



UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

NOVEMBER 1990

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FOREWORD

1 CONTENT

1.1 "UK Airlines - Operating and Traffic Statistics" is published by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators.

1.2 Some of the figures included in this publication may be provisional and revised in later issues.

2 CONVENTIONS

2.1 Symbols and Abbreviations The following are used throughout:

.. = not available

- = nil or less than half the final digit shown

P = provisional

2.2 Rounding of Figures In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

2.3 Units of Measurement Metric measurements are used throughout this publication

Tonne = 1000 kilograms

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:

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4 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

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

5 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

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

Table 1

	Output in Available tonne-kilometres (000 000)	Percentage of all available tonne-kilometres	Tonne- kilometres used (000 000)	Percentage of all tonne- kilometres used
British Airways	12 789	62.8	8 195	61.4
Virgin Atlantic Airways	1 338	6.6	735	5.5
Britannia Airways	1 222	6.0	1 031	7.7
Air Europe	842	4.1	487	3.7
Dan-Air Services	826	4.1	658	4.9
Monarch Airlines	798	3.9	595	4.5
Air 2000	550	2.7	471	3.5
Caledonian Airways	380	1.9	293	2.2
British Midland	336	1.7	147	1.1
Air UK	156	0.8	72	0.5
Anglo Cargo	142	0.7	80	0.6
Inter European Airways	126	0.6	85	0.6
Air UK Leisure	92	0.5	69	0.5
Trans European Airlines	91	0.4	65	0.5
Heavylift Cargo Airlines	76	0.4	38	0.3
Novair International	76	0.4	41	0.3
GB Airways t/a Gibair	57	0.3	35	0.3
Tradewinds Airways	49	0.2	24	0.2
Berlin Regional	44	0.2	36	0.3
Air Bridge Carriers	41	0.2	18	0.1
Loganair	36	0.2	21	0.2
Birmingham European Airways	28	0.1	12	0.1
British Air Ferries	27	0.1	13	0.1
Air Foyle	25	0.1	12	0.1
Brymon Airways	24	0.1	9	0.1
Bristow Helicopters	23	0.1	14	0.1
Manx Airlines	21	0.1	11	0.1
Capital Airlines	17	0.1	6	0.0
Jersey European Airways	16	0.1	8	0.1
British International Helicopters	14	0.1	6	0.0
Paramount Airlines	13	0.1	2	0.0
British Island Airways	7	0.0	0	0.0
Others	88	0.4	49	0.4
Total	20 369	100.00	13 340	100.00

(a) Excludes Air Taxi Operations

Main Outputs of UK Airlines 1961-1990 (a)

Table 2

	-----Available Tonne-Kilometres-----						-----Tonne-Kilometres Used-----					
	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year	Total (000 000)	Percentage growth on previous year	Scheduled services (000 000)	Percentage growth on previous year	Non-scheduled services (000 000)	Percentage growth on previous year
1961	1 990	..	1 575	32.2	415
1962	2 215	11.3	1 784	13.3	431	3.9
1963	2 439	10.1	1 953	9.5	486	12.8
1964	2 879	18.0	2 275	16.5	604	24.3
1965	3 325	15.5	2 664	17.1	661	9.4
1966	3 851	15.8	2 993	12.4	858	29.8
1967	4 016	4.3	3 145	5.1	871	1.5
1968	4 214	4.9	3 256	3.5	958	10.0
1969	4 927	16.9	3 748	15.1	1 179	23.1
1970	5 782	17.4	4 129	10.2	1 653	40.2
1971	6 973	20.6	4 591	11.2	2 382	44.1
1972	8 249	18.3	5 399	17.6	2 850	19.7
1973	9 003	9.1	5 953	10.3	3 050	7.0
1974	8 287	-8.0	5 747	-3.5	2 540	-16.8	4 961	..	3 166	..	1 795	..
1975	8 928	7.8	5 984	4.2	2 944	16.0	5 397	8.8	3 317	4.8	2 080	15.9
1976	9 727	9.0	6 602	10.3	3 125	6.2	5 964	10.5	3 726	12.3	2 238	7.6
1977	10 505	8.0	6 834	3.5	3 671	17.5	6 558	10.0	3 928	5.4	2 630	17.5
1978	11 970	13.9	8 095	18.5	3 875	5.6	7 583	15.6	4 827	24.1	2 711	3.1
1979	12 749	6.5	8 841	9.2	3 908	0.9	8 238	8.6	5 550	13.9	2 688	-0.8
1980	13 215	3.6	9 829	11.2	3 386	-13.5	8 283	0.5	5 895	6.2	2 388	-11.2
1981	13 087	-0.9	9 936	1.1	3 151	-6.9	8 466	2.2	6 188	5.0	2 278	-4.6
1982	11 848	-9.5	9 068	-8.7	2 780	-11.8	7 757	-8.4	5 593	-9.6	2 164	-5.0
1983	12 011	1.4	8 989	-0.9	3 022	8.7	7 866	1.4	5 522	-1.3	2 344	8.3
1984	13 155	9.5	9 854	9.6	3 301	9.2	8 964	14.0	6 337	14.8	2 627	12.0
1985	13 408	1.9	10 166	3.2	3 242	-1.8	9 085	1.3	6 467	2.1	2 618	-0.3
1986	14 306	6.7	10 655	4.8	3 651	12.6	9 660	6.3	6 606	2.1	3 054	16.7
1987	15 848	10.8	11 424	7.3	4 423	21.1	11 231	16.3	7 586	14.8	3 645	19.4
1988	17 225	8.7	12 405	8.5	4 820	9.0	12 926	15.1	8 106	6.9	4 820	32.2
1989	18 923	9.9	13 427	8.2	5 496	14.0	13 368	3.4	8 974	10.7	4 394	-8.8
Year ended												
Nov 1989	18 722		13 264		5 457		12 491		8 278		4 213	
Nov 1990	20 369		15 186		5 182		13 340		9 367		3 973	
Latest year's growth		8.8		14.5		-5.0		6.8		13.2		-5.7

(a) Excludes Air Taxi Operations

All Scheduled Services November 1990

Table 3.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used Mail (000)	Freight (000)	Passenger (000)	As % of Avail
<u>Passenger Services</u>														
ABERDEEN AIRWAYS	117	328	349	4 409	3 551	1 842	51.9	-	308	156	-	-	156	50.6
AIR UK	1 606	4 361	4 725	131 316	114 635	59 045	51.5	287	11 463	5 169	46	95	5 028	45.1
AURIGNY AIR SERVICES	97	1 738	478	22 535	1 869	1 154	61.7	136	154	99	1	6	92	64.3
BIRMINGHAM EUROPEAN AIRWAYS	485	757	940	23 732	35 430	15 731	44.4	97	2 668	1 239	-	51	1 188	46.4
BRITANNIA AIRWAYS	89	114	159	11 320	12 220	8 008	65.5	-	1 037	681	-	-	681	65.7
BRITISH AIRWAYS	31 029	22 220	50 491	1 926 611	7 581 347	4 920 251	64.9	34 217	1 031 974	668 603	16 382	183 854	468 367	64.8
BRITISH INDEPENDENT AIRWAYS	30	253	126	3 359	1 301	315	24.2	-	106	26	-	-	26	24.5
BRITISH INTERNATIONAL HELIS	14	241	79	3 234	287	195	67.9	29	24	17	-	1	16	70.8
BRITISH MIDLAND	1 998	5 161	5 526	276 988	229 005	116 262	50.8	718	23 830	9 387	116	204	9 067	39.4
BRYMON AIRWAYS	326	1 195	1 150	21 114	14 151	7 232	51.1	6	1 490	594	-	1	593	39.9
BUSINESS AIR LIMITED	35	124	96	499	372	230	61.8	-	45	19	-	-	19	42.2
DAN AIR	1 385	2 510	3 183	125 880	136 413	68 741	50.4	432	10 911	5 772	28	250	5 494	52.9
GB AIRWAYS T/A GIBAIR	365	247	611	15 188	41 116	25 316	61.6	107	4 747	2 491	47	148	2 296	52.5
GILLAIR	71	311	263	4 513	2 143	1 058	49.4	-	214	80	-	-	80	37.4
JERSEY EUROPEAN AIRWAYS	281	1 477	1 100	30 529	12 972	7 159	55.2	24	1 324	542	-	4	538	40.9
LOGANAIR	453	2 667	1 905	45 062	19 677	10 565	53.7	121	1 770	979	-	27	952	55.3
MANX AIRLINES	252	1 119	762	37 920	14 581	9 195	63.1	108	1 292	766	-	30	736	59.3
MONARCH AIRLINES	84	38	123	6 501	18 104	15 566	86.0	31	1 645	1 384	-	77	1 307	84.1
SUCKLING AIRWAYS	43	162	152	1 506	718	391	54.5	-	51	28	-	-	28	54.9
VIRGIN ATLANTIC AIRWAYS	1 647	244	2 095	67 201	586 007	473 271	80.8	2 595	105 428	60 129	-	17 175	42 954	57.0
Total Passenger Services	40 407	45 267	74 313	2 759 417	8 825 899	5 741 527	65.1	38 908	1 200 481	758 161	16 620	201 923	539 618	63.2
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	98	272	234	-	-	-	-	1 974	1 782	961	-	961	-	53.9
AIR UK	22	53	71	-	-	-	-	208	187	88	-	88	-	47.1
BRITISH AIR FERRIES	5	8	18	-	-	-	-	29	30	19	-	19	-	63.3
BRITISH AIRWAYS	127	71	185	-	-	-	-	754	4 855	2 900	245	2 655	-	59.7
CHANNEL EXPRESS (AIR SVS)	12	81	56	-	-	-	-	286	77	48	-	48	-	62.3
Total Cargo Services	264	485	564	-	-	-	-	3 251	6 931	4 016	245	3 771	-	57.9
Grand Total	40 671	45 752	74 877	2 759 417	8 825 899	5 741 527	65.1	42 159	1 207 412	762 177	16 865	205 694	539 618	63.1

