 81 | 28 | - | - | 28 | 34.7 | |
| British Midland | 706 | 1 730 | 1 917 | 101 182 | 74 269 | 40 776 | 54.9 | 153 | 7 569 | 3 246 | 1 | 61 | 3 184 | 42.9 | |
| Brymon Airways | 141 | 423 | 471 | 8 972 | 6 491 | 2 992 | 46.1 | - | 705 | 245 | - | - | 245 | 34.8 | |
| Business Air Limited | 20 | 48 | 61 | 83 | 178 | 65 | 36.6 | - | 30 | 5 | - | - | 5 | 17.7 | |
| Dan Air | 1 194 | 1 707 | 2 627 | 106 126 | 110 635 | 80 572 | 72.8 | 198 | 8 819 | 6 622 | 1 | 175 | 6 445 | 75.1 | |
| Gb Airways T/A Gibair | 349 | 206 | 529 | 19 052 | 39 326 | 33 358 | 84.8 | 87 | 4 535 | 3 168 | 39 | 115 | 3 015 | 69.9 | |
| Jersey European Airways | 21 | 158 | 84 | 5 116 | 1 038 | 718 | 69.3 | 7 | 108 | 54 | - | - | 54 | 50.0 | |
| Loganair | 31 | 81 | 99 | 4 000 | 2 431 | 1 856 | 76.3 | 3 | 219 | 168 | - | 1 | 167 | 77.0 | |
| London City Airways | 64 | 198 | 237 | 3 212 | 2 820 | 1 036 | 36.7 | - | 283 | 81 | - | - | 81 | 28.6 | |
| Manx Airlines | 47 | 233 | 158 | 8 873 | 2 338 | 1 968 | 84.2 | 1 | 215 | 158 | - | - | 157 | 73.4 | |
| Monarch Airlines | 161 | 80 | 238 | 11 870 | 27 787 | 24 436 | 87.9 | 7 | 2 520 | 2 067 | - | 15 | 2 052 | 82.0 | |
| Region Airways | 42 | 161 | 157 | 602 | 632 | 159 | 25.2 | - | 51 | 12 | - | - | 12 | 23.5 | |
| Suckling Airways | 27 | 88 | 93 | 898 | 467 | 280 | 60.1 | - | 33 | 20 | - | - | 20 | 61.3 | |
| Virgin Atlantic Airways | 2 020 | 301 | 2 525 | 88 397 | 731 494 | 613 654 | 83.9 | 2 646 | 128 261 | 74 968 | - | 17 900 | 57 068 | 58.4 | |
| Total Passenger Services | 39 102 | 27 378 | 63 216 | 2 560 730 | 9 479 867 | 7 501 159 | 79.1 | 35 560 | 1 316 358 | 927 179 | 12 077 | 205 482 | 709 620 | 70.4 | |
| <u>Cargo Services</u> | | | | | | | | | | | | | | | |
| Air Bridge Carriers | 96 | 255 | 273 | - | - | - | - | 1 532 | 1 707 | 768 | - | 768 | - | 45.0 | |
| Air UK | 22 | 52 | 52 | - | - | - | - | 186 | 179 | 78 | - | 78 | - | 43.6 | |
| British Air Ferries | 6 | 9 | 22 | - | - | - | - | 39 | 36 | 26 | - | 26 | - | 72.3 | |
| British Airways | 276 | 73 | 379 | - | - | - | - | 597 | 8 743 | 4 637 | 1 | 4 636 | - | 53.0 | |
| Total Cargo Services | 400 | 389 | 726 | - | - | - | - | 2 354 | 10 666 | 5 509 | 1 | 5 508 | - | 51.7 | |
| Grand Total | 39 502 | 27 767 | 63 942 | 2 560 730 | 9 479 867 | 7 501 159 | 79.1 | 37 914 | 1 327 024 | 932 688 | 12 078 | 210 990 | 709 620 | 70.2 | |

(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 July 1990 (a)

Table 3.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | | |
| Aberdeen Airways | 72 | 243 | 226 | 3 845 | 2 756 | 1 519 | 55.1 | - | 330 | 126 | - | - | 126 | 38.2 | |
| Air Europe | 197 | 676 | 821 | 15 396 | 32 504 | 5 147 | 15.8 | 3 | 621 | 412 | - | 1 | 412 | 66.4 | |
| Air UK | 1 118 | 3 474 | 3 346 | 131 331 | 82 220 | 52 002 | 63.2 | 138 | 8 220 | 4 575 | 1 | 106 | 4 468 | 55.7 | |
| Aurigny Air Services | 139 | 2 353 | 676 | 29 988 | 2 666 | 1 752 | 65.7 | 116 | 220 | 146 | 1 | 5 | 140 | 66.2 | |
| Birmingham European Airways | 72 | 213 | 180 | 4 901 | 3 951 | 1 765 | 44.7 | 3 | 299 | 135 | - | 1 | 134 | 45.3 | |
| Britannia Airways | 54 | 108 | 108 | 14 184 | 7 284 | 7 035 | 96.6 | - | 619 | 598 | - | - | 598 | 96.6 | |
| British Airways | 2 536 | 6 474 | 6 673 | 509 970 | 338 047 | 222 967 | 66.0 | 1 139 | 37 567 | 19 255 | 228 | 224 | 18 803 | 51.3 | |
| British International Helis | 39 | 652 | 216 | 11 924 | 929 | 721 | 77.6 | 24 | 78 | 61 | - | 1 | 59 | 78.0 | |
| British Midland | 1 545 | 3 862 | 4 100 | 239 082 | 184 667 | 107 856 | 58.4 | 426 | 19 057 | 8 607 | 91 | 103 | 8 413 | 45.2 | |
| Brymon Airways | 166 | 935 | 725 | 15 123 | 6 459 | 4 086 | 63.3 | 8 | 684 | 337 | - | 2 | 335 | 49.2 | |
| Business Air Limited | 19 | 87 | 26 | 402 | 253 | 160 | 63.3 | - | 29 | 13 | - | - | 13 | 43.9 | |
| Dan Air | 574 | 1 311 | 1 465 | 79 155 | 49 887 | 39 654 | 79.5 | 172 | 3 974 | 3 255 | 21 | 61 | 3 172 | 81.9 | |
| Gillair | 70 | 307 | 259 | 3 965 | 2 110 | 937 | 44.4 | 1 | 211 | 71 | - | - | 71 | 33.6 | |
| Isles of Scilly Skybus | 42 | 847 | 212 | 5 577 | 332 | 273 | 82.3 | 10 | 33 | 22 | - | - | 22 | 67.3 | |
| Jersey European Airways | 316 | 1 644 | 1 288 | 41 353 | 15 148 | 10 460 | 69.1 | 42 | 1 473 | 794 | - | 6 | 788 | 54.0 | |
| Loganair | 497 | 2 729 | 2 053 | 52 302 | 22 521 | 13 972 | 62.0 | 96 | 2 030 | 1 286 | - | 22 | 1 264 | 63.3 | |
| London City Airways | 8 | 27 | 34 | 645 | 358 | 194 | 54.3 | - | 34 | 15 | - | - | 15 | 44.2 | |
| Manx Airlines | 326 | 1 423 | 942 | 52 987 | 20 171 | 12 922 | 64.1 | 94 | 1 797 | 1 051 | - | 19 | 1 032 | 58.5 | |
| Region Airways | 19 | 84 | 75 | 578 | 230 | 200 | 87.1 | - | 23 | 15 | - | - | 15 | 65.2 | |
| Suckling Airways | 18 | 88 | 75 | 744 | 311 | 155 | 49.7 | - | 22 | 11 | - | - | 11 | 50.7 | |
| Total Passenger Services | 7 830 | 27 537 | 23 500 | 1 213 452 | 772 802 | 483 778 | 62.6 | 2 271 | 77 322 | 40 786 | 343 | 551 | 39 891 | 52.7 | |
| <u>Cargo Services</u> | | | | | | | | | | | | | | | |
| Air Bridge Carriers | 27 | 79 | 74 | - | - | - | - | 571 | 512 | 170 | - | 170 | - | 33.1 | |
| British Airways | 23 | 43 | 46 | - | - | - | - | 446 | 481 | 237 | 237 | - | - | 49.2 | |
| Channel Express (Air Service | 16 | 121 | 72 | - | - | - | - | 495 | 115 | 83 | - | 83 | - | 72.4 | |
| Total Cargo Services | 65 | 243 | 192 | - | - | - | - | 1 512 | 1 109 | 490 | 237 | 253 | - | 44.2 | |
| Grand Total | 7 895 | 27 780 | 23 692 | 1 213 452 | 772 802 | 483 778 | 62.6 | 3 783 | 78 431 | 41 276 | 580 | 805 | 39 891 | 52.6 | |

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

All Non-Scheduled Services July 1990 (a)

Table 4.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | | |
| Aberdeen Airways | 87 | 268 | 290 | 1 382 | 2 037 | 1 214 | 59.6 | 45 | 223 | 120 | 22 | - | 97 | 53.7 | |
| Air Bridge Carriers | 83 | 201 | 264 | - | - | - | - | 486 | 1 406 | 665 | - | 665 | - | 47.3 | |
| Air Europe | 3 846 | 2 025 | 5 992 | 283 617 | 720 124 | 636 169 | 88.3 | 160 | 72 173 | 50 965 | 2 | 60 | 50 903 | 70.6 | |
| Air Foyle | 199 | 423 | 450 | - | - | - | - | 1 974 | 2 131 | 1 091 | - | 1 091 | - | 51.2 | |
| Air UK | 24 | 59 | 64 | 5 039 | 2 513 | 2 344 | 93.3 | - | 251 | 199 | - | - | 199 | 79.3 | |
| Air UK Leisure | 829 | 394 | 1 458 | 61 176 | 142 557 | 132 503 | 92.9 | - | 13 510 | 11 265 | - | - | 11 265 | 83.4 | |
| Air 2000 | 3 658 | 1 379 | 5 082 | 270 082 | 820 372 | 789 357 | 96.2 | - | 70 637 | 67 874 | - | - | 67 874 | 96.1 | |
| Anglo Cargo | 277 | 145 | 433 | - | - | - | - | 349 | 10 024 | 5 800 | - | 5 800 | - | 59.9 | |
| Atlantic Air Transport | 17 | 30 | 50 | 180 | 23 | 23 | 100.0 | 114 | 207 | 111 | - | 109 | 2 | 53.5 | |
| Aurigny Air Services | 8 | 26 | 35 | 802 | 280 | 240 | 85.7 | - | 23 | 19 | - | - | 19 | 82.6 | |
| Berlin European UK | 450 | 208 | 701 | 10 255 | 67 664 | 56 985 | 84.2 | - | 5 818 | 4 837 | - | - | 4 837 | 83.1 | |
| Birmingham European Airways | 119 | 195 | 297 | 1 926 | 4 709 | 2 957 | 62.8 | - | 358 | 224 | - | - | 224 | 62.4 | |
| Bond Helicopters | 744 | 12 592 | 2 923 | 70 412 | 9 938 | 5 273 | 53.1 | 256 | 757 | 465 | - | 17 | 448 | 61.4 | |
| Bristow Helicopters | 1 412 | 14 437 | 6 607 | 114 591 | 23 425 | 14 153 | 60.4 | 615 | 2 191 | 1 374 | - | 90 | 1 284 | 62.7 | |
| Britannia Airways | 9 447 | 4 875 | 14 794 | 692 273 | 1 552 754 | 1 473 977 | 94.9 | 1 | 132 014 | 125 295 | - | 2 | 125 293 | 94.9 | |
| British Air Ferries | 338 | 907 | 1 099 | 17 678 | 11 723 | 6 631 | 56.6 | 887 | 2 292 | 1 129 | - | 579 | 550 | 49.2 | |
| British Airways | 239 | 185 | 386 | 9 390 | 24 941 | 18 231 | 73.1 | 120 | 2 884 | 1 668 | - | 31 | 1 637 | 57.8 | |
| British Independent Airways | 44 | 138 | 167 | 292 | 1 930 | 1 526 | 79.1 | - | 158 | 125 | - | - | 125 | 79.1 | |
| British International Helis | 587 | 5 530 | 2 576 | 55 667 | 12 496 | 6 049 | 48.4 | 165 | 1 277 | 453 | - | 20 | 433 | 35.5 | |
| British Midland | 713 | 809 | 1 460 | 30 891 | 82 566 | 75 138 | 91.0 | 458 | 8 146 | 6 024 | - | 160 | 5 863 | 73.9 | |
| Brymon Airways | 149 | 367 | 498 | 6 723 | 6 855 | 4 261 | 62.2 | 13 | 745 | 354 | - | 5 | 349 | 47.6 | |
| Caledonian Airways | 1 925 | 830 | 2 751 | 177 633 | 631 581 | 583 257 | 92.3 | - | 58 809 | 49 576 | - | - | 49 576 | 84.3 | |
| Channel Express (Air Services) | 194 | 619 | 699 | - | - | - | - | 1 764 | 1 280 | 667 | 187 | 480 | - | 52.1 | |
| Dan Air | 6 664 | 3 781 | 10 018 | 507 042 | 1 092 451 | 1 000 127 | 91.5 | 144 | 87 720 | 80 188 | 69 | - | 80 119 | 91.4 | |
| Gb Airways T/A Gibair | 64 | 41 | 102 | 3 694 | 7 577 | 5 570 | 73.5 | 2 | 836 | 508 | - | 4 | 504 | 60.7 | |
| Heavylift Cargo Airlines | 133 | 67 | 283 | - | - | - | - | 709 | 4 522 | 2 229 | - | 2 229 | - | 49.3 | |
| Inter European Airways | 911 | 413 | 1 331 | 52 138 | 134 884 | 125 548 | 93.1 | - | 12 030 | 9 103 | - | - | 9 103 | 75.7 | |
| Janes Aviation | 14 | 103 | 68 | - | - | - | - | 73 | 40 | 13 | - | 13 | - | 34.0 | |
| Jersey European Airways | 17 | 123 | 77 | 1 503 | 851 | 618 | 72.6 | - | 87 | 46 | - | - | 46 | 53.4 | |
| Loganair | 123 | 225 | 286 | 4 541 | 11 695 | 9 629 | 82.3 | - | 1 053 | 870 | - | 4 | 867 | 82.6 | |
| Manx Airlines | 21 | 69 | 67 | 2 829 | 1 240 | 1 022 | 82.4 | - | 111 | 85 | - | - | 85 | 77.0 | |
| McAlpine Aviation | 9 | 5 | 13 | 87 | 154 | 148 | 96.0 | - | 16 | 12 | - | - | 12 | 72.4 | |
| Monarch Airlines | 4 640 | 2 713 | 7 649 | 334 184 | 1 016 308 | 918 993 | 90.4 | 22 | 92 035 | 77 158 | - | 27 | 77 131 | 83.8 | |
| Princess Air Plc | 156 | 132 | 283 | 10 881 | 14 635 | 12 979 | 88.7 | - | 1 170 | 1 039 | - | - | 1 039 | 88.8 | |
| Ryanair-Europe | 447 | 360 | 793 | 25 735 | 50 672 | 36 690 | 72.4 | - | 4 268 | 3 152 | - | - | 3 152 | 73.9 | |
| Tradewinds Airways | 103 | 38 | 144 | - | - | - | - | - | 4 339 | 2 817 | - | 2 817 | - | 64.9 | |
| Trans European Airways (UK) | 947 | 428 | 1 441 | 49 356 | 134 022 | 123 842 | 92.4 | - | 12 837 | 10 285 | - | - | 10 285 | 80.1 | |
| Virgin Atlantic Airways | 195 | 28 | 243 | 11 773 | 86 065 | 82 171 | 95.5 | - | 12 506 | 8 696 | - | 1 054 | 7 642 | 69.5 | |
| Total | 39 835 | 55 168 | 71 874 | 2 813 772 | 6 669 044 | 6 127 626 | 91.9 | 8 355 | 620 886 | 526 499 | 281 | 15 256 | 510 962 | 84.8 | |
| Total sub-charter operations performed on behalf of UK airlines | 932 | 1 490 | 2 199 | .. | 73 567 | 59 894 | 81.4 | .. | 12 674 | 8 561 | - | 3 460 | 5 100 | 67.5 | |
| Total excluding sub-charter operations performed on behalf of UK airlines | 38 903 | 53 678 | 69 675 | 2 813 772 | 6 595 477 | 6 067 732 | 92.0 | 8 355 | 608 212 | 517 938 | 281 | 11 796 | 505 862 | 85.2 | |

