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ISSN 0265-0266



UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

DECEMBER 1992

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UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

DECEMBER 1992

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ISSN 0265-0266

FOREWORD

1 CONTENT

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

2 CONVENTIONS

- 2.1 Symbols and Abbreviations The following are used throughout:
- .. = not available
 - = nil or less than half the final digit shown
 - P = provisional
- 2.2 Rounding of Figures In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.
- 2.3 Units of Measurement Metric measurements are used throughout this publication
- Conversion factors (metric to imperial)
- 0.9072 tonnes = 1 short ton (2000 lbs)
 - 1.0160 tonnes = 1 ton (2240 lbs)
 - 1.6095 kilometres = 1 statute mile (5280 feet)
 - 1.4600 tonne-kilometres = 1 short ton mile

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

3 ENQUIRIES

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

| | |
|--------------------------|-------------------|
| Civil Aviation Authority | Tel. 071-832 5504 |
| Aviation Data Unit | 071-832 5223 |
| Room T407A | |
| CAA House | |
| 45/59 Kingsway | |
| London WC2B 6TE | |

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

| | |
|-----------------------------------|-------------------------------|
| Civil Aviation Authority | Tel. Cheltenham (0242) 235151 |
| Printing and Publication Services | |
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| 37 Gratton Road | |
| Cheltenham | |
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Annual Subscription Rate £49.50
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- 3.3 Magnetic Media 3.5 inch diskettes are available in Word5 format. Enquiries should be made to the Aviation Data Unit at the address given in Para 3.1 above.

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4 FURTHER INFORMATION

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

5 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

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

6 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

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

Table 1

| | Output in available tonne-kilometres (000 000) | Percentage of all available tonne-kilometres | Tonne- kilometres used (000 000) | Percentage of all tonne- kilometres used |
|-----------------------------------|---|--|---|---|
| British Airways | 14 245 | 61.6 | 9 445 | 59.4 |
| Virgin Atlantic Airways | 1 878 | 8.1 | 1 058 | 6.7 |
| Britannia Airways | 1 552 | 6.7 | 1 402 | 8.8 |
| Air 2000 | 916 | 4.0 | 814 | 5.1 |
| Monarch Airlines | 902 | 3.9 | 728 | 4.6 |
| Caledonian Airways | 652 | 2.8 | 538 | 3.4 |
| British Airways (Euro Ops) LGW | 548 | 2.4 | 421 | 2.6 |
| British Midland | 491 | 2.1 | 252 | 1.6 |
| Airtours International | 399 | 1.7 | 320 | 2.0 |
| Inter European Airways | 334 | 1.4 | 242 | 1.5 |
| Air UK Leisure | 242 | 1.0 | 184 | 1.2 |
| Air UK | 202 | 0.9 | 87 | 0.5 |
| Heavylift Cargo Airlines | 143 | 0.6 | 75 | 0.5 |
| GB Airways t/a Gibair | 98 | 0.4 | 54 | 0.3 |
| Excalibur Airways | 95 | 0.4 | 71 | 0.4 |
| Air Foyle | 73 | 0.3 | 47 | 0.3 |
| Hunting Cargo Airlines | 53 | 0.2 | 24 | 0.2 |
| British Air Ferries | 41 | 0.2 | 23 | 0.1 |
| Channel Express (Air Services) | 33 | 0.1 | 14 | 0.1 |
| Birmingham European Airways | 30 | 0.1 | 15 | 0.1 |
| Loganair | 29 | 0.1 | 16 | 0.1 |
| Jersey European Airways | 27 | 0.1 | 12 | 0.1 |
| Brymon Airways | 26 | 0.1 | 11 | 0.1 |
| Manx Airlines | 23 | 0.1 | 13 | 0.1 |
| Bristow Helicopters | 17 | 0.1 | 12 | 0.1 |
| British International Helicopters | 11 | 0.0 | 5 | 0.0 |
| Anglo Cargo | 1 | 0.0 | 1 | 0.0 |
| Others | 80 | 0.3 | 24 | 0.1 |
| Total | 23 141 | 100.0 | 15 908 | 100.0 |

(a) Excludes Air Taxi Operations

| <-----Available Tonne-Kilometres-----> | | | | | | | <-----Tonne-Kilometres Used-----> | | | | | |
|--|--------------------|---|------------------------------------|---|--|---|-----------------------------------|---|------------------------------------|---|--|---|
| | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year |
| 1966 | 3 851 | 15.8 | 2 993 | 12.4 | 858 | 29.8 | .. | .. | .. | .. | .. | .. |
| 1967 | 4 016 | 4.3 | 3 145 | 5.1 | 871 | 1.5 | .. | .. | .. | .. | .. | .. |
| 1968 | 4 214 | 4.9 | 3 256 | 3.5 | 958 | 10.0 | .. | .. | .. | .. | .. | .. |
| 1969 | 4 927 | 16.9 | 3 748 | 15.1 | 1 179 | 23.1 | .. | .. | .. | .. | .. | .. |
| 1970 | 5 782 | 17.4 | 4 129 | 10.2 | 1 653 | 40.2 | .. | .. | .. | .. | .. | .. |
| 1971 | 6 973 | 20.6 | 4 591 | 11.2 | 2 382 | 44.1 | .. | .. | .. | .. | .. | .. |
| 1972 | 8 249 | 18.3 | 5 399 | 17.6 | 2 850 | 19.7 | .. | .. | .. | .. | .. | .. |
| 1973 | 9 003 | 9.1 | 5 953 | 10.3 | 3 050 | 7.0 | .. | .. | .. | .. | .. | .. |
| 1974 | 8 287 | -8.0 | 5 747 | -3.5 | 2 540 | -16.8 | 4 961 | .. | 3 166 | .. | 1 795 | .. |
| 1975 | 8 928 | 7.8 | 5 984 | 4.2 | 2 944 | 16.0 | 5 397 | 8.8 | 3 317 | 4.8 | 2 080 | 15.9 |
| 1976 | 9 727 | 9.0 | 6 602 | 10.3 | 3 125 | 6.2 | 5 964 | 10.5 | 3 726 | 12.3 | 2 238 | 7.6 |
| 1977 | 10 505 | 8.0 | 6 834 | 3.5 | 3 671 | 17.5 | 6 558 | 10.0 | 3 928 | 5.4 | 2 630 | 17.5 |
| 1978 | 11 970 | 13.9 | 8 095 | 18.5 | 3 875 | 5.6 | 7 583 | 15.6 | 4 827 | 24.1 | 2 711 | 3.1 |
| 1979 | 12 749 | 6.5 | 8 841 | 9.2 | 3 908 | 0.9 | 8 238 | 8.6 | 5 550 | 13.9 | 2 688 | -0.8 |
| 1980 | 13 215 | 3.6 | 9 829 | 11.2 | 3 386 | -13.5 | 8 283 | 0.5 | 5 895 | 6.2 | 2 388 | -11.2 |
| 1981 | 13 087 | -0.9 | 9 936 | 1.1 | 3 151 | -6.9 | 8 466 | 2.2 | 6 188 | 5.0 | 2 278 | -4.6 |
| 1982 | 11 848 | -9.5 | 9 068 | -8.7 | 2 780 | -11.8 | 7 757 | -8.4 | 5 593 | -9.6 | 2 164 | -5.0 |
| 1983 | 12 011 | 1.4 | 8 989 | -0.9 | 3 022 | 8.7 | 7 866 | 1.4 | 5 522 | -1.3 | 2 344 | 8.3 |
| 1984 | 13 155 | 9.5 | 9 854 | 9.6 | 3 301 | 9.2 | 8 964 | 14.0 | 6 337 | 14.8 | 2 627 | 12.0 |
| 1985 | 13 408 | 1.9 | 10 166 | 3.2 | 3 242 | -1.8 | 9 085 | 1.3 | 6 467 | 2.1 | 2 618 | -0.3 |
| 1986 | 14 306 | 6.7 | 10 655 | 4.8 | 3 651 | 12.6 | 9 660 | 6.3 | 6 606 | 2.1 | 3 054 | 16.7 |
| 1987 | 15 848 | 10.8 | 11 424 | 7.3 | 4 423 | 21.1 | 11 231 | 16.3 | 7 586 | 14.8 | 3 645 | 19.4 |
| 1988 | 17 225 | 8.7 | 12 405 | 8.5 | 4 820 | 9.0 | 12 926 | 15.1 | 8 106 | 6.9 | 4 820 | 32.2 |
| 1989 | 18 923 | 9.9 | 13 427 | 8.2 | 5 496 | 14.0 | 13 368 | 3.4 | 8 974 | 10.7 | 4 394 | -8.8 |
| 1990 | 20 370 | 7.7 | 15 274 | 13.9 | 5 096 | -7.5 | 13 347 | 5.9 | 9 424 | 12.7 | 3 923 | -7.5 |
| 1991(b) | 20 166 | -1.0 | 15 188 | -0.6 | 4 978 | -2.4 | 13 638 | -3.4 | 9 570 | -4.5 | 4 068 | -0.5 |
| Year ended | | | | | | | | | | | | |
| Dec 1991 | 20 160 | | 15 188 | | 4 972 | | 13 636 | | 9 570 | | 4 066 | |
| Dec 1992 | 23 141 | | 17 064 | | 6 077 | | 15 908 | | 10 940 | | 4 968 | |
| Latest year's growth | | 14.8 | | 12.4 | | 22.2 | | 16.7 | | 14.3 | | 22.2 |

(a) Excludes Air Taxi Operations

(b) Excludes Air Europe Operations

All Scheduled Services December 1992

Table 3.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail | |
|--------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | 34 | 164 | 106 | 566 | 430 | 220 | 51.2 | - | 49 | 16 | - | - | 16 | 32.7 |
| AIR UK | 1 765 | 4 412 | 4 939 | 136 661 | 142 194 | 65 284 | 45.9 | 140 | 14 212 | 5 605 | - | 52 | 5 553 | 39.4 |
| AURIGNY AIR SERVICES | 87 | 1 522 | 429 | 16 737 | 1 573 | 917 | 58.3 | 109 | 129 | 80 | 1 | 5 | 74 | 62.0 |
| BIRMINGHAM EUROPEAN AIRWAYS | 476 | 943 | 1 190 | 22 982 | 27 580 | 12 755 | 46.2 | 41 | 2 123 | 981 | - | 27 | 954 | 46.2 |
| BRITANNIA AIRWAYS | 108 | 135 | 190 | 14 699 | 17 055 | 12 920 | 75.8 | 21 | 1 455 | 1 111 | - | 10 | 1 101 | 76.4 |
| BRITISH AIRWAYS | 31 658 | 19 027 | 49 635 | 1 839 370 | 8 389 720 | 5 573 257 | 66.4 | 37 307 | 1 159 707 | 757 016 | 18 348 | 204 114 | 534 554 | 65.3 |
| BRITISH AIRWAYS (EURO OPS) LGW | 1 192 | 1 834 | 2 572 | 121 252 | 170 791 | 77 814 | 45.6 | 291 | 17 348 | 7 015 | 24 | 167 | 6 824 | 40.4 |
| BRITISH INTERNATIONAL HELIS | 9 | 158 | 49 | 2 207 | 207 | 134 | 64.7 | 14 | 18 | 11 | - | - | 11 | 61.1 |
| BRITISH MIDLAND | 2 240 | 5 041 | 5 878 | 321 676 | 264 638 | 146 038 | 55.2 | 1 045 | 27 149 | 11 888 | 213 | 284 | 11 391 | 43.8 |
| BRYMON AIRWAYS | 352 | 1 094 | 1 167 | 19 006 | 15 158 | 7 733 | 51.0 | 2 | 1 518 | 636 | - | 1 | 635 | 41.9 |
| BUSINESS AIR LIMITED | 371 | 1 124 | 1 029 | 6 316 | 12 618 | 2 489 | 19.7 | - | 1 198 | 212 | - | - | 212 | 17.7 |
| CITY FLYER EXPRESS | 293 | 908 | 919 | 26 184 | 12 649 | 8 362 | 66.1 | 26 | 1 213 | 674 | - | 7 | 667 | 55.6 |
| GB AIRWAYS LTD | 365 | 248 | 640 | 15 321 | 38 712 | 26 638 | 68.8 | 120 | 4 968 | 2 609 | 57 | 155 | 2 397 | 52.5 |
| GILLAIR | 164 | 654 | 600 | 9 608 | 5 506 | 2 392 | 43.4 | - | 540 | 180 | - | - | 180 | 33.3 |
| ISLES OF SCILLY SKYBUS | 6 | 123 | 31 | 664 | 48 | 33 | 68.8 | 8 | 5 | 3 | - | - | 3 | 60.0 |
| JERSEY EUROPEAN AIRWAYS | 522 | 2 144 | 1 922 | 42 846 | 24 588 | 12 308 | 50.1 | 57 | 2 306 | 936 | - | 18 | 918 | 40.6 |
| LOGANAIR | 666 | 2 841 | 2 499 | 45 218 | 22 927 | 12 403 | 54.1 | 63 | 2 063 | 1 131 | - | 13 | 1 118 | 54.8 |
| LOVE AIR | 2 | 23 | 8 | 78 | 10 | 6 | 60.0 | - | 2 | - | - | - | - | - |
| MANX AIRLINES | 292 | 1 217 | 942 | 38 941 | 15 110 | 9 825 | 65.0 | 74 | 1 385 | 804 | - | 17 | 787 | 58.1 |
| MANX AIRLINES (EUROPE) LTD | 214 | 471 | 598 | 6 745 | 4 895 | 3 086 | 63.0 | - | 468 | 247 | - | - | 247 | 52.8 |
| MONARCH AIRLINES | 99 | 48 | 145 | 6 788 | 20 208 | 14 872 | 73.6 | 20 | 1 812 | 1 297 | - | 48 | 1 249 | 71.6 |
| SUCKLING AIRWAYS | 44 | 162 | 162 | 1 142 | 742 | 316 | 42.6 | - | 52 | 23 | - | - | 23 | 44.2 |
| VIRGIN ATLANTIC AIRWAYS | 2 330 | 332 | 2 969 | 87 179 | 879 257 | 612 448 | 69.7 | 3 303 | 148 758 | 78 357 | - | 22 923 | 55 434 | 52.7 |
| Total Passenger Services | 43 289 | 44 625 | 78 619 | 2 782 186 | 10 066 616 | 6 602 250 | 65.6 | 42 641 | 1 388 478 | 870 832 | 18 643 | 227 841 | 624 348 | 62.7 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR UK | 22 | 52 | 75 | - | - | - | - | - | 96 | 40 | - | 40 | - | 41.7 |
| BRITISH AIR FERRIES | 5 | 8 | 17 | - | - | - | - | 22 | 30 | 15 | - | 15 | - | 50.0 |
| BRITISH AIRWAYS | 7 | 1 | 9 | - | - | - | - | 4 | 392 | 29 | - | 29 | - | 7.4 |
| BRITISH MIDLAND | 20 | 38 | 42 | - | - | - | - | 352 | 322 | 188 | 188 | - | - | 58.4 |
| CHANNEL EXPRESS (AIR SVS) | 12 | 82 | 51 | - | - | - | - | 228 | 70 | 38 | - | 38 | - | 54.3 |
| HUNTING CARGO AIRLINES LTD | 52 | 101 | 123 | - | - | - | - | 919 | 854 | 487 | - | 487 | - | 57.0 |
| Total Cargo Services | 118 | 282 | 317 | - | - | - | - | 1 525 | 1 764 | 797 | 188 | 609 | - | 45.2 |
| Grand Total | 43 407 | 44 907 | 78 936 | 2 782 186 | 10 066 616 | 6 602 250 | 65.6 | 44 166 | 1 390 242 | 871 629 | 18 831 | 228 450 | 624 348 | 62.7 |