International Scheduled Services November 1990 (a)

Table 3.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used Mail (000)	Freight (000)	Passenger (000)	As % of Avail
<u>Passenger Services</u>														
AIR UK	731	1 797	2 150	48 211	48 586	24 625	50.7	106	4 859	2 169	3	64	2 102	44.6
AURIGNY AIR SERVICES	14	147	66	1 199	230	111	48.3	3	19	9	-	-	9	47.4
BIRMINGHAM EUROPEAN AIRWAYS	382	465	711	14 758	28 332	12 083	42.6	33	2 135	933	-	26	907	43.7
BRITANNIA AIRWAYS	41	18	63	1 381	5 819	3 078	52.9	-	494	262	-	-	262	53.0
BRITISH AIRWAYS	28 657	16 168	44 178	1 467 919	7 252 565	4 722 133	65.1	32 966	995 327	651 796	16 103	183 625	452 068	65.5
BRITISH INDEPENDENT AIRWAYS	30	253	126	3 359	1 301	315	24.2	-	106	26	-	-	26	24.5
BRITISH MIDLAND	763	1 926	2 173	91 709	75 764	36 421	48.1	223	7 712	2 930	2	88	2 840	38.0
BRYMON AIRWAYS	152	454	523	9 699	6 910	3 213	46.5	-	746	264	-	-	264	35.4
BUSINESS AIR LIMITED	16	40	46	101	148	80	54.1	-	21	7	-	-	7	33.3
DAN AIR	899	1 400	1 969	64 265	90 733	40 432	44.6	206	7 257	3 403	7	166	3 230	46.9
GB AIRWAYS T/A GIBAIR	365	247	611	15 188	41 116	25 316	61.6	107	4 747	2 491	47	148	2 296	52.5
JERSEY EUROPEAN AIRWAYS	23	125	83	3 011	1 069	527	49.3	1	112	40	-	-	40	35.7
LOGANAIR	7	42	34	466	247	115	46.6	-	22	10	-	-	10	45.5
MANX AIRLINES	27	144	89	4 176	1 305	820	62.8	-	120	66	-	-	66	55.0
MONARCH AIRLINES	84	38	123	6 501	18 104	15 566	86.0	31	1 645	1 384	-	77	1 307	84.1
SUCKLING AIRWAYS	26	82	88	745	435	233	53.6	-	31	17	-	-	17	54.8
VIRGIN ATLANTIC AIRWAYS	1 647	244	2 095	67 201	586 007	473 271	80.8	2 595	105 428	60 129	-	17 175	42 954	57.0
4 Total Passenger Services	33 864	23 590	55 128	1 799 889	8 158 671	5 358 339	65.7	36 271	1 130 781	725 936	16 162	201 369	508 405	64.2
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	97	268	231	-	-	-	-	1 898	1 760	939	-	939	-	53.4
AIR UK	22	53	71	-	-	-	-	208	187	88	-	88	-	47.1
BRITISH AIR FERRIES	5	8	18	-	-	-	-	29	30	19	-	19	-	63.3
BRITISH AIRWAYS	104	27	137	-	-	-	-	293	4 363	2 655	-	2 655	-	60.9
Total Cargo Services	228	356	457	-	-	-	-	2 428	6 340	3 701	-	3 701	-	58.4
Grand Total	34 092	23 946	55 585	1 799 889	8 158 671	5 358 339	65.7	38 699	1 137 121	729 637	16 162	205 070	508 405	64.2

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

Domestic Scheduled Services November 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)	Total (000)	Tonne-Kilometres Mail (000)	Used Freight (000)	Passenger (000)	As % of Avail
<u>Passenger Services</u>														
ABERDEEN AIRWAYS	117	328	349	4 409	3 551	1 842	51.9	-	308	156	-	-	156	50.6
AIR UK	875	2 564	2 575	83 105	66 049	34 420	52.1	181	6 604	3 000	43	31	2 926	45.4
AURIGNY AIR SERVICES	83	1 591	412	21 336	1 639	1 043	63.6	133	135	90	1	6	83	66.7
BIRMINGHAM EUROPEAN AIRWAYS	103	292	229	8 974	7 098	3 648	51.4	64	533	306	-	25	281	57.4
BRITANNIA AIRWAYS	48	96	96	9 939	6 401	4 930	77.0	-	543	419	-	-	419	77.2
BRITISH AIRWAYS	2 372	6 052	6 313	458 692	328 782	198 118	60.3	1 251	36 647	16 807	279	229	16 299	45.9
BRITISH INTERNATIONAL HELIS	14	241	79	3 234	287	195	67.9	29	24	17	-	1	16	70.8
BRITISH MIDLAND	1 235	3 235	3 353	185 279	153 241	79 841	52.1	495	16 118	6 457	114	116	6 227	40.1
BRYMON AIRWAYS	174	741	627	11 415	7 241	4 019	55.5	6	744	330	-	1	329	44.4
BUSINESS AIR LIMITED	19	84	50	398	224	150	67.0	-	24	12	-	-	12	50.0
DAN AIR	486	1 110	1 214	61 615	45 680	28 309	62.0	226	3 654	2 369	21	84	2 264	64.8
GILLAIR	71	311	263	4 513	2 143	1 058	49.4	-	214	80	-	-	80	37.4
JERSEY EUROPEAN AIRWAYS	258	1 352	1 017	27 518	11 903	6 632	55.7	23	1 212	502	-	4	498	41.4
LOGANAIR	446	2 625	1 871	44 596	19 430	10 450	53.8	121	1 748	969	-	27	942	55.4
MANX AIRLINES	225	975	673	33 744	13 276	8 375	63.1	108	1 172	700	-	30	670	59.7
SUCKLING AIRWAYS	17	80	64	761	283	158	55.8	-	20	11	-	-	11	55.0
Total Passenger Services	6 543	21 677	19 185	959 528	667 228	383 188	57.4	2 637	69 700	32 225	458	554	31 213	46.2
<u>Cargo Services</u>														
AIR BRIDGE CARRIERS	1	4	3	-	-	-	-	76	22	22	-	22	-	100.0
BRITISH AIRWAYS	23	44	48	-	-	-	-	461	492	245	245	-	-	49.8
CHANNEL EXPRESS (AIR SVS)	12	81	56	-	-	-	-	286	77	48	-	48	-	62.3
Total Cargo Services	36	129	107	-	-	-	-	823	591	315	245	70	-	53.3
Grand Total	6 579	21 806	19 292	959 528	667 228	383 188	57.4	3 460	70 291	32 540	703	624	31 213	46.3