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

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

International Non-Scheduled Services July 1990 (a)

Table 4.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|--------------------------------|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| Aberdeen Airways | 39 | 66 | 107 | - | 942 | 542 | 57.5 | - | 75 | 43 | - | - | 43 | 58.2 |
| Air Bridge Carriers | 83 | 201 | 264 | - | - | - | - | 486 | 1 406 | 665 | - | 665 | - | 47.3 |
| Air Europe | 3 846 | 2 025 | 5 992 | 283 617 | 720 124 | 636 169 | 88.3 | 160 | 72 173 | 50 965 | 2 | 60 | 50 903 | 70.6 |
| Air Foyle | 153 | 249 | 330 | - | - | - | - | 1 359 | 1 644 | 934 | - | 934 | - | 56.8 |
| Air UK Leisure | 829 | 394 | 1 458 | 61 176 | 142 557 | 132 503 | 92.9 | - | 13 510 | 11 265 | - | - | 11 265 | 83.4 |
| Air 2000 | 3 658 | 1 379 | 5 082 | 270 082 | 820 372 | 789 357 | 96.2 | - | 70 637 | 67 874 | - | - | 67 874 | 96.1 |
| Anglo Cargo | 277 | 145 | 433 | - | - | - | - | 349 | 10 024 | 5 800 | - | 5 800 | - | 59.9 |
| Atlantic Air Transport | 16 | 24 | 44 | - | - | - | - | 114 | 204 | 109 | - | 109 | - | 53.5 |
| Berlin European UK | 450 | 208 | 701 | 10 255 | 67 664 | 56 985 | 84.2 | - | 5 818 | 4 837 | - | - | 4 837 | 83.1 |
| Birmingham European Airways | 58 | 70 | 144 | 355 | 2 529 | 1 466 | 57.9 | - | 195 | 110 | - | - | 110 | 56.7 |
| Bond Helicopters | 742 | 12 578 | 2 912 | 70 301 | 9 892 | 5 257 | 53.1 | 256 | 753 | 464 | - | 17 | 447 | 61.6 |
| Bristow Helicopters | 1 412 | 14 437 | 6 607 | 114 591 | 23 425 | 14 153 | 60.4 | 615 | 2 191 | 1 374 | - | 90 | 1 284 | 62.7 |
| Britannia Airways | 9 425 | 4 831 | 14 743 | 687 186 | 1 549 850 | 1 471 369 | 94.9 | 1 | 131 768 | 125 073 | - | 2 | 125 071 | 94.9 |
| British Air Ferries | 173 | 384 | 550 | 906 | 1 803 | 1 103 | 61.2 | 419 | 1 209 | 514 | - | 423 | 91 | 42.6 |
| British Airways | 229 | 160 | 361 | 8 092 | 24 096 | 17 529 | 72.7 | 88 | 2 790 | 1 603 | - | 26 | 1 577 | 57.5 |
| British Independent Airways | 40 | 124 | 150 | - | 1 755 | 1 410 | 80.3 | - | 144 | 116 | - | - | 116 | 80.5 |
| British International Helis | 587 | 5 516 | 2 575 | 55 269 | 12 481 | 6 036 | 48.4 | 165 | 1 276 | 452 | - | 20 | 432 | 35.4 |
| British Midland | 701 | 775 | 1 416 | 30 891 | 81 854 | 74 597 | 91.1 | 458 | 8 082 | 5 982 | - | 160 | 5 821 | 74.0 |
| Brymon Airways | 66 | 179 | 225 | - | 3 045 | 1 200 | 39.4 | - | 331 | 98 | - | - | 98 | 29.7 |
| Caledonian Airways | 1 925 | 830 | 2 751 | 177 633 | 631 581 | 583 257 | 92.3 | - | 58 809 | 49 576 | - | - | 49 576 | 84.3 |
| Channel Express (Air Services) | 107 | 230 | 334 | - | - | - | - | 816 | 791 | 410 | - | 410 | - | 51.8 |
| Dan Air | 6 606 | 3 637 | 9 824 | 504 907 | 1 091 373 | 999 407 | 91.6 | - | 87 461 | 80 061 | - | - | 80 061 | 91.5 |
| Gb Airways T/A Gibair | 64 | 41 | 102 | 3 694 | 7 577 | 5 570 | 73.5 | 2 | 836 | 508 | - | 4 | 504 | 60.7 |
| Heavylift Cargo Airlines | 133 | 67 | 283 | - | - | - | - | 709 | 4 522 | 2 229 | - | 2 229 | - | 49.3 |
| Inter European Airways | 911 | 413 | 1 331 | 52 138 | 134 884 | 125 548 | 93.1 | - | 12 030 | 9 103 | - | - | 9 103 | 75.7 |
| Loganair | 73 | 66 | 137 | 2 393 | 7 423 | 6 913 | 93.1 | - | 668 | 624 | - | 2 | 622 | 93.4 |
| Manx Airlines | 2 | 11 | 5 | 780 | 147 | 141 | 95.7 | - | 13 | 11 | - | - | 11 | 89.2 |
| McAlpine Aviation | 9 | 5 | 13 | 87 | 154 | 148 | 96.0 | - | 16 | 12 | - | - | 12 | 72.4 |
| Monarch Airlines | 4 640 | 2 713 | 7 649 | 334 184 | 1 016 308 | 918 993 | 90.4 | 22 | 92 035 | 77 158 | - | 27 | 77 131 | 83.8 |
| Princess Air Plc | 141 | 96 | 246 | 7 959 | 13 284 | 11 804 | 88.9 | - | 1 062 | 945 | - | - | 945 | 89.0 |
| Ryanair-Europe | 447 | 360 | 793 | 25 735 | 50 672 | 36 690 | 72.4 | - | 4 268 | 3 152 | - | - | 3 152 | 73.9 |
| Tradewinds Airways | 103 | 38 | 144 | - | - | - | - | - | 4 339 | 2 817 | - | 2 817 | - | 64.9 |
| Trans European Airways (UK) | 947 | 428 | 1 441 | 49 356 | 134 022 | 123 842 | 92.4 | - | 12 837 | 10 285 | - | - | 10 285 | 80.1 |
| Virgin Atlantic Airways | 195 | 28 | 243 | 11 773 | 86 065 | 82 171 | 95.5 | - | 12 506 | 8 696 | - | 1 054 | 7 642 | 69.5 |

Total 39 089 52 708 69 388 2 763 360 6 635 880 6 104 159 92.0 6 018 616 423 523 865 3 14 849 509 014 85.0

Total sub-charter operations performed on behalf of UK airlines 811 1 062 1 785 .. 66 812 55 604 83.2 .. 12 083 8 199 - 3 458 4 740 67.9

Total excluding sub-charter operations performed on behalf of UK airlines 38 278 51 646 67 603 2 763 360 6 569 069 6 048 555 92.1 6 018 604 340 515 666 3 11 390 504 273 85.3

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

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

Domestic Non-Scheduled Services July 1990 (a)

Table 4.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| Aberdeen Airways | 48 | 202 | 183 | 1 382 | 1 095 | 672 | 61.4 | 45 | 148 | 76 | 22 | - | 54 | 51.5 |
| Air Foyle | 46 | 174 | 120 | - | - | - | - | 615 | 487 | 157 | - | 157 | - | 32.3 |
| Air UK | 24 | 59 | 64 | 5 039 | 2 513 | 2 344 | 93.3 | - | 251 | 199 | - | - | 199 | 79.3 |
| Atlantic Air Transport | 1 | 6 | 6 | 180 | 23 | 23 | 100.0 | - | 3 | 2 | - | - | 2 | 55.9 |
| Aurigny Air Services | 8 | 26 | 35 | 802 | 280 | 240 | 85.7 | - | 23 | 19 | - | - | 19 | 82.6 |
| Birmingham European Airways | 60 | 125 | 153 | 1 571 | 2 179 | 1 492 | 68.4 | - | 163 | 113 | - | - | 113 | 69.3 |
| Bond Helicopters | 2 | 14 | 11 | 111 | 46 | 16 | 34.8 | - | 4 | 1 | - | - | 1 | 25.0 |
| Britannia Airways | 22 | 44 | 51 | 5 087 | 2 904 | 2 608 | 89.8 | - | 247 | 222 | - | - | 222 | 89.8 |
| British Air Ferries | 166 | 523 | 550 | 16 772 | 9 920 | 5 529 | 55.7 | 469 | 1 084 | 614 | - | 155 | 459 | 56.7 |
| British Airways | 10 | 25 | 25 | 1 298 | 845 | 703 | 83.2 | 31 | 93 | 65 | - | 5 | 60 | 69.6 |
| British Independent Airways | 4 | 14 | 17 | 292 | 175 | 116 | 66.2 | - | 14 | 9 | - | - | 9 | 65.8 |
| British International Helis | - | 14 | 2 | 398 | 15 | 13 | 88.8 | - | 1 | 1 | - | - | 1 | 84.7 |
| British Midland | 12 | 34 | 45 | - | 712 | 541 | 75.9 | - | 63 | 42 | - | - | 42 | 66.4 |
| Brymon Airways | 83 | 188 | 274 | 6 723 | 3 809 | 3 060 | 80.3 | 13 | 414 | 256 | - | 5 | 251 | 61.8 |
| Channel Express (Air Services) | 87 | 389 | 365 | - | - | - | - | 948 | 489 | 257 | 187 | 70 | - | 52.5 |
| Dan Air | 58 | 144 | 194 | 2 135 | 1 078 | 720 | 66.8 | 144 | 259 | 126 | 69 | - | 58 | 48.7 |
| Janes Aviation | 14 | 103 | 68 | - | - | - | - | 73 | 40 | 13 | - | 13 | - | 34.0 |
| Jersey European Airways | 17 | 123 | 77 | 1 503 | 851 | 618 | 72.6 | - | 87 | 46 | - | - | 46 | 53.4 |
| Loganair | 49 | 159 | 149 | 2 148 | 4 272 | 2 717 | 63.6 | - | 385 | 246 | - | 2 | 244 | 64.0 |
| Manx Airlines | 19 | 58 | 61 | 2 049 | 1 093 | 881 | 80.6 | - | 98 | 74 | - | - | 74 | 75.4 |
| Princess Air Plc | 15 | 36 | 37 | 2 922 | 1 352 | 1 174 | 86.9 | - | 109 | 94 | - | - | 94 | 86.7 |
| Total | 745 | 2 460 | 2 486 | 50 412 | 33 163 | 23 467 | 70.6 | 2 337 | 4 462 | 2 634 | 278 | 408 | 1 948 | 58.9 |
| Total sub-charter operations performed on behalf of UK airlines | 121 | 428 | 414 | .. | 6 756 | 4 290 | 63.5 | .. | 591 | 362 | - | 2 | 360 | 61.2 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 624 | 2 032 | 2 072 | 50 412 | 26 407 | 19 177 | 72.5 | 2 337 | 3 871 | 2 272 | 278 | 406 | 1 588 | 58.6 |

