



UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

SEPTEMBER 1992

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UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

SEPTEMBER 1992

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FOREWORD

1 CONTENT

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

2 CONVENTIONS

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

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

3 ENQUIRIES

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

| | |
|--------------------------|-------------------|
| Civil Aviation Authority | 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:

| | |
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| Civil Aviation Authority | Tel. Cheltenham (0242) 235151 |
| Printing and Publication Services | |
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| 37 Gratton Road | |
| Cheltenham | |
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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 September 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 | 13 970 | 61.3 | 9 273 | 59.2 |
| Virgin Atlantic Airways | 1 861 | 8.2 | 1 041 | 6.6 |
| Britannia Airways | 1 553 | 6.8 | 1 402 | 8.9 |
| Air 2000 | 917 | 4.0 | 815 | 5.2 |
| Monarch Airlines | 900 | 4.0 | 728 | 4.6 |
| Caledonian Airways | 591 | 2.6 | 489 | 3.1 |
| Dan-Air Services | 586 | 2.6 | 462 | 2.9 |
| British Midland | 482 | 2.1 | 245 | 1.6 |
| Airtours International | 364 | 1.6 | 292 | 1.9 |
| Inter European Airways | 311 | 1.4 | 231 | 1.5 |
| Air UK Leisure | 246 | 1.1 | 188 | 1.2 |
| Air UK | 209 | 0.9 | 89 | 0.6 |
| Heavylift Cargo Airlines | 156 | 0.7 | 83 | 0.5 |
| GB Airways t/a Gibair | 99 | 0.4 | 54 | 0.3 |
| Air Foyle | 71 | 0.3 | 42 | 0.3 |
| Excalibur Airways | 70 | 0.3 | 53 | 0.3 |
| Hunting Cargo Airlines | 53 | 0.2 | 23 | 0.1 |
| British Air Ferries | 40 | 0.2 | 23 | 0.1 |
| Channel Express (Air Services) | 33 | 0.1 | 13 | 0.1 |
| Loganair | 32 | 0.1 | 18 | 0.1 |
| Birmingham European Airways | 29 | 0.1 | 15 | 0.1 |
| Jersey European Airways | 26 | 0.1 | 11 | 0.1 |
| Brymon Airways | 25 | 0.1 | 11 | 0.1 |
| Anglo Cargo | 24 | 0.1 | 16 | 0.1 |
| Manx Airlines | 23 | 0.1 | 14 | 0.1 |
| Bristow Helicopters | 19 | 0.1 | 13 | 0.1 |
| British International Helicopters | 11 | 0.0 | 5 | 0.0 |
| Others | 74 | 0.3 | 21 | 0.1 |
| Total | 22 776 | 100.0 | 15 669 | 100.0 |

(a) Excludes Air Taxi Operations

Main Outputs of UK Airlines 1966-1992 (a)

Table 2

| | <-----Available Tonne-Kilometres-----> | | | | | | <-----Tonne-Kilometres Used-----> | | | | | |
|----------------------|--|---|------------------------------------|---|--|---|-----------------------------------|---|------------------------------------|---|--|---|
| | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year |
| 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 | | | | | | | | | | | | |
| Sept 1991 | 19 823 | | 15 045 | | 4 778 | | 13 411 | | 9 523 | | 3 888 | |
| Sept 1992 | 22 776 | | 16 724 | | 6 052 | | 15 669 | | 10 721 | | 4 949 | |
| Latest year's growth | | 14.9 | | 11.2 | | 26.7 | | 16.8 | | 12.6 | | 27.3 |

(a) Excludes Air Taxi Operations

(b) Excludes Air Europe Operations

All Scheduled Services September 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 | |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | 90 | 431 | 277 | 1 492 | 1 271 | 534 | 42.0 | - | 144 | 40 | - | - | 40 | 27.8 |
| AIR UK | 2 174 | 5 630 | 6 226 | 188 882 | 166 570 | 90 314 | 54.2 | 256 | 16 657 | 7 828 | 39 | 86 | 7 703 | 47.0 |
| AURIGNY AIR SERVICES | 141 | 2 303 | 700 | 28 065 | 2 617 | 1 630 | 62.3 | 118 | 215 | 136 | 1 | 5 | 130 | 63.3 |
| BIRMINGHAM EUROPEAN AIRWAYS | 527 | 954 | 1 198 | 30 344 | 35 337 | 18 708 | 52.9 | 105 | 2 672 | 1 471 | - | 55 | 1 416 | 55.1 |
| BRITANNIA AIRWAYS | 118 | 138 | 206 | 16 472 | 16 454 | 14 783 | 89.8 | 41 | 1 398 | 1 278 | - | 21 | 1 257 | 91.4 |
| BRITISH AIRWAYS | 33 526 | 21 029 | 52 807 | 2 269 629 | 8 714 397 | 6 534 987 | 75.0 | 34 363 | 1 214 315 | 827 809 | 11 032 | 194 260 | 622 517 | 68.2 |
| BRITISH INTERNATIONAL HELIS | 32 | 549 | 180 | 10 417 | 833 | 631 | 75.8 | 17 | 69 | 53 | - | 1 | 52 | 76.8 |
| BRITISH MIDLAND | 2 505 | 5 480 | 6 463 | 359 447 | 284 260 | 172 026 | 60.5 | 841 | 29 155 | 13 749 | 141 | 254 | 13 354 | 47.2 |
| BRYMON AIRWAYS | 460 | 1 514 | 1 580 | 28 620 | 20 374 | 10 799 | 53.0 | 6 | 2 041 | 886 | - | 1 | 885 | 43.4 |
| BUSINESS AIR LIMITED | 119 | 390 | 380 | 4 808 | 4 037 | 2 079 | 51.5 | 1 | 403 | 167 | - | - | 167 | 41.4 |
| CITY FLYER EXPRESS | 247 | 865 | 787 | 25 495 | 10 510 | 7 251 | 69.0 | 18 | 1 009 | 586 | - | 6 | 580 | 58.1 |
| DAN AIR | 2 273 | 3 183 | 4 671 | 233 439 | 269 184 | 167 713 | 62.3 | 387 | 21 816 | 13 897 | - | 314 | 13 583 | 63.7 |
| GB AIRWAYS T/A GIBAIR | 530 | 307 | 899 | 25 500 | 56 592 | 44 308 | 78.3 | 108 | 7 205 | 4 172 | 42 | 142 | 3 988 | 57.9 |
| GILLAIR | 140 | 629 | 515 | 9 229 | 4 327 | 2 167 | 50.1 | - | 431 | 164 | - | - | 164 | 38.1 |
| ISLES OF SCILLY SKYBUS | 61 | 678 | 289 | 4 139 | 487 | 382 | 78.4 | 10 | 49 | 31 | - | - | 31 | 63.3 |
| JERSEY EUROPEAN AIRWAYS | 607 | 2 330 | 2 232 | 62 038 | 28 412 | 16 535 | 58.2 | 18 | 2 660 | 1 243 | - | 2 | 1 241 | 46.7 |
| LOGANAIR | 826 | 3 317 | 3 107 | 56 250 | 30 304 | 16 779 | 55.4 | 81 | 2 726 | 1 525 | - | 16 | 1 509 | 55.9 |
| LOVE AIR | 6 | 83 | 36 | 282 | 35 | 20 | 57.1 | - | 5 | 2 | - | - | 2 | 40.0 |
| MANX AIRLINES | 343 | 1 452 | 1 005 | 57 400 | 20 788 | 14 483 | 69.7 | 68 | 1 849 | 1 115 | - | 17 | 1 098 | 60.3 |
| MANX AIRLINES (EUROPE) LTD | 213 | 474 | 608 | 6 367 | 3 976 | 2 697 | 67.8 | - | 744 | 215 | - | - | 215 | 28.9 |
| MONARCH AIRLINES | 158 | 84 | 237 | 12 817 | 27 335 | 24 847 | 90.9 | 25 | 2 462 | 2 134 | - | 47 | 2 087 | 86.7 |
| SUCKLING AIRWAYS | 45 | 176 | 167 | 1 446 | 778 | 392 | 50.4 | - | 55 | 28 | - | - | 28 | 50.9 |
| VIRGIN ATLANTIC AIRWAYS | 2 651 | 389 | 3 345 | 123 897 | 1 026 645 | 864 464 | 84.2 | 3 354 | 168 108 | 101 041 | - | 22 544 | 78 497 | 60.1 |
| Total Passenger Services | 47 792 | 52 385 | 87 915 | 3 556 475 | 10 725 523 | 8 008 529 | 74.7 | 39 817 | 1 476 188 | 979 570 | 11 255 | 217 771 | 750 544 | 66.4 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR UK | 21 | 51 | 77 | - | - | - | - | 117 | 120 | 49 | - | 49 | - | 40.8 |
| BRITISH AIR FERRIES | 5 | 8 | 17 | - | - | - | - | 27 | 30 | 18 | - | 18 | - | 60.0 |
| BRITISH AIRWAYS | 22 | 42 | 45 | - | - | - | - | 445 | 461 | 237 | 237 | - | - | 51.4 |
| CHANNEL EXPRESS (AIR SVS) | 12 | 81 | 54 | - | - | - | - | 282 | 71 | 47 | - | 47 | - | 66.2 |
| HUNTING CARGO AIRLINES LTD | 79 | 162 | 193 | - | - | - | - | 1 415 | 1 372 | 655 | - | 655 | - | 47.7 |
| Total Cargo Services | 139 | 344 | 386 | - | - | - | - | 2 286 | 2 054 | 1 006 | 237 | 769 | - | 49.0 |
| Grand Total | 47 931 | 52 729 | 88 301 | 3 556 475 | 10 725 523 | 8 008 529 | 74.7 | 42 103 | 1 478 242 | 980 576 | 11 492 | 218 540 | 750 544 | 66.3 |

International Scheduled Services September 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 | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | 5 | 41 | 21 | 112 | 64 | 14 | 21.9 | - | 7 | 1 | - | - | 1 | 14.3 |
| AIR UK | 1 131 | 2 503 | 3 071 | 91 007 | 89 534 | 48 842 | 54.6 | 100 | 8 954 | 4 241 | - | 60 | 4 181 | 47.4 |
| AURIGNY AIR SERVICES | 31 | 340 | 160 | 3 129 | 552 | 292 | 52.9 | 3 | 45 | 23 | - | - | 23 | 51.1 |
| BIRMINGHAM EUROPEAN AIRWAYS | 381 | 536 | 800 | 20 027 | 27 212 | 14 876 | 54.7 | 44 | 2 063 | 1 161 | - | 32 | 1 129 | 56.3 |
| BRITANNIA AIRWAYS | 62 | 26 | 94 | 3 504 | 9 228 | 8 347 | 90.5 | - | 784 | 710 | - | - | 710 | 90.6 |
| BRITISH AIRWAYS | 31 202 | 15 194 | 46 630 | 1 810 827 | 8 386 743 | 6 332 822 | 75.5 | 33 515 | 1 176 517 | 810 505 | 10 900 | 194 044 | 605 561 | 68.9 |
| BRITISH MIDLAND | 1 275 | 2 601 | 3 245 | 166 175 | 135 932 | 81 732 | 60.1 | 328 | 13 938 | 6 517 | 6 | 135 | 6 376 | 46.8 |
| BRYMON AIRWAYS | 189 | 542 | 651 | 9 405 | 8 230 | 3 448 | 41.9 | 1 | 845 | 283 | - | - | 283 | 33.5 |
| BUSINESS AIR LIMITED | 30 | 43 | 78 | 571 | 1 003 | 391 | 39.0 | 1 | 100 | 32 | - | - | 32 | 32.0 |
| CITY FLYER EXPRESS | 108 | 328 | 329 | 7 731 | 4 534 | 2 534 | 55.9 | 5 | 436 | 204 | - | 2 | 202 | 46.8 |
| DAN AIR | 1 827 | 2 222 | 3 595 | 164 761 | 218 950 | 135 531 | 61.9 | 289 | 17 747 | 11 245 | - | 268 | 10 977 | 63.4 |
| GB AIRWAYS T/A GIBAIR | 530 | 307 | 899 | 25 500 | 56 592 | 44 308 | 78.3 | 108 | 7 205 | 4 172 | 42 | 142 | 3 988 | 57.9 |
| GILLAIR | 4 | 12 | 14 | 104 | 125 | 36 | 28.8 | - | 12 | 3 | - | - | 3 | 25.0 |
| JERSEY EUROPEAN AIRWAYS | 29 | 188 | 113 | 4 440 | 1 461 | 760 | 52.0 | 2 | 138 | 57 | - | - | 57 | 41.3 |
| LOGANAIR | 36 | 96 | 120 | 2 209 | 1 948 | 886 | 45.5 | - | 175 | 80 | - | - | 80 | 45.7 |
| LOVE AIR | 6 | 83 | 36 | 282 | 35 | 20 | 57.1 | - | 5 | 2 | - | - | 2 | 40.0 |
| MANX AIRLINES | 49 | 188 | 142 | 9 676 | 2 695 | 2 815 | 104.5 | - | 252 | 224 | - | - | 224 | 88.9 |
| MANX AIRLINES (EUROPE) LTD | 105 | 210 | 291 | 2 223 | 1 677 | 1 103 | 65.8 | - | 367 | 88 | - | - | 88 | 24.0 |
| MONARCH AIRLINES | 158 | 84 | 237 | 12 817 | 27 335 | 24 847 | 90.9 | 25 | 2 462 | 2 134 | - | 47 | 2 087 | 86.7 |
| SUCKLING AIRWAYS | 27 | 88 | 96 | 857 | 467 | 269 | 57.6 | - | 33 | 19 | - | - | 19 | 57.6 |
| VIRGIN ATLANTIC AIRWAYS | 2 651 | 389 | 3 345 | 123 897 | 1 026 645 | 864 464 | 84.2 | 3 354 | 168 108 | 101 041 | - | 22 544 | 78 497 | 60.1 |
| Total Passenger Services | 39 836 | 26 021 | 63 967 | 2 459 254 | 10 000 962 | 7 568 337 | 75.7 | 37 775 | 1 400 193 | 942 742 | 10 948 | 217 274 | 714 520 | 67.3 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR UK | 21 | 51 | 77 | - | - | - | - | 117 | 120 | 49 | - | 49 | - | 40.8 |
| BRITISH AIR FERRIES | 5 | 8 | 17 | - | - | - | - | 27 | 30 | 18 | - | 18 | - | 60.0 |
| HUNTING CARGO AIRLINES LTD | 78 | 158 | 190 | - | - | - | - | 1 339 | 1 350 | 633 | - | 633 | - | 46.9 |
| Total Cargo Services | 104 | 217 | 284 | - | - | - | - | 1 483 | 1 500 | 700 | - | 700 | - | 46.7 |
| Grand Total | 39 940 | 26 238 | 64 251 | 2 459 254 | 10 000 962 | 7 568 337 | 75.7 | 39 258 | 1 401 693 | 943 442 | 10 948 | 217 974 | 714 520 | 67.3 |