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

All Non-Scheduled Services November 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)	Total (000)	Tonne-Kilometres Used Mail (000)	Freight (000)	Passenger (000)	As % of Avail
ABERDEEN AIRWAYS	36	130	136	123	374	199	53.2	75	79	52	35	-	17	65.8
AIR 2000	1 419	472	1 971	86 715	330 009	288 603	87.5	-	28 416	24 823	-	-	24 823	87.4
AIR BRIDGE CARRIERS	114	227	250	-	-	-	-	945	2 173	744	-	744	-	34.2
AIR FOYLE	202	421	457	-	-	-	-	2 364	2 173	1 258	-	1 258	-	57.9
AIR UK	-	6	3	304	92	68	73.9	-	8	8	-	2	6	100.0
AIR UK LEISURE	384	183	584	29 159	66 100	61 358	92.8	-	6 257	5 216	-	-	5 216	83.4
ANGLO CARGO	319	127	451	-	-	-	-	361	12 172	7 273	-	7 273	-	59.8
ATLANTIC AIR TRANSPORT	34	40	90	-	-	-	-	149	441	143	7	136	-	32.4
BERLIN EUROPEAN UK	175	71	265	8 390	25 960	22 405	86.3	-	2 257	1 927	-	-	1 927	85.4
BIRMINGHAM EUROPEAN AIRWAYS	91	130	160	190	6 722	2 401	35.7	-	505	181	-	-	181	35.8
BOND HELICOPTERS	718	11 919	2 805	61 523	9 481	4 763	50.2	260	734	424	-	19	405	57.8
BRISTOW HELICOPTERS	1 389	12 695	6 517	106 551	23 206	14 637	63.1	582	2 172	1 420	-	92	1 328	65.4
BRITANNIA AIRWAYS	4 270	1 951	6 502	265 984	742 016	653 473	88.1	8	63 493	55 349	-	26	55 323	87.2
BRITISH AIR FERRIES	332	896	1 056	15 528	9 829	4 994	50.8	1 066	2 310	1 120	2	704	414	48.5
BRITISH AIRWAYS	120	129	191	2 793	15 299	7 322	47.9	158	2 184	898	-	221	677	41.1
BRITISH INDEPENDENT AIRWAYS	2	9	9	167	102	73	71.6	-	9	8	1	-	7	88.9
BRITISH INTERNATIONAL HELIS	527	4 961	2 303	63 887	11 101	5 388	48.5	138	1 141	448	-	17	431	39.3
BRITISH MIDLAND	231	225	436	10 010	28 006	24 446	87.3	495	3 007	2 088	-	182	1 906	69.4
BRYMON AIRWAYS	107	288	349	2 822	4 902	2 255	46.0	12	533	190	-	5	185	35.6
CALEDONIAN AIRWAYS	393	143	555	27 402	114 259	99 693	87.3	-	10 638	8 472	-	-	8 472	79.6
CHANNEL EXPRESS (AIR SVS)	249	826	881	-	-	-	-	1 957	1 824	728	191	537	-	39.9
DAN AIR	1 515	922	2 389	102 015	234 942	204 022	86.8	-	18 852	16 388	68	-	16 320	86.9
GB AIRWAYS T/A GIBAIR	7	8	13	718	823	637	77.4	-	90	54	-	-	54	60.0
HEAVYLIFT CARGO AIRLINES	217	106	426	-	-	-	-	921	7 101	3 728	-	3 728	-	52.5
INTER EUROPEAN AIRWAYS	442	185	647	17 827	65 475	55 221	84.3	-	5 839	4 143	-	-	4 143	71.0
JAMES AVIATION	14	85	62	-	-	-	-	86	41	17	-	17	-	41.5
JERSEY EUROPEAN AIRWAYS	17	43	56	-	-	-	-	51	83	51	51	-	-	61.4
LOGANAIR	62	47	107	2 749	6 245	4 552	72.9	-	562	409	-	-	409	72.8
MANX AIRLINES	71	145	186	311	4 786	1 791	37.4	-	422	143	-	-	143	33.9
MONARCH AIRLINES	2 157	2 263	3 849	70 902	433 659	328 925	75.8	-	39 352	27 628	-	-	27 628	70.2
PRINCESS AIR PLC	84	106	164	2 435	5 466	2 864	52.4	138	691	300	-	71	229	43.4
RYANAIR-EUROPE	34	36	63	2 539	4 140	2 635	63.6	-	355	227	-	-	227	63.9
TITAN AIRWAYS	7	25	28	-	-	-	-	51	20	15	-	15	-	75.0

All Non-Scheduled Services November 1990 (a)

Table 4.1 Continued

	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)	Total (000)	Tonne-Kilometres Used Mail (000)	Freight (000)	Passenger (000)	As % of Avail
TRANS EUROPEAN AIRWAYS (UK)	219	108	344	9 449	32 364	26 638	82.3	-	3 280	2 210	-	-	2 210	67.4
VIRGIN ATLANTIC AIRWAYS	126	19	156	8 414	59 798	58 724	98.2	80	8 040	6 022	-	563	5 459	74.9
Total	16 084	39 947	34 461	898 907	2 235 156	1 878 087	84.0	9 897	227 254	174 105	355	15 610	158 140	76.6
Total sub-charter operations performed on behalf of UK airlines	480	764	1 067	-	35 785	23 167	64.7	-	7 289	4 479	1	2 558	1 920	61.4
Total excluding sub-charter operations performed on behalf of UK airlines	15 604	39 183	33 394	898 907	2 199 371	1 854 920	84.3	9 897	219 965	169 626	354	13 052	156 220	77.1

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

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

International Non-Scheduled Services November 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)	Total (000)	Tonne-Kilometres Used Mail (000)	Freight (000)	Passenger (000)	As % of Avail
ABERDEEN AIRWAYS	1	2	3	12	24	6	25.0	-	2	1	-	-	1	50.0
AIR 2000	1 419	472	1 971	86 715	330 009	288 603	87.5	-	28 416	24 823	-	-	24 823	87.4
AIR BRIDGE CARRIERS	98	183	214	-	-	-	-	559	1 862	601	-	601	-	32.3
AIR FOYLE	169	283	365	-	-	-	-	1 657	1 824	1 073	-	1 073	-	58.8
AIR UK LEISURE	384	183	584	29 159	66 100	61 358	92.8	-	6 257	5 216	-	-	5 216	83.4
ANGLO CARGO	319	127	451	-	-	-	-	361	12 172	7 273	-	7 273	-	59.8
ATLANTIC AIR TRANSPORT	33	38	88	-	-	-	-	133	430	136	-	136	-	31.6
BERLIN EUROPEAN UK	175	71	265	8 390	25 960	22 405	86.3	-	2 257	1 927	-	-	1 927	85.4
BIRMINGHAM EUROPEAN AIRWAYS	91	128	160	44	6 661	2 341	35.1	-	500	176	-	-	176	35.2
BOND HELICOPTERS	708	11 895	2 780	61 458	9 401	4 736	50.4	260	719	422	-	19	403	58.7
BRISTOW HELICOPTERS	1 389	12 695	6 517	106 551	23 206	14 637	63.1	582	2 172	1 420	-	92	1 328	65.4
BRITANNIA AIRWAYS	4 270	1 951	6 502	265 984	742 016	653 473	88.1	8	63 493	55 349	-	26	55 323	87.2
BRITISH AIR FERRIES	180	401	591	328	686	352	51.3	457	1 306	546	-	517	29	41.8
BRITISH AIRWAYS	96	52	127	1 736	13 419	6 234	46.5	121	1 975	795	-	206	589	40.3
BRITISH INDEPENDENT AIRWAYS	2	8	8	167	102	73	71.6	-	8	7	-	-	7	87.5
BRITISH INTERNATIONAL HELIS	527	4 961	2 303	63 887	11 101	5 388	48.5	138	1 141	448	-	17	431	39.3
BRITISH MIDLAND	231	223	434	9 928	27 970	24 412	87.3	495	3 003	2 086	-	182	1 904	69.5
BRYMON AIRWAYS	73	204	237	-	3 353	1 123	33.5	-	365	92	-	-	92	25.2
CALEDONIAN AIRWAYS	393	143	555	27 402	114 259	99 693	87.3	-	10 638	8 472	-	-	8 472	79.6
CHANNEL EXPRESS (AIR SVS)	141	349	459	-	-	-	-	923	1 188	452	-	452	-	38.0
DAN AIR	1 466	803	2 226	100 065	232 724	203 340	87.4	-	18 635	16 265	-	-	16 265	87.3
GB AIRWAYS T/A GIBAIR	7	8	13	718	823	637	77.4	-	90	54	-	-	54	60.0
HEAVYLIFT CARGO AIRLINES	217	106	426	-	-	-	-	921	7 101	3 728	-	3 728	-	52.5
INTER EUROPEAN AIRWAYS	442	185	647	17 827	65 475	55 221	84.3	-	5 839	4 143	-	-	4 143	71.0
JANES AVIATION	3	8	10	-	-	-	-	5	8	2	-	2	-	25.0
LOGANAIR	61	40	104	2 676	6 108	4 505	73.8	-	550	405	-	-	405	73.6
MANX AIRLINES	68	139	182	-	4 632	1 668	36.0	-	409	133	-	-	133	32.5
MONARCH AIRLINES	2 157	2 263	3 849	70 902	433 659	328 925	75.8	-	39 352	27 628	-	-	27 628	70.2
PRINCESS AIR PLC	83	103	163	2 247	5 403	2 801	51.8	136	683	294	-	70	224	43.0
RYANAIR-EUROPE	34	35	63	2 420	4 105	2 600	63.3	-	352	224	-	-	224	63.6
TITAN AIRWAYS	7	25	28	-	-	-	-	51	20	15	-	15	-	75.0
TRANS EUROPEAN AIRWAYS (UK)	219	108	344	9 449	32 364	26 638	82.3	-	3 280	2 210	-	-	2 210	67.4
VIRGIN ATLANTIC AIRWAYS	126	19	156	8 414	59 798	58 724	98.2	80	8 040	6 022	-	563	5 459	74.9

International Non-Scheduled Services November 1990 (a)

Table 4.2 Continued

	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)	Total (000)	Tonne-Kilometres Mail (000)	Used Freight (000)	Passenger (000)	As % of Avail
Total	15 589	38 211	32 825	876 479	2 219 358	1 869 893	84.3	6 887	224 087	172 438	-	14 972	157 466	77.0
Total sub-charter operations performed on behalf of UK airlines	455	654	974	-	33 853	22 170	65.5	-	7 083	4 391	-	2 550	1 841	62.0
Total excluding sub-charter operations performed on behalf of UK airlines	15 134	37 557	31 851	876 479	2 185 505	1 847 723	84.5	6 887	217 004	168 047	-	12 422	155 625	77.4

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

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

Domestic Non-Scheduled Services November 1990 (a)