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

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

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|---------------------------|--------------|------------------|---------------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | It | Other | | | |
| Aberdeen Airways | 9 | 24 | 14 | - | - | 716 | - | 386 | 267 | 69.3 |
| Air Europe | 3 816 | 1 956 | 5 882 | - | 1 373 | 272 981 | 9 263 | 720 124 | 636 169 | 88.3 |
| Air UK | 24 | 57 | 63 | - | - | 4 875 | 164 | 2 496 | 2 328 | 93.3 |
| Air UK Leisure | 812 | 388 | 1 433 | - | 159 | 60 882 | 135 | 139 598 | 129 902 | 93.1 |
| Air 2000 | 3 647 | 1 373 | 5 066 | - | - | 270 082 | - | 817 872 | 787 312 | 96.3 |
| Atlantic Air Transport | 1 | 6 | 6 | - | - | - | 180 | 23 | 23 | 100.0 |
| Aurigny Air Services | 8 | 26 | 35 | - | - | 802 | - | 280 | 240 | 85.7 |
| Berlin European UK | 210 | 100 | 332 | - | - | - | 10 255 | 31 021 | 22 692 | 73.2 |
| Birmingham European Airways | 13 | 24 | 21 | - | - | 1 321 | - | 935 | 644 | 68.9 |
| Britannia Airways | 9 329 | 4 734 | 14 576 | - | - | 653 109 | 24 060 | 1 534 640 | 1 458 631 | 95.0 |
| British Air Ferries | 7 | 23 | 24 | - | - | 1 387 | 74 | 517 | 444 | 85.9 |
| British Airways | 209 | 129 | 313 | - | - | 2 172 | 7 034 | 22 893 | 16 919 | 74.1 |
| British Independent Airways | 2 | 8 | 11 | - | - | 223 | - | 109 | 72 | 66.1 |
| British International Helis | - | 14 | 2 | - | - | - | 398 | 15 | 13 | 88.8 |
| British Midland | 525 | 238 | 791 | - | - | 30 891 | - | 74 809 | 71 969 | 96.2 |
| Brymon Airways | 48 | 100 | 159 | - | - | 3 650 | 144 | 2 186 | 1 886 | 86.3 |
| Caledonian Airways | 1 773 | 749 | 2 528 | - | - | 176 094 | 1 169 | 572 343 | 537 922 | 94.0 |
| Dan Air | 6 367 | 3 513 | 9 486 | - | - | 487 717 | 17 026 | 1 046 814 | 964 419 | 92.1 |
| Gb Airways T/A Gibair | 64 | 41 | 102 | - | - | 3 694 | - | 7 577 | 5 570 | 73.5 |
| Inter European Airways | 911 | 413 | 1 331 | - | - | 52 138 | - | 134 884 | 125 548 | 93.1 |
| Jersey European Airways | 8 | 34 | 28 | - | - | 1 503 | - | 392 | 338 | 86.3 |
| Loganair | 54 | 77 | 125 | - | - | 2 393 | 2 148 | 4 775 | 4 606 | 96.5 |
| Manx Airlines | 20 | 65 | 63 | - | - | - | 2 657 | 1 180 | 984 | 83.4 |
| Monarch Airlines | 4 140 | 1 728 | 5 887 | 3 201 | 1 531 | 323 940 | 4 845 | 940 870 | 878 859 | 93.4 |
| Princess Air Plc | 156 | 132 | 283 | - | - | 9 767 | 1 114 | 14 635 | 12 979 | 88.7 |
| Ryanair-Europe | 438 | 347 | 775 | - | - | 25 562 | 87 | 49 798 | 35 963 | 72.2 |
| Trans European Airways (UK) | 812 | 371 | 1 266 | - | - | 49 061 | - | 114 066 | 106 811 | 93.6 |
| Virgin Atlantic Airways | 195 | 28 | 243 | 1 664 | - | 6 605 | 3 504 | 86 065 | 82 171 | 95.5 |
| Total | 33 597 | 16 698 | 50 847 | 4 865 | 3 063 | 2 441 565 | 84 257 | 6 321 302 | 5 885 680 | 93.1 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | Passenger (000) | |
| Aberdeen Airways | - | 48 | 22 | - | - | 22 | 44.6 |
| Air Europe | 7 | 72 078 | 50 903 | - | - | 50 903 | 70.6 |
| Air UK | - | 250 | 198 | - | - | 198 | 79.3 |
| Air UK Leisure | - | 13 229 | 11 044 | - | - | 11 044 | 83.5 |
| Air 2000 | - | 70 406 | 67 706 | - | - | 67 706 | 96.2 |
| Atlantic Air Transport | - | 3 | 2 | - | - | 2 | 55.9 |
| Aurigny Air Services | - | 23 | 19 | - | - | 19 | 82.6 |
| Berlin European UK | - | 2 667 | 1 886 | - | - | 1 886 | 70.7 |
| Birmingham European Airways | - | 71 | 48 | - | - | 48 | 68.5 |
| Britannia Airways | - | 130 474 | 123 990 | - | 2 | 123 988 | 95.0 |
| British Air Ferries | - | 44 | 37 | - | - | 37 | 83.8 |
| British Airways | - | 2 627 | 1 525 | - | - | 1 525 | 58.3 |
| British Independent Airways | - | 9 | 6 | - | - | 6 | 65.7 |
| British International Helis | - | 1 | 1 | - | - | 1 | 84.7 |
| British Midland | - | 7 080 | 5 616 | - | - | 5 616 | 79.3 |
| Brymon Airways | - | 238 | 155 | - | - | 155 | 65.1 |
| Caledonian Airways | - | 53 292 | 45 722 | - | - | 45 722 | 85.8 |
| Dan Air | - | 83 887 | 77 261 | - | - | 77 261 | 92.1 |
| Gb Airways T/A Gibair | 1 | 836 | 508 | - | 4 | 504 | 60.7 |
| Inter European Airways | - | 12 030 | 9 103 | - | - | 9 103 | 75.7 |
| Jersey European Airways | - | 39 | 25 | - | - | 25 | 65.0 |
| Loganair | - | 430 | 415 | - | - | 415 | 96.4 |
| Manx Airlines | - | 105 | 82 | - | - | 82 | 78.0 |
| Monarch Airlines | 22 | 85 289 | 73 849 | - | 27 | 73 822 | 86.6 |
| Princess Air Plc | - | 1 170 | 1 039 | - | - | 1 039 | 88.8 |
| Ryanair-Europe | - | 4 193 | 3 090 | - | - | 3 090 | 73.7 |
| Trans European Airways (UK) | - | 10 814 | 8 870 | - | - | 8 870 | 82.0 |
| Virgin Atlantic Airways | - | 12 506 | 8 696 | - | 1 054 | 7 642 | 69.5 |
| Total | 31 | 563 840 | 491 817 | - | 1 086 | 490 730 | 87.2 |

International Class 2 Licence Operations July 1990

Table 5.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|---------------------------|----------|-----------|--------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | It | Other | | | |
| Air Europe | 3 816 | 1 956 | 5 882 | - | 1 373 | 272 981 | 9 263 | 720 124 | 636 169 | 88.3 |
| Air UK Leisure | 812 | 388 | 1 433 | - | 159 | 60 882 | 135 | 139 598 | 129 902 | 93.1 |
| Air 2000 | 3 647 | 1 373 | 5 066 | - | - | 270 082 | - | 817 872 | 787 312 | 96.3 |
| Berlin European UK | 210 | 100 | 332 | - | - | - | 10 255 | 31 021 | 22 692 | 73.2 |
| Britannia Airways | 9 306 | 4 690 | 14 526 | - | - | 648 040 | 24 042 | 1 531 736 | 1 456 023 | 95.1 |
| British Air Ferries | - | 1 | 1 | - | - | - | 74 | 12 | 12 | 100.0 |
| British Airways | 200 | 112 | 294 | - | - | 874 | 7 034 | 22 048 | 16 216 | 73.5 |
| British Midland | 525 | 238 | 791 | - | - | 30 891 | - | 74 809 | 71 969 | 96.2 |
| Caledonian Airways | 1 773 | 749 | 2 528 | - | - | 176 094 | 1 169 | 572 343 | 537 922 | 94.0 |
| Dan Air | 6 367 | 3 513 | 9 486 | - | - | 487 717 | 17 026 | 1 046 814 | 964 419 | 92.1 |
| Gb Airways T/A Gibair | 64 | 41 | 102 | - | - | 3 694 | - | 7 577 | 5 570 | 73.5 |
| Inter European Airways | 911 | 413 | 1 331 | - | - | 52 138 | - | 134 884 | 125 548 | 93.1 |
| Loganair | 40 | 24 | 68 | - | - | 2 393 | - | 4 000 | 3 945 | 98.6 |
| Manx Airlines | 2 | 11 | 5 | - | - | - | 780 | 147 | 141 | 95.7 |
| Monarch Airlines | 4 140 | 1 728 | 5 887 | 3 201 | 1 531 | 323 940 | 4 845 | 940 870 | 878 859 | 93.4 |
| Princess Air Plc | 141 | 96 | 246 | - | - | 7 339 | 620 | 13 284 | 11 804 | 88.9 |
| Ryanair-Europe | 438 | 347 | 775 | - | - | 25 562 | 87 | 49 798 | 35 963 | 72.2 |
| Trans European Airways (UK) | 812 | 371 | 1 266 | - | - | 49 061 | - | 114 066 | 106 811 | 93.6 |
| Virgin Atlantic Airways | 195 | 28 | 243 | 1 664 | - | 6 605 | 3 504 | 86 065 | 82 171 | 95.5 |
| Total | 33 400 | 16 179 | 50 261 | 4 865 | 3 063 | 2 418 293 | 78 834 | 6 307 067 | 5 873 447 | 93.1 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | Passenger (000) | |
| Air Europe | 7 | 72 078 | 50 903 | - | - | 50 903 | 70.6 |
| Air UK Leisure | - | 13 229 | 11 044 | - | - | 11 044 | 83.5 |
| Air 2000 | - | 70 406 | 67 706 | - | - | 67 706 | 96.2 |
| Berlin European UK | - | 2 667 | 1 886 | - | - | 1 886 | 70.7 |
| Britannia Airways | - | 130 227 | 123 768 | - | 2 | 123 766 | 95.0 |
| British Air Ferries | - | 1 | 1 | - | - | 1 | 96.8 |
| British Airways | - | 2 539 | 1 465 | - | - | 1 465 | 57.9 |
| British Midland | - | 7 080 | 5 616 | - | - | 5 616 | 79.3 |
| Caledonian Airways | - | 53 292 | 45 722 | - | - | 45 722 | 85.8 |
| Dan Air | - | 83 887 | 77 261 | - | - | 77 261 | 92.1 |
| Gb Airways T/A Gibair | 1 | 836 | 508 | - | 4 | 504 | 60.7 |
| Inter European Airways | - | 12 030 | 9 103 | - | - | 9 103 | 75.7 |
| Loganair | - | 360 | 355 | - | - | 355 | 98.6 |
| Manx Airlines | - | 13 | 11 | - | - | 11 | 89.2 |
| Monarch Airlines | 22 | 85 289 | 73 849 | - | 27 | 73 822 | 86.6 |
| Princess Air Plc | - | 1 062 | 945 | - | - | 945 | 89.0 |
| Ryanair-Europe | - | 4 193 | 3 090 | - | - | 3 090 | 73.7 |
| Trans European Airways (UK) | - | 10 814 | 8 870 | - | - | 8 870 | 82.0 |
| Virgin Atlantic Airways | - | 12 506 | 8 696 | - | 1 054 | 7 642 | 69.5 |
| Total | 31 | 562 510 | 490 799 | - | 1 086 | 489 713 | 87.3 |

Domestic Class 2 Licence Operations July 1990

Table 5.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|---------------------------|----------|--------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | It | Other | | | |
| Aberdeen Airways | 9 | 24 | 14 | - | - | 716 | - | 386 | 267 | 69.3 |
| Air UK | 24 | 57 | 63 | - | - | 4 875 | 164 | 2 496 | 2 328 | 93.3 |
| Atlantic Air Transport | 1 | 6 | 6 | - | - | - | 180 | 23 | 23 | 100.0 |
| Aurigny Air Services | 8 | 26 | 35 | - | - | 802 | - | 280 | 240 | 85.7 |
| Birmingham European Airways | 13 | 24 | 21 | - | - | 1 321 | - | 935 | 644 | 68.9 |
| Britannia Airways | 22 | 44 | 51 | - | - | 5 069 | 18 | 2 904 | 2 608 | 89.8 |
| British Air Ferries | 7 | 22 | 24 | - | - | 1 387 | - | 505 | 433 | 85.6 |
| British Airways | 9 | 17 | 20 | - | - | 1 298 | - | 845 | 703 | 83.2 |
| British Independent Airways | 2 | 8 | 11 | - | - | 223 | - | 109 | 72 | 66.1 |
| British International Helis | - | 14 | 2 | - | - | - | 398 | 15 | 13 | 88.8 |
| Brymon Airways | 48 | 100 | 159 | - | - | 3 650 | 144 | 2 186 | 1 886 | 86.3 |
| Jersey European Airways | 8 | 34 | 28 | - | - | 1 503 | - | 392 | 338 | 86.3 |
| Loganair | 15 | 53 | 57 | - | - | - | 2 148 | 775 | 661 | 85.3 |
| Manx Airlines | 18 | 54 | 58 | - | - | - | 1 877 | 1 032 | 843 | 81.6 |
| Princess Air Plc | 15 | 36 | 37 | - | - | 2 428 | 494 | 1 352 | 1 174 | 86.9 |
| Total | 197 | 519 | 585 | - | - | 23 272 | 5 423 | 14 235 | 12 233 | 85.9 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | Passenger (000) | |
| Aberdeen Airways | - | 48 | 22 | - | - | 22 | 44.6 |
| Air UK | - | 250 | 198 | - | - | 198 | 79.3 |
| Atlantic Air Transport | - | 3 | 2 | - | - | 2 | 55.9 |
| Aurigny Air Services | - | 23 | 19 | - | - | 19 | 82.6 |
| Birmingham European Airways | - | 71 | 48 | - | - | 48 | 68.5 |
| Britannia Airways | - | 247 | 222 | - | - | 222 | 89.8 |
| British Air Ferries | - | 43 | 36 | - | - | 36 | 83.5 |
| British Airways | - | 88 | 60 | - | - | 60 | 68.5 |
| British Independent Airways | - | 9 | 6 | - | - | 6 | 65.7 |
| British International Helis | - | 1 | 1 | - | - | 1 | 84.7 |
| Brymon Airways | - | 238 | 155 | - | - | 155 | 65.1 |
| Jersey European Airways | - | 39 | 25 | - | - | 25 | 65.0 |
| Loganair | - | 70 | 59 | - | - | 59 | 85.2 |
| Manx Airlines | - | 93 | 71 | - | - | 71 | 76.4 |
| Monarch Airlines | - | - | - | - | - | - | - |
| Princess Air Plc | - | 109 | 94 | - | - | 94 | 86.7 |
| Total | - | 1 330 | 1 017 | - | - | 1 017 | 76.5 |