(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 September 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 | 85 | 390 | 256 | 1 380 | 1 207 | 520 | 43.1 | - | 137 | 39 | - | - | 39 | 28.5 |
| AIR UK | 1 043 | 3 127 | 3 155 | 97 875 | 77 036 | 41 472 | 53.8 | 156 | 7 703 | 3 587 | 39 | 26 | 3 522 | 46.6 |
| AURIGNY AIR SERVICES | 110 | 1 963 | 540 | 24 936 | 2 065 | 1 338 | 64.8 | 115 | 170 | 113 | 1 | 5 | 107 | 66.5 |
| BIRMINGHAM EUROPEAN AIRWAYS | 146 | 418 | 398 | 10 317 | 8 125 | 3 832 | 47.2 | 61 | 609 | 310 | - | 23 | 287 | 50.9 |
| BRITANNIA AIRWAYS | 56 | 112 | 112 | 12 968 | 7 226 | 6 436 | 89.1 | 41 | 614 | 568 | - | 21 | 547 | 92.5 |
| BRITISH AIRWAYS | 2 324 | 5 835 | 6 177 | 458 802 | 327 654 | 202 165 | 61.7 | 848 | 37 798 | 17 304 | 132 | 216 | 16 956 | 45.8 |
| BRITISH INTERNATIONAL HELIS | 32 | 549 | 180 | 10 417 | 833 | 631 | 75.8 | 17 | 69 | 53 | - | 1 | 52 | 76.8 |
| BRITISH MIDLAND | 1 230 | 2 879 | 3 218 | 193 272 | 148 328 | 90 294 | 60.9 | 513 | 15 217 | 7 232 | 135 | 119 | 6 978 | 47.5 |
| BRYMON AIRWAYS | 271 | 972 | 929 | 19 215 | 12 144 | 7 351 | 60.5 | 5 | 1 196 | 603 | - | 1 | 602 | 50.4 |
| BUSINESS AIR LIMITED | 89 | 347 | 302 | 4 237 | 3 034 | 1 688 | 55.6 | - | 303 | 135 | - | - | 135 | 44.6 |
| CITY FLYER EXPRESS | 139 | 537 | 458 | 17 764 | 5 976 | 4 717 | 78.9 | 13 | 573 | 382 | - | 4 | 378 | 66.7 |
| DAN AIR | 446 | 961 | 1 076 | 68 678 | 50 234 | 32 182 | 64.1 | 98 | 4 069 | 2 652 | - | 46 | 2 606 | 65.2 |
| GILLAIR | 136 | 617 | 501 | 9 125 | 4 202 | 2 131 | 50.7 | - | 419 | 161 | - | - | 161 | 38.4 |
| ISLES OF SCILLY SKYBUS | 61 | 678 | 289 | 4 139 | 487 | 382 | 78.4 | 10 | 49 | 31 | - | - | 31 | 63.3 |
| JERSEY EUROPEAN AIRWAYS | 578 | 2 142 | 2 119 | 57 598 | 26 951 | 15 775 | 58.5 | 16 | 2 522 | 1 186 | - | 2 | 1 184 | 47.0 |
| LOGANAIR | 790 | 3 221 | 2 987 | 54 041 | 28 356 | 15 893 | 56.0 | 81 | 2 551 | 1 445 | - | 16 | 1 429 | 56.6 |
| MANX AIRLINES | 294 | 1 264 | 863 | 47 724 | 18 093 | 11 668 | 64.5 | 68 | 1 597 | 891 | - | 17 | 874 | 55.8 |
| MANX AIRLINES (EUROPE) LTD | 108 | 264 | 317 | 4 144 | 2 299 | 1 594 | 69.3 | - | 377 | 127 | - | - | 127 | 33.7 |
| SUCKLING AIRWAYS | 18 | 88 | 71 | 589 | 311 | 123 | 39.5 | - | 22 | 9 | - | - | 9 | 40.9 |
| Total Passenger Services | 7 956 | 26 364 | 23 948 | 1 097 221 | 724 561 | 440 192 | 60.8 | 2 042 | 75 995 | 36 828 | 307 | 497 | 36 024 | 48.5 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| BRITISH AIRWAYS | 22 | 42 | 45 | - | - | - | - | 445 | 461 | 237 | 237 | - | - | 51.4 |
| CHANNEL EXPRESS (AIR SVS) | 12 | 81 | 54 | - | - | - | - | 282 | 71 | 47 | - | 47 | - | 66.2 |
| HUNTING CARGO AIRLINES LTD | 1 | 4 | 3 | - | - | - | - | 76 | 22 | 22 | - | 22 | - | 100.0 |
| Total Cargo Services | 35 | 127 | 102 | - | - | - | - | 803 | 554 | 306 | 237 | 69 | - | 55.2 |
| Grand Total | 7 991 | 26 491 | 24 050 | 1 097 221 | 724 561 | 440 192 | 60.8 | 2 845 | 76 549 | 37 134 | 544 | 566 | 36 024 | 48.5 |

(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) | | Seat-Km | | Seat-Km | | As % of Avail | (b) | | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---|--------------------------|------------------|--------------|-------------------------------------|-----------|--------------------|---------------|-----------------------------|----------------|---------------------|---------------|------------------|--------------------------------|-----------------------|--|--|--|---------------------|
| | | | | Number of Passengers Uplifted | | Available (000) | Used (000) | Cargo Uplifted Tonnes | Total (000) | | Mail (000) | Freight (000) | | Passenger (000) | | | | |
| AIR 2000 | 5 816 | 2 394 | 8 384 | 450 235 | 1 301 194 | 1 219 381 | 93.7 | - | 112 069 | 104 600 | - | - | 104 600 | 93.3 | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | 28 | 81 | 93 | 218 | 82 | 70 | 85.4 | 341 | 364 | 181 | 12 | 164 | 5 | 49.7 | | | | |
| AIR FOYLE | 268 | 482 | 589 | - | - | - | - | 3 084 | 5 609 | 2 930 | - | 2 930 | - | 52.2 | | | | |
| AIR UK | 18 | 14 | 32 | 902 | 1 880 | 1 168 | 62.1 | - | 187 | 99 | - | - | 99 | 52.9 | | | | |
| AIR UK LEISURE | 1 969 | 938 | 3 002 | 146 966 | 338 807 | 312 278 | 92.2 | - | 32 159 | 26 544 | - | - | 26 544 | 82.5 | | | | |
| AIRTOURS INTERNATIONAL | 2 503 | 1 162 | 3 779 | 189 645 | 418 725 | 409 658 | 97.8 | - | 41 849 | 34 819 | - | - | 34 819 | 83.2 | | | | |
| ARAVCO LTD | 30 | 25 | 54 | 96 | 275 | 197 | 71.6 | - | 30 | 15 | - | - | 15 | 50.0 | | | | |
| AURIGNY AIR SERVICES | 14 | 60 | 50 | 1 580 | 431 | 360 | 83.5 | - | 37 | 29 | - | - | 29 | 78.4 | | | | |
| BIRMINGHAM EUROPEAN AIRWAYS | 13 | 12 | 23 | 794 | 954 | 854 | 89.5 | - | 72 | 64 | - | - | 64 | 88.9 | | | | |
| BOND HELICOPTERS | 755 | 9 406 | 2 911 | 46 822 | 10 215 | 4 822 | 47.2 | 164 | 793 | 425 | - | 15 | 410 | 53.6 | | | | |
| BRISTOW HELICOPTERS | 842 | 7 454 | 3 873 | 67 548 | 14 325 | 9 333 | 65.2 | 297 | 1 342 | 887 | - | 40 | 847 | 66.1 | | | | |
| BRITANNIA AIRWAYS | 10 485 | 5 014 | 16 160 | 793 092 | 1 993 553 | 1 883 357 | 94.5 | 257 | 171 112 | 161 855 | - | 1 763 | 160 092 | 94.6 | | | | |
| BRITISH AIR FERRIES | 403 | 747 | 907 | 31 866 | 39 504 | 28 819 | 73.0 | 670 | 4 201 | 2 707 | 1 | 307 | 2 399 | 64.4 | | | | |
| BRITISH AIRWAYS | 689 | 478 | 1 155 | 17 678 | 126 568 | 120 402 | 95.1 | 90 | 17 866 | 10 222 | 1 | 427 | 9 794 | 57.2 | | | | |
| BRITISH INTERNATIONAL HELIS | 359 | 3 304 | 1 590 | 33 390 | 7 805 | 3 746 | 48.0 | 91 | 786 | 310 | - | 10 | 300 | 39.4 | | | | |
| BRITISH MIDLAND | 1 449 | 658 | 2 209 | 74 877 | 237 091 | 205 649 | 86.7 | - | 21 594 | 16 040 | - | - | 16 040 | 74.3 | | | | |
| BRYMON AIRWAYS | 67 | 190 | 228 | 7 411 | 3 151 | 2 578 | 81.8 | 12 | 329 | 217 | - | 5 | 212 | 66.0 | | | | |
| BUSINESS AIR LIMITED | 25 | 69 | 89 | 1 824 | 1 051 | 710 | 67.6 | 2 | 106 | 57 | - | 1 | 56 | 53.8 | | | | |
| CALEDONIAN AIRWAYS | 3 489 | 1 283 | 4 941 | 313 070 | 1 044 945 | 1 003 954 | 96.1 | - | 97 265 | 85 331 | - | - | 85 331 | 87.7 | | | | |
| CHANNEL EXPRESS (AIR SVS) | 289 | 717 | 886 | - | - | - | - | 2 281 | 2 773 | 1 210 | 417 | 793 | - | 43.6 | | | | |
| CITY FLYER EXPRESS | 21 | 69 | 73 | 146 | 172 | 77 | 44.8 | 85 | 73 | 32 | - | 26 | 6 | 43.8 | | | | |
| DAN AIR | 3 571 | 1 908 | 5 439 | 268 506 | 596 062 | 538 673 | 90.4 | - | 48 282 | 43 632 | - | - | 43 632 | 90.4 | | | | |
| EUROAIR TRANSPORT LTD | 7 | 21 | 25 | - | - | - | - | 47 | 36 | 20 | 20 | - | - | 55.6 | | | | |
| EXCALIBUR AIRWAYS | 851 | 368 | 1 239 | 54 253 | 152 097 | 135 361 | 89.0 | - | 14 785 | 11 642 | - | - | 11 642 | 78.7 | | | | |
| GB AIRWAYS T/A GIBAIR | 193 | 163 | 362 | 17 122 | 24 649 | 20 156 | 81.8 | - | 2 619 | 1 814 | - | - | 1 814 | 69.3 | | | | |
| HEAVYLIFT CARGO AIRLINES | 117 | 78 | 235 | - | - | - | - | 428 | 3 810 | 2 234 | - | 2 234 | - | 58.6 | | | | |
| HUNTING CARGO AIRLINES LTD | 144 | 302 | 341 | - | - | - | - | 2 690 | 2 466 | 1 382 | - | 1 382 | - | 56.0 | | | | |
| INDEPENDENT AIRWAYS LTD | 2 | 2 | 5 | 56 | 78 | 49 | 62.8 | - | 6 | 4 | - | - | 4 | 66.7 | | | | |
| INTER EUROPEAN AIRWAYS | 2 540 | 1 102 | 3 692 | 181 505 | 491 778 | 451 500 | 91.8 | - | 43 838 | 33 901 | - | - | 33 901 | 77.3 | | | | |
| JANES AVIATION | 73 | 253 | 268 | - | - | - | - | 543 | 382 | 163 | 101 | 62 | - | 42.7 | | | | |
| JERSEY EUROPEAN AIRWAYS | 1 | 8 | 8 | 228 | 117 | 60 | 51.3 | - | 12 | 5 | - | - | 5 | 41.7 | | | | |
| LOGANAIR | 2 | 12 | 11 | 306 | 90 | 64 | 71.1 | - | 8 | 6 | - | - | 6 | 75.0 | | | | |
| MANX AIRLINES | 35 | 114 | 127 | - | 1 266 | 693 | 54.7 | - | 123 | 68 | 5 | 8 | 55 | 55.3 | | | | |
| MANX AIRLINES (EUROPE) LTD | 5 | 10 | 14 | - | 88 | 79 | 89.8 | - | 19 | 6 | - | - | 6 | 31.6 | | | | |
| MONARCH AIRLINES | 4 345 | 2 538 | 6 626 | 398 935 | 1 097 714 | 993 634 | 90.5 | 108 | 98 484 | 83 683 | - | 238 | 83 445 | 85.0 | | | | |
| TITAN AIRWAYS | 18 | 44 | 57 | - | - | - | - | 46 | 52 | 18 | - | 18 | - | 34.6 | | | | |
| Total | 41 436 | 41 480 | 69 477 | 3 099 071 | 7 904 667 | 7 347 682 | 93.0 | 11 236 | 725 538 | 627 152 | 557 | 10 423 | 616 172 | 86.4 | | | | |
| Total sub-charter operations performed on behalf of UK airlines | 517 | 552 | 1 021 | - | 70 153 | 56 039 | 79.9 | - | 6 697 | 4 688 | 18 | 181 | 4 489 | 70.0 | | | | |
| Total excluding sub-charter operations performed on behalf of UK airlines | 40 919 | 40 928 | 68 456 | 3 099 071 | 7 834 514 | 7 291 643 | 93.1 | 11 236 | 718 841 | 622 464 | 539 | 10 242 | 611 683 | 86.6 | | | | |

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

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

International Non-Scheduled Services September 1992 (a)

