



UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

MARCH 1992

UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

MARCH 1992

© Civil Aviation Authority 1992

ISSN 0265-0266

FOREWORD

1 CONTENT

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

2 CONVENTIONS

- 2.1 Symbols and Abbreviations The following are used throughout:
- .. = not available
 - = nil or less than half the final digit shown
 - P = provisional
- 2.2 Rounding of Figures In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.
- 2.3 Units of Measurement Metric measurements are used throughout this publication
- Conversion factors Tonne = 1000 kilograms
 (metric to imperial)
 0.9072 tonnes = 1 short ton (2000 lbs)
 1.0160 tonnes = 1 ton (2240 lbs)
 1.6095 kilometres = 1 statute mile (5280 feet)
 1.4600 tonne-kilometres = 1 short ton mile

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

3 ENQUIRIES

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

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

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

| | |
|-----------------------------------|-------------------------------|
| Civil Aviation Authority | Tel. Cheltenham (0242) 235151 |
| Printing and Publication Services | |
| Greville House | |
| 37 Gratton Road | |
| Cheltenham | |
| Glos GL50 2BN | |

Annual Subscription Rate £47.00
Individual Copy Rate £ 4.70

- 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.

Annual Magnetic Subscription Rate £100.00 + VAT
Individual Diskette Rate £ 10.00 + VAT

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.

CONTENTS

UK Airlines - Operating and Traffic Statistics

Tables

1. Size of UK Airlines
2. Main Outputs of UK Airlines (1966-1992)

Scheduled Services

- 3.1 All Services
- 3.2 International Services
- 3.3. Domestic Services

Non-scheduled Services

- 4.1 All Services
- 4.2 International Services
- 4.3 Domestic Services

- 5.1 All Class 2 Licence Operations
- 5.2 International Class 2 Licence Operations
- 5.3 Domestic Class 2 Licence Operations

- 6.1 All Class 6 Licence Operations
- 6.2 International Class 6 Licence Operations
- 6.3 Domestic Class 6 Licence Operations

- 7.1 All Class 7 Licence Operations
- 7.2 International Class 7 Licence Operations
- 7.3 Domestic Class 7 Licence Operations

- 8.1 All Class 8 Licence Operations
- 8.2 International Class 8 Licence Operations
- 8.3 Domestic Class 8 Licence Operations

- 9.1 All Exempt Operations
- 9.2 International Exempt Operations
- 9.3 Domestic Exempt Operations

- 10.1 Sub Charter Operations performed under Class 5 Licences
- 10.2 Exempt Sub Charter Operations performed for UK operators
- 10.3 Exempt Sub Charter Operations performed for Non UK operators

CONTENTS continued

Aircraft Type and Utilisation

- 11.1 All Airlines
- 11.2 Individual Airlines

Miscellaneous Traffic Statistics

- 12 Passengers uplifted on Domestic Routes
- 13.1 Scheduled Passenger Analysis by Fare Groups
- 13.2 Non-Scheduled Passenger Analysis of Licences and Charter Categories
- 14 Public Transport Air Taxi Operations

Appendix Definitions - UK Airline Statistics

Size of UK Airlines by Available Capacity
Year ended March 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 | 13 218 | 62.9 | 8 668 | 60.7 |
| Virgin Atlantic Airways | 1 828 | 8.7 | 998 | 7.0 |
| Britannia Airways | 1 430 | 6.8 | 1 295 | 9.1 |
| Monarch Airlines | 795 | 3.8 | 638 | 4.5 |
| Air 2000 | 760 | 3.6 | 685 | 4.8 |
| Dan-Air Services | 605 | 2.9 | 508 | 3.6 |
| British Midland | 417 | 2.0 | 205 | 1.4 |
| Caledonian Airways | 373 | 1.8 | 301 | 2.1 |
| Airtours International | 255 | 1.2 | 206 | 1.4 |
| Air UK | 215 | 1.0 | 88 | 0.6 |
| Air UK Leisure | 195 | 0.9 | 150 | 1.0 |
| Inter European Airways | 177 | 0.8 | 132 | 0.9 |
| Heavylift Cargo Airlines | 110 | 0.5 | 56 | 0.4 |
| Trans European Airlines | 103 | 0.5 | 76 | 0.5 |
| GB Airways t/a Gibair | 81 | 0.4 | 45 | 0.3 |
| Anglo Cargo | 59 | 0.3 | 37 | 0.3 |
| Air Foyle | 50 | 0.2 | 27 | 0.2 |
| Air Bridge Carriers | 46 | 0.2 | 20 | 0.1 |
| Loganair | 39 | 0.2 | 26 | 0.2 |
| Channel Express (Air Services) | 29 | 0.1 | 11 | 0.1 |
| Birmingham European Airways | 28 | 0.1 | 14 | 0.1 |
| British Air Ferries | 28 | 0.1 | 15 | 0.1 |
| Jersey European Airways | 26 | 0.1 | 12 | 0.1 |
| Brymon Airways | 26 | 0.1 | 11 | 0.1 |
| Manx Airlines | 25 | 0.1 | 13 | 0.1 |
| Bristow Helicopters | 20 | 0.1 | 14 | 0.1 |
| British International Helicopters | 13 | 0.1 | 5 | 0.0 |
| Others | 61 | 0.3 | 16 | 0.1 |
| Total | 21 009 | 100.0 | 14 274 | 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 | | | | | | | | | | | | |
| Mar 1991 | 20 019 | | 15 090 | | 4 930 | | 13 751 | | 9 789 | | 3 962 | |
| Mar 1992 | 21 009 | | 15 824 | | 5 186 | | 14 274 | | 10 005 | | 4 269 | |
| Latest year's growth | | 4.9 | | 4.9 | | 5.2 | | 3.8 | | 2.2 | | 7.7 |

(a) Excludes Air Taxi Operations

(b) Excludes Air Europe Operations

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail | |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| ABERDEEN AIRWAYS | 52 | 146 | 174 | 3 042 | 2 195 | 1 152 | 52.5 | 2 | 235 | 94 | - | 1 | 93 | 40.0 |
| AIR ATLANTIQUE & AIR CORBIERE | 20 | 110 | 60 | 306 | 240 | 100 | 41.7 | - | 28 | 7 | - | - | 7 | 25.0 |
| AIR UK | 2 246 | 5 476 | 6 165 | 163 972 | 176 442 | 78 274 | 44.4 | 318 | 17 639 | 6 829 | 67 | 95 | 6 667 | 38.7 |
| AURIGNY AIR SERVICES | 99 | 1 792 | 497 | 23 374 | 1 906 | 1 181 | 62.0 | 116 | 158 | 101 | 1 | 5 | 95 | 63.9 |
| BIRMINGHAM EUROPEAN AIRWAYS | 500 | 888 | 1 107 | 24 470 | 32 482 | 15 091 | 46.5 | 93 | 2 437 | 1 189 | 5 | 53 | 1 131 | 48.8 |
| BRITANNIA AIRWAYS | 91 | 122 | 164 | 14 056 | 12 533 | 10 834 | 86.4 | 40 | 1 066 | 941 | - | 20 | 921 | 88.3 |
| BRITISH AIRWAYS | 31 574 | 21 314 | 50 600 | 2 012 595 | 8 026 589 | 5 533 535 | 68.9 | 35 429 | 1 115 219 | 735 218 | 14 729 | 196 803 | 523 686 | 65.9 |
| BRITISH INTERNATIONAL HELIS | 16 | 263 | 86 | 4 554 | 366 | 276 | 75.4 | 25 | 31 | 24 | - | 1 | 23 | 77.4 |
| BRITISH MIDLAND | 2 364 | 5 409 | 6 273 | 280 844 | 276 665 | 128 969 | 46.6 | 750 | 28 642 | 9 989 | 151 | 205 | 9 633 | 34.9 |
| BRYMON AIRWAYS | 440 | 1 427 | 1 484 | 25 137 | 19 151 | 9 616 | 50.2 | 4 | 1 954 | 789 | - | 1 | 788 | 40.4 |
| BUSINESS AIR LIMITED | 57 | 202 | 159 | 1 897 | 1 934 | 801 | 41.4 | - | 184 | 68 | - | - | 68 | 37.0 |
| CITY FLYER EXPRESS | 181 | 603 | 741 | 12 833 | 6 335 | 3 785 | 59.7 | 11 | 634 | 282 | - | 4 | 278 | 44.5 |
| DAN AIR | 1 767 | 2 793 | 3 804 | 169 868 | 210 583 | 106 762 | 50.7 | 592 | 17 057 | 9 031 | 22 | 357 | 8 652 | 52.9 |
| GB AIRWAYS T/A GIBAIR | 404 | 238 | 664 | 15 887 | 45 692 | 29 003 | 63.5 | 111 | 5 257 | 2 831 | 48 | 162 | 2 621 | 53.9 |
| GILLAIR | 117 | 530 | 419 | 8 297 | 3 758 | 1 918 | 51.0 | 1 | 371 | 145 | - | - | 145 | 39.1 |
| ISLES OF SCILLY SKYBUS | 7 | 147 | 37 | 795 | 58 | 39 | 67.2 | 9 | 6 | 3 | - | - | 3 | 50.0 |
| JERSEY EUROPEAN AIRWAYS | 372 | 1 609 | 1 389 | 38 460 | 17 863 | 9 545 | 53.4 | 63 | 1 684 | 730 | 1 | 12 | 717 | 43.3 |
| LOGANAIR | 723 | 3 137 | 2 817 | 44 316 | 24 038 | 11 916 | 49.6 | 108 | 2 168 | 1 097 | - | 24 | 1 073 | 50.6 |
| LOVE AIR | 2 | 31 | 10 | 136 | 16 | 9 | 56.3 | - | 3 | 1 | - | - | 1 | 33.3 |
| MANX AIRLINES | 264 | 1 156 | 805 | 38 523 | 15 710 | 9 518 | 60.6 | 81 | 1 406 | 781 | - | 20 | 761 | 55.5 |
| MANX AIRLINES (EUROPE) LTD | 209 | 459 | 591 | 4 713 | 3 499 | 2 092 | 59.8 | - | 731 | 167 | - | - | 167 | 22.8 |
| MONARCH AIRLINES | 82 | 36 | 120 | 6 068 | 16 178 | 14 327 | 88.6 | 10 | 1 451 | 1 225 | - | 22 | 1 203 | 84.4 |
| NORTHERN AIRLINES | 5 | 67 | 29 | 82 | 40 | 7 | 17.5 | - | 3 | 1 | - | - | 1 | 33.3 |
| SUCKLING AIRWAYS | 45 | 176 | 163 | 1 322 | 778 | 355 | 45.6 | - | 55 | 25 | - | - | 25 | 45.5 |
| VIRGIN ATLANTIC AIRWAYS | 2 207 | 318 | 2 776 | 89 895 | 816 355 | 637 157 | 78.0 | 3 451 | 141 269 | 80 696 | - | 23 189 | 57 507 | 57.1 |
| Total Passenger Services | 43 844 | 48 449 | 81 134 | 2 985 442 | 9 711 406 | 6 606 262 | 68.0 | 41 214 | 1 339 688 | 852 264 | 15 024 | 220 974 | 616 266 | 63.6 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR BRIDGE CARRIERS | 40 | 102 | 101 | - | - | - | - | 913 | 744 | 354 | - | 354 | - | 47.6 |
| AIR UK | 22 | 52 | 66 | - | - | - | - | 176 | 186 | 74 | - | 74 | - | 39.8 |
| BRITISH AIR FERRIES | 7 | 10 | 19 | - | - | - | - | 33 | 50 | 22 | - | 22 | - | 44.0 |
| BRITISH AIRWAYS | 36 | 46 | 64 | - | - | - | - | 512 | 994 | 480 | 256 | 224 | - | 48.3 |
| CHANNEL EXPRESS (AIR SVS) | 12 | 78 | 53 | - | - | - | - | 292 | 76 | 48 | - | 48 | - | 63.2 |
| Total Cargo Services | 117 | 288 | 303 | - | - | - | - | 1 926 | 2 050 | 978 | 256 | 722 | - | 47.7 |
| Grand Total | 43 961 | 48 737 | 81 437 | 2 985 442 | 9 711 406 | 6 606 262 | 68.0 | 43 140 | 1 341 738 | 853 242 | 15 280 | 221 696 | 616 266 | 63.6 |

International Scheduled Services March 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 |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR UK | 1 166 | 2 518 | 3 114 | 79 383 | 91 740 | 41 787 | 45.5 | 128 | 9 168 | 3 640 | 11 | 68 | 3 561 | 39.7 |
| AURIGNY AIR SERVICES | 19 | 205 | 95 | 1 720 | 325 | 161 | 49.5 | 3 | 27 | 13 | - | - | 13 | 48.1 |
| BIRMINGHAM EUROPEAN AIRWAYS | 361 | 482 | 736 | 14 459 | 25 036 | 11 392 | 45.5 | 50 | 1 879 | 895 | 5 | 36 | 854 | 47.6 |
| BRITANNIA AIRWAYS | 38 | 16 | 58 | 2 048 | 5 679 | 4 878 | 85.9 | - | 483 | 415 | - | - | 415 | 85.9 |
| BRITISH AIRWAYS | 29 173 | 15 268 | 44 280 | 1 595 238 | 7 684 037 | 5 351 022 | 69.6 | 34 389 | 1 075 346 | 719 748 | 14 539 | 196 599 | 508 610 | 66.9 |
| BRITISH MIDLAND | 1 129 | 2 205 | 2 807 | 112 538 | 124 332 | 53 905 | 43.4 | 251 | 12 733 | 4 245 | 1 | 109 | 4 135 | 33.3 |
| BRYMON AIRWAYS | 206 | 597 | 709 | 10 729 | 9 093 | 3 728 | 41.0 | 1 | 962 | 305 | - | - | 305 | 31.7 |
| BUSINESS AIR LIMITED | 18 | 26 | 45 | 265 | 606 | 182 | 30.0 | - | 58 | 15 | - | - | 15 | 25.9 |
| CITY FLYER EXPRESS | 121 | 370 | 470 | 6 840 | 4 236 | 2 242 | 52.9 | 8 | 424 | 156 | - | 3 | 153 | 36.8 |
| DAN AIR | 1 350 | 1 863 | 2 779 | 111 685 | 163 436 | 80 250 | 49.1 | 399 | 13 237 | 6 795 | 4 | 290 | 6 501 | 51.3 |
| GB AIRWAYS T/A GIBAIR | 404 | 238 | 664 | 15 887 | 45 692 | 29 003 | 63.5 | 111 | 5 257 | 2 831 | 48 | 162 | 2 621 | 53.9 |
| GILLAIR | 1 | 2 | 2 | 2 | 21 | 1 | 4.8 | - | 2 | - | - | - | - | - |
| JERSEY EUROPEAN AIRWAYS | 24 | 134 | 87 | 3 625 | 967 | 558 | 57.7 | 2 | 87 | 42 | - | - | 42 | 48.3 |
| LOGANAIR | 9 | 20 | 29 | 425 | 559 | 185 | 33.1 | - | 50 | 17 | - | - | 17 | 34.0 |
| LOVE AIR | 2 | 31 | 10 | 136 | 16 | 9 | 56.3 | - | 3 | 1 | - | - | 1 | 33.3 |
| MANX AIRLINES | 25 | 116 | 77 | 6 000 | 1 283 | 1 428 | 111.3 | 1 | 130 | 114 | - | - | 114 | 87.7 |
| MANX AIRLINES (EUROPE) LTD | 107 | 220 | 304 | 1 869 | 1 705 | 888 | 52.1 | - | 373 | 71 | - | - | 71 | 19.0 |
| MONARCH AIRLINES | 82 | 36 | 120 | 6 068 | 16 178 | 14 327 | 88.6 | 10 | 1 451 | 1 225 | - | 22 | 1 203 | 84.4 |
| SUCKLING AIRWAYS | 27 | 88 | 94 | 767 | 467 | 240 | 51.4 | - | 33 | 17 | - | - | 17 | 51.5 |
| VIRGIN ATLANTIC AIRWAYS | 2 207 | 318 | 2 776 | 89 895 | 816 355 | 637 157 | 78.0 | 3 451 | 141 269 | 80 696 | - | 23 189 | 57 507 | 57.1 |
| Total Passenger Services | 36 469 | 24 753 | 59 256 | 2 059 579 | 8 991 763 | 6 233 343 | 69.3 | 38 804 | 1 262 972 | 821 241 | 14 608 | 220 478 | 586 155 | 65.0 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR BRIDGE CARRIERS | 39 | 98 | 97 | - | - | - | - | 837 | 722 | 332 | - | 332 | - | 46.0 |
| AIR UK | 22 | 52 | 66 | - | - | - | - | 176 | 186 | 74 | - | 74 | - | 39.8 |
| BRITISH AIR FERRIES | 7 | 10 | 19 | - | - | - | - | 33 | 50 | 22 | - | 22 | - | 44.0 |
| BRITISH AIRWAYS | 13 | 2 | 15 | - | - | - | - | 32 | 502 | 224 | - | 224 | - | 44.6 |
| Total Cargo Services | 81 | 162 | 197 | - | - | - | - | 1 078 | 1 460 | 652 | - | 652 | - | 44.7 |
| Grand Total | 36 550 | 24 915 | 59 453 | 2 059 579 | 8 991 763 | 6 233 343 | 69.3 | 39 882 | 1 264 432 | 821 893 | 14 608 | 221 130 | 586 155 | 65.0 |