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

International Class 3 Licence Operations July 1990

Table 6.2

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

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

Domestic Class 3 Licence Operations July 1990

Table 6.3

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

Nil

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

Nil

All Class 4 Licence Operations July 1990

Table 7.1

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

International Class 4 Licence Operations July 1990

Table 7.2

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

Domestic Class 4 Licence Operations July 1990

Table 7.3

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

| | 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 | 47 | 114 | 161 | 486 | 719 | 269 | - | 269 | 37.5 |
| Air Europe | 31 | 69 | 110 | 153 | 95 | 62 | 2 | 60 | 65.1 |
| Air Foyle | 192 | 418 | 436 | 1 974 | 2 056 | 1 035 | - | 1 035 | 50.3 |
| Anglo Cargo | 48 | 15 | 64 | 349 | 1 973 | 1 407 | - | 1 407 | 71.3 |
| Atlantic Air Transport | 14 | 19 | 39 | 114 | 188 | 99 | - | 99 | 52.6 |
| British Air Ferries | 89 | 230 | 305 | 856 | 624 | 312 | - | 312 | 50.0 |
| British Airways | 9 | 34 | 33 | 119 | 41 | 31 | - | 31 | 75.3 |
| British Midland | 16 | 45 | 47 | 458 | 298 | 160 | - | 160 | 53.6 |
| Channel Express (Air Services) | 126 | 324 | 414 | 1 210 | 908 | 498 | 19 | 480 | 54.9 |
| Heavylift Cargo Airlines | 133 | 67 | 283 | 709 | 4 522 | 2 229 | - | 2 229 | 49.3 |
| Janes Aviation | 14 | 103 | 68 | 73 | 40 | 13 | - | 13 | 34.0 |
| Total | 719 | 1 438 | 1 960 | 6 501 | 11 464 | 6 116 | 21 | 6 095 | 53.4 |

International Class 6 Licence Operations July 1990

Table 8.2

| | 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 | 47 | 114 | 161 | 486 | 719 | 269 | - | 269 | 37.5 |
| Air Europe | 31 | 69 | 110 | 153 | 95 | 62 | 2 | 60 | 65.1 |
| Air Foyle | 146 | 244 | 316 | 1 359 | 1 570 | 878 | - | 878 | 55.9 |
| Anglo Cargo | 48 | 15 | 64 | 349 | 1 973 | 1 407 | - | 1 407 | 71.3 |
| Atlantic Air Transport | 14 | 19 | 39 | 114 | 188 | 99 | - | 99 | 52.6 |
| British Air Ferries | 57 | 147 | 201 | 419 | 383 | 166 | - | 166 | 43.4 |
| British Airways | 8 | 26 | 28 | 88 | 35 | 26 | - | 26 | 73.6 |
| British Midland | 16 | 45 | 47 | 458 | 298 | 160 | - | 160 | 53.6 |
| Channel Express (Air Services) | 107 | 230 | 334 | 816 | 791 | 410 | - | 410 | 51.8 |
| Heavylift Cargo Airlines | 133 | 67 | 283 | 709 | 4 522 | 2 229 | - | 2 229 | 49.3 |
| Total | 607 | 976 | 1 582 | 4 950 | 10 574 | 5 706 | 2 | 5 704 | 54.0 |

Domestic Class 6 Licence Operations July 1990

Table 8.3

| | 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 Foyle | 46 | 174 | 120 | 615 | 487 | 157 | - | 157 | 32.3 |
| British Air Ferries | 32 | 83 | 104 | 438 | 241 | 146 | - | 146 | 60.6 |
| British Airways | 1 | 8 | 5 | 31 | 6 | 5 | - | 5 | 85.9 |
| Channel Express (Air Services) | 20 | 94 | 80 | 394 | 117 | 88 | 19 | 70 | 75.6 |
| Janes Aviation | 14 | 103 | 68 | 73 | 40 | 13 | - | 13 | 34.0 |
| Total | 113 | 462 | 378 | 1 551 | 890 | 410 | 19 | 391 | 46.1 |

All Class 7 Licence Operations July 1990

Table 9.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | | |
| Bond Helicopters | 744 | 12 592 | 2 923 | 70 412 | 9 938 | 5 273 | 53.1 | 256 | 757 | 465 | - | 17 | 448 | 61.4 | |
| Bristow Helicopters | 1 412 | 14 437 | 6 607 | 114 591 | 23 425 | 14 153 | 60.4 | 615 | 2 191 | 1 374 | - | 90 | 1 284 | 62.7 | |
| British Air Ferries | 1 | 2 | 3 | 126 | 84 | 72 | 85.1 | - | 7 | 6 | - | - | 6 | 82.5 | |
| British Airways | 2 | 2 | 4 | 184 | 186 | 182 | 97.8 | - | 17 | 16 | - | - | 16 | 94.1 | |
| British International Helis | 587 | 5 516 | 2 575 | 55 269 | 12 481 | 6 036 | 48.4 | 165 | 1 276 | 452 | - | 20 | 432 | 35.4 | |
| Total | 2 746 | 32 549 | 12 112 | 240 582 | 46 114 | 25 716 | 55.8 | 1 036 | 4 248 | 2 313 | - | 127 | 2 186 | 54.4 | |

International Class 7 Licence Operations July 1990

Table 9.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | | |
| Bond Helicopters | 742 | 12 578 | 2 912 | 70 301 | 9 892 | 5 257 | 53.1 | 256 | 753 | 464 | - | 17 | 447 | 61.6 | |
| Bristow Helicopters | 1 412 | 14 437 | 6 607 | 114 591 | 23 425 | 14 153 | 60.4 | 615 | 2 191 | 1 374 | - | 90 | 1 284 | 62.7 | |
| British Airways | 2 | 2 | 4 | 184 | 186 | 182 | 97.8 | - | 17 | 16 | - | - | 16 | 94.1 | |
| British International Helis | 587 | 5 516 | 2 575 | 55 269 | 12 481 | 6 036 | 48.4 | 165 | 1 276 | 452 | - | 20 | 432 | 35.4 | |
| Total | 2 743 | 32 533 | 12 097 | 240 345 | 45 984 | 25 628 | 55.7 | 1 036 | 4 237 | 2 306 | - | 127 | 2 179 | 54.4 | |

Domestic Class 7 Licence Operations July 1990

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 Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| Bond Helicopters | 2 | 14 | 11 | 111 | 46 | 16 | 34.8 | - | 4 | 1 | - | - | 1 | 25.0 |
| British Air Ferries | 1 | 2 | 3 | 126 | 84 | 72 | 85.1 | - | 7 | 6 | - | - | 6 | 82.5 |
| Total | 3 | 16 | 15 | 237 | 130 | 88 | 67.3 | - | 11 | 7 | - | - | 7 | 61.9 |

| | 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 | | | | |
|--------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
| Aberdeen Airways | 27 | 99 | 92 | 666 | 316 | 250 | 79.0 | 45 | 68 | 42 | 22 | - | 20 | 62.4 |
| Birmingham European Airways | 12 | 17 | 25 | 605 | 773 | 394 | 51.0 | - | 59 | 28 | - | - | 28 | 47.9 |
| Britannia Airways | 99 | 131 | 186 | 15 104 | 13 033 | 11 036 | 84.7 | - | 1 108 | 938 | - | - | 938 | 84.7 |
| British Air Ferries | 134 | 411 | 434 | 16 091 | 9 888 | 5 260 | 53.2 | 31 | 842 | 446 | - | 9 | 436 | 52.9 |
| British Independent Airways | 1 | 2 | 2 | 69 | 25 | 14 | 54.7 | - | 2 | 1 | - | - | 1 | 54.3 |
| Brymon Airways | 35 | 88 | 115 | 2 929 | 1 623 | 1 175 | 72.4 | 13 | 176 | 101 | - | 5 | 96 | 57.4 |
| Caledonian Airways | 1 | 1 | 2 | 370 | 564 | 531 | 94.1 | - | 52 | 45 | - | - | 45 | 86.1 |
| Channel Express (Air Services) | 68 | 295 | 285 | - | - | - | - | 554 | 372 | 169 | 169 | - | - | 45.3 |
| Dan Air | 60 | 147 | 198 | 2 299 | 1 317 | 867 | 65.8 | 144 | 278 | 138 | 69 | - | 69 | 49.6 |
| Manx Airlines | 1 | 4 | 3 | 172 | 61 | 38 | 63.2 | - | 5 | 3 | - | - | 3 | 57.5 |
| McAlpine Aviation | 9 | 5 | 13 | 87 | 154 | 148 | 96.0 | - | 16 | 12 | - | - | 12 | 72.4 |
| Monarch Airlines | 6 | 4 | 10 | 667 | 1 441 | 1 045 | 72.5 | - | 130 | 88 | - | - | 88 | 67.3 |
| Ryanair-Europe | - | 1 | 1 | 86 | 48 | 35 | 72.3 | - | 4 | 3 | - | - | 3 | 74.0 |
| Trans European Airways (UK) | 5 | 2 | 7 | 295 | 695 | 693 | 99.8 | - | 70 | 58 | - | - | 58 | 81.8 |
| Total | 457 | 1 207 | 1 374 | 39 440 | 29 938 | 21 484 | 71.8 | 786 | 3 185 | 2 072 | 260 | 14 | 1 798 | 65.1 |

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

(b) Excludes exempt sub-charter operations

International Exempt Operations July 1990 (a) (b)

Table 10.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| Birmingham European Airways | 8 | 7 | 14 | 355 | 583 | 306 | 52.6 | - | 44 | 21 | - | - | 21 | 48.5 |
| Britannia Airways | 99 | 131 | 186 | 15 104 | 13 033 | 11 036 | 84.7 | - | 1 108 | 938 | - | - | 938 | 84.7 |
| British Air Ferries | 16 | 20 | 43 | 832 | 1 172 | 695 | 59.3 | - | 100 | 57 | - | - | 57 | 57.5 |
| Caledonian Airways | 1 | 1 | 2 | 370 | 564 | 531 | 94.1 | - | 52 | 45 | - | - | 45 | 86.1 |
| Dan Air | 2 | 3 | 4 | 164 | 239 | 147 | 61.4 | - | 19 | 12 | - | - | 12 | 61.8 |
| McAlpine Aviation | 9 | 5 | 13 | 87 | 154 | 148 | 96.0 | - | 16 | 12 | - | - | 12 | 72.4 |
| Monarch Airlines | 6 | 4 | 10 | 667 | 1 441 | 1 045 | 72.5 | - | 130 | 88 | - | - | 88 | 67.3 |
| Ryanair-Europe | - | 1 | 1 | 86 | 48 | 35 | 72.3 | - | 4 | 3 | - | - | 3 | 74.0 |
| Trans European Airways (UK) | 5 | 2 | 7 | 295 | 695 | 693 | 99.8 | - | 70 | 58 | - | - | 58 | 81.8 |
| Total | 146 | 174 | 280 | 17 960 | 17 929 | 14 635 | 81.6 | - | 1 545 | 1 234 | - | - | 1 234 | 79.9 |

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

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations July 1990 (a) (b)

Table 10.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available | Tonne-Kilometres Used | | | | |
|--------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
| Aberdeen Airways | 27 | 99 | 92 | 666 | 316 | 250 | 79.0 | 45 | 68 | 42 | 22 | - | 20 | 62.4 |
| Birmingham European Airways | 4 | 10 | 12 | 250 | 190 | 88 | 46.1 | - | 14 | 7 | - | - | 7 | 46.0 |
| British Air Ferries | 118 | 391 | 391 | 15 259 | 8 716 | 4 566 | 52.4 | 31 | 742 | 388 | - | 9 | 379 | 52.3 |
| British Independent Airways | 1 | 2 | 2 | 69 | 25 | 14 | 54.7 | - | 2 | 1 | - | - | 1 | 54.3 |
| Brymon Airways | 35 | 88 | 115 | 2 929 | 1 623 | 1 175 | 72.4 | 13 | 176 | 101 | - | 5 | 96 | 57.4 |
| Channel Express (Air Services) | 68 | 295 | 285 | - | - | - | - | 554 | 372 | 169 | 169 | - | - | 45.3 |
| Dan Air | 58 | 144 | 194 | 2 135 | 1 078 | 720 | 66.8 | 144 | 259 | 126 | 69 | - | 58 | 48.7 |
| Manx Airlines | 1 | 4 | 3 | 172 | 61 | 38 | 63.2 | - | 5 | 3 | - | - | 3 | 57.5 |
| Total | 311 | 1 033 | 1 094 | 21 480 | 12 010 | 6 850 | 57.0 | 786 | 1 640 | 838 | 260 | 14 | 563 | 51.1 |

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences July 1990

Table 11.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | |
|-----------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
| Aberdeen Airways | 26 | 87 | 103 | .. | 692 | 334 | 48.3 | .. | 50 | 27 | - | - | 27 | 53.6 |
| Berlin European UK | 241 | 108 | 368 | .. | 36 643 | 34 293 | 93.6 | .. | 3 152 | 2 950 | - | - | 2 950 | 93.6 |
| Birmingham European Airways | 83 | 135 | 222 | .. | 1 991 | 1 493 | 75.0 | .. | 148 | 113 | - | - | 113 | 76.2 |
| British Air Ferries | 36 | 96 | 105 | .. | - | - | - | .. | 306 | 116 | - | 116 | - | 37.8 |
| Total | 386 | 426 | 799 | .. | 39 326 | 36 120 | 91.8 | .. | 3 655 | 3 206 | - | 116 | 3 090 | 87.7 |