International Scheduled Services December 1992 (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 Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|--------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|---|---------------|------------------|--------------------|---------------------|
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR UK | 988 | 2 147 | 2 668 | 69 542 | 81 035 | 35 368 | 43.6 | 67 | 8 098 | 3 041 | - | 33 | 3 008 | 37.6 |
| AURIGNY AIR SERVICES | 12 | 139 | 62 | 1 265 | 222 | 117 | 52.7 | 2 | 18 | 10 | - | - | 10 | 55.6 |
| BIRMINGHAM EUROPEAN AIRWAYS | 300 | 447 | 660 | 13 350 | 21 106 | 9 189 | 43.5 | 27 | 1 613 | 708 | - | 21 | 687 | 43.9 |
| BRITANNIA AIRWAYS | 51 | 21 | 76 | 2 984 | 9 359 | 7 109 | 76.0 | - | 801 | 605 | - | - | 605 | 75.5 |
| BRITISH AIRWAYS | 29 584 | 13 786 | 44 131 | 1 465 661 | 8 097 383 | 5 408 782 | 66.8 | 36 251 | 1 126 155 | 742 797 | 18 152 | 203 880 | 520 765 | 66.0 |
| BRITISH AIRWAYS (EURO OPS) LGW | 898 | 1 235 | 1 862 | 82 174 | 131 943 | 58 050 | 44.0 | 155 | 13 306 | 5 244 | 1 | 113 | 5 130 | 39.4 |
| BRITISH MIDLAND | 1 111 | 2 429 | 2 922 | 159 575 | 127 166 | 69 423 | 54.6 | 422 | 13 154 | 5 597 | 7 | 175 | 5 415 | 42.5 |
| BRYMON AIRWAYS | 134 | 366 | 456 | 6 620 | 6 008 | 2 444 | 40.7 | - | 620 | 201 | - | - | 201 | 32.4 |
| BUSINESS AIR LIMITED | 108 | 154 | 277 | 448 | 3 690 | 310 | 8.4 | - | 350 | 27 | - | - | 27 | 7.7 |
| CITY FLYER EXPRESS | 125 | 359 | 390 | 9 342 | 5 242 | 3 265 | 62.3 | 10 | 504 | 263 | - | 3 | 260 | 52.2 |
| GB AIRWAYS LTD | 365 | 248 | 640 | 15 321 | 38 712 | 26 638 | 68.8 | 120 | 4 968 | 2 609 | 57 | 155 | 2 397 | 52.5 |
| GILLAIR | 10 | 28 | 33 | 374 | 336 | 130 | 38.7 | - | 33 | 10 | - | - | 10 | 30.3 |
| JERSEY EUROPEAN AIRWAYS | 39 | 230 | 150 | 2 744 | 1 754 | 425 | 24.2 | - | 162 | 32 | - | - | 32 | 19.8 |
| LOGANAIR | 26 | 76 | 91 | 1 526 | 1 415 | 593 | 41.9 | - | 127 | 54 | - | - | 54 | 42.5 |
| LOVE AIR | 2 | 23 | 8 | 78 | 10 | 6 | 60.0 | - | 2 | - | - | - | - | - |
| MANX AIRLINES | 28 | 109 | 89 | 4 644 | 933 | 1 291 | 138.4 | - | 90 | 104 | - | - | 104 | 115.6 |
| MANX AIRLINES (EUROPE) LTD | 89 | 186 | 249 | 1 658 | 1 408 | 797 | 56.6 | - | 141 | 64 | - | - | 64 | 45.4 |
| MONARCH AIRLINES | 99 | 48 | 145 | 6 788 | 20 208 | 14 872 | 73.6 | 20 | 1 812 | 1 297 | - | 48 | 1 249 | 71.6 |
| SUCKLING AIRWAYS | 30 | 96 | 107 | 690 | 509 | 222 | 43.6 | - | 36 | 16 | - | - | 16 | 44.4 |
| VIRGIN ATLANTIC AIRWAYS | 2 330 | 332 | 2 969 | 87 179 | 879 257 | 612 448 | 69.7 | 3 303 | 148 758 | 78 357 | - | 22 923 | 55 434 | 52.7 |
| Total Passenger Services | 36 329 | 22 459 | 57 985 | 1 931 963 | 9 427 696 | 6 251 479 | 66.3 | 40 377 | 1 320 748 | 841 036 | 18 217 | 227 351 | 595 468 | 63.7 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR UK | 22 | 52 | 75 | - | - | - | - | - | 96 | 40 | - | 40 | - | 41.7 |
| BRITISH AIR FERRIES | 5 | 8 | 17 | - | - | - | - | 22 | 30 | 15 | - | 15 | - | 50.0 |
| BRITISH AIRWAYS | 7 | 1 | 9 | - | - | - | - | 4 | 392 | 29 | - | 29 | - | 7.4 |
| HUNTING CARGO AIRLINES LTD | 51 | 97 | 120 | - | - | - | - | 841 | 831 | 465 | - | 465 | - | 56.0 |
| Total Cargo Services | 85 | 158 | 221 | - | - | - | - | 867 | 1 349 | 549 | - | 549 | - | 40.7 |
| Grand Total | 36 414 | 22 617 | 58 206 | 1 931 963 | 9 427 696 | 6 251 479 | 66.3 | 41 244 | 1 322 097 | 841 585 | 18 217 | 227 900 | 595 468 | 63.7 |

(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 December 1992 (a)

Table 3.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As | |
|--------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | 34 | 164 | 106 | 566 | 430 | 220 | 51.2 | - | 49 | 16 | - | - | 16 | 32.7 |
| AIR UK | 777 | 2 265 | 2 271 | 67 119 | 61 159 | 29 916 | 48.9 | 73 | 6 114 | 2 564 | - | 19 | 2 545 | 41.9 |
| AURIGNY AIR SERVICES | 75 | 1 383 | 367 | 15 472 | 1 351 | 800 | 59.2 | 107 | 111 | 70 | 1 | 5 | 64 | 63.1 |
| BIRMINGHAM EUROPEAN AIRWAYS | 176 | 496 | 530 | 9 632 | 6 474 | 3 566 | 55.1 | 14 | 510 | 273 | - | 6 | 267 | 53.5 |
| BRITANNIA AIRWAYS | 57 | 114 | 114 | 11 715 | 7 696 | 5 811 | 75.5 | 21 | 654 | 506 | - | 10 | 496 | 77.4 |
| BRITISH AIRWAYS | 2 074 | 5 241 | 5 504 | 373 709 | 292 337 | 164 475 | 56.3 | 1 056 | 33 552 | 14 219 | 196 | 234 | 13 789 | 42.4 |
| BRITISH AIRWAYS (EURO OPS) LGW | 294 | 599 | 710 | 39 078 | 38 848 | 19 764 | 50.9 | 136 | 4 042 | 1 771 | 23 | 54 | 1 694 | 43.8 |
| BRITISH INTERNATIONAL HELIS | 9 | 158 | 49 | 2 207 | 207 | 134 | 64.7 | 14 | 18 | 11 | - | - | 11 | 61.1 |
| BRITISH MIDLAND | 1 129 | 2 612 | 2 956 | 162 101 | 137 472 | 76 615 | 55.7 | 623 | 13 995 | 6 291 | 206 | 109 | 5 976 | 45.0 |
| BRYMON AIRWAYS | 218 | 728 | 711 | 12 386 | 9 150 | 5 289 | 57.8 | 2 | 898 | 435 | - | 1 | 434 | 48.4 |
| BUSINESS AIR LIMITED | 263 | 970 | 752 | 5 868 | 8 928 | 2 179 | 24.4 | - | 848 | 185 | - | - | 185 | 21.8 |
| CITY FLYER EXPRESS | 168 | 549 | 529 | 16 842 | 7 407 | 5 097 | 68.8 | 16 | 709 | 411 | - | 4 | 407 | 58.0 |
| GILLAIR | 154 | 626 | 567 | 9 234 | 5 170 | 2 262 | 43.8 | - | 507 | 170 | - | - | 170 | 33.5 |
| ISLES OF SCILLY SKYBUS | 6 | 123 | 31 | 664 | 48 | 33 | 68.8 | 8 | 5 | 3 | - | - | 3 | 60.0 |
| JERSEY EUROPEAN AIRWAYS | 483 | 1 914 | 1 772 | 40 102 | 22 834 | 11 883 | 52.0 | 57 | 2 144 | 904 | - | 18 | 886 | 42.2 |
| LOGANAIR | 640 | 2 765 | 2 408 | 43 692 | 21 512 | 11 810 | 54.9 | 63 | 1 936 | 1 077 | - | 13 | 1 064 | 55.6 |
| MANX AIRLINES | 264 | 1 108 | 853 | 34 297 | 14 177 | 8 534 | 60.2 | 74 | 1 295 | 700 | - | 17 | 683 | 54.1 |
| MANX AIRLINES (EUROPE) LTD | 125 | 285 | 349 | 5 087 | 3 487 | 2 289 | 65.6 | - | 327 | 183 | - | - | 183 | 56.0 |
| SUCKLING AIRWAYS | 14 | 66 | 55 | 452 | 233 | 94 | 40.3 | - | 16 | 7 | - | - | 7 | 43.8 |
| Total Passenger Services | 6 960 | 22 166 | 20 634 | 850 223 | 638 920 | 350 771 | 54.9 | 2 264 | 67 730 | 29 796 | 426 | 490 | 28 880 | 44.0 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| BRITISH MIDLAND | 20 | 38 | 42 | - | - | - | - | 352 | 322 | 188 | 188 | - | - | 58.4 |
| CHANNEL EXPRESS (AIR SVS) | 12 | 82 | 51 | - | - | - | - | 228 | 70 | 38 | - | 38 | - | 54.3 |
| HUNTING CARGO AIRLINES LTD | 1 | 4 | 3 | - | - | - | - | 78 | 23 | 22 | - | 22 | - | 95.7 |
| Total Cargo Services | 33 | 124 | 96 | - | - | - | - | 658 | 415 | 248 | 188 | 60 | - | 59.8 |
| Grand Total | 6 993 | 22 290 | 20 730 | 850 223 | 638 920 | 350 771 | 54.9 | 2 922 | 68 145 | 30 044 | 614 | 550 | 28 880 | 44.1 |

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

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (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 |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) % of Avail |
| AIR 2000 | 1 905 | 746 | 2 700 | 122 320 | 430 532 | 372 780 | 86.6 | - | 37 044 | 32 055 | - | - | 32 055 86.5 |
| AIR ATLANTIQUE & AIR CORBIERE | 20 | 53 | 65 | - | 26 | 17 | 65.4 | 311 | 236 | 148 | 2 | 145 | 1 62.7 |
| AIR FOYLE | 231 | 378 | 500 | - | - | - | - | 2 932 | 7 358 | 4 522 | - | 4 522 | - 61.5 |
| AIR UK | 9 | 8 | 17 | 653 | 997 | 809 | 81.1 | - | 100 | 69 | - | - | 69 69.0 |
| AIR UK LEISURE | 411 | 258 | 659 | 28 741 | 70 666 | 53 196 | 75.3 | - | 6 697 | 4 522 | - | - | 4 522 67.5 |
| AIRTOURS INTERNATIONAL | 1 528 | 604 | 2 468 | 94 759 | 255 350 | 239 967 | 94.0 | 6 | 25 528 | 20 410 | - | 15 | 20 395 80.0 |
| ARAVCO LTD | 10 | 12 | 22 | 55 | 107 | 49 | 45.8 | - | 10 | 4 | - | - | 4 40.0 |
| AURIGNY AIR SERVICES | 2 | 8 | 6 | 178 | 58 | 36 | 62.1 | - | 5 | 3 | - | - | 3 60.0 |
| BOND HELICOPTERS | 762 | 9 208 | 2 968 | 49 573 | 10 542 | 5 396 | 51.2 | 139 | 809 | 474 | - | 15 | 459 58.6 |
| BRISTOW HELICOPTERS | 937 | 7 510 | 4 328 | 69 416 | 16 161 | 10 589 | 65.5 | 345 | 1 513 | 1 013 | - | 53 | 960 67.0 |
| BRITANNIA AIRWAYS | 4 640 | 2 090 | 7 002 | 300 324 | 942 656 | 818 509 | 86.8 | 160 | 80 778 | 70 556 | - | 992 | 69 564 87.3 |
| BRITISH AIR FERRIES | 273 | 575 | 691 | 16 855 | 21 150 | 11 953 | 56.5 | 817 | 2 576 | 1 345 | 96 | 256 | 993 52.2 |
| BRITISH AIRWAYS | 174 | 247 | 361 | 4 328 | 20 022 | 12 148 | 60.7 | 37 | 2 328 | 1 110 | 10 | 32 | 1 068 47.7 |
| BRITISH INTERNATIONAL HELIS | 347 | 3 063 | 1 534 | 31 689 | 7 557 | 3 667 | 48.5 | 86 | 769 | 304 | - | 10 | 294 39.5 |
| BRITISH MIDLAND | 129 | 89 | 216 | 8 126 | 18 644 | 15 050 | 80.7 | - | 1 750 | 1 175 | - | - | 1 175 67.1 |
| BRYMON AIRWAYS | 89 | 237 | 283 | 3 631 | 4 290 | 2 795 | 65.2 | 6 | 439 | 236 | - | 5 | 231 53.8 |
| BUSINESS AIR LIMITED | 26 | 85 | 113 | 2 243 | 1 284 | 677 | 52.7 | 2 | 123 | 55 | - | 1 | 54 44.7 |
| CALEDONIAN AIRWAYS | 866 | 303 | 838 | 49 648 | 214 498 | 176 902 | 82.5 | - | 19 953 | 15 033 | - | - | 15 033 75.3 |
| CELTIC AIR | 20 | 123 | 65 | - | - | - | - | 299 | 94 | 56 | 54 | 2 | - 59.6 |
| CHANNEL EXPRESS (AIR SVS) | 287 | 625 | 837 | - | - | - | - | 2 518 | 2 854 | 1 409 | 466 | 943 | - 49.4 |
| CITY FLYER EXPRESS | 16 | 52 | 54 | - | - | - | - | 58 | 56 | 18 | - | 18 | - 32.1 |
| EUROAIR TRANSPORT LTD | 44 | 131 | 151 | - | - | - | - | 307 | 221 | 127 | 127 | - | - 57.5 |
| EXCALIBUR AIRWAYS | 472 | 225 | 699 | 28 754 | 84 457 | 66 817 | 79.1 | - | 8 211 | 5 746 | - | - | 5 746 70.0 |
| GB AIRWAYS LTD | 105 | 136 | 185 | 11 967 | 11 784 | 9 277 | 78.7 | - | 1 420 | 835 | - | - | 835 58.8 |
| HEAVYLIFT CARGO AIRLINES | 220 | 101 | 403 | - | - | - | - | 1 261 | 12 790 | 6 635 | - | 6 635 | - 51.9 |
| HUNTING CARGO AIRLINES LTD | 186 | 410 | 434 | - | - | - | - | 3 106 | 3 055 | 1 452 | - | 1 452 | - 47.5 |
| INTER EUROPEAN AIRWAYS | 660 | 298 | 986 | 34 704 | 132 979 | 101 629 | 76.4 | - | 11 775 | 7 629 | - | - | 7 629 64.8 |
| JANES AVIATION | 51 | 216 | 193 | - | - | - | - | 596 | 285 | 128 | 80 | 48 | - 44.9 |
| MANX AIRLINES | 30 | 62 | 81 | - | 1 978 | 1 301 | 65.8 | - | 175 | 104 | - | - | 104 59.4 |
| MANX AIRLINES (EUROPE) LTD | 27 | 65 | 71 | - | 424 | 293 | 69.1 | - | 42 | 24 | - | - | 24 57.1 |
| MONARCH AIRLINES | 2 143 | 1 437 | 3 347 | 141 796 | 521 454 | 421 811 | 80.9 | 78 | 46 801 | 35 626 | - | 223 | 35 403 76.1 |
| TITAN AIRWAYS | 31 | 64 | 92 | - | - | - | - | 64 | 97 | 30 | - | 30 | - 30.9 |
| Total | 16 651 | 29 419 | 32 369 | 999 760 | 2 767 616 | 2 325 668 | 84.0 | 13 128 | 275 892 | 212 853 | 835 | 15 397 | 196 621 77.2 |
| Total sub-charter operations performed on behalf of UK airlines | 306 | 559 | 735 | - | 29 205 | 19 299 | 66.1 | - | 3 398 | 1 849 | 8 | 207 | 1 634 54.4 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 16 345 | 28 860 | 31 634 | 999 760 | 2 738 411 | 2 306 369 | 84.2 | 13 128 | 272 494 | 211 004 | 827 | 15 190 | 194 987 77.4 |