Table 4.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|---|---------------|------------------|--------------------|---------------------|
| AIR 2000 | 5 816 | 2 393 | 8 383 | 450 235 | 1 301 153 | 1 219 348 | 93.7 | - | 112 065 | 104 597 | - | - | 104 597 | 93.3 |
| AIR ATLANTIQUE & AIR CORBIERE | 21 | 49 | 63 | - | 36 | 26 | 72.2 | 289 | 324 | 151 | - | 149 | 2 | 46.6 |
| AIR FOYLE | 244 | 387 | 508 | - | - | - | - | 2 539 | 5 334 | 2 770 | - | 2 770 | - | 51.9 |
| AIR UK | 18 | 12 | 31 | 819 | 1 866 | 1 155 | 61.9 | - | 186 | 98 | - | - | 98 | 52.7 |
| AIR UK LEISURE | 1 969 | 938 | 3 002 | 146 966 | 338 807 | 312 278 | 92.2 | - | 32 159 | 26 544 | - | - | 26 544 | 82.5 |
| AIRTOURS INTERNATIONAL | 2 503 | 1 162 | 3 779 | 189 645 | 418 725 | 409 658 | 97.8 | - | 41 849 | 34 819 | - | - | 34 819 | 83.2 |
| ARAVCO LTD | 29 | 23 | 51 | 96 | 265 | 192 | 72.5 | - | 29 | 15 | - | - | 15 | 51.7 |
| BIRMINGHAM EUROPEAN AIRWAYS | 13 | 12 | 23 | 794 | 954 | 854 | 89.5 | - | 72 | 64 | - | - | 64 | 88.9 |
| BOND HELICOPTERS | 739 | 9 363 | 2 863 | 46 699 | 10 075 | 4 726 | 46.9 | 164 | 767 | 417 | - | 15 | 402 | 54.4 |
| BRISTOW HELICOPTERS | 842 | 7 454 | 3 873 | 67 548 | 14 325 | 9 333 | 65.2 | 297 | 1 342 | 887 | - | 40 | 847 | 66.1 |
| BRITANNIA AIRWAYS | 10 483 | 5 010 | 16 155 | 792 591 | 1 993 232 | 1 883 114 | 94.5 | 257 | 171 085 | 161 835 | - | 1 763 | 160 072 | 94.6 |
| BRITISH AIR FERRIES | 252 | 275 | 474 | 17 817 | 30 297 | 23 804 | 78.6 | 86 | 3 134 | 2 083 | - | 101 | 1 982 | 66.5 |
| BRITISH AIRWAYS | 601 | 268 | 897 | 7 642 | 120 105 | 115 462 | 96.1 | 51 | 17 260 | 9 786 | - | 411 | 9 375 | 56.7 |
| BRITISH INTERNATIONAL HELIS | 359 | 3 304 | 1 590 | 33 390 | 7 805 | 3 746 | 48.0 | 91 | 786 | 310 | - | 10 | 300 | 39.4 |
| BRITISH MIDLAND | 1 448 | 656 | 2 207 | 74 877 | 237 022 | 205 589 | 86.7 | - | 21 588 | 16 035 | - | - | 16 035 | 74.3 |
| BRYMON AIRWAYS | 1 | 2 | 5 | 62 | 68 | 46 | 67.6 | - | 7 | 4 | - | - | 4 | 57.1 |
| BUSINESS AIR LIMITED | 3 | 6 | 10 | 74 | 100 | 45 | 45.0 | - | 11 | 4 | - | - | 4 | 36.4 |
| CALEDONIAN AIRWAYS | 3 489 | 1 283 | 4 941 | 313 070 | 1 044 945 | 1 003 954 | 96.1 | - | 97 265 | 85 331 | - | - | 85 331 | 87.7 |
| CHANNEL EXPRESS (AIR SVS) | 142 | 207 | 346 | - | - | - | - | 586 | 1 806 | 683 | - | 683 | - | 37.8 |
| CITY FLYER EXPRESS | 21 | 68 | 72 | 146 | 172 | 77 | 44.8 | 84 | 73 | 32 | - | 26 | 6 | 43.8 |
| DAN AIR | 3 555 | 1 865 | 5 383 | 267 530 | 595 394 | 538 309 | 90.4 | - | 48 228 | 43 603 | - | - | 43 603 | 90.4 |
| EXCALIBUR AIRWAYS | 851 | 368 | 1 239 | 54 253 | 152 097 | 135 361 | 89.0 | - | 14 785 | 11 642 | - | - | 11 642 | 78.7 |
| GB AIRWAYS T/A GIBAIR | 192 | 159 | 358 | 16 617 | 24 516 | 20 025 | 81.7 | - | 2 605 | 1 802 | - | - | 1 802 | 69.2 |
| HEAVYLIFT CARGO AIRLINES | 115 | 75 | 231 | - | - | - | - | 421 | 3 774 | 2 220 | - | 2 220 | - | 58.8 |
| HUNTING CARGO AIRLINES LTD | 126 | 257 | 297 | - | - | - | - | 2 163 | 2 167 | 1 168 | - | 1 168 | - | 53.9 |
| INDEPENDENT AIRWAYS LTD | 2 | 2 | 5 | 56 | 78 | 49 | 62.8 | - | 6 | 4 | - | - | 4 | 66.7 |
| INTER EUROPEAN AIRWAYS | 2 540 | 1 102 | 3 692 | 181 505 | 491 778 | 451 500 | 91.8 | - | 43 838 | 33 901 | - | - | 33 901 | 77.3 |
| JANES AVIATION | 7 | 21 | 26 | - | - | - | - | 20 | 38 | 6 | - | 6 | - | 15.8 |
| JERSEY EUROPEAN AIRWAYS | 1 | 3 | 5 | 32 | 81 | 31 | 38.3 | - | 8 | 3 | - | - | 3 | 37.5 |
| MANX AIRLINES (EUROPE) LTD | 5 | 10 | 14 | - | 88 | 79 | 89.8 | - | 19 | 6 | - | - | 6 | 31.6 |
| MONARCH AIRLINES | 4 345 | 2 538 | 6 626 | 398 935 | 1 097 714 | 993 634 | 90.5 | 108 | 98 484 | 83 683 | - | 238 | 83 445 | 85.0 |
| Total | 40 732 | 39 272 | 67 149 | 3 061 399 | 7 881 698 | 7 332 395 | 93.0 | 7 156 | 721 094 | 624 503 | - | 9 600 | 614 903 | 86.6 |
| Total sub-charter operations performed on behalf of UK airlines | 442 | 327 | 781 | - | 65 804 | 53 834 | 81.8 | - | 6 257 | 4 465 | - | 151 | 4 314 | 71.4 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 40 290 | 38 945 | 66 368 | 3 061 399 | 7 815 894 | 7 278 561 | 93.1 | 7 156 | 714 837 | 620 038 | - | 9 449 | 610 589 | 86.7 |

(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 2000 | - | 1 | 1 | - | 41 | 33 | 80.5 | - | 4 | 3 | - | - | 3 | 75.0 |
| AIR ATLANTIQUE & AIR CORBIERE | 7 | 32 | 30 | 218 | 46 | 44 | 95.7 | 52 | 40 | 30 | 12 | 15 | 3 | 75.0 |
| AIR FOYLE | 24 | 95 | 81 | - | - | - | - | 545 | 275 | 160 | - | 160 | - | 58.2 |
| AIR UK | - | 2 | 1 | 83 | 14 | 13 | 92.9 | - | 1 | 1 | - | - | 1 | 100.0 |
| ARAVCO LTD | 1 | 2 | 3 | - | 10 | 5 | 50.0 | - | 1 | - | - | - | - | - |
| AURIGNY AIR SERVICES | 14 | 60 | 50 | 1 580 | 431 | 360 | 83.5 | - | 37 | 29 | - | - | 29 | 78.4 |
| BOND HELICOPTERS | 16 | 43 | 48 | 123 | 140 | 96 | 68.6 | - | 26 | 8 | - | - | 8 | 30.8 |
| BRITANNIA AIRWAYS | 2 | 4 | 5 | 501 | 321 | 243 | 75.7 | - | 27 | 20 | - | - | 20 | 74.1 |
| BRITISH AIR FERRIES | 151 | 472 | 433 | 14 049 | 9 207 | 5 015 | 54.5 | 584 | 1 067 | 624 | 1 | 206 | 417 | 58.5 |
| BRITISH AIRWAYS | 88 | 210 | 258 | 10 036 | 6 463 | 4 940 | 76.4 | 39 | 606 | 436 | 1 | 16 | 419 | 71.9 |
| BRITISH MIDLAND | 1 | 2 | 2 | - | 69 | 60 | 87.0 | - | 6 | 5 | - | - | 5 | 83.3 |
| BRYMON AIRWAYS | 66 | 188 | 223 | 7 349 | 3 083 | 2 532 | 82.1 | 12 | 322 | 213 | - | 5 | 208 | 66.1 |
| BUSINESS AIR LIMITED | 22 | 63 | 79 | 1 750 | 951 | 665 | 69.9 | 2 | 95 | 53 | - | 1 | 52 | 55.8 |
| CHANNEL EXPRESS (AIR SVS) | 147 | 510 | 540 | - | - | - | - | 1 695 | 967 | 527 | 417 | 110 | - | 54.5 |
| CITY FLYER EXPRESS | - | 1 | 1 | - | - | - | - | 1 | - | - | - | - | - | - |
| DAN AIR | 16 | 43 | 56 | 976 | 668 | 364 | 54.5 | - | 54 | 29 | - | - | 29 | 53.7 |
| EUROAIR TRANSPORT LTD | 7 | 21 | 25 | - | - | - | - | 47 | 36 | 20 | 20 | - | - | 55.6 |
| GB AIRWAYS T/A GIBAIR | 1 | 4 | 4 | 505 | 133 | 131 | 98.5 | - | 14 | 12 | - | - | 12 | 85.7 |
| HEAVYLIFT CARGO AIRLINES | 2 | 3 | 4 | - | - | - | - | 7 | 36 | 14 | - | 14 | - | 38.9 |
| HUNTING CARGO AIRLINES LTD | 18 | 45 | 44 | - | - | - | - | 527 | 299 | 214 | - | 214 | - | 71.6 |
| JANES AVIATION | 66 | 232 | 242 | - | - | - | - | 523 | 344 | 157 | 101 | 56 | - | 45.6 |
| JERSEY EUROPEAN AIRWAYS | - | 5 | 3 | 196 | 36 | 29 | 80.6 | - | 4 | 2 | - | - | 2 | 50.0 |
| LOGANAIR | 2 | 12 | 11 | 306 | 90 | 64 | 71.1 | - | 8 | 6 | - | - | 6 | 75.0 |
| MANX AIRLINES | 35 | 114 | 127 | - | 1 266 | 693 | 54.7 | - | 123 | 68 | 5 | 8 | 55 | 55.3 |
| TITAN AIRWAYS | 18 | 44 | 57 | - | - | - | - | 46 | 52 | 18 | - | 18 | - | 34.6 |
| Total | 704 | 2 208 | 2 328 | 37 672 | 22 969 | 15 287 | 66.6 | 4 080 | 4 444 | 2 649 | 557 | 823 | 1 269 | 59.6 |
| Total sub-charter operations performed on behalf of UK airlines | 75 | 225 | 240 | - | 4 349 | 2 205 | 50.7 | - | 440 | 223 | 18 | 30 | 175 | 50.7 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 629 | 1 983 | 2 088 | 37 672 | 18 620 | 13 082 | 70.3 | 4 080 | 4 004 | 2 426 | 539 | 793 | 1 094 | 60.6 |

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

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

All Class 2 Licence Operations September 1992

Table 5.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | OTHER | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|--------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | | | | |
| AIR 2000 | 5 798 | 2 382 | 8 355 | - | 450 235 | - | 1 297 449 | 1 216 461 | 93.8 |
| AIR ATLANTIQUE & AIR CORBIERE | 2 | 8 | 7 | - | - | 218 | 46 | 44 | 95.7 |
| AIR UK | 18 | 14 | 32 | - | 819 | 83 | 1 880 | 1 168 | 62.1 |
| AIR UK LEISURE | 1 969 | 935 | 3 000 | - | 146 877 | - | 338 652 | 312 197 | 92.2 |
| AIRTOURS INTERNATIONAL | 2 498 | 1 160 | 3 772 | - | 189 645 | - | 417 897 | 408 830 | 97.8 |
| AURIGNY AIR SERVICES | 13 | 55 | 46 | - | 1 027 | 553 | 428 | 360 | 84.1 |
| BIRMINGHAM EUROPEAN AIRWAYS | 13 | 12 | 23 | - | 794 | - | 954 | 854 | 89.5 |
| BRITANNIA AIRWAYS | 10 410 | 4 896 | 16 010 | - | 777 171 | 3 313 | 1 982 787 | 1 875 128 | 94.6 |
| BRITISH AIR FERRIES | 177 | 175 | 295 | - | 17 252 | 614 | 25 836 | 20 828 | 80.6 |
| BRITISH AIRWAYS | 208 | 221 | 416 | 1 664 | 10 462 | 4 474 | 20 654 | 17 900 | 86.7 |
| BRITISH MIDLAND | 1 190 | 536 | 1 807 | - | 74 316 | - | 198 279 | 172 252 | 86.9 |
| BRYMON AIRWAYS | 30 | 98 | 99 | - | 3 946 | 142 | 1 423 | 1 224 | 86.0 |
| BUSINESS AIR LIMITED | 9 | 18 | 27 | - | 500 | - | 318 | 286 | 89.9 |
| CALEDONIAN AIRWAYS | 3 482 | 1 279 | 4 931 | - | 313 070 | - | 1 042 376 | 1 002 201 | 96.1 |
| CITY FLYER EXPRESS | 5 | 16 | 17 | - | 146 | - | 172 | 77 | 44.8 |
| DAN AIR | 3 504 | 1 833 | 5 306 | - | 259 260 | 7 970 | 586 348 | 530 993 | 90.6 |
| EXCALIBUR AIRWAYS | 836 | 360 | 1 214 | - | 54 253 | - | 149 485 | 133 236 | 89.1 |
| GB AIRWAYS T/A GIBAIR | 193 | 163 | 362 | - | 10 964 | 6 158 | 24 649 | 20 156 | 81.8 |
| INTER EUROPEAN AIRWAYS | 2 538 | 1 100 | 3 688 | - | 181 229 | - | 491 416 | 451 165 | 91.8 |
| LOGANAIR | 2 | 12 | 11 | - | 306 | - | 90 | 64 | 71.1 |
| MONARCH AIRLINES | 3 903 | 1 736 | 5 683 | 1 101 | 396 008 | 1 191 | 1 038 450 | 960 613 | 92.5 |
| o Total | 36 798 | 17 009 | 55 101 | 2 765 | 2 888 280 | 24 716 | 7 619 589 | 7 126 037 | 93.5 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 111 748 | 104 348 | - | - | 104 348 | 93.4 |
| AIR ATLANTIQUE & AIR CORBIERE | - | 6 | 3 | - | - | 3 | 50.0 |
| AIR UK | - | 187 | 99 | - | - | 99 | 52.9 |
| AIR UK LEISURE | - | 32 144 | 26 537 | - | - | 26 537 | 82.6 |
| AIRTOURS INTERNATIONAL | - | 41 766 | 34 749 | - | - | 34 749 | 83.2 |
| AURIGNY AIR SERVICES | - | 36 | 29 | - | - | 29 | 80.6 |
| BIRMINGHAM EUROPEAN AIRWAYS | - | 72 | 64 | - | - | 64 | 88.9 |
| BRITANNIA AIRWAYS | 257 | 170 194 | 161 157 | - | 1 763 | 159 394 | 94.7 |
| BRITISH AIR FERRIES | - | 2 457 | 1 734 | - | - | 1 734 | 70.6 |
| BRITISH AIRWAYS | - | 2 314 | 1 577 | - | - | 1 577 | 68.2 |
| BRITISH MIDLAND | - | 18 098 | 13 434 | - | - | 13 434 | 74.2 |
| BRYMON AIRWAYS | - | 142 | 101 | - | - | 101 | 71.1 |
| BUSINESS AIR LIMITED | - | 32 | 23 | - | - | 23 | 71.9 |
| CALEDONIAN AIRWAYS | - | 97 026 | 85 182 | - | - | 85 182 | 87.8 |
| CITY FLYER EXPRESS | - | 17 | 6 | - | - | 6 | 35.3 |
| DAN AIR | - | 47 499 | 43 010 | - | - | 43 010 | 90.5 |
| EXCALIBUR AIRWAYS | - | 14 531 | 11 459 | - | - | 11 459 | 78.9 |
| GB AIRWAYS T/A GIBAIR | - | 2 619 | 1 814 | - | - | 1 814 | 69.3 |
| INTER EUROPEAN AIRWAYS | - | 43 805 | 33 876 | - | - | 33 876 | 77.3 |
| LOGANAIR | - | 8 | 6 | - | - | 6 | 75.0 |
| MONARCH AIRLINES | 108 | 93 154 | 80 908 | - | 238 | 80 670 | 86.9 |
| Total | 365 | 677 855 | 600 116 | - | 2 001 | 598 115 | 88.5 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | OTHER | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|--------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | | | | |
| AIR 2000 | 5 798 | 2 381 | 8 354 | - | 450 235 | - | 1 297 408 | 1 216 428 | 93.8 |
| AIR UK | 18 | 12 | 31 | - | 819 | - | 1 866 | 1 155 | 61.9 |
| AIR UK LEISURE | 1 969 | 935 | 3 000 | - | 146 877 | - | 338 652 | 312 197 | 92.2 |
| AIRTOURS INTERNATIONAL | 2 498 | 1 160 | 3 772 | - | 189 645 | - | 417 897 | 408 830 | 97.8 |
| BIRMINGHAM EUROPEAN AIRWAYS | 13 | 12 | 23 | - | 794 | - | 954 | 854 | 89.5 |
| BRITANNIA AIRWAYS | 10 410 | 4 896 | 16 010 | - | 777 171 | 3 313 | 1 982 787 | 1 875 128 | 94.6 |
| BRITISH AIR FERRIES | 168 | 145 | 262 | - | 15 856 | - | 25 182 | 20 233 | 80.3 |
| BRITISH AIRWAYS | 145 | 86 | 229 | - | 3 883 | 3 687 | 16 283 | 13 940 | 85.6 |
| BRITISH MIDLAND | 1 190 | 536 | 1 807 | - | 74 316 | - | 198 279 | 172 252 | 86.9 |
| CALEDONIAN AIRWAYS | 3 482 | 1 279 | 4 931 | - | 313 070 | - | 1 042 376 | 1 002 201 | 96.1 |
| CITY FLYER EXPRESS | 5 | 16 | 17 | - | 146 | - | 172 | 77 | 44.8 |
| DAN AIR | 3 504 | 1 833 | 5 306 | - | 259 260 | 7 970 | 586 348 | 530 993 | 90.6 |
| EXCALIBUR AIRWAYS | 836 | 360 | 1 214 | - | 54 253 | - | 149 485 | 133 236 | 89.1 |
| GB AIRWAYS T/A GIBAIR | 192 | 159 | 358 | - | 10 459 | 6 158 | 24 516 | 20 025 | 81.7 |
| INTER EUROPEAN AIRWAYS | 2 538 | 1 100 | 3 688 | - | 181 229 | - | 491 416 | 451 165 | 91.8 |
| MONARCH AIRLINES | 3 903 | 1 736 | 5 683 | 1 101 | 396 008 | 1 191 | 1 038 450 | 960 613 | 92.5 |
| Total | 36 669 | 16 646 | 54 685 | 1 101 | 2 874 021 | 22 319 | 7 612 071 | 7 119 327 | 93.5 |