Exempt Sub Charter Operations Performed For UK Operators July 1990

Table 11.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | |
|-----------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
| Aberdeen Airways | 24 | 58 | 81 | .. | 643 | 362 | 56.4 | .. | 57 | 29 | - | - | 29 | 51.2 |
| Air Bridge Carriers | 16 | 45 | 47 | .. | - | - | - | .. | 298 | 160 | - | 160 | - | 53.6 |
| Air UK | - | 2 | 1 | .. | 17 | 17 | 96.7 | .. | 2 | 1 | - | - | 1 | 82.2 |
| Air UK Leisure | 17 | 6 | 25 | .. | 2 959 | 2 600 | 87.9 | .. | 280 | 221 | - | - | 221 | 78.9 |
| Air 2000 | 11 | 6 | 16 | .. | 2 500 | 2 045 | 81.8 | .. | 231 | 168 | - | - | 168 | 72.7 |
| Anglo Cargo | 130 | 33 | 171 | .. | - | - | - | .. | 5 366 | 3 105 | - | 3 105 | - | 57.9 |
| Atlantic Air Transport | - | 1 | 2 | .. | - | - | - | .. | 2 | 1 | - | 1 | - | 47.5 |
| Birmingham European Airways | 11 | 19 | 29 | .. | 1 010 | 426 | 42.2 | .. | 81 | 34 | - | - | 34 | 42.3 |
| Britannia Airways | 17 | 8 | 27 | .. | 4 702 | 3 991 | 84.9 | .. | 400 | 340 | - | - | 340 | 85.0 |
| British Air Ferries | 33 | 89 | 105 | .. | 972 | 682 | 70.1 | .. | 256 | 131 | - | 74 | 57 | 51.2 |
| British Airways | 19 | 20 | 35 | .. | 1 862 | 1 131 | 60.7 | .. | 199 | 96 | - | 1 | 96 | 48.5 |
| British Independent Airways | 1 | 4 | 5 | .. | 58 | 37 | 64.9 | .. | 5 | 3 | - | - | 3 | 64.5 |
| British Midland | 172 | 526 | 622 | .. | 7 757 | 3 169 | 40.9 | .. | 767 | 248 | - | - | 247 | 32.3 |
| Caledonian Airways | 11 | 8 | 18 | .. | 4 007 | 3 675 | 91.7 | .. | 373 | 312 | - | - | 312 | 83.7 |
| Jersey European Airways | 9 | 89 | 49 | .. | 459 | 280 | 60.9 | .. | 48 | 21 | - | - | 21 | 43.9 |
| Loganair | 69 | 148 | 161 | .. | 6 921 | 5 023 | 72.6 | .. | 623 | 456 | - | 4 | 452 | 73.1 |
| Ryanair-Europe | 3 | 2 | 5 | .. | 376 | 335 | 89.1 | .. | 32 | 29 | - | - | 29 | 91.0 |
| Total | 546 | 1 064 | 1 400 | .. | 34 241 | 23 774 | 69.4 | .. | 9 018 | 5 355 | - | 3 344 | 2 010 | 59.4 |

Exempt Sub Charter Operations Performed For Non UK Operators July 1990

Table 11.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | |
|-----------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
| Air Bridge Carriers | 20 | 42 | 55 | .. | - | - | - | .. | 389 | 236 | - | 236 | - | 60.8 |
| Air Foyle | 7 | 5 | 14 | .. | - | - | - | .. | 74 | 56 | - | 56 | - | 75.0 |
| Anglo Cargo | 99 | 97 | 198 | .. | - | - | - | .. | 2 685 | 1 289 | - | 1 289 | - | 48.0 |
| Atlantic Air Transport | 1 | 4 | 3 | .. | - | - | - | .. | 14 | 9 | - | 9 | - | 66.3 |
| Britannia Airways | 3 | 2 | 5 | .. | 379 | 319 | 84.2 | .. | 32 | 27 | - | - | 27 | 84.2 |
| British Air Ferries | 38 | 56 | 123 | .. | 240 | 174 | 72.2 | .. | 215 | 82 | - | 67 | 14 | 38.0 |
| British Independent Airways | 40 | 124 | 149 | .. | 1 739 | 1 403 | 80.7 | .. | 142 | 115 | - | - | 115 | 80.8 |
| Brymon Airways | 66 | 179 | 225 | .. | 3 045 | 1 200 | 39.4 | .. | 331 | 98 | - | - | 98 | 29.7 |
| Caledonian Airways | 139 | 72 | 202 | .. | 54 668 | 41 130 | 75.2 | .. | 5 091 | 3 497 | - | - | 3 497 | 68.7 |
| Dan Air | 237 | 121 | 334 | .. | 44 320 | 34 842 | 78.6 | .. | 3 555 | 2 788 | - | - | 2 788 | 78.4 |
| Monarch Airlines | 494 | 981 | 1 752 | .. | 73 997 | 39 089 | 52.8 | .. | 6 616 | 3 221 | - | - | 3 221 | 48.7 |
| Ryanair-Europe | 5 | 10 | 11 | .. | 450 | 358 | 79.5 | .. | 40 | 30 | - | - | 30 | 76.3 |
| Tradewinds Airways | 103 | 38 | 144 | .. | - | - | - | .. | 4 339 | 2 817 | - | 2 817 | - | 64.9 |
| Trans European Airways (UK) | 130 | 55 | 168 | .. | 19 261 | 16 338 | 84.8 | .. | 1 952 | 1 357 | - | - | 1 357 | 69.5 |
| Total | 1 383 | 1 786 | 3 384 | .. | 198 100 | 134 852 | 68.1 | .. | 25 475 | 15 621 | - | 4 473 | 11 148 | 62.0 |

Aircraft Type and Utilisation: All Airlines
July 1990 (a) (b) (c)

Table 12.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily | |
|-------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|-----------|-------------|-------------|-----------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation | Per A/C |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | (Hours) | Qtr Ended |
| | | | | | | | | | Jun 1990 | | Jun 1990 |
| AEROSPATIALE AS332 SUPER PUMA | 1 234 | 3 | 6 462 | 12 | 5 072 | 14 | 77 341 | 14 498 | 38 | 3.8 | |
| AEROSPATIALE SA365 DAUPHIN | 316 | 9 | 8 323 | 209 | 1 263 | 36 | 34 761 | 1 320 | 14 | 2.9 | |
| AIRBUS A300-600/600R | 607 | - | 283 | - | 863 | - | 99 267 | 204 888 | 2 | 12.6 | |
| AIRBUS A300B4/100/200 | 300 | - | 142 | - | 425 | - | 43 376 | 92 200 | 1 | 9.5 | |
| AIRBUS A320-100/200 | 841 | - | 991 | - | 1 623 | - | 112 021 | 93 968 | 8 | 6.4 | |
| BAC/AEROSPATIALE CONCORDE | 948 | - | 195 | - | 672 | - | 9 224 | 51 081 | 7 | 3.1 | |
| BAE(HP) JETSTREAM 31 | - | - | - | - | - | - | - | - | 3 | 0.7 | |
| BAE (HS) 748 | 775 | 42 | 3 335 | 106 | 2 892 | 143 | 71 381 | 24 108 | 23 | 3.6 | |
| BAE 146 SERIES 100 | 551 | - | 1 334 | - | 1 278 | - | 37 824 | 34 542 | 6 | 6.7 | |
| BAE 146 SERIES 200/QT | 660 | 132 | 1 159 | 289 | 1 396 | 303 | 56 897 | 45 884 | 9 | 7.0 | |
| BAE 146 SERIES 300 | 560 | 22 | 1 188 | 39 | 1 307 | 48 | 53 778 | 38 686 | 5 | 8.4 | |
| BAE(BAC)1-11-200 SERIES | 145 | - | 264 | - | 332 | - | - | 8 517 | 2 | 5.2 | |
| BAE(BAC)1-11-300/400/475 | 763 | 45 | 1 113 | 84 | 1 503 | 126 | 21 416 | 35 775 | 12 | 4.3 | |
| BAE(BAC)1-11-500 SERIES | 4 464 | - | 5 638 | - | 8 911 | - | 332 761 | 360 889 | 49 | 5.3 | |
| BELL MODEL 214ST | 73 | - | 959 | - | 317 | - | 9 864 | 751 | 3 | 3.0 | |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | 2 | - | |
| BELL 212/412 | 123 | - | 4 962 | - | 822 | - | 29 332 | 727 | 6 | 4.0 | |
| BOEING 707 ALL SERIES | - | 335 | - | 99 | - | 451 | - | - | 3 | 6.2 | |
| BOEING 727-100/100C | 549 | - | 274 | - | 762 | - | 37 614 | 76 067 | 2 | 5.5 | |
| BOEING 727-200/200 ADVANCED | 2 360 | - | 1 265 | - | 3 379 | - | 190 474 | 402 169 | 10 | 11.5 | |
| BOEING 737-200 | 12 139 | - | 9 916 | - | 21 023 | - | 961 430 | 1 304 305 | 75 | 8.4 | |
| BOEING 737-300 | 8 777 | - | 7 105 | - | 15 685 | - | 624 153 | 1 078 561 | 45 | 9.5 | |
| BOEING 737-400 | 3 271 | - | 2 167 | - | 5 473 | - | 291 454 | 491 557 | 14 | 10.5 | |
| BOEING 747-100/100F | 4 801 | 6 | 934 | 1 | 6 192 | 8 | 222 885 | 1 493 652 | 17 | 12.5 | |
| BOEING 747-200 | 6 760 | 5 | 1 197 | 1 | 8 541 | 6 | 253 783 | 1 991 882 | 21 | 12.3 | |
| BOEING 747-200B COMBI | 1 315 | - | 229 | - | 1 654 | - | 44 334 | 358 896 | 4 | 11.4 | |
| BOEING 747-400 | 3 849 | - | 754 | - | 5 034 | - | 140 998 | 1 193 947 | 13 | 12.7 | |
| BOEING 757-200 | 11 412 | 23 | 7 761 | 43 | 18 042 | 46 | 1 165 442 | 2 150 999 | 56 | 9.3 | |
| BOEING 767-200 | 2 506 | - | 977 | - | 3 676 | - | 234 616 | 647 799 | 10 | 11.0 | |
| BOEING 767-300 | 450 | - | 708 | - | 1 050 | - | 141 767 | 89 747 | 5 | 6.4 | |
| BOEING 767-300ER | 276 | - | 96 | - | 417 | - | 5 854 | 31 153 | - | - | |
| BRITISH AEROSPACE ATP | 835 | - | 2 925 | - | 2 847 | - | 110 615 | 34 088 | 16 | 5.9 | |
| CANADAIR CL-44 | - | 21 | - | 11 | - | 44 | - | - | 1 | 2.0 | |
| CESSNA 310 | - | - | - | - | - | - | - | - | 1 | - | |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | 3 | 0.4 | |
| DE HAVILLAND DHC-6 TWIN OTTER | 112 | - | 628 | - | 536 | - | 6 348 | 1 257 | 4 | 4.3 | |
| DE HAVILLAND DHC-7 DASH-7 | 641 | - | 2 158 | - | 2 292 | - | 31 318 | 14 726 | 11 | 5.7 | |
| DORNIER 228-100/200 | 46 | - | 176 | - | 168 | - | 1 642 | 435 | 1 | 5.3 | |
| DOUGLAS DC3/C47 DAKOTA | 1 | - | 6 | 1 | 6 | 2 | 180 | 23 | 1 | 0.1 | |
| DOUGLAS DC6/6A/6B/6C | - | 16 | - | 23 | - | 42 | - | - | 2 | 0.4 | |
| EMBRAER EMB110 BANDEIRANTE | 101 | - | 380 | - | 319 | - | 1 665 | 584 | 4 | 3.9 | |
| FOKKER F27 100-600 | 1 051 | 33 | 3 624 | 87 | 3 653 | 117 | 97 620 | 30 978 | 21 | 5.7 | |
| FOKKER 100 | 428 | - | 707 | - | 974 | - | 48 994 | 31 528 | 4 | 5.8 | |
| GULF AMERICAN GULFSTREAM I | 142 | 15 | 342 | 45 | 429 | 41 | 1 492 | 2 163 | 7 | 1.8 | |
| HANDLEY PAGE HERALD 200 | - | 182 | 1 | 620 | 1 | 706 | - | - | 11 | 2.2 | |

Aircraft Type and Utilisation: All Airlines
July 1990

Table 12.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avg Daily |
|--------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | Per A/C |
| | | | | | | | | | Jun 1990 | Qtr Ended |
| | | | | | | | | | | Jun 1990 |
| LOCKHEED L-1011-1/100 TRISTAR | 1 957 | - | 677 | - | 2 668 | - | 136 320 | 553 678 | 8 | 8.0 |
| LOCKHEED L1011-200 TRISTAR | 1 787 | 5 | 416 | 1 | 2 404 | 6 | 62 738 | 332 469 | 8 | 10.5 |
| MBB B0105 | 7 | - | 287 | - | 35 | - | 318 | 8 | 8 | 0.2 |
| MCDONNELL DOUGLAS DC-10-10 | - | - | - | - | - | - | - | - | - | - |
| MCDONNELL-DOUGLAS DC10-30 | 2 370 | - | 450 | - | 3 014 | - | 68 175 | 441 337 | 8 | 12.7 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 672 | - | 1 622 | - | 1 797 | - | 104 832 | 45 393 | 8 | 6.9 |
| MCDONNELL-DOUGLAS DC9-10/15 | 532 | - | 1 357 | - | 1 311 | - | 60 271 | 24 418 | 6 | 7.2 |
| PARTENAVIA P68B/C | - | - | - | - | - | - | - | - | - | - |
| PILATUS BN-2A ISLANDER | 80 | - | 1 677 | - | 415 | - | 9 622 | 458 | 11 | 1.2 |
| PILATUS BN-2A MKIII TRISLANDER | 137 | 2 | 2 095 | 8 | 659 | 8 | 22 618 | 1 529 | 11 | 2.9 |
| SHORTS BELFAST | - | 82 | - | 47 | - | 197 | - | - | 3 | 1.8 |
| SHORTS 330 | 70 | 12 | 307 | 95 | 259 | 60 | 3 965 | 937 | 5 | 1.8 |
| SHORTS 360 | 833 | 31 | 3 771 | 69 | 3 470 | 110 | 81 679 | 18 868 | 13 | 9.8 |
| SIKORSKY S61N | 607 | - | 6 605 | - | 3 111 | - | 74 605 | 6 843 | 30 | 3.5 |
| SIKORSKY S76 SPIRIT | 406 | 3 | 5 350 | 18 | 1 634 | 10 | 26 158 | 2 036 | 22 | 1.8 |
| VICKERS VISCOUNT 800 | 158 | 123 | 490 | 300 | 517 | 378 | 17 727 | 6 641 | 13 | 2.1 |
| V953C MERCHANTMAN | - | 138 | - | 368 | - | 386 | - | - | 5 | 1.8 |
| WESTLAND 30 SRS 100 | 1 | - | 24 | - | 8 | - | 215 | 13 | 3 | - |
| TOTAL | 83 803 | 1 283 | 105 806 | 2 572 | 152 120 | 3 286 | 6 273 164 | 13 868 973 | 714 | 6.5 |