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

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

| | 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) | |
| AIR 2000 | 1 905 | 746 | 2 700 | 122 320 | 430 532 | 372 780 | 86.6 | - | 37 044 | 32 055 | - | - | 32 055 | 86.5 |
| AIR ATLANTIQUE & AIR CORBIERE | 18 | 43 | 54 | - | 21 | 12 | 57.1 | 269 | 217 | 136 | 2 | 133 | 1 | 62.7 |
| AIR FOYLE | 213 | 316 | 454 | - | - | - | - | 2 500 | 7 160 | 4 396 | - | 4 396 | - | 61.4 |
| AIR UK | 9 | 8 | 17 | 653 | 997 | 809 | 81.1 | - | 100 | 69 | - | - | 69 | 69.0 |
| AIR UK LEISURE | 410 | 257 | 657 | 28 741 | 70 564 | 53 149 | 75.3 | - | 6 687 | 4 518 | - | - | 4 518 | 67.6 |
| AIRTOURS INTERNATIONAL | 1 528 | 604 | 2 468 | 94 759 | 255 350 | 239 967 | 94.0 | 6 | 25 528 | 20 410 | - | 15 | 20 395 | 80.0 |
| ARAVCO LTD | 10 | 12 | 22 | 55 | 107 | 49 | 45.8 | - | 10 | 4 | - | - | 4 | 40.0 |
| BOND HELICOPTERS | 751 | 9 182 | 2 937 | 49 464 | 10 455 | 5 350 | 51.2 | 139 | 793 | 470 | - | 15 | 455 | 59.3 |
| BRISTOW HELICOPTERS | 937 | 7 510 | 4 328 | 69 416 | 16 161 | 10 589 | 65.5 | 345 | 1 513 | 1 013 | - | 53 | 960 | 67.0 |
| BRITANNIA AIRWAYS | 4 637 | 2 082 | 6 995 | 300 097 | 942 289 | 818 327 | 86.8 | 160 | 80 747 | 70 541 | - | 992 | 69 549 | 87.4 |
| BRITISH AIR FERRIES | 138 | 160 | 278 | 6 481 | 14 442 | 8 741 | 60.5 | 63 | 1 611 | 803 | - | 77 | 726 | 49.8 |
| BRITISH AIRWAYS | 55 | 55 | 105 | 2 936 | 7 599 | 4 594 | 60.5 | - | 835 | 413 | - | 2 | 411 | 49.5 |
| BRITISH INTERNATIONAL HELIS | 347 | 3 063 | 1 534 | 31 689 | 7 557 | 3 667 | 48.5 | 86 | 769 | 304 | - | 10 | 294 | 39.5 |
| BRITISH MIDLAND | 127 | 83 | 210 | 8 126 | 18 529 | 14 978 | 80.8 | - | 1 739 | 1 169 | - | - | 1 169 | 67.2 |
| BRYMON AIRWAYS | 13 | 29 | 38 | - | 654 | 276 | 42.2 | - | 63 | 23 | - | - | 23 | 36.5 |
| CALEDONIAN AIRWAYS | 863 | 297 | 831 | 49 332 | 213 496 | 176 013 | 82.4 | - | 19 860 | 14 957 | - | - | 14 957 | 75.3 |
| CELTIC AIR | 2 | 11 | 7 | - | - | - | - | - | 6 | 2 | - | 2 | - | 33.3 |
| CHANNEL EXPRESS (AIR SVS) | 148 | 180 | 356 | - | - | - | - | 825 | 1 810 | 866 | - | 866 | - | 47.8 |
| CITY FLYER EXPRESS | 16 | 52 | 54 | - | - | - | - | 58 | 56 | 18 | - | 18 | - | 32.1 |
| EXCALIBUR AIRWAYS | 472 | 225 | 699 | 28 754 | 84 457 | 66 817 | 79.1 | - | 8 211 | 5 746 | - | - | 5 746 | 70.0 |
| GB AIRWAYS LTD | 104 | 134 | 184 | 11 967 | 11 726 | 9 235 | 78.8 | - | 1 413 | 831 | - | - | 831 | 58.8 |
| HEAVYLIFT CARGO AIRLINES | 220 | 101 | 403 | - | - | - | - | 1 261 | 12 790 | 6 635 | - | 6 635 | - | 51.9 |
| HUNTING CARGO AIRLINES LTD | 172 | 376 | 400 | - | - | - | - | 2 683 | 2 796 | 1 287 | - | 1 287 | - | 46.0 |
| INTER EUROPEAN AIRWAYS | 657 | 288 | 975 | 33 709 | 132 429 | 101 339 | 76.5 | - | 11 726 | 7 606 | - | - | 7 606 | 64.9 |
| JANES AVIATION | 5 | 16 | 19 | - | - | - | - | 17 | 29 | 5 | - | 5 | - | 17.2 |
| MANX AIRLINES (EUROPE) LTD | 9 | 16 | 22 | - | 140 | 98 | 70.0 | - | 14 | 8 | - | - | 8 | 57.1 |
| MONARCH AIRLINES | 2 143 | 1 437 | 3 347 | 141 796 | 521 454 | 421 811 | 80.9 | 78 | 46 801 | 35 626 | - | 223 | 35 403 | 76.1 |
| Total | 15 909 | 27 283 | 30 094 | 980 295 | 2 738 959 | 2 308 601 | 84.3 | 8 490 | 270 328 | 209 911 | 2 | 14 729 | 195 180 | 77.7 |
| Total sub-charter operations performed on behalf of UK airlines | 110 | 177 | 265 | - | 12 108 | 8 443 | 69.7 | - | 1 475 | 884 | - | 181 | 703 | 59.9 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 15 799 | 27 106 | 29 829 | 980 295 | 2 726 851 | 2 300 158 | 84.4 | 8 490 | 268 853 | 209 027 | 2 | 14 548 | 194 477 | 77.7 |

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

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

| | 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 |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| AIR ATLANTIQUE & AIR CORBIERE | 2 | 10 | 11 | - | 5 | 5 | 100.0 | 42 | 19 | 12 | - | 12 | - | 63.2 |
| AIR FOYLE | 18 | 62 | 46 | - | - | - | - | 432 | 198 | 126 | - | 126 | - | 63.6 |
| AIR UK LEISURE | 1 | 1 | 2 | - | 102 | 47 | 46.1 | - | 10 | 4 | - | - | 4 | 40.0 |
| AURIGNY AIR SERVICES | 2 | 8 | 6 | 178 | 58 | 36 | 62.1 | - | 5 | 3 | - | - | 3 | 60.0 |
| BOND HELICOPTERS | 11 | 26 | 31 | 109 | 87 | 46 | 52.9 | - | 16 | 4 | - | - | 4 | 25.0 |
| BRITANNIA AIRWAYS | 3 | 8 | 7 | 227 | 367 | 182 | 49.6 | - | 31 | 15 | - | - | 15 | 48.4 |
| BRITISH AIR FERRIES | 135 | 415 | 413 | 10 374 | 6 708 | 3 212 | 47.9 | 754 | 965 | 542 | 96 | 179 | 267 | 56.2 |
| BRITISH AIRWAYS | 119 | 192 | 256 | 1 392 | 12 423 | 7 554 | 60.8 | 37 | 1 493 | 697 | 10 | 30 | 657 | 46.7 |
| BRITISH MIDLAND | 2 | 6 | 6 | - | 115 | 72 | 62.6 | - | 11 | 6 | - | - | 6 | 54.5 |
| BRYMON AIRWAYS | 76 | 208 | 245 | 3 631 | 3 636 | 2 519 | 69.3 | 6 | 376 | 213 | - | 5 | 208 | 56.6 |
| BUSINESS AIR LIMITED | 26 | 85 | 113 | 2 243 | 1 284 | 677 | 52.7 | 2 | 123 | 55 | - | 1 | 54 | 44.7 |
| CALEDONIAN AIRWAYS | 3 | 6 | 7 | 316 | 1 002 | 889 | 88.7 | - | 93 | 76 | - | - | 76 | 81.7 |
| CELTIC AIR | 18 | 112 | 58 | - | - | - | - | 299 | 88 | 54 | 54 | - | - | 61.4 |
| CHANNEL EXPRESS (AIR SVS) | 139 | 445 | 481 | - | - | - | - | 1 693 | 1 044 | 543 | 466 | 77 | - | 52.0 |
| EUROAIR TRANSPORT LTD | 44 | 131 | 151 | - | - | - | - | 307 | 221 | 127 | 127 | - | - | 57.5 |
| GB AIRWAYS LTD | 1 | 2 | 1 | - | 58 | 42 | 72.4 | - | 7 | 4 | - | - | 4 | 57.1 |
| HUNTING CARGO AIRLINES LTD | 14 | 34 | 34 | - | - | - | - | 423 | 259 | 165 | - | 165 | - | 63.7 |
| INTER EUROPEAN AIRWAYS | 3 | 10 | 11 | 995 | 550 | 290 | 52.7 | - | 49 | 23 | - | - | 23 | 46.9 |
| JANES AVIATION | 46 | 200 | 174 | - | - | - | - | 579 | 256 | 123 | 80 | 43 | - | 48.0 |
| MANX AIRLINES | 30 | 62 | 81 | - | 1 978 | 1 301 | 65.8 | - | 175 | 104 | - | - | 104 | 59.4 |
| MANX AIRLINES (EUROPE) LTD | 18 | 49 | 49 | - | 284 | 195 | 68.7 | - | 28 | 16 | - | - | 16 | 57.1 |
| TITAN AIRWAYS | 31 | 64 | 92 | - | - | - | - | 64 | 97 | 30 | - | 30 | - | 30.9 |
| Total | 742 | 2 136 | 2 275 | 19 465 | 28 657 | 17 067 | 59.6 | 4 638 | 5 564 | 2 942 | 833 | 668 | 1 441 | 52.9 |
| Total sub-charter operations performed on behalf of UK airlines | 196 | 382 | 470 | - | 17 097 | 10 856 | 63.5 | - | 1 923 | 965 | 8 | 26 | 931 | 50.2 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 546 | 1 754 | 1 805 | 19 465 | 11 560 | 6 211 | 53.7 | 4 638 | 3 641 | 1 977 | 825 | 642 | 510 | 54.3 |

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

(b) Excludes passengers & cargo 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 |
|------------------------|--------------------------|------------------|-------------------|---------------------------|--------|-------------------------------|--------------------------|---------------------|
| | | | | ITC | OTHER | | | |
| AIR 2000 | 1 905 | 746 | 2 700 | 122 088 | 232 | 430 532 | 372 780 | 86.6 |
| AIR UK | 9 | 8 | 17 | 653 | - | 997 | 809 | 81.1 |
| AIR UK LEISURE | 396 | 228 | 625 | 27 894 | - | 68 197 | 52 127 | 76.4 |
| AIRTOURS INTERNATIONAL | 1 527 | 602 | 2 466 | 85 843 | 8 600 | 255 189 | 239 814 | 94.0 |
| AURIGNY AIR SERVICES | 2 | 8 | 6 | 178 | - | 58 | 36 | 62.1 |
| BRITANNIA AIRWAYS | 4 539 | 1 962 | 6 820 | 284 055 | 3 702 | 926 754 | 807 283 | 87.1 |
| BRITISH AIR FERRIES | 75 | 66 | 124 | 5 567 | - | 10 924 | 7 229 | 66.2 |
| BRITISH AIRWAYS | 46 | 39 | 81 | 2 736 | 596 | 6 718 | 4 236 | 63.1 |
| BRITISH MIDLAND | 120 | 74 | 195 | 7 883 | 243 | 17 487 | 14 253 | 81.5 |
| CALEDONIAN AIRWAYS | 848 | 290 | 816 | 49 478 | - | 207 410 | 174 770 | 84.3 |
| EXCALIBUR AIRWAYS | 464 | 222 | 687 | 26 840 | 1 914 | 83 034 | 65 895 | 79.4 |
| GB AIRWAYS LTD | 104 | 134 | 184 | 11 743 | 224 | 11 726 | 9 235 | 78.8 |
| INTER EUROPEAN AIRWAYS | 645 | 283 | 955 | 33 235 | 464 | 130 079 | 99 905 | 76.8 |
| MONARCH AIRLINES | 1 775 | 757 | 2 559 | 137 505 | 2 725 | 470 749 | 389 693 | 82.8 |
| Total | 12 455 | 5 419 | 18 235 | 795 698 | 18 700 | 2 619 854 | 2 238 065 | 85.4 |

