

Civil Aviation Authority



UK Airlines

monthly operating and traffic statistics

February 1990

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ISSN 0265-0266

FOREWORD

1 CONTENT

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

2 CONVENTIONS

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

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

3 ENQUIRIES

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

Civil Aviation Authority	Tel. 01-832 5504
Room T407A	01-832 5223
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 £37.00
Individual Copy Rate £ 3.70

4 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

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

5 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

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Size of UK Airlines by Available Capacity
Year ended February 1990 (a)

Table 1

	Output in Available tonne-kilometres (000 000)	Percentage of all available tonne-kilometres	Tonne- kilometres used (000 000)	Percentage of all tonne- kilometres used
British Airways	11 869	61.8	8 145	60.2
Britannia Airways	1 308	6.8	1 157	8.6
Virgin Atlantic Airways	861	4.5	488	3.6
Dan-Air services	859	4.5	723	5.3
Air Europe	857	4.5	575	4.2
Monarch Airlines	725	3.8	552	4.1
Air 2000	408	2.1	362	2.7
Caledonian Airways	360	1.9	284	2.1
Novair International	296	1.5	225	1.7
British Midland	270	1.4	119	0.9
British Island Airways	190	1.0	129	1.0
Air UK	136	0.7	70	0.5
Inter European Airways	124	0.6	90	0.7
Paramount Airlines	119	0.6	101	0.7
Anglo Cargo	113	0.6	70	0.5
Air UK Leisure	80	0.4	62	0.5
Trans European Airlines	68	0.4	59	0.4
Heavylift Cargo Airlines	68	0.4	36	0.3
Tradewinds Airways	63	0.3	34	0.3
GB Airways t/a Gibair	54	0.3	30	0.2
Air Bridge Carriers	40	0.2	19	0.1
Loganair	38	0.2	22	0.2
Amber Airways	29	0.2	26	0.2
Berlin Regional	28	0.1	24	0.2
Capital Airlines	27	0.1	13	0.1
British Air Ferries	27	0.1	14	0.1
Air Foyle	24	0.1	12	0.1
Bristow Helicopters	20	0.1	14	0.1
Brymon Airways	19	0.1	9	0.1
Birmingham European Airways	17	0.1	8	0.1
Manx Airlines	16	0.1	10	0.1
British International Helicopters	12	0.1	5	0.0
Jersey European Airways	12	0.1	6	0.0
Others (26 Airlines)	77	0.4	36	0.3
Total	19 217	100.00	13 528	100.00

(a) Excludes Air Taxi Operations

<-----Available Tonne-Kilometres----->							<-----Tonne-Kilometres Used----->					
	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year
1961	1 990	..	1 575	32.2	415
1962	2 215	11.3	1 784	13.3	431	3.9
1963	2 439	10.1	1 953	9.5	486	12.8
1964	2 879	18.0	2 275	16.5	604	24.3
1965	3 325	15.5	2 664	17.1	661	9.4
1966	3 851	15.8	2 993	12.4	858	29.8
1967	4 016	4.3	3 145	5.1	871	1.5
1968	4 214	4.9	3 256	3.5	958	10.0
1969	4 927	16.9	3 748	15.1	1 179	23.1
1970	5 782	17.4	4 129	10.2	1 653	40.2
1971	6 973	20.6	4 591	11.2	2 382	44.1
1972	8 249	18.3	5 399	17.6	2 850	19.7
1973	9 003	9.1	5 953	10.3	3 050	7.0
1974	8 287	-8.0	5 747	-3.5	2 540	-16.8	4 961	..	3 166	..	1 795	..
1975	8 928	7.8	5 984	4.2	2 944	16.0	5 397	8.8	3 317	4.8	2 080	15.9
1976	9 727	9.0	6 602	10.3	3 125	6.2	5 964	10.5	3 726	12.3	2 238	7.6
1977	10 505	8.0	6 834	3.5	3 671	17.5	6 558	10.0	3 928	5.4	2 630	17.5
1978	11 970	13.9	8 095	18.5	3 875	5.6	7 583	15.6	4 827	24.1	2 711	3.1
1979	12 749	6.5	8 841	9.2	3 908	0.9	8 238	8.6	5 550	13.9	2 688	-0.8
1980	13 215	3.6	9 829	11.2	3 386	-13.5	8 283	0.5	5 895	6.2	2 388	-11.2
1981	13 087	-0.9	9 936	1.1	3 151	-6.9	8 466	2.2	6 188	5.0	2 278	-4.6
1982	11 848	-9.5	9 068	-8.7	2 780	-11.8	7 757	-8.4	5 593	-9.6	2 164	-5.0
1983	12 011	1.4	8 989	-0.9	3 022	8.7	7 866	1.4	5 522	-1.3	2 344	8.3
1984	13 155	9.5	9 854	9.6	3 301	9.2	8 964	14.0	6 337	14.8	2 627	12.0
1985	13 408	1.9	10 166	3.2	3 242	-1.8	9 085	1.3	6 467	2.1	2 618	-0.3
1986	14 306	6.7	10 655	4.8	3 651	12.6	9 660	6.3	6 606	2.1	3 054	16.7
1987	15 848	10.8	11 424	7.3	4 423	21.1	11 231	16.3	7 586	14.8	3 645	19.4
1988	17 225	8.7	12 405	8.5	4 820	9.0	12 926	15.1	8 106	6.9	4 820	32.2
1989	18 923	9.9	13 427	8.2	5 496	14.0	13 368	3.4	8 974	10.7	4 394	-8.8
Year ended												
Feb 1989	17 368		12 446		4 922		12 024		8 046		3 978	
Feb 1990	19 217		13 475		5 742		13 529		9 053		4 476	
Latest year's growth		10.6		8.3		16.7		12.5		12.5		12.5

(a) Excludes Air Taxi Operations

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
<u>Passenger Services</u>														
Aberdeen Airways	64	216	206	3 347	2 471	1 288	52.1	-	216	105	-	-	105	48.8
Air Europe	1 214	1 405	2 356	115 010	189 103	119 253	63.1	399	21 478	9 882	53	290	9 540	46.0
Air Europe Express	205	696	793	13 232	7 064	4 184	59.2	4	630	315	-	1	314	50.0
Air Sarnia	17	188	87	758	222	77	34.8	-	20	6	-	-	5	29.2
Air UK	1 490	4 297	4 503	124 718	104 703	55 955	53.4	160	10 444	4 874	-	112	4 761	46.7
Air Wight	18	64	82	302	117	87	74.4	-	11	7	-	-	7	63.3
Aurigny Air Services	80	1 510	397	15 756	1 350	806	59.7	93	111	69	1	4	64	62.3
Berlin European UK	12	34	48	314	186	107	57.7	-	15	9	-	-	9	61.1
Birmingham European Airways	369	523	954	8 972	17 127	7 155	41.8	7	1 290	543	-	7	537	42.1
Britannia Airways	335	208	528	30 489	68 018	59 386	87.3	-	5 789	5 048	-	-	5 048	87.2
British Airways	26 925	20 317	44 592	1 710 034	6 478 719	4 338 944	67.0	28 690	882 855	581 289	12 136	156 606	412 547	65.8
British International Helis	9	145	48	2 416	194	146	74.9	49	19	15	-	3	12	78.8
British Midland	1 598	4 134	4 499	199 240	180 538	84 470	46.8	603	18 897	6 869	130	150	6 589	36.4
Brymon Airways	218	946	903	16 213	9 197	5 015	54.5	7	996	413	-	2	411	41.5
Business Air Limited	39	136	72	620	504	245	48.6	-	58	20	-	-	20	34.1
Capital Airlines	450	1 345	1 409	30 180	27 489	11 740	42.7	5	2 749	941	-	2	939	34.2
Dan Air	1 302	2 441	3 170	116 901	114 129	68 859	60.3	352	9 087	5 741	33	195	5 513	63.2
Gb Airways T/A Gibair	330	325	556	15 302	36 446	26 009	71.4	77	4 293	2 628	33	104	2 492	61.2
Gillair	46	200	170	2 776	1 368	653	47.7	-	137	49	-	-	49	36.1
Isles of Scilly Skybus	1	27	7	74	11	4	34.3	5	1	1	-	-	-	48.6
Jersey European Airways	190	1 030	751	20 685	8 281	4 600	55.5	29	799	349	-	4	344	43.6
Loganair	388	2 237	1 650	38 605	19 319	9 346	48.4	91	1 734	862	-	21	841	49.7
London City Airways	197	603	691	10 647	8 674	3 475	40.1	-	927	271	-	-	271	29.3
Manx Airlines	208	968	666	30 478	11 831	7 344	62.1	93	1 109	609	-	21	588	54.9
Monarch Airlines	72	32	104	5 724	15 611	14 125	90.5	5	1 435	1 199	-	12	1 186	83.5
National Commuter Airways	29	123	124	935	979	291	29.7	-	93	23	-	-	23	24.7
Region Airways	38	134	141	883	648	252	38.8	-	86	19	-	-	19	22.1
Scottish European Airways	48	88	150	582	1 945	496	25.5	-	156	40	-	-	40	25.4
Suckling Airways	38	144	128	1 296	640	343	53.5	-	45	25	-	-	25	54.5
Virgin Atlantic Airways	1 119	177	1 442	40 442	348 549	272 608	78.2	1 799	71 257	37 308	-	11 976	25 332	52.4
Total Passenger Services	37 045	44 693	71 226	2 556 931	7 655 435	5 097 259	66.6	32 469	1 036 738	659 528	12 386	169 510	477 632	63.6

	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)	Total (000)	Mail (000)	Freight (000)	Passenger (000)	As % of Avail
<u>Cargo Services</u>														
Air Bridge Carriers	152	388	373	-	-	-	-	2 318	2 696	1 074	-	1 074	-	39.9
Air UK	8	20	24	-	-	-	-	282	72	72	-	72	-	100.0
British Air Ferries	5	8	21	-	-	-	-	39	32	26	-	26	-	80.0
British Airways	315	105	442	-	-	-	-	1 280	11 680	6 418	241	6 177	-	54.9
Channel Express (Air Svcs)	12	94	53	-	-	-	-	482	127	85	-	85	-	66.8
National Commuter Airways	-	1	1	-	-	-	-	2	-	-	-	-	-	75.0
Total Cargo Services	493	616	914	-	-	-	-	4 402	14 609	7 676	241	7 435	-	52.5
Grand Total	37 538	45 309	72 140	2 556 931	7 655 435	5 097 259	66.6	36 871	1 051 347	667 205	12 628	176 944	477 632	63.4