10

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-----------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 111 744 | 104 345 | - | - | 104 345 | 93.4 |
| AIR UK | - | 186 | 98 | - | - | 98 | 52.7 |
| AIR UK LEISURE | - | 32 144 | 26 537 | - | - | 26 537 | 82.6 |
| AIRTOURS INTERNATIONAL | - | 41 766 | 34 749 | - | - | 34 749 | 83.2 |
| BIRMINGHAM EUROPEAN AIRWAYS | - | 72 | 64 | - | - | 64 | 88.9 |
| BRITANNIA AIRWAYS | 257 | 170 194 | 161 157 | - | 1 763 | 159 394 | 94.7 |
| BRITISH AIR FERRIES | - | 2 401 | 1 684 | - | - | 1 684 | 70.1 |
| BRITISH AIRWAYS | - | 1 885 | 1 234 | - | - | 1 234 | 65.5 |
| BRITISH MIDLAND | - | 18 098 | 13 434 | - | - | 13 434 | 74.2 |
| CALEDONIAN AIRWAYS | - | 97 026 | 85 182 | - | - | 85 182 | 87.8 |
| CITY FLYER EXPRESS | - | 17 | 6 | - | - | 6 | 35.3 |
| DAN AIR | - | 47 499 | 43 010 | - | - | 43 010 | 90.5 |
| EXCALIBUR AIRWAYS | - | 14 531 | 11 459 | - | - | 11 459 | 78.9 |
| GB AIRWAYS T/A GIBAIR | - | 2 605 | 1 802 | - | - | 1 802 | 69.2 |
| INTER EUROPEAN AIRWAYS | - | 43 805 | 33 876 | - | - | 33 876 | 77.3 |
| MONARCH AIRLINES | 108 | 93 154 | 80 908 | - | 238 | 80 670 | 86.9 |
| Total | 365 | 677 127 | 599 545 | - | 2 001 | 597 544 | 88.5 |

Domestic Class 2 Licence Operations September 1992

Table 5.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers ABC | Uplifted ITC | OTHER | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|-------------------------|-----------------|-------|-------------------------------|--------------------------|---------------------|
| AIR 2000 | - | 1 | 1 | - | - | - | 41 | 33 | 80.5 |
| AIR ATLANTIQUE & AIR CORBIERE | 2 | 8 | 7 | - | - | 218 | 46 | 44 | 95.7 |
| AIR UK | - | 2 | 1 | - | - | 83 | 14 | 13 | 92.9 |
| AURIGNY AIR SERVICES | 13 | 55 | 46 | - | 1 027 | 553 | 428 | 360 | 84.1 |
| BRITISH AIR FERRIES | 9 | 30 | 33 | - | 1 396 | 614 | 654 | 595 | 91.0 |
| BRITISH AIRWAYS | 63 | 135 | 187 | 1 664 | 6 579 | 787 | 4 371 | 3 960 | 90.6 |
| BRYMON AIRWAYS | 30 | 98 | 99 | - | 3 946 | 142 | 1 423 | 1 224 | 86.0 |
| BUSINESS AIR LIMITED | 9 | 18 | 27 | - | 500 | - | 318 | 286 | 89.9 |
| GB AIRWAYS T/A GIBAIR | 1 | 4 | 4 | - | 505 | - | 133 | 131 | 98.5 |
| LOGANAIR | 2 | 12 | 11 | - | 306 | - | 90 | 64 | 71.1 |

| | | | | | | | | | |
|-------|-----|-----|-----|-------|--------|-------|-------|-------|------|
| Total | 129 | 363 | 416 | 1 664 | 14 259 | 2 397 | 7 518 | 6 710 | 89.3 |
|-------|-----|-----|-----|-------|--------|-------|-------|-------|------|

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 4 | 3 | - | - | 3 | 75.0 |
| AIR ATLANTIQUE & AIR CORBIERE | - | 6 | 3 | - | - | 3 | 50.0 |
| AIR UK | - | 1 | 1 | - | - | 1 | 100.0 |
| AURIGNY AIR SERVICES | - | 36 | 29 | - | - | 29 | 80.6 |
| BRITISH AIR FERRIES | - | 56 | 50 | - | - | 50 | 89.3 |
| BRITISH AIRWAYS | - | 429 | 343 | - | - | 343 | 80.0 |
| BRYMON AIRWAYS | - | 142 | 101 | - | - | 101 | 71.1 |
| BUSINESS AIR LIMITED | - | 32 | 23 | - | - | 23 | 71.9 |
| GB AIRWAYS T/A GIBAIR | - | 14 | 12 | - | - | 12 | 85.7 |
| LOGANAIR | - | 8 | 6 | - | - | 6 | 75.0 |
| Total | - | 728 | 571 | - | - | 571 | 78.4 |

| | 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 | 19 | 44 | 56 | 341 | 316 | 150 | - | 150 | 47.5 |
| AIR FOYLE | 230 | 425 | 511 | 2 829 | 4 588 | 2 353 | - | 2 353 | 51.3 |
| BRITISH AIR FERRIES | 43 | 105 | 137 | 642 | 350 | 242 | - | 242 | 69.1 |
| BRITISH AIRWAYS | 18 | 10 | 32 | 86 | 528 | 419 | - | 419 | 79.4 |
| CHANNEL EXPRESS (AIR SVS) | 162 | 297 | 417 | 1 410 | 2 079 | 852 | 97 | 755 | 41.0 |
| CITY FLYER EXPRESS | 16 | 53 | 56 | 85 | 56 | 26 | - | 26 | 46.4 |
| HEAVYLIFT CARGO AIRLINES | 87 | 36 | 162 | 428 | 2 901 | 1 656 | - | 1 656 | 57.1 |
| HUNTING CARGO AIRLINES LTD | 143 | 299 | 338 | 2 690 | 2 444 | 1 369 | - | 1 369 | 56.0 |
| JANES AVIATION | 34 | 153 | 130 | 286 | 177 | 62 | - | 62 | 35.0 |
| TITAN AIRWAYS | 18 | 44 | 57 | 46 | 52 | 18 | - | 18 | 34.6 |
| Total | 770 | 1 466 | 1 896 | 8 843 | 13 491 | 7 147 | 97 | 7 050 | 53.0 |

| | 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 | 40 | 52 | 289 | 299 | 135 | - | 135 | 45.2 |
| AIR FOYLE | 206 | 330 | 430 | 2 284 | 4 313 | 2 193 | - | 2 193 | 50.8 |
| BRITISH AIR FERRIES | 11 | 20 | 33 | 84 | 94 | 44 | - | 44 | 46.8 |
| BRITISH AIRWAYS | 16 | 2 | 26 | 51 | 518 | 411 | - | 411 | 79.3 |
| CHANNEL EXPRESS (AIR SVS) | 128 | 147 | 292 | 586 | 1 730 | 649 | - | 649 | 37.5 |
| CITY FLYER EXPRESS | 16 | 52 | 55 | 84 | 56 | 26 | - | 26 | 46.4 |
| HEAVYLIFT CARGO AIRLINES | 86 | 35 | 160 | 421 | 2 883 | 1 652 | - | 1 652 | 57.3 |
| HUNTING CARGO AIRLINES LTD | 125 | 254 | 294 | 2 163 | 2 145 | 1 155 | - | 1 155 | 53.8 |
| JANES AVIATION | 7 | 21 | 26 | 20 | 38 | 6 | - | 6 | 15.8 |
| Total | 613 | 901 | 1 368 | 5 982 | 12 076 | 6 271 | - | 6 271 | 51.9 |

| | 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 | 1 | 4 | 4 | 52 | 17 | 15 | - | 15 | 88.2 |
| AIR FOYLE | 24 | 95 | 81 | 545 | 275 | 160 | - | 160 | 58.2 |
| BRITISH AIR FERRIES | 32 | 85 | 104 | 558 | 256 | 198 | - | 198 | 77.3 |
| BRITISH AIRWAYS | 2 | 8 | 6 | 35 | 10 | 8 | - | 8 | 80.0 |
| CHANNEL EXPRESS (AIR SVS) | 34 | 150 | 125 | 824 | 349 | 203 | 97 | 106 | 58.2 |
| CITY FLYER EXPRESS | - | 1 | 1 | 1 | - | - | - | - | - |
| HEAVYLIFT CARGO AIRLINES | 1 | 1 | 2 | 7 | 18 | 4 | - | 4 | 22.2 |
| HUNTING CARGO AIRLINES LTD | 18 | 45 | 44 | 527 | 299 | 214 | - | 214 | 71.6 |
| JANES AVIATION | 27 | 132 | 104 | 266 | 139 | 56 | - | 56 | 40.3 |
| TITAN AIRWAYS | 18 | 44 | 57 | 46 | 52 | 18 | - | 18 | 34.6 |
| Total | 157 | 565 | 528 | 2 861 | 1 415 | 876 | 97 | 779 | 61.9 |

25
171
5
50
30
16

All Class 7 Licence Operations September 1992

Table 7.1

| | 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 | 733 | 9 355 | 2 847 | 46 699 | 10 024 | 4 700 | 46.9 | 164 | 757 | 415 | - | 15 | 400 | 54.8 |
| BRISTOW HELICOPTERS | 842 | 7 454 | 3 873 | 67 548 | 14 325 | 9 333 | 65.2 | 297 | 1 342 | 887 | - | 40 | 847 | 66.1 |
| BRITISH INTERNATIONAL HELIS | 359 | 3 304 | 1 590 | 33 390 | 7 805 | 3 746 | 48.0 | 91 | 786 | 310 | - | 10 | 300 | 39.4 |
| TOTAL | 1 934 | 20 113 | 8 310 | 147 637 | 32 154 | 17 779 | 55.3 | 552 | 2 885 | 1 612 | - | 65 | 1 547 | 55.9 |

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Avaliable (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| BOND HELICOPTERS | 733 | 9 355 | 2 847 | 46 699 | 10 024 | 4 700 | 46.9 | 164 | 757 | 415 | - | 15 | 400 | 54.8 |
| BRISTOW HELICOPTERS | 842 | 7 454 | 3 873 | 67 548 | 14 325 | 9 333 | 65.2 | 297 | 1 342 | 887 | - | 40 | 847 | 66.1 |
| BRITISH INTERNATIONAL HELIS | 359 | 3 304 | 1 590 | 33 390 | 7 805 | 3 746 | 48.0 | 91 | 786 | 310 | - | 10 | 300 | 39.4 |
| TOTAL | 1 934 | 20 113 | 8 310 | 147 637 | 32 154 | 17 779 | 55.3 | 552 | 2 885 | 1 612 | - | 65 | 1 547 | 55.9 |

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

NIL

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Avaliable (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| BOND HELICOPTERS | 10 | 25 | 29 | 123 | 84 | 52 | 61.9 | - | 16 | 4 | - | - | 4 | 25.0 |
| TOTAL | 10 | 25 | 29 | 123 | 84 | 52 | 61.9 | - | 16 | 4 | - | - | 4 | 25.0 |

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

NIL

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Avaliable (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As |
|------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| BOND HELICOPTERS | 10 | 25 | 29 | 123 | 84 | 52 | 61.9 | - | 16 | 4 | - | - | 4 | 25.0 |
| TOTAL | 10 | 25 | 29 | 123 | 84 | 52 | 61.9 | - | 16 | 4 | - | - | 4 | 25.0 |

All Exempt Operations September 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 | | | As % of Avail | |
|---------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|---------------------|------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| AIR FOYLE | 5 | 3 | 8 | - | - | - | - | 255 | 673 | 423 | - | 423 | - | 62.9 |
| AIR UK LEISURE | - | 1 | 1 | 89 | 85 | 44 | 51.8 | - | 8 | 4 | - | - | 4 | 50.0 |
| ARAVCO LTD | 30 | 25 | 54 | 96 | 275 | 197 | 71.6 | - | 30 | 15 | - | - | 15 | 50.0 |
| AURIGNY AIR SERVICES | 1 | 5 | 4 | - | 3 | - | - | - | 1 | - | - | - | - | - |
| BOND HELICOPTERS | 7 | 20 | 21 | - | 64 | 52 | 81.3 | - | 12 | 5 | - | - | 5 | 41.7 |
| BRITANNIA AIRWAYS | 73 | 116 | 146 | 12 608 | 10 462 | 7 986 | 76.3 | - | 892 | 677 | - | - | 677 | 75.9 |
| BRITISH AIR FERRIES | 125 | 351 | 314 | 14 000 | 10 051 | 5 658 | 56.3 | 28 | 896 | 481 | - | 10 | 471 | 53.7 |
| BRITISH AIRWAYS | 15 | 28 | 38 | 1 078 | 2 017 | 520 | 25.8 | 4 | 242 | 44 | 1 | - | 43 | 18.2 |
| BRITISH MIDLAND | 8 | 4 | 11 | 561 | 1 009 | 886 | 87.8 | - | 86 | 70 | - | - | 70 | 81.4 |
| BRYMON AIRWAYS | 37 | 92 | 129 | 3 323 | 1 728 | 1 354 | 78.4 | 12 | 187 | 116 | - | 5 | 111 | 62.0 |
| BUSINESS AIR LIMITED | 15 | 49 | 58 | 1 324 | 718 | 417 | 58.1 | 2 | 72 | 33 | - | 1 | 32 | 45.8 |
| CHANNEL EXPRESS (AIR SVS) | 111 | 355 | 409 | - | - | - | - | 871 | 608 | 320 | 320 | - | - | 52.6 |
| DAN AIR | 19 | 45 | 60 | 1 276 | 1 133 | 588 | 51.9 | - | 91 | 48 | - | - | 48 | 52.7 |
| EUROAIR TRANSPORT LTD | 7 | 21 | 25 | - | - | - | - | 47 | 36 | 20 | 20 | - | - | 55.6 |
| INDEPENDENT AIRWAYS LTD | 2 | 2 | 5 | 56 | 78 | 49 | 62.8 | - | 6 | 4 | - | - | 4 | 66.7 |
| INTER EUROPEAN AIRWAYS | 2 | 2 | 4 | 276 | 362 | 335 | 92.5 | - | 33 | 25 | - | - | 25 | 75.8 |
| JANES AVIATION | 39 | 100 | 138 | - | - | - | - | 257 | 205 | 101 | 101 | - | - | 49.3 |
| JERSEY EUROPEAN AIRWAYS | 1 | 8 | 8 | 228 | 117 | 60 | 51.3 | - | 12 | 5 | - | - | 5 | 41.7 |
| MONARCH AIRLINES | 8 | 6 | 12 | 635 | 1 678 | 715 | 42.6 | - | 150 | 61 | - | - | 61 | 40.7 |