Table 4.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b) Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used Mail (000)	Freight (000)	Passenger (000)	As % of Avail
ABERDEEN AIRWAYS	35	128	133	111	350	193	55.1	75	77	51	35	-	16	66.2
AIR BRIDGE CARRIERS	16	44	36	-	-	-	-	386	311	143	-	143	-	46.0
AIR FOYLE	33	138	92	-	-	-	-	707	349	185	-	185	-	53.0
AIR UK	-	6	3	304	92	68	73.9	-	8	8	-	2	6	100.0
ATLANTIC AIR TRANSPORT	1	2	2	-	-	-	-	16	11	7	7	-	-	63.6
BIRMINGHAM EUROPEAN AIRWAYS	-	2	-	146	61	60	98.4	-	5	5	-	-	5	100.0
BOND HELICOPTERS	10	24	25	65	80	27	33.8	-	15	2	-	-	2	13.3
BRITISH AIR FERRIES	152	495	465	15 200	9 143	4 642	50.8	609	1 004	574	2	187	385	57.2
BRITISH AIRWAYS	24	77	64	1 057	1 880	1 088	57.9	37	209	103	-	15	88	49.3
BRITISH INDEPENDENT AIRWAYS	-	1	1	-	-	-	-	-	1	1	1	-	-	100.0
BRITISH MIDLAND	-	2	2	82	36	34	94.4	-	4	2	-	-	2	50.0
BRYMON AIRWAYS	34	84	112	2 822	1 549	1 132	73.1	12	168	98	-	5	93	58.3
CHANNEL EXPRESS (AIR SVS)	108	477	422	-	-	-	-	1 034	636	276	191	85	-	43.4
DAN AIR	49	119	163	1 950	2 218	682	30.7	-	217	123	68	-	55	56.7
JANES AVIATION	11	77	52	-	-	-	-	81	33	15	-	15	-	45.5
JERSEY EUROPEAN AIRWAYS	17	43	56	-	-	-	-	51	83	51	51	-	-	61.4
LOGANAIR	1	7	3	73	137	47	34.3	-	12	4	-	-	4	33.3
MANX AIRLINES	3	6	4	311	154	123	79.9	-	13	10	-	-	10	76.9
PRINCESS AIR PLC	1	3	1	188	63	63	100.0	2	8	6	-	1	5	75.0
RYANAIR-EUROPE	-	1	-	119	35	35	100.0	-	3	3	-	-	3	100.0
Total	495	1 736	1 636	22 428	15 798	8 194	51.9	3 010	3 167	1 667	355	638	674	52.6
Total sub-charter operations performed on behalf of UK airlines	25	110	93	-	1 932	997	51.6	-	206	88	1	8	79	42.7
Total excluding sub-charter operations performed on behalf of UK airlines	470	1 626	1 543	22 428	13 866	7 197	51.9	3 010	2 961	1 579	354	630	595	53.3

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

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

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	ITC	OTHER			
AIR 2000	1 401	465	1 947	-	86 715	-	325 908	284 962	87.4
AIR UK LEISURE	384	183	585	-	29 159	-	66 100	61 358	92.8
BERLIN EUROPEAN UK	174	67	263	-	711	7 679	25 782	22 349	86.7
BIRMINGHAM EUROPEAN AIRWAYS	-	2	1	-	146	-	61	60	98.4
BRITANNIA AIRWAYS	4 193	1 852	6 367	-	253 276	1 704	729 056	644 238	88.4
BRITISH AIR FERRIES	-	2	1	-	148	-	23	23	100.0
BRITISH AIRWAYS	61	23	69	-	527	1 161	6 269	5 774	92.1
BRITISH MIDLAND	184	80	281	-	9 928	-	26 556	23 910	90.0
CALEDONIAN AIRWAYS	348	122	488	2 250	24 100	-	103 562	90 271	87.2
DAN AIR	1 454	786	2 208	-	89 578	10 131	230 763	202 237	87.6
GB AIRWAYS T/A GIBAIR	7	8	13	-	718	-	823	637	77.4
INTER EUROPEAN AIRWAYS	442	185	648	-	17 827	-	65 475	55 221	84.3
LOGANAIR	58	36	99	-	2 604	72	5 809	4 422	76.1
MANX AIRLINES	1	2	2	-	125	-	67	61	91.0
MONARCH AIRLINES	1 264	442	1 746	70	66 423	1 913	294 711	263 795	89.5
PRINCESS AIR PLC	58	52	106	-	2 115	320	5 466	2 864	52.4
RYANAIR-EUROPE	25	24	46	-	1 500	244	3 031	2 013	66.4
TRANS EUROPEAN AIRWAYS (UK)	175	75	269	-	8 081	1 136	25 815	22 400	86.8
VIRGIN ATLANTIC AIRWAYS	126	19	156	2 281	4 527	1 606	59 798	58 724	98.2
Total	10 355	4 425	15 295	4 601	598 208	25 966	1 975 075	1 745 319	88.4

All Class 2 Licence Operations November 1990

Table 5.1 Continued

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
AIR 2000	-	28 064	24 510	-	-	24 510	87.3
AIR UK LEISURE	-	6 257	5 216	-	-	5 216	83.4
BERLIN EUROPEAN UK	-	2 242	1 922	-	-	1 922	85.7
BIRMINGHAM EUROPEAN AIRWAYS	-	5	5	-	-	5	100.0
BRITANNIA AIRWAYS	8	62 391	54 563	-	26	54 537	87.5
BRITISH AIR FERRIES	-	2	2	-	-	2	100.0
BRITISH AIRWAYS	-	680	538	-	-	538	79.1
BRITISH MIDLAND	-	2 586	1 865	-	-	1 865	72.1
CALEDONIAN AIRWAYS	-	9 641	7 671	-	-	7 671	79.6
DAN AIR	-	18 478	16 177	-	-	16 177	87.5
GB AIRWAYS T/A GIBAIR	-	90	54	-	-	54	60.0
INTER EUROPEAN AIRWAYS	-	5 839	4 143	-	-	4 143	71.0
LOGANAIR	-	523	398	-	-	398	76.1
MANX AIRLINES	-	6	5	-	-	5	83.3
MONARCH AIRLINES	-	26 765	22 157	-	-	22 157	82.8
PRINCESS AIR PLC	-	437	229	-	-	229	52.4
RYANAIR-EUROPE	-	260	173	-	-	173	66.5
TRANS EUROPEAN AIRWAYS (UK)	-	2 617	1 859	-	-	1 859	71.0
VIRGIN ATLANTIC AIRWAYS	80	8 040	6 022	-	563	5 459	74.9
Total	88	174 923	147 509	-	589	146 920	84.3

	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	1 401	465	1 947	-	86 715	-	325 908	284 962	87.4
AIR UK LEISURE	384	183	585	-	29 159	-	66 100	61 358	92.8
BERLIN EUROPEAN UK	174	67	263	-	711	7 679	25 782	22 349	86.7
BRITANNIA AIRWAYS	4 193	1 852	6 367	-	253 276	1 704	729 056	644 238	88.4
BRITISH AIR FERRIES	-	2	1	-	148	-	23	23	100.0
BRITISH AIRWAYS	61	23	69	-	527	1 161	6 269	5 774	92.1
BRITISH MIDLAND	184	80	281	-	9 928	-	26 556	23 910	90.0
CALEDONIAN AIRWAYS	348	122	488	2 250	24 100	-	103 562	90 271	87.2
DAN AIR	1 454	786	2 208	-	89 578	10 131	230 763	202 237	87.6
GB AIRWAYS T/A GIBAIR	7	8	13	-	718	-	823	637	77.4
INTER EUROPEAN AIRWAYS	442	185	648	-	17 827	-	65 475	55 221	84.3
LOGANAIR	58	36	99	-	2 604	72	5 809	4 422	76.1
MONARCH AIRLINES	1 264	442	1 746	70	66 423	1 913	294 711	263 795	89.5
PRINCESS AIR PLC	57	50	105	-	2 115	132	5 403	2 801	51.8
RYANAIR-EUROPE	25	24	46	-	1 500	244	3 031	2 013	66.4
TRANS EUROPEAN AIRWAYS (UK)	175	75	269	-	8 081	1 136	25 815	22 400	86.8
VIRGIN ATLANTIC AIRWAYS	126	19	156	2 281	4 527	1 606	59 798	58 724	98.2
Total	10 353	4 419	15 291	4 601	597 937	25 778	1 974 884	1 745 135	88.4

International Class 2 Licence Operations November 1990

Table 5.2 Continued

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
AIR 2000	-	28 064	24 510	-	-	24 510	87.3
AIR UK LEISURE	-	6 257	5 216	-	-	5 216	83.4
BERLIN EUROPEAN UK	-	2 242	1 922	-	-	1 922	85.7
BRITANNIA AIRWAYS	8	62 391	54 563	-	26	54 537	87.5
BRITISH AIR FERRIES	-	2	2	-	-	2	100.0
BRITISH AIRWAYS	-	680	538	-	-	538	79.1
BRITISH MIDLAND	-	2 586	1 865	-	-	1 865	72.1
CALEDONIAN AIRWAYS	-	9 641	7 671	-	-	7 671	79.6
DAN AIR	-	18 478	16 177	-	-	16 177	87.5
GB AIRWAYS T/A GIBAIR	-	90	54	-	-	54	60.0
INTER EUROPEAN AIRWAYS	-	5 839	4 143	-	-	4 143	71.0
LOGANAIR	-	523	398	-	-	398	76.1
MONARCH AIRLINES	-	26 765	22 157	-	-	22 157	82.8
PRINCESS AIR PLC	-	432	224	-	-	224	51.9
RYANAIR-EUROPE	-	260	173	-	-	173	66.5
TRANS EUROPEAN AIRWAYS (UK)	-	2 617	1 859	-	-	1 859	71.0
VIRGIN ATLANTIC AIRWAYS	80	8 040	6 022	-	563	5 459	74.9
Total	88	174 907	147 494	-	589	146 905	84.3