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
<u>Passenger Services</u>														
Air Europe	1 214	1 405	2 356	115 010	189 103	119 253	63.1	399	21 478	9 882	53	290	9 540	46.0
Air Europe Express	117	357	436	6 352	3 986	2 080	52.2	2	358	157	-	1	156	43.8
Air Sarnia	6	54	27	344	76	35	46.2	-	7	2	-	-	2	36.7
Air UK	704	1 741	2 057	45 089	46 754	23 132	49.5	65	4 653	2 056	-	85	1 971	44.2
Aurigny Air Services	8	92	38	684	133	58	43.7	1	11	5	-	-	5	43.2
Berlin European UK	12	34	48	314	186	107	57.7	-	15	9	-	-	9	61.1
Birmingham European Airways	332	395	826	7 620	16 527	6 767	40.9	7	1 245	514	-	7	508	41.3
Britannia Airways	300	138	458	23 536	63 504	55 937	88.1	-	5 403	4 754	-	-	4 754	88.0
British Airways	24 683	14 519	38 470	1 296 005	6 178 940	4 159 031	67.3	27 742	849 382	566 106	11 967	156 409	397 730	66.6
British Midland	467	1 112	1 283	47 214	44 308	19 532	44.1	122	4 517	1 573	-	49	1 523	34.8
Brymon Airways	102	310	363	7 229	4 702	2 382	50.7	-	511	195	-	-	195	38.2
Business Air Limited	16	40	12	48	214	39	18.1	-	25	3	-	-	3	12.8
Capital Airlines	161	387	462	11 452	10 931	4 727	43.2	-	1 093	378	-	-	378	34.6
Dan Air	852	1 400	1 986	65 754	75 276	43 259	57.5	212	5 997	3 626	20	150	3 456	60.5
Gb Airways T/A Gibair	330	325	556	15 302	36 446	26 009	71.4	77	4 293	2 628	33	104	2 492	61.2
Jersey European Airways	24	124	86	2 978	1 155	533	46.1	2	110	40	-	-	40	36.8
Loganair	26	59	72	1 939	2 284	982	43.0	1	206	89	-	-	88	43.2
London City Airways	197	603	691	10 647	8 674	3 475	40.1	-	927	271	-	-	271	29.3
Manx Airlines	19	110	68	1 950	1 069	356	33.3	-	125	29	-	-	29	22.8
Monarch Airlines	72	32	104	5 724	15 611	14 125	90.5	5	1 435	1 199	-	12	1 186	83.5
National Commuter Airways	18	64	72	395	557	108	19.4	-	54	9	-	-	8	16.0
Region Airways	38	134	141	883	648	252	38.8	-	86	19	-	-	19	22.1
Scottish European Airways	48	88	150	582	1 945	496	25.5	-	156	40	-	-	40	25.4
Suckling Airways	23	74	73	699	392	219	55.7	-	28	16	-	-	16	56.6
Virgin Atlantic Airways	1 119	177	1 442	40 442	348 549	272 608	78.2	1 799	71 257	37 308	-	11 976	25 332	52.4
Total Passenger Services	30 886	23 774	52 278	1 708 192	7 051 972	4 755 501	67.4	30 435	973 372	630 909	12 073	169 084	449 752	64.8
<u>Cargo Services</u>														
Air Bridge Carriers	125	309	310	-	-	-	-	1 773	2 187	912	-	912	-	41.7
Air UK	8	20	24	-	-	-	-	282	72	72	-	72	-	100.0
British Air Ferries	5	8	21	-	-	-	-	39	32	26	-	26	-	80.0
British Airways	294	65	399	-	-	-	-	827	11 233	6 177	-	6 177	-	55.0
National Commuter Airways	-	1	1	-	-	-	-	2	-	-	-	-	-	75.0
Total Cargo Services	433	403	755	-	-	-	-	2 922	13 525	7 188	-	7 187	-	53.1
Grand Total	31 318	24 177	53 033	1 708 192	7 051 972	4 755 501	67.4	33 357	986 896	638 097	12 073	176 272	449 752	64.6

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

Domestic Scheduled Services February 1990 (a)

Table 3.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
<u>Passenger Services</u>														
Aberdeen Airways	64	216	206	3 347	2 471	1 288	52.1	-	216	105	-	-	105	48.8
Air Europe Express	88	339	357	6 880	3 078	2 103	68.3	2	273	158	-	1	158	58.1
Air Sarnia	12	134	60	414	146	42	28.8	-	13	3	-	-	3	25.3
Air UK	787	2 556	2 446	79 629	57 950	32 823	56.6	94	5 792	2 817	-	27	2 790	48.6
Air Wight	18	64	82	302	117	87	74.4	-	11	7	-	-	7	63.3
Aurigny Air Services	72	1 418	359	15 072	1 218	748	61.4	92	100	65	1	4	60	64.3
Birmingham European Airways	37	128	129	1 352	600	388	64.6	-	45	29	-	-	29	64.8
Britannia Airways	35	70	70	6 953	4 514	3 449	76.4	-	385	293	-	-	293	76.1
British Airways	2 242	5 798	6 122	414 029	299 779	179 913	60.0	948	33 473	15 183	169	196	14 817	45.4
British International Helis	9	145	48	2 416	194	146	74.9	49	19	15	-	3	12	78.8
British Midland	1 131	3 022	3 217	152 026	136 230	64 938	47.7	481	14 380	5 296	130	100	5 066	36.8
Brymon Airways	115	636	540	8 984	4 495	2 633	58.6	7	485	218	-	2	216	44.9
Business Air Limited	22	96	60	572	290	206	71.1	-	33	17	-	-	17	49.8
Capital Airlines	289	958	947	18 728	16 559	7 013	42.4	5	1 656	562	-	1	561	34.0
Dan Air	450	1 041	1 184	51 147	38 853	25 600	65.9	140	3 091	2 116	14	44	2 058	68.5
Gillair	46	200	170	2 776	1 368	653	47.7	-	137	49	-	-	49	36.1
Isles of Scilly Skybus	1	27	7	74	11	4	34.3	5	1	1	-	-	-	48.6
Jersey European Airways	166	906	664	17 707	7 127	4 067	57.1	27	690	308	-	4	304	44.7
Loganair	362	2 178	1 577	36 666	17 035	8 364	49.1	91	1 528	774	-	21	753	50.6
Manx Airlines	189	858	598	28 528	10 762	6 988	64.9	93	984	580	-	21	559	59.0
National Commuter Airways	12	59	52	540	422	183	43.3	-	39	14	-	-	14	36.8
Suckling Airways	15	70	55	597	248	124	50.2	-	17	9	-	-	9	51.2
Total Passenger Services	6 160	20 919	18 948	848 739	603 463	341 759	56.6	2 033	63 367	28 619	314	425	27 880	45.2
<u>Cargo Services</u>														
Air Bridge Carriers	27	79	63	-	-	-	-	545	509	162	-	162	-	31.9
British Airways	21	40	43	-	-	-	-	453	448	241	241	-	-	53.9
Channel Express (Air Svcs)	12	94	53	-	-	-	-	482	127	85	-	85	-	66.8
Total Cargo Services	60	213	159	-	-	-	-	1 480	1 084	489	241	247	-	45.1
Grand Total	6 220	21 132	19 107	848 739	603 463	341 759	56.6	3 514	64 451	29 108	555	673	27 880	45.1

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

	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	15	89	76	65	249	134	53.8	3	26	11	-	-	11	43.9
Air Bridge Carriers	39	75	99	-	-	-	-	238	676	297	-	297	-	44.0
Air Europe	1 458	790	2 240	111 797	323 186	279 204	86.4	45	32 429	22 040	-	25	22 015	68.0
Air Europe Express	32	70	104	-	-	-	-	119	99	54	-	54	-	54.9
Air Foyle	171	399	410	-	-	-	-	1 956	1 837	936	-	936	-	50.9
Air UK	31	34	60	3 031	3 259	2 819	86.5	-	326	240	-	-	240	73.5
Air UK Leisure	168	89	267	12 084	28 928	24 184	83.6	-	2 741	2 055	-	-	2 055	75.0
Air 2000	972	361	1 369	42 905	214 233	170 368	79.5	10	18 578	14 680	-	31	14 649	79.0
Anglo Cargo	362	118	503	-	-	-	-	361	13 315	8 254	-	8 254	-	62.0
Atlantic Air Transport	10	13	34	-	-	-	-	80	124	49	-	49	-	39.0
Berlin European UK	121	93	230	-	14 284	13 470	94.3	-	1 226	1 158	-	-	1 158	94.4
Birmingham European Airways	144	311	407	-	5 014	3 115	62.1	-	378	234	-	-	234	61.9
Bond Helicopters	770	10 804	3 054	59 839	10 215	5 292	51.8	214	778	467	-	17	450	60.0
Bristol Helicopters	1 026	9 648	4 894	82 754	17 524	11 081	63.2	515	1 640	1 084	-	79	1 005	66.1
Britannia Airways	3 860	2 284	6 255	310 533	654 349	593 402	90.7	-	56 144	50 461	-	1	50 459	89.9
British Air Ferries	294	770	930	11 671	9 784	4 657	47.6	860	1 988	980	-	595	385	49.3
British Airways	204	191	366	4 971	23 650	12 070	51.0	111	2 454	1 163	-	111	1 052	47.4
British Independent Airways	13	27	45	-	555	148	26.7	-	45	12	-	-	12	26.6
British International Helis	423	3 281	1 843	34 648	8 751	4 640	53.0	156	912	389	-	18	371	42.7
British Midland	67	48	113	4 720	8 471	7 014	82.8	-	899	547	-	-	547	60.9
Brymon Airways	128	309	394	4 109	5 624	2 999	53.3	11	585	251	-	9	241	42.8
Caledonian Airways	321	190	505	37 365	92 195	80 952	87.8	-	8 581	6 879	-	-	6 879	80.2
Capital Airlines	43	30	75	2 351	4 302	3 365	78.2	-	430	269	-	-	269	62.6
Channel Express (Air Svcs)	171	569	655	-	-	-	-	1 492	944	545	188	356	-	57.7
Dan Air	2 516	1 778	4 038	197 335	408 729	356 156	87.1	327	32 833	28 588	93	-	28 495	87.1
Heavylift Cargo Airlines	162	75	355	-	-	-	-	645	5 632	2 744	-	2 744	-	48.7
Inter European Airways	595	572	997	17 877	94 195	70 668	75.0	-	8 454	5 305	-	-	5 305	62.8
Janes Aviation	15	101	81	-	-	-	-	109	45	22	-	22	-	49.4
Jersey European Airways	10	82	49	99	474	201	42.4	-	49	15	-	-	15	30.6
Loganair	73	72	140	5 450	7 393	5 964	80.7	-	666	537	-	-	537	80.6
McAlpine Aviation	4	2	6	34	72	68	94.4	-	8	6	-	-	6	73.7
Monarch Airlines	1 742	1 732	3 108	82 308	344 468	271 614	78.9	16	31 683	22 868	-	53	22 815	72.2
National Commuter Airways	5	16	17	-	165	57	34.6	-	15	4	-	-	4	29.3
Novair International	447	223	663	31 730	111 500	91 722	82.3	-	10 254	7 339	-	-	7 339	71.6
Paramount Airways	213	204	347	-	31 492	19 208	61.0	-	2 766	1 441	-	-	1 441	52.1
Region Airways	13	53	51	-	60	23	39.0	-	18	7	6	-	2	40.5
Ryanair-Europe	108	114	201	7 318	11 867	9 187	77.4	-	1 044	791	-	1	789	75.7
Scottish European Airways	1	2	3	67	34	27	79.8	-	3	2	-	-	2	79.5
Tradewinds Airways	146	38	208	-	-	-	-	-	6 117	2 079	-	2 079	-	34.0
Trans European Airways (UK)	297	229	471	10 864	38 610	28 082	72.7	-	3 267	2 331	-	-	2 331	71.4
Virgin Atlantic Airways	112	17	138	6 614	47 552	46 198	97.2	107	7 097	5 039	-	745	4 294	71.0

All Non-Scheduled Services February 1990 (a)