21 Total 505 1 233 1 445 35 550 29 780 18 861 63.3 1 476 4 240 2 452 442 439 1 571 57.8

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

(b) Excludes exempt sub-charter operations

International Exempt Operations September 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 | | | As % of Avail | |
|-------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|---------------------|------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| AIR FOYLE | 5 | 3 | 8 | - | - | - | - | 255 | 673 | 423 | - | 423 | - | 62.9 |
| AIR UK LEISURE | - | 1 | 1 | 89 | 85 | 44 | 51.8 | - | 8 | 4 | - | - | 4 | 50.0 |
| ARAVCO LTD | 29 | 23 | 51 | 96 | 265 | 192 | 72.5 | - | 29 | 15 | - | - | 15 | 51.7 |
| BOND HELICOPTERS | 1 | 2 | 3 | - | 8 | 8 | 100.0 | - | 2 | 1 | - | - | 1 | 50.0 |
| BRITANNIA AIRWAYS | 71 | 112 | 142 | 12 107 | 10 141 | 7 743 | 76.4 | - | 865 | 657 | - | - | 657 | 76.0 |
| BRITISH AIR FERRIES | 30 | 32 | 57 | 1 961 | 2 888 | 2 006 | 69.5 | 2 | 285 | 170 | - | 2 | 168 | 59.6 |
| BRITISH AIRWAYS | 8 | 3 | 13 | 72 | 1 522 | 206 | 13.5 | - | 195 | 17 | - | - | 17 | 8.7 |
| BRITISH MIDLAND | 8 | 4 | 11 | 561 | 1 009 | 886 | 87.8 | - | 86 | 70 | - | - | 70 | 81.4 |
| BRYMON AIRWAYS | 1 | 2 | 5 | 62 | 68 | 46 | 67.6 | - | 7 | 4 | - | - | 4 | 57.1 |
| BUSINESS AIR LIMITED | 2 | 4 | 6 | 74 | 85 | 38 | 44.7 | - | 9 | 3 | - | - | 3 | 33.3 |
| DAN AIR | 4 | 4 | 7 | 300 | 492 | 242 | 49.2 | - | 39 | 20 | - | - | 20 | 51.3 |
| INDEPENDENT AIRWAYS LTD | 2 | 2 | 5 | 56 | 78 | 49 | 62.8 | - | 6 | 4 | - | - | 4 | 66.7 |
| INTER EUROPEAN AIRWAYS | 2 | 2 | 4 | 276 | 362 | 335 | 92.5 | - | 33 | 25 | - | - | 25 | 75.8 |
| JERSEY EUROPEAN AIRWAYS | 1 | 3 | 5 | 32 | 81 | 31 | 38.3 | - | 8 | 3 | - | - | 3 | 37.5 |
| MONARCH AIRLINES | 8 | 6 | 12 | 635 | 1 678 | 715 | 42.6 | - | 150 | 61 | - | - | 61 | 40.7 |
| Total | 172 | 203 | 330 | 16 321 | 18 762 | 12 541 | 66.8 | 257 | 2 395 | 1 477 | - | 425 | 1 052 | 61.7 |

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

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations September 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 | | | Passenger (000) | As % of Avail |
|---------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | | |
| ARAVCO LTD | 1 | 2 | 3 | - | 10 | 5 | 50.0 | - | 1 | - | - | - | - | - |
| AURIGNY AIR SERVICES | 1 | 5 | 4 | - | 3 | - | - | - | 1 | - | - | - | - | - |
| BOND HELICOPTERS | 6 | 18 | 19 | - | 56 | 44 | 78.6 | - | 10 | 4 | - | - | 4 | 40.0 |
| BRITANNIA AIRWAYS | 2 | 4 | 5 | 501 | 321 | 243 | 75.7 | - | 27 | 20 | - | - | 20 | 74.1 |
| BRITISH AIR FERRIES | 95 | 319 | 257 | 12 039 | 7 163 | 3 652 | 51.0 | 26 | 611 | 311 | - | 8 | 303 | 50.9 |
| BRITISH AIRWAYS | 7 | 25 | 25 | 1 006 | 495 | 314 | 63.4 | 4 | 47 | 27 | 1 | - | 26 | 57.4 |
| BRYMON AIRWAYS | 36 | 90 | 124 | 3 261 | 1 660 | 1 308 | 78.8 | 12 | 180 | 112 | - | 5 | 107 | 62.2 |
| BUSINESS AIR LIMITED | 13 | 45 | 52 | 1 250 | 633 | 379 | 59.9 | 2 | 63 | 30 | - | 1 | 29 | 47.6 |
| CHANNEL EXPRESS (AIR SVS) | 111 | 355 | 409 | - | - | - | - | 871 | 608 | 320 | 320 | - | - | 52.6 |
| DAN AIR | 15 | 41 | 54 | 976 | 641 | 346 | 54.0 | - | 52 | 28 | - | - | 28 | 53.8 |
| EUROAIR TRANSPORT LTD | 7 | 21 | 25 | - | - | - | - | 47 | 36 | 20 | 20 | - | - | 55.6 |
| JANES AVIATION | 39 | 100 | 138 | - | - | - | - | 257 | 205 | 101 | 101 | - | - | 49.3 |
| JERSEY EUROPEAN AIRWAYS | - | 5 | 3 | 196 | 36 | 29 | 80.6 | - | 4 | 2 | - | - | 2 | 50.0 |
| Total | 333 | 1 030 | 1 118 | 19 229 | 11 018 | 6 320 | 57.4 | 1 219 | 1 845 | 975 | 442 | 14 | 519 | 52.8 |

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences September 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 | 247 | 114 | 383 | .. | 37 233 | 32 011 | 86.0 | .. | 3 355 | 2 497 | - | - | 2 497 | 74.4 |
| Total | 247 | 114 | 383 | .. | 37 233 | 32 011 | 86.0 | .. | 3 355 | 2 497 | - | - | 2 497 | 74.4 |

Exempt Sub Charter Operations Performed For UK Operators September 1992

Table 10.2

| | 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 2000 | 18 | 12 | 29 | .. | 3 745 | 2 920 | 78.0 | .. | 321 | 252 | - | - | 252 | 78.5 |
| AIR ATLANTIQUE & AIR CORBIERE | 6 | 25 | 28 | .. | 36 | 26 | 72.2 | .. | 27 | 15 | 12 | 1 | 2 | 55.6 |
| AIR UK LEISURE | - | 2 | 1 | .. | 70 | 37 | 52.9 | .. | 7 | 3 | - | - | 3 | 42.9 |
| AIRTOURS INTERNATIONAL | 5 | 2 | 7 | .. | 828 | 828 | 100.0 | .. | 83 | 70 | - | - | 70 | 84.3 |
| BOND HELICOPTERS | 5 | 6 | 13 | .. | 43 | 18 | 41.9 | .. | 8 | 1 | - | - | 1 | 12.5 |
| BRITANNIA AIRWAYS | 2 | 2 | 4 | .. | 304 | 243 | 79.9 | .. | 26 | 21 | - | - | 21 | 80.8 |
| BRITISH AIR FERRIES | 58 | 116 | 161 | .. | 3 617 | 2 333 | 64.5 | .. | 498 | 250 | 1 | 55 | 194 | 50.2 |
| BRITISH AIRWAYS | 32 | 66 | 73 | .. | 3 198 | 1 283 | 40.1 | .. | 240 | 104 | - | 8 | 96 | 43.3 |
| BRITISH MIDLAND | 4 | 4 | 8 | .. | 570 | 500 | 87.7 | .. | 55 | 39 | - | - | 39 | 70.9 |
| BUSINESS AIR LIMITED | 1 | 2 | 4 | .. | 15 | 7 | 46.7 | .. | 2 | 1 | - | - | 1 | 50.0 |
| CALEDONIAN AIRWAYS | 7 | 4 | 10 | .. | 2 569 | 1 753 | 68.2 | .. | 239 | 149 | - | - | 149 | 62.3 |
| CHANNEL EXPRESS (AIR SVS) | 2 | 5 | 7 | .. | - | - | - | .. | 10 | 4 | - | 4 | - | 40.0 |
| DAN AIR | 41 | 20 | 58 | .. | 7 181 | 6 257 | 87.1 | .. | 579 | 506 | - | - | 506 | 87.4 |
| EXCALIBUR AIRWAYS | 15 | 8 | 24 | .. | 2 612 | 2 125 | 81.4 | .. | 254 | 183 | - | - | 183 | 72.0 |
| HEAVYLIFT CARGO AIRLINES | 9 | 24 | 30 | .. | - | - | - | .. | 244 | 105 | - | 105 | - | 43.0 |
| MANX AIRLINES | 35 | 114 | 127 | .. | 1 266 | 693 | 54.7 | .. | 123 | 68 | 5 | 8 | 55 | 55.3 |
| MANX AIRLINES (EUROPE) LTD | 5 | 10 | 14 | .. | 88 | 79 | 89.8 | .. | 19 | 6 | - | - | 6 | 31.6 |
| MONARCH AIRLINES | 25 | 16 | 40 | .. | 6 778 | 4 926 | 72.7 | .. | 607 | 414 | - | - | 414 | 68.2 |
| Total | 270 | 438 | 638 | .. | 32 920 | 24 028 | 73.0 | .. | 3 342 | 2 191 | 18 | 181 | 1 992 | 65.6 |