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

(b) Excludes passengers uplifted on sub-charter operations

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

Aircraft Type and Utilisation: Individual Airlines
July 1990 (a) (b) (c)

Table 12.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily | |
|--------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-------------|-------------|-----------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation | Per A/C |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | (Hours) | Qtr Ended |
| | | | | | | | | | Jun 1990 | | Jun 1990 |
| ABERDEEN AIRWAYS | | | | | | | | | | | |
| BAE (HS) 748 | 71 | - | 262 | - | 223 | - | 4 895 | 1 893 | 2 | 2.2 | |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | 4 | 0.2 | |
| GULF AMERICAN GULFSTREAM I | 28 | 15 | 104 | 41 | 113 | 41 | 191 | 270 | 2 | 1.1 | |
| TOTAL | 99 | 15 | 366 | 41 | 336 | 41 | 5 086 | 2 163 | 8 | 0.9 | |
| AIR BRIDGE CARRIERS | | | | | | | | | | | |
| V953C MERCHANTMAN | - | 138 | - | 368 | - | 386 | - | - | 5 | 1.8 | |
| TOTAL | - | 138 | - | 368 | - | 386 | - | - | 5 | 1.8 | |
| AIR EUROPE | | | | | | | | | | | |
| BOEING 737-300 | 1 347 | - | 1 073 | - | 2 458 | - | 119 253 | 158 247 | 9 | 7.0 | |
| BOEING 737-400 | 1 110 | - | 588 | - | 1 741 | - | 89 010 | 172 213 | 5 | 11.7 | |
| BOEING 757-200 | 1 976 | - | 854 | - | 2 846 | - | 142 883 | 388 349 | 4 | 12.6 | |
| FOKKER 100 | 428 | - | 707 | - | 974 | - | 48 994 | 31 528 | 4 | 5.8 | |
| SHORTS 360 | 349 | 31 | 1 127 | 69 | 1 427 | 110 | 24 981 | 8 379 | - | - | |
| TOTAL | 5 209 | 31 | 4 349 | 69 | 9 445 | 110 | 425 121 | 758 716 | 22 | 10.6 | |
| AIR FOYLE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | 132 | - | 289 | - | 303 | - | - | 3 | 3.9 | |
| BAE 146 SERIES 300 | - | 22 | - | 39 | - | 48 | - | - | - | - | |
| TOTAL | - | 153 | - | 328 | - | 350 | - | - | 3 | 3.9 | |
| AIR SARNIA | | | | | | | | | | | |
| PARTENAVIA P68C | 2 | - | 24 | - | 12 | - | 59 | 6 | .. | .. | |
| PILATUS BN-2A ISLANDER | - | - | - | - | - | - | - | - | .. | .. | |
| PILATUS BN-2A MKIII TRISLANDER | 25 | - | 268 | - | 125 | - | 1 703 | 177 | .. | .. | |
| TOTAL | 27 | - | 292 | - | 136 | - | 1 762 | 182 | .. | .. | |
| AIR UK | | | | | | | | | | | |
| BAE 146 SERIES 100 | 168 | - | 530 | - | 441 | - | 25 084 | 8 826 | 2 | 6.7 | |
| BAE 146 SERIES 200/QT | 344 | - | 734 | - | 748 | - | 31 455 | 20 413 | 3 | 7.8 | |
| BAE 146 SERIES 300 | 453 | - | 950 | - | 1 042 | - | 51 692 | 28 921 | 4 | 8.5 | |
| FOKKER F27 100-600 | 906 | - | 3 062 | - | 3 135 | - | 80 929 | 25 460 | 16 | 5.9 | |
| SHORTS 360 | 56 | - | 196 | - | 229 | - | 3 203 | 891 | 2 | 6.3 | |
| TOTAL | 1 927 | - | 5 472 | - | 5 595 | - | 192 363 | 84 511 | 27 | 6.6 | |
| AIR UK LEISURE | | | | | | | | | | | |
| BOEING 737-400 | 826 | - | 392 | - | 1 453 | - | 60 847 | 131 983 | 3 | 7.6 | |
| TOTAL | 826 | - | 392 | - | 1 453 | - | 60 847 | 131 983 | 3 | 7.6 | |

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avg Daily |
|--------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | Per A/C |
| | | | | | | | | | Jun 1990 | (Hours) |
| | | | | | | | | | Qtr Ended | Jun 1990 |
| AIR WIGHT | | | | | | | | | | |
| PIPER PA23 AZTEC/APACHE | - | - | - | - | - | - | - | - | .. | .. |
| PIPER PA31/31P NAVAJO CHIEFTN | - | - | - | - | - | - | - | - | .. | .. |
| TOTAL | - | - | - | - | - | - | - | - | .. | .. |
| AIR 2000 | | | | | | | | | | |
| BOEING 737-300 | 339 | - | 154 | - | 500 | - | 22 018 | 49 141 | 1 | 14.9 |
| BOEING 757-200 | 2 788 | - | 1 048 | - | 3 859 | - | 199 499 | 620 831 | 9 | 13.7 |
| TOTAL | 3 127 | - | 1 202 | - | 4 359 | - | 221 517 | 669 972 | 10 | 13.8 |
| ANGLO CARGO | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | - | 45 | - | 84 | - | 126 | - | - | 2 | 3.7 |
| BOEING 707 ALL SERIES | - | 232 | - | 61 | - | 307 | - | - | 2 | 5.9 |
| TOTAL | - | 277 | - | 145 | - | 433 | - | - | 4 | 5.2 |
| ATLANTIC AIR TRANSPORT | | | | | | | | | | |
| CESSNA 310 | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC3/C47 DAKOTA | 1 | - | 6 | 1 | 6 | 2 | 180 | 23 | 1 | 0.1 |
| DOUGLAS DC6/6A/6B/6C | - | 16 | - | 23 | - | 42 | - | - | 2 | 0.4 |
| TOTAL | 1 | 16 | 6 | 24 | 6 | 44 | - | 23 | 5 | 0.3 |
| AURIGNY AIR SERVICES | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 8 | - | 94 | - | 41 | - | 311 | 28 | 1 | 1.0 |
| PILATUS BN-2A MKIII TRISLANDER | 137 | - | 2 095 | - | 659 | - | 22 618 | 1 529 | 9 | 2.6 |
| SHORTS 360 | 24 | - | 437 | - | 121 | - | 9 493 | 358 | 1 | 2.2 |
| TOTAL | 170 | - | 2 626 | - | 821 | - | 32 422 | 1 915 | 11 | 2.5 |
| BERLIN EUROPEAN UK | | | | | | | | | | |
| BOEING 737-300 | 450 | - | 208 | - | 701 | - | 10 255 | 56 985 | 2 | 9.3 |
| TOTAL | 450 | - | 208 | - | 701 | - | 10 255 | 56 985 | 2 | 9.3 |
| BIRMINGHAM EUROPEAN AIRWAYS | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 422 | - | 603 | - | 794 | - | 20 223 | 15 002 | 5 | 4.3 |
| BAE(HP) JETSTREAM 31 | - | - | - | - | - | - | - | - | 3 | 0.7 |
| GULF AMERICAN GULFSTREAM I | 114 | - | 238 | - | 316 | - | 1 301 | 1 893 | 3 | 3.4 |
| TOTAL | 536 | - | 841 | - | 1 110 | - | 21 524 | 16 895 | 11 | 3.1 |

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily | |
|-------------------------------|---------------|------------|---------------|------------|----------------|------------|----------------|------------------|-------------|-------------|-----------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation | Per A/C |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | (Hours) | Qtr Ended |
| | | | | | | | | | Jun 1990 | Jun 1990 | Jun 1990 |
| BOND HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 220 | 3 | 1 898 | 12 | 879 | 14 | 25 244 | 2 926 | 9 | 3.0 | |
| AEROSPATIALE SA365 DAUPHIN | 316 | 9 | 8 323 | 209 | 1 263 | 36 | 34 761 | 1 320 | 14 | 2.9 | |
| MBB BO105 | 7 | - | 287 | - | 35 | - | 318 | 8 | 8 | 0.2 | |
| SIKORSKY S76 SPIRIT | 186 | 3 | 1 845 | 18 | 687 | 10 | 10 089 | 1 019 | 9 | 2.3 | |
| TOTAL | 729 | 15 | 12 353 | 239 | 2 863 | 60 | 70 412 | 5 273 | 40 | 2.3 | |
| BRISTOW HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 828 | - | 3 711 | - | 3 450 | - | 41 937 | 9 357 | 24 | 3.9 | |
| BELL MODEL 214ST | 73 | - | 959 | - | 317 | - | 9 864 | 751 | 3 | 3.0 | |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | 2 | - | |
| BELL 212/412 | 123 | - | 4 962 | - | 822 | - | 29 332 | 727 | 6 | 4.0 | |
| SIKORSKY S61N | 191 | - | 1 422 | - | 1 160 | - | 18 013 | 2 419 | 15 | 3.1 | |
| SIKORSKY S76 SPIRIT | 197 | - | 3 383 | - | 856 | - | 15 445 | 899 | 9 | 1.9 | |
| TOTAL | 1 412 | - | 14 437 | - | 6 607 | - | 114 591 | 14 153 | 59 | 3.2 | |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 737-200 | 5 884 | - | 3 382 | - | 9 443 | - | 413 086 | 729 908 | 25 | 10.8 | |
| BOEING 737-300 | 1 804 | - | 976 | - | 2 856 | - | 133 406 | 252 679 | 7 | 10.6 | |
| BOEING 767-200 | 2 506 | - | 977 | - | 3 676 | - | 234 616 | 647 799 | 10 | 11.0 | |
| TOTAL | 10 194 | - | 5 335 | - | 15 975 | - | 781 108 | 1 630 386 | 42 | 10.8 | |
| BRITISH AIR FERRIES | | | | | | | | | | | |
| FOKKER F27 100-600 | - | 13 | - | 44 | - | 54 | - | - | 1 | 1.6 | |
| HANDLEY PAGE HERALD 200 | - | 50 | 1 | 82 | 1 | 172 | - | - | 3 | 1.9 | |
| VICKERS VISCOUNT 800 | 158 | 123 | 489 | 300 | 517 | 378 | 17 678 | 6 631 | 13 | 2.1 | |
| TOTAL | 158 | 186 | 490 | 426 | 518 | 604 | 17 678 | 6 631 | 17 | 2.1 | |