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

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| ABERDEEN AIRWAYS | 52 | 146 | 174 | 3 042 | 2 195 | 1 152 | 52.5 | 2 | 235 | 94 | - | 1 | 93 | 40.0 |
| AIR ATLANTIQUE & AIR CORBIERE | 20 | 110 | 60 | 306 | 240 | 100 | 41.7 | - | 28 | 7 | - | - | 7 | 25.0 |
| AIR UK | 1 080 | 2 958 | 3 051 | 84 589 | 84 702 | 36 487 | 43.1 | 190 | 8 471 | 3 189 | 56 | 27 | 3 106 | 37.6 |
| AURIGNY AIR SERVICES | 80 | 1 587 | 402 | 21 654 | 1 581 | 1 020 | 64.5 | 113 | 131 | 88 | 1 | 5 | 82 | 67.2 |
| BIRMINGHAM EUROPEAN AIRWAYS | 139 | 406 | 371 | 10 011 | 7 446 | 3 699 | 49.7 | 43 | 558 | 294 | - | 17 | 277 | 52.7 |
| BRITANNIA AIRWAYS | 53 | 106 | 106 | 12 008 | 6 854 | 5 956 | 86.9 | 40 | 583 | 526 | - | 20 | 506 | 90.2 |
| BRITISH AIRWAYS | 2 401 | 6 046 | 6 320 | 417 357 | 342 552 | 182 513 | 53.3 | 1 040 | 39 873 | 15 470 | 190 | 204 | 15 076 | 38.8 |
| BRITISH INTERNATIONAL HELIS | 16 | 263 | 86 | 4 554 | 366 | 276 | 75.4 | 25 | 31 | 24 | - | 1 | 23 | 77.4 |
| BRITISH MIDLAND | 1 235 | 3 204 | 3 466 | 168 306 | 152 333 | 75 064 | 49.3 | 499 | 15 909 | 5 744 | 150 | 96 | 5 498 | 36.1 |
| BRYMON AIRWAYS | 234 | 830 | 775 | 14 408 | 10 058 | 5 888 | 58.5 | 3 | 992 | 484 | - | 1 | 483 | 48.8 |
| BUSINESS AIR LIMITED | 39 | 176 | 114 | 1 632 | 1 328 | 619 | 46.6 | - | 126 | 53 | - | - | 53 | 42.1 |
| CITY FLYER EXPRESS | 60 | 233 | 271 | 5 993 | 2 099 | 1 543 | 73.5 | 3 | 210 | 126 | - | 1 | 125 | 60.0 |
| DAN AIR | 417 | 930 | 1 025 | 58 183 | 47 147 | 26 512 | 56.2 | 193 | 3 820 | 2 236 | 18 | 67 | 2 151 | 58.5 |
| GILLAIR | 116 | 528 | 417 | 8 295 | 3 737 | 1 917 | 51.3 | 1 | 369 | 145 | - | - | 145 | 39.3 |
| ISLES OF SCILLY SKYBUS | 7 | 147 | 37 | 795 | 58 | 39 | 67.2 | 9 | 6 | 3 | - | - | 3 | 50.0 |
| JERSEY EUROPEAN AIRWAYS | 348 | 1 475 | 1 302 | 34 835 | 16 896 | 8 987 | 53.2 | 61 | 1 597 | 688 | 1 | 12 | 675 | 43.1 |
| LOGANAIR | 714 | 3 117 | 2 788 | 43 891 | 23 479 | 11 731 | 50.0 | 108 | 2 118 | 1 080 | - | 24 | 1 056 | 51.0 |
| MANX AIRLINES | 239 | 1 040 | 728 | 32 523 | 14 427 | 8 090 | 56.1 | 80 | 1 276 | 667 | - | 20 | 647 | 52.3 |
| MANX AIRLINES (EUROPE) LTD | 102 | 239 | 287 | 2 844 | 1 794 | 1 204 | 67.1 | - | 358 | 96 | - | - | 96 | 26.8 |
| NORTHERN AIRLINES | 5 | 67 | 29 | 82 | 40 | 7 | 17.5 | - | 3 | 1 | - | - | 1 | 33.3 |
| SUCKLING AIRWAYS | 18 | 88 | 69 | 555 | 311 | 115 | 37.0 | - | 22 | 8 | - | - | 8 | 36.4 |
| Total Passenger Services | 7 375 | 23 696 | 21 878 | 925 863 | 719 643 | 372 919 | 51.8 | 2 410 | 76 716 | 31 023 | 416 | 496 | 30 111 | 40.4 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR BRIDGE CARRIERS | 1 | 4 | 4 | - | - | - | - | 76 | 22 | 22 | - | 22 | - | 100.0 |
| BRITISH AIRWAYS | 23 | 44 | 49 | - | - | - | - | 480 | 492 | 256 | 256 | - | - | 52.0 |
| CHANNEL EXPRESS (AIR SVS) | 12 | 78 | 53 | - | - | - | - | 292 | 76 | 48 | - | 48 | - | 63.2 |
| Total Cargo Services | 36 | 126 | 106 | - | - | - | - | 848 | 590 | 326 | 256 | 70 | - | 55.3 |
| Grand Total | 7 411 | 23 822 | 21 984 | 925 863 | 719 643 | 372 919 | 51.8 | 3 258 | 77 306 | 31 349 | 672 | 566 | 30 111 | 40.6 |

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

All Non-Scheduled Services March 1992 (a)

Table 4.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| ABERDEEN AIRWAYS | 1 | 2 | 2 | 45 | 14 | 14 | 100.0 | - | 1 | 1 | - | - | 1 | 100.0 |
| AIR 2000 | 2 036 | 780 | 2 918 | 147 042 | 463 875 | 416 277 | 89.7 | - | 40 083 | 35 694 | - | - | 35 694 | 89.1 |
| AIR ATLANTIQUE & AIR CORBIERE | 8 | 20 | 26 | - | - | - | - | 64 | 97 | 52 | - | 52 | - | 53.6 |
| AIR BRIDGE CARRIERS | 256 | 418 | 570 | - | - | - | - | 2 772 | 4 138 | 1 779 | - | 1 779 | - | 43.0 |
| AIR FOYLE | 297 | 498 | 644 | - | - | - | - | 2 531 | 5 328 | 2 450 | - | 2 450 | - | 46.0 |
| AIR UK | 49 | 41 | 92 | 3 348 | 5 280 | 4 064 | 77.0 | - | 528 | 366 | - | - | 366 | 69.3 |
| AIR UK LEISURE | 761 | 375 | 1 181 | 53 954 | 131 114 | 114 428 | 87.3 | - | 12 416 | 9 727 | - | - | 9 727 | 78.3 |
| AIRTOURS INTERNATIONAL | 1 358 | 603 | 2 054 | 95 766 | 226 901 | 217 560 | 95.9 | - | 22 699 | 18 490 | - | - | 18 490 | 81.5 |
| AURIGNY AIR SERVICES | 2 | 10 | 9 | 319 | 86 | 76 | 88.4 | - | 7 | 6 | - | - | 6 | 85.7 |
| BOND HELICOPTERS | 658 | 9 057 | 2 588 | 46 256 | 8 944 | 4 336 | 48.5 | 159 | 691 | 387 | - | 16 | 371 | 56.0 |
| BRISTOW HELICOPTERS | 960 | 8 366 | 4 466 | 79 496 | 16 723 | 11 302 | 67.6 | 453 | 1 569 | 1 092 | - | 67 | 1 025 | 69.6 |
| BRITANNIA AIRWAYS | 6 134 | 3 052 | 9 425 | 436 547 | 1 151 514 | 1 026 861 | 89.2 | 298 | 99 127 | 88 624 | - | 1 331 | 87 293 | 89.4 |
| BRITISH AIR FERRIES | 302 | 808 | 925 | 17 323 | 13 655 | 8 609 | 63.0 | 1 202 | 2 121 | 1 251 | 3 | 533 | 715 | 59.0 |
| BRITISH AIRWAYS | 148 | 150 | 265 | 5 162 | 10 580 | 7 216 | 68.2 | 229 | 4 511 | 1 990 | 10 | 1 316 | 664 | 44.1 |
| BRITISH INTERNATIONAL HELIS | 395 | 3 083 | 1 714 | 32 606 | 8 289 | 4 335 | 52.3 | 121 | 873 | 361 | - | 15 | 346 | 40.5 |
| BRITISH MIDLAND | 188 | 140 | 327 | 5 406 | 24 028 | 21 956 | 91.4 | 535 | 2 768 | 1 898 | - | 187 | 1 711 | 68.6 |
| BRYMON AIRWAYS | 34 | 85 | 113 | 3 014 | 1 567 | 1 217 | 77.7 | 10 | 169 | 104 | - | 4 | 100 | 61.5 |
| CALEDONIAN AIRWAYS | 362 | 216 | 564 | 47 843 | 110 698 | 93 843 | 84.8 | - | 10 307 | 7 976 | - | - | 7 976 | 77.4 |
| CHANNEL EXPRESS (AIR SVS) | 289 | 723 | 872 | - | - | - | - | 2 165 | 2 685 | 1 029 | 279 | 750 | - | 38.3 |
| CITY FLYER EXPRESS | 8 | 26 | 31 | - | - | - | - | 54 | 28 | 16 | - | 16 | - | 57.1 |
| DAN AIR | 1 299 | 918 | 2 187 | 107 305 | 201 076 | 171 969 | 85.5 | 113 | 16 393 | 13 987 | 59 | - | 13 928 | 85.3 |
| GB AIRWAYS T/A GIBAIR | 78 | 101 | 161 | 8 963 | 9 379 | 7 033 | 75.0 | - | 1 063 | 633 | - | - | 633 | 59.5 |
| HEAVYLIFT CARGO AIRLINES | 317 | 136 | 575 | - | - | - | - | 913 | 21 022 | 9 046 | - | 9 046 | - | 43.0 |
| INDEPENDENT AIRWAYS LTD | - | 2 | 1 | 79 | 16 | 14 | 87.5 | - | 1 | 1 | - | - | 1 | 100.0 |
| INTER EUROPEAN AIRWAYS | 867 | 381 | 1 287 | 51 871 | 154 457 | 144 812 | 93.8 | - | 13 784 | 10 862 | - | - | 10 862 | 78.8 |
| JANES AVIATION | 42 | 148 | 154 | - | - | - | - | 548 | 214 | 98 | 45 | 53 | - | 45.8 |
| JERSEY EUROPEAN AIRWAYS | 6 | 17 | 21 | 277 | 294 | 189 | 64.3 | - | 27 | 14 | - | - | 14 | 51.9 |
| LOGANAIR | 9 | 41 | 32 | 1 231 | 758 | 454 | 59.9 | - | 70 | 44 | 2 | 2 | 40 | 62.9 |
| MANX AIRLINES | 47 | 108 | 123 | 1 902 | 2 990 | 2 455 | 82.1 | - | 273 | 202 | 2 | 2 | 198 | 74.0 |
| MANX AIRLINES (EUROPE) LTD | 5 | 10 | 14 | - | 88 | 71 | 80.7 | - | 19 | 6 | - | - | 6 | 31.6 |
| MCALPINE AVIATION | 13 | 6 | 19 | 104 | 231 | 221 | 95.7 | - | 24 | 17 | - | - | 17 | 70.8 |
| MONARCH AIRLINES | 2 591 | 1 833 | 4 136 | 144 609 | 599 568 | 504 366 | 84.1 | 224 | 53 956 | 43 211 | - | 915 | 42 296 | 80.1 |
| TITAN AIRWAYS | 24 | 104 | 84 | - | - | - | - | 86 | 67 | 18 | - | 18 | - | 26.9 |
| VIRGIN ATLANTIC AIRWAYS | 112 | 16 | 141 | 7 510 | 53 152 | 52 412 | 98.6 | 69 | 7 146 | 5 352 | - | 479 | 4 873 | 74.9 |
| Total | 19 656 | 32 274 | 37 721 | 1 297 978 | 3 195 277 | 2 816 090 | 88.1 | 12 546 | 324 205 | 256 784 | 400 | 19 031 | 237 353 | 79.2 |
| Total sub-charter operations performed on behalf of UK airlines | 291 | 434 | 626 | - | 32 460 | 24 842 | 76.5 | - | 6 056 | 3 305 | 8 | 1 249 | 2 048 | 54.6 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 19 365 | 31 840 | 37 095 | 1 297 978 | 3 162 817 | 2 791 248 | 88.2 | 12 546 | 318 149 | 253 479 | 392 | 17 782 | 235 305 | 79.7 |