Table 4.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b) Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used					As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)		
Total	17 300	35 903	35 799	1 082 539	2 521 184	2 118 090	84.0	7 376	257 108	192 174	288	16 479	175 407		74.7
Total sub-charter operations performed on behalf of UK airlines	922	1 164	1 942	..	84 461	65 338	77.4	..	17 031	10 995	6	5 658	5 331		64.6
Total excluding sub-charter operations performed on behalf of UK airlines	16 378	34 739	33 858	1 082 539	2 436 722	2 052 751	84.2	7 376	240 077	181 180	282	10 821	170 077		75.5

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

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

	Aircraft	Stage	A/C	(b) Number of	Seat-Km	Seat-Km	As	(b) Cargo	Tonne-Km	Tonne-Kilometres Used				As
	-Km	Flights	Hours	Passengers	Available	Used	% of	Uplifted	Available	Total	Mail	Freight	Passenger	% of
	(000)			Uplifted	(000)	(000)	Avail	Tonnes	(000)	(000)	(000)	(000)	(000)	Avail
Air Bridge Carriers	38	72	97	-	-	-	-	208	659	288	-	288	-	43.7
Air Europe	1 458	790	2 240	111 797	323 186	279 204	86.4	45	32 429	22 040	-	25	22 015	68.0
Air Europe Express	32	70	104	-	-	-	-	119	99	54	-	54	-	54.9
Air Foyle	125	224	284	-	-	-	-	1 255	1 352	759	-	759	-	56.2
Air UK	31	34	60	3 031	3 259	2 819	86.5	-	326	240	-	-	240	73.5
Air UK Leisure	168	89	267	12 084	28 928	24 184	83.6	-	2 741	2 055	-	-	2 055	75.0
Air 2000	972	361	1 369	42 905	214 233	170 368	79.5	10	18 578	14 680	-	31	14 649	79.0
Anglo Cargo	362	118	503	-	-	-	-	361	13 315	8 254	-	8 254	-	62.0
Atlantic Air Transport	10	13	34	-	-	-	-	80	124	49	-	49	-	39.0
Berlin European UK	121	93	230	-	14 284	13 470	94.3	-	1 226	1 158	-	-	1 158	94.4
Birmingham European Airways	68	116	180	-	3 342	2 012	60.2	-	252	151	-	-	151	59.8
Bond Helicopters	770	10 804	3 054	59 839	10 215	5 292	51.8	214	778	467	-	17	450	60.0
Bristow Helicopters	1 026	9 648	4 894	82 754	17 524	11 081	63.2	515	1 640	1 084	-	79	1 005	66.1
Britannia Airways	3 860	2 284	6 255	310 533	654 349	593 402	90.7	-	56 144	50 461	-	1	50 459	89.9
British Air Ferries	173	395	551	18	3 360	1 061	31.6	319	1 190	490	-	403	87	41.2
British Airways	202	177	355	4 871	23 606	12 042	51.0	81	2 444	1 156	-	106	1 049	47.3
British Independent Airways	10	18	35	-	445	102	22.9	-	36	8	-	-	8	22.8
British International Helis	420	3 233	1 827	34 632	8 740	4 636	53.0	104	906	386	-	15	371	42.6
British Midland	67	48	113	4 720	8 471	7 014	82.8	-	899	547	-	-	547	60.9
Brymon Airways	96	229	289	1 220	4 166	1 851	44.4	-	426	152	-	-	152	35.6
Caledonian Airways	321	190	505	37 365	92 195	80 952	87.8	-	8 581	6 879	-	-	6 879	80.2
Capital Airlines	43	30	75	2 351	4 302	3 365	78.2	-	430	269	-	-	269	62.6
Channel Express (Air Svcs)	97	231	342	-	-	-	-	688	535	318	-	318	-	59.4
Dan Air	2 443	1 531	3 783	195 970	406 399	355 086	87.4	-	32 503	28 410	-	-	28 410	87.4
Heavylift Cargo Airlines	161	71	351	-	-	-	-	578	5 576	2 716	-	2 716	-	48.7
Inter European Airways	595	572	997	17 877	94 195	70 668	75.0	-	8 454	5 305	-	-	5 305	62.8
Jersey European Airways	10	82	49	99	474	201	42.4	-	49	15	-	-	15	30.6
Loganair	72	70	138	5 450	7 314	5 944	81.3	-	659	535	-	-	535	81.2
McAlpine Aviation	4	2	6	34	72	68	94.4	-	8	6	-	-	6	73.7
Monarch Airlines	1 742	1 732	3 108	82 308	344 468	271 614	78.9	16	31 683	22 868	-	53	22 815	72.2
National Commuter Airways	5	16	17	-	165	57	34.6	-	15	4	-	-	4	29.3
Novair International	447	223	663	31 730	111 500	91 722	82.3	-	10 254	7 339	-	-	7 339	71.6
Paramount Airways	213	204	347	-	31 492	19 208	61.0	-	2 766	1 441	-	-	1 441	52.1
Region Airways	4	15	16	-	60	23	39.0	-	9	2	-	-	2	24.3
Ryanair-Europe	108	114	201	7 318	11 867	9 187	77.4	-	1 044	791	-	1	789	75.7
Tradewinds Airways	146	38	208	-	-	-	-	-	6 117	2 079	-	2 079	-	34.0
Trans European Airways (UK)	296	227	468	10 634	38 505	27 990	72.7	-	3 258	2 324	-	-	2 324	71.3
Virgin Atlantic Airways	112	17	138	6 614	47 552	46 198	97.2	107	7 097	5 039	-	745	4 294	71.0

International Non-Scheduled Services February 1990 (a)

Table 4.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b) Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used					As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)		
Total	16 829	34 181	34 154	1 066 154	2 508 668	2 110 820	84.1	4 700	254 604	190 819	1	15 996	174 822		74.9
Total sub-charter operations performed on behalf of UK airlines	797	750	1 516	..	80 900	63 392	78.4	..	16 740	10 838	-	5 658	5 180		64.7
Total excluding sub-charter operations performed on behalf of UK airlines	16 032	33 431	32 638	1 066 154	2 427 767	2 047 429	84.3	4 700	237 864	179 980	-	10 337	169 642		75.7

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

(b) Excludes passengers, cargo & mail 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)	
Aberdeen Airways	15	89	76	65	249	134	53.8	3	26	11	-	-	11	43.9
Air Bridge Carriers	1	3	3	-	-	-	-	30	17	9	-	9	-	54.2
Air Foyle	46	175	125	-	-	-	-	701	486	176	-	176	-	36.3
Birmingham European Airways	76	195	227	-	1 671	1 103	66.0	-	125	83	-	-	83	65.9
British Air Ferries	120	375	379	11 653	6 424	3 596	56.0	541	798	490	-	191	298	61.4
British Airways	2	14	11	100	45	29	64.2	31	10	8	-	5	3	77.4
British Independent Airways	3	9	10	-	110	46	42.0	-	9	4	-	-	4	42.0
British International Helis	3	48	16	16	11	4	36.4	52	6	3	-	3	-	49.9
Brymon Airways	32	80	105	2 889	1 457	1 148	78.8	11	158	99	-	9	89	62.3
Channel Express (Air Svcs)	74	338	313	-	-	-	-	804	409	227	188	39	-	55.5
Dan Air	73	247	255	1 365	2 330	1 070	45.9	327	330	179	93	-	86	54.1
Heavylift Cargo Airlines	2	4	5	-	-	-	-	68	56	28	-	28	-	50.6
Janes Aviation	15	101	81	-	-	-	-	109	45	22	-	22	-	49.4
Loganair	1	2	2	-	79	20	25.7	-	7	2	-	-	2	25.8
Region Airways	9	38	35	-	-	-	-	-	9	5	5	-	-	56.4
Scottish European Airways	1	2	3	67	34	27	79.8	-	3	2	-	-	2	79.5
Trans European Airways (UK)	1	2	2	230	105	92	88.5	-	9	8	-	-	8	86.4
Total	472	1 722	1 646	16 385	12 516	7 269	58.1	2 676	2 504	1 356	287	483	585	54.1
Total sub-charter operations performed on behalf of UK airlines	125	414	426	..	3 561	1 947	54.7	..	291	156	5	-	151	53.6
Total excluding sub-charter operations performed on behalf of UK airlines	347	1 308	1 220	16 385	8 955	5 323	59.4	2 676	2 213	1 199	282	483	434	54.2

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

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

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Britannia Airways	11	18	23	-	-	1 703	1 447	1 060	73.3
British Airways	10	6	16	-	-	584	1 053	967	91.8
Caledonian Airways	1	1	2	-	-	-	203	188	92.6
Dan Air	327	118	467	-	-	14 904	51 960	46 916	90.3
Total	349	143	507	-	-	17 191	54 662	49 131	89.9

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
Britannia Airways	-	124	90	-	-	90	73.0
British Airways	-	117	88	-	-	88	74.7
Caledonian Airways	-	19	16	-	-	16	84.7
Dan Air	-	4 158	3 753	-	-	3 753	90.3
Total	-	4 418	3 947	-	-	3 947	89.3

International Class 2 Licence Operations February 1990

Table 5.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Britannia Airways	11	18	23	-	-	1 703	1 447	1 060	73.3
British Airways	10	6	16	-	-	584	1 053	967	91.8
Caledonian Airways	1	1	2	-	-	-	203	188	92.6
Dan Air	326	116	464	-	-	14 813	51 916	46 874	90.3
Total	348	141	505	-	-	17 100	54 619	49 089	89.9

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
Britannia Airways	-	124	90	-	-	90	73.0
British Airways	-	117	88	-	-	88	74.7
Caledonian Airways	-	19	16	-	-	16	84.7
Dan Air	-	4 155	3 750	-	-	3 750	90.3
Total	-	4 414	3 944	-	-	3 944	89.3

Domestic Class 2 Licence Operations February 1990

Table 5.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Dan Air	1	2	3	-	-	91	44	41	94.8
Total	1	2	3	-	-	91	44	41	94.8

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
Dan Air	-	3	3	-	-	3	96.1
Total	-	3	3	-	-	3	96.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air Europe	1 200	676	1 907	98 484	-	232 792	205 972	88.5
Air UK	31	34	60	3 031	-	3 259	2 819	86.5
Air UK Leisure	164	82	258	11 973	-	28 165	23 787	84.5
Air 2000	670	258	967	42 733	-	144 545	134 604	93.1
Britannia Airways	3 712	2 088	5 972	296 085	-	631 434	575 435	91.1
British Airways	51	39	79	4 051	-	6 208	5 399	87.0
British Midland	62	43	104	4 276	-	7 800	6 595	84.6
Brymon Airways	41	63	105	1 220	-	1 634	1 290	79.0
Caledonian Airways	306	171	475	37 365	-	86 714	76 133	87.8
Capital Airlines	43	30	75	2 351	-	4 302	3 365	78.2
Dan Air	1 849	1 305	2 962	177 497	-	304 861	274 675	90.1
Inter European Airways	270	156	412	17 877	-	45 979	38 761	84.3
Loganair	67	62	126	4 740	-	6 724	5 425	80.7
Monarch Airlines	851	444	1 282	78 353	-	177 973	161 783	90.9
Novair International	329	169	489	31 566	-	72 866	62 072	85.2
Ryanair-Europe	99	88	177	7 318	-	10 947	8 710	79.6
Trans European Airways (UK)	185	93	268	10 299	-	24 114	21 668	89.9
Total	9 931	5 801	15 719	829 219	-	1 790 317	1 608 494	89.8