Exempt Sub Charter Operations Performed For Non UK Operators September 1992

Table 10.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As |
|-------------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| AIR ATLANTIQUE & AIR CORBIERE | 1 | 4 | 3 | .. | - | - | - | .. | 15 | 13 | - | 13 | - | 86.7 |
| AIR FOYLE | 33 | 54 | 70 | .. | - | - | - | .. | 348 | 154 | - | 154 | - | 44.3 |
| BRITISH AIRWAYS | 416 | 153 | 596 | .. | 100 699 | 100 699 | 100.0 | .. | 14 542 | 8 078 | - | - | 8 078 | 55.5 |
| CHANNEL EXPRESS (AIR SVS) | 14 | 60 | 54 | .. | - | - | - | .. | 76 | 34 | - | 34 | - | 44.7 |
| DAN AIR | 7 | 10 | 15 | .. | 1 400 | 835 | 59.6 | .. | 113 | 68 | - | - | 68 | 60.2 |
| HEAVYLIFT CARGO AIRLINES | 21 | 18 | 44 | .. | - | - | - | .. | 665 | 473 | - | 473 | - | 71.1 |
| HUNTING CARGO AIRLINES LTD | 1 | 3 | 3 | .. | - | - | - | .. | 22 | 13 | - | 13 | - | 59.1 |
| MONARCH AIRLINES | 409 | 780 | 891 | .. | 50 808 | 27 380 | 53.9 | .. | 4 573 | 2 300 | - | - | 2 300 | 50.3 |
| Total | 902 | 1 082 | 1 676 | .. | 152 907 | 128 914 | 84.3 | .. | 20 354 | 11 133 | - | 687 | 10 446 | 54.7 |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1992 |
|-------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 857 | - | 4 119 | - | 3 515 | - | 50 227 | 10 350 | 16 283 | 39 | 3.0 |
| AEROSPATIALE SA365 DAUPHIN | 283 | 7 | 6 478 | 157 | 1 133 | 27 | 28 538 | 1 247 | 3 113 | 17 | 2.3 |
| AIRBUS A300-600(B2-B4) | 1 193 | - | 504 | - | 1 703 | - | 159 757 | 399 697 | 430 679 | 4 | 14.1 |
| AIRBUS A320-100/200 | 2 607 | - | 1 762 | - | 4 283 | - | 220 365 | 363 463 | 426 821 | 17 | 9.3 |
| ATR 42-300 | 146 | - | 513 | - | 431 | - | 17 832 | 4 950 | 6 973 | 2 | 7.0 |
| BAC/AEROSPATIALE CONCORDE | 872 | - | 167 | - | 608 | - | 7 798 | 39 009 | 87 286 | 7 | 2.4 |
| BAE (HS) 748 | 32 | 37 | 92 | 162 | 117 | 140 | 2 298 | 812 | 1 435 | 13 | 0.5 |
| BAE 146 SERIES 100 | 272 | - | 496 | - | 578 | - | 22 604 | 12 064 | 21 702 | 3 | 6.2 |
| BAE 146 SERIES 200/QT | 307 | 124 | 629 | 228 | 762 | 281 | 27 694 | 16 104 | 30 041 | 6 | 5.3 |
| BAE 146 SERIES 300 | 1 081 | 95 | 1 903 | 204 | 2 406 | 215 | 96 637 | 68 977 | 117 211 | 13 | 5.9 |
| BAE(BAC)1-11-200 SERIES | 4 | - | 5 | - | 7 | - | 212 | 206 | 270 | 2 | 0.9 |
| BAE(BAC)1-11-300/400/475 | 450 | - | 695 | - | 933 | - | 27 022 | 18 534 | 33 581 | 5 | 5.3 |
| BAE(BAC)1-11-500 SERIES | 2 825 | - | 3 949 | - | 5 793 | - | 232 808 | 182 681 | 282 193 | 33 | 6.0 |
| BAE(H.P)JETSTREAM 31/32 | 556 | - | 1 239 | - | 1 660 | - | 12 047 | 5 593 | 9 187 | 11 | 4.7 |
| BAE(HS)125 | 12 | - | 12 | - | 22 | - | - | 65 | 89 | 2 | 0.1 |
| BEECHCRAFT 200 SUPERKING AIR | 22 | - | 51 | - | 63 | - | 123 | 122 | 191 | 2 | 0.7 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 3 | - |
| BELL 212/412 | 38 | - | 1 815 | - | 253 | - | 8 602 | 180 | 418 | 6 | 1.6 |
| BELL MODEL 214ST | 40 | - | 176 | - | 174 | - | 2 167 | 493 | 720 | 2 | 2.2 |
| BOEING 707 ALL SERIES | - | 50 | - | 18 | - | 70 | - | - | - | 1 | 1.8 |
| BOEING 727-200/200 ADVANCED | 1 235 | - | 660 | - | 1 811 | - | 107 061 | 210 222 | 230 738 | 7 | 8.9 |
| BOEING 737-200 | 9 742 | - | 8 201 | - | 17 269 | - | 710 718 | 972 559 | 1 175 217 | 68 | 8.4 |
| BOEING 737-300 | 4 290 | - | 4 037 | - | 7 653 | - | 323 557 | 495 689 | 613 368 | 26 | 9.9 |
| BOEING 737-400 | 6 811 | - | 5 183 | - | 11 563 | - | 624 632 | 944 585 | 1 117 914 | 36 | 10.9 |
| BOEING 747 200B COMBI | 497 | - | 102 | - | 642 | - | 16 896 | 135 164 | 184 719 | 3 | 9.8 |
| BOEING 747-100/100F | 4 099 | - | 699 | - | 5 276 | - | 198 009 | 1 202 836 | 1 548 995 | 16 | 10.8 |
| BOEING 747-200 | 5 851 | - | 1 097 | - | 7 504 | - | 244 622 | 1 701 867 | 2 224 635 | 20 | 12.5 |
| BOEING 747-400 | 8 029 | - | 1 318 | - | 10 194 | - | 272 615 | 2 448 810 | 3 013 085 | 23 | 14.5 |
| BOEING 757-200 | 15 361 | 22 | 9 527 | 41 | 24 433 | 44 | 1 576 358 | 3 034 756 | 3 394 708 | 74 | 11.0 |
| BOEING 767-200 | 3 151 | - | 1 057 | - | 4 497 | - | 257 776 | 823 638 | 861 883 | 10 | 15.2 |
| BOEING 767-300 | 848 | - | 938 | - | 1 713 | - | 174 905 | 162 437 | 207 972 | 7 | 8.5 |
| BOEING 767-300ER | 2 377 | - | 649 | - | 3 380 | - | 75 030 | 353 659 | 458 808 | 10 | 11.7 |
| BRITISH AEROSPACE ATP | 1 177 | 2 | 3 841 | 9 | 3 875 | 7 | 138 832 | 45 947 | 75 473 | 23 | 5.5 |
| CANADAIIR CL-44 | - | 31 | - | 12 | - | 67 | - | - | - | 1 | 1.8 |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 401/402/411/421 | 14 | - | 55 | - | 45 | - | 212 | 72 | 129 | 1 | 1.0 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 2 | - |
| DE HAVILLAND DH6 TWIN OTTER | 38 | - | 300 | - | 203 | - | 2 826 | 358 | 679 | 3 | 2.3 |
| DE HAVILLAND DHC-7 DASH-7 | 263 | - | 1 053 | - | 1 026 | - | 23 510 | 6 798 | 12 031 | 7 | 4.5 |
| DE HAVILLAND DHC-8 DASH-8-100 | 136 | - | 398 | - | 457 | - | 6 213 | 2 683 | 4 891 | 2 | 7.6 |
| DE HAVILLAND DHC-8 DASH-8-300 | 161 | - | 483 | - | 514 | - | 12 502 | 4 785 | 8 052 | 2 | 7.7 |
| DORNIER 228-100/200 | 45 | - | 176 | - | 167 | - | 1 446 | 392 | 778 | 1 | 5.3 |
| DOUGLAS DC3 C47 DAKOTA | 2 | 4 | 8 | 21 | 7 | 21 | 218 | 44 | 46 | 2 | 0.4 |
| DOUGLAS DC6/6A/6B/6C | - | 16 | - | 39 | - | 49 | - | - | - | 2 | 0.9 |
| EMBRAER EMB110 BANDEIRANTE | 1 | - | 2 | - | 4 | - | - | 7 | 15 | 5 | - |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1992 |
|--------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| FAIRCHILD SA-227 METRO III | 34 | - | 117 | - | 94 | - | 519 | 260 | 644 | 1 | 3.3 |
| FOKKER 100 | 148 | - | 430 | - | 415 | - | 21 737 | 7 465 | 14 954 | 2 | 5.5 |
| FOKKER F27 100-600 | 1 312 | - | 4 258 | - | 4 541 | - | 111 113 | 36 175 | 62 947 | 22 | 7.0 |
| GA GULFSTREAM 3 | 18 | - | 13 | - | 32 | - | 96 | 132 | 186 | 1 | 0.8 |
| HANDLEY PAGE HERALD 200 | - | 217 | - | 712 | - | 800 | - | - | - | 11 | 2.2 |
| LOCKHEED L-1011-1/100 TRISTAR | 1 513 | - | 513 | - | 2 077 | - | 150 605 | 569 943 | 589 569 | 6 | 11.5 |
| LOCKHEED L-188 ELECTRA | - | 123 | - | 207 | - | 278 | - | - | - | 4 | 3.3 |
| LOCKHEED L1011-200 TRISTAR | 383 | - | 136 | - | 540 | - | - | 93 130 | 93 130 | 2 | 8.9 |
| MBB B0105 | 3 | - | 37 | - | 14 | - | 49 | 4 | 12 | 10 | - |
| MCDONNELL-DOUGLAS DC10-30 | 1 907 | - | 308 | - | 2 401 | - | 41 249 | 272 883 | 436 652 | 7 | 10.6 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 738 | - | 1 786 | - | 2 050 | - | 115 571 | 49 487 | 81 079 | 8 | 8.4 |
| MCDONNELL-DOUGLAS DC9-10/15 | 610 | - | 1 165 | - | 1 389 | - | 50 768 | 27 853 | 51 751 | 6 | 7.8 |
| MCDONNELL-DOUGLAS MD-80-83 | 2 484 | - | 1 154 | - | 3 750 | - | 188 322 | 406 472 | 414 899 | 8 | 15.6 |
| PILATUS BN-2A ISLANDER | 91 | - | 1 353 | - | 451 | - | 7 176 | 507 | 730 | 10 | 1.6 |
| PILATUS BN-2A TRISLANDER MK3 | 132 | 1 | 2 054 | 4 | 647 | 3 | 21 982 | 1 387 | 2 252 | 9 | 2.7 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 2 | - | 22 | - | 8 | - | 100 | 7 | 14 | 3 | 0.2 |
| PIPER PA34 SENECA II | 4 | - | 61 | - | 28 | - | 182 | 13 | 21 | 3 | 0.3 |
| REIMS-CESSNA F406/CARAVAN II | 44 | - | 262 | - | 143 | - | 761 | 228 | 534 | 2 | 2.3 |
| SAAB FAIRCHILD 340 | 115 | - | 370 | - | 366 | - | 4 546 | 2 165 | 3 920 | 2 | 5.9 |
| SHORTS 330 | 120 | 16 | 553 | 40 | 443 | 52 | 7 629 | 1 744 | 3 512 | 10 | 1.4 |
| SHORTS 360 | 733 | 18 | 3 469 | 57 | 2 910 | 60 | 73 311 | 16 093 | 26 270 | 21 | 4.8 |
| SHORTS BELFAST | - | 18 | - | 18 | - | 48 | - | - | - | 3 | 1.4 |
| SIKORSKY S61N | 421 | - | 4 701 | - | 2 160 | - | 51 346 | 4 466 | 8 863 | 30 | 2.4 |
| SIKORSKY S76 SPIRIT | 316 | 1 | 3 165 | 14 | 1 210 | 5 | 17 125 | 1 670 | 3 578 | 20 | 1.8 |
| V953C MERCHANTMAN | - | 104 | - | 227 | - | 245 | - | - | - | 6 | 2.2 |
| VICKERS VISCOUNT 800 | 107 | 43 | 354 | 105 | 295 | 137 | 13 820 | 4 289 | 7 890 | 12 | 1.4 |
| WESTLAND 30 SRS 100 | - | - | - | - | - | - | - | - | - | 3 | 0.2 |
| TOTAL | 86 960 | 929 | 90 670 | 2 275 | 152 632 | 2 547 | 6 562 976 | 15 168 228 | 18 405 836 | 763 | 6.8 |

(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
September 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 Sep 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1992 |
|--------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AIR 2000 | | | | | | | | | | | |
| AIRBUS A320-100/200 | 624 | - | 290 | - | 915 | - | 42 456 | 101 385 | 111 634 | 4 | 14.3 |
| BOEING 757-200 | 4 641 | - | 1 870 | - | 6 654 | - | 366 563 | 1 018 455 | 1 081 369 | 14 | 16.0 |
| TOTAL | 5 265 | - | 2 160 | - | 7 569 | - | 409 019 | 1 119 840 | 1 193 003 | 18 | 15.7 |
| AIR ATLANTIQUE & AIR CORBIERE | | | | | | | | | | | |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | 0.0 |
| CESSNA 401/402/411/421 | 14 | - | 55 | - | 45 | - | 212 | 72 | 129 | 1 | 1.0 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| DOUGLAS DC3 C47 DAKOTA | 2 | 4 | 8 | 21 | 7 | 21 | 218 | 44 | 46 | 2 | 0.4 |
| DOUGLAS DC6/6A/6B/6C | - | 16 | - | 39 | - | 49 | - | - | - | 2 | 0.9 |
| FAIRCHILD SA-227 METRO III | 34 | - | 117 | - | 94 | - | 519 | 260 | 644 | 1 | 3.3 |
| PIPER PA-31/31P NAVAJO CHIEFTN | - | - | - | - | - | - | - | - | - | 1 | - |
| REIMS-CESSNA F406/CARAVAN II | 44 | - | 262 | - | 143 | - | 761 | 228 | 534 | 2 | 2.3 |
| TOTAL | 94 | 20 | 442 | 60 | 289 | 70 | 1 710 | 604 | 1 353 | 12 | 1.0 |
| AIR FOYLE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | 124 | - | 228 | - | 281 | - | - | - | 3 | 2.8 |
| BAE 146 SERIES 300 | - | 95 | - | 204 | - | 215 | - | - | - | 2 | 2.3 |
| TOTAL | - | 219 | - | 432 | - | 496 | - | - | - | 5 | 2.5 |
| AIR UK | | | | | | | | | | | |
| BAE 146 SERIES 100 | 205 | - | 307 | - | 442 | - | 11 678 | 8 077 | 15 975 | 2 | 7.1 |
| BAE 146 SERIES 200/QT | 303 | - | 624 | - | 753 | - | 27 540 | 15 955 | 29 652 | 3 | 7.2 |
| BAE 146 SERIES 300 | 587 | - | 1 247 | - | 1 374 | - | 56 035 | 35 063 | 64 558 | 6 | 7.6 |
| FOKKER 100 | 148 | - | 430 | - | 415 | - | 21 737 | 7 465 | 14 954 | 2 | 5.5 |
| FOKKER F27 100-600 | 903 | - | 2 865 | - | 3 093 | - | 70 141 | 24 209 | 41 586 | 14 | 7.5 |
| SHORTS 360 | 46 | - | 169 | - | 181 | - | 2 471 | 676 | 1 655 | 1 | 5.2 |
| TOTAL | 2 192 | - | 5 642 | - | 6 257 | - | 189 602 | 91 445 | 168 380 | 28 | 7.3 |
| AIR UK LEISURE | | | | | | | | | | | |
| BOEING 737-400 | 1 958 | - | 934 | - | 2 987 | - | 146 288 | 310 496 | 336 919 | 7 | 14.4 |
| TOTAL | 1 958 | - | 934 | - | 2 987 | - | 146 288 | 310 496 | 336 919 | 7 | 14.4 |
| AIRTOURS INTERNATIONAL | | | | | | | | | | | |
| MCDONNELL-DOUGLAS MD-80-83 | 2 484 | - | 1 154 | - | 3 750 | - | 188 322 | 406 472 | 414 899 | 8 | 15.6 |
| TOTAL | 2 484 | - | 1 154 | - | 3 750 | - | 188 322 | 406 472 | 414 899 | 8 | 15.6 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used | Seat-Km Available | Aircraft in Service At Qrt Ended Sep 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1992 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|-----------------|----------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | (000) | (000) | | |
| ARAVCO LTD | | | | | | | | | | | |
| BAE(HS)125 | 12 | - | 12 | - | 22 | - | - | 65 | 89 | 2 | 0.1 |
| GA GULFSTREAM 3 | 18 | - | 13 | - | 32 | - | 96 | 132 | 186 | 1 | 0.8 |
| TOTAL | 30 | - | 25 | - | 54 | - | 96 | 197 | 275 | 3 | 0.3 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| PILATUS BN-2A TRISLANDER MK3 | 132 | 1 | 2 054 | 4 | 647 | 3 | 21 982 | 1 387 | 2 252 | 9 | 2.7 |
| SHORTS 360 | 22 | - | 305 | - | 99 | - | 7 663 | 603 | 796 | 1 | 3.3 |
| TOTAL | 154 | 1 | 2 359 | 4 | 746 | 3 | 29 645 | 1 990 | 3 048 | 10 | 2.7 |
| BIRMINGHAM EUROPEAN AIRWAYS | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 431 | - | 672 | - | 895 | - | 26 234 | 17 492 | 31 862 | 4 | 6.5 |
| BAE(H.P.)JETSTREAM 31/32 | 77 | - | 228 | - | 253 | - | 2 262 | 787 | 1 231 | 3 | 2.5 |
| TOTAL | 508 | - | 900 | - | 1 148 | - | 28 496 | 18 279 | 33 093 | 7 | 4.8 |
| 30 BOND HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 233 | - | 906 | - | 932 | - | 9 489 | 2 440 | 4 427 | 10 | 3.2 |
| AEROSPATIALE SA365 DAUPHIN | 283 | 7 | 6 478 | 157 | 1 133 | 27 | 28 538 | 1 247 | 3 113 | 17 | 2.3 |
| BEECHCRAFT 200 SUPERKING AIR | 22 | - | 51 | - | 63 | - | 123 | 122 | 191 | 2 | 0.7 |
| MBB B0105 | 3 | - | 37 | - | 14 | - | 49 | 4 | 12 | 10 | 0.0 |
| SIKORSKY S76 SPIRIT | 206 | 1 | 1 763 | 14 | 737 | 5 | 8 623 | 1 009 | 2 472 | 9 | 2.7 |
| TOTAL | 747 | 8 | 9 235 | 171 | 2 878 | 32 | 46 822 | 4 822 | 10 215 | 48 | 2.0 |
| BRISTOW HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 529 | - | 2 699 | - | 2 203 | - | 34 067 | 6 677 | 10 051 | 23 | 3.1 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 3 | - |
| BELL 212/412 | 38 | - | 1 815 | - | 253 | - | 8 602 | 180 | 418 | 6 | 1.6 |
| BELL MODEL 214ST | 40 | - | 176 | - | 174 | - | 2 167 | 493 | 720 | 2 | 2.2 |
| SIKORSKY S61N | 131 | - | 1 395 | - | 793 | - | 14 355 | 1 348 | 2 096 | 15 | 1.7 |
| SIKORSKY S76 SPIRIT | 104 | - | 1 369 | - | 450 | - | 8 357 | 635 | 1 040 | 10 | 1.5 |
| TOTAL | 842 | - | 7 454 | - | 3 873 | - | 67 548 | 9 333 | 14 325 | 59 | 2.2 |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 737-200 | 4 895 | - | 2 798 | - | 7 864 | - | 327 414 | 598 730 | 636 234 | 20 | 13.2 |
| BOEING 737-300 | 962 | - | 581 | - | 1 561 | - | 74 249 | 129 974 | 143 256 | 4 | 13.2 |
| BOEING 757-200 | 1 524 | - | 671 | - | 2 330 | - | 143 034 | 334 446 | 353 630 | 5 | 15.4 |
| BOEING 767-200 | 3 151 | - | 1 057 | - | 4 497 | - | 257 776 | 823 638 | 861 883 | 10 | 15.2 |
| TOTAL | 10 532 | - | 5 107 | - | 16 251 | - | 802 473 | 1 886 788 | 1 995 003 | 39 | 14.0 |