(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 % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| AIR 2000 | 2 036 | 780 | 2 918 | 147 042 | 463 875 | 416 277 | 89.7 | - | 40 083 | 35 694 | - | - | 35 694 | 89.1 |
| AIR ATLANTIQUE & AIR CORBIERE | 7 | 14 | 21 | - | - | - | - | 13 | 82 | 37 | - | 37 | - | 45.1 |
| AIR BRIDGE CARRIERS | 239 | 375 | 533 | - | - | - | - | 2 370 | 3 885 | 1 625 | - | 1 625 | - | 41.8 |
| AIR FOYLE | 279 | 436 | 596 | - | - | - | - | 2 042 | 5 123 | 2 303 | - | 2 303 | - | 45.0 |
| AIR UK | 49 | 41 | 92 | 3 348 | 5 280 | 4 064 | 77.0 | - | 528 | 366 | - | - | 366 | 69.3 |
| AIR UK LEISURE | 761 | 374 | 1 180 | 53 954 | 131 079 | 114 416 | 87.3 | - | 12 413 | 9 726 | - | - | 9 726 | 78.4 |
| AIRTOURS INTERNATIONAL | 1 357 | 601 | 2 052 | 95 569 | 226 811 | 217 507 | 95.9 | - | 22 690 | 18 485 | - | - | 18 485 | 81.5 |
| BOND HELICOPTERS | 649 | 9 035 | 2 564 | 46 159 | 8 870 | 4 295 | 48.4 | 159 | 677 | 384 | - | 16 | 368 | 56.7 |
| BRISTOW HELICOPTERS | 960 | 8 366 | 4 466 | 79 496 | 16 723 | 11 302 | 67.6 | 453 | 1 569 | 1 092 | - | 67 | 1 025 | 69.6 |
| BRITANNIA AIRWAYS | 6 131 | 3 047 | 9 420 | 436 223 | 1 151 230 | 1 026 715 | 89.2 | 298 | 99 103 | 88 612 | - | 1 331 | 87 281 | 89.4 |
| BRITISH AIR FERRIES | 169 | 380 | 494 | 4 564 | 6 009 | 4 760 | 79.2 | 638 | 1 229 | 735 | - | 339 | 396 | 59.8 |
| BRITISH AIRWAYS | 119 | 64 | 179 | 4 179 | 8 420 | 6 116 | 72.6 | 172 | 4 312 | 1 873 | 3 | 1 299 | 571 | 43.4 |
| BRITISH INTERNATIONAL HELIS | 395 | 3 083 | 1 714 | 32 606 | 8 289 | 4 335 | 52.3 | 121 | 873 | 361 | - | 15 | 346 | 41.4 |
| BRITISH MIDLAND | 187 | 136 | 323 | 5 241 | 23 889 | 21 896 | 91.7 | 535 | 2 757 | 1 893 | - | 187 | 1 706 | 68.7 |
| CALEDONIAN AIRWAYS | 362 | 216 | 564 | 47 843 | 110 698 | 93 843 | 84.8 | - | 10 307 | 7 976 | - | - | 7 976 | 77.4 |
| CHANNEL EXPRESS (AIR SVS) | 161 | 214 | 383 | - | - | - | - | 620 | 1 900 | 624 | - | 624 | - | 32.8 |
| CITY FLYER EXPRESS | 8 | 26 | 31 | - | - | - | - | 54 | 28 | 16 | - | 16 | - | 57.1 |
| DAN AIR | 1 258 | 815 | 2 041 | 105 361 | 200 125 | 171 327 | 85.6 | - | 16 211 | 13 875 | - | - | 13 875 | 85.6 |
| GB AIRWAYS T/A GIBAIR | 78 | 101 | 161 | 8 963 | 9 379 | 7 033 | 75.0 | - | 1 063 | 633 | - | - | 633 | 59.5 |
| HEAVYLIFT CARGO AIRLINES | 316 | 134 | 572 | - | - | - | - | 913 | 21 005 | 9 039 | - | 9 039 | - | 43.0 |
| INDEPENDENT AIRWAYS LTD | - | 2 | 1 | 79 | 16 | 14 | 87.5 | - | 1 | 1 | - | - | 1 | 100.0 |
| INTER EUROPEAN AIRWAYS | 867 | 381 | 1 287 | 51 871 | 154 457 | 144 812 | 93.8 | - | 13 784 | 10 862 | - | - | 10 862 | 78.8 |
| JANES AVIATION | 7 | 21 | 26 | - | - | - | - | 21 | 34 | 7 | - | 7 | - | 20.6 |
| JERSEY EUROPEAN AIRWAYS | 4 | 5 | 10 | 187 | 183 | 131 | 71.6 | - | 18 | 10 | - | - | 10 | 55.6 |
| LOGANAIR | - | 2 | 1 | - | 29 | 27 | 93.1 | - | 3 | 2 | - | - | 2 | 66.7 |
| MANX AIRLINES | 29 | 26 | 57 | 1 902 | 2 334 | 2 158 | 92.5 | - | 209 | 174 | - | - | 174 | 83.3 |
| MANX AIRLINES (EUROPE) LTD | 5 | 10 | 14 | - | 88 | 71 | 80.7 | - | 19 | 6 | - | - | 6 | 31.6 |
| MCALPINE AVIATION | 13 | 6 | 19 | 104 | 231 | 221 | 95.7 | - | 24 | 17 | - | - | 17 | 70.8 |
| MONARCH AIRLINES | 2 590 | 1 830 | 4 134 | 144 081 | 599 393 | 504 235 | 84.1 | 224 | 53 940 | 43 200 | - | 915 | 42 285 | 80.1 |
| VIRGIN ATLANTIC AIRWAYS | 112 | 16 | 141 | 7 510 | 53 152 | 52 412 | 98.6 | 69 | 7 146 | 5 352 | - | 479 | 4 873 | 74.9 |
| Total | 19 148 | 30 537 | 35 994 | 1 276 282 | 3 180 560 | 2 807 967 | 88.3 | 8 702 | 321 016 | 254 980 | 3 | 18 299 | 236 678 | 79.4 |
| Total sub-charter operations performed on behalf of UK airlines | 249 | 274 | 487 | - | 29 676 | 23 439 | 79.0 | - | 5 803 | 3 166 | 3 | 1 232 | 1 931 | 54.6 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 18 899 | 30 263 | 35 507 | 1 276 282 | 3 150 884 | 2 784 528 | 88.4 | 8 702 | 315 213 | 251 814 | - | 17 067 | 234 747 | 79.9 |

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

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

Domestic Non-Scheduled Services March 1992 (a)

Table 4.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | Number of Passengers Uplifted | | | | Cargo Uplifted Tonnes | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| ABERDEEN AIRWAYS | 1 | 2 | 2 | 45 | 14 | 14 | 100.0 | - | 1 | 1 | - | - | 1 | 100.0 |
| AIR ATLANTIQUE & AIR CORBIERE | 1 | 6 | 5 | - | - | - | - | 51 | 15 | 15 | - | 15 | - | 100.0 |
| AIR BRIDGE CARRIERS | 17 | 43 | 37 | - | - | - | - | 402 | 253 | 154 | - | 154 | - | 60.9 |
| AIR FOYLE | 18 | 62 | 48 | - | - | - | - | 489 | 205 | 147 | - | 147 | - | 71.7 |
| AIR UK LEISURE | - | 1 | 1 | - | 35 | 12 | 34.3 | - | 3 | 1 | - | - | 1 | 33.3 |
| AIRTOURS INTERNATIONAL | 1 | 2 | 2 | 197 | 90 | 53 | 58.9 | - | 9 | 5 | - | - | 5 | 55.6 |
| AURIGNY AIR SERVICES | 2 | 10 | 9 | 319 | 86 | 76 | 88.4 | - | 7 | 6 | - | - | 6 | 85.7 |
| BOND HELICOPTERS | 9 | 22 | 24 | 97 | 74 | 41 | 55.4 | - | 14 | 3 | - | - | 3 | 21.4 |
| BRITANNIA AIRWAYS | 3 | 5 | 5 | 324 | 284 | 146 | 51.4 | - | 24 | 12 | - | - | 12 | 50.0 |
| BRITISH AIR FERRIES | 133 | 428 | 431 | 12 759 | 7 646 | 3 849 | 50.3 | 564 | 892 | 516 | 3 | 194 | 319 | 57.8 |
| BRITISH AIRWAYS | 29 | 86 | 86 | 983 | 2 160 | 1 100 | 50.9 | 57 | 199 | 117 | 7 | 17 | 93 | 58.8 |
| BRITISH MIDLAND | 1 | 4 | 4 | 165 | 139 | 60 | 43.2 | - | 11 | 5 | - | - | 5 | 45.5 |
| BRYMON AIRWAYS | 34 | 85 | 113 | 3 014 | 1 567 | 1 217 | 77.7 | 10 | 169 | 104 | - | 4 | 100 | 61.5 |
| CHANNEL EXPRESS (AIR SVS) | 128 | 509 | 489 | - | - | - | - | 1 545 | 785 | 405 | 279 | 126 | - | 51.6 |
| DAN AIR | 41 | 103 | 146 | 1 944 | 951 | 642 | 67.5 | 113 | 182 | 112 | 59 | - | 53 | 61.5 |
| HEAVYLIFT CARGO AIRLINES | 1 | 2 | 3 | - | - | - | - | - | 17 | 7 | - | 7 | - | 41.2 |
| JANES AVIATION | 35 | 127 | 128 | - | - | - | - | 527 | 180 | 91 | 45 | 46 | - | 50.6 |
| JERSEY EUROPEAN AIRWAYS | 2 | 12 | 11 | 90 | 111 | 58 | 52.3 | - | 9 | 4 | - | - | 4 | 44.4 |
| LOGANAIR | 9 | 39 | 31 | 1 231 | 729 | 427 | 58.6 | - | 67 | 42 | 2 | 2 | 38 | 62.7 |
| MANX AIRLINES | 18 | 82 | 66 | - | 656 | 297 | 45.3 | - | 64 | 28 | 2 | 2 | 24 | 43.8 |
| MONARCH AIRLINES | 1 | 3 | 2 | 528 | 175 | 131 | 74.9 | - | 16 | 11 | - | - | 11 | 68.8 |
| TITAN AIRWAYS | 24 | 104 | 84 | - | - | - | - | 86 | 67 | 18 | - | 18 | - | 26.9 |
| Total | 508 | 1 737 | 1 727 | 21 696 | 14 717 | 8 123 | 55.2 | 3 844 | 3 189 | 1 804 | 397 | 732 | 675 | 56.6 |
| Total sub-charter operations performed on behalf of UK airlines | 42 | 160 | 139 | - | 2 784 | 1 403 | 50.4 | - | 253 | 139 | 5 | 17 | 117 | 54.9 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 466 | 1 577 | 1 588 | 21 696 | 11 933 | 6 720 | 56.3 | 3 844 | 2 936 | 1 665 | 392 | 715 | 558 | 56.7 |

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

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

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | OTHER | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|--------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | | | | |
| AIR 2000 | 2 034 | 778 | 2 914 | - | 146 399 | 643 | 463 462 | 416 038 | 89.8 |
| AIR UK | 49 | 41 | 92 | - | 3 348 | - | 5 280 | 4 064 | 77.0 |
| AIR UK LEISURE | 756 | 358 | 1 165 | - | 53 954 | - | 130 171 | 114 135 | 87.7 |
| AIRTOURS INTERNATIONAL | 1 344 | 590 | 2 029 | - | 95 569 | 197 | 224 489 | 215 830 | 96.1 |
| AURIGNY AIR SERVICES | 2 | 10 | 9 | - | 319 | - | 86 | 76 | 88.4 |
| BRITANNIA AIRWAYS | 5 940 | 2 915 | 9 126 | - | 420 438 | 4 093 | 1 109 499 | 1 004 981 | 90.6 |
| BRITISH AIR FERRIES | 52 | 66 | 107 | - | 3 857 | 860 | 4 800 | 4 074 | 84.9 |
| BRITISH AIRWAYS | 45 | 43 | 76 | - | 2 811 | 1 568 | 5 357 | 4 460 | 83.3 |
| BRITISH MIDLAND | 64 | 38 | 103 | - | 4 662 | - | 8 693 | 7 948 | 91.4 |
| CALEDONIAN AIRWAYS | 295 | 165 | 453 | - | 41 309 | - | 83 775 | 75 724 | 90.4 |
| DAN AIR | 1 249 | 814 | 2 034 | - | 102 349 | 3 126 | 198 154 | 169 727 | 85.7 |
| GB AIRWAYS T/A GIBAIR | 78 | 101 | 161 | - | 7 382 | 1 581 | 9 379 | 7 033 | 75.0 |
| INTER EUROPEAN AIRWAYS | 867 | 381 | 1 287 | - | 50 687 | 1 184 | 154 457 | 144 812 | 93.8 |
| JERSEY EUROPEAN AIRWAYS | 4 | 5 | 10 | - | 187 | - | 183 | 131 | 71.6 |
| LOGANAIR | 5 | 20 | 15 | - | - | 1 231 | 481 | 291 | 60.5 |
| MANX AIRLINES | 28 | 24 | 55 | - | 1 902 | - | 2 311 | 2 151 | 93.1 |
| MONARCH AIRLINES | 1 985 | 769 | 2 827 | 1 050 | 134 084 | 6 457 | 516 403 | 458 449 | 88.8 |
| VIRGIN ATLANTIC AIRWAYS | 112 | 16 | 141 | 1 405 | 4 881 | 1 224 | 53 152 | 52 412 | 98.6 |
| Total | 14 909 | 7 134 | 22 604 | 2 455 | 1 074 138 | 22 164 | 2 970 132 | 2 682 336 | 90.3 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 40 048 | 35 673 | - | - | 35 673 | 89.1 |
| AIR UK | - | 528 | 366 | - | - | 366 | 69.3 |
| AIR UK LEISURE | - | 12 327 | 9 702 | - | - | 9 702 | 78.7 |
| AIRTOURS INTERNATIONAL | - | 22 458 | 18 343 | - | - | 18 343 | 81.7 |
| AURIGNY AIR SERVICES | - | 7 | 6 | - | - | 6 | 85.7 |
| BRITANNIA AIRWAYS | 298 | 95 556 | 86 758 | - | 1 324 | 85 434 | 90.8 |
| BRITISH AIR FERRIES | - | 419 | 337 | - | - | 337 | 80.4 |
| BRITISH AIRWAYS | - | 583 | 392 | - | - | 392 | 67.2 |
| BRITISH MIDLAND | - | 904 | 620 | - | - | 620 | 68.6 |
| CALEDONIAN AIRWAYS | - | 7 800 | 6 436 | - | - | 6 436 | 82.5 |
| DAN AIR | - | 16 052 | 13 747 | - | - | 13 747 | 85.6 |
| GB AIRWAYS T/A GIBAIR | - | 1 063 | 633 | - | - | 633 | 59.5 |
| INTER EUROPEAN AIRWAYS | - | 13 784 | 10 862 | - | - | 10 862 | 78.8 |
| JERSEY EUROPEAN AIRWAYS | - | 18 | 10 | - | - | 10 | 55.6 |
| LOGANAIR | - | 44 | 27 | - | - | 27 | 61.4 |
| MANX AIRLINES | - | 207 | 173 | - | - | 173 | 83.6 |
| MONARCH AIRLINES | 213 | 46 275 | 39 299 | - | 862 | 38 437 | 84.9 |
| VIRGIN ATLANTIC AIRWAYS | 69 | 7 146 | 5 352 | - | 479 | 4 873 | 74.9 |
| Total | 580 | 265 219 | 228 736 | - | 2 665 | 226 071 | 86.2 |