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily | |
|---|---------------|-----------|---------------|-----------|----------------|-----------|------------------|------------------|-------------|-------------|------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation | Per A/C |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | Qtr Ended | (Hours) |
| | | | | | | | | | Jun 1990 | Jun 1990 | |
| BRITISH AIRWAYS AND CALEDONIAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 841 | - | 991 | - | 1 623 | - | 112 021 | 93 968 | 8 | | 6.4 |
| BAC/AEROSPATIALE CONCORDE | 948 | - | 195 | - | 672 | - | 9 224 | 51 081 | 7 | | 3.1 |
| BAE (HS) 748 | 303 | 9 | 1 236 | 34 | 1 138 | 33 | 33 322 | 9 376 | 9 | | 4.0 |
| BAE(BAC)1-11-500 SERIES | 2 212 | - | 3 494 | - | 4 743 | - | 215 126 | 148 205 | 34 | | 4.4 |
| BOEING 737-200 | 4 445 | - | 5 622 | - | 8 908 | - | 450 144 | 366 859 | 43 | | 6.8 |
| BOEING 737-300 | 480 | - | 896 | - | 1 035 | - | 66 952 | 37 498 | 4 | | 8.2 |
| BOEING 747-100/100F | 4 422 | 6 | 880 | 1 | 5 724 | 8 | 198 817 | 1 324 229 | 16 | | 12.5 |
| BOEING 747-200 | 5 004 | 5 | 936 | 1 | 6 345 | 6 | 180 670 | 1 484 461 | 16 | | 12.2 |
| BOEING 747-200B COMBI | 1 315 | - | 229 | - | 1 654 | - | 44 334 | 358 896 | 4 | | 11.4 |
| BOEING 747-400 | 3 849 | - | 754 | - | 5 034 | - | 140 998 | 1 193 947 | 13 | | 12.7 |
| BOEING 757-200 | 4 295 | 23 | 5 001 | 43 | 8 077 | 46 | 666 720 | 629 541 | 36 | | 7.0 |
| BOEING 767-300 | 450 | - | 708 | - | 1 050 | - | 141 767 | 89 747 | 5 | | 6.4 |
| BOEING 767-300ER | 276 | - | 96 | - | 417 | - | 5 854 | 31 153 | - | | - |
| BRITISH AEROSPACE ATP | 381 | - | 1 140 | - | 1 228 | - | 44 521 | 15 769 | 8 | | 5.4 |
| LOCKHEED L-1011-1/100 TRISTAR | 1 957 | - | 677 | - | 2 668 | - | 136 320 | 553 678 | 8 | | 8.0 |
| LOCKHEED L1011-200 TRISTAR | 1 787 | 5 | 416 | 1 | 2 404 | 6 | 62 738 | 332 469 | 8 | | 10.5 |
| MCDONNELL-DOUGLAS DC10-30 | 2 370 | - | 450 | - | 3 014 | - | 68 175 | 441 337 | 8 | | 12.7 |
| TOTAL | 35 335 | 48 | 23 721 | 80 | 55 732 | 99 | 2 577 703 | 7 162 215 | 227 | | 7.7 |
| BRITISH INDEPENDENT AIRWAYS | | | | | | | | | | | |
| BAE (HS) 748 | 66 | - | 365 | - | 266 | - | 4 964 | 1 866 | 2 | | 1.6 |
| TOTAL | 66 | - | 365 | - | 266 | - | 4 964 | 1 866 | 2 | | 1.6 |
| BRITISH INTERNATIONAL HELIS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 186 | - | 853 | - | 743 | - | 10 160 | 2 215 | 5 | | 4.5 |
| SIKORSKY S76 SPIRIT | 23 | - | 122 | - | 91 | - | 624 | 118 | 15 | | 3.9 |
| SIKORSKY S61N | 416 | - | 5 183 | - | 1 951 | - | 56 592 | 4 424 | 4 | | 0.5 |
| WESTLAND 30 SRS 100 | 1 | - | 24 | - | 8 | - | 215 | 13 | 3 | | - |
| TOTAL | 627 | - | 6 182 | - | 2 793 | - | 67 591 | 6 770 | 27 | | 3.3 |
| BRITISH MIDLAND | | | | | | | | | | | |
| BOEING 737-300 | 994 | - | 1 323 | - | 2 008 | - | 110 577 | 104 459 | 6 | | 10.5 |
| BOEING 737-400 | 401 | - | 729 | - | 911 | - | 71 961 | 40 302 | 3 | | 8.8 |
| BRITISH AEROSPACE ATP | 172 | - | 739 | - | 736 | - | 21 557 | 6 096 | 3 | | 8.0 |
| DE HAVILLAND DHC-7 DASH-7 | 164 | - | 499 | - | 591 | - | - | 2 784 | - | | - |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 672 | - | 1 622 | - | 1 797 | - | 104 832 | 45 393 | 8 | | 6.9 |
| MCDONNELL-DOUGLAS DC9-10/15 | 532 | - | 1 357 | - | 1 311 | - | 60 271 | 24 418 | 6 | | 7.2 |
| TOTAL | 2 934 | - | 6 269 | - | 7 354 | - | 369 198 | 223 453 | 26 | | 8.2 |

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avg Daily |
|--------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|-----------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | Per A/C |
| | | | | | | | | | Jun 1990 | (Hours) |
| BRYMON AIRWAYS | | | | | | | | | | |
| DE HAVILLAND DHC-6 TWIN OTTER | 28 | - | 161 | - | 128 | - | 1 698 | 328 | 1 | 3.6 |
| DE HAVILLAND DHC-7 DASH-7 | 405 | - | 1 434 | - | 1 430 | - | 27 461 | 10 712 | 7 | 6.8 |
| TOTAL | 433 | - | 1 595 | - | 1 558 | - | 29 159 | 11 040 | 8 | 6.4 |
| BUSINESS AIR LIMITED | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 39 | - | 135 | - | 87 | - | 485 | 225 | 3 | 1.4 |
| SHORTS 360 | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 39 | - | 135 | - | 87 | - | 485 | 225 | 4 | 1.1 |
| CAPITAL AIRLINES | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | - | - | - | - | - | - | - | .. | .. |
| SHORTS 360 | - | - | - | - | - | - | - | - | .. | .. |
| TOTAL | - | - | - | - | - | - | - | - | .. | .. |
| CHANNEL EXPRESS (AIR SERVICES) | | | | | | | | | | |
| FOKKER F27 100-600 | - | 20 | - | 43 | - | 63 | - | - | 1 | 1.9 |
| HANDLEY PAGE HERALD 200 | - | 132 | - | 538 | - | 534 | - | - | 8 | 2.2 |
| TOTAL | - | 151 | - | 581 | - | 597 | - | - | 9 | 2.2 |
| DAN AIR | | | | | | | | | | |
| AIRBUS A300B4/100/200 | 300 | - | 142 | - | 425 | - | 43 376 | 92 200 | 1 | 9.5 |
| BAE (HS) 748 | 185 | 33 | 402 | 72 | 613 | 110 | 2 135 | 6 175 | 7 | 3.1 |
| BAE 146 SERIES 100 | 305 | - | 598 | - | 685 | - | - | 20 906 | 3 | 7.4 |
| BAE 146 SERIES 300 | 107 | - | 238 | - | 266 | - | 2 086 | 9 765 | 1 | 8.0 |
| BAE(BAC)1-11-200 SERIES | 145 | - | 264 | - | 332 | - | - | 8 517 | 2 | 5.2 |
| BAE(BAC)1-11-300/400/475 | 309 | - | 481 | - | 652 | - | 139 | 18 999 | 3 | 7.1 |
| BAE(BAC)1-11-500 SERIES | 1 828 | - | 1 808 | - | 3 418 | - | 92 867 | 177 619 | 12 | 7.9 |
| BOEING 727-100/100C | 549 | - | 274 | - | 762 | - | 37 614 | 76 067 | 2 | 5.5 |
| BOEING 727-200/200 ADVANCED | 2 360 | - | 1 265 | - | 3 379 | - | 190 474 | 402 169 | 10 | 11.5 |
| BOEING 737-200 | 1 054 | - | 521 | - | 1 534 | - | 57 538 | 126 389 | 4 | 11.3 |
| BOEING 737-300 | 311 | - | 270 | - | 551 | - | 10 529 | 33 431 | 2 | 8.5 |
| BOEING 737-400 | 935 | - | 458 | - | 1 369 | - | 69 636 | 147 058 | 3 | 12.3 |
| TOTAL | 8 388 | 33 | 6 721 | 72 | 13 985 | 110 | 506 394 | 1 119 296 | 50 | 8.1 |
| GB AIRWAYS T/A GIBAIR | | | | | | | | | | |
| BOEING 737-200 | 413 | - | 247 | - | 631 | - | 22 746 | 38 927 | 2 | 9.2 |
| PILATUS BN-2A MKIII TRISLANDER | - | - | - | - | - | - | - | - | 1 | 1.2 |
| TOTAL | 413 | - | 247 | - | 631 | - | 22 746 | 38 927 | 3 | 6.5 |

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily |
|--------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | Per A/C |
| | | | | | | | | | Jun 1990 | (Hours) |
| | | | | | | | | | Qtr Ended | Jun 1990 |
| GILLAIR | | | | | | | | | | |
| SHORTS 330 | 70 | - | 307 | - | 259 | - | 3 965 | 937 | 4 | 1.7 |
| TOTAL | 70 | - | 307 | - | 259 | - | 3 965 | 937 | 4 | 1.7 |
| HEAVYLIFT CARGO AIRLINES | | | | | | | | | | |
| CANADAIR CL-44 | - | 21 | - | 11 | - | 44 | - | - | 1 | 2.0 |
| SHORTS BELFAST | - | 82 | - | 47 | - | 197 | - | - | 3 | 1.8 |
| TOTAL | - | 103 | - | 58 | - | 241 | - | - | 4 | 1.9 |
| INTER EUROPEAN AIRWAYS | | | | | | | | | | |
| BOEING 737-300 | 911 | - | 413 | - | 1 331 | - | 52 138 | 125 548 | 3 | 11.8 |
| TOTAL | 911 | - | 413 | - | 1 331 | - | 52 138 | 125 548 | 3 | 11.8 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 42 | - | 847 | - | 212 | - | 5 577 | 273 | 5 | 1.3 |
| TOTAL | 42 | - | 847 | - | 212 | - | 5 577 | 273 | 5 | 1.3 |
| JANES AVIATION | | | | | | | | | | |
| DOUGLAS DC3/C47 DAKOTA | - | - | - | - | - | - | - | - | - | 0.1 |
| PILATUS BN-2A MKIII TRISLANDER | - | 2 | - | 8 | - | 8 | - | - | 1 | - |
| SHORTS 330 | - | 12 | - | 95 | - | 60 | - | - | 1 | 2.0 |
| TOTAL | - | 14 | - | 103 | - | 68 | - | - | 2 | 1.0 |
| JERSEY EUROPEAN AIRWAYS | | | | | | | | | | |
| BAE (HS) 748 | 148 | - | 1 070 | - | 652 | - | 26 065 | 4 796 | 3 | 6.0 |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 1.6 |
| FOKKER F27 100-600 | 146 | - | 562 | - | 518 | - | 16 691 | 5 519 | 3 | 6.4 |
| SHORTS 360 | 57 | - | 271 | - | 261 | - | 4 818 | 1 362 | 1 | 6.1 |
| TOTAL | 351 | - | 1 903 | - | 1 432 | - | 47 574 | 11 676 | 7 | 5.7 |
| LOGANAIR | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 161 | - | 295 | - | 368 | - | 14 685 | 12 549 | 2 | 7.0 |
| BRITISH AEROSPACE ATP | 111 | - | 318 | - | 387 | - | 12 433 | 4 647 | 2 | 6.1 |
| DE HAVILLAND DHC-6 TWIN OTTER | 84 | - | 467 | - | 408 | - | 4 650 | 928 | 3 | 4.6 |
| PILATUS BN-2A ISLANDER | 30 | - | 736 | - | 162 | - | 3 734 | 157 | 5 | 1.0 |
| SHORTS 360 | 216 | - | 1 050 | - | 953 | - | 22 807 | 4 792 | 5 | 4.9 |
| TOTAL | 602 | - | 2 866 | - | 2 278 | - | 58 309 | 23 073 | 17 | 4.1 |

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily |
|---------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | Per A/C |
| | | | | | | | | | Jun 1990 | (Hours) |
| LONDON CITY AIRWAYS | | | | | | | | | | |
| DE HAVILLAND DHC-7 DASH-7 | 72 | - | 225 | - | 271 | - | 3 857 | 1 230 | 4 | 3.7 |
| TOTAL | 72 | - | 225 | - | 271 | - | 3 857 | 1 230 | 4 | 3.7 |
| MANX AIRLINES | | | | | | | | | | |
| BAE 146 SERIES 100 | 78 | - | 206 | - | 153 | - | 12 740 | 4 810 | 1 | 4.8 |
| BRITISH AEROSPACE ATP | 171 | - | 726 | - | 495 | - | 32 104 | 7 565 | 3 | 4.6 |
| SHORTS 360 | 132 | - | 690 | - | 479 | - | 16 377 | 3 084 | 3 | 4.1 |
| TOTAL | 382 | - | 1 622 | - | 1 127 | - | 61 221 | 15 459 | 7 | 4.4 |
| MCALPINE AVIATION | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 9 | - | 5 | - | 13 | - | 87 | 148 | 1 | 0.2 |
| TOTAL | 9 | - | 5 | - | 13 | - | 87 | 148 | 1 | 0.2 |
| MONARCH AIRLINES | | | | | | | | | | |
| AIRBUS A300-600/600R | 607 | - | 283 | - | 863 | - | 99 267 | 204 888 | 2 | 12.6 |
| BOEING 737-300 | 1 539 | - | 1 509 | - | 3 314 | - | 67 585 | 179 065 | 9 | 9.3 |
| BOEING 757-200 | 2 354 | - | 858 | - | 3 261 | - | 156 340 | 512 278 | 7 | 13.8 |
| TOTAL | 4 500 | - | 2 650 | - | 7 438 | - | 323 192 | 896 231 | 18 | 11.4 |
| NATIONAL COMMUTER AIRWAYS | | | | | | | | | | |
| SHORTS 360 | - | - | - | - | - | - | - | - | .. | .. |
| TOTAL | - | - | - | - | - | - | - | - | .. | .. |
| NOVAIR INTERNATIONAL | | | | | | | | | | |
| BOEING 737-400 | - | - | - | - | - | - | - | - | .. | .. |
| MCDONNELL-DOUGLAS | - | - | - | - | - | - | - | - | .. | .. |
| TOTAL | - | - | - | - | - | - | - | - | .. | .. |
| PARAMOUNT AIRWAYS | | | | | | | | | | |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | 6.6 |
| TOTAL | - | - | - | - | - | - | - | - | - | 6.6 |
| PRINCESS AIR PLC | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 155 | - | 130 | - | 280 | - | 10 757 | 12 922 | 1 | 8.0 |
| TOTAL | 155 | - | 130 | - | 280 | - | 10 757 | 12 922 | 1 | 8.0 |

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avg Daily |
|-----------------------------|-------------|-------|---------------|-------|----------------|-------|------------|------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr Ended | Per A/C |
| | | | | | | | | | Jun 1990 | (Hours) |
| REGION AIRWAYS | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 61 | - | 245 | - | 231 | - | 1 180 | 359 | 1 | 11.7 |
| TOTAL | 61 | - | 245 | - | 231 | - | 1 180 | 359 | 1 | 11.7 |
| RYANAIR-EUROPE | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 23 | - | 24 | - | 44 | - | 967 | 1 626 | 1 | - |
| BAE(BAC)1-11-500 SERIES | 423 | - | 336 | - | 750 | - | 24 768 | 35 064 | 3 | 5.0 |
| TOTAL | 447 | - | 360 | - | 793 | - | 25 735 | 36 690 | 4 | 3.7 |
| SCOTTISH EUROPEAN AIRWAYS | | | | | | | | | | |
| BAE (HS) 748 | - | - | - | - | - | - | - | - | .. | .. |
| TOTAL | - | - | - | - | - | - | - | - | .. | .. |
| SUCKLING AIRWAYS | | | | | | | | | | |
| DORNIER 228-100/200 | 46 | - | 176 | - | 168 | - | 1 642 | 435 | 1 | 5.3 |
| TOTAL | 46 | - | 176 | - | 168 | - | 1 642 | 435 | 1 | 5.3 |
| TRADEWINDS AIRWAYS | | | | | | | | | | |
| BOEING 707 ALL SERIES | - | 103 | - | 38 | - | 144 | - | - | 1 | 7.4 |
| TOTAL | - | 103 | - | 38 | - | 144 | - | - | 1 | 7.4 |
| TRANS EUROPEAN AIRWAYS (UK) | | | | | | | | | | |
| BOEING 737-200 | 343 | - | 144 | - | 506 | - | 17 916 | 42 221 | 1 | 12.6 |
| BOEING 737-300 | 602 | - | 283 | - | 932 | - | 31 440 | 81 507 | 2 | 11.8 |
| TOTAL | 945 | - | 427 | - | 1 438 | - | 49 356 | 123 729 | 3 | 12.1 |
| VIRGIN ATLANTIC AIRWAYS | | | | | | | | | | |
| BOEING 747-100/100F | 379 | - | 54 | - | 468 | - | 24 068 | 169 423 | 1 | 14.9 |
| BOEING 747-200 | 1 756 | - | 261 | - | 2 195 | - | 73 113 | 507 422 | 5 | 12.6 |
| TOTAL | 2 135 | - | 315 | - | 2 664 | - | 97 181 | 676 844 | 6 | 12.8 |
| GRAND TOTAL | 83 803 | 1 283 | 105 806 | 2 572 | 152 120 | 3 286 | 6 273 164 | 13 868 973 | 714 | 6.5 |