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			Passenger (000)	As % of Avail
			Total (000)	Mail (000)	Freight (000)		
Air Europe	44	23 444	16 503	-	25	16 478	70.4
Air UK	-	326	240	-	-	240	73.5
Air UK Leisure	-	2 669	2 022	-	-	2 022	75.7
Air 2000	10	12 585	11 605	-	31	11 574	92.2
Britannia Airways	-	54 180	48 932	-	-	48 932	90.3
British Airways	-	665	495	-	-	495	74.4
British Midland	-	839	515	-	-	515	61.3
Brymon Airways	-	151	106	-	-	106	70.0
Caledonian Airways	-	8 071	6 470	-	-	6 470	80.2
Capital Airlines	-	430	269	-	-	269	62.6
Dan Air	-	24 408	21 976	-	-	21 976	90.0
Inter European Airways	-	4 154	2 912	-	-	2 912	70.1
Loganair	-	605	488	-	-	488	80.7
Monarch Airlines	16	16 416	13 642	-	52	13 590	83.1
Novair International	-	6 697	4 967	-	-	4 967	74.2
Ryanair-Europe	-	963	748	-	-	748	77.7
Trans European Airways (UK)	-	2 040	1 799	-	-	1 799	88.2
Total	70	158 645	133 689	-	108	133 581	84.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air Europe	1 200	676	1 907	98 484	-	232 792	205 972	88.5
Air UK	31	34	60	3 031	-	3 259	2 819	86.5
Air UK Leisure	164	82	258	11 973	-	28 165	23 787	84.5
Air 2000	670	258	967	42 733	-	144 545	134 604	93.1
Britannia Airways	3 712	2 088	5 972	296 085	-	631 434	575 435	91.1
British Airways	51	39	79	4 051	-	6 208	5 399	87.0
British Midland	62	43	104	4 276	-	7 800	6 595	84.6
Brymon Airways	41	63	105	1 220	-	1 634	1 290	79.0
Caledonian Airways	306	171	475	37 365	-	86 714	76 133	87.8
Capital Airlines	43	30	75	2 351	-	4 302	3 365	78.2
Dan Air	1 849	1 305	2 962	177 497	-	304 861	274 675	90.1
Inter European Airways	270	156	412	17 877	-	45 979	38 761	84.3
Loganair	67	62	126	4 740	-	6 724	5 425	80.7
Monarch Airlines	851	444	1 282	78 353	-	177 973	161 783	90.9
Novair International	329	169	489	31 566	-	72 866	62 072	85.2
Ryanair-Europe	99	88	177	7 318	-	10 947	8 710	79.6
Trans European Airways (UK)	185	93	268	10 299	-	24 114	21 668	89.9
Total	9 931	5 801	15 719	829 219	-	1 790 317	1 608 494	89.8

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			Passenger (000)	As % of Avail
			Total (000)	Mail (000)	Freight (000)		
Air Europe	44	23 444	16 503	-	25	16 478	70.4
Air UK	-	326	240	-	-	240	73.5
Air UK Leisure	-	2 669	2 022	-	-	2 022	75.7
Air 2000	10	12 585	11 605	-	31	11 574	92.2
Britannia Airways	-	54 180	48 932	-	-	48 932	90.3
British Airways	-	665	495	-	-	495	74.4
British Midland	-	839	515	-	-	515	61.3
Brymon Airways	-	151	106	-	-	106	70.0
Caledonian Airways	-	8 071	6 470	-	-	6 470	80.2
Capital Airlines	-	430	269	-	-	269	62.6
Dan Air	-	24 408	21 976	-	-	21 976	90.0
Inter European Airways	-	4 154	2 912	-	-	2 912	70.1
Loganair	-	605	488	-	-	488	80.7
Monarch Airlines	16	16 416	13 642	-	52	13 590	83.1
Novair International	-	6 697	4 967	-	-	4 967	74.2
Ryanair-Europe	-	963	748	-	-	748	77.7
Trans European Airways (UK)	-	2 040	1 799	-	-	1 799	88.2
Total	70	158 645	133 689	-	108	133 581	84.3

Domestic Class 3 Licence Operations February 1990

Table 6.3

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

Nil

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

Nil

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	205	81	245	-	-	8 494	4 819	82 151	66 092	80.5
British Airways	7	2	7	-	-	100	100	706	706	100.0
Dan Air	57	17	76	-	-	1 375	1 381	10 635	9 796	92.1
Monarch Airlines	116	33	158	-	-	2 567	974	26 393	25 618	97.1
Virgin Atlantic Airways	112	17	138	1 125	-	3 526	1 963	47 552	46 198	97.2
Total	497	150	624	1 125	-	16 062	9 237	167 436	148 410	88.6

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
Air Europe	-	8 132	4 965	-	-	4 965	61.1
British Airways	-	74	60	-	-	60	81.4
Dan Air	-	853	784	-	-	784	91.9
Monarch Airlines	-	2 431	2 151	-	-	2 151	88.5
Virgin Atlantic Airways	106	7 097	5 039	-	745	4 294	71.0
Total	106	18 587	12 999	-	745	12 254	69.9

International Class 4 Licence Operations February 1990

Table 7.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	205	81	245	-	-	8 494	4 819	82 151	66 092	80.5
British Airways	7	2	7	-	-	100	100	706	706	100.0
Dan Air	57	17	76	-	-	1 375	1 381	10 635	9 796	92.1
Monarch Airlines	116	33	158	-	-	2 567	974	26 393	25 618	97.1
Virgin Atlantic Airways	112	17	138	1 125	-	3 526	1 963	47 552	46 198	97.2
Total	497	150	624	1 125	-	16 062	9 237	167 436	148 410	88.6

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
Air Europe	-	8 132	4 965	-	-	4 965	61.1
British Airways	-	74	60	-	-	60	81.4
Dan Air	-	853	784	-	-	784	91.9
Monarch Airlines	-	2 431	2 151	-	-	2 151	88.5
Virgin Atlantic Airways	106	7 097	5 039	-	745	4 294	71.0
Total	106	18 587	12 999	-	745	12 254	69.9

Domestic Class 4 Licence Operations February 1990

Table 7.3

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

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
Air Bridge Carriers	20	35	57	238	306	110	-	110	36.1
Air Europe Express	32	70	104	119	99	54	-	54	54.9
Air Foyle	169	396	406	1 956	1 817	924	-	924	50.9
Anglo Cargo	46	13	63	361	1 893	1 369	-	1 369	72.3
Atlantic Air Transport	10	13	34	80	124	49	-	49	39.0
British Air Ferries	79	204	260	830	562	306	-	306	54.5
British Airways	8	32	33	107	36	28	-	27	77.5
British International Helis	2	44	14	52	5	3	-	3	59.0
Channel Express (Air Svcs)	111	294	404	919	609	374	18	356	61.5
Heavylift Cargo Airlines	155	73	337	645	5 393	2 693	-	2 693	49.9
Janes Aviation	15	101	81	109	45	22	-	22	49.4
Total	646	1 275	1 792	5 416	10 889	5 933	18	5 915	54.5

International Class 6 Licence Operations February 1990

Table 8.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Freight (000)	
Air Bridge Carriers	19	32	54	208	288	101	-	101	35.0
Air Europe Express	32	70	104	119	99	54	-	54	54.9
Air Foyle	123	221	280	1 255	1 331	748	-	748	56.2
Anglo Cargo	46	13	63	361	1 893	1 369	-	1 369	72.3
Atlantic Air Transport	10	13	34	80	124	49	-	49	39.0
British Air Ferries	45	116	158	319	311	124	-	124	39.8
British Airways	7	24	27	77	30	23	-	23	75.3
Channel Express (Air Svcs)	97	231	342	688	535	318	-	318	59.4
Heavylift Cargo Airlines	153	69	333	578	5 337	2 665	-	2 665	49.9
Total	533	789	1 395	3 684	9 949	5 450	-	5 450	54.8

Domestic Class 6 Licence Operations February 1990

Table 8.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Mail (000)	Used Freight (000)	As % of Avail
Air Bridge Carriers	1	3	3	30	17	9	-	9	54.2
Air Foyle	46	175	125	701	486	176	-	176	36.3
British Air Ferries	33	88	102	511	251	182	-	182	72.6
British Airways	1	8	6	31	6	5	-	5	89.3
British International Helis	2	44	14	52	5	3	-	3	59.0
Channel Express (Air Svcs)	13	63	62	231	74	57	18	39	76.6
Heavylift Cargo Airlines	2	4	5	68	56	28	-	28	50.6
Janes Aviation	15	101	81	109	45	22	-	22	49.4
Total	113	486	397	1 732	940	483	18	465	51.4

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
Bond Helicopters	770	10 804	3 054	59 839	10 215	5 292	51.8	214	778	467	-	17	450	60.0
Bristow Helicopters	1 026	9 648	4 894	82 754	17 524	11 081	63.2	515	1 640	1 084	-	79	1 005	66.1
British Airways	20	4	28	36	4 872	722	14.8	4	738	160	-	78	82	21.7
British International Helis	421	3 237	1 829	34 648	8 751	4 640	53.0	104	907	386	-	15	371	42.6
British Midland	1	1	2	73	56	48	85.9	-	6	4	-	-	4	68.7
Novair International	2	1	4	164	359	347	96.5	-	33	28	-	-	28	84.0
Total	2 240	23 695	9 811	177 514	41 778	22 130	53.0	838	4 101	2 129	-	189	1 940	51.9

International Class 7 Licence Operations February 1990

Table 9.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used					As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)		
Bond Helicopters	770	10 804	3 054	59 839	10 215	5 292	51.8	214	778	467	-	17	450	60.0	
Bristow Helicopters	1 026	9 648	4 894	82 754	17 524	11 081	63.2	515	1 640	1 084	-	79	1 005	66.1	
British Airways	20	4	28	36	4 872	722	14.8	4	738	160	-	78	82	21.7	
British International Helis	420	3 233	1 827	34 632	8 740	4 636	53.0	104	906	386	-	15	371	42.6	
British Midland	1	1	2	73	56	48	85.9	-	6	4	-	-	4	68.7	
Novair International	2	1	4	164	359	347	96.5	-	33	28	-	-	28	84.0	
Total	2 239	23 691	9 809	177 498	41 767	22 126	53.0	838	4 100	2 129	-	189	1 940	51.9	

Domestic Class 7 Licence Operations February 1990

Table 9.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	
British International Helis	1	4	2	16	11	4	36.4	-	1	-	-	-	-	-
Total	1	4	2	16	11	4	36.4	-	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	2	10	10	65	37	24	64.1	3	4	2	-	-	2	55.0
Air UK Leisure	1	1	2	111	117	75	64.5	-	11	6	-	-	6	57.7
Air 2000	2	1	2	172	356	265	74.5	-	31	23	-	-	23	74.4
Britannia Airways	97	125	179	12 745	12 596	9 637	76.5	-	1 075	819	-	-	819	76.2
British Air Ferries	87	284	275	11 671	6 369	3 532	55.5	30	546	302	-	9	293	55.4
British Airways	1	6	5	100	45	29	64.2	-	4	3	-	-	3	62.8
British Midland	4	4	7	371	614	371	60.3	-	54	29	-	-	29	53.4
Brymon Airways	32	80	105	2 889	1 457	1 148	78.8	11	158	99	-	9	89	62.3
Channel Express (Air Svcs)	61	275	251	-	-	-	-	573	335	170	170	-	-	50.9
Dan Air	53	170	183	2 178	1 401	838	59.8	327	256	160	93	-	67	62.4
Jersey European Airways	-	2	1	99	7	7	99.0	-	1	1	-	-	1	74.0
Loganair	6	8	12	710	590	518	87.9	-	53	47	-	-	47	87.8
McAlpine Aviation	4	2	6	34	72	68	94.4	-	8	6	-	-	6	73.7
Monarch Airlines	2	2	4	414	563	504	89.4	-	52	42	-	-	42	81.6
Scottish European Airways	1	2	3	67	34	27	79.8	-	3	2	-	-	2	79.5
Trans European Airways (UK)	4	5	8	565	506	379	74.9	-	43	31	-	-	31	73.2
Total	356	977	1 053	32 191	24 766	17 423	70.4	944	2 635	1 743	264	18	1 460	66.1