International Class 2 Licence Operations March 1992

Table 5.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|--------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | OTHER | | | |
| AIR 2000 | 2 034 | 778 | 2 914 | - | 146 399 | 643 | 463 462 | 416 038 | 89.8 |
| AIR UK | 49 | 41 | 92 | - | 3 348 | - | 5 280 | 4 064 | 77.0 |
| AIR UK LEISURE | 756 | 358 | 1 165 | - | 53 954 | - | 130 171 | 114 135 | 87.7 |
| AIRTOURS INTERNATIONAL | 1 343 | 588 | 2 027 | - | 95 569 | - | 224 399 | 215 777 | 96.2 |
| BRITANNIA AIRWAYS | 5 940 | 2 915 | 9 126 | - | 420 438 | 4 093 | 1 109 499 | 1 004 981 | 90.6 |
| BRITISH AIR FERRIES | 50 | 50 | 95 | - | 3 857 | - | 4 551 | 3 918 | 86.1 |
| BRITISH AIRWAYS | 45 | 41 | 73 | - | 2 811 | 1 368 | 5 329 | 4 432 | 83.2 |
| BRITISH MIDLAND | 64 | 38 | 103 | - | 4 662 | - | 8 693 | 7 948 | 91.4 |
| CALEDONIAN AIRWAYS | 295 | 165 | 453 | - | 41 309 | - | 83 775 | 75 724 | 90.4 |
| DAN AIR | 1 245 | 799 | 2 017 | - | 102 349 | 2 597 | 197 978 | 169 585 | 85.7 |
| GB AIRWAYS T/A GIBAIR | 78 | 101 | 161 | - | 7 382 | 1 581 | 9 379 | 7 033 | 75.0 |
| INTER EUROPEAN AIRWAYS | 867 | 381 | 1 287 | - | 50 687 | 1 184 | 154 457 | 144 812 | 93.8 |
| JERSEY EUROPEAN AIRWAYS | 4 | 5 | 10 | - | 187 | - | 183 | 131 | 71.6 |
| MANX AIRLINES | 28 | 24 | 55 | - | 1 902 | - | 2 311 | 2 151 | 93.1 |
| MONARCH AIRLINES | 1 985 | 769 | 2 827 | 1 050 | 134 084 | 6 457 | 516 403 | 458 449 | 88.8 |
| VIRGIN ATLANTIC AIRWAYS | 112 | 16 | 141 | 1 405 | 4 881 | 1 224 | 53 152 | 52 412 | 98.6 |
| Total | 14 895 | 7 069 | 22 546 | 2 455 | 1 073 819 | 19 147 | 2 969 022 | 2 681 590 | 90.3 |

10

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 40 048 | 35 673 | - | - | 35 673 | 89.1 |
| AIR UK | - | 528 | 366 | - | - | 366 | 69.3 |
| AIR UK LEISURE | - | 12 327 | 9 702 | - | - | 9 702 | 78.7 |
| AIRTOURS INTERNATIONAL | - | 22 449 | 18 338 | - | - | 18 338 | 81.7 |
| BRITANNIA AIRWAYS | 298 | 95 556 | 86 758 | - | 1 324 | 85 434 | 90.8 |
| BRITISH AIR FERRIES | - | 397 | 325 | - | - | 325 | 81.9 |
| BRITISH AIRWAYS | - | 580 | 390 | - | - | 390 | 67.2 |
| BRITISH MIDLAND | - | 904 | 620 | - | - | 620 | 68.6 |
| CALEDONIAN AIRWAYS | - | 7 800 | 6 436 | - | - | 6 436 | 82.5 |
| DAN AIR | - | 16 038 | 13 735 | - | - | 13 735 | 85.6 |
| GB AIRWAYS T/A GIBAIR | - | 1 063 | 633 | - | - | 633 | 59.5 |
| INTER EUROPEAN AIRWAYS | - | 13 784 | 10 862 | - | - | 10 862 | 78.8 |
| JERSEY EUROPEAN AIRWAYS | - | 18 | 10 | - | - | 10 | 55.6 |
| MANX AIRLINES | - | 207 | 173 | - | - | 173 | 83.6 |
| MONARCH AIRLINES | 213 | 46 275 | 39 299 | - | 862 | 38 437 | 84.9 |
| VIRGIN ATLANTIC AIRWAYS | 69 | 7 146 | 5 352 | - | 479 | 4 873 | 74.9 |
| Total | 580 | 265 120 | 228 672 | - | 2 665 | 226 007 | 86.3 |

| | 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 |
|------------------------|--------------------------|------------------|-------------------|-------------------------|-----------------|-------|-------------------------------|--------------------------|---------------------|
| AIRTOURS INTERNATIONAL | 1 | 2 | 2 | - | - | 197 | 90 | 53 | 58.9 |
| AURIGNY AIR SERVICES | 2 | 10 | 9 | - | 319 | - | 86 | 76 | 88.4 |
| BRITISH AIR FERRIES | 2 | 16 | 12 | - | - | 860 | 249 | 156 | 62.7 |
| BRITISH AIRWAYS | - | 2 | 3 | - | - | 200 | 28 | 28 | 100.0 |
| DAN AIR | 4 | 15 | 17 | - | - | 529 | 176 | 142 | 80.7 |
| LOGANAIR | 5 | 20 | 15 | - | - | 1 231 | 481 | 291 | 60.5 |
| Total | 14 | 65 | 58 | - | 319 | 3 017 | 1 110 | 746 | 67.2 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|------------------------|-----------------------------|--------------------------------|----------------|--|------------------|--------------------|---------------------|
| AIRTOURS INTERNATIONAL | - | 9 | 5 | - | - | 5 | 55.6 |
| AURIGNY AIR SERVICES | - | 7 | 6 | - | - | 6 | 85.7 |
| BRITISH AIR FERRIES | - | 22 | 12 | - | - | 12 | 54.5 |
| BRITISH AIRWAYS | - | 3 | 2 | - | - | 2 | 66.7 |
| DAN AIR | - | 14 | 12 | - | - | 12 | 85.7 |
| LOGANAIR | - | 44 | 27 | - | - | 27 | 61.4 |
| Total | - | 99 | 64 | - | - | 64 | 64.6 |

All Class 6 Licence Operations March 1992

Table 6.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR ATLANTIQUE & AIR CORBIERE | 5 | 10 | 16 | 64 | 62 | 26 | - | 26 | 41.9 |
| AIR BRIDGE CARRIERS | 248 | 394 | 548 | 2 772 | 3 982 | 1 674 | - | 1 674 | 42.0 |
| AIR FOYLE | 246 | 420 | 533 | 2 531 | 4 752 | 2 157 | - | 2 157 | 45.4 |
| BRITISH AIR FERRIES | 110 | 324 | 382 | 1 165 | 746 | 448 | - | 448 | 60.1 |
| BRITISH AIRWAYS | 48 | 15 | 67 | 210 | 3 394 | 1 295 | - | 1 295 | 38.2 |
| BRITISH MIDLAND | 13 | 39 | 42 | 535 | 349 | 187 | - | 187 | 53.6 |
| CHANNEL EXPRESS (AIR SVS) | 193 | 363 | 507 | 1 277 | 2 157 | 759 | 9 | 750 | 35.2 |
| CITY FLYER EXPRESS | 8 | 26 | 31 | 54 | 28 | 16 | - | 16 | 57.1 |
| HEAVYLIFT CARGO AIRLINES | 195 | 64 | 358 | 913 | 14 538 | 5 921 | - | 5 921 | 40.7 |
| JANES AVIATION | 25 | 104 | 97 | 274 | 130 | 53 | - | 53 | 40.8 |
| LOGANAIR | 2 | 7 | 7 | - | 7 | 4 | 2 | 2 | 57.1 |
| MONARCH AIRLINES | 10 | 2 | 11 | 10 | 204 | 46 | - | 46 | 22.5 |
| TITAN AIRWAYS | 24 | 104 | 84 | 86 | 67 | 18 | - | 18 | 26.9 |
| Total | 1 127 | 1 872 | 2 683 | 9 891 | 30 416 | 12 604 | 11 | 12 593 | 41.4 |

| | 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 | 4 | 5 | 11 | 13 | 47 | 11 | - | 11 | 23.4 |
| AIR BRIDGE CARRIERS | 231 | 351 | 511 | 2 370 | 3 729 | 1 520 | - | 1 520 | 40.8 |
| AIR FOYLE | 228 | 358 | 485 | 2 042 | 4 547 | 2 010 | - | 2 010 | 44.2 |
| BRITISH AIR FERRIES | 80 | 244 | 289 | 638 | 513 | 265 | - | 265 | 51.7 |
| BRITISH AIRWAYS | 46 | 6 | 60 | 172 | 3 384 | 1 286 | - | 1 286 | 38.0 |
| BRITISH MIDLAND | 13 | 39 | 42 | 535 | 349 | 187 | - | 187 | 53.6 |
| CHANNEL EXPRESS (AIR SVS) | 161 | 214 | 383 | 620 | 1 900 | 624 | - | 624 | 32.8 |
| CITY FLYER EXPRESS | 8 | 26 | 31 | 54 | 28 | 16 | - | 16 | 57.1 |
| HEAVYLIFT CARGO AIRLINES | 195 | 64 | 358 | 913 | 14 538 | 5 921 | - | 5 921 | 40.7 |
| JANES AVIATION | 7 | 21 | 26 | 21 | 34 | 7 | - | 7 | 20.6 |
| MONARCH AIRLINES | 10 | 2 | 11 | 10 | 204 | 46 | - | 46 | 22.5 |
| Total | 983 | 1 330 | 2 207 | 7 388 | 29 273 | 11 893 | - | 11 893 | 40.6 |

Domestic Class 6 Licence Operations March 1992

Table 6.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Freight (000) | |
| AIR ATLANTIQUE & AIR CORBIERE | 1 | 5 | 5 | 51 | 15 | 15 | - | 15 | 100.0 |
| AIR BRIDGE CARRIERS | 17 | 43 | 37 | 402 | 253 | 154 | - | 154 | 60.9 |
| AIR FOYLE | 18 | 62 | 48 | 489 | 205 | 147 | - | 147 | 71.7 |
| BRITISH AIR FERRIES | 30 | 80 | 93 | 527 | 233 | 183 | - | 183 | 78.5 |
| BRITISH AIRWAYS | 2 | 9 | 7 | 38 | 10 | 9 | - | 9 | 90.0 |
| CHANNEL EXPRESS (AIR SVS) | 32 | 149 | 124 | 657 | 257 | 135 | 9 | 126 | 52.5 |
| JANES AVIATION | 18 | 83 | 71 | 253 | 96 | 46 | - | 46 | 47.9 |
| LOGANAIR | 2 | 7 | 7 | - | 7 | 4 | 2 | 2 | 57.1 |
| TITAN AIRWAYS | 24 | 104 | 84 | 86 | 67 | 18 | - | 18 | 26.9 |
| Total | 144 | 542 | 476 | 2 503 | 1 143 | 711 | 11 | 700 | 62.2 |

| | 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 | | | Passenger (000) | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---|----|--------------------|---------------------|
| BOND HELICOPTERS | 649 | 9 035 | 2 564 | 46 159 | 8 870 | 4 295 | 48.4 | 159 | 677 | 384 | - | 16 | 368 | 56.7 |
| BRISTOW HELICOPTERS | 960 | 8 366 | 4 466 | 79 496 | 16 723 | 11 302 | 67.6 | 453 | 1 569 | 1 092 | - | 67 | 1 025 | 69.6 |
| BRITISH INTERNATIONAL HELIS | 395 | 3 083 | 1 714 | 32 606 | 8 289 | 4 335 | 52.3 | 121 | 873 | 361 | - | 15 | 346 | 41.4 |
| TOTAL | 2 004 | 20 484 | 8 744 | 158 261 | 33 882 | 19 932 | 58.8 | 733 | 3 119 | 1 837 | - | 98 | 1 739 | 58.9 |

| | 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 % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| BOND HELICOPTERS | 649 | 9 035 | 2 564 | 46 159 | 8 870 | 4 295 | 48.4 | 159 | 677 | 384 | - | 16 | 368 | 56.7 |
| BRISTOW HELICOPTERS | 960 | 8 366 | 4 466 | 79 496 | 16 723 | 11 302 | 67.6 | 453 | 1 569 | 1 092 | - | 67 | 1 025 | 69.6 |
| BRITISH INTERNATIONAL HELIS | 395 | 3 083 | 1 714 | 32 606 | 8 289 | 4 335 | 52.3 | 121 | 873 | 361 | - | 15 | 346 | 41.4 |
| TOTAL | 2 004 | 20 484 | 8 744 | 158 261 | 33 882 | 19 932 | 58.8 | 733 | 3 119 | 1 837 | - | 98 | 1 739 | 58.9 |

| 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 % 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 Availiable (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 | 9 | 22 | 24 | 97 | 74 | 41 | 55.4 | - | 14 | 3 | - | - | 3 | 21.4 |
| TOTAL | 9 | 22 | 24 | 97 | 74 | 41 | 55.4 | - | 14 | 3 | - | - | 3 | 21.4 |

| 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

Domestic Class 8 Licence Operations March 1992

Table 8.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As |
|------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|----------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| BOND HELICOPTERS | 9 | 22 | 24 | 97 | 74 | 41 | 55.4 | - | 14 | 3 | - | - | 3 | 21.4 |
| TOTAL | 9 | 22 | 24 | 97 | 74 | 41 | 55.4 | - | 14 | 3 | - | - | 3 | 21.4 |