Aircraft Type and Utilisation: Individual Airlines
September 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 Sep 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1992 |
|--------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRITISH AIR FERRIES | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 4 | - | 5 | - | 9 | - | 154 | 149 | 389 | - | 3.1 |
| BAE 146 SERIES 300 | 71 | - | 79 | - | 141 | - | 3 163 | 6 094 | 7 851 | 1 | 5.4 |
| BAE(BAC)1-11-200 SERIES | 4 | - | 5 | - | 7 | - | 212 | 206 | 270 | 2 | 0.9 |
| BAE(BAC)1-11-300/400/475 | 19 | - | 23 | - | 38 | - | 788 | 1 042 | 1 719 | 1 | 0.6 |
| HANDLEY PAGE HERALD 200 | - | 27 | - | 63 | - | 97 | - | - | - | 1 | 2.3 |
| VICKERS VISCOUNT 800 | 107 | 43 | 354 | 105 | 295 | 137 | 13 820 | 4 289 | 7 890 | 12 | 1.4 |
| TOTAL | 205 | 70 | 466 | 168 | 489 | 234 | 18 137 | 11 780 | 18 119 | 17 | 1.6 |
| BRITISH AIRWAYS + CALEDONIAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 132 | - | 1 104 | - | 2 130 | - | 123 656 | 126 717 | 163 090 | 10 | 6.9 |
| BAC/AEROSPATIALE CONCORDE | 872 | - | 167 | - | 608 | - | 7 798 | 39 009 | 87 286 | 7 | 2.4 |
| BAE(BAC)1-11-500 SERIES | 1 633 | - | 2 568 | - | 3 447 | - | 138 479 | 98 594 | 157 888 | 22 | 5.3 |
| BOEING 737-200 | 3 568 | - | 4 230 | - | 7 097 | - | 279 519 | 253 125 | 386 914 | 39 | 5.8 |
| BOEING 737-400 | 1 287 | - | 1 817 | - | 2 762 | - | 175 335 | 121 361 | 180 960 | 13 | 7.0 |
| BOEING 747 200B COMBI | 497 | - | 102 | - | 642 | - | 16 896 | 135 164 | 184 719 | 3 | 9.8 |
| BOEING 747-100/100F | 3 724 | - | 644 | - | 4 809 | - | 173 618 | 1 033 136 | 1 366 800 | 15 | 10.5 |
| BOEING 747-200 | 3 618 | - | 771 | - | 4 683 | - | 146 689 | 1 015 434 | 1 392 080 | 13 | 12.0 |
| BOEING 747-400 | 8 029 | - | 1 318 | - | 10 194 | - | 272 615 | 2 448 810 | 3 013 085 | 23 | 14.5 |
| BOEING 757-200 | 5 558 | 22 | 5 409 | 41 | 10 183 | 44 | 748 412 | 894 344 | 1 106 754 | 42 | 8.0 |
| BOEING 767-300 | 848 | - | 938 | - | 1 713 | - | 174 905 | 162 437 | 207 972 | 7 | 8.5 |
| BOEING 767-300ER | 2 377 | - | 649 | - | 3 380 | - | 75 030 | 353 659 | 458 808 | 10 | 11.7 |
| BRITISH AEROSPACE ATP | 609 | 2 | 1 988 | 9 | 1 979 | 7 | 65 962 | 23 130 | 38 399 | 13 | 5.0 |
| LOCKHEED L-1011-1/100 TRISTAR | 1 513 | - | 513 | - | 2 076 | - | 150 605 | 569 943 | 589 569 | 6 | 11.5 |
| LOCKHEED L1011-200 TRISTAR | 383 | - | 136 | - | 540 | - | - | 93 130 | 93 130 | 2 | 8.9 |
| MCDONNELL-DOUGLAS DC10-30 | 1 907 | - | 308 | - | 2 401 | - | 41 249 | 272 883 | 436 652 | 7 | 10.6 |
| TOTAL | 37 555 | 24 | 22 662 | 50 | 58 642 | 51 | 2 590 768 | 7 640 876 | 9 864 106 | 232 | 8.3 |
| BRITISH INTERNATIONAL HELIS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 95 | - | 514 | - | 380 | - | 6 671 | 1 233 | 1 805 | 6 | 2.6 |
| SIKORSKY S61N | 290 | - | 3 306 | - | 1 367 | - | 36 991 | 3 118 | 6 767 | 15 | 3.1 |
| SIKORSKY S76 SPIRIT | 6 | - | 33 | - | 23 | - | 145 | 26 | 66 | 1 | 0.3 |
| WESTLAND 30 SRS 100 | - | - | - | - | - | - | - | - | - | 3 | 0.2 |
| TOTAL | 391 | - | 3 853 | - | 1 770 | - | 43 807 | 4 377 | 8 638 | 25 | 2.5 |
| BRITISH MIDLAND | | | | | | | | | | | |
| BOEING 737-300 | 1 198 | - | 1 585 | - | 2 455 | - | 128 637 | 120 270 | 168 744 | 8 | 10.7 |
| BOEING 737-400 | 1 241 | - | 1 019 | - | 2 143 | - | 119 161 | 173 644 | 209 734 | 6 | 12.4 |
| BRITISH AEROSPACE ATP | 134 | - | 353 | - | 446 | - | 13 993 | 5 532 | 8 594 | 2 | 6.7 |
| DE HAVILLAND DHC-7 DASH-7 | 33 | - | 230 | - | 189 | - | 6 194 | 889 | 1 449 | 2 | 3.1 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 738 | - | 1 786 | - | 2 050 | - | 115 571 | 49 487 | 81 079 | 8 | 8.4 |
| MCDONNELL-DOUGLAS DC9-10/15 | 610 | - | 1 165 | - | 1 389 | - | 50 768 | 27 853 | 51 751 | 6 | 7.8 |
| TOTAL | 3 954 | - | 6 138 | - | 8 673 | - | 434 324 | 377 675 | 521 351 | 32 | 9.2 |

Aircraft Type and Utilisation: Individual Airlines
September 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 Sep 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1992 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRYMON AIRWAYS | | | | | | | | | | | |
| DE HAVILLAND DHC-7 DASH-7 | 230 | - | 823 | - | 837 | - | 17 316 | 5 909 | 10 582 | 5 | 5.1 |
| DE HAVILLAND DHC-8 DASH-8-100 | 136 | - | 398 | - | 457 | - | 6 213 | 2 683 | 4 891 | 2 | 7.6 |
| DE HAVILLAND DHC-8 DASH-8-300 | 161 | - | 483 | - | 514 | - | 12 502 | 4 785 | 8 052 | 2 | 7.7 |
| TOTAL | 527 | - | 1 704 | - | 1 808 | - | 36 031 | 13 377 | 23 525 | 9 | 6.2 |
| BUSINESS AIR LIMITED | | | | | | | | | | | |
| BAE (HS) 748 | 14 | - | 47 | - | 56 | - | 1 266 | 399 | 689 | .. | .. |
| EMBRAER EMB110 BANDEIRANTE | 1 | - | 2 | - | 4 | - | - | 7 | 15 | 4 | 0.0 |
| SAAB FAIRCHILD 340 | 115 | - | 370 | - | 366 | - | 4 846 | 2 165 | 3 920 | 2 | 5.9 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 130 | - | 419 | - | 426 | - | 6 112 | 2 571 | 4 624 | 7 | 1.7 |
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| HANDLEY PAGE HERALD 200 | - | 149 | - | 543 | - | 558 | - | - | - | 8 | 2.2 |
| LOCKHEED L-188 ELECTRA | - | 69 | - | 92 | - | 155 | - | - | - | 2 | 3.9 |
| TOTAL | - | 218 | - | 635 | - | 713 | - | - | - | 10 | 2.5 |
| CITY FLYER EXPRESS | | | | | | | | | | | |
| ATR 42-300 | 146 | - | 513 | - | 431 | - | 17 832 | 4 950 | 6 973 | 2 | 7.0 |
| SHORTS 360 | 106 | 16 | 368 | 53 | 374 | 55 | 7 809 | 2 378 | 3 709 | 3 | 4.4 |
| TOTAL | 252 | 16 | 881 | 53 | 805 | 55 | 25 641 | 7 328 | 10 682 | 5 | 5.4 |
| DAN AIR | | | | | | | | | | | |
| BAE (HS) 748 | 16 | - | 43 | - | 56 | - | 976 | 364 | 668 | - | 1.2 |
| BAE 146 SERIES 100 | - | - | - | - | - | - | - | - | - | - | 4.5 |
| BAE 146 SERIES 300 | 423 | - | 577 | - | 891 | - | 37 439 | 27 820 | 44 802 | 4 | 7.3 |
| BAE(BAC)1-11-500 SERIES | 1 192 | - | 1 381 | - | 2 346 | - | 94 329 | 84 087 | 124 305 | 11 | 7.4 |
| BOEING 727-200/200 ADVANCED | 1 235 | - | 660 | - | 1 811 | - | 107 061 | 210 222 | 230 738 | 7 | 8.9 |
| BOEING 737-200 | 556 | - | 703 | - | 1 049 | - | 61 163 | 56 240 | 70 828 | 4 | 9.1 |
| BOEING 737-300 | 409 | - | 452 | - | 757 | - | 38 061 | 35 919 | 56 497 | 3 | 8.3 |
| BOEING 737-400 | 2 008 | - | 1 271 | - | 3 192 | - | 162 366 | 290 961 | 336 430 | 9 | 12.4 |
| TOTAL | 5 839 | - | 5 087 | - | 10 100 | - | 501 395 | 705 613 | 864 268 | 38 | 8.8 |
| EUROAIR TRANSPORT LTD | | | | | | | | | | | |
| BAE (HS) 748 | - | 5 | - | 16 | - | 18 | - | - | - | 5 | 2.0 |
| TOTAL | - | 5 | - | 16 | - | 18 | - | - | - | 5 | 2.0 |

Aircraft Type and Utilisation: Individual Airlines
September 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 Sep 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1992 |
|----------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| EXCALIBUR AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 851 | - | 368 | - | 1 239 | - | 54 253 | 135 361 | 152 097 | 3 | 13.7 |
| TOTAL | 851 | - | 368 | - | 1 239 | - | 54 253 | 135 361 | 152 097 | 3 | 13.7 |
| GB AIRWAYS T/A GIBAIR | | | | | | | | | | | |
| BOEING 737-200 | 723 | - | 470 | - | 1 261 | - | 42 622 | 64 464 | 81 241 | 5 | 8.6 |
| TOTAL | 723 | - | 470 | - | 1 261 | - | 42 622 | 64 464 | 81 241 | 5 | 8.6 |
| GILLAIR | | | | | | | | | | | |
| SHORTS 330 | 120 | - | 553 | - | 443 | - | 7 629 | 1 744 | 3 612 | 8 | 1.5 |
| SHORTS 360 | 20 | - | 76 | - | 72 | - | 1 600 | 423 | 715 | 2 | 1.7 |
| TOTAL | 140 | - | 629 | - | 515 | - | 9 229 | 2 167 | 4 327 | 10 | 1.6 |
| HEAVYLIFT CARGO AIRLINES | | | | | | | | | | | |
| BOEING 707 ALL SERIES | - | 50 | - | 18 | - | 70 | - | - | - | 1 | 1.8 |
| CANADAIR CL-44 | - | 31 | - | 12 | - | 67 | - | - | - | 1 | 1.8 |
| SHORTS BELFAST | - | 18 | - | 18 | - | 48 | - | - | - | 3 | 1.4 |
| TOTAL | - | 99 | - | 48 | - | 185 | - | - | - | 5 | 1.6 |
| HUNTING CARGO AIRLINES LTD | | | | | | | | | | | |
| LOCKHEED L-188 ELECTRA | - | 54 | - | 115 | - | 123 | - | - | - | 2 | 2.7 |
| V953C MERCHANTMAN | - | 104 | - | 227 | - | 245 | - | - | - | 6 | 2.2 |
| TOTAL | - | 158 | - | 342 | - | 368 | - | - | - | 8 | 2.3 |
| INDEPENDENT AIRWAYS LTD | | | | | | | | | | | |
| BAE (HS) 748 | 2 | - | 2 | - | 5 | - | 56 | 49 | 78 | 1 | 0.2 |
| TOTAL | 2 | - | 2 | - | 5 | - | 56 | 49 | 78 | 1 | 0.2 |
| INTER EUROPEAN AIRWAYS | | | | | | | | | | | |
| BOEING 737-300 | 875 | - | 389 | - | 1 311 | - | 51 116 | 123 050 | 129 523 | 3 | 13.7 |
| BOEING 737-400 | 317 | - | 142 | - | 479 | - | 21 482 | 48 123 | 53 871 | 1 | 15.8 |
| BOEING 757-200 | 1 211 | - | 515 | - | 1 740 | - | 101 689 | 262 039 | 282 154 | 4 | 14.4 |
| TOTAL | 2 403 | - | 1 046 | - | 3 529 | - | 174 287 | 433 212 | 465 548 | 8 | 14.4 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 61 | - | 678 | - | 289 | - | 4 139 | 382 | 487 | 5 | 2.2 |
| TOTAL | 61 | - | 678 | - | 289 | - | 4 139 | 382 | 487 | 5 | 2.2 |

Aircraft Type and Utilisation: Individual Airlines
September 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 Sep 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1992 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| JANES AVIATION | | | | | | | | | | | |
| BAE (HS) 748 | - | 32 | - | 146 | - | 122 | - | - | - | 7 | 0.3 |
| HANDLEY PAGE HERALD 200 | - | 41 | - | 106 | - | 144 | - | - | - | 2 | 2.3 |
| TOTAL | - | 73 | - | 252 | - | 266 | - | - | - | 9 | 0.8 |
| JERSEY EUROPEAN AIRWAYS | | | | | | | | | | | |
| FOKKER F27 100-600 | 409 | - | 1 393 | - | 1 447 | - | 40 972 | 11 966 | 21 361 | 8 | 6.0 |
| SHORTS 360 | 199 | - | 945 | - | 792 | - | 21 294 | 4 629 | 7 168 | 4 | 6.9 |
| TOTAL | 608 | - | 2 338 | - | 2 240 | - | 62 266 | 16 595 | 28 529 | 12 | 6.3 |
| LOGANAIR | | | | | | | | | | | |
| BAE(H.P)JETSTREAM 31/32 | 290 | - | 611 | - | 890 | - | 5 502 | 2 734 | 4 927 | 5 | 5.4 |
| BRITISH AEROSPACE ATP | 271 | - | 768 | - | 976 | - | 25 802 | 9 520 | 17 367 | 5 | 6.4 |
| DE HAVILLAND DH6 TWIN OTTER | 38 | - | 300 | - | 203 | - | 2 826 | 358 | 679 | 3 | 2.3 |
| PILATUS BN-2A ISLANDER | 30 | - | 675 | - | 162 | - | 3 037 | 125 | 243 | 5 | 1.1 |
| SHORTS 360 | 199 | - | 975 | - | 887 | - | 19 389 | 4 106 | 7 178 | 5 | 5.7 |
| TOTAL | 828 | - | 3 329 | - | 3 118 | - | 56 556 | 16 843 | 30 394 | 23 | 4.4 |
| LOVE AIR | | | | | | | | | | | |
| PIPER PA-31/31P NAVAJO CHIEFTN | 2 | - | 22 | - | 8 | - | 100 | 7 | 14 | 2 | 0.4 |
| PIPER PA34 SENECA II | 4 | - | 61 | - | 28 | - | 182 | 13 | 21 | 3 | 0.3 |
| TOTAL | 6 | - | 83 | - | 36 | - | 282 | 20 | 35 | 5 | 0.3 |
| MANX AIRLINES | | | | | | | | | | | |
| BAE 146 SERIES 100 | 67 | - | 189 | - | 136 | - | 10 926 | 3 987 | 5 727 | 1 | 4.6 |
| BRITISH AEROSPACE ATP | 163 | - | 732 | - | 473 | - | 33 075 | 7 765 | 11 113 | 3 | 5.5 |
| SHORTS 360 | 141 | - | 631 | - | 505 | - | 13 085 | 3 278 | 5 049 | 3 | 5.7 |
| TOTAL | 371 | - | 1 552 | - | 1 114 | - | 57 086 | 15 030 | 21 889 | 7 | 5.5 |
| MANX AIRLINES (EUROPE) LTD | | | | | | | | | | | |
| BAE(H.P)JETSTREAM 31/32 | 189 | - | 400 | - | 517 | - | 4 283 | 2 072 | 3 029 | 3 | 5.7 |
| TOTAL | 189 | - | 400 | - | 517 | - | 4 283 | 2 072 | 3 029 | 3 | 5.7 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600(B2-B4) | 1 193 | - | 504 | - | 1 703 | - | 159 757 | 399 697 | 430 679 | 4 | 14.1 |
| BOEING 737-300 | 846 | - | 1 030 | - | 1 571 | - | 31 494 | 86 476 | 115 348 | 8 | 6.7 |
| BOEING 757-200 | 2 427 | - | 1 062 | - | 3 527 | - | 216 660 | 525 472 | 570 801 | 9 | 13.0 |
| TOTAL | 4 466 | - | 2 596 | - | 6 801 | - | 407 911 | 1 011 645 | 1 116 828 | 21 | 10.8 |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1992 |
|----------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| SUCKLING AIRWAYS | | | | | | | | | | | |
| DORNIER 228-100/200 | 45 | - | 176 | - | 167 | - | 1 446 | 392 | 778 | 1 | 5.3 |
| TOTAL | 45 | - | 176 | - | 167 | - | 1 446 | 392 | 778 | 1 | 5.3 |
| TITAN AIRWAYS | | | | | | | | | | | |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 1 | - |
| SHORTS 330 | - | 16 | - | 40 | - | 52 | - | - | - | 2 | 0.9 |
| SHORTS 360 | - | 2 | - | 4 | - | 5 | - | - | - | 1 | 0.1 |
| TOTAL | - | 18 | - | 44 | - | 57 | - | - | - | 5 | 0.4 |
| VIRGIN ATLANTIC AIRWAYS | | | | | | | | | | | |
| BOEING 747-100/100F | 375 | - | 55 | - | 467 | - | 24 391 | 169 700 | 182 195 | 1 | 15.9 |
| BOEING 747-200 | 2 233 | - | 326 | - | 2 822 | - | 97 933 | 686 433 | 832 555 | 7 | 13.4 |
| TOTAL | 2 608 | - | 381 | - | 3 288 | - | 122 324 | 856 133 | 1 014 750 | 8 | 13.7 |
| GRAND TOTAL | 86 960 | 929 | 90 670 | 2 275 | 152 632 | 2 547 | 6 562 976 | 15 168 228 | 18 405 836 | 763 | 6.8 |