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

(b) Excludes exempt sub-charter operations

International Exempt Operations February 1990 (a) (b)

Table 10.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	As % of Avail
Air UK Leisure	1	1	2	111	117	75	64.5	-	11	6	-	-	6	57.7
Air 2000	2	1	2	172	356	265	74.5	-	31	23	-	-	23	74.4
Britannia Airways	97	125	179	12 745	12 596	9 637	76.5	-	1 075	819	-	-	819	76.2
British Air Ferries	2	3	5	18	75	9	12.2	-	10	1	-	-	1	8.5
British Midland	4	4	7	371	614	371	60.3	-	54	29	-	-	29	53.4
Dan Air	4	10	12	904	472	404	85.7	-	38	32	-	-	32	85.9
Jersey European Airways	-	2	1	99	7	7	99.0	-	1	1	-	-	1	74.0
Loganair	6	8	12	710	590	518	87.9	-	53	47	-	-	47	87.8
McAlpine Aviation	4	2	6	34	72	68	94.4	-	8	6	-	-	6	73.7
Monarch Airlines	2	2	4	414	563	504	89.4	-	52	42	-	-	42	81.6
Trans European Airways (UK)	3	3	6	335	402	287	71.3	-	34	24	-	-	24	69.7
Total	124	161	235	15 913	15 865	12 146	76.6	-	1 366	1 030	-	-	1 030	75.4

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

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations February 1990 (a) (b)

Table 10.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	As % of Avail
Aberdeen Airways	2	10	10	65	37	24	64.1	3	4	2	-	-	2	55.0
British Air Ferries	85	281	270	11 653	6 293	3 523	56.0	30	536	301	-	9	292	56.2
British Airways	1	6	5	100	45	29	64.2	-	4	3	-	-	3	62.8
Brymon Airways	32	80	105	2 889	1 457	1 148	78.8	11	158	99	-	9	89	62.3
Channel Express (Air Svcs)	61	275	251	-	-	-	-	573	335	170	170	-	-	50.9
Dan Air	49	160	172	1 274	929	434	46.7	327	219	128	93	-	35	58.3
Scottish European Airways	1	2	3	67	34	27	79.8	-	3	2	-	-	2	79.5
Trans European Airways (UK)	1	2	2	230	105	92	88.5	-	9	8	-	-	8	86.4
Total	231	816	818	16 278	8 901	5 278	59.3	944	1 268	713	264	18	431	56.2

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences February 1990

Table 11.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	As % of Avail
Anglo Cargo	222	56	302	..	-	-	-	..	9 144	5 466	-	5 466	-	59.8
Berlin European UK	93	49	150	..	13 837	13 194	95.4	..	1 190	1 134	-	-	1 134	95.3
British Airways	101	96	187	..	9 931	3 441	34.6	..	749	264	-	6	258	35.2
Total	417	201	638	..	23 769	16 636	70.0	..	11 084	6 864	-	5 471	1 392	61.9

Exempt Sub Charter Operations Performed For UK Operators February 1990

Table 11.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	As % of Avail
Aberdeen Airways	12	79	66	..	212	110	51.9	..	22	9	-	-	9	41.6
Air Europe	42	30	70	..	6 027	5 326	88.4	..	628	426	-	-	426	67.9
Air UK Leisure	4	6	8	..	646	322	49.7	..	61	27	-	-	27	44.6
Berlin European UK	28	44	81	..	446	275	61.6	..	36	24	-	-	24	65.2
Birmingham European Airways	144	311	407	..	5 014	3 115	62.1	..	378	234	-	-	234	61.9
Britannia Airways	23	10	35	..	5 763	5 062	87.8	..	501	431	-	1	430	86.2
British Air Ferries	53	133	176	..	131	73	55.4	..	430	190	-	184	6	44.2
British Airways	6	6	11	..	835	807	96.6	..	70	66	-	-	66	94.2
British Independent Airways	13	27	45	..	555	148	26.7	..	45	12	-	-	12	26.6
Caledonian Airways	11	14	22	..	4 219	3 671	87.0	..	393	312	-	-	312	79.4
Dan Air	24	86	81	..	1 373	609	44.4	..	109	49	-	-	49	44.8
Jersey European Airways	10	80	48	..	467	194	41.6	..	49	15	-	-	15	30.0
Loganair	1	2	2	..	79	20	25.7	..	7	2	-	-	2	25.8
Monarch Airlines	11	5	16	..	2 448	2 014	82.2	..	225	170	-	2	169	75.7
National Commuter Airways	5	16	17	..	165	57	34.6	..	15	4	-	-	4	29.3
Novair International	97	41	144	..	30 953	26 235	84.8	..	2 849	2 099	-	-	2 099	73.7
Region Airways	13	53	51	..	60	23	39.0	..	18	7	6	-	2	40.5
Ryanair-Europe	2	7	7	..	261	129	49.5	..	23	11	-	-	11	48.6
Trans European Airways (UK)	8	13	18	..	1 036	512	49.4	..	88	42	-	-	42	48.4
Total	505	963	1 303	..	60 693	48 703	80.2	..	5 947	4 131	6	187	3 938	69.5

Exempt Sub Charter Operations Performed For Non UK Operators February 1990

Table 11.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Uscd				
										Total (000)	Mail (000)	Freight (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	19	40	42	..	-	-	-	..	370	187	-	187	-	50.5
Air Europe	10	3	18	..	2 216	1 813	81.8	..	225	145	-	-	145	64.6
Air Foyle	2	3	4	..	-	-	-	..	20	11	-	11	-	55.5
Air 2000	300	102	400	..	69 332	35 498	51.2	..	5 963	3 052	-	-	3 052	51.2
Anglo Cargo	94	49	138	..	-	-	-	..	2 278	1 420	-	1 420	-	62.3
Britannia Airways	16	43	46	..	3 108	2 208	71.0	..	265	188	-	-	188	70.9
British Air Ferries	75	149	219	..	3 284	1 052	32.0	..	450	182	-	95	86	40.3
Brymon Airways	55	166	184	..	2 533	561	22.1	..	275	46	-	-	46	16.7
Caledonian Airways	3	4	6	..	1 058	960	90.7	..	99	80	-	-	80	81.4
Dan Air	206	82	269	..	38 500	23 322	60.6	..	3 048	1 867	-	-	1 867	61.2
Heavylift Cargo Airlines	7	2	18	..	-	-	-	..	239	51	-	51	-	21.5
Inter European Airways	326	416	584	..	48 216	31 906	66.2	..	4 300	2 394	-	-	2 394	55.7
Monarch Airlines	762	1 248	1 648	..	137 091	81 695	59.6	..	12 558	6 863	-	-	6 863	54.6
Novair International	19	12	28	..	7 322	3 068	41.9	..	674	246	-	-	246	36.4
Paramount Airways	213	204	347	..	31 492	19 208	61.0	..	2 766	1 441	-	-	1 441	52.1
Ryanair-Europe	7	19	17	..	659	348	52.8	..	58	31	-	1	30	53.9
Tradewinds Airways	146	38	208	..	-	-	-	..	6 117	2 079	-	2 079	-	34.0
Trans European Airways (UK)	100	118	177	..	12 953	5 523	42.6	..	1 096	458	-	-	458	41.8
Total	2 359	2 698	4 352	..	357 763	207 163	57.9	..	40 802	20 740	-	3 845	16 894	50.8

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avg Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
AEROSPATIALE AS332 SUPER PUMA	978	4	4 821	13	4 010	15	59 226	11 884	34	4.0
AEROSPATIALE SA365 DAUPHIN	391	10	7 469	202	1 564	41	31 068	1 626	14	2.9
AIRBUS A300B4/100/200	128	-	72	-	191	-	21 507	40 248	1	6.0
AIRBUS A320-100/200	594	-	758	-	1 205	-	71 446	56 396	7	5.8
BAC/AEROSPATIALE CONCORDE	885	-	181	-	635	-	7 536	42 481	7	3.0
BAE (H.P) JETSTREAM 31	158	-	339	-	502	-	1 943	1 357	4	4.0
BAE (HS) 748	581	36	2 227	130	2 125	134	37 011	14 851	21	3.6
BAE 146 SERIES 100	412	-	908	-	979	-	20 847	22 390	5	4.9
BAE 146 SERIES 200/QT	644	121	1 342	291	1 450	295	52 099	32 790	9	6.3
BAE 146 SERIES 300	398	-	801	-	955	-	33 509	25 520	4	7.6
BAE(BAC)1-11-200 SERIES	126	-	225	-	288	-	-	5 678	2	5.2
BAE(BAC)1-11-300/400/475	306	51	532	40	704	83	1 037	14 760	6	4.8
BAE(BAC)1-11-500 SERIES	2 697	-	4 129	-	5 778	-	196 069	165 794	46	4.9
BEECHCRAFT 200 SUPER KING AIR	-	-	-	-	-	-	-	-	2	0.0
BELL MODEL 214ST	-	-	-	-	-	-	-	-	3	2.3
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	3	0.0
BELL 212/412	105	-	4 101	-	698	-	22 606	579	6	3.1
BOEING 707 ALL SERIES	-	456	-	116	-	628	-	-	5	4.9
BOEING 727-100/100C	163	-	116	-	252	-	12 598	19 662	2	4.5
BOEING 727-200/200 ADVANCED	970	-	513	-	1 391	-	67 738	152 604	10	6.4
BOEING 737-200	7 309	-	7 420	-	13 580	-	576 097	632 034	79	7.1
BOEING 737-300	3 807	1	4 029	2	7 130	3	217 694	397 871	33	9.2
BOEING 737-400	1 444	-	1 430	-	2 667	-	151 157	182 335	13	7.7
BOEING 747-100/100F	3 663	2	791	1	4 824	3	132 626	930 547	17	10.7
BOEING 747-200	5 843	-	1 073	-	7 581	-	190 065	1 571 574	22	12.9
BOEING 747-200B COMBI	1 648	-	309	-	2 125	-	50 308	401 887	6	12.2
BOEING 747-400	1 187	-	305	-	1 607	-	48 259	324 535	5	12.5
BOEING 757-200	5 926	21	5 891	40	10 720	43	668 921	881 688	50	8.4
BOEING 767-200	1 145	-	491	-	1 810	-	93 710	279 789	6	9.3
BOEING 767-300	27	-	79	-	87	-	13 447	4 653	-	-
BRITISH AEROSPACE ATP	669	-	2 368	-	2 399	-	85 517	25 378	15	5.4
CANADAIIR CL-44	-	13	-	4	-	27	-	-	1	3.1
CESSNA 310	-	-	-	-	-	-	-	-	1	0.0
CESSNA 404 TITAN	9	-	65	-	52	-	-	57	3	1.4
CONVAIR 580/600/640	-	-	-	-	-	-	-	-	-	-
DE HAVILLAND DHC-6 TWIN OTTER	99	-	564	-	544	-	4 986	932	5	3.8
DE HAVILLAND DHC-7 DASH-7	514	-	1 701	-	1 811	-	29 578	11 232	10	5.6
DORNIER 228-100/200	38	-	144	-	128	-	1 296	343	1	4.9
DOUGLAS DC3/C47 DAKOTA	-	1	-	5	-	7	-	-	5	0.2
DOUGLAS DC6/6A/6B/6C	-	10	-	13	-	34	-	-	2	0.4
EMBRAER EMB110 BANDEIRANTE	102	9	351	40	311	37	2 026	694	6	2.1
FOKKER F27 100-600	781	-	2 683	-	2 704	-	61 705	20 654	19	5.8
FOKKER 100	210	-	481	-	559	-	28 229	12 807	4	2.8
GULF AMERICAN GULFSTREAM I	202	1	340	5	560	6	2 311	2 942	11	3.3
HANDLEY PAGE HERALD 200	-	5	-	625	-	758	-	-	11	2.4