All Exempt Operations March 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) | |
| ABERDEEN AIRWAYS | 1 | 2 | 2 | 45 | 14 | 14 | 100.0 | - | 1 | 1 | - | - | 1 | 100.0 |
| BRITANNIA AIRWAYS | 81 | 108 | 148 | 12 016 | 11 159 | 8 894 | 79.7 | - | 949 | 758 | - | - | 758 | 79.9 |
| BRITISH AIR FERRIES | 108 | 339 | 341 | 12 606 | 8 136 | 4 141 | 50.9 | 37 | 697 | 355 | - | 11 | 344 | 50.9 |
| BRITISH AIRWAYS | 10 | 30 | 33 | 783 | 421 | 228 | 54.2 | 19 | 58 | 27 | 7 | - | 20 | 46.6 |
| BRITISH MIDLAND | 4 | 9 | 12 | 744 | 705 | 531 | 75.3 | - | 69 | 40 | - | - | 40 | 58.0 |
| BRYMON AIRWAYS | 34 | 84 | 112 | 3 014 | 1 550 | 1 209 | 78.0 | 10 | 168 | 103 | - | 4 | 99 | 61.3 |
| CALEDONIAN AIRWAYS | 52 | 31 | 81 | 6 534 | 20 973 | 13 751 | 65.6 | - | 1 953 | 1 169 | - | - | 1 169 | 59.9 |
| CHANNEL EXPRESS (AIR SVS) | 96 | 360 | 364 | - | - | - | - | 888 | 528 | 270 | 270 | - | - | 51.1 |
| DAN AIR | 41 | 92 | 136 | 1 830 | 1 182 | 816 | 69.0 | 113 | 201 | 124 | 59 | - | 65 | 61.7 |
| INDEPENDENT AIRWAYS LTD | - | 2 | 1 | 79 | 16 | 14 | 87.5 | - | 1 | 1 | - | - | 1 | 100.0 |
| JANES AVIATION | 17 | 44 | 57 | - | - | - | - | 275 | 84 | 45 | 45 | - | - | 53.6 |
| JERSEY EUROPEAN AIRWAYS | - | 4 | 3 | 90 | 28 | 16 | 57.1 | - | 2 | 1 | - | - | 1 | 50.0 |
| MCALPINE AVIATION | 13 | 6 | 19 | 104 | 231 | 221 | 95.7 | - | 24 | 17 | - | - | 17 | 70.8 |
| MONARCH AIRLINES | 81 | 34 | 115 | 3 018 | 17 293 | 11 224 | 64.9 | 1 | 1 548 | 951 | - | 7 | 944 | 61.4 |
| Total | 538 | 1 145 | 1 424 | 40 863 | 61 708 | 41 059 | 66.5 | 1 343 | 6 283 | 3 862 | 381 | 22 | 3 459 | 61.5 |

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

(b) Excludes exempt sub-charter operations

International Exempt Operations March 1992

Table 9.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-km Available | Tonne-Kilometres Used Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|-------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|---|---------------|------------------|--------------------|---------------------|
| BRITANNIA AIRWAYS | 78 | 103 | 143 | 11 692 | 10 875 | 8 748 | 80.4 | - | 925 | 746 | - | - | 746 | 80.6 |
| BRITISH AIR FERRIES | 9 | 15 | 22 | 707 | 848 | 512 | 60.4 | - | 77 | 43 | - | - | 43 | 55.8 |
| BRITISH MIDLAND | 3 | 5 | 8 | 579 | 566 | 471 | 83.2 | - | 58 | 35 | - | - | 35 | 60.3 |
| CALEDONIAN AIRWAYS | 52 | 31 | 81 | 6 534 | 20 973 | 13 751 | 65.6 | - | 1 953 | 1 169 | - | - | 1 169 | 59.9 |
| DAN AIR | 4 | 4 | 6 | 415 | 407 | 316 | 77.6 | - | 33 | 24 | - | - | 24 | 72.7 |
| INDEPENDENT AIRWAYS LTD | - | 2 | 1 | 79 | 16 | 14 | 87.5 | - | 1 | 1 | - | - | 1 | 100.0 |
| MCALPINE AVIATION | 13 | 6 | 19 | 104 | 231 | 221 | 95.7 | - | 24 | 17 | - | - | 17 | 70.8 |
| MONARCH AIRLINES | 80 | 31 | 112 | 2 490 | 17 118 | 11 093 | 64.8 | 1 | 1 532 | 940 | - | 7 | 933 | 61.4 |
| Total | 239 | 197 | 392 | 22 600 | 51 034 | 35 126 | 68.8 | 1 | 4 603 | 2 975 | - | 7 | 2 968 | 64.6 |

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

(b) Excludes exempt sub-charter operations

| | Aircraft -Km (000) | Stage Flights | Number of A/C Hours | Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-km Available | Tonne-Kilometres Used | | | As | |
|---------------------------|--------------------------|------------------|---------------------------|------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|-----------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| ABERDEEN AIRWAYS | 1 | 2 | 2 | 45 | 14 | 14 | 100.0 | - | 1 | 1 | - | - | 1 | 100.0 |
| BRITANNIA AIRWAYS | 3 | 5 | 5 | 324 | 284 | 146 | 51.4 | - | 24 | 12 | - | - | 12 | 50.0 |
| BRITISH AIR FERRIES | 99 | 324 | 319 | 11 899 | 7 288 | 3 629 | 49.8 | 37 | 620 | 312 | - | 11 | 301 | 50.3 |
| BRITISH AIRWAYS | 10 | 30 | 33 | 783 | 421 | 228 | 54.2 | 19 | 58 | 27 | 7 | - | 20 | 46.6 |
| BRITISH MIDLAND | 1 | 4 | 4 | 165 | 139 | 60 | 43.2 | - | 11 | 5 | - | - | 5 | 45.5 |
| BRYMON AIRWAYS | 34 | 84 | 112 | 3 014 | 1 550 | 1 209 | 78.0 | 10 | 168 | 103 | - | 4 | 99 | 61.3 |
| CHANNEL EXPRESS (AIR SVS) | 96 | 360 | 364 | - | - | - | - | 888 | 528 | 270 | 270 | - | - | 51.1 |
| DAN AIR | 37 | 88 | 129 | 1 415 | 775 | 500 | 64.5 | 113 | 168 | 100 | 59 | - | 41 | 59.5 |
| JANES AVIATION | 17 | 44 | 57 | - | - | - | - | 275 | 84 | 45 | 45 | - | - | 53.6 |
| JERSEY EUROPEAN AIRWAYS | - | 4 | 3 | 90 | 28 | 16 | 57.1 | - | 2 | 1 | - | - | 1 | 50.0 |
| MONARCH AIRLINES | 1 | 3 | 2 | 528 | 175 | 131 | 74.9 | - | 16 | 11 | - | - | 11 | 68.8 |
| Total | 299 | 948 | 1 088 | 18 263 | 10 674 | 5 933 | 55.6 | 1 342 | 1 680 | 887 | 381 | 15 | 491 | 52.8 |

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences March 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 % of Avail |
|-----------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| BRITISH MIDLAND | 107 | 54 | 170 | .. | 14 630 | 13 477 | 92.1 | .. | 1 446 | 1 051 | - | - | 1 051 | 72.7 |
| Total | 107 | 54 | 170 | .. | 14 630 | 13 477 | 92.1 | .. | 1 446 | 1 051 | - | - | 1 051 | 72.7 |

| | Aircraft | | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | Passenger (000) | As % of Avail |
|-------------------------------|--------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | -Km (000) | Stage Flights | | | | | | | | Total (000) | Mail (000) | Freight (000) | | |
| AIR 2000 | 2 | 2 | 4 | .. | 413 | 239 | 57.9 | .. | 35 | 21 | - | - | 21 | 60.0 |
| AIR ATLANTIQUE & AIR CORBIERE | 2 | 6 | 7 | .. | - | - | - | .. | 21 | 13 | - | 13 | - | 61.9 |
| AIR BRIDGE CARRIERS | 7 | 21 | 19 | .. | - | - | - | .. | 140 | 95 | - | 95 | - | 67.9 |
| AIR UK LEISURE | 5 | 17 | 16 | .. | 943 | 293 | 31.1 | .. | 89 | 25 | - | - | 25 | 28.1 |
| AIRTOURS INTERNATIONAL | 13 | 12 | 24 | .. | 2 194 | 1 529 | 69.7 | .. | 219 | 130 | - | - | 130 | 59.4 |
| BRITISH AIR FERRIES | 32 | 79 | 95 | .. | 719 | 394 | 54.8 | .. | 259 | 111 | 3 | 74 | 34 | 42.9 |
| BRITISH AIRWAYS | 45 | 62 | 89 | .. | 4 802 | 2 528 | 52.6 | .. | 476 | 276 | 3 | 21 | 252 | 58.0 |
| BRYMON AIRWAYS | - | 1 | 1 | .. | 17 | 8 | 47.1 | .. | 1 | 1 | - | - | 1 | 100.0 |
| CALEDONIAN AIRWAYS | 15 | 20 | 30 | .. | 5 950 | 4 368 | 73.4 | .. | 554 | 371 | - | - | 371 | 67.0 |
| DAN AIR | 9 | 12 | 17 | .. | 1 740 | 1 426 | 82.0 | .. | 140 | 116 | - | - | 116 | 82.9 |
| HEAVYLIFT CARGO AIRLINES | 26 | 32 | 54 | .. | - | - | - | .. | 2 565 | 1 044 | - | 1 044 | - | 40.7 |
| JERSEY EUROPEAN AIRWAYS | 2 | 8 | 8 | .. | 83 | 42 | 50.6 | .. | 7 | 3 | - | - | 3 | 42.9 |
| LOGANAIR | 2 | 14 | 10 | .. | 202 | 163 | 80.7 | .. | 19 | 13 | - | - | 13 | 68.4 |
| MANX AIRLINES | 19 | 84 | 68 | .. | 679 | 304 | 44.8 | .. | 66 | 29 | 2 | 2 | 25 | 43.9 |
| MANX AIRLINES (EUROPE) LTD | 5 | 10 | 14 | .. | 88 | 71 | 80.7 | .. | 19 | 6 | - | - | 6 | 31.6 |
| Total | 184 | 380 | 456 | .. | 17 830 | 11 365 | 63.7 | .. | 4 610 | 2 254 | 8 | 1 249 | 997 | 48.9 |