(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 September 1992 (a)

Table 12

| | | |
|---------------|---------------------------|---------|
| HEATHROW | ABERDEEN | 39 197 |
| | BELFAST | 97 887 |
| | BIRMINGHAM | 7 548 |
| | CHANNEL ISLANDS (c) | 29 101 |
| | EAST MIDLANDS | 1 320 |
| | EDINBURGH | 118 644 |
| | GLASGOW | 107 668 |
| | INVERNESS | 14 495 |
| | ISLE OF MAN | 9 494 |
| | LEEDS/BRADFORD | 15 386 |
| | MANCHESTER | 73 887 |
| | NEWCASTLE | 31 133 |
| | NEWQUAY | 2 928 |
| | PLYMOUTH | 3 315 |
| | TEESSIDE | 14 604 |
| GATWICK | ABERDEEN | 9 721 |
| | CHANNEL ISLANDS (c) | 44 166 |
| | EDINBURGH | 13 981 |
| | GLASGOW | 14 877 |
| | MANCHESTER | 17 129 |
| LUTON | NEWCASTLE | 5 032 |
| | BELFAST | 12 968 |
| | CHANNEL ISLANDS (c) | 2 877 |
| STANSTED | ISLE OF MAN | 1 934 |
| | ABERDEEN | 3 725 |
| | CHANNEL ISLANDS (c) | 6 902 |
| ABERDEEN | EDINBURGH | 7 727 |
| | GLASGOW | 5 956 |
| | BELFAST CITY | 437 |
| ABERDEEN | BIRMINGHAM | 3 516 |
| | BRISTOL | 548 |
| | DUNDEE | 100 |
| | EAST MIDLANDS | 819 |
| | EDINBURGH | 1 316 |
| | GLASGOW | 3 173 |
| | HUMBERSIDE | 1 923 |
| | INVERNESS | 381 |
| | KIRKWALL | 2 415 |
| | MANCHESTER | 7 806 |
| | NEWCASTLE | 2 749 |
| | NORWICH | 3 354 |
| | Other Scottish Aerodromes | 5 477 |
| | SUMBURGH | 18 396 |
| | TEESSIDE | 2 481 |
| BELFAST | BIRMINGHAM | 8 981 |
| | CHANNEL ISLANDS (c) | 2 574 |
| | EAST MIDLANDS | 4 951 |
| | GLASGOW | 5 059 |
| | LEEDS/BRADFORD | 473 |
| | MANCHESTER | 11 083 |
| | NEWCASTLE | 635 |
| BELFAST CITY | BIRMINGHAM | 6 131 |
| | BLACKPOOL | 5 556 |
| | BRISTOL | 3 123 |
| | CARDIFF WALES | 1 282 |
| | CHANNEL ISLANDS (c) | 186 |
| | EDINBURGH | 5 313 |
| | EXETER | 1 421 |
| | GLASGOW | 5 603 |
| | ISLE OF MAN | 3 180 |
| | LEEDS/BRADFORD | 6 277 |
| | LIVERPOOL | 7 103 |
| | MANCHESTER | 7 953 |
| | NEWCASTLE | 3 233 |
| | SOUTHAMPTON | 2 189 |
| BIRMINGHAM | CHANNEL ISLANDS (c) | 11 260 |
| | EDINBURGH | 13 370 |
| | GLASGOW | 11 212 |
| | ISLE OF MAN | 3 306 |
| | NEWCASTLE | 1 336 |
| BLACKPOOL | CHANNEL ISLANDS (c) | 567 |
| | ISLE OF MAN | 3 185 |
| BOURNEMOUTH | CHANNEL ISLANDS (c) | 4 137 |
| BRISTOL | CHANNEL ISLANDS (c) | 4 918 |
| | EDINBURGH | 3 560 |
| | GLASGOW | 3 386 |
| | NEWCASTLE | 544 |
| | PLYMOUTH | 233 |
| CAMBRIDGE | CHANNEL ISLANDS (c) | 700 |
| | MANCHESTER | 589 |
| CARDIFF WALES | CHANNEL ISLANDS (c) | 3 807 |
| | GLASGOW | 1 441 |
| | ISLE OF MAN | 423 |

Passengers Uplifted on Domestic Routes For September 1992 (a) Table 12 Cont'd

| | | |
|----------------------------|----------------------------|--------|
| COVENTRY | CHANNEL ISLANDS (c) | 312 |
| CHANNEL ISLANDS (c) | CHANNEL ISLANDS (c) | 22 062 |
| | EAST MIDLANDS | 8 735 |
| | EDINBURGH | 1 240 |
| | EXETER | 6 384 |
| | GLASGOW | 4 982 |
| | GLOUCESTER/CHEL TENHAM | 1 211 |
| | HUMBERSIDE | 1 193 |
| | ISLE OF MAN | 121 |
| | LEEDS/BRADFORD | 4 150 |
| | LIVERPOOL | 2 200 |
| | MANCHESTER | 16 796 |
| | NEWCASTLE | 2 822 |
| | NORWICH | 1 665 |
| | PLYMOUTH | 2 668 |
| | SOUTHAMPTON | 29 964 |
| | SWANSEA | 47 |
| | TEESSIDE | 1 263 |
| DUNDEE | MANCHESTER | 759 |
| EAST MIDLANDS | EDINBURGH | 1 762 |
| | GLASGOW | 6 284 |
| EDINBURGH | GLASGOW | 64 |
| | HUMBERSIDE | 155 |
| | KIRKWALL | 603 |
| | LEEDS/BRADFORD | 1 889 |
| | MANCHESTER | 7 454 |
| | NORWICH | 1 171 |
| | Other Scottish Aerodromes | 451 |
| | SOUTHAMPTON | 1 009 |
| | SUMBURGH | 715 |
| EXETER | ISLES OF SCILLY (ST.MARYS) | 995 |
| GLASGOW | INVERNESS | 943 |
| | ISLE OF MAN | 1 676 |
| | KIRKWALL | 840 |
| | LEEDS/BRADFORD | 1 935 |
| | LONDONDERRY | 1 069 |
| | MANCHESTER | 8 175 |
| | Other Scottish Aerodromes | 9 267 |
| | SOUTHAMPTON | 1 950 |
| | SUMBURGH | 532 |
| HUMBERSIDE | NORWICH | 150 |
| | TEESSIDE | 18 |
| INVERNESS | KIRKWALL | 625 |
| | MANCHESTER | 666 |
| | Other Scottish Aerodromes | 2 447 |
| ISLE OF MAN | LEEDS/BRADFORD | 87 |
| | LIVERPOOL | 11 708 |
| | MANCHESTER | 6 889 |
| | NEWCASTLE | 185 |
| ISLES OF SCILLY (ST.MARYS) | LANDS END (ST JUST) | 3 047 |
| | NEWQUAY | 130 |
| | PENZANCE HELIPORT | 7 953 |
| ISLES OF SCILLY (TRESKO) | PENZANCE HELIPORT | 2 335 |
| KIRKWALL | Other Scottish Aerodromes | 2 404 |
| | SUMBURGH | 826 |
| LONDONDERRY | MANCHESTER | 1 291 |
| MANCHESTER | NEWCASTLE | 1 709 |
| | SUMBURGH | 104 |
| NEWQUAY | PENZANCE HELIPORT | 96 |
| | PLYMOUTH | 42 |
| NORWICH | TEESSIDE | 198 |
| Other Scottish Aerodromes | Other Scottish Aerodromes | 1 856 |
| | SUMBURGH | 69 |
| Other Routes (d) | Other Routes (d) | 3 861 |

(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 | 28 160 | 28 160 | - |
| PREMIUM | 368 832 | 356 046 | 12 786 |
| ECONOMY | 849 835 | 409 093 | 440 742 |
| ADVANCE PURCHASE | 626 736 | 434 585 | 192 151 |
| OFF PEAK | 155 236 | 116 735 | 38 501 |
| DISCOUNT | 827 606 | 576 763 | 250 843 |
| PART CHARTER | 204 903 | 166 605 | 38 298 |
| INCLUSIVE TOUR | 334 971 | 270 688 | 64 283 |
| STANDBY | 31 089 | 6 416 | 24 673 |
| CLASS FARES | 129 132 | 94 097 | 35 035 |
| Total | 3 556 500 | 2 459 188 | 1 097 312 |

(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 | | | |
| ABC | 2 765 | 1 101 | 1 664 |
| ITC | 2 888 280 | 2 874 021 | 14 259 |
| OTHER | 24 716 | 22 319 | 2 397 |
| Total Passengers | 2 915 761 | 2 897 441 | 18 320 |
| Class 7 | | | |
| OTHER | 147 637 | 147 637 | - |
| Total Passengers | 147 637 | 147 637 | - |
| Class 8 | | | |
| OTHER | 123 | - | 123 |
| Total Passengers | 123 | - | 123 |
| Exempt | | | |
| OTHER | 23 154 | 3 991 | 19 163 |
| GOVT CHARTER | 12 396 | 12 330 | 66 |
| Total Passengers | 35 550 | 16 321 | 19 229 |
| Total Non-Scheduled | 3 099 071 | 3 061 399 | 37 672 |
| ABC | 2 765 | 1 101 | 1 664 |
| ITC | 2 888 280 | 2 874 021 | 14 259 |
| OTHER | 195 630 | 173 947 | 21 683 |
| GOVT CHARTER | 12 396 | 12 330 | 66 |

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

Public Transport Air Taxi Operations (a)

Quarter Ended September 1992

Table 14

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| AEROSPATIALE AS332 SUPER PUMA | 11 | 11 |
| AEROSPATIALE AS355 ECUREUIL 2 | 1 047 | 671 |
| AEROSPATIALE SA341 GAZELLE | 158 | 40 |
| AEROSPATIALE SA350 ECUREUIL | 700 | 816 |
| AEROSPATIALE SA365 DAUPHIN | 892 | 175 |
| AEROSPATIALE SA365 DAUPHIN/AMB | 586 | 69 |
| AGUSTA A109A | 404 | 180 |
| BAE(H.P)JETSTREAM 31/32 | 657 | 529 |
| BAE(HS)125 | 692 | 975 |
| BEECH KINGAIR 90/100 | 205 | 264 |
| BEECHCRAFT 200 SUPERKING AIR | 1 051 | 1 159 |
| BEECHCRAFT 400 BEECHJET | 33 | 106 |
| BEECHCRAFT BARON MOD.55/58/58P | 53 | 45 |
| BELL 206B JET RANGER | 3 655 | 2 988 |
| BELL 206L LONG RANGER | 63 | 28 |
| BELL 222 | 75 | 45 |
| CESSNA 150 | 6 | 4 |
| CESSNA 172 SKYHAWK | 275 | 301 |
| CESSNA 180 SKYWAGON | 34 | 46 |
| CESSNA 206 STATIONAIR | 139 | 114 |
| CESSNA 310 | 308 | 289 |
| CESSNA 401/402/411/421 | 286 | 359 |
| CESSNA 404 TITAN | 868 | 734 |
| CESSNA 500 CITATION 1 | 151 | 185 |
| CESSNA 550 CITATION II | 227 | 256 |
| CESSNA 560 CITATION V | 41 | 48 |
| DASSAULT MYSTERE-FALCON 20 | 84 | 110 |
| DE HAVILLAND DH6 TWIN OTTER | 268 | 325 |
| DE HAVILLAND TIGER MOTH | 226 | 48 |
| DORNIER 228-100/200 | 5 | 5 |
| DOUGLAS DC3 C47 DAKOTA | 42 | 56 |
| EMBRAER EMB110 BANDEIRANTE | 2 480 | 2 000 |
| ENSTROM F28A/F280 SHARK | 48 | 27 |
| FAIRCHILD SA-227 METRO III | 14 | 36 |
| GATES LEARJET 35A | 467 | 702 |
| HAWKER SIDDELEY DH 104 DOVE | 14 | 11 |
| HUGHES 269A | 209 | 124 |
| HUGHES 500 | 53 | 25 |
| MBB B0105 | 5 630 | 1 469 |
| MBB BK117 | 17 | 12 |
| PARTENAVIA P68B/C | 277 | 322 |
| PILATUS BN-2A ISLANDER | 3 721 | 1 780 |
| PILATUS BN-2A TRISLANDER MK3 | 136 | 190 |
| PIPER PA-23 AZTEC/APACHE | 625 | 609 |
| PIPER PA-28 CHEROKEE SRS/PA32 | 37 | 41 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 1 472 | 1 510 |
| PIPER PA34 SENECA II | 1 024 | 915 |
| REIMS-CESSNA F406/CARAVAN II | 508 | 274 |
| ROBINSON R22 | 306 | 274 |
| SAAB FAIRCHILD 340 | 619 | 683 |
| SHORTS 330 | 1 410 | 1 119 |
| SHORTS 360 | 1 485 | 1 465 |
| SIKORSKY S61N | 594 | 603 |
| SIKORSKY S76 SPIRIT | 503 | 184 |
| TOTAL | 34 891 | 25 352 |

(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.