Aircraft Type and Utilisation: All Airlines
February 1990

Table 12.1

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
										Qtr Ended
										Dec 1989
LOCKHEED L-1011-1/100 TRISTAR	778	-	392	-	1 197	-	71 747	141 253	8	7.1
LOCKHEED L1011-200 TRISTAR	1 561	-	458	-	2 184	-	43 127	218 287	8	10.1
MBB B0105	8	-	251	-	42	-	317	10	8	0.2
MCDONNELL-DOUGLAS DC10-10	169	-	92	-	235	-	13 822	49 143	3	7.1
MCDONNELL-DOUGLAS DC10-30	2 138	6	383	1	2 724	6	35 742	252 690	8	11.9
MCDONNELL-DOUGLAS DC9 SRS 30	428	-	1 142	-	1 240	-	59 982	22 516	6	6.9
MCDONNELL-DOUGLAS DC9-10/15	386	-	1 042	-	1 037	-	39 498	15 449	6	6.2
MCDONNELL-DOUGLAS MD-80-83	-	-	-	-	-	-	-	-	-	21.8
PARTENAVIA P68B/C	3	-	33	-	15	-	63	5	-	-
PILATUS BN-2A ISLANDER	28	-	662	-	152	-	2 860	116	12	0.9
PILATUS BN-2A MKIII TRISLANDER	100	-	1 752	-	507	-	17 558	952	12	2.0
PIPER PA23 AZTEC APACHE	-	-	-	-	-	-	-	-	1	0.0
PIPER PA-31/31P NAVAJO CHIEFTN	16	-	56	-	72	-	269	77	2	2.3
SHORTS BELFAST	-	111	-	57	-	270	-	-	3	2.0
SHORTS 330	65	14	260	98	247	77	3 802	988	12	1.5
SHORTS 360	833	31	3 479	68	3 303	102	61 469	16 273	22	5.7
SIKORSKY S61N	429	2	3 693	44	2 237	14	43 095	4 971	29	3.3
SIKORSKY S76 SPIRIT	300	1	3 278	6	1 213	4	23 345	2 089	19	1.7
VICKERS VISCOUNT 800	132	116	394	283	394	372	11 671	4 657	13	2.4
V953C MERCHANTMAN	-	132	-	334	-	302	-	-	5	1.9
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	3	0.3
TOTAL	51 534	1 344	76 416	2 418	100 723	3 260	3 422 539	7 020 050	696	5.8

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

(b) Excludes passengers uplifted on sub-charter operations

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

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

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avg Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
										Qtr Ended
										Dec 1989
ABERDEEN AIRWAYS										
BAE (HS) 748	46	-	173	-	157	-	2 884	1 124	-	-
CESSNA 404 TITAN	9	-	65	-	52	-	-	57	2	1.1
GULF AMERICAN GULFSTREAM I	23	1	62	5	67	6	528	240	4	2.4
TOTAL	78	1	300	5	276	6	3 412	1 421	6	1.9
AIR BRIDGE CARRIERS										
CONVAIR 580/600/640	-	-	-	-	-	-	-	-	-	-
V953C MERCHANTMAN	-	132	-	334	-	302	-	-	5	1.9
TOTAL	-	132	-	334	-	302	-	-	5	1.9
AIR EUROPE										
BOEING 737-300	692	-	514	-	1 197	-	50 365	73 343	8	7.6
BOEING 737-400	603	-	638	-	1 148	-	71 308	74 353	5	8.2
BOEING 747-100	-	-	-	-	-	-	-	-	1	0.0
BOEING 757-200	626	-	296	-	940	-	45 399	116 371	4	10.4
FOKKER 100	210	-	481	-	559	-	28 229	12 807	4	1.2
TOTAL	2 131	-	1 929	-	3 844	-	195 301	276 875	22	7.7
AIR EUROPE EXPRESS										
SHORTS 330	20	1	60	2	76	2	1 026	335	5	2.1
SHORTS 360	185	31	636	68	717	102	12 206	3 848	2	13.3
TOTAL	205	32	696	70	793	104	13 232	4 184	7	5.8
AIR FOYLE										
BAE 146 SERIES 200/QT	-	121	-	291	-	295	-	-	2	4.4
TOTAL	-	121	-	291	-	295	-	-	2	4.4
AIR SARNIA										
PARTENAVIA P68B/C	3	-	33	-	15	-	63	5	-	-
PILATUS BN-2A ISLANDER	3	-	28	-	14	-	75	9	1	1.2
PILATUS BN-2A MKIII TRISLANDER	12	-	127	-	59	-	620	63	2	1.8
TOTAL	17	-	188	-	87	-	758	77	3	1.6

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
									Qtr Ended	Dec 1989
AIR UK										
BAE 146 SERIES 100	92	-	272	-	260	-	12 834	4 485	1	6.1
BAE 146 SERIES 200/QT	288	-	603	-	651	-	19 907	13 847	3	7.0
BAE 146 SERIES 300	322	-	619	-	753	-	32 059	19 142	3	8.1
FOKKER F27 100-600	726	-	2 447	-	2 506	-	57 584	19 526	16	6.1
SHORTS 360	67	-	304	-	293	-	4 189	1 298	2	4.1
TOTAL	1 495	-	4 245	-	4 464	-	126 573	58 298	25	6.2
AIR UK LEISURE										
BOEING 737-400	141	-	81	-	226	-	10 955	20 335	2	5.3
TOTAL	141	-	81	-	226	-	10 955	20 335	2	5.3
AIR WIGHT										
PIPER PA23 AZTEC APACHE	-	-	-	-	-	-	-	-	1	0.0
PIPER PA-31/31P NAVAJO CHIEFTN	16	-	56	-	72	-	269	77	2	2.3
TOTAL	16	-	56	-	72	-	269	77	3	1.5
AIR 2000										
BOEING 737-300	119	-	62	-	187	-	8 133	16 440	1	10.3
BOEING 757-200	853	-	299	-	1 182	-	34 772	153 928	3	14.4
TOTAL	972	-	361	-	1 369	-	42 905	170 368	4	13.7
ANGLO CARGO										
BAE(BAC)1-11-300/400/475	-	51	-	40	-	83	-	-	1	2.7
BOEING 707 ALL SERIES	-	310	-	78	-	420	-	-	2	7.8
TOTAL	-	362	-	118	-	503	-	-	3	5.6
ATLANTIC AIR TRANSPORT										
CESSNA 310	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	1	0.1
DOUGLAS DC3/C47 DAKOTA	-	-	-	-	-	-	-	-	3	0.2
DOUGLAS DC6/6A/6B/6C	-	10	-	13	-	34	-	-	2	0.4
TOTAL	-	10	-	13	-	34	-	-	7	0.3

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
									Qtr Ended	Dec 1989
AURIGNY AIR SERVICES										
PILATUS BN-2A ISLANDER	-	-	11	-	2	-	33	1	1	0.2
PILATUS BN-2A MKIII TRISLANDER	79	-	1 499	-	395	-	15 723	805	9	2.1
TOTAL	80	-	1 510	-	397	-	15 756	806	10	1.9
BERLIN EUROPEAN UK										
BAE (H.P) JETSTREAM 31	40	-	78	-	129	-	314	383	1	2.7
BOEING 737-300	93	-	49	-	150	-	-	13 194	1	8.2
TOTAL	133	-	127	-	279	-	314	13 577	2	5.5
BIRMINGHAM EUROPEAN AIRWAYS										
BAE (H.P) JETSTREAM 31	118	-	261	-	373	-	1 629	975	3	4.4
BAE(BAC)1-11-300/400/475	35	-	80	-	95	-	40	1 605	-	-
GULF AMERICAN GULFSTREAM I	180	-	278	-	493	-	1 783	2 702	3	5.2
TOTAL	334	-	619	-	961	-	3 452	5 281	6	4.8
BOND HELICOPTERS										
AEROSPATIALE AS332 SUPER PUMA	230	4	1 727	13	920	15	22 449	2 990	7	4.0
AEROSPATIALE SA365 DAUPHIN	391	10	7 469	202	1 564	41	31 068	1 626	14	2.9
MBB BO105	8	-	251	-	42	-	317	10	8	0.2
SIKORSKY S76 SPIRIT	126	1	1 136	6	467	4	6 005	666	6	2.5
TOTAL	755	15	10 583	221	2 993	61	59 839	5 292	35	2.5
BRISTOW HELICOPTERS										
AEROSPATIALE AS332 SUPER PUMA	599	-	2 432	-	2 494	-	29 008	7 145	22	3.9
BELL MODEL 214ST	-	-	-	-	-	-	-	-	3	0.0
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	2	0.0
BELL 212/412	105	-	4 101	-	698	-	22 606	579	6	3.1
SIKORSKY S61N	176	-	1 316	-	1 067	-	15 488	2 071	15	3.6
SIKORSKY S76 SPIRIT	146	-	1 799	-	636	-	15 652	1 286	9	1.4
TOTAL	1 026	-	9 648	-	4 894	-	82 754	11 081	57	3.1