Domestic Class 2 Licence Operations November 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	ITC	OTHER			
BIRMINGHAM EUROPEAN AIRWAYS	-	2	1	-	146	-	61	60	98.4
MANX AIRLINES	1	2	2	-	125	-	67	61	91.0
PRINCESS AIR PLC	1	2	1	-	-	188	63	63	100.0
Total	2	6	4	-	271	188	191	184	96.3

	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Freight (000)	Passenger (000)	
BIRMINGHAM EUROPEAN AIRWAYS	-	5	5	-	-	5	100.0
MANX AIRLINES	-	6	5	-	-	5	83.3
PRINCESS AIR PLC	-	5	5	-	-	5	100.0
Total	-	16	15	-	-	15	93.8

All Class 6 Licence Operations November 1990

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 BRIDGE CARRIERS	100	188	218	947	1 902	568	-	568	29.9
AIR FOYLE	198	414	453	2 366	2 125	1 241	-	1 241	58.4
AIR UK	-	2	2	-	2	2	-	2	100.0
ANGLO CARGO	88	26	125	362	3 581	2 401	-	2 401	67.0
ATLANTIC AIR TRANSPORT	34	39	91	150	438	141	7	134	32.2
BRITISH AIR FERRIES	99	233	330	1 024	734	396	2	394	54.0
BRITISH AIRWAYS	17	36	43	158	248	212	-	212	85.5
BRITISH MIDLAND	15	41	36	496	283	182	-	182	64.3
CHANNEL EXPRESS (AIR SVS)	178	490	594	1 355	1 409	554	17	537	39.3
HEAVYLIFT CARGO AIRLINES	184	94	378	923	5 777	3 082	-	3 082	53.3
JANES AVIATION	14	85	62	88	41	17	-	17	41.5
PRINCESS AIR PLC	26	54	59	139	254	71	-	71	28.0
TITAN AIRWAYS	7	25	29	51	20	15	-	15	75.0
Total	960	1 727	2 420	8 058	16 814	8 882	26	8 856	52.8

	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	84	144	181	560	1 591	425	-	425	26.7
AIR FOYLE	165	276	361	1 658	1 776	1 056	-	1 056	59.5
ANGLO CARGO	88	26	125	362	3 581	2 401	-	2 401	67.0
ATLANTIC AIR TRANSPORT	33	37	88	134	427	134	-	134	31.4
BRITISH AIR FERRIES	70	146	229	458	510	221	-	221	43.3
BRITISH AIRWAYS	16	27	38	122	241	206	-	206	85.5
BRITISH MIDLAND	15	41	36	496	283	182	-	182	64.3
CHANNEL EXPRESS (AIR SVS)	141	349	463	926	1 188	452	-	452	38.0
HEAVYLIFT CARGO AIRLINES	184	94	378	923	5 777	3 082	-	3 082	53.3
JANES AVIATION	3	8	10	6	8	2	-	2	25.0
PRINCESS AIR PLC	26	53	58	136	251	70	-	70	27.9
TITAN AIRWAYS	7	25	29	51	20	15	-	15	75.0
Total	832	1 226	1 997	5 833	15 653	8 246	-	8 246	52.7

Domestic Class 6 Licence Operations November 1990

Table 6.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used Total (000)	Mail (000)	Freight (000)	As % of Avail
AIR BRIDGE CARRIERS	16	44	36	387	311	143	-	143	46.0
AIR FOYLE	33	138	92	708	349	185	-	185	53.0
AIR UK	-	2	2	-	2	2	-	2	100.0
ATLANTIC AIR TRANSPORT	1	2	3	16	11	7	7	-	63.6
BRITISH AIR FERRIES	29	87	101	565	224	175	2	173	78.1
BRITISH AIRWAYS	1	9	5	36	7	6	-	6	85.7
CHANNEL EXPRESS (AIR SVS)	37	141	131	429	221	102	17	85	46.2
JANES AVIATION	11	77	52	82	33	15	-	15	45.5
PRINCESS AIR PLC	-	1	1	2	3	1	-	1	33.3
Total	128	501	422	2 225	1 161	636	26	610	54.8

All Class 7 Licence Operations November 1990

Table 7.1

	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 Total (000)	Mail (000)	Freight (000)	Used Passenger (000)	As % of Avail
BOND HELICOPTERS	708	11 895	2 783	61 458	9 401	4 736	50.4	263	719	422	-	19	403	58.7
BRISTOW HELICOPTERS	1 389	12 695	6 519	106 551	23 206	14 637	63.1	584	2 172	1 420	-	92	1 328	65.4
BRITISH AIRWAYS	19	2	24	48	7 150	460	6.4	-	1 054	51	-	-	51	4.8
BRITISH INTERNATIONAL HELIS	527	4 961	2 304	63 887	11 101	5 388	48.5	140	1 141	448	-	17	431	39.3
TRANS EUROPEAN AIRWAYS (UK)	2	2	4	232	311	243	78.1	-	31	20	-	-	20	64.5
TOTAL	2 645	29 555	11 634	232 176	51 169	25 464	49.8	987	5 117	2 361	-	128	2 233	46.1

International Class 7 Licence Operations November 1990

Table 7.2

	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)	Total (000)	Tonne-Kilometres Mail (000)	Freight (000)	Used Passenger (000)	As % of Avail
BOND HELICOPTERS	708	11 895	2 783	61 458	9 401	4 736	50.4	263	719	422	-	19	403	58.7
BRISTOW HELICOPTERS	1 389	12 695	6 519	106 551	23 206	14 637	63.1	584	2 172	1 420	-	92	1 328	65.4
BRITISH AIRWAYS	19	2	24	48	7 150	460	6.4	-	1 054	51	-	-	51	4.8
BRITISH INTERNATIONAL HELIS	527	4 961	2 304	63 887	11 101	5 388	48.5	140	1 141	448	-	17	431	39.3
TRANS EUROPEAN AIRWAYS (UK)	2	2	4	232	311	243	78.1	-	31	20	-	-	20	64.5
TOTAL	2 645	29 555	11 634	232 176	51 169	25 464	49.8	987	5 117	2 361	-	128	2 233	46.1

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

NO DATA AVAILABLE FOR THIS REPORT

All Class 8 Licence Operations November 1990

Table 8.1

	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 Total (000)	Mail (000)	Freight (000)	Used Passenger (000)	As % of Avail
BOND HELICOPTERS	10	24	25	65	80	27	33.7	-	15	2	-	-	2	13.3
TOTAL	10	24	25	65	80	27	33.7	-	15	2	-	-	2	13.3

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)	Total (000)	Tonne-Kilometres Mail (000)	Freight (000)	Used Passenger (000)	As % of Avail
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NO DATA AVAILABLE FOR THIS REPORT

Domestic Class 8 Licence Operations November 1990

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)	Total (000)	Tonne-Kilometres Mail (000)	Freight (000)	Used Passenger (000)	As % of Avail
BOND HELICOPTERS	10	24	25	65	80	27	33.7	-	15	2	-	-	2	13.3
TOTAL	10	24	25	65	80	27	33.7	-	15	2	-	-	2	13.3

All Exempt Operations November 1990

Table 9.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-km Available	Total (000)	Tonne-Kilometres Used			As % of Avail
											Mail (000)	Freight (000)	Passenger (000)	
ABERDEEN AIRWAYS	27	67	77	123	76	50	65.8	75	52	40	35	-	5	76.9
AIR UK	-	4	3	304	70	68	97.1	-	6	6	-	-	6	100.0
BIRMINGHAM EUROPEAN AIRWAYS	1	2	3	44	35	32	91.4	-	3	2	-	-	2	66.7
BRITANNIA AIRWAYS	75	98	142	11 004	12 648	8 925	70.6	-	1 075	760	-	-	760	70.7
BRITISH AIR FERRIES	128	410	374	15 380	9 529	4 787	50.2	45	816	411	-	14	397	50.4
BRITISH AIRWAYS	8	28	31	1 057	359	307	85.5	2	35	27	-	1	26	77.1
BRITISH INDEPENDENT AIRWAYS	1	6	4	167	49	31	63.3	-	4	3	-	-	3	75.0
BRITISH MIDLAND	-	2	3	82	36	34	94.4	-	4	2	-	-	2	50.0
BRYMON AIRWAYS	34	84	112	2 822	1 549	1 132	73.1	13	168	98	-	5	93	58.3
CALEDONIAN AIRWAYS	9	7	21	1 052	2 297	1 429	62.2	-	214	122	-	-	122	57.0
CHANNEL EXPRESS (AIR SVS)	71	336	295	-	-	-	-	609	415	174	174	-	-	41.9
DAN AIR	53	123	172	2 306	2 747	1 108	40.3	-	259	157	68	-	89	60.6
JERSEY EUROPEAN AIRWAYS	17	43	57	-	-	-	-	52	83	51	51	-	-	61.4
LOGANAIR	1	3	3	73	84	26	31.0	-	7	3	-	-	3	42.9
MANX AIRLINES	2	4	3	186	87	62	71.3	-	7	5	-	-	5	71.4
MONARCH AIRLINES	83	25	113	2 496	18 505	11 957	64.6	-	1 682	1 004	-	-	1 004	59.7
RYANAIR-EUROPE	9	12	19	795	1 109	622	56.1	-	95	54	-	-	54	56.8
Total	519	1 254	1 432	37 891	49 180	30 570	62.2	796	4 925	2 919	328	20	2 571	59.3