Exempt Sub Charter Operations Performed For Non UK Operators March 1992

Table 10.3

| | Aircraft | | Aircraft | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | As |
|-------------------------------|----------|---------|----------|-----------|-----------|---------|-------|----------|-----------|-----------------------|-------|---------|-----------|-------|
| | -Km | Stage | | | | Used | % of | | | Total | Mail | Freight | Passenger | % of |
| | (000) | Flights | Hours | Uplifted | Available | (000) | Avail | Uplifted | Available | (000) | (000) | (000) | (000) | Avail |
| AIR ATLANTIQUE & AIR CORBIERE | 1 | 4 | 3 | .. | - | - | - | .. | 14 | 13 | - | 13 | - | 92.9 |
| AIR BRIDGE CARRIERS | 1 | 3 | 2 | .. | - | - | - | .. | 16 | 10 | - | 10 | - | 62.5 |
| AIR FOYLE | 51 | 78 | 111 | .. | - | - | - | .. | 576 | 293 | - | 293 | - | 50.9 |
| AIRTOURS INTERNATIONAL | 1 | 1 | 2 | .. | 218 | 201 | 92.2 | .. | 22 | 17 | - | - | 17 | 77.3 |
| BRITANNIA AIRWAYS | 113 | 29 | 151 | .. | 30 856 | 12 986 | 42.1 | .. | 2 622 | 1 108 | - | 7 | 1 101 | 42.3 |
| HEAVYLIFT CARGO AIRLINES | 96 | 40 | 163 | .. | - | - | - | .. | 3 919 | 2 081 | - | 2 081 | - | 53.1 |
| MONARCH AIRLINES | 515 | 1 028 | 1 184 | .. | 65 872 | 34 693 | 52.7 | .. | 5 929 | 2 915 | - | - | 2 915 | 49.2 |
| Total | 778 | 1 183 | 1 616 | .. | 96 946 | 47 880 | 49.4 | .. | 13 098 | 6 437 | - | 2 404 | 4 033 | 49.1 |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | Seat-Km | Aircraft in | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------|---------------|--------------------|-------------------------------------|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Uplifted | Used (000) | Available (000) | Service At Qrt Ended Mar 1992 | |
| AEROSPATIALE AS332 SUPER PUMA | 1 061 | 3 | 5 013 | 8 | 4 357 | 11 | 62 387 | 13 108 | 20 159 | 39 | 3.6 |
| AEROSPATIALE SA365 DAUPHIN | 262 | 7 | 6 364 | 160 | 1 050 | 28 | 29 367 | 1 209 | 2 882 | 17 | 1.5 |
| AIRBUS A300-600(B2-B4) | 464 | - | 166 | - | 649 | - | 44 927 | 152 839 | 167 219 | 3 | 9.4 |
| AIRBUS A320-100/200 | 983 | - | 1 133 | - | 1 914 | - | 120 298 | 105 053 | 145 580 | 10 | 6.1 |
| BAC/AEROSPATIALE CONCORDE | 824 | - | 166 | - | 583 | - | 8 376 | 39 288 | 82 379 | 7 | 2.6 |
| BAE (HS) 748 | 100 | 31 | 362 | 104 | 361 | 114 | 8 664 | 2 491 | 4 488 | 12 | 1.5 |
| BAE 146 SERIES 100 | 463 | - | 856 | - | 1 026 | - | 35 146 | 21 249 | 37 206 | 5 | 6.3 |
| BAE 146 SERIES 200/QT | 573 | 86 | 1 168 | 150 | 1 342 | 189 | 45 649 | 24 539 | 55 987 | 10 | 5.0 |
| BAE 146 SERIES 300 | 872 | 134 | 1 533 | 251 | 1 941 | 300 | 68 783 | 46 248 | 95 088 | 12 | 6.2 |
| BAE(BAC)1-11-200 SERIES | 23 | - | 35 | - | 52 | - | 1 468 | 1 484 | 1 915 | 2 | 0.7 |
| BAE(BAC)1-11-300/400/475 | 423 | - | 630 | - | 845 | - | 21 624 | 14 540 | 30 618 | 6 | 4.3 |
| BAE(BAC)1-11-500 SERIES | 2 695 | - | 4 033 | - | 5 698 | - | 213 218 | 152 930 | 266 333 | 35 | 5.2 |
| BAE(H.P.)JETSTREAM 31 | 575 | - | 1 307 | - | 1 704 | - | 12 053 | 5 462 | 9 499 | 11 | 4.8 |
| BEECHCRAFT 200 SUPERKING AIR | 9 | - | 22 | - | 24 | - | 97 | 41 | 74 | 2 | 0.4 |
| BELL 212/412 | 79 | - | 3 311 | - | 527 | - | 19 026 | 454 | 869 | 6 | 2.5 |
| BELL MODEL 214ST | 9 | - | 61 | - | 40 | - | 339 | 50 | 162 | 2 | 0.6 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 2 | - |
| BOEING 707 ALL SERIES | - | 117 | - | 35 | - | 158 | - | - | - | 1 | 4.4 |
| BOEING 727-200/200 ADVANCED | 394 | - | 303 | - | 636 | - | 45 817 | 64 428 | 73 701 | 7 | 2.9 |
| BOEING 737-200 | 7 590 | - | 7 094 | - | 13 824 | - | 550 658 | 673 518 | 895 975 | 71 | 6.3 |
| BOEING 737-300 | 2 974 | - | 3 894 | - | 5 934 | - | 214 085 | 277 336 | 411 667 | 30 | 6.4 |
| BOEING 737-400 | 3 193 | - | 3 285 | - | 6 010 | - | 301 784 | 336 847 | 492 940 | 31 | 6.6 |
| BOEING 747 200B COMBI | 912 | - | 155 | - | 1 151 | - | 30 159 | 233 790 | 337 021 | 3 | 13.0 |
| BOEING 747-100/100F | 3 548 | - | 709 | - | 4 633 | - | 167 389 | 1 037 551 | 1 347 426 | 16 | 8.9 |
| BOEING 747-200 | 5 545 | - | 1 012 | - | 7 082 | - | 210 151 | 1 503 791 | 2 056 877 | 20 | 11.5 |
| BOEING 747-400 | 6 806 | 8 | 1 151 | 1 | 8 775 | 9 | 202 424 | 1 836 112 | 2 554 645 | 22 | 13.7 |
| BOEING 757-200 | 8 039 | 33 | 6 480 | 46 | 13 668 | 60 | 843 846 | 1 334 880 | 1 690 926 | 59 | 7.3 |
| BOEING 767-200 | 2 053 | - | 646 | - | 2 860 | - | 132 011 | 497 671 | 560 588 | 10 | 9.5 |
| BOEING 767-300 | 612 | - | 861 | - | 1 349 | - | 157 003 | 106 019 | 150 476 | 7 | 6.1 |
| BOEING 767-300ER | 1 543 | 23 | 454 | 3 | 2 238 | 28 | 39 318 | 179 724 | 297 759 | 9 | 11.3 |
| BRITISH AEROSPACE ATP | 955 | - | 3 459 | - | 3 254 | - | 102 089 | 31 567 | 61 139 | 23 | 4.6 |
| CANADAIR CL-44 | - | - | - | - | - | - | - | - | - | 1 | 1.0 |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 401/402/411/421 | 1 | - | 4 | - | 4 | - | 8 | 3 | 9 | 1 | 0.2 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 3 | - |
| CESSNA 406 | 19 | - | 106 | - | 56 | - | 298 | 97 | 231 | 2 | 0.9 |
| DE HAVILLAND DH6 TWIN OTTER | 40 | - | 320 | - | 223 | - | 2 760 | 373 | 684 | 3 | 2.7 |
| DE HAVILLAND DHC-7 DASH-7 | 305 | - | 1 145 | - | 1 140 | - | 21 783 | 6 822 | 13 906 | 8 | 4.5 |
| DE HAVILLAND DHC-8 DASH-8-100 | 134 | - | 407 | - | 431 | - | 6 584 | 2 745 | 4 823 | 2 | 6.5 |
| DE HAVILLAND DHC-8 DASH-8-300 | 73 | - | 187 | - | 219 | - | 4 050 | 2 017 | 3 624 | 1 | 6.6 |
| DORNIER 228-100/200 | 45 | - | 176 | - | 163 | - | 1 322 | 355 | 778 | 1 | 5.2 |
| DOUGLAS DC3 C47 DAKOTA | - | - | - | 4 | - | 4 | - | - | - | 2 | 0.2 |
| DOUGLAS DC6/6A/6B/6C | - | 8 | - | 16 | - | 22 | - | - | - | 2 | 0.4 |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 5 | - |
| FOKKER F27 100-600 | 1 087 | 73 | 3 514 | 205 | 3 680 | 249 | 81 492 | 26 368 | 51 667 | 24 | 5.1 |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Mar 1992 | Ave Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992 |
|--------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| GULF AMERICAN GULFSTREAM I | 10 | - | 25 | - | 28 | - | 381 | 158 | 230 | 3 | 0.4 |
| HANDLEY PAGE HERALD 200 | - | 177 | - | 639 | - | 669 | - | - | - | 12 | 2.0 |
| LOCKHEED L-1011-1/100 TRISTAR | 164 | - | 137 | - | 277 | - | 36 231 | 52 355 | 64 819 | 6 | 1.3 |
| LOCKHEED L-188 ELECTRA | - | 122 | - | 197 | - | 268 | - | - | - | 4 | 2.5 |
| MBB B0105 | 7 | - | 276 | - | 37 | - | 515 | 13 | 28 | 10 | 0.2 |
| MCDONNELL-DOUGLAS DC10-30 | 2 099 | 13 | 355 | 2 | 2 655 | 15 | 48 136 | 310 377 | 480 645 | 8 | 11.4 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 752 | - | 1 611 | - | 1 974 | - | 83 677 | 37 427 | 82 691 | 8 | 7.7 |
| MCDONNELL-DOUGLAS DC9-10/15 | 436 | - | 953 | - | 1 074 | - | 32 864 | 15 352 | 37 095 | 6 | 6.3 |
| MCDONNELL-DOUGLAS MD-80-83 | 1 358 | - | 603 | - | 2 054 | - | 95 766 | 217 560 | 226 901 | 8 | 9.8 |
| PILATUS BN-2A ISLANDER | 43 | - | 925 | - | 235 | - | 4 285 | 194 | 349 | 10 | 0.7 |
| PILATUS BN-2A TRISLANDER MK3 | 88 | - | 1 503 | - | 437 | - | 15 823 | 887 | 1 500 | 9 | 1.3 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 1 | - | 19 | - | 6 | - | 105 | 7 | 12 | 2 | 0.1 |
| PIPER PA34 SENECA II | 1 | - | 12 | - | 4 | - | 31 | 2 | 4 | 3 | 0.1 |
| SAAB FAIRCHILD 340 | 57 | - | 202 | - | 160 | - | 1 897 | 801 | 1 934 | 2 | 2.6 |
| SHORTS 330 | 74 | 24 | 366 | 104 | 265 | 84 | 4 614 | 954 | 2 214 | 8 | 1.5 |
| SHORTS 360 | 700 | 8 | 3 289 | 26 | 2 936 | 31 | 65 295 | 14 169 | 24 935 | 22 | 4.3 |
| SHORTS BELFAST | - | 87 | - | 54 | - | 214 | - | - | - | 3 | 1.5 |
| SIKORSKY S61N | 367 | - | 3 651 | - | 1 897 | - | 40 331 | 4 013 | 7 496 | 29 | 1.9 |
| SIKORSKY S76 SPIRIT | 204 | 4 | 1 814 | 19 | 796 | 15 | 9 836 | 1 096 | 2 334 | 23 | 1.2 |
| V953C MERCHANTMAN | - | 112 | - | 233 | - | 261 | - | - | - | 5 | 2.2 |
| VICKERS VISCOUNT 800 | 100 | 86 | 330 | 223 | 325 | 275 | 11 961 | 3 630 | 7 413 | 12 | 1.7 |
| WESTLAND 30 SRS 100 | 1 | - | 16 | - | 5 | - | 150 | 9 | 14 | 3 | 0.3 |
| TOTAL | 61 745 | 1 156 | 77 609 | 2 480 | 114 608 | 3 004 | 4 258 351 | 9 392 003 | 12 867 934 | 742 | 5.1 |

(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
March 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 Mar 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| ABERDEEN AIRWAYS | | | | | | | | | | | |
| BAE (HS) 748 | 43 | - | 123 | - | 148 | - | 2 706 | 1 008 | 1 979 | 2 | 2.8 |
| GULF AMERICAN GULFSTREAM I | 10 | - | 25 | - | 28 | - | 381 | 158 | 230 | 3 | 0.4 |
| TOTAL | 53 | - | 148 | - | 176 | - | 3 087 | 1 166 | 2 209 | 5 | 1.6 |
| AIR 2000 | | | | | | | | | | | |
| BOEING 757-200 | 1 929 | - | 726 | - | 2 747 | - | 140 310 | 402 800 | 449 245 | 12 | 7.6 |
| TOTAL | 1 929 | - | 726 | - | 2 747 | - | 140 310 | 402 800 | 449 245 | 12 | 7.6 |
| AIR ATLANTIQUE & AIR CORBIERE | | | | | | | | | | | |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 401/402/411/421 | 1 | - | 4 | - | 4 | - | 8 | 3 | 9 | 1 | 0.2 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 406 | 19 | - | 106 | - | 56 | - | 298 | 97 | 231 | 2 | 0.9 |
| DOUGLAS DC3 C47 DAKOTA | - | - | - | 4 | - | 4 | - | - | - | 2 | 0.2 |
| DOUGLAS DC6/6A/6B/6C | - | 8 | - | 16 | - | 22 | - | - | - | 2 | 0.4 |
| PIPER PA31 NAVAJO CHIEFTAIN | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 20 | 8 | 110 | 20 | 60 | 26 | 306 | 100 | 240 | 10 | 0.4 |
| AIR BRIDGE CARRIERS | | | | | | | | | | | |
| LOCKHEED L-188 ELECTRA | - | 69 | - | 153 | - | 155 | - | - | - | 2 | 2.4 |
| V953C MERCHANTMAN | - | 112 | - | 233 | - | 261 | - | - | - | 5 | 2.2 |
| TOTAL | - | 181 | - | 386 | - | 416 | - | - | - | 7 | 2.2 |
| AIR FOYLE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | 85 | - | 149 | - | 188 | - | - | - | 3 | 2.4 |
| BAE 146 SERIES 300 | - | 134 | - | 251 | - | 300 | - | - | - | 4 | 2.6 |
| TOTAL | - | 219 | - | 400 | - | 488 | - | - | - | 7 | 5.0 |
| AIR UK | | | | | | | | | | | |
| BAE 146 SERIES 100 | 214 | - | 360 | - | 484 | - | 12 372 | 8 120 | 16 705 | 2 | 7.5 |
| BAE 146 SERIES 200/QT | 528 | - | 1 095 | - | 1 244 | - | 40 826 | 21 205 | 51 716 | 5 | 7.8 |
| BAE 146 SERIES 300 | 653 | - | 1 282 | - | 1 500 | - | 53 534 | 32 182 | 71 839 | 6 | 8.1 |
| FOKKER F27 100-600 | 803 | - | 2 443 | - | 2 660 | - | 53 528 | 18 738 | 36 913 | 14 | 6.0 |
| SHORTS 360 | 85 | - | 298 | - | 334 | - | 5 130 | 1 469 | 3 051 | 2 | 5.3 |
| TOTAL | 2 283 | - | 5 478 | - | 6 221 | - | 165 390 | 81 714 | 180 224 | 29 | 6.8 |
| AIR UK LEISURE | | | | | | | | | | | |
| BOEING 737-400 | 753 | - | 365 | - | 1 165 | - | 52 495 | 113 226 | 129 667 | 6 | 5.4 |
| TOTAL | 753 | - | 365 | - | 1 165 | - | 52 495 | 113 226 | 129 667 | 6 | 5.4 |

Aircraft Type and Utilisation: Individual Airlines
March 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 Mar 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AIRTOURS INTERNATIONAL | | | | | | | | | | | |
| MCDONNELL-DOUGLAS MD-80-83 | 1 358 | - | 603 | - | 2 054 | - | 95 766 | 217 560 | 226 901 | 8 | 9.8 |
| TOTAL | 1 358 | - | 603 | - | 2 054 | - | 95 766 | 217 560 | 226 901 | 8 | 9.8 |
| ANGLO CARGO | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | - | - | - | - | - | - | - | - | - | .. | .. |
| BOEING 707 ALL SERIES | - | - | - | - | - | - | - | - | - | .. | .. |
| BOEING 757-200 | - | - | - | - | - | - | - | - | - | .. | .. |
| TOTAL | - | - | - | - | - | - | - | - | - | .. | .. |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| PILATUS BN-2A TRISLANDER MK3 | 88 | - | 1 503 | - | 437 | - | 15 823 | 887 | 1 500 | 9 | 1.3 |
| SHORTS 360 | 13 | - | 299 | - | 69 | - | 7 870 | 370 | 492 | 1 | 1.7 |
| TOTAL | 101 | - | 1 802 | - | 506 | - | 23 693 | 1 257 | 1 992 | 10 | 1.4 |
| BIRMINGHAM EUROPEAN AIRWAYS | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 404 | - | 614 | - | 813 | - | 21 218 | 13 867 | 29 850 | 4 | 6.4 |
| BAE(H.P)JETSTREAM 31 | 83 | - | 246 | - | 265 | - | 2 311 | 805 | 1 325 | 3 | 2.7 |
| TOTAL | 487 | - | 860 | - | 1 078 | - | 23 529 | 14 672 | 31 175 | 7 | 4.8 |
| BOND HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 224 | 3 | 890 | 8 | 896 | 11 | 9 165 | 2 307 | 4 256 | 10 | 3.4 |
| AEROSPATIALE SA365 DAUPHIN | 262 | 7 | 6 364 | 160 | 1 050 | 28 | 29 367 | 1 209 | 2 882 | 17 | 1.5 |
| BEECHCRAFT 200 SUPERKING AIR | 9 | - | 22 | - | 24 | - | 97 | 41 | 74 | 2 | 0.4 |
| MBB B0105 | 7 | - | 276 | - | 37 | - | 515 | 13 | 28 | 10 | 0.2 |
| SIKORSKY S76 SPIRIT | 142 | 4 | 1 318 | 19 | 528 | 15 | 7 112 | 766 | 1 704 | 9 | 2.1 |
| TOTAL | 644 | 14 | 8 870 | 187 | 2 534 | 54 | 46 256 | 4 336 | 8 944 | 48 | 1.7 |
| BRISTOW HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 684 | - | 3 388 | - | 2 848 | - | 44 165 | 8 916 | 12 996 | 24 | 3.7 |
| BELL 212/412 | 79 | - | 3 311 | - | 527 | - | 19 026 | 454 | 869 | 6 | 2.5 |
| BELL MODEL 214ST | 9 | - | 61 | - | 40 | - | 339 | 50 | 162 | 2 | 0.6 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 2 | - |
| SIKORSKY S61N | 136 | - | 1 143 | - | 822 | - | 13 371 | 1 591 | 2 176 | 14 | 1.6 |
| SIKORSKY S76 SPIRIT | 52 | - | 463 | - | 228 | - | 2 595 | 291 | 520 | 10 | 0.7 |
| TOTAL | 960 | - | 8 366 | - | 4 466 | - | 79 496 | 11 302 | 16 723 | 58 | 2.3 |