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

(b) Excludes passengers uplifted on sub-charter operations

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

Passengers Uplifted on Domestic Routes For July 1990 (a) (b)

Table 13

| | | |
|--------------|---------------------------|---------|
| Heathrow | Aberdeen | 40 260 |
| | Belfast | 107 231 |
| | Birmingham | 8 350 |
| | Channel Islands (c) | 37 104 |
| | East Midlands | 5 677 |
| | Edinburgh | 128 343 |
| | Glasgow | 114 688 |
| | Humberside | 2 614 |
| | Inverness | 12 226 |
| | Isle of Man | 11 485 |
| | Leeds/Bradford | 19 685 |
| | Liverpool | 8 687 |
| | Manchester | 79 439 |
| | Newcastle | 33 068 |
| | Newquay | 3 807 |
| | Plymouth | 3 298 |
| | Tees-Side | 17 490 |
| Gatwick | Aberdeen | 8 874 |
| | Belfast | 8 434 |
| | Birmingham | 1 739 |
| | Channel Islands (c) | 29 969 |
| | Edinburgh | 21 466 |
| | Exeter | 889 |
| | Glasgow | 22 302 |
| | Inverness | 1 974 |
| | Manchester | 17 405 |
| | Newcastle | 7 347 |
| | Plymouth | 1 265 |
| Luton | Belfast | 14 184 |
| | Channel Islands (c) | 3 678 |
| | Isle of Man | 2 770 |
| Southend | Channel Islands (c) | 2 966 |
| Stansted | Aberdeen | 26 |
| | Channel Islands (c) | 8 040 |
| | Edinburgh | 3 294 |
| | Glasgow | 2 248 |
| Aberdeen | Birmingham | 2 455 |
| | Channel Islands (c) | 884 |
| | Dundee | 5 |
| | East Midlands | 960 |
| | Edinburgh | 1 574 |
| | Glasgow | 2 783 |
| | Humberside | 2 325 |
| | Inverness | 109 |
| | Kirkwall | 3 205 |
| | Leeds/Bradford | 632 |
| | Manchester | 7 058 |
| | Newcastle | 1 605 |
| | Norwich | 3 558 |
| | Other Scottish Aerodromes | 5 458 |
| Belfast | Sumburgh | 20 615 |
| | Tees-Side | 1 736 |
| | Birmingham | 10 463 |
| | Channel Islands (c) | 6 555 |
| | East Midlands | 6 855 |
| | Glasgow | 4 681 |
| | Leeds/Bradford | 8 416 |
| | Manchester | 11 404 |
| Belfast City | Birmingham | 3 004 |
| | Blackpool | 5 899 |
| | Bristol | 2 220 |
| | Cardiff | 841 |
| | Channel Islands (c) | 1 613 |
| | Edinburgh | 5 461 |
| | Exeter | 1 827 |
| | Glasgow | 6 607 |
| | Isle of Man | 5 821 |
| | Liverpool | 5 741 |
| | Manchester | 7 168 |
| | Newcastle | 2 561 |
| | Southampton | 1 112 |

Passengers Uplifted on Domestic Routes For July 1990

Table 13

| | | |
|---------------------|---------------------------|--------|
| Birmingham | Channel Islands (c) | 15 618 |
| | Edinburgh | 11 281 |
| | Glasgow | 12 198 |
| | Isle of Man | 3 518 |
| | Newcastle | 1 206 |
| Blackpool | Channel Islands (c) | 622 |
| | Isle of Man | 4 350 |
| Bournemouth | Channel Islands (c) | 7 715 |
| Bristol | Channel Islands (c) | 3 526 |
| | Isles of Scilly-St. Marys | 96 |
| | Manchester | 1 024 |
| Cambridge | Manchester | 744 |
| Cardiff Wales | Channel Islands (c) | 1 219 |
| | Glasgow | 522 |
| | Liverpool | 206 |
| Channel Islands (c) | Bristol | 562 |
| | Channel Islands (c) | 25 448 |
| | East Midlands | 13 764 |
| | Edinburgh | 2 011 |
| | Exeter | 8 595 |
| | Glasgow | 10 422 |
| | Humberside | 1 094 |
| | Leeds/Bradford | 4 351 |
| | Liverpool | 2 632 |
| | London City | 1 273 |
| | Manchester | 22 094 |
| | Newcastle | 2 833 |
| | Norwich | 3 052 |
| | Plymouth | 2 960 |
| | Southampton | 40 471 |
| | Tees-Side | 2 233 |
| Dundee | Manchester | 224 |
| East Midlands | Edinburgh | 2 207 |
| | Glasgow | 7 052 |
| Edinburgh | Glasgow | 54 |
| | Kirkwall | 876 |
| | Leeds/Bradford | 2 487 |
| | Manchester | 8 473 |
| | Norwich | 1 525 |
| | Other Scottish Aerodromes | 1 217 |
| | Sumburgh | 435 |
| Exeter | Isles of Scilly-St. Marys | 87 |
| | Manchester | 916 |
| | Plymouth | 18 |
| Glasgow | Inverness | 1 221 |
| | Isle of Man | 3 835 |
| | Kirkwall | 467 |
| | Leeds/Bradford | 1 198 |
| | Liverpool | 416 |
| | Londonderry | 1 678 |
| | Manchester | 9 242 |
| | Other Scottish Aerodromes | 9 927 |
| | Sumburgh | 657 |
| Humberside | Norwich | 295 |
| | Tees-Side | 10 |
| Inverness | Kirkwall | 494 |
| | Manchester | 938 |
| | Other Scottish Aerodromes | 2 122 |
| | Sumburgh | 451 |
| Isle of Man | Leeds/Bradford | 266 |
| | Liverpool | 11 929 |
| | Manchester | 6 956 |
| | Newcastle | 274 |

Passengers Uplifted on Domestic Routes For July 1990

Table 13

| | | |
|---------------------------|---------------------------|-------|
| Isles of Scilly-St. Marys | Lands End (St Just) | 5 577 |
| | Penzance Heliport | 9 412 |
| | Plymouth | 898 |
| Isles of Scilly-Tresco | Penzance Heliport | 2 512 |
| Kirkwall | Other Scottish Aerodromes | 3 137 |
| | Sumburgh | 1 134 |
| Leeds/Bradford | Norwich | 583 |
| Londonderry | Manchester | 1 202 |
| Manchester | Newcastle | 1 166 |
| | Sumburgh | 149 |
| Newquay | Plymouth | 66 |
| Norwich | Tees-Side | 187 |
| Other Scottish Aerodromes | Other Scottish Aerodromes | 2 053 |
| Other Routes (d) | Other Routes (d) | 4 703 |

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

(b) Excludes passengers uplifted on air taxi operations.

(c) Comprises Alderney, Guernsey and Jersey.

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

Note: Passengers are counted in both directions.

Scheduled Passenger Analysis By
Fare Groups (a) (b) July 1990

Table 14.1

| | First | Premium | Economy | Advance Purchase | Fare Groups Off-Peak | Discount | Part Charter | Inclusive Tour | Standby | Class Fares | Total Passengers |
|---------------|--------|---------|---------|---------------------|-------------------------|----------|-----------------|-------------------|---------|----------------|---------------------|
| Class 1 | | | | | | | | | | | |
| All | 30 906 | 387 439 | 910 019 | 698 992 | 165 272 | 836 303 | 180 469 | 211 478 | 35 071 | 132 952 | 3 588 901 |
| International | 30 716 | 379 450 | 426 281 | 541 549 | 159 365 | 529 143 | 146 113 | 137 758 | 6 376 | 97 853 | 2 454 604 |
| Domestic | 190 | 7 989 | 483 738 | 157 443 | 5 907 | 307 160 | 34 356 | 73 720 | 28 695 | 35 099 | 1 134 297 |

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

| | | Charter Categories | | | | | Total |
|---------------------|---------------|--------------------|----------|-----------|---------|------------|-------|
| | | ABC | Affinity | ITC | Other | Passengers | |
| Class 2 | All | 4 865 | 3 063 | 2 441 565 | 84 257 | 2 533 750 | |
| | International | 4 865 | 3 063 | 2 418 293 | 78 834 | 2 505 055 | |
| | Domestic | - | - | 23 272 | 5 423 | 28 695 | |
| Class 3 | All | - | - | - | - | - | |
| | International | - | - | - | - | - | |
| | Domestic | - | - | - | - | - | |
| Class 4 | All | - | - | - | - | - | |
| | International | - | - | - | - | - | |
| | Domestic | - | - | - | - | - | |
| Class 7 | All | - | - | - | 240 582 | 240 582 | |
| | International | - | - | - | 240 345 | 240 345 | |
| | Domestic | - | - | - | 237 | 237 | |
| (b) Exempt | All | - | - | - | 39 440 | 39 440 | |
| | International | - | - | - | 17 960 | 17 960 | |
| | Domestic | - | - | - | 21 480 | 21 480 | |
| Total Non-Scheduled | | | | | | | |
| | All | 4 865 | 3 063 | 2 441 565 | 364 279 | 2 813 772 | |
| | International | 4 865 | 3 063 | 2 418 293 | 337 139 | 2 763 360 | |
| | Domestic | - | - | 23 272 | 27 140 | 50 412 | |

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

(b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a)

Quarter Ended Jun 1990

Table 15

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| AEROSPATIALE AS332 SUPER PUMA | 263 | 213 |
| AEROSPATIALE AS355 ECUREUIL 2 | 915 | 825 |
| AEROSPATIALE SA350 ECUREUIL | 475 | 669 |
| AEROSPATIALE SA365 DAUPHIN | 1 064 | 190 |
| AEROSPATIALE SA341 GAZELLE | 146 | 41 |
| AGUSTA A109A | 419 | 200 |
| AIRSHIP INDUSTRIES SKYSHIP 600 | 106 | 207 |
| AVIONS MUDRY CAP 10B | 10 | 3 |
| BAE (H.P) JETSTREAM 31 | 620 | 396 |
| BAE(HS) 125 | 1 102 | 1 161 |
| BEECH KINGAIR 90/100 | 419 | 731 |
| BEECHCRAFT BARON MOD.55/58/58P | 31 | 22 |
| BEECHCRAFT BEECHJET (MITS.DIA) | 24 | 69 |
| BEECHCRAFT 200 SUPER KING AIR | 1 616 | 1 766 |
| BELL 206B JET RANGER | 3 739 | 2 998 |
| BELL 206L LONG RANGER | 511 | 214 |
| BELL 222 | 92 | 35 |
| CESSNA 150 | 6 | 6 |
| CESSNA 172 SKYHAWK | 314 | 207 |
| CESSNA 180 SKYWAGON | 70 | 78 |
| CESSNA 310 | 189 | 142 |
| CESSNA 337 SUPER SKYMASTER | 23 | 28 |
| CESSNA 401/402/411/421 | 359 | 313 |
| CESSNA 404 TITAN | 640 | 909 |
| CESSNA 414A CHANCELLOR | 42 | 39 |
| CESSNA 441 CONQUEST II | 118 | 143 |
| CESSNA 500 CITATION I | 301 | 330 |
| CESSNA 550 CITATION II | 533 | 632 |
| DASSAULT MYSTERE-FALCON 20 | 165 | 211 |
| DE HAVILLAND DHC-6 TWIN OTTER | 826 | 654 |
| DE HAVILLAND TIGER MOH | 196 | 35 |
| DORNIER 228-100/200 | 20 | 28 |
| DOUGLAS DC3/C47 | 24 | 42 |
| EMBRAER EMB-120 BRASILIA | 299 | 428 |
| EMBRAER EMB110 BANDEIRANTE | 2 206 | 1 714 |
| ENSTROM F28A/F280 SHARK | 113 | 120 |
| GATES LEARJET 35A | 350 | 1 641 |
| HUGHES 269A | 59 | 59 |
| HUGHES 500 | 118 | 75 |
| MBB BO105 | 4 991 | 1 295 |
| PARTENAVIA P68B/C | 400 | 450 |
| PILATUS BN-2A ISLANDER | 1 901 | 1 228 |
| PILATUS BN-2a TRISLANDER | 19 | 13 |
| PIPER PA-23 AZTEC/APACHE | 856 | 720 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 2 573 | 2 790 |
| PIPER PA-34 SENECA II | 72 | 114 |
| REIMS-CESSNA F406/CARAVAN II | 539 | 426 |
| ROBINSON R22 | 105 | 78 |
| SHORTS 330 | 2 358 | 2 472 |
| SHORTS 360 | 1 226 | 1 709 |
| SIKORSKY S61N | 2 142 | 1 167 |
| SIKORSKY S76 SPIRIT | 357 | 139 |
| TOTAL | 35 762 | 30 147 |

(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.

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.