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| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 37 044 | 32 055 | - | - | 32 055 | 86.5 |
| AIR UK | - | 100 | 69 | - | - | 69 | 69.0 |
| AIR UK LEISURE | - | 6 463 | 4 431 | - | - | 4 431 | 68.6 |
| AIRTOURS INTERNATIONAL | 6 | 25 512 | 20 397 | - | 15 | 20 382 | 80.0 |
| AURIGNY AIR SERVICES | - | 5 | 3 | - | - | 3 | 60.0 |
| BRITANNIA AIRWAYS | 160 | 79 425 | 69 603 | - | 992 | 68 611 | 87.6 |
| BRITISH AIR FERRIES | - | 1 002 | 600 | - | - | 600 | 59.9 |
| BRITISH AIRWAYS | - | 764 | 382 | - | - | 382 | 50.0 |
| BRITISH MIDLAND | - | 1 637 | 1 112 | - | - | 1 112 | 67.9 |
| CALEDONIAN AIRWAYS | - | 19 295 | 14 851 | - | - | 14 851 | 77.0 |
| EXCALIBUR AIRWAYS | - | 8 073 | 5 667 | - | - | 5 667 | 70.2 |
| GB AIRWAYS LTD | - | 1 413 | 831 | - | - | 831 | 58.8 |
| INTER EUROPEAN AIRWAYS | - | 11 517 | 7 496 | - | - | 7 496 | 65.1 |
| MONARCH AIRLINES | 78 | 42 241 | 32 929 | - | 223 | 32 706 | 78.0 |
| Total | 244 | 234 491 | 190 426 | - | 1 230 | 189 196 | 81.2 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|------------------------|--------------------------|------------------|-------------------|---------------------------|--------|-------------------------------|--------------------------|---------------------|
| | | | | ITC | OTHER | | | |
| AIR 2000 | 1 905 | 746 | 2 700 | 122 088 | 232 | 430 532 | 372 780 | 86.6 |
| AIR UK | 9 | 8 | 17 | 653 | - | 997 | 809 | 81.1 |
| AIR UK LEISURE | 396 | 228 | 625 | 27 894 | - | 68 197 | 52 127 | 76.4 |
| AIRTOURS INTERNATIONAL | 1 527 | 602 | 2 466 | 85 843 | 8 600 | 255 189 | 239 814 | 94.0 |
| BRITANNIA AIRWAYS | 4 539 | 1 962 | 6 820 | 284 055 | 3 702 | 926 754 | 807 283 | 87.1 |
| BRITISH AIR FERRIES | 75 | 66 | 124 | 5 567 | - | 10 924 | 7 229 | 66.2 |
| BRITISH AIRWAYS | 45 | 35 | 78 | 2 736 | 200 | 6 637 | 4 156 | 62.6 |
| BRITISH MIDLAND | 120 | 74 | 195 | 7 883 | 243 | 17 487 | 14 253 | 81.5 |
| CALEDONIAN AIRWAYS | 847 | 288 | 814 | 49 162 | - | 207 290 | 174 688 | 84.3 |
| EXCALIBUR AIRWAYS | 464 | 222 | 687 | 26 840 | 1 914 | 83 034 | 65 895 | 79.4 |
| GB AIRWAYS LTD | 104 | 134 | 184 | 11 743 | 224 | 11 726 | 9 235 | 78.8 |
| INTER EUROPEAN AIRWAYS | 644 | 280 | 952 | 33 235 | - | 129 945 | 99 816 | 76.8 |
| MONARCH AIRLINES | 1 775 | 757 | 2 559 | 137 505 | 2 725 | 470 749 | 389 693 | 82.8 |
| Total | 12 450 | 5 402 | 18 221 | 795 204 | 17 840 | 2 619 461 | 2 237 778 | 85.4 |

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| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 37 044 | 32 055 | - | - | 32 055 | 86.5 |
| AIR UK | - | 100 | 69 | - | - | 69 | 69.0 |
| AIR UK LEISURE | - | 6 463 | 4 431 | - | - | 4 431 | 68.6 |
| AIRTOURS INTERNATIONAL | 6 | 25 512 | 20 397 | - | 15 | 20 382 | 80.0 |
| BRITANNIA AIRWAYS | 160 | 79 425 | 69 603 | - | 992 | 68 611 | 87.6 |
| BRITISH AIR FERRIES | - | 1 002 | 600 | - | - | 600 | 59.9 |
| BRITISH AIRWAYS | - | 756 | 376 | - | - | 376 | 49.7 |
| BRITISH MIDLAND | - | 1 637 | 1 112 | - | - | 1 112 | 67.9 |
| CALEDONIAN AIRWAYS | - | 19 284 | 14 844 | - | - | 14 844 | 77.0 |
| EXCALIBUR AIRWAYS | - | 8 073 | 5 667 | - | - | 5 667 | 70.2 |
| GB AIRWAYS LTD | - | 1 413 | 831 | - | - | 831 | 58.8 |
| INTER EUROPEAN AIRWAYS | - | 11 505 | 7 489 | - | - | 7 489 | 65.1 |
| MONARCH AIRLINES | 78 | 42 241 | 32 929 | - | 223 | 32 706 | 78.0 |
| Total | 244 | 234 455 | 190 403 | - | 1 230 | 189 173 | 81.2 |

Domestic Class 2 Licence Operations December 1992

Table 5.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|------------------------|--------------------------|------------------|-------------------|---------------------------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ITC | OTHER | | | |
| AURIGNY AIR SERVICES | 2 | 8 | 6 | 178 | - | 58 | 36 | 62.1 |
| BRITISH AIRWAYS | 1 | 4 | 3 | - | 396 | 81 | 80 | 98.8 |
| CALEDONIAN AIRWAYS | 1 | 2 | 2 | 316 | - | 120 | 82 | 68.3 |
| INTER EUROPEAN AIRWAYS | 1 | 3 | 3 | - | 464 | 134 | 89 | 66.4 |
| Total | 5 | 17 | 14 | 494 | 860 | 393 | 287 | 73.0 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AURIGNY AIR SERVICES | - | 5 | 3 | - | - | 3 | 60.0 |
| BRITISH AIRWAYS | - | 8 | 6 | - | - | 6 | 75.0 |
| CALEDONIAN AIRWAYS | - | 11 | 7 | - | - | 7 | 63.6 |
| INTER EUROPEAN AIRWAYS | - | 12 | 7 | - | - | 7 | 58.3 |
| Total | - | 36 | 23 | - | - | 23 | 63.9 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR ATLANTIQUE & AIR CORBIERE | 18 | 43 | 57 | 311 | 214 | 131 | 2 | 129 | 61.2 |
| AIR FOYLE | 220 | 356 | 474 | 2 932 | 7 232 | 4 473 | - | 4 473 | 61.9 |
| BRITISH AIR FERRIES | 53 | 132 | 163 | 796 | 449 | 303 | 96 | 207 | 67.5 |
| BRITISH AIRWAYS | 1 | 7 | 7 | 30 | 8 | 6 | - | 6 | 75.0 |
| CHANNEL EXPRESS (AIR SVS) | 197 | 348 | 513 | 1 742 | 2 361 | 1 156 | 215 | 941 | 49.0 |
| CITY FLYER EXPRESS | 16 | 52 | 54 | 58 | 56 | 18 | - | 18 | 32.1 |
| HEAVYLIFT CARGO AIRLINES | 163 | 63 | 307 | 1 261 | 10 740 | 5 441 | - | 5 441 | 50.7 |
| HUNTING CARGO AIRLINES LTD | 186 | 410 | 434 | 3 106 | 3 055 | 1 452 | - | 1 452 | 47.5 |
| JANES AVIATION | 19 | 102 | 78 | 305 | 107 | 48 | - | 48 | 44.9 |
| TITAN AIRWAYS | 31 | 64 | 92 | 64 | 97 | 30 | - | 30 | 30.9 |
| Total | 904 | 1 577 | 2 179 | 10 605 | 24 319 | 13 058 | 313 | 12 745 | 53.7 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR ATLANTIQUE & AIR CORBIERE | 16 | 36 | 48 | 269 | 197 | 119 | 2 | 117 | 60.4 |
| AIR FOYLE | 202 | 294 | 428 | 2 500 | 7 034 | 4 347 | - | 4 347 | 61.8 |
| BRITISH AIR FERRIES | 7 | 15 | 21 | 63 | 62 | 34 | - | 34 | 54.8 |
| CHANNEL EXPRESS (AIR SVS) | 147 | 179 | 355 | 825 | 1 807 | 864 | - | 864 | 47.8 |
| CITY FLYER EXPRESS | 16 | 52 | 54 | 58 | 56 | 18 | - | 18 | 32.1 |
| HEAVYLIFT CARGO AIRLINES | 163 | 63 | 307 | 1 261 | 10 740 | 5 441 | - | 5 441 | 50.7 |
| HUNTING CARGO AIRLINES LTD | 172 | 376 | 400 | 2 683 | 2 796 | 1 287 | - | 1 287 | 46.0 |
| JANES AVIATION | 5 | 16 | 19 | 17 | 29 | 5 | - | 5 | 17.2 |
| Total | 728 | 1 031 | 1 632 | 7 676 | 22 721 | 12 115 | 2 | 12 113 | 53.3 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR ATLANTIQUE & AIR CORBIERE | 2 | 7 | 9 | 42 | 17 | 12 | - | 12 | 70.6 |
| AIR FOYLE | 18 | 62 | 46 | 432 | 198 | 126 | - | 126 | 63.6 |
| BRITISH AIR FERRIES | 46 | 117 | 142 | 733 | 387 | 269 | 96 | 173 | 69.5 |
| BRITISH AIRWAYS | 1 | 7 | 7 | 30 | 8 | 6 | - | 6 | 75.0 |
| CHANNEL EXPRESS (AIR SVS) | 50 | 169 | 158 | 917 | 554 | 292 | 215 | 77 | 52.7 |
| HUNTING CARGO AIRLINES LTD | 14 | 34 | 34 | 423 | 259 | 165 | - | 165 | 63.7 |
| JANES AVIATION | 14 | 86 | 59 | 288 | 78 | 43 | - | 43 | 55.1 |
| TITAN AIRWAYS | 31 | 64 | 92 | 64 | 97 | 30 | - | 30 | 30.9 |
| Total | 176 | 546 | 547 | 2 929 | 1 598 | 943 | 311 | 632 | 59.0 |

| | Aircraft | Stage | A/C | Number of Passengers | Seat-Km Available | Seat-Km Used | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------|--------|-------|-------------------------|----------------------|-----------------|---------------------|-----------------------------|-------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | -Km (000) | | Hours | Uplifted | (000) | (000) | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| BOND HELICOPTERS | 751 | 9 182 | 2 937 | 49 464 | 10 455 | 5 350 | 51.2 | 139 | 793 | 470 | - | 15 | 455 | 59.3 |
| BRISTOW HELICOPTERS | 937 | 7 510 | 4 328 | 69 416 | 16 161 | 10 589 | 65.5 | 345 | 1 513 | 1 013 | - | 53 | 960 | 67.0 |
| BRITISH INTERNATIONAL HELIS | 347 | 3 063 | 1 534 | 31 689 | 7 557 | 3 667 | 48.5 | 86 | 769 | 304 | - | 10 | 294 | 39.5 |
| TOTAL | 2 035 | 19 755 | 8 799 | 150 569 | 34 173 | 19 606 | 57.4 | 570 | 3 075 | 1 787 | - | 78 | 1 709 | 58.1 |

| | 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 | 751 | 9 182 | 2 937 | 49 464 | 10 455 | 5 350 | 51.2 | 139 | 793 | 470 | - | 15 | 455 | 59.3 |
| BRISTOW HELICOPTERS | 937 | 7 510 | 4 328 | 69 416 | 16 161 | 10 589 | 65.5 | 345 | 1 513 | 1 013 | - | 53 | 960 | 67.0 |
| BRITISH INTERNATIONAL HELIS | 347 | 3 063 | 1 534 | 31 689 | 7 557 | 3 667 | 48.5 | 86 | 769 | 304 | - | 10 | 294 | 39.5 |
| TOTAL | 2 035 | 19 755 | 8 799 | 150 569 | 34 173 | 19 606 | 57.4 | 570 | 3 075 | 1 787 | - | 78 | 1 709 | 58.1 |

| 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) | |

NIL

| | 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 | | | Passenger (000) | As % of Avail |
|------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | | |
| BOND HELICOPTERS | 11 | 26 | 31 | 109 | 87 | 46 | 52.9 | - | 16 | 4 | - | - | 4 | 25.0 |
| TOTAL | 11 | 26 | 31 | 109 | 87 | 46 | 52.9 | - | 16 | 4 | - | - | 4 | 25.0 |

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

NIL

| | 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 | 11 | 26 | 31 | 109 | 87 | 46 | 52.9 | - | 16 | 4 | - | - | 4 | 25.0 |
| TOTAL | 11 | 26 | 31 | 109 | 87 | 46 | 52.9 | - | 16 | 4 | - | - | 4 | 25.0 |

All Exempt Operations December 1992

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 Available | Tonne-Kilometres Used | | | Passenger (000) | As % of Avail |
|---------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | | |
| AIR UK LEISURE | 6 | 8 | 12 | 847 | 1 025 | 638 | 62.2 | - | 97 | 54 | - | - | 54 | 55.7 |
| AIRTOURS INTERNATIONAL | 1 | 2 | 2 | 316 | 161 | 153 | 95.0 | - | 16 | 13 | - | - | 13 | 81.3 |
| ARAVCO LTD | 10 | 12 | 22 | 55 | 107 | 49 | 45.8 | - | 10 | 4 | - | - | 4 | 40.0 |
| BRITANNIA AIRWAYS | 96 | 121 | 173 | 12 566 | 15 388 | 10 991 | 71.4 | - | 1 309 | 933 | - | - | 933 | 71.3 |
| BRITISH AIR FERRIES | 118 | 315 | 321 | 11 288 | 9 713 | 4 440 | 45.7 | 21 | 941 | 374 | - | 6 | 368 | 39.7 |
| BRITISH AIRWAYS | 9 | 30 | 27 | 996 | 580 | 301 | 51.9 | 8 | 55 | 27 | 2 | - | 25 | 49.1 |
| BRYMON AIRWAYS | 45 | 112 | 146 | 3 631 | 2 066 | 1 456 | 70.5 | 6 | 225 | 122 | - | 3 | 119 | 54.2 |
| BUSINESS AIR LIMITED | 26 | 85 | 113 | 2 243 | 1 284 | 677 | 52.7 | 2 | 123 | 55 | - | 1 | 54 | 44.7 |
| CALEDONIAN AIRWAYS | 13 | 4 | 11 | 170 | 5 245 | 730 | 13.9 | - | 487 | 62 | - | - | 62 | 12.7 |
| CELTIC AIR | 18 | 112 | 58 | - | - | - | - | 299 | 88 | 54 | 54 | - | - | 61.4 |
| CHANNEL EXPRESS (AIR SVS) | 89 | 276 | 324 | - | - | - | - | 776 | 490 | 251 | 251 | - | - | 51.2 |
| EUROAIR TRANSPORT LTD | 44 | 131 | 151 | - | - | - | - | 307 | 221 | 127 | 127 | - | - | 57.5 |
| INTER EUROPEAN AIRWAYS | 12 | 14 | 27 | 1 005 | 2 207 | 1 048 | 47.5 | - | 196 | 80 | - | - | 80 | 40.8 |
| JANES AVIATION | 32 | 114 | 115 | - | - | - | - | 292 | 178 | 80 | 80 | - | - | 44.9 |
| MONARCH AIRLINES | 13 | 11 | 22 | 1 566 | 2 730 | 1 828 | 67.0 | - | 244 | 153 | - | - | 153 | 62.7 |
| Total | 532 | 1 347 | 1 524 | 34 683 | 40 506 | 22 311 | 55.1 | 1 711 | 4 680 | 2 389 | 514 | 10 | 1 865 | 51.0 |