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

Table 11.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | Seat-Km | Aircraft in | Avge Daily | |
|--------------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|-----------|-----------|-------------|-------------|---------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Uplifted | Used | Available | Service At | Utilisation | Per A/C |
| | (000) | (000) | | | | | | (000) | (000) | Qrt Ended | Qrt Ended | (Hours) |
| | | | | | | | | | | Mar 1992 | Mar 1992 | |
| BRITANNIA AIRWAYS | | | | | | | | | | | | |
| BOEING 737-200 | 3 171 | - | 1 911 | - | 5 114 | - | 218 602 | 372 857 | 411 964 | 21 | 7.4 | |
| BOEING 737-300 | 500 | - | 332 | - | 825 | - | 42 909 | 67 080 | 74 556 | 5 | 5.5 | |
| BOEING 757-200 | 466 | - | 245 | - | 723 | - | 48 869 | 93 310 | 107 633 | 3 | 7.4 | |
| BOEING 767-200 | 2 053 | - | 646 | - | 2 860 | - | 132 011 | 497 671 | 560 588 | 10 | 9.5 | |
| TOTAL | 6 190 | - | 3 134 | - | 9 522 | - | 442 391 | 1 030 918 | 1 154 741 | 39 | 7.7 | |
| BRITISH AIR FERRIES | | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 40 | 1 | 53 | 1 | 84 | 1 | 3 592 | 3 043 | 3 790 | 1 | 2.8 | |
| BAE(BAC)1-11-200 SERIES | 23 | - | 35 | - | 52 | - | 1 468 | 1 484 | 1 915 | 2 | 0.7 | |
| BAE(BAC)1-11-300/400/475 | 6 | - | 10 | - | 13 | - | 302 | 452 | 537 | 1 | 0.2 | |
| FOKKER F27 100-600 | - | 38 | - | 121 | - | 137 | - | - | - | 1 | 3.9 | |
| HANDLEY PAGE HERALD 200 | - | 15 | - | 45 | - | 57 | - | - | - | 1 | 1.8 | |
| VICKERS VISCOUNT 800 | 100 | 86 | 330 | 223 | 325 | 275 | 11 961 | 3 630 | 7 413 | 12 | 1.7 | |
| TOTAL | 169 | 140 | 428 | 390 | 473 | 470 | 17 323 | 8 609 | 13 655 | 18 | 1.7 | |
| BRITISH AIRWAYS + CALEDONIAN AIRWAYS | | | | | | | | | | | | |
| AIRBUS A320-100/200 | 983 | - | 1 133 | - | 1 914 | - | 120 298 | 105 053 | 145 580 | 10 | 6.1 | |
| BAC/AEROSPATIALE CONCORDE | 824 | - | 166 | - | 583 | - | 8 376 | 39 288 | 82 379 | 7 | 2.6 | |
| BAE (HS) 748 | 36 | 6 | 175 | 17 | 138 | 20 | 3 990 | 839 | 1 574 | 2 | 2.8 | |
| BAE(BAC)1-11-500 SERIES | 1 901 | - | 2 834 | - | 3 974 | - | 139 115 | 99 360 | 183 518 | 2 | 5.1 | |
| BOEING 737-200 | 3 627 | - | 4 425 | - | 7 280 | - | 274 773 | 237 025 | 389 476 | 41 | 5.7 | |
| BOEING 737-300 | 107 | - | 216 | - | 240 | - | 8 429 | 4 412 | 12 110 | 2 | 5.6 | |
| BOEING 737-400 | 1 274 | - | 1 503 | - | 2 552 | - | 122 199 | 101 953 | 174 862 | 13 | 6.6 | |
| BOEING 747 200B COMBI | 912 | - | 155 | - | 1 151 | - | 30 159 | 233 790 | 337 021 | 3 | 13.0 | |
| BOEING 747-100/100F | 3 179 | - | 654 | - | 4 166 | - | 143 725 | 869 828 | 1 171 952 | 15 | 8.5 | |
| BOEING 747-200 | 3 595 | - | 733 | - | 4 632 | - | 136 410 | 981 945 | 1 362 844 | 13 | 11.5 | |
| BOEING 747-400 | 6 806 | 8 | 1 151 | 1 | 8 775 | 9 | 202 424 | 1 836 112 | 2 554 645 | 22 | 13.7 | |
| BOEING 757-200 | 3 804 | 23 | 4 840 | 44 | 7 594 | 49 | 539 978 | 457 696 | 702 356 | 36 | 6.7 | |
| BOEING 767-300 | 612 | - | 861 | - | 1 349 | - | 157 003 | 106 019 | 150 476 | 7 | 6.1 | |
| BOEING 767-300ER | 1 543 | 23 | 454 | 3 | 2 238 | 28 | 39 318 | 179 724 | 297 759 | 9 | 11.3 | |
| BRITISH AEROSPACE ATP | 566 | - | 1 865 | - | 1 834 | - | 55 036 | 18 818 | 35 851 | 13 | 4.8 | |
| LOCKHEED L-1011-1/100 TRISTAR | 164 | - | 137 | - | 277 | - | 36 231 | 52 355 | 64 819 | 6 | 1.3 | |
| MCDONNELL-DOUGLAS DC10-30 | 2 099 | 13 | 355 | 2 | 2 655 | 15 | 48 136 | 310 377 | 480 645 | 8 | 11.4 | |
| TOTAL | 32 032 | 73 | 21 657 | 67 | 51 349 | 120 | 2 065 600 | 5 634 594 | 8 147 867 | 231 | 7.3 | |
| BRITISH INTERNATIONAL HELIS | | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 153 | - | 735 | - | 613 | - | 9 057 | 1 885 | 2 907 | 5 | 4.0 | |
| SIKORSKY S61N | 231 | - | 2 508 | - | 1 075 | - | 26 960 | 2 422 | 5 320 | 15 | 2.2 | |
| SIKORSKY S76 SPIRIT | 10 | - | 33 | - | 40 | - | 129 | 39 | 110 | 4 | 0.4 | |
| WESTLAND 30 SRS 100 | 1 | - | 16 | - | 5 | - | 150 | 9 | 14 | 3 | 0.3 | |
| TOTAL | 395 | - | 3 292 | - | 1 734 | - | 36 296 | 4 355 | 8 351 | 27 | 2.2 | |

Aircraft Type and Utilisation: Individual Airlines
March 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 Mar 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRITISH MIDLAND | | | | | | | | | | | |
| BOEING 737-300 | 844 | - | 1 542 | - | 2 008 | - | 96 007 | 63 521 | 114 892 | 8 | 8.2 |
| BOEING 737-400 | 373 | - | 716 | - | 888 | - | 58 391 | 31 000 | 58 172 | 4 | 7.1 |
| BRITISH AEROSPACE ATP | 93 | - | 454 | - | 414 | - | 10 759 | 2 752 | 5 927 | 2 | 6.6 |
| DE HAVILLAND DHC-7 DASH-7 | 39 | - | 229 | - | 196 | - | 4 327 | 782 | 1 682 | 3 | 2.1 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 752 | - | 1 611 | - | 1 974 | - | 83 677 | 37 427 | 82 691 | 8 | 7.7 |
| MCDONNELL-DOUGLAS DC9-10/15 | 436 | - | 953 | - | 1 074 | - | 32 864 | 15 352 | 37 095 | 6 | 6.3 |
| TOTAL | 2 537 | - | 5 505 | - | 6 554 | - | 286 025 | 150 834 | 300 459 | 31 | 6.8 |
| BRYMON AIRWAYS | | | | | | | | | | | |
| DE HAVILLAND DHC-7 DASH-7 | 266 | - | 916 | - | 944 | - | 17 456 | 6 040 | 12 224 | 5 | 5.9 |
| DE HAVILLAND DHC-8 DASH-8-100 | 134 | - | 407 | - | 431 | - | 6 584 | 2 745 | 4 823 | 2 | 6.5 |
| DE HAVILLAND DHC-8 DASH-8-300 | 73 | - | 187 | - | 219 | - | 4 050 | 2 017 | 3 624 | 1 | 6.6 |
| TOTAL | 473 | - | 1 510 | - | 1 594 | - | 28 090 | 10 802 | 20 671 | 8 | 6.1 |
| BUSINESS AIR LIMITED | | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 4 | - |
| SAAB FAIRCHILD 340 | 57 | - | 202 | - | 160 | - | 1 897 | 801 | 1 934 | 2 | 2.6 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 57 | - | 202 | - | 160 | - | 1 897 | 801 | 1 934 | 7 | 0.7 |
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| FOKKER F27 100-600 | - | 35 | - | 84 | - | 113 | - | - | - | 1 | 3.3 |
| HANDLEY PAGE HERALD 200 | - | 125 | - | 496 | - | 484 | - | - | - | 9 | 2.0 |
| LOCKHEED L-188 ELECTRA | - | 53 | - | 44 | - | 113 | - | - | - | 2 | 2.8 |
| TOTAL | - | 213 | - | 624 | - | 709 | - | - | - | 12 | 2.2 |
| CITY FLYER EXPRESS | | | | | | | | | | | |
| SHORTS 360 | 181 | 8 | 603 | 26 | 741 | 31 | 12 833 | 3 785 | 6 335 | 4 | 5.9 |
| TOTAL | 181 | 8 | 603 | 26 | 741 | 31 | 12 833 | 3 785 | 6 335 | 4 | 5.9 |
| DAN AIR | | | | | | | | | | | |
| BAE (HS) 748 | 21 | 20 | 62 | 39 | 75 | 70 | 1 889 | 630 | 919 | 6 | 0.7 |
| BAE 146 SERIES 100 | 166 | - | 320 | - | 370 | - | 12 971 | 8 166 | 13 519 | 2 | 5.8 |
| BAE 146 SERIES 300 | 219 | - | 251 | - | 441 | - | 15 249 | 14 066 | 23 249 | 2 | 6.9 |
| BAE(BAC)1-11-500 SERIES | 794 | - | 1 199 | - | 1 725 | - | 74 103 | 53 570 | 82 815 | 11 | 5.2 |
| BOEING 727-200/200 ADVANCED | 394 | - | 303 | - | 636 | - | 45 817 | 64 428 | 73 701 | 7 | 2.9 |
| BOEING 737-200 | 334 | - | 432 | - | 645 | - | 33 256 | 29 189 | 42 160 | 4 | 5.6 |
| BOEING 737-300 | 325 | - | 403 | - | 623 | - | 25 167 | 18 006 | 45 040 | 3 | 6.9 |
| BOEING 737-400 | 793 | - | 701 | - | 1 405 | - | 68 699 | 90 668 | 130 239 | 8 | 7.6 |
| TOTAL | 3 046 | 20 | 3 671 | 39 | 5 920 | 70 | 277 151 | 278 723 | 411 642 | 43 | 4.7 |

Aircraft Type and Utilisation: Individual Airlines
March 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 Mar 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| GB AIRWAYS T/A GIBAIR BOEING 737-200 | 458 | - | 326 | - | 786 | - | 24 027 | 34 447 | 52 375 | 5 | 8.0 |
| TOTAL | 458 | - | 326 | - | 786 | - | 24 027 | 34 447 | 52 375 | 5 | 8.0 |
| GILLAIR SHORTS 330 | 74 | - | 366 | - | 265 | - | 4 614 | 954 | 2 214 | 6 | 1.5 |
| SHORTS 360 | 43 | - | 164 | - | 154 | - | 3 683 | 964 | 1 544 | 2 | 2.1 |
| TOTAL | 117 | - | 530 | - | 419 | - | 8 297 | 1 918 | 3 758 | 8 | 1.6 |
| HEAVYLIFT CARGO AIRLINES BOEING 707 ALL SERIES | - | 117 | - | 35 | - | 158 | - | - | - | 1 | 4.1 |
| CANADAIR CL-44 | - | - | - | - | - | - | - | - | - | 1 | 1.0 |
| SHORTS BELFAST | - | 87 | - | 54 | - | 214 | - | - | - | 3 | 1.5 |
| TOTAL | - | 204 | - | 89 | - | 372 | - | - | - | 5 | 1.9 |
| INDEPENDENT AIRWAYS LTD BAE (HS) 748 | - | - | 2 | - | 1 | - | 79 | 14 | 16 | 1 | - |
| TOTAL | - | - | 2 | - | 1 | - | 79 | 14 | 16 | 1 | - |
| INTER EUROPEAN AIRWAYS BOEING 737-300 | 544 | - | 285 | - | 835 | - | 30 942 | 73 146 | 80 473 | 3 | 8.6 |
| BOEING 757-200 | 303 | - | 86 | - | 421 | - | 19 570 | 68 944 | 70 579 | 1 | 11.8 |
| TOTAL | 847 | - | 371 | - | 1 257 | - | 50 512 | 142 090 | 151 052 | 4 | 9.4 |
| ISLES OF SCILLY SKYBUS PILATUS BN-2A ISLANDER | 7 | - | 147 | - | 37 | - | 795 | 39 | 58 | 4 | 0.2 |
| TOTAL | 7 | - | 147 | - | 37 | - | 795 | 39 | 58 | 4 | 0.2 |
| JANES AVIATION BAE (HS) 748 | - | 5 | - | 48 | - | 24 | - | - | - | 1 | 0.6 |
| HANDLEY PAGE HERALD 200 | - | 37 | - | 98 | - | 128 | - | - | - | 2 | 2.3 |
| TOTAL | - | 42 | - | 146 | - | 152 | - | - | - | 3 | 1.8 |
| JERSEY EUROPEAN AIRWAYS FOKKER F27 100-600 | 284 | - | 1 071 | - | 1 020 | - | 27 964 | 7 630 | 14 754 | 8 | 3.8 |
| SHORTS 360 | 94 | - | 555 | - | 390 | - | 10 773 | 2 104 | 3 403 | 4 | 4.1 |
| TOTAL | 378 | - | 1 626 | - | 1 410 | - | 38 737 | 9 734 | 18 157 | 12 | 3.9 |

Aircraft Type and Utilisation: Individual Airlines
March 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 Mar 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992 |
|--------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| LOGANAIR | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 5 | - | 20 | - | 15 | - | 1 231 | 291 | 481 | 1 | 0.9 |
| BAE(H.P)JETSTREAM 31 | 287 | - | 614 | - | 866 | - | 5 488 | 2 676 | 4 880 | 5 | 5.5 |
| BRITISH AEROSPACE ATP | 190 | - | 684 | - | 703 | - | 19 020 | 5 840 | 12 180 | 5 | 3.6 |
| DE HAVILLAND DH6 TWIN OTTER | 40 | - | 320 | - | 223 | - | 2 760 | 373 | 684 | 3 | 2.7 |
| PILATUS BN-2A ISLANDER | 31 | - | 711 | - | 170 | - | 3 408 | 148 | 251 | 5 | 1.0 |
| SHORTS 360 | 169 | - | 768 | - | 824 | - | 12 721 | 2 920 | 5 961 | 5 | 4.9 |
| TOTAL | 722 | - | 3 117 | - | 2 801 | - | 44 628 | 12 248 | 24 437 | 24 | 3.5 |
| LOVE AIR | | | | | | | | | | | |
| PIPER PA-31/31P NAVAJO CHIEFTN | 1 | - | 19 | - | 6 | - | 105 | 7 | 12 | 1 | 0.1 |
| PIPER PA34 SENECA II | 1 | - | 12 | - | 4 | - | 31 | 2 | 4 | 3 | 0.1 |
| TOTAL | 2 | - | 31 | - | 10 | - | 136 | 9 | 16 | 4 | 0.1 |
| MANX AIRLINES | | | | | | | | | | | |
| BAE 146 SERIES 100 | 83 | - | 176 | - | 173 | - | 9 803 | 4 963 | 6 982 | 1 | 4.9 |
| BRITISH AEROSPACE ATP | 106 | - | 456 | - | 303 | - | 17 274 | 4 157 | 7 181 | 3 | 4.3 |
| SHORTS 360 | 115 | - | 602 | - | 424 | - | 12 285 | 2 557 | 4 149 | 3 | 4.1 |
| TOTAL | 304 | - | 1 234 | - | 900 | - | 39 362 | 11 677 | 18 312 | 7 | 4.3 |
| MANX AIRLINES (EUROPE) LTD | | | | | | | | | | | |
| BAE(H.P)JETSTREAM 31 | 205 | - | 447 | - | 574 | - | 4 254 | 1 981 | 3 294 | 3 | 6.0 |
| TOTAL | 205 | - | 447 | - | 574 | - | 4 254 | 1 981 | 3 294 | 3 | 6.0 |
| MCALPINE AVIATION | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 13 | - | 6 | - | 19 | - | 104 | 221 | 231 | 1 | 0.3 |
| TOTAL | 13 | - | 6 | - | 19 | - | 104 | 221 | 231 | 1 | 0.3 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600(B2-B4) | 464 | - | 166 | - | 649 | - | 44 927 | 152 839 | 167 219 | 3 | 9.4 |
| BOEING 737-300 | 654 | - | 1 116 | - | 1 403 | - | 10 631 | 51 171 | 84 596 | 9 | 4.8 |
| BOEING 757-200 | 1 537 | 10 | 583 | 2 | 2 183 | 11 | 95 119 | 312 130 | 361 113 | 7 | 9.4 |
| TOTAL | 2 655 | 10 | 1 865 | 2 | 4 234 | 11 | 150 677 | 516 140 | 612 928 | 19 | 7.1 |
| NORTHERN AIRLINES | | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 5 | - | 67 | - | 29 | - | 82 | 7 | 40 | 1 | 0.9 |
| TOTAL | 5 | - | 67 | - | 29 | - | 82 | 7 | 40 | 1 | 0.9 |