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

(b) Excludes exempt sub-charter operations

International Exempt Operations November 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 Available	Total (000)	Tonne-Kilometres Used			As % of Avail
											Mail (000)	Freight (000)	Passenger (000)	
ABERDEEN AIRWAYS	1	2	3	12	24	6	25.0	-	2	1	-	-	1	50.0
BIRMINGHAM EUROPEAN AIRWAYS	1	2	3	44	35	32	91.4	-	3	2	-	-	2	66.7
BRITANNIA AIRWAYS	75	98	142	11 004	12 648	8 925	70.6	-	1 075	760	-	-	760	70.7
BRITISH AIR FERRIES	6	4	10	180	446	191	42.8	-	42	16	-	-	16	38.1
BRITISH INDEPENDENT AIRWAYS	1	6	4	167	49	31	63.3	-	4	3	-	-	3	75.0
CALEDONIAN AIRWAYS	9	7	21	1 052	2 297	1 429	62.2	-	214	122	-	-	122	57.0
DAN AIR	4	4	7	356	529	426	80.5	-	42	34	-	-	34	81.0
MONARCH AIRLINES	83	25	113	2 496	18 505	11 957	64.6	-	1 682	1 004	-	-	1 004	59.7
RYANAIR-EUROPE	9	11	18	676	1 074	587	54.7	-	92	51	-	-	51	55.4
Total	189	159	321	15 987	35 607	23 584	66.2	-	3 156	1 993	-	-	1 993	63.1

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

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations November 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 Available	Total (000)	Tonne-Kilometres Used			As % of Avail
											Mail (000)	Freight (000)	Passenger (000)	
ABERDEEN AIRWAYS	26	65	73	111	52	44	84.6	75	50	39	35	-	4	78.0
AIR UK	-	4	3	304	70	68	97.1	-	6	6	-	-	6	100.0
BRITISH AIR FERRIES	122	406	364	15 200	9 083	4 596	50.6	45	774	395	-	14	381	51.0
BRITISH AIRWAYS	8	28	31	1 057	359	307	85.5	2	35	27	-	1	26	77.1
BRITISH MIDLAND	-	2	3	82	36	34	94.4	-	4	2	-	-	2	50.0
BRYMON AIRWAYS	34	84	112	2 822	1 549	1 132	73.1	13	168	98	-	5	93	58.3
CHANNEL EXPRESS (AIR SVS)	71	336	295	-	-	-	-	609	415	174	174	-	-	41.9
DAN AIR	49	119	165	1 950	2 218	682	30.7	-	217	123	68	-	55	56.7
JERSEY EUROPEAN AIRWAYS	17	43	57	-	-	-	-	52	83	51	51	-	-	61.4
LOGANAIR	1	3	3	73	84	26	31.0	-	7	3	-	-	3	42.9
MANX AIRLINES	2	4	3	186	87	62	71.3	-	7	5	-	-	5	71.4
RYANAIR-EUROPE	-	1	1	119	35	35	100.0	-	3	3	-	-	3	100.0
Total	330	1 095	1 110	21 904	13 573	6 986	51.5	796	1 769	926	328	20	578	52.3

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

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences November 1990

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)	Total (000)	Tonne-Kilometres Used Mail (000)	Freight (000)	Passenger (000)	As % of Avail
ANGLO CARGO	79	22	106	..	-	-	-	..	3 260	2 153	-	2 153	-	66.0
BIRMINGHAM EUROPEAN AIRWAYS	90	126	157	..	6 626	2 309	34.8	..	497	174	-	-	174	35.0
BRITISH AIR FERRIES	14	44	48	..	-	-	-	..	120	53	-	53	-	44.2
Total	183	192	311	..	6 626	2 309	34.8	..	3 877	2 380	-	2 206	174	61.4

Exempt Sub Charter Operations Performed For UK Operators November 1990

Table 10.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
											Mail (000)	Freight (000)	Passenger (000)	
ABERDEEN AIRWAYS	9	63	61	..	298	149	50.0	..	27	12	-	-	12	44.4
AIR 2000	18	7	26	..	4 101	3 641	88.8	..	352	313	-	-	313	88.9
AIR BRIDGE CARRIERS	14	39	34	..	-	-	-	..	271	176	-	176	-	64.9
BERLIN EUROPEAN UK	1	4	3	..	178	56	31.5	..	15	5	-	-	5	33.3
BRITANNIA AIRWAYS	2	1	3	..	312	310	99.4	..	27	26	-	-	26	96.3
BRITISH AIR FERRIES	51	120	159	..	277	184	66.4	..	411	172	-	157	15	41.8
BRITISH AIRWAYS	15	40	29	..	1 521	781	51.3	..	167	70	-	8	62	41.9
BRITISH INDEPENDENT AIRWAYS	-	1	1	..	-	-	-	..	1	1	1	-	-	100.0
BRITISH MIDLAND	32	102	119	..	1 414	502	35.5	..	134	39	-	-	39	29.1
CALEDONIAN AIRWAYS	36	14	51	..	8 400	7 993	95.2	..	783	679	-	-	679	86.7
DAN AIR	2	1	3	..	346	346	100.0	..	28	28	-	-	28	100.0
HEAVYLIFT CARGO AIRLINES	1	2	2	..	-	-	-	..	24	11	-	11	-	45.8
LOGANAIR	-	4	1	..	53	21	39.6	..	5	1	-	-	1	20.0
MANX AIRLINES	68	139	182	..	4 632	1 668	36.0	..	409	133	-	-	133	32.5
MONARCH AIRLINES	6	4	10	..	1 389	1 212	87.3	..	126	102	-	-	102	81.0
TRANS EUROPEAN AIRWAYS (UK)	42	31	72	..	6 238	3 995	64.0	..	632	331	-	-	331	52.4
Total	297	572	756	..	29 159	20 858	71.5	..	3 412	2 099	1	352	1 746	61.5

Exempt Sub Charter Operations Performed For Non UK Operators November 1990

Table 10.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
											Mail (000)	Freight (000)	Passenger (000)	
AIR FOYLE	4	7	6	..	-	-	-	..	48	17	-	17	-	35.4
ANGLO CARGO	152	79	221	..	-	-	-	..	5 331	2 719	-	2 719	-	51.0
ATLANTIC AIR TRANSPORT	-	1	-	..	-	-	-	..	3	2	-	2	-	66.7
BRITISH AIR FERRIES	40	87	147	..	-	-	-	..	227	86	-	86	-	37.9
BRITISH INDEPENDENT AIRWAYS	1	2	4	..	53	42	79.2	..	4	4	-	-	4	100.0
BRYMON AIRWAYS	73	204	237	..	3 353	1 123	33.5	..	365	92	-	-	92	25.2
DAN AIR	6	12	14	..	1 086	331	30.5	..	87	26	-	-	26	29.9
HEAVYLIFT CARGO AIRLINES	32	10	47	..	-	-	-	..	1 300	635	-	635	-	48.8
LOGANAIR	3	4	6	..	299	83	27.8	..	27	7	-	-	7	25.9
MONARCH AIRLINES	804	1 792	1 988	..	119 054	51 961	43.6	..	10 779	4 365	-	-	4 365	40.5
Total	1 115	2 198	2 670	..	123 845	53 540	43.2	..	18 171	7 953	-	3 459	4 494	43.8