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

(b) Excludes exempt sub-charter operations

International Exempt Operations December 1992

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 Available | Tonne-Kilometres Used Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|---|---------------|------------------|--------------------|---------------------|
| AIR UK LEISURE | 6 | 8 | 12 | 847 | 1 025 | 638 | 62.2 | - | 97 | 54 | - | - | 54 | 55.7 |
| AIRTOURS INTERNATIONAL | 1 | 2 | 2 | 316 | 161 | 153 | 95.0 | - | 16 | 13 | - | - | 13 | 81.3 |
| ARAVCO LTD | 10 | 12 | 22 | 55 | 107 | 49 | 45.8 | - | 10 | 4 | - | - | 4 | 40.0 |
| BRITANNIA AIRWAYS | 95 | 117 | 170 | 12 339 | 15 225 | 10 881 | 71.5 | - | 1 295 | 924 | - | - | 924 | 71.4 |
| BRITISH AIR FERRIES | 30 | 21 | 54 | 914 | 3 142 | 1 307 | 41.6 | - | 381 | 108 | - | - | 108 | 28.3 |
| CALEDONIAN AIRWAYS | 13 | 4 | 11 | 170 | 5 245 | 730 | 13.9 | - | 487 | 62 | - | - | 62 | 12.7 |
| INTER EUROPEAN AIRWAYS | 10 | 7 | 19 | 474 | 1 791 | 847 | 47.3 | - | 159 | 64 | - | - | 64 | 40.3 |
| MONARCH AIRLINES | 13 | 11 | 22 | 1 566 | 2 730 | 1 828 | 67.0 | - | 244 | 153 | - | - | 153 | 62.7 |
| Total | 178 | 182 | 312 | 16 681 | 29 426 | 16 433 | 55.8 | - | 2 689 | 1 382 | - | - | 1 382 | 51.4 |

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

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations December 1992

Table 9.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-km Available | Tonne-Kilometres Used Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|---------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|---|---------------|------------------|--------------------|---------------------|
| BRITANNIA AIRWAYS | 1 | 4 | 4 | 227 | 163 | 110 | 67.5 | - | 14 | 9 | - | - | 9 | 64.3 |
| BRITISH AIR FERRIES | 88 | 294 | 268 | 10 374 | 6 571 | 3 133 | 47.7 | 21 | 560 | 266 | - | 6 | 260 | 47.5 |
| BRITISH AIRWAYS | 9 | 30 | 27 | 996 | 580 | 301 | 51.9 | 8 | 55 | 27 | 2 | - | 25 | 49.1 |
| BRYMON AIRWAYS | 45 | 112 | 146 | 3 631 | 2 066 | 1 456 | 70.5 | 6 | 225 | 122 | - | 3 | 119 | 54.2 |
| BUSINESS AIR LIMITED | 26 | 85 | 113 | 2 243 | 1 284 | 677 | 52.7 | 2 | 123 | 55 | - | 1 | 54 | 44.7 |
| CELTIC AIR | 18 | 112 | 58 | - | - | - | - | 299 | 88 | 54 | 54 | - | - | 61.4 |
| CHANNEL EXPRESS (AIR SVS) | 89 | 276 | 324 | - | - | - | - | 776 | 490 | 251 | 251 | - | - | 51.2 |
| EUROAIR TRANSPORT LTD | 44 | 131 | 151 | - | - | - | - | 307 | 221 | 127 | 127 | - | - | 57.5 |
| INTER EUROPEAN AIRWAYS | 2 | 7 | 8 | 531 | 416 | 201 | 48.3 | - | 37 | 16 | - | - | 16 | 43.2 |
| JANES AVIATION | 32 | 114 | 115 | - | - | - | - | 292 | 178 | 80 | 80 | - | - | 44.9 |
| Total | 354 | 1 165 | 1 214 | 18 002 | 11 080 | 5 878 | 53.1 | 1 711 | 1 991 | 1 007 | 514 | 10 | 483 | 50.6 |

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences December 1992

Table 10.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As |
|-----------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) % of Avail |
| BRITISH MIDLAND | 7 | 9 | 14 | .. | 1 042 | 725 | 69.6 | .. | 102 | 57 | - | - | 57 55.9 |
| Total | 7 | 9 | 14 | .. | 1 042 | 725 | 69.6 | .. | 102 | 57 | - | - | 57 55.9 |

Exempt Sub Charter Operations Performed For UK Operators December 1992

Table 10.2

| | 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 | | | As | |
|-------------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| AIR ATLANTIQUE & AIR CORBIERE | - | 3 | 2 | .. | 5 | 5 | 100.0 | .. | 2 | - | - | - | - | - |
| AIR UK LEISURE | 9 | 22 | 22 | .. | 1 444 | 431 | 29.8 | .. | 137 | 37 | - | - | 37 | 27.0 |
| BRITANNIA AIRWAYS | 5 | 7 | 8 | .. | 514 | 235 | 45.7 | .. | 44 | 20 | - | - | 20 | 45.5 |
| BRITISH AIR FERRIES | 23 | 56 | 76 | .. | 206 | 144 | 69.9 | .. | 143 | 53 | - | 40 | 13 | 37.1 |
| BRITISH AIRWAYS | 118 | 171 | 246 | .. | 12 724 | 7 611 | 59.8 | .. | 1 501 | 695 | 8 | 26 | 661 | 46.3 |
| BRITISH MIDLAND | 2 | 6 | 6 | .. | 115 | 72 | 62.6 | .. | 11 | 6 | - | - | 6 | 54.5 |
| BRYMON AIRWAYS | 44 | 125 | 137 | .. | 2 224 | 1 339 | 60.2 | .. | 214 | 114 | - | 2 | 112 | 53.3 |
| CALEDONIAN AIRWAYS | 3 | 6 | 8 | .. | 1 444 | 1 195 | 82.8 | .. | 134 | 102 | - | - | 102 | 76.1 |
| EXCALIBUR AIRWAYS | 8 | 3 | 12 | .. | 1 423 | 922 | 64.8 | .. | 138 | 79 | - | - | 79 | 57.2 |
| GB AIRWAYS LTD | 1 | 2 | 1 | .. | 58 | 42 | 72.4 | .. | 7 | 4 | - | - | 4 | 57.1 |
| HEAVYLIFT CARGO AIRLINES | 10 | 17 | 27 | .. | - | - | - | .. | 245 | 139 | - | 139 | - | 56.7 |
| INTER EUROPEAN AIRWAYS | 3 | 1 | 4 | .. | 693 | 676 | 97.5 | .. | 62 | 53 | - | - | 53 | 85.5 |
| MANX AIRLINES | 30 | 62 | 81 | .. | 1 978 | 1 301 | 65.8 | .. | 175 | 104 | - | - | 104 | 59.4 |
| MANX AIRLINES (EUROPE) LTD | 27 | 65 | 70 | .. | 424 | 293 | 69.1 | .. | 42 | 24 | - | - | 24 | 57.1 |
| MONARCH AIRLINES | 16 | 4 | 21 | .. | 4 911 | 4 308 | 87.7 | .. | 441 | 362 | - | - | 362 | 82.1 |
| Total | 299 | 550 | 721 | .. | 28 163 | 18 574 | 66.0 | .. | 3 296 | 1 792 | 8 | 207 | 1 577 | 54.4 |

Exempt Sub Charter Operations Performed For Non UK Operators December 1992

Table 10.3

| | Aircraft | | Aircraft | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | As |
|-------------------------------|----------|---------|----------|-----------|-----------|---------|-------|----------|-----------|-----------------------|-------|---------|-----------|-------|
| | -Km | Stage | | | | Used | % of | | | Total | Mail | Freight | Passenger | % of |
| | (000) | Flights | Hours | Uplifted | Available | (000) | Avail | Uplifted | Available | (000) | (000) | (000) | (000) | Avail |
| AIR ATLANTIQUE & AIR CORBIERE | 2 | 7 | 7 | .. | 21 | 12 | 57.1 | .. | 20 | 17 | - | 16 | 1 | 85.0 |
| AIR FOYLE | 11 | 22 | 26 | .. | - | - | - | .. | 126 | 49 | - | 49 | - | 38.9 |
| BRITISH AIR FERRIES | 4 | 6 | 7 | .. | 307 | 140 | 45.6 | .. | 41 | 15 | - | 3 | 12 | 36.6 |
| CALEDONIAN AIRWAYS | 2 | 3 | 4 | .. | 399 | 207 | 51.9 | .. | 37 | 18 | - | - | 18 | 48.6 |
| CELTIC AIR | 2 | 11 | 7 | .. | - | - | - | .. | 6 | 2 | - | 2 | - | 33.3 |
| CHANNEL EXPRESS (AIR SVS) | 1 | 1 | 2 | .. | - | - | - | .. | 3 | 2 | - | 2 | - | 66.7 |
| HEAVYLIFT CARGO AIRLINES | 47 | 21 | 70 | .. | - | - | - | .. | 1 805 | 1 055 | - | 1 055 | - | 58.4 |
| MONARCH AIRLINES | 339 | 665 | 745 | .. | 43 064 | 25 982 | 60.3 | .. | 3 875 | 2 182 | - | - | 2 182 | 56.3 |
| Total | 408 | 736 | 868 | .. | 43 791 | 26 341 | 60.2 | .. | 5 913 | 3 340 | - | 1 127 | 2 213 | 56.5 |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1992 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1992 |
|-------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 971 | - | 4 579 | - | 3 982 | - | 56 642 | 11 954 | 18 449 | 39 | 3.0 |
| AEROSPATIALE SA365 DAUPHIN | 263 | 6 | 6 406 | 120 | 1 051 | 26 | 28 688 | 1 178 | 2 893 | 14 | 2.8 |
| AIRBUS A300-600(B2-B4) | 578 | - | 215 | - | 808 | - | 57 916 | 174 037 | 208 372 | 4 | 8.6 |
| AIRBUS A320-100/200 | 1 752 | - | 1 357 | - | 2 966 | - | 128 423 | 186 073 | 276 470 | 18 | 6.6 |
| ATR 42-300 | 186 | - | 553 | - | 535 | - | 17 847 | 5 873 | 8 902 | 3 | 7.0 |
| BAC/AEROSPATIALE CONCORDE | 583 | - | 111 | - | 410 | - | 5 498 | 26 923 | 58 338 | 7 | 2.5 |
| BAE (HS) 748 | 26 | 95 | 85 | 347 | 113 | 344 | 2 243 | 677 | 1 284 | 14 | 1.2 |
| BAE 146 SERIES 100 | 131 | - | 203 | - | 293 | - | 7 417 | 4 895 | 10 279 | 2 | 5.2 |
| BAE 146 SERIES 200/QT | 144 | 113 | 282 | 206 | 333 | 261 | 10 386 | 5 959 | 14 187 | 5 | 4.4 |
| BAE 146 SERIES 300 | 554 | 78 | 1 152 | 155 | 1 303 | 172 | 47 377 | 30 441 | 60 921 | 9 | 5.3 |
| BAE(BAC)1-11-200 SERIES | 3 | - | 2 | - | 5 | - | 94 | 158 | 262 | 2 | 0.1 |
| BAE(BAC)1-11-300/400/475 | 302 | - | 469 | - | 639 | - | 15 732 | 9 906 | 22 262 | 5 | 5.0 |
| BAE(BAC)1-11-500 SERIES | 884 | - | 1 449 | - | 1 885 | - | 62 380 | 42 137 | 86 754 | 13 | 4.6 |
| BAE(H.P)JETSTREAM 31/32 | 582 | - | 1 406 | - | 1 747 | - | 11 758 | 5 349 | 9 568 | 11 | 5.3 |
| BAE(HS)125 | - | - | - | - | - | - | - | - | - | 2 | - |
| BEECHCRAFT 200 SUPERKING AIR | 11 | - | 26 | - | 31 | - | 109 | 46 | 87 | 2 | 0.5 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 4 | - |
| BELL 212/412 | 32 | - | 1 592 | - | 211 | - | 6 575 | 132 | 352 | 6 | 1.4 |
| BELL MODEL 214ST | 36 | - | 196 | - | 155 | - | 2 170 | 399 | 648 | 2 | 2.5 |
| BOEING 707 ALL SERIES | - | 87 | - | 33 | - | 123 | - | - | - | 1 | 2.9 |
| BOEING 737-200 | 5 835 | - | 5 396 | - | 10 609 | - | 365 123 | 451 308 | 676 746 | 61 | 6.3 |
| BOEING 737-300 | 1 770 | 7 | 2 680 | 13 | 3 719 | 15 | 168 402 | 168 286 | 247 098 | 22 | 7.1 |
| BOEING 737-400 | 3 709 | 13 | 5 101 | 25 | 7 723 | 27 | 421 735 | 323 906 | 553 822 | 42 | 7.9 |
| BOEING 747 200B COMBI | 726 | 7 | 125 | 1 | 933 | 9 | 24 121 | 182 871 | 268 843 | 3 | 11.7 |
| BOEING 747-100/100F | 3 815 | - | 720 | - | 4 999 | - | 164 353 | 1 004 300 | 1 429 775 | 16 | 10.5 |
| BOEING 747-200 | 5 524 | - | 1 006 | - | 7 144 | - | 206 691 | 1 403 363 | 2 087 741 | 20 | 11.5 |
| BOEING 747-400 | 7 621 | - | 1 204 | - | 9 749 | - | 218 274 | 2 059 933 | 2 899 238 | 23 | 14.0 |
| BOEING 757-200 | 8 263 | - | 6 079 | - | 13 400 | - | 775 579 | 1 316 576 | 1 739 061 | 69 | 7.7 |
| BOEING 767-200 | 1 782 | - | 549 | - | 2 474 | - | 107 541 | 432 959 | 488 067 | 9 | 10.5 |
| BOEING 767-300 | 580 | - | 774 | - | 1 260 | - | 124 763 | 90 980 | 142 704 | 7 | 7.4 |
| BOEING 767-300ER | 2 222 | - | 620 | - | 3 201 | - | 59 507 | 277 400 | 428 782 | 10 | 10.5 |
| BRITISH AEROSPACE ATP | 998 | 1 | 3 296 | 7 | 3 269 | 7 | 103 829 | 35 068 | 64 174 | 25 | 4.5 |
| CANADAIR CL-44 | - | 27 | - | 17 | - | 58 | - | - | - | 1 | 1.5 |
| CESSNA 310 | - | - | 1 | - | 2 | - | 4 | 2 | 2 | 2 | - |
| CESSNA 401/402/411/421 | 2 | - | 8 | - | 9 | - | 33 | 14 | 21 | 1 | 0.3 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| DE HAVILLAND DH6 TWIN OTTER | 32 | - | 263 | - | 174 | - | 2 286 | 296 | 567 | 2 | 2.9 |
| DE HAVILLAND DHC-7 DASH-7 | 218 | - | 886 | - | 858 | - | 18 225 | 5 344 | 9 968 | 7 | 4.4 |
| DE HAVILLAND DHC-8 DASH-8-100 | 133 | - | 342 | - | 402 | - | 5 708 | 2 736 | 4 769 | 2 | 6.9 |
| DE HAVILLAND DHC-8 DASH-8-300 | 120 | - | 319 | - | 370 | - | 3 723 | 3 155 | 6 049 | 2 | 6.8 |
| DORNIER 228-100/200 | 44 | - | 162 | - | 162 | - | 1 142 | 316 | 742 | 2 | 5.4 |
| DOUGLAS DC3 C47 DAKOTA | 1 | 3 | 3 | 9 | 4 | 17 | 34 | 12 | 25 | 2 | 0.1 |
| DOUGLAS DC6/6A/6B/6C | - | 16 | - | 39 | - | 48 | - | - | - | 2 | 1.0 |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 2 | - |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1992 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| FAIRCHILD SA-227 METRO III | 3 | - | 11 | 1 | 7 | 1 | 41 | 31 | 59 | 1 | 1.4 |
| FOKKER 100 | 284 | - | 650 | - | 727 | - | 26 914 | 11 180 | 28 708 | 5 | 5.4 |
| FOKKER F27 100-600 | 1 016 | 18 | 3 264 | 112 | 3 495 | 58 | 72 573 | 24 539 | 49 007 | 22 | 5.9 |
| GA GULFSTREAM 3 | 10 | - | 12 | - | 22 | - | 55 | 49 | 107 | 1 | 0.9 |
| HANDLEY PAGE HERALD 200 | - | 162 | - | 511 | - | 590 | - | - | - | 11 | 1.7 |
| LOCKHEED L-1011-1/100 TRISTAR | 93 | - | 54 | - | 103 | - | 11 873 | 26 497 | 36 983 | 5 | 3.8 |
| LOCKHEED L-188 ELECTRA | - | 180 | - | 304 | - | 412 | - | - | - | 4 | 3.1 |
| LOCKHEED L1011-200 TRISTAR | - | - | - | - | - | - | - | - | - | - | 7.0 |
| MBB B0105 | 1 | - | 10 | - | 3 | - | 16 | 2 | 4 | 10 | - |
| MCDONNELL-DOUGLAS DC10-30 | 1 903 | - | 305 | - | 2 411 | - | 37 894 | 254 320 | 435 802 | 7 | 11.3 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 611 | - | 1 426 | - | 1 659 | - | 82 473 | 35 570 | 65 068 | 8 | 7.5 |
| MCDONNELL-DOUGLAS DC9-10/15 | 440 | - | 861 | - | 1 023 | - | 33 093 | 17 055 | 35 136 | 6 | 5.7 |
| MCDONNELL-DOUGLAS MD-80-83 | 1 520 | - | 598 | - | 2 455 | - | 93 800 | 238 618 | 253 937 | 8 | 12.1 |
| PILATUS BN-2A ISLANDER | 27 | - | 638 | - | 145 | - | 2 953 | 129 | 216 | 10 | 0.7 |
| PILATUS BN-2A TRISLANDER MK3 | 82 | - | 1 399 | - | 403 | - | 14 024 | 807 | 1 394 | 9 | 1.7 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 1 | - | 8 | - | 3 | - | 38 | 3 | 5 | 4 | - |
| PIPER PA34 SENECA II | 1 | - | 15 | - | 5 | - | 40 | 3 | 5 | 2 | 0.1 |
| REIMS-CESSNA F406/CARAVAN II | 28 | - | 142 | - | 85 | - | 454 | 170 | 341 | 2 | 1.2 |
| SAAB FAIRCHILD 340 | 183 | - | 540 | - | 516 | - | 5 335 | 2 182 | 6 238 | 3 | 4.3 |
| SHORTS 330 | 62 | 20 | 281 | 46 | 227 | 63 | 3 373 | 773 | 1 851 | 11 | 0.9 |
| SHORTS 360 | 691 | 29 | 3 305 | 81 | 2 738 | 89 | 65 007 | 14 175 | 24 743 | 23 | 4.1 |
| SHORTS BELFAST | - | 53 | - | 31 | - | 129 | - | - | - | 2 | 1.6 |
| SIKORSKY S61N | 424 | - | 4 158 | - | 2 212 | - | 42 225 | 4 289 | 8 534 | 30 | 2.4 |
| SIKORSKY S76 SPIRIT | 307 | 4 | 2 833 | 19 | 1 196 | 14 | 16 460 | 1 786 | 3 500 | 18 | 2.1 |
| V953C MERCHANTMAN | - | 71 | - | 168 | - | 167 | - | - | - | 5 | 1.6 |
| VICKERS VISCOUNT 800 | 90 | 54 | 299 | 136 | 276 | 166 | 10 492 | 3 229 | 6 817 | 12 | 1.2 |
| WESTLAND 30 SRS 100 | - | - | - | - | - | - | - | - | - | 3 | - |
| TOTAL | 58 210 | 1 044 | 70 426 | 2 381 | 106 636 | 2 791 | 3 751 461 | 8 900 369 | 12 786 677 | 718 | 5.5 |