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
BRITANNIA AIRWAYS										
BOEING 737-200	2 313	-	1 541	-	3 773	-	184 759	270 513	27	7.7
BOEING 737-300	665	1	378	2	1 064	3	48 682	90 637	7	7.6
BOEING 767-200	1 145	-	491	-	1 810	-	93 710	279 789	6	9.3
TOTAL	4 123	1	2 410	2	6 647	3	327 151	640 939	40	8.0
BRITISH AIR FERRIES										
HANDLEY PAGE HERALD 200	-	51	-	101	-	186	-	-	3	2.1
VICKERS VISCOUNT 800	132	116	394	283	394	372	11 671	4 657	13	2.4
TOTAL	132	167	394	384	394	557	11 671	4 657	16	2.3
BRITISH AIRWAYS AND CALEDONIAN AIRWAYS										
AIRBUS A320-100/200	594	-	758	-	1 205	-	71 446	56 396	7	5.8
BAC/AEROSPATIALE CONCORDE	885	-	181	-	635	-	7 536	42 481	7	3.0
BAE (HS) 748	244	8	1 074	32	939	33	24 244	6 443	8	4.1
BAE(BAC)1-11-300/400/475	11	-	24	-	28	-	963	470	-	-
BAE(BAC)1-11-500 SERIES	1 813	-	2 997	-	3 977	-	150 676	93 548	34	4.1
BOEING 737-200	4 008	-	5 255	-	8 263	-	345 445	263 193	44	6.5
BOEING 737-300	307	-	436	-	677	-	32 094	24 405	3	6.5
BOEING 747-100/100F	3 663	2	791	1	4 824	3	132 626	930 547	16	11.3
BOEING 747-200	4 641	-	884	-	6 035	-	144 047	1 260 096	18	12.6
BOEING 747-200B COMBI	1 648	-	309	-	2 125	-	50 308	401 887	6	12.2
BOEING 747-400	1 187	-	305	-	1 607	-	48 259	324 535	5	12.5
BOEING 757-200	3 199	21	4 423	40	6 636	43	508 575	374 221	36	6.6
BOEING 767-300	27	-	79	-	87	-	13 447	4 653	-	-
BRITISH AEROSPACE ATP	423	-	1 306	-	1 440	-	50 057	16 393	8	5.8
LOCKHEED L-1011-1/100 TRISTAR	778	-	392	-	1 197	-	71 747	141 253	7	7.5
LOCKHEED L1011-200 TRISTAR	1 561	-	458	-	2 184	-	43 127	218 287	8	10.0
MCDONNELL-DOUGLAS DC10-30	2 138	6	383	1	2 724	6	35 742	252 690	8	11.9
TOTAL	27 128	37	20 055	74	44 583	86	1 730 339	4 411 498	215	7.4
BRITISH INDEPENDENT AIRWAYS										
BAE (HS) 748	13	-	27	-	45	-	-	148	-	-
TOTAL	13	-	27	-	45	-	-	148	-	-

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
									Qtr Ended	Dec 1989
BRITISH INTERNATIONAL HELIS										
AEROSPATIALE AS332 SUPER PUMA	149	-	662	-	596	-	7 769	1 749	5	4.4
SIKORSKY S61N	253	2	2 377	44	1 170	14	27 607	2 900	14	3.0
SIKORSKY S76 SPIRIT	28	-	343	-	111	-	1 688	137	4	1.0
WESTLAND 30 SRS 100	-	-	-	-	-	-	-	-	3	0.3
TOTAL	430	2	3 382	44	1 877	14	37 064	4 786	26	2.8
BRITISH ISLAND AIRWAYS										
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-
BAE(BAC)1-11-500 SERIES	-	-	-	-	-	-	-	-
MCDONNELL-DOUGLAS MD 80-83	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-
BRITISH MIDLAND										
BOEING 737-300	469	-	820	-	1 095	-	54 084	32 500	4	9.6
BOEING 737-400	233	-	436	-	555	-	30 979	16 552	2	9.6
BRITISH AEROSPACE ATP	107	-	512	-	479	-	14 321	3 525	3	5.6
MCDONNELL-DOUGLAS DC9 SRS 30	428	-	1 142	-	1 240	-	59 982	22 516	6	6.9
MCDONNELL-DOUGLAS DC9-10/15	386	-	1 042	-	1 037	-	39 498	15 449	6	6.2
TOTAL	1 623	-	3 952	-	4 406	-	198 864	90 541	21	7.3
BRYMON AIRWAYS										
DE HAVILLAND DHC-6 TWIN OTTER	28	-	157	-	177	-	1 391	257	1	5.3
DE HAVILLAND DHC-7 DASH-7	317	-	1 098	-	1 119	-	18 931	7 756	6	5.6
TOTAL	345	-	1 255	-	1 297	-	20 322	8 014	7	5.5
BUSINESS AIR LIMITED										
EMBRAER EMB110 BANDEIRANTE	39	-	136	-	72	-	620	245	3	1.2
SHORTS 360	-	-	-	-	-	-	-	-	1	0.0
TOTAL	39	-	136	-	72	-	620	245	4	1.2
CALEDONIAN HELICOPTERS										
BELL MODEL 214ST	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	-

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
									Qtr Ended	Dec 1989
CAPITAL AIRLINES										
BAE 146 SERIES 200/QT	206	-	433	-	452	-	17 972	10 063	2	6.4
SHORTS 360	287	-	942	-	1 031	-	14 559	5 043	6	5.8
TOTAL	493	-	1 375	-	1 484	-	32 531	15 105	8	5.9
CHANNEL EXPRESS (AIR SVCS)										
HANDLEY PAGE HERALD 200	-	145	-	524	-	572	-	-	8	2.5
TOTAL	-	145	-	524	-	572	-	-	8	2.5
DAN AIR										
AIRBUS A300B4/100/200	128	-	72	-	191	-	21 507	40 248	1	6.0
BAE (HS) 748	189	28	449	98	620	102	1 532	5 275	9	3.1
BAE 146 SERIES 100	283	-	538	-	640	-	2 291	15 763	3	4.9
BAE 146 SERIES 300	76	-	182	-	202	-	1 450	6 378	1	6.3
BAE(BAC)1-11-200 SERIES	126	-	225	-	288	-	-	5 678	2	5.2
BAE(BAC)1-11-300/400/475	256	-	426	-	575	-	-	12 617	3	6.6
BAE(BAC)1-11-500 SERIES	804	-	1 062	-	1 658	-	39 798	65 186	11	6.1
BOEING 727-100/100C	163	-	116	-	252	-	12 598	19 662	2	4.5
BOEING 727-200/200 ADVANCED	970	-	513	-	1 391	-	67 738	152 604	10	6.4
BOEING 737-200	371	-	196	-	572	-	20 942	44 321	4	7.3
BOEING 737-300	230	-	194	-	400	-	8 928	28 107	2	7.8
BOEING 737-400	189	-	144	-	309	-	20 007	28 517	2	7.4
TOTAL	3 786	28	4 117	98	7 098	102	196 791	424 356	50	5.7
GB AIRWAYS T/A GIBAIR										
BOEING 737-200	321	-	199	-	502	-	14 087	25 925	2	15.7
PILATUS BN-2A MKIII TRISLANDER	9	-	126	-	54	-	1 215	84	1	2.0
TOTAL	330	-	325	-	556	-	15 302	26 009	3	8.9
GILLAIR										
SHORTS 330	46	-	200	-	170	-	2 776	653	6	1.0
TOTAL	46	-	200	-	170	-	2 776	653	6	1.0
GUERNSEY AIRLINES										
SHORTS 360	-	-	-	-	-	-	-	-	-	8.5
TOTAL	-	-	-	-	-	-	-	-	-	8.5

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avg Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
										Qtr Ended
										Dec 1989
HEAVYLIFT CARGO AIRLINES										
BOEING B707-320C	-	-	-	-	-	-	-	-	2	0.0
CANADAIR CL-44	-	13	-	4	-	27	-	-	1	3.1
SHORTS BELFAST	-	111	-	57	-	270	-	-	3	2.0
TOTAL	-	124	-	61	-	297	-	-	6	1.6
INTER EUROPEAN AIRWAYS										
BOEING 737-300	477	-	507	-	817	-	9 090	51 646	4	8.4
BOEING 757-200	76	-	35	-	112	-	5 829	13 686	-	-
TOTAL	553	-	542	-	929	-	14 919	65 332	4	8.4
ISLES OF SCILLY SKYBUS										
PILATUS BN-2A ISLANDER	1	-	27	-	7	-	74	4	5	0.8
TOTAL	1	-	27	-	7	-	74	4	5	0.8
JANES AVIATION										
DOUGLAS DC3/C47 DAKOTA	-	1	-	5	-	7	-	-	2	0.2
SHORTS 330	-	14	-	96	-	75	-	-	1	1.8
TOTAL	-	15	-	101	-	81	-	-	3	0.7
JERSEY EUROPEAN AIRWAYS										
BAE (HS) 748	51	-	433	-	247	-	7 848	1 452	2	2.3
EMBRAER EMB110 BANDEIRANTE	24	-	76	-	93	-	663	211	1	3.4
FOKKER F27 100-600	55	-	236	-	199	-	4 121	1 128	3	4.4
SHORTS 360	33	-	265	-	145	-	4 732	791	3	5.0
TOTAL	164	-	1 010	-	683	-	17 364	3 582	9	4.2
LOGANAIR										
BAE 146 SERIES 200/QT	149	-	306	-	347	-	14 220	8 881	2	6.9
BRITISH AEROSPACE ATP	72	-	246	-	275	-	8 615	2 670	2	5.3
DE HAVILLAND DHC-6 TWIN OTTER	71	-	407	-	367	-	3 595	675	4	3.3
PILATUS BN-2A ISLANDER	23	-	596	-	129	-	2 678	103	5	1.0
SHORTS 360	141	-	734	-	658	-	14 607	2 884	5	4.4
TOTAL	456	-	2 289	-	1 775	-	43 715	15 212	18	3.6

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
										Qtr Ended
										Dec 1989
LONDON CITY AIRWAYS										
DE HAVILLAND DHC-7 DASH-7	197	-	603	-	691	-	10 647	3 475	4	5.7
TOTAL	197	-	603	-	691	-	10 647	3 475	4	5.7
MANX AIRLINES										
BAE 146 SERIES 100	37	-	98	-	79	-	5 722	2 142	1	3.7
BRITISH AEROSPACE ATP	67	-	304	-	205	-	12 524	2 790	2	3.4
SHORTS 360	91	-	473	-	333	-	10 326	2 084	3	4.2
TOTAL	194	-	875	-	617	-	28 572	7 016	6	3.9
MCALPINE AVIATION										
BAE(BAC)1-11-300/400/475	4	-	2	-	6	-	34	68	1	0.3
TOTAL	4	-	2	-	6	-	34	68	1	0.3
MONARCH AIRLINES										
BOEING 737-300	541	-	865	-	1 195	-	6 318	48 391	2	21.9
BOEING 757-200	1 171	-	838	-	1 851	-	74 346	223 482	7	11.8
TOTAL	1 713	-	1 703	-	3 046	-	80 664	271 873	9	14.4
NATIONAL COMMUTER AIRWAYS										
BEECHCRAFT 200 SUPER KING AIR	-	-	-	-	-	-	-	-
SHORTS 330	-	-	-	-	-	-	-	-
SHORTS 360	30	-	125	-	126	-	850	325
TOTAL	30	-	125	-	126	-	850	325
NOVAIR INTERNATIONAL										
BOEING 737-400	279	-	131	-	428	-	17 908	42 578	2	8.2
MCDONNELL-DOUGLAS DC10-10	169	-	92	-	235	-	13 822	49 143	3	7.1
TOTAL	447	-	223	-	663	-	31 730	91 722	5	7.5
PARAMOUNT AIRWAYS										
BOEING 737-300	213	-	204	-	347	-	-	19 208	1	7.2
MCDONNELL-DOUGLAS MD-80-83	-	-	-	-	-	-	-	-	-	9.4
TOTAL	213	-	204	-	347	-	-	19 208	1	8.5