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

Table 11.1

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Sep 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
AEROSPATIALE AS332 SUPER PUMA	1 200	4	5 787	11	4 934	15	69 119	14 307	22 800	38	4.3
AEROSPATIALE SA365 DAUPHIN	307	12	8 050	165	1 227	46	32 449	1 237	3 377	14	3.0
AIRBUS A300-600(B2-B4)	56	-	28	-	81	-	8 276	16 951	20 285	2	14.6
AIRBUS A300B4/100/200	-	-	-	-	-	-	-	-	-	1	13.7
AIRBUS A320-100/200	889	-	1 161	-	1 793	-	111 944	85 386	129 554	9	6.4
BAC/AEROSPATIALE CONCORDE	853	-	176	-	615	-	7 054	39 164	85 204	7	2.8
BAE (HS) 748	554	26	2 166	79	2 022	89	46 684	13 905	24 665	23	4.2
BAE 146 SERIES 100	250	-	697	-	612	-	32 595	12 509	20 378	5	6.9
BAE 146 SERIES 200/QT	457	173	900	389	1 018	402	37 059	25 909	44 913	9	6.7
BAE 146 SERIES 300	533	44	1 072	67	1 229	95	44 513	25 099	57 969	8	7.4
BAE(BAC)1-11-200 SERIES	119	2	184	1	254	3	7 872	4 856	9 236	3	4.6
BAE(BAC)1-11-300/400/475	566	31	837	35	1 015	51	27 030	19 609	42 320	11	5.0
BAE(BAC)1-11-500 SERIES	2 867	-	4 370	-	6 067	-	234 359	158 231	283 048	49	5.9
BEECHCRAFT 200 SUPERKING AIR	10	-	24	-	25	-	65	27	80
BELL 212/412	128	-	4 613	-	855	-	26 450	734	1 408	7	3.4
BELL MODEL 214ST	88	-	843	-	382	-	8 167	853	1 584	3	2.8
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	-	3	0.0
BOEING 707 ALL SERIES	-	288	-	92	-	403	-	-	-	3	5.5
BOEING 727-100/100C	-	-	-	-	-	-	-	-	-	2	12.5
BOEING 727-200/200 ADVANCED	515	-	254	-	727	-	38 991	86 704	96 236	10	12.8
BOEING 737-200	7 307	-	6 815	-	13 357	-	515 462	615 225	848 092	50	13.4
BOEING 737-300 (d)	3 638	-	4 840	-	7 276	-	243 896	351 114	519 258	57	7.3
BOEING 737-400 (d)	1 172	-	1 131	-	2 102	-	114 204	149 868	194 788	10	12.0
BOEING 747 200B COMBI	886	10	153	1	1 141	12	22 928	172 745	279 635	4	12.9
BOEING 747-100/100F	4 118	-	806	-	5 368	-	162 672	1 094 293	1 552 328	17	11.5
BOEING 747-200	4 995	7	912	1	6 415	9	168 614	1 272 285	1 788 492	21	13.4
BOEING 747-400	4 645	-	856	-	6 077	-	136 848	1 223 856	1 792 355	14	13.0
BOEING 757-200 (d)	6 476	23	5 556	44	11 095	48	678 482	987 386	1 318 624	52	9.7
BOEING 767-200	1 152	-	355	-	1 613	-	72 989	266 639	311 041	8	14.7
BOEING 767-300	420	-	734	-	1 014	-	121 287	65 006	103 344	5	5.9
BOEING 767-300ER	469	-	137	-	696	-	8 973	36 593	91 063	2	11.1
BRITISH AEROSPACE ATP	803	-	2 835	-	2 773	-	94 389	28 765	51 657	16	6.1
CANADAIR CL-44	-	53	-	19	-	105	-	-	-	1	1.7
CESSNA 310	-	-	-	-	-	-	-	-	-	1	0.0
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	3	0.0
DE HAVILLAND DHC-6 TWIN OTTER	84	-	478	-	396	-	4 103	763	1 432	4	4.3
DE HAVILLAND DHC-7 DASH-7	445	-	1 558	-	1 599	-	24 415	9 718	20 305	14	6.0
DE-HAVILLAND DHC-8 DASH-8	79	-	220	-	245	-	2 855	1 325	2 837
DORNIER 228-100/200	43	-	162	-	152	-	1 506	391	718	1	5.0
DOUGLAS DC3/C47 DAKOTA	-	-	-	-	-	-	-	-	-	2	0.2
DOUGLAS DC6/6A/6B/6C	-	34	-	40	-	92	-	-	-	2	0.8
EMBRAER EMB110 BANDEIRANTE	35	-	124	-	96	-	499	230	372	5	2.3
FOKKER F27 100-600	942	45	3 271	119	3 254	160	74 016	23 065	43 806	19	6.5
FOKKER 100 (d)	-	-	-	-	-	-	-	-	-

	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
	(000)	(000)						(000)	(000)	Qrt Ended	Per A/C
										Qrt Ended	(Hours)
										Sep 1990	Sep 1990
GULF AMERICAN GULFSTREAM I	87	24	253	61	254	68	2 309	1 163	2 092	7	2.5
HANDLEY PAGE HERALD 200	-	214	-	776	-	837	-	-	-	11	2.3
LOCKHEED L-1011-1/100 TRISTAR	752	-	199	-	1 015	-	34 467	137 726	196 815	9	10.1
LOCKHEED L1011-200 TRISTAR	1 761	-	448	-	2 347	-	51 985	281 343	418 909	8	9.4
MBB B0105	7	-	307	-	33	-	316	8	28	8	0.2
MCDONNELL-DOUGLAS DC10-30	2 014	-	344	-	2 568	-	36 724	268 825	461 221	8	12.0
MCDONNELL-DOUGLAS DC9 SRS 30	558	-	1 457	-	1 590	-	81 269	31 293	61 364	8	7.1
MCDONNELL-DOUGLAS DC9-10/15	402	-	1 099	-	1 054	-	43 207	16 401	34 184	6	7.1
PILATUS BN-2A ISLANDER	29	-	716	-	154	-	3 418	142	228	10	1.4
PILATUS BN-2A TRISLANDER MK3	85	-	1 430	-	414	-	14 425	838	1 437	11	2.3
SHORTS 330	71	21	311	110	263	91	4 513	1 058	2 143	6	2.0
SHORTS 360 (d)	522	-	2 570	-	2 132	-	51 821	10 409	18 855	13	5.5
SHORTS BELFAST	-	82	-	45	-	180	-	-	-	3	2.1
SIKORSKY S61N	530	-	5 443	-	2 730	-	59 054	5 835	10 815	31	3.0
SIKORSKY S76 SPIRIT	357	2	4 499	12	1 437	7	39 033	1 949	3 925	22	2.4
V953C MERCHANTMAN	-	192	-	445	-	434	-	-	-	5	2.3
VICKERS VISCOUNT 800	122	134	408	318	366	431	15 348	4 619	9 106	12	2.2
WESTLAND 30 SRS 100	3	-	62	-	19	-	542	33	58	3	1.0
TOTAL	54 401	1 421	81 651	2 830	103 900	3 578	3 619 196	7 566 390	10 984 384	696	6.9

- (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
(d) Excludes Air Europe's figures for Aircraft Hours and Aircraft in Service

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

Table 11.2

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Sep 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
ABERDEEN AIRWAYS											
BAE (HS) 748	43	-	146	-	169	-	2 267	910	1 868	3	5.6
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	2	0.0
GULF AMERICAN GULFSTREAM I	86	24	251	61	250	68	2 265	1 131	2 057	4	1.9
TOTAL	129	24	397	61	419	68	4 532	2 041	3 925	9	2.4
AIR 2000											
BOEING 737-300	-	-	-	-	-	-	-	-	-	1	15.4
BOEING 757-200	1 419	-	472	-	1 974	-	86 715	288 603	330 009	9	14.4
TOTAL	1 419	-	472	-	1 974	-	86 715	288 603	330 009	10	14.5
AIR BRIDGE CARRIERS											
V953C MERCHANTMAN	-	192	-	445	-	434	-	-	-	5	2.3
TOTAL	-	192	-	445	-	434	-	-	-	5	2.3
AIR EUROPE (d)											
BOEING 737-300	-	-	-	-	-	-	-	-	-
BOEING 737-400	-	-	-	-	-	-	-	-	-
BOEING 757-200	-	-	-	-	-	-	-	-	-
FOKKER 100	-	-	-	-	-	-	-	-	-
SHORTS 360	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-
AIR FOYLE											
BAE 146 SERIES 200/QT	-	147	-	335	-	343	-	-	-	3	3.7
BAE 146 SERIES 300/QT	-	44	-	67	-	95	-	-	-	2	0.8
TOTAL	-	191	-	402	-	438	-	-	-	5	4.5
AIR SARNIA											
PARTENAVIA PN68C	-	-	-	-	-	-	-	-	-
PILATUS BN-2A ISLANDER	-	-	-	-	-	-	-	-	-
PILATUS BN-2A TRISLANDER MK3	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-

Aircraft Type and Utilisation: Individual Airlines
November 1990 (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
	(000)	(000)						(000)	(000)	Qrt Ended	Per A/C
										Sep 1990	(Hours)
											Qrt Ended
											Sep 1990
AIR UK											
BAE 146 SERIES 100	109	-	367	-	312	-	15 541	4 854	8 731	2	6.5
BAE 146 SERIES 200/QT	286	-	623	-	653	-	23 587	15 937	28 037	3	8.0
BAE 146 SERIES 300	360	-	736	-	854	-	33 278	18 367	39 620	4	8.8
FOKKER F27 100-600	749	-	2 310	-	2 517	-	51 838	17 783	34 543	14	6.7
SHORTS 360	99	-	325	-	388	-	7 151	2 037	3 579	2	5.1
TOTAL	1 603	-	4 361	-	4 724	-	131 395	58 978	114 510	25	7.0
AIR UK LEISURE											
BOEING 737-400	380	-	181	-	579	-	28 844	60 709	65 442	4	11.7
TOTAL	380	-	181	-	579	-	28 844	60 709	65 442	4	11.7
ANGLO CARGO											
BAE(BAC)1-11-300/400/475	-	31	-	35	-	51	-	-	-	1	4.2
BOEING 707 ALL SERIES	-	288	-	92	-	403	-	-	-	2	5.3
TOTAL	-	319	-	127	-	455	-	-	-	3	4.9
ATLANTIC AIR TRANSPORT											
CESSNA 310	-	-	-	-	-	-	-	-	-	1	0.0
CESSNA 404 TITAN	-	-	-	-	-	-	-	-	-	1	0.0
DOUGLAS DC3/C47 DAKOTA	-	-	-	-	-	-	-	-	-	2	0.2
DOUGLAS DC6/6A/6B/6C	-	34	-	40	-	92	-	-	-	2	0.8
TOTAL	-	34	-	40	-	92	-	-	-	6	0.6
AURIGNY AIR SERVICES											
PILATUS BN-2A ISLANDER	-	-	-	-	-	-	-	-	-	0	1.6
PILATUS BN-2A TRISLANDER MK3	85	-	1 430	-	414	-	14 425	838	1 437	9	2.6
SHORTS 360	12	-	308	-	64	-	8 110	316	432	1	3.9
TOTAL	97	-	1 738	-	479	-	22 535	1 154	1 869	10	2.7
BERLIN EUROPEAN UK											
BOEING 737-300	168	-	67	-	255	-	7 842	21 440	24 848	2	11.3
TOTAL	168	-	67	-	255	-	7 842	21 440	24 848	2	11.3