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

(b) Excludes passengers uplifted on sub-charter operations

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

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

Table 11.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1992 |
|--------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AIR 2000 | | | | | | | | | | | |
| AIRBUS A320-100/200 | 234 | - | 115 | - | 343 | - | 15 579 | 35 276 | 41 884 | 4 | 6.4 |
| BOEING 757-200 | 1 664 | - | 622 | - | 2 342 | - | 105 778 | 336 779 | 387 606 | 11 | 9.3 |
| TOTAL | 1 898 | - | 737 | - | 2 685 | - | 121 357 | 372 055 | 429 490 | 15 | 8.8 |
| AIR ATLANTIQUE & AIR CORBIERE | | | | | | | | | | | |
| CESSNA 310 | - | - | 1 | - | 2 | - | 4 | 2 | 2 | 2 | 0.0 |
| CESSNA 401/402/411/421 | 2 | - | 8 | - | 9 | - | 33 | 14 | 21 | 1 | 0.3 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC3 C47 DAKOTA | 1 | 3 | 3 | 9 | 4 | 12 | 34 | 12 | 25 | 2 | 0.1 |
| DOUGLAS DC6/6A/6B/6C | - | 16 | - | 39 | - | 48 | - | - | - | 2 | 1.0 |
| FAIRCHILD SA-227 METRO III | 3 | - | 11 | 1 | 7 | 1 | 41 | 31 | 59 | 1 | 1.4 |
| PIPER PA-31/31P NAVAJO CHIEFTN | - | - | - | - | - | - | - | - | - | 1 | - |
| REIMS-CESSNA F406/CARAVAN II | 28 | - | 142 | - | 85 | - | 454 | 170 | 341 | 2 | 1.2 |
| TOTAL | 34 | 19 | 165 | 49 | 107 | 61 | 566 | 229 | 448 | 12 | 0.5 |
| AIR FOYLE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | 113 | - | 206 | - | 261 | - | - | - | 3 | 2.9 |
| BAE 146 SERIES 300 | - | 78 | - | 155 | - | 172 | - | - | - | 2 | 2.9 |
| TOTAL | - | 191 | - | 361 | - | 434 | - | - | - | 5 | 2.9 |
| AIR UK | | | | | | | | | | | |
| BAE 146 SERIES 100 | 131 | - | 203 | - | 293 | - | 7 417 | 4 895 | 10 279 | 2 | 5.9 |
| BAE 146 SERIES 200/QT | 144 | - | 282 | - | 333 | - | 10 386 | 5 959 | 14 187 | 2 | 6.1 |
| BAE 146 SERIES 300 | 521 | - | 1 124 | - | 1 246 | - | 45 542 | 27 913 | 57 415 | 6 | 6.7 |
| FOKKER 100 | 284 | - | 650 | - | 727 | - | 26 914 | 11 180 | 28 708 | 5 | 5.4 |
| FOKKER F27 100-600 | 655 | - | 2 033 | - | 2 215 | - | 44 429 | 15 248 | 30 199 | 12 | 7.0 |
| SHORTS 360 | 30 | - | 107 | - | 120 | - | 1 845 | 507 | 1 064 | 1 | 4.3 |
| TOTAL | 1 765 | - | 4 399 | - | 4 933 | - | 136 533 | 65 702 | 141 852 | 28 | 6.4 |
| AIR UK LEISURE | | | | | | | | | | | |
| BOEING 737-400 | 411 | - | 258 | - | 658 | - | 28 741 | 53 196 | 70 666 | 7 | 5.6 |
| TOTAL | 411 | - | 258 | - | 658 | - | 28 741 | 53 196 | 70 666 | 7 | 5.6 |
| AIRTOURS INTERNATIONAL | | | | | | | | | | | |
| MCDONNELL-DOUGLAS MD-80-83 | 1 520 | - | 598 | - | 2 455 | - | 93 800 | 238 618 | 253 937 | 8 | 12.1 |
| TOTAL | 1 520 | - | 598 | - | 2 455 | - | 93 800 | 238 618 | 253 937 | 8 | 12.1 |

Aircraft type and Utilisation: Individual Airlines
December 1992 (a) (b) (c)

Table 11.2 (Continued)

| | Aircraft-Km Passenger (000) | Cargo (000) | Stage Flights Passenger | Cargo | Aircraft Passenger | Hours Cargo | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1992 | Avg Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1992 |
|-------------------------------|-----------------------------------|----------------|----------------------------|-------|-----------------------|----------------|------------------------|--------------------------|-------------------------------|--|---|
| ARAVCO LTD | | | | | | | | | | | |
| BAE(HS)125 | - | - | - | - | - | - | - | - | - | 2 | - |
| GA GULFSTREAM 3 | 10 | - | 12 | - | 22 | - | 55 | 49 | 107 | 1 | 0.9 |
| TOTAL | 10 | - | 12 | - | 22 | - | 55 | 49 | 107 | 3 | 0.3 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| PILATUS BN-2A TRISLANDER MK3 | 82 | - | 1 399 | - | 403 | - | 14 024 | 807 | 1 394 | 9 | 1.7 |
| SHORTS 360 | 7 | - | 131 | - | 32 | - | 2 891 | 146 | 237 | 1 | 1.5 |
| TOTAL | 89 | - | 1 530 | - | 436 | - | 16 915 | 953 | 1 631 | 10 | 1.7 |
| BIRMINGHAM EUROPEAN AIRWAYS | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 302 | - | 469 | - | 639 | - | 15 732 | 9 906 | 22 262 | 4 | 6.2 |
| BAE(H.P)JETSTREAM 31/32 | 121 | - | 346 | - | 397 | - | 2 858 | 1 001 | 1 938 | 3 | 4.2 |
| TOTAL | 423 | - | 815 | - | 1 036 | - | 18 590 | 10 907 | 24 200 | 7 | 5.3 |
| BOND HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 262 | - | 1 026 | - | 1 047 | - | 11 416 | 2 915 | 4 978 | 10 | 3.0 |
| AEROSPATIALE SA365 DAUPHIN | 263 | 6 | 6 406 | 120 | 1 051 | 26 | 28 688 | 1 178 | 2 893 | 14 | 2.8 |
| BEECHCRAFT 200 SUPERKING AIR | 11 | - | 26 | - | 31 | - | 109 | 46 | 87 | 2 | 0.5 |
| MBB B0105 | 1 | - | 10 | - | 3 | - | 16 | 2 | 4 | 10 | 0.0 |
| SIKORSKY S76 SPIRIT | 215 | 4 | 1 601 | 19 | 797 | 14 | 9 344 | 1 255 | 2 580 | 9 | 2.8 |
| TOTAL | 752 | 10 | 9 069 | 139 | 2 928 | 39 | 49 573 | 5 396 | 10 542 | 45 | 2.1 |
| BRISTOW HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 603 | - | 2 905 | - | 2 511 | - | 37 309 | 7 744 | 11 457 | 23 | 3.2 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 4 | - |
| BELL 212/412 | 32 | - | 1 592 | - | 211 | - | 6 575 | 132 | 352 | 6 | 1.4 |
| BELL MODEL 214ST | 36 | - | 196 | - | 155 | - | 2 170 | 399 | 648 | 2 | 2.5 |
| SIKORSKY S61N | 174 | - | 1 585 | - | 1 053 | - | 16 246 | 1 783 | 2 784 | 15 | 2.1 |
| SIKORSKY S76 SPIRIT | 92 | - | 1 232 | - | 399 | - | 7 116 | 531 | 920 | 9 | 1.5 |
| TOTAL | 937 | - | 7 510 | - | 4 328 | - | 69 416 | 10 589 | 16 161 | 59 | 2.3 |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 737-200 | 1 906 | - | 1 180 | - | 3 083 | - | 124 547 | 211 751 | 247 567 | 17 | 7.6 |
| BOEING 737-300 | 260 | - | 175 | - | 430 | - | 20 583 | 31 534 | 38 631 | 2 | 7.6 |
| BOEING 757-200 | 788 | - | 315 | - | 1 187 | - | 61 063 | 152 767 | 182 348 | 5 | 9.5 |
| BOEING 767-200 | 1 782 | - | 549 | - | 2 474 | - | 107 541 | 432 959 | 488 067 | 9 | 10.5 |
| TOTAL | 4 736 | - | 2 219 | - | 7 173 | - | 313 734 | 829 011 | 956 613 | 33 | 8.6 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1992 |
|--------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRITISH AIR FERRIES | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | - | - | - | - | - | - | - | - | - | - |
| BAE 146 SERIES 300 | 33 | - | 28 | - | 57 | - | 1 835 | 2 528 | 3 506 | 1 | 1.4 |
| BAE(BAC)1-11-200 SERIES | 3 | - | 2 | - | 5 | - | 94 | 158 | 262 | 2 | 0.1 |
| BAE(BAC)1-11-300/400/475 | - | - | - | - | - | - | - | - | - | 1 | 0.5 |
| BAE(BAC)1-11-500 SERIES | 21 | - | 13 | - | 37 | - | 196 | 706 | 2 078 | 2 | 0.8 |
| HANDLEY PAGE HERALD 200 | - | 26 | - | 58 | - | 87 | - | - | - | 1 | 3.0 |
| VICKERS VISCOUNT 800 | 90 | 54 | 299 | 136 | 276 | 166 | 10 492 | 3 229 | 6 817 | 12 | 1.2 |
| TOTAL | 147 | 80 | 342 | 194 | 374 | 253 | 12 617 | 6 621 | 12 663 | 19 | 1.1 |
| BRITISH AIRWAYS (EURO OPS) LGW | | | | | | | | | | | |
| BOEING 737-300 | 183 | - | 559 | - | 542 | - | 42 924 | 14 756 | 25 303 | 3 | 10.6 |
| BOEING 737-400 | 901 | - | 1 124 | - | 1 811 | - | 68 268 | 55 885 | 133 727 | 9 | 13.3 |
| TOTAL | 1 084 | - | 1 683 | - | 2 353 | - | 111 192 | 70 641 | 159 030 | 12 | 12.6 |
| BRITISH AIRWAYS + CALEDONIAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 046 | - | 1 017 | - | 1 924 | - | 84 090 | 83 980 | 150 129 | 10 | 6.6 |
| BAC/AEROSPATIALE CONCORDE | 583 | - | 111 | - | 410 | - | 5 498 | 26 923 | 58 338 | 7 | 2.5 |
| BAE(BAC)1-11-500 SERIES | 863 | - | 1 436 | - | 1 848 | - | 62 184 | 41 431 | 84 676 | 11 | 4.7 |
| BOEING 737-200 | 3 459 | - | 3 832 | - | 6 700 | - | 213 288 | 203 642 | 378 683 | 39 | 5.8 |
| BOEING 737-400 | 1 688 | - | 2 352 | - | 3 558 | - | 196 343 | 144 636 | 237 453 | 19 | 6.7 |
| BOEING 747 200B COMBI | 726 | 7 | 125 | 1 | 933 | 9 | 24 121 | 182 871 | 268 843 | 3 | 11.7 |
| BOEING 747-100/100F | 3 406 | - | 661 | - | 4 490 | - | 144 437 | 864 034 | 1 252 867 | 15 | 10.2 |
| BOEING 747-200 | 3 614 | - | 735 | - | 4 699 | - | 140 076 | 934 583 | 1 389 183 | 13 | 11.1 |
| BOEING 747-400 | 7 621 | - | 1 204 | - | 9 749 | - | 218 274 | 2 059 933 | 2 899 238 | 23 | 14.0 |
| BOEING 757-200 | 4 333 | - | 4 521 | - | 7 740 | - | 515 187 | 550 325 | 822 555 | 42 | 6.8 |
| BOEING 767-300 | 580 | - | 774 | - | 1 260 | - | 124 763 | 90 980 | 142 704 | 7 | 7.4 |
| BOEING 767-300ER | 2 222 | - | 620 | - | 3 201 | - | 59 507 | 277 400 | 428 782 | 10 | 10.5 |
| BRITISH AEROSPACE ATP | 541 | 1 | 1 811 | 7 | 1 779 | 7 | 53 871 | 18 057 | 34 209 | 14 | 4.4 |
| LOCKHEED L-1011-1/100 TRISTAR | 93 | - | 54 | - | 103 | - | 11 873 | 26 497 | 36 983 | 5 | 3.8 |
| LOCKHEED L1011-200 TRISTAR | - | - | - | - | - | - | - | - | - | - | 7.0 |
| MCDONNELL-DOUGLAS DC10-30 | 1 903 | - | 305 | - | 2 411 | - | 37 894 | 254 320 | 435 802 | 7 | 11.3 |
| TOTAL | 32 678 | 8 | 19 558 | 8 | 50 804 | 16 | 1 891 406 | 5 759 612 | 8 620 445 | 225 | 7.7 |
| BRITISH INTERNATIONAL HELIS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 106 | - | 648 | - | 424 | - | 7 917 | 1 295 | 2 014 | 6 | 2.3 |
| SIKORSKY S61N | 250 | - | 2 573 | - | 1 159 | - | 25 979 | 2 506 | 5 750 | 15 | 2.6 |
| SIKORSKY S76 SPIRIT | - | - | - | - | - | - | - | - | - | - | 0.2 |
| WESTLAND 30 SRS 100 | - | - | - | - | - | - | - | - | - | 3 | - |
| TOTAL | 356 | - | 3 221 | - | 1 583 | - | 33 896 | 3 801 | 7 764 | 24 | 2.3 |