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr Ended	Per A/C
									Dec 1989	(Hours)
										Qtr Ended
										Dec 1989
PEREGRINE AIR SERVICES										
BEECH KINGAIR 90/100	-	-	-	-	-	-	-	-	-	0.0
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	1.8
GULF AMERICAN GULFSTREAM 1	-	-	-	-	-	-	-	-	-	1.6
TOTAL	-	-	-	-	-	-	-	-	-	1.4
REGION AIRWAYS										
EMBRAER EMB110 BANDEIRANTE	40	9	139	40	147	37	743	238	2	2.9
TOTAL	40	9	139	40	147	37	743	238	2	2.9
RYANAIR-EUROPE										
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	1	0.0
BAE(BAC)1-11-500 SERIES	79	-	70	-	143	-	5 595	7 061	1	3.6
TOTAL	79	-	70	-	143	-	5 595	7 061	2	1.8
SCOTTISH EUROPEAN AIRWAYS										
BAE (HS) 748	38	-	71	-	117	-	503	409	2	4.4
TOTAL	38	-	71	-	117	-	503	409	2	4.4
SUCKLING AIRWAYS										
DORNIER 228-100/200	38	-	144	-	128	-	1 296	343	1	4.9
TOTAL	38	-	144	-	128	-	1 296	343	1	4.9
TRADEWINDS AIRWAYS										
BOEING 707 ALL SERIES	-	146	-	38	-	208	-	-	1	8.3
TOTAL	-	146	-	38	-	208	-	-	1	8.3
TRANS EUROPEAN AIRWAYS (UK)										
BOEING 737-200	297	-	229	-	471	-	10 864	28 082	2	10.1
TOTAL	297	-	229	-	471	-	10 864	28 082	2	10.1

Aircraft Type and Utilisation: Individual Airlines

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1989	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1989
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
VIRGIN ATLANTIC AIRWAYS BOEING 747-200	1 202	-	189	-	1 547	-	46 018	311 478	4	14.7
TOTAL	1 202	-	189	-	1 547	-	46 018	311 478	4	14.7
GRAND TOTAL	51 534	1 344	76 416	2 418	100 723	3 260	3 422 539	7 020 050	696	5.8

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

(b) Excludes passengers uplifted on sub-charter operations

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

Passengers Uplifted on Domestic Routes For February 1990 (a) (b) Table 13

Heathrow	Aberdeen	31 066
	Belfast	70 225
	Birmingham	9 398
	Channel Islands (c)	23 460
	East Midlands	5 692
	Edinburgh	98 114
	Glasgow	100 078
	Humberside	1 718
	Inverness	7 951
	Isle of Man	8 271
	Leeds/Bradford	14 836
	Liverpool	7 192
	Manchester	72 527
	Newcastle	27 766
	Newquay	2 599
	Norwich	1 036
Gatwick	Plymouth	2 809
	Tees-Side	14 759
	Aberdeen	5 991
	Belfast	5 692
	Birmingham	1 314
	Channel Islands (c)	15 097
	Edinburgh	14 775
	Exeter	583
	Glasgow	16 832
	Inverness	1 066
	Leeds/Bradford	2 250
	Manchester	15 024
	Newcastle	6 312
	Plymouth	953
Luton	Belfast	6 953
	Belfast City	6 178
	Isle of Man	453
	Leeds/Bradford	283
Southend	Channel Islands (c)	530
Stansted	Channel Islands (c)	3 023
	Edinburgh	1 453
	Glasgow	1 245
Aberdeen	Birmingham	2 175
	Dundee	14
	East Midlands	665
	Edinburgh	1 301
	Glasgow	2 565
	Humberside	1 642
	Inverness	107
	Kirkwall	1 880
	Leeds/Bradford	581
	Manchester	5 704
	Newcastle	1 587
	Norwich	2 885
	Other Scottish Aerodromes	4 507
	Sumburgh	15 138
Belfast	Tees-Side	1 506
	Birmingham	10 176
	Bristol	600
	Cardiff	651
	East Midlands	3 677
	Glasgow	3 698
	Leeds/Bradford	2 943
	Manchester	9 270
	Newcastle	1 240

Passengers Uplifted on Domestic Routes For February 1990 (a) (b) Table 13

Belfast City	Birmingham	3 133
	Blackpool	1 076
	Channel Islands (c)	28
	Edinburgh	4 826
	Exeter	403
	Glasgow	5 919
	Isle of Man	2 057
	Leeds/Bradford	3 971
	Liverpool	3 331
	Manchester	5 699
	Newcastle	557
	Tees-Side	265
Birmingham	Channel Islands (c)	2 646
	Edinburgh	10 771
	Glasgow	11 120
	Isle of Man	1 342
	Newcastle	1 352
	Southampton	448
Blackpool	Isle of Man	2 444
Bournemouth	Channel Islands (c)	2 752
	Manchester	302
Bristol	Channel Islands (c)	1 044
	Glasgow	452
	Leeds/Bradford	413
Cambridge	Manchester	597
Cardiff Wales	Channel Islands (c)	440
	Glasgow	419
	Leeds/Bradford	501
Channel Islands (c)	Channel Islands (c)	14 070
	East Midlands	2 090
	Exeter	3 424
	Leeds/Bradford	386
	Manchester	4 438
	Plymouth	693
	Southampton	18 455
Dundee	Manchester	443
East Midlands	Edinburgh	1 970
	Glasgow	6 569
Edinburgh	Glasgow	801
	Kirkwall	777
	Leeds/Bradford	2 993
	Manchester	8 301
	Norwich	1 295
	Other Scottish Aerodromes	1 064
	Southampton	214
	Sumburgh	141
Exeter	Manchester	598
	Plymouth	5
Glasgow	Inverness	1 300
	Isle of Man	980
	Kirkwall	353
	Leeds/Bradford	1 870
	Londonderry	626
	Manchester	9 140
	Other Scottish Aerodromes	6 400
	Sumburgh	429
Humberside	Norwich	459
	Tees-Side	14
Inverness	Kirkwall	579
	Other Scottish Aerodromes	2 239
	Sumburgh	362

Passengers Uplifted on Domestic Routes For February 1990

Table 13

Isle of Man	Liverpool	7 796
	Manchester	5 060
Isles of Scilly-St. Marys	Lands End (St Just)	74
	Penzance Heliport	2 099
Isles of Scilly-Tresco	Penzance Heliport	317
Kirkwall	Manchester	52
	Other Scottish Aerodromes	2 344
	Sumburgh	663
Leeds/Bradford	Norwich	301
	Southampton	482
Londonderry	Manchester	423
Manchester	Inverness	549
	Newcastle	726
	Other Scottish Aerodromes	115
	Sumburgh	64
Newquay	Plymouth	28
Norwich	Tees-Side	165
Other Scottish Aerodromes	Other Scottish Aerodromes	1 587
	Sumburgh	159
Other Routes (d)	Other Routes (d)	302

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

(b) Excludes passengers uplifted on air taxi operations.

(c) Comprises Alderney, Guernsey and Jersey.

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

Note: Passengers are counted in both directions.

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

Table 14.1

	First	Premium	Economy	Advance Purchase	Fare Groups Off-Peak	Discount	Part Charter	Inclusive Tour	Standby	Class Fares	Total Passengers
Class 1											
All	24 153	343 451	773 117	331 345	91 083	520 093	109 282	142 266	22 172	83 068	2 440 030
International	24 054	338 455	336 296	256 280	86 092	316 316	105 051	116 052	1 132	62 710	1 642 438
Domestic	99	4 996	436 821	75 065	4 991	203 777	4 231	26 214	21 040	20 358	797 592

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

Charter Categories

		ABC	ITC	Other	Total Passengers
Class 2	All	-	-	17 191	17 191
	International	-	-	17 100	17 100
	Domestic	-	-	91	91
Class 3	All	-	829 219	-	829 219
	International	-	829 219	-	829 219
	Domestic	-	-	-	-
Class 4	All	1 125	16 062	9 237	26 424
	International	1 125	16 062	9 237	26 424
	Domestic	-	-	-	-
Class 7	All	-	-	177 514	177 514
	International	-	-	177 498	177 498
	Domestic	-	-	16	16
(b) Exempt	All	-	-	32 191	32 191
	International	-	-	15 913	15 913
	Domestic	-	-	16 278	16 278
Total Non-Scheduled	All	1 125	845 281	236 133	1 082 539
	International	1 125	845 281	219 748	1 066 154
	Domestic	-	-	16 385	16 385

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

(b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a)Quarter Ended Dec 1989

Table 15

	Stage Flights	Aircraft Hours
AEROSPATIALE AS332 SUPER PUMA	181	141
AEROSPATIALE AS355 ECUREUIL 2	554	241
AEROSPATIALE SA350 ECUREUIL	186	507
AEROSPATIALE SA365 DAUPHIN	950	196
AGUSTA A109A	228	752
AIRSHIP INDUSTRIES SKYSHIP 600	10	14
AVIONS MUDRY CAP 108	13	4
BAE (H.P.) JETSTREAM 31	408	197
BAE(HS) 125	871	1 005
BEECH KINGAIR 90/100	437	699
BEECHCRAFT BARON MOD.55/58/58P	53	45
BEECHCRAFT 200 SUPER KING AIR	1 336	1 391
BELL 206B JET RANGER	2 162	2 417
BELL 206L LONG RANGER	265	183
BELL 222	9	8
CESSNA 172 SKYHAWK	145	139
CESSNA 180 SKYWAGON	59	47
CESSNA 310	321	196
CESSNA 337 SUPER SKYMASTER	43	45
CESSNA 340	18	61
CESSNA 401/402/411/421	388	364
CESSNA 404 TITAN	616	797
CESSNA 414A CHANCELLOR	41	39
CESSNA 441 CONQUEST	99	110
CESSNA 500 CITATION 1	279	314
CESSNA 550 CITATION II	279	402
DASSAULT MYSTERE-FALCON 20	179	234
DE HAVILLAND DHC-6 TWIN OTTER	720	716
DE HAVILLAND TIGER MOTH	82	17
DORNIER 228-100/200	56	115
DOUGLAS DC3 DAKOTA	58	100
EMBRAER EMB-120 BRASILIA	177	177
EMBRAER EMB110 BANDEIRANTE	1 659	1 554
ENSTROM F28A/F280 SHARK	42	76
GATES LEARJET 35A	308	475
HUGHES 269A	8	6
HUGHES 500	67	51
MBB B0105	2 240	701
MITSUBISHI DIAMOND 1	27	91
MITSUBISHI MU-2	33	41
PARTENAVIA P68B/C	187	229
PILATUS BN-2A ISLANDER	1 944	1 335
PILATUS BN-2A MKIII TRISLANDER	26	22
PIPER PA-23 AZTEC/APACHE	627	552
PIPER PA-28 CHEROKEE SRS/PA-32	29	40
PIPER PA-31/31P NAVAJO CHIEFTN	2 446	2 515
PIPER PA-34 SENECA II	50	46
PIPER PA-42 CHEYENNE III/IV	20	20
REIMS-CESSNA F406/CARAVAN II	371	308
ROBINSON R22	19	25
SHORTS 330	1 150	1 468
SHORTS 360	1 995	2 275
SIKORSKY S61N	2 484	1 070
SIKORSKY S76 SPIRIT	100	50
TOTAL	27 055	24 619

(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;

Class 2 authorises the carriage of charter categories other than ITCs and sole use;

Class 3 authorises inclusive tour charter and travel only charter flights;

Class 4 authorises the carriage, on the same aircraft, of ITCs and other categories, other than sole use;

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

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

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

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

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

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

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

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

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

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

TYPES OF SERVICES

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

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

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

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

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

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

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

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

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

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

MEASURES AND THEIR COMPUTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tonne 1000 kilograms.

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

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

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

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