Aircraft Type and Utilisation: Individual Airlines
March 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 Mar 1992 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Mar 1992 |
|----------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| SUCKLING AIRWAYS | | | | | | | | | | | |
| DORNIER 228-100/200 | 45 | - | 176 | - | 163 | - | 1 322 | 355 | 778 | 1 | 5.2 |
| TOTAL | 45 | - | 176 | - | 163 | - | 1 322 | 355 | 778 | 1 | 5.2 |
| TITAN AIRWAYS | | | | | | | | | | | |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 2 | - |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 1 | - |
| SHORTS 330 | - | 24 | - | 104 | - | 84 | - | - | - | 2 | 1.5 |
| TOTAL | - | 24 | - | 104 | - | 84 | - | - | - | 5 | 0.6 |
| VIRGIN ATLANTIC AIRWAYS | | | | | | | | | | | |
| BOEING 747-100/100F | 369 | - | 55 | - | 466 | - | 23 664 | 167 723 | 175 474 | 1 | 14.9 |
| BOEING 747-200 | 1 950 | - | 279 | - | 2 451 | - | 73 741 | 521 846 | 694 033 | 7 | 11.4 |
| TOTAL | 2 319 | - | 334 | - | 2 917 | - | 97 405 | 689 569 | 869 507 | 8 | 11.9 |
| GRAND TOTAL | 61 745 | 1 156 | 77 609 | 2 480 | 114 608 | 3 004 | 4 258 351 | 9 392 003 | 12 867 934 | 742 | 5.1 |

(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 March 1992 (a) (b)

Table 12

| | | |
|-------------------|---------------------------|---------|
| HEATHROW | ABERDEEN | 33 977 |
| | BELFAST | 86 059 |
| | BIRMINGHAM | 7 204 |
| | CHANNEL ISLANDS (c) | 24 443 |
| | EAST MIDLANDS | 4 271 |
| | EDINBURGH | 101 006 |
| | GLASGOW | 100 836 |
| | INVERNESS | 11 472 |
| | ISLE OF MAN | 8 103 |
| | LEEDS/BRADFORD | 16 070 |
| | LIVERPOOL | 5 031 |
| | MANCHESTER | 69 604 |
| | NEWCASTLE | 30 054 |
| | NEWQUAY | 2 849 |
| | PLYMOUTH | 2 959 |
| | TEESSIDE | 14 881 |
| GATWICK | ABERDEEN | 9 825 |
| | CHANNEL ISLANDS (c) | 24 729 |
| | EDINBURGH | 11 143 |
| | GLASGOW | 12 059 |
| | MANCHESTER | 17 718 |
| | NEWCASTLE | 6 045 |
| LUTON | BELFAST | 12 008 |
| | ISLE OF MAN | 512 |
| STANSTED | ABERDEEN | 4 659 |
| | CHANNEL ISLANDS (c) | 3 688 |
| | EDINBURGH | 8 095 |
| | GLASGOW | 6 681 |
| ABERDEEN | BIRMINGHAM | 3 212 |
| | BRISTOL | 540 |
| | DUNDEE | 67 |
| | EAST MIDLANDS | 539 |
| | EDINBURGH | 1 496 |
| | GLASGOW | 3 012 |
| | HUMBERSIDE | 2 117 |
| | INVERNESS | 384 |
| | KIRKWALL | 2 434 |
| | MANCHESTER | 7 723 |
| | NEWCASTLE | 2 402 |
| | NORWICH | 3 343 |
| | Other Scottish Aerodromes | 5 713 |
| | SUMBURGH | 16 992 |
| | TEESSIDE | 3 468 |
| BARROW-IN-FURNESS | BLACKPOOL | 13 |
| | MANCHESTER | 46 |
| BELFAST | BIRMINGHAM | 8 522 |
| | EAST MIDLANDS | 4 772 |
| | GLASGOW | 5 056 |
| | LEEDS/BRADFORD | 2 984 |
| | MANCHESTER | 10 497 |
| | NEWCASTLE | 795 |
| BELFAST CITY | BIRMINGHAM | 3 936 |
| | BLACKPOOL | 1 052 |
| | BRISTOL | 1 707 |
| | CARDIFF WALES | 864 |
| | EDINBURGH | 5 535 |
| | EXETER | 574 |
| | GLASGOW | 4 809 |
| | ISLE OF MAN | 1 840 |
| | LEEDS/BRADFORD | 3 435 |
| | LIVERPOOL | 6 111 |
| | MANCHESTER | 6 297 |
| | NEWCASTLE | 2 687 |
| | SOUTHAMPTON | 268 |
| BIRMINGHAM | CHANNEL ISLANDS (c) | 4 277 |
| | EDINBURGH | 13 282 |
| | GLASGOW | 12 009 |
| | ISLE OF MAN | 2 097 |
| | NEWCASTLE | 1 489 |
| BLACKPOOL | ISLE OF MAN | 1 830 |
| | MANCHESTER | 23 |
| BOURNEMOUTH | CHANNEL ISLANDS (c) | 2 324 |
| BRISTOL | CHANNEL ISLANDS (c) | 2 517 |
| | EDINBURGH | 2 844 |
| | GLASGOW | 3 000 |
| | NEWCASTLE | 434 |
| | PLYMOUTH | 534 |
| CAMBRIDGE | MANCHESTER | 555 |
| CARDIFF WALES | CHANNEL ISLANDS (c) | 1 166 |
| | GLASGOW | 1 429 |
| | ISLE OF MAN | 173 |

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

| | | |
|----------------------------|---------------------------|--------|
| COVENTRY | CHANNEL ISLANDS (c) | 122 |
| CHANNEL ISLANDS (c) | CHANNEL ISLANDS (c) | 20 370 |
| | EAST MIDLANDS | 3 503 |
| | EXETER | 3 667 |
| | GLOUCESTER/CHELTHENHAM | 184 |
| | ISLE OF MAN | 103 |
| | LEEDS/BRADFORD | 28 |
| | MANCHESTER | 6 244 |
| | NEWCASTLE | 80 |
| | NORWICH | 12 |
| | PLYMOUTH | 1 008 |
| | SOUTHAMPTON | 19 601 |
| DUNDEE | MANCHESTER | 851 |
| EAST MIDLANDS | EDINBURGH | 2 313 |
| | GLASGOW | 6 620 |
| EDINBURGH | GLASGOW | 15 |
| | HUMBERSIDE | 160 |
| | KIRKWALL | 538 |
| | LEEDS/BRADFORD | 2 210 |
| | MANCHESTER | 8 236 |
| | NORWICH | 1 247 |
| | Other Scottish Aerodromes | 485 |
| | SOUTHAMPTON | 1 061 |
| | SUMBURGH | 771 |
| GLASGOW | INVERNESS | 881 |
| | ISLE OF MAN | 1 163 |
| | KIRKWALL | 737 |
| | LEEDS/BRADFORD | 2 015 |
| | LONDONDERRY | 703 |
| | MANCHESTER | 7 835 |
| | Other Scottish Aerodromes | 7 931 |
| | SOUTHAMPTON | 1 845 |
| | SUMBURGH | 383 |
| HUMBERSIDE | NORWICH | 136 |
| | TEESSIDE | 28 |
| INVERNESS | KIRKWALL | 564 |
| | MANCHESTER | 582 |
| | Other Scottish Aerodromes | 2 605 |
| ISLE OF MAN | LIVERPOOL | 7 973 |
| | MANCHESTER | 5 334 |
| ISLES OF SCILLY (ST.MARYS) | LANDS END (ST JUST) | 795 |
| | PENZANCE HELIPORT | 3 556 |
| ISLES OF SCILLY (TRESKO) | PENZANCE HELIPORT | 998 |
| KIRKWALL | Other Scottish Aerodromes | 2 916 |
| | SUMBURGH | 972 |
| LONDONDERRY | MANCHESTER | 720 |
| MANCHESTER | NEWCASTLE | 1 523 |
| | SUMBURGH | 71 |
| NEWQUAY | PLYMOUTH | 11 |
| NORWICH | TEESSIDE | 328 |
| Other Scottish Aerodromes | Other Scottish Aerodromes | 1 676 |
| | SUMBURGH | 185 |
| Other Routes (d) | Other Routes (d) | 2 453 |

(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 | 27 597 | 26 517 | 1 080 |
| PREMIUM | 372 689 | 361 393 | 11 296 |
| ECONOMY | 728 727 | 318 842 | 409 885 |
| ADVANCE PURCHASE | 453 332 | 341 243 | 112 089 |
| OFF PEAK | 102 405 | 87 786 | 14 619 |
| DISCOUNT | 641 564 | 391 151 | 250 413 |
| PART CHARTER | 143 952 | 135 335 | 8 617 |
| INCLUSIVE TOUR | 256 200 | 205 033 | 51 167 |
| STANDBY | 47 216 | 23 112 | 24 104 |
| CLASS FARES | 211 760 | 169 167 | 42 593 |
| Total | 2 985 442 | 2 059 579 | 925 863 |

(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 | 2 455 | 2 455 | - |
| ITC | 1 074 138 | 1 073 819 | 319 |
| OTHER | 22 164 | 19 147 | 3 017 |
| Total Passengers | 1 098 757 | 1 095 421 | 3 336 |
| Class 7 | | | |
| OTHER | 158 261 | 158 261 | - |
| Total Passengers | 158 261 | 158 261 | - |
| Class 8 | | | |
| OTHER | 97 | - | 97 |
| Total Passengers | 97 | - | 97 |
| Exempt | | | |
| OTHER | 29 678 | 11 415 | 18 263 |
| GOVT CHARTER | 11 185 | 11 185 | - |
| Total Passengers | 40 863 | 22 600 | 18 263 |
| Total Non-Scheduled | 1 297 978 | 1 276 282 | 21 692 |
| ABC | 2 455 | 2 455 | - |
| ITC | 1 074 138 | 1 073 819 | 319 |
| OTHER | 210 200 | 188 823 | 21 377 |
| GOVT CHARTER | 11 185 | 11 185 | - |

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

Public Transport Air Taxi Operations (a)

Quarter Ended March 1992

Table 14

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| AEROSPATIALE AS332 SUPER PUMA | 7 | 5 |
| AEROSPATIALE AS355 ECUREUIL 2 | 637 | 495 |
| AEROSPATIALE SA341 GAZELLE | 22 | 13 |
| AEROSPATIALE SA350 ECUREUIL | 473 | 648 |
| AEROSPATIALE SA365 DAUPHIN | 929 | 156 |
| AGUSTA A109A | 119 | 51 |
| BAE(H.P)JETSTREAM 31 | 641 | 449 |
| BAE(HS)125 | 642 | 842 |
| BEECH KINGAIR 90/100 | 213 | 311 |
| BEECHCRAFT 200 SUPERKING AIR | 969 | 1 059 |
| BEECHCRAFT 400 BEECHJET | 52 | 79 |
| BEECHCRAFT BARON MOD.55/58/58P | 65 | 51 |
| BELL 206B JET RANGER | 1 144 | 1 112 |
| BELL 206L LONG RANGER | 46 | 33 |
| BELL 222 | 48 | 19 |
| CESSNA 150 | 9 | 10 |
| CESSNA 172 SKYHAWK | 158 | 155 |
| CESSNA 180 SKYWAGON | 42 | 41 |
| CESSNA 310 | 194 | 192 |
| CESSNA 401/402/411/421 | 297 | 394 |
| CESSNA 404 TITAN | 761 | 638 |
| CESSNA 441 CONQUEST II | 2 | 3 |
| CESSNA 500 CITATION I | 65 | 61 |
| CESSNA 550 CITATION II | 286 | 280 |
| DASSAULT MYSTERE-FALCON 20 | 38 | 77 |
| DE HAVILLAND DH6 TWIN OTTER | 194 | 240 |
| DOUGLAS DC3 C47 DAKOTA | 20 | 41 |
| EMBRAER EMB-120 BRASILIA | 84 | 116 |
| EMBRAER EMB110 BANDEIRANTE | 2 416 | 2 182 |
| ENSTRUM F28A/F280 SHARK | 39 | 22 |
| GATES LEARJET 35A | 281 | 470 |
| HAWKER SIDDELEY DH 104 DOVE | 29 | 27 |
| HUGHES 269A | 32 | 22 |
| HUGHES 500 | 16 | 4 |
| MBB B0105 | 3 548 | 1 010 |
| MBB BK117 | 4 | 2 |
| PARTENAVIA P68B/C | 238 | 282 |
| PILATUS BN-2A ISLANDER | 1 523 | 901 |
| PILATUS BN-2A TRISLANDER MK3 | 30 | 22 |
| PIPER PA-23 AZTEC/APACHE | 391 | 345 |
| PIPER PA-28 CHEROKEE SRS/PA32 | 8 | 6 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 1 391 | 1 353 |
| PIPER PA34 SENECA II | 209 | 244 |
| REIMS-CESSNA F406/CARAVAN II | 458 | 270 |
| ROBINSON R22 | 107 | 88 |
| SAAB FAIRCHILD 340 | 538 | 1 090 |
| SHORTS 330 | 1 381 | 1 233 |
| SHORTS 360 | 1 340 | 1 505 |
| SIKORSKY S61N | 607 | 713 |
| SIKORSKY S76 SPIRIT | 202 | 79 |
| TOTAL | 22 945 | 19 434 |

(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.