Aircraft type and Utilisation: Individual Airlines
December 1992 (a) (b) (c)

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | Seat-Km | Aircraft in | Avg Daily |
|-------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-----------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Uplifted | Used | Available | Service At | Utilisation |
| | (000) | (000) | | | | | | (000) | (000) | Qrt Ended | Per A/C |
| | | | | | | | | | | Dec 1992 | (Hours) |
| | | | | | | | | | | | Qrt Ended |
| | | | | | | | | | | | Dec 1992 |
| BRITISH MIDLAND | | | | | | | | | | | |
| BOEING 737-300 | 577 | 7 | 1 043 | 13 | 1 354 | 15 | 78 590 | 47 395 | 79 857 | 6 | 7.7 |
| BOEING 737-400 | 613 | 13 | 1 323 | 25 | 1 549 | 27 | 122 867 | 57 220 | 95 566 | 6 | 9.1 |
| BRITISH AEROSPACE ATP | 96 | - | 257 | - | 324 | - | 7 590 | 3 074 | 6 113 | 3 | 4.0 |
| DE HAVILLAND DHC-7 DASH-7 | 30 | - | 216 | - | 180 | - | 5 019 | 707 | 1 338 | 2 | 3.1 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 611 | - | 1 426 | - | 1 659 | - | 82 473 | 35 570 | 65 068 | 8 | 7.5 |
| MCDONNELL-DOUGLAS DC9-10/15 | 440 | - | 861 | - | 1 023 | - | 33 093 | 17 055 | 35 136 | 6 | 5.7 |
| TOTAL | 2 367 | 20 | 5 126 | 38 | 6 089 | 42 | 329 632 | 161 021 | 283 078 | 31 | 6.9 |
| BRYMON AIRWAYS | | | | | | | | | | | |
| DE HAVILLAND DHC-7 DASH-7 | 188 | - | 670 | - | 678 | - | 13 206 | 4 637 | 8 630 | 5 | 4.9 |
| DE HAVILLAND DHC-8 DASH-8-100 | 133 | - | 342 | - | 402 | - | 5 708 | 2 736 | 4 769 | 2 | 6.9 |
| DE HAVILLAND DHC-8 DASH-8-300 | 120 | - | 319 | - | 370 | - | 3 723 | 3 155 | 6 049 | 2 | 6.8 |
| TOTAL | 441 | - | 1 331 | - | 1 450 | - | 22 637 | 10 528 | 19 448 | 9 | 5.8 |
| BUSINESS AIR LIMITED | | | | | | | | | | | |
| BAE (HS) 748 | 26 | - | 85 | - | 113 | - | 2 243 | 677 | 1 284 | 1 | 2.7 |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 1 | - |
| SAAB FAIRCHILD 340 | 183 | - | 540 | - | 516 | - | 5 335 | 2 182 | 6 238 | 3 | 4.3 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 209 | - | 625 | - | 630 | - | 7 578 | 2 859 | 7 522 | 6 | 2.1 |
| CELTIC AIR | | | | | | | | | | | |
| FOKKER F27 100-600 | - | 18 | - | 112 | - | 58 | - | - | - | 2 | 1.1 |
| SHORTS 330 | - | 2 | - | 11 | - | 7 | - | - | - | 2 | 0.1 |
| TOTAL | - | 20 | - | 123 | - | 65 | - | - | - | 4 | 0.5 |
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| HANDLEY PAGE HERALD 200 | - | 136 | - | 453 | - | 503 | - | - | - | 8 | 1.8 |
| LOCKHEED L-188 ELECTRA | - | 92 | - | 117 | - | 212 | - | - | - | 2 | 4.1 |
| TOTAL | - | 228 | - | 570 | - | 714 | - | - | - | 10 | 2.1 |
| CITY FLYER EXPRESS | | | | | | | | | | | |
| ATR 42-300 | 186 | - | 553 | - | 535 | - | 17 847 | 5 873 | 8 902 | 3 | 7.0 |
| SHORTS 360 | 107 | 16 | 355 | 52 | 383 | 54 | 8 337 | 2 489 | 3 747 | 3 | 4.9 |
| TOTAL | 293 | 16 | 908 | 52 | 919 | 54 | 26 184 | 8 362 | 12 649 | 6 | 5.9 |
| EUROAIR TRANSPORT LTD | | | | | | | | | | | |
| BAE (HS) 748 | - | 44 | - | 131 | - | 151 | - | - | - | 5 | 1.3 |
| TOTAL | - | 44 | - | 131 | - | 151 | - | - | - | 5 | 1.3 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1992 |
|----------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| EXCALIBUR AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 472 | - | 225 | - | 699 | - | 28 754 | 66 817 | 84 457 | 4 | 6.8 |
| TOTAL | 472 | - | 225 | - | 699 | - | 28 754 | 66 817 | 84 457 | 4 | 6.8 |
| GB AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-200 | 470 | - | 384 | - | 826 | - | 27 288 | 35 915 | 50 496 | 5 | 5.9 |
| TOTAL | 470 | - | 384 | - | 826 | - | 27 288 | 35 915 | 50 496 | 5 | 5.9 |
| GILLAIR | | | | | | | | | | | |
| SHORTS 330 | 62 | - | 281 | - | 227 | - | 3 373 | 773 | 1 851 | 7 | 1.0 |
| SHORTS 360 | 102 | - | 373 | - | 373 | - | 6 235 | 1 619 | 3 655 | 3 | 3.9 |
| TOTAL | 164 | - | 654 | - | 600 | - | 9 608 | 2 392 | 5 506 | 10 | 1.8 |
| HEAVYLIFT CARGO AIRLINES | | | | | | | | | | | |
| BOEING 707 ALL SERIES | - | 87 | - | 33 | - | 123 | - | - | - | 1 | 2.9 |
| CANADAIIR CL-44 | - | 27 | - | 17 | - | 58 | - | - | - | 1 | 1.5 |
| SHORTS BELFAST | - | 53 | - | 31 | - | 129 | - | - | - | 2 | 1.6 |
| TOTAL | - | 167 | - | 81 | - | 310 | - | - | - | 4 | 1.9 |
| HUNTING CARGO AIRLINES LTD | | | | | | | | | | | |
| LOCKHEED L-188 ELECTRA | - | 88 | - | 187 | - | 201 | - | - | - | 2 | 2.5 |
| V953C MERCHANTMAN | - | 71 | - | 168 | - | 167 | - | - | - | 5 | 1.6 |
| TOTAL | - | 159 | - | 355 | - | 368 | - | - | - | 7 | 1.9 |
| INDEPENDENT AIRWAYS LTD | | | | | | | | | | | |
| BAE (HS) 748 | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | - | - | - | - | - | - | - | - | - | 1 | - |
| INTER EUROPEAN AIRWAYS | | | | | | | | | | | |
| BOEING 737-300 | 175 | - | 83 | - | 265 | - | 8 266 | 21 610 | 25 943 | 3 | 7.4 |
| BOEING 737-400 | 96 | - | 44 | - | 147 | - | 5 516 | 12 969 | 16 410 | 1 | 7.4 |
| BOEING 757-200 | 389 | - | 171 | - | 575 | - | 20 922 | 67 050 | 90 626 | 2 | 10.9 |
| TOTAL | 660 | - | 298 | - | 986 | - | 34 704 | 101 629 | 132 979 | 6 | 8.8 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 6 | - | 123 | - | 31 | - | 664 | 33 | 48 | 5 | 0.5 |
| TOTAL | 6 | - | 123 | - | 31 | - | 664 | 33 | 48 | 5 | 0.5 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | Seat-Km | Aircraft in | Avg Daily |
|--------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-----------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Uplifted | Used | Available | Service At | Utilisation |
| | (000) | (000) | | | | | | (000) | (000) | Qrt Ended | Per A/C |
| | | | | | | | | | | Dec 1992 | (Hours) |
| | | | | | | | | | | | Qrt Ended |
| | | | | | | | | | | | Dec 1992 |
| JANES AVIATION | | | | | | | | | | | |
| BAE (HS) 748 | - | 51 | - | 216 | - | 193 | - | - | - | 7 | 0.9 |
| HANDLEY PAGE HERALD 200 | - | - | - | - | - | - | - | - | - | 2 | 0.8 |
| TOTAL | - | 51 | - | 216 | - | 193 | - | - | - | 9 | 0.9 |
| JERSEY EUROPEAN AIRWAYS | | | | | | | | | | | |
| FOKKER F27 100-600 | 361 | - | 1 231 | - | 1 281 | - | 28 144 | 9 291 | 18 808 | 8 | 5.3 |
| SHORTS 360 | 161 | - | 913 | - | 641 | - | 14 702 | 3 017 | 5 780 | 4 | 5.1 |
| TOTAL | 522 | - | 2 144 | - | 1 922 | - | 42 846 | 12 308 | 24 588 | 12 | 5.2 |
| LOGANAIR | | | | | | | | | | | |
| BAE(H.P)JETSTREAM 31/32 | 257 | - | 603 | - | 788 | - | 5 000 | 2 314 | 4 375 | 5 | 5.5 |
| BRITISH AEROSPACE ATP | 177 | - | 575 | - | 627 | - | 18 485 | 5 999 | 11 340 | 5 | 4.5 |
| DE HAVILLAND DH6 TWIN OTTER | 32 | - | 263 | - | 174 | - | 2 286 | 296 | 567 | 2 | 2.9 |
| PILATUS BN-2A ISLANDER | 21 | - | 515 | - | 114 | - | 2 289 | 96 | 168 | 5 | 1.0 |
| SHORTS 360 | 177 | - | 877 | - | 789 | - | 17 065 | 3 664 | 6 374 | 5 | 5.3 |
| TOTAL | 664 | - | 2 833 | - | 2 492 | - | 45 125 | 12 369 | 22 824 | 22 | 4.0 |
| LOVE AIR | | | | | | | | | | | |
| PIPER PA-31/31P NAVAJO CHIEFTN | 1 | - | 8 | - | 3 | - | 38 | 3 | 5 | 3 | 0.0 |
| PIPER PA34 SENECA II | 1 | - | 15 | - | 5 | - | 40 | 3 | 5 | 2 | 0.1 |
| TOTAL | 2 | - | 23 | - | 8 | - | 78 | 6 | 10 | 5 | 0.1 |
| MANX AIRLINES | | | | | | | | | | | |
| BAE 146 SERIES 100 | - | - | - | - | - | - | - | - | - | - | 2.9 |
| BRITISH AEROSPACE ATP | 184 | - | 653 | - | 539 | - | 23 883 | 7 938 | 12 512 | 3 | 5.4 |
| SHORTS 360 | 107 | - | 549 | - | 400 | - | 13 932 | 2 733 | 3 886 | 3 | 4.3 |
| TOTAL | 291 | - | 1 202 | - | 939 | - | 37 815 | 10 671 | 16 398 | 6 | 4.6 |
| MANX AIRLINES (EUROPE) LTD | | | | | | | | | | | |
| BAE(H.P)JETSTREAM 31/32 | 204 | - | 457 | - | 562 | - | 3 900 | 2 034 | 3 255 | 3 | 6.2 |
| TOTAL | 204 | - | 457 | - | 562 | - | 3 900 | 2 034 | 3 255 | 3 | 6.2 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600(B2-B4) | 578 | - | 215 | - | 808 | - | 57 916 | 174 037 | 208 372 | 4 | 8.6 |
| BOEING 737-300 | 575 | - | 820 | - | 1 128 | - | 18 039 | 52 991 | 77 364 | 8 | 5.5 |
| BOEING 757-200 | 1 089 | - | 450 | - | 1 557 | - | 72 629 | 209 655 | 255 926 | 9 | 7.9 |
| TOTAL | 2 242 | - | 1 485 | - | 3 493 | - | 148 584 | 436 683 | 541 662 | 21 | 7.1 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1992 |
|----------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| SUCKLING AIRWAYS | | | | | | | | | | | |
| DORNIER 228-100/200 | 44 | - | 162 | - | 162 | - | 1 142 | 316 | 742 | 2 | 5.4 |
| TOTAL | 44 | - | 162 | - | 162 | - | 1 142 | 316 | 742 | 2 | 5.4 |
| TITAN AIRWAYS | | | | | | | | | | | |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | - | - |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 1 | - |
| SHORTS 330 | - | 18 | - | 35 | - | 56 | - | - | - | 2 | 1.1 |
| SHORTS 360 | - | 13 | - | 29 | - | 36 | - | - | - | 2 | 0.4 |
| TOTAL | - | 31 | - | 64 | - | 92 | - | - | - | 5 | 0.6 |
| VIRGIN ATLANTIC AIRWAYS | | | | | | | | | | | |
| BOEING 747-100/100F | 409 | - | 59 | - | 509 | - | 19 916 | 140 266 | 176 908 | 1 | 15.3 |
| BOEING 747-200 | 1 910 | - | 271 | - | 2 446 | - | 66 615 | 468 780 | 698 558 | 7 | 12.2 |
| TOTAL | 2 319 | - | 330 | - | 2 955 | - | 86 531 | 609 046 | 875 466 | 8 | 12.6 |
| GRAND TOTAL | 58 210 | 1 044 | 70 426 | 2 381 | 106 636 | 2 791 | 3 751 461 | 8 900 369 | 12 786 677 | 718 | 5.5 |

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

(b) Excludes passengers uplifted on sub-charter operations

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

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

| | | |
|---------------|---------------------------|--------|
| HEATHROW | ABERDEEN | 33 652 |
| | BELFAST | 94 641 |
| | BIRMINGHAM | 5 643 |
| | CHANNEL ISLANDS (c) | 20 638 |
| | EDINBURGH | 92 710 |
| | GLASGOW | 91 857 |
| | INVERNESS | 10 060 |
| | ISLE OF MAN | 7 604 |
| | LEEDS/BRADFORD | 13 495 |
| | MANCHESTER | 60 421 |
| | NEWCASTLE | 26 127 |
| | NEWQUAY | 2 443 |
| | PLYMOUTH | 2 530 |
| | TEESSIDE | 13 128 |
| GATWICK | ABERDEEN | 9 736 |
| | BELFAST | 1 402 |
| | CHANNEL ISLANDS (c) | 23 337 |
| | EDINBURGH | 8 604 |
| | GLASGOW | 12 775 |
| | MANCHESTER | 16 512 |
| LUTON | NEWCASTLE | 4 390 |
| | BELFAST | 11 715 |
| | BELFAST CITY | 2 708 |
| STANSTED | ISLE OF MAN | 1 035 |
| | ABERDEEN | 3 692 |
| | CHANNEL ISLANDS (c) | 2 095 |
| | EDINBURGH | 6 098 |
| ABERDEEN | GLASGOW | 5 370 |
| | BELFAST CITY | 558 |
| | BIRMINGHAM | 2 869 |
| | BRISTOL | 483 |
| | DUNDEE | 194 |
| | EAST MIDLANDS | 826 |
| | EDINBURGH | 1 312 |
| | GLASGOW | 2 455 |
| | HUMBERSIDE | 1 815 |
| | INVERNESS | 280 |
| | KIRKWALL | 2 460 |
| | MANCHESTER | 7 426 |
| | NEWCASTLE | 2 811 |
| | NORWICH | 2 785 |
| | Other Scottish Aerodromes | 4 768 |
| | SUMBURGH | 17 589 |
| | TEESSIDE | 2 770 |
| BELFAST | BIRMINGHAM | 7 426 |
| | EAST MIDLANDS | 4 828 |
| | GLASGOW | 4 874 |
| | HUMBERSIDE | 473 |
| | LEEDS/BRADFORD | 952 |
| | MANCHESTER | 9 087 |
| | NEWCASTLE | 560 |
| BELFAST CITY | BIRMINGHAM | 5 363 |
| | BLACKPOOL | 1 264 |
| | BRISTOL | 3 460 |
| | CARDIFF WALES | 869 |
| | CHANNEL ISLANDS (c) | 131 |
| | EDINBURGH | 5 657 |
| | EXETER | 909 |
| | GLASGOW | 5 455 |
| | ISLE OF MAN | 1 815 |
| | LEEDS/BRADFORD | 5 044 |
| | LIVERPOOL | 6 571 |
| | MANCHESTER | 8 442 |
| | NEWCASTLE | 3 422 |
| | SOUTHAMPTON | 2 311 |
| BIRMINGHAM | TEESSIDE | 427 |
| | CHANNEL ISLANDS (c) | 4 261 |
| | EDINBURGH | 10 993 |
| | GLASGOW | 10 052 |
| | ISLE OF MAN | 2 262 |
| BLACKPOOL | NEWCASTLE | 1 482 |
| | ISLE OF MAN | 1 480 |
| BOURNEMOUTH | CHANNEL ISLANDS (c) | - |
| BRISTOL | CHANNEL ISLANDS (c) | 993 |
| | EDINBURGH | 2 680 |
| | GLASGOW | 2 785 |
| | NEWCASTLE | 356 |
| | PLYMOUTH | 307 |
| CAMBRIDGE | MANCHESTER | 452 |
| CARDIFF WALES | CHANNEL ISLANDS (c) | 998 |
| | GLASGOW | 1 278 |
| | ISLE OF MAN | 183 |

Passengers Uplifted on Domestic Routes For December 1992 (a) (b) Table 13 Cont'd

| | | |
|----------------------------|---------------------------|--------|
| COVENTRY | CHANNEL ISLANDS (c) | 125 |
| CHANNEL ISLANDS (c) | CHANNEL ISLANDS (c) | 14 090 |
| | EAST MIDLANDS | 3 063 |
| | EXETER | 3 356 |
| | GLASGOW | 1 008 |
| | GLOUCESTER/CHELTENHAM | 199 |
| | ISLE OF MAN | 114 |
| | LIVERPOOL | 210 |
| | MANCHESTER | 6 105 |
| | PLYMOUTH | 389 |
| | SOUTHAMPTON | 15 274 |
| | SWANSEA | 32 |
| DUNDEE | MANCHESTER | 974 |
| EAST MIDLANDS | EDINBURGH | 2 598 |
| | GLASGOW | 4 662 |
| EDINBURGH | GLASGOW | 63 |
| | KIRKWALL | 794 |
| | LEEDS/BRADFORD | 1 229 |
| | MANCHESTER | 5 834 |
| | NORWICH | 1 037 |
| | Other Scottish Aerodromes | 405 |
| | SOUTHAMPTON | 793 |
| | SUMBURGH | 552 |
| GLASGOW | HUMBERSIDE | 478 |
| | INVERNESS | 597 |
| | ISLE OF MAN | 1 199 |
| | KIRKWALL | 896 |
| | LEEDS/BRADFORD | 1 555 |
| | LONDONDERRY | 1 042 |
| | MANCHESTER | 6 605 |
| | Other Scottish Aerodromes | 7 665 |
| | SOUTHAMPTON | 1 308 |
| | SUMBURGH | 369 |
| HUMBERSIDE | NORWICH | 87 |
| | TEESSIDE | 24 |
| INVERNESS | KIRKWALL | 580 |
| | MANCHESTER | 488 |
| | Other Scottish Aerodromes | 2 687 |
| ISLE OF MAN | LEEDS/BRADFORD | 492 |
| | LIVERPOOL | 9 664 |
| | MANCHESTER | 4 476 |
| ISLES OF SCILLY (ST.MARYS) | LANDS END (ST JUST) | 664 |
| | PENZANCE HELIPORT | 2 019 |
| ISLES OF SCILLY (TRESKO) | PENZANCE HELIPORT | 188 |
| KIRKWALL | Other Scottish Aerodromes | 2 034 |
| | SUMBURGH | 615 |
| LONDONDERRY | MANCHESTER | 1 344 |
| MANCHESTER | NEWCASTLE | 1 714 |
| | SUMBURGH | 95 |
| NEWQUAY | PLYMOUTH | 6 |
| NORWICH | TEESSIDE | 91 |
| Other Scottish Aerodromes | Other Scottish Aerodromes | 1 527 |
| | SUMBURGH | 20 |
| Other Routes (d) | Other Routes (d) | 531 |

(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.

| | All | International | Domestic |
|------------------|-----------|---------------|----------|
| Class 1 | | | |
| FIRST | 24 733 | 24 733 | - |
| PREMIUM | 297 422 | 277 162 | 20 260 |
| ECONOMY | 672 244 | 329 248 | 342 996 |
| ADVANCE PURCHASE | 550 315 | 373 206 | 177 109 |
| OFF PEAK | 125 531 | 98 490 | 27 041 |
| DISCOUNT | 643 612 | 437 871 | 205 741 |
| PART CHARTER | 138 669 | 128 058 | 10 611 |
| INCLUSIVE TOUR | 166 818 | 148 531 | 18 287 |
| STANDBY | 22 382 | 4 892 | 17 490 |
| CLASS FARES | 140 460 | 109 772 | 30 688 |
| Total | 2 782 186 | 1 931 963 | 850 223 |

(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

| Charter Categories | | | |
|---------------------|---------|---------------|----------|
| | All | International | Domestic |
| Class 2 | | | |
| ITC | 795 698 | 795 204 | 494 |
| OTHER | 18 700 | 17 840 | 860 |
| Total Passengers | 814 398 | 813 044 | 1 354 |
| Class 7 | | | |
| OTHER | 150 569 | 150 569 | - |
| Total Passengers | 150 569 | 150 569 | - |
| Class 8 | | | |
| OTHER | 109 | - | 109 |
| Total Passengers | 109 | - | 109 |
| Exempt | | | |
| OTHER | 22 660 | 4 658 | 18 002 |
| GOVT CHARTER | 12 023 | 12 023 | - |
| Total Passengers | 34 683 | 16 681 | 18 002 |
| Total Non-Scheduled | 999 760 | 980 295 | 19 465 |
| ITC | 795 698 | 795 204 | 494 |
| OTHER | 192 039 | 173 068 | 18 971 |
| GOVT CHARTER | 12 023 | 12 023 | - |

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

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| AEROSPATIALE AS355 ECUREUIL 2 | 1 015 | 565 |
| AEROSPATIALE SA350 ECUREUIL | 471 | 968 |
| AEROSPATIALE SA365 DAUPHIN | 675 | 124 |
| AEROSPATIALE SA365 DAUPHIN/AMB | 302 | 36 |
| AGUSTA A109A | 28 | 48 |
| BAE(H.P.)JETSTREAM 31/32 | 641 | 499 |
| BAE(HS)125 | 565 | 778 |
| BEECH KINGAIR 90/100 | 172 | 234 |
| BEECHCRAFT 200 SUPERKING AIR | 875 | 1 000 |
| BEECHCRAFT 400 BEECHJET | 9 | 30 |
| BEECHCRAFT BARON MOD.55/58/58P | 75 | 54 |
| BELL 206B JET RANGER | 1 637 | 1 363 |
| BELL 206L LONG RANGER | 92 | 74 |
| BELL 222 | 42 | 18 |
| CESSNA 150 | 8 | 11 |
| CESSNA 172 SKYHAWK | 225 | 233 |
| CESSNA 180 SKYWAGON | 65 | 52 |
| CESSNA 206 STATIONAIR | 56 | 45 |
| CESSNA 310 | 256 | 263 |
| CESSNA 401/402/411/421 | 290 | 351 |
| CESSNA 404 TITAN | 472 | 373 |
| CESSNA 441 CONQUEST II | 14 | 10 |
| CESSNA 500 CITATION I | 63 | 55 |
| CESSNA 550 CITATION II | 249 | 279 |
| CESSNA 560 CITATION V | 11 | 15 |
| DASSAULT MYSTERE-FALCON 20 | 59 | 90 |
| DE HAVILLAND DH6 TWIN OTTER | 259 | 335 |
| DE HAVILLAND TIGER MOTH | 55 | 12 |
| DORNIER 228-100/200 | 20 | 19 |
| DOUGLAS DC3 C47 DAKOTA | 26 | 49 |
| EMBRAER EMB110 BANDEIRANTE | 870 | 804 |
| ENSTROM F28A/F280 SHARK | 8 | 5 |
| FAIRCHILD SA-227 METRO III | 31 | 32 |
| GATES LEARJET 35A | 346 | 587 |
| HUGHES 269A | 100 | 52 |
| HUGHES 500 | 15 | 6 |
| MBB B0105 | 5 113 | 1 383 |
| MBB BK117 | 9 | 7 |
| PARTENAVIA P68B/C | 242 | 279 |
| PILATUS BN-2A ISLANDER | 2 478 | 1 544 |
| PILATUS BN-2A TRISLANDER MK3 | 201 | 239 |
| PIPER PA-23 AZTEC/APACHE | 404 | 406 |
| PIPER PA-28 CHEROKEE SRS/PA32 | 7 | 4 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 1 359 | 1 255 |
| PIPER PA34 SENECA II | 707 | 754 |
| REIMS-CESSNA F406/CARAVAN II | 180 | 147 |
| ROBINSON R22 | 137 | 97 |
| SAAB FAIRCHILD 340 | 1 697 | 1 602 |
| SHORTS 330 | 1 330 | 1 226 |
| SHORTS 360 | 1 603 | 1 345 |
| SIKORSKY S61N | 588 | 648 |
| SIKORSKY S76 SPIRIT | 259 | 125 |
| TOTAL | 26 411 | 20 529 |

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

Appendix Definitions - UK Airline Statistics

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

CLASSES OF LICENCE

Licence means an Air Transport Licence granted under Section 65 of the Civil Aviation Act 1982.

Class 1 authorises scheduled service flights;

New Class 2 From April 1990 this is an amalgam of the old Classes 2, 3 and 4.

Class 5 authorises substitute charter flights (except exempted operations) for other UK airlines using UK registered aircraft;

Class 6 authorises charter flights for the carriage of cargo and attendants;

Class 7 authorises sole-use charter flights (except exempted operations). In practice this means sole use flights to and from Heathrow or to and from oil rigs;

Class 8 authorises combined sole-use charter flights.

NB These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specifications for each class of licence are published in the Civil Aviation Authority Official Record Series 1.

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

- (a) flights to or from a vessel or installation located within an area of up to 400 nautical miles from the United Kingdom coastline used or intended to be used in connection with oil or gas exploration or production under the sea, not being
 - (i) a vessel or installation in transit, or
 - (ii) a vessel or installation which is located within twelve nautical miles of the United Kingdom coastline,and which in either case is not performing any work in connection with exploration or production of oil or gas under the sea and is off location for the purpose of construction, inspection, maintenance, repair, transit or lay-up;
- (b) flights for the carriage of cargo or passengers and cargo to, from or within the United Kingdom, Channel Islands and Isle of Man by aircraft having a maximum total weight authorised of more than 25000 Kg;
- (c) flights beginning or ending at London (Heathrow) Airport, being flights for the carriage of passengers by aircraft having more than 10 seats available for occupation by passengers.

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

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

TYPES OF SERVICES

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

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

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

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

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

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

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

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

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

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

MEASURES AND THEIR COMPUTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tonne 1000 kilograms.

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

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

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

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