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

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Sep 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
BIRMINGHAM EUROPEAN AIRWAYS											
BAE(BAC)1-11-300/400/475	485	-	677	-	831	-	19 390	16 031	35 949	5	5.5
GULF AMERICAN GULFSTREAM I	1	-	2	-	3	-	44	32	35	3	3.4
SHORTS 360	54	-	147	-	203	-	1 617	494	2 000
TOTAL	540	-	826	-	1 037	-	21 051	16 557	37 984	8	4.7
BOND HELICOPTERS											
AEROSPATIALE AS332 SUPER PUMA	212	4	1 528	11	849	15	18 649	2 587	4 028	7	4.0
AEROSPATIALE SA365 DAUPHIN	307	12	8 050	165	1 227	46	32 449	1 237	3 377	14	3.0
BEECHCRAFT 200 SUPERKING AIR	10	-	24	-	25	-	65	27	80
MBB BO105	7	-	307	-	33	-	316	8	28	8	0.2
SIKORSKY S76 SPIRIT	164	2	1 822	12	606	7	10 044	904	1 968	9	2.7
TOTAL	700	18	11 731	188	2 740	68	61 523	4 763	9 481	38	2.5
BRISTOW HELICOPTERS											
AEROSPATIALE AS332 SUPER PUMA	814	-	3 435	-	3 391	-	41 159	9 754	15 466	26	4.3
BELL 212/412	128	-	4 613	-	855	-	26 450	734	1 408	7	3.4
BELL MODEL 214ST	88	-	843	-	382	-	8 167	853	1 584	3	2.8
BELL MODEL 206B JET RANGER	-	-	-	-	-	-	-	-	-	3	0.0
SIKORSKY S61N	193	-	1 444	-	1 168	-	17 864	2 388	3 088	16	2.3
SIKORSKY S76 SPIRIT	166	-	2 360	-	723	-	12 911	908	1 660	9	2.8
TOTAL	1 389	-	12 695	-	6 519	-	106 551	14 637	23 206	64	3.2
BRITANNIA AIRWAYS											
BOEING 737-200	2 358	-	1 313	-	3 744	-	149 272	274 412	306 547	20	14.4
BOEING 737-300	726	-	341	-	1 122	-	44 622	95 901	108 262	7	13.3
BOEING 767-200	1 152	-	355	-	1 613	-	72 989	266 639	311 041	8	14.7
TOTAL	4 236	-	2 009	-	6 479	-	266 883	636 952	752 850	35	14.3
BRITISH AIR FERRIES											
BAE(BAC)1-11-200 SERIES	10	2	12	1	18	3	180	375	723	1	1.7
FOKKER F27 100-600	-	13	-	43	-	57	-	-	-
HANDLEY PAGE HERALD 200	-	56	-	122	-	206	-	-	-	3	2.9
VICKERS VISCOUNT 800	122	134	408	318	366	431	15 348	4 619	9 106	12	2.2
TOTAL	132	205	420	484	384	698	15 528	4 994	9 829	16	2.4

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

Table 11.2 (Continued)

November 1990 (a) (b) (c)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Sep 1990	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
BRITISH AIRWAYS AND CALEDONIAN AIRWAYS											
AIRBUS A320-100/200	889	-	1 161	-	1 793	-	111 944	85 386	129 554	9	6.4
BAC/AEROSPATIALE CONCORDE	853	-	176	-	615	-	7 054	39 164	85 204	7	2.8
BAE (HS) 748	283	9	1 121	35	1 041	31	27 399	7 842	12 266	9	4.2
BAE(BAC)1-11-500 SERIES	1 969	-	3 220	-	4 267	-	163 159	100 193	188 622	34	4.5
BOEING 737-200	4 347	-	5 007	-	8 586	-	328 907	286 595	467 432	43	6.7
BOEING 737-300	424	-	885	-	990	-	55 287	27 102	50 211	4	8.6
BOEING 747 200B COMBI	886	10	153	1	1 141	12	22 928	172 745	279 635	4	12.9
BOEING 747-100/100F	3 750	-	752	-	4 908	-	138 887	925 962	1 377 128	16	11.2
BOEING 747-200	3 590	7	703	1	4 624	9	116 784	908 621	1 317 887	16	13.0
BOEING 747-400	4 645	-	856	-	6 077	-	136 848	1 223 856	1 792 355	14	13.0
BOEING 757-200	3 773	23	4 655	44	7 350	48	529 042	436 165	692 251	36	7.3
BOEING 767-300	420	-	734	-	1 014	-	121 287	65 006	103 344	5	5.9
BOEING 767-300ER	469	-	137	-	696	-	8 973	36 593	91 063	2	11.1
BRITISH AEROSPACE ATP	436	-	1 349	-	1 452	-	49 512	16 566	27 592	8	5.3
LOCKHEED L-1011-1/100 TRISTAR	752	-	199	-	1 015	-	34 467	137 726	196 815	9	10.1
LOCKHEED L1011-200 TRISTAR	1 761	-	448	-	2 347	-	51 985	281 343	418 909	8	9.4
MCDONNELL-DOUGLAS DC10-30	2 014	-	344	-	2 568	-	36 724	268 825	461 221	8	12.0
TOTAL	31 261	49	21 900	81	50 482	100	1 941 187	5 019 690	7 691 489	232	7.9
BRITISH INDEPENDENT AIRWAYS											
BAE (HS) 748	32	-	261	1	135	1	3 526	388	1 403	2	4.4
TOTAL	32	-	261	1	135	1	3 526	388	1 403	2	4.4
BRITISH INTERNATIONAL HELIS											
AEROSPATIALE AS332 SUPER PUMA	174	-	824	-	694	-	9 311	1 966	3 306	5	4.8
SIKORSKY S61N	337	-	3 999	-	1 562	-	41 190	3 447	7 727	15	3.8
SIKORSKY S76 SPIRIT	27	-	317	-	107	-	16 078	137	297	4	0.6
WESTLAND 30 SRS 100	3	-	62	-	19	-	542	33	58	3	1.0
TOTAL	541	-	5 202	-	2 382	-	67 121	5 583	11 388	27	3.3
BRITISH MIDLAND											
BOEING 737-300	653	-	1 093	-	1 464	-	82 926	57 546	90 450	7	9.4
BOEING 737-400	375	-	716	-	873	-	56 287	29 523	58 350	3	9.8
BRITISH AEROSPACE ATP	133	-	681	-	596	-	19 822	4 331	8 493	3	7.9
DE HAVILLAND DHC-7 DASH-7	92	-	297	-	348	-	3 373	1 570	4 110	3	14.8
MCDONNELL-DOUGLAS DC9 SRS 30	558	-	1 457	-	1 590	-	81 269	31 293	61 364	8	7.1
MCDONNELL-DOUGLAS DC9-10/15	402	-	1 099	-	1 054	-	43 207	16 401	34 184	6	7.1
TOTAL	2 213	-	5 343	-	5 925	-	286 884	140 664	256 951	30	8.3

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

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Sep 1990	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
BRYMON AIRWAYS											
DE HAVILLAND DHC-6 TWIN OTTER	-	-	-	-	-	-	-	-	-	1	4.0
DE HAVILLAND DHC-7 DASH-7	353	-	1 261	-	1 251	-	21 042	8 148	16 195	7	6.6
DE-HAVILLAND DHC-8 DASH-8	79	-	220	-	245	-	2 855	1 325	2 837
TOTAL	432	-	1 481	-	1 496	-	23 897	9 473	19 032	8	6.3
BUSINESS AIR LIMITED											
EMBRAER EMB110 BANDEIRANTE	35	-	124	-	96	-	499	230	372	3	1.4
SHORTS 360	-	-	-	-	-	-	-	-	-	1	..
TOTAL	35	-	124	-	96	-	499	230	372	4	1.2
CHANNEL EXPRESS (AIR SVS)											
FOKKER F27 100-600	-	32	-	76	-	103	-	-	-	1	1.9
HANDLEY PAGE HERALD 200	-	158	-	654	-	631	-	-	-	8	2.1
TOTAL	-	190	-	730	-	733	-	-	-	9	4.0
DAN AIR											
AIRBUS A300B4/100/200	-	-	-	-	-	-	-	-	-	1	13.7
BAE (HS) 748	151	-	349	-	492	-	8 038	3 726	6 964	6	3.2
BAE 146 SERIES 100	80	-	155	-	177	-	7 030	4 233	6 422	2	7.9
BAE 146 SERIES 300	173	-	336	-	375	-	11 235	6 732	18 349	2	8.2
BAE(BAC)1-11-200 SERIES	109	-	172	-	236	-	7 692	4 481	8 513	2	5.6
BAE(BAC)1-11-300/400/475	81	-	160	-	184	-	7 640	3 578	6 371	3	7.0
BAE(BAC)1-11-500 SERIES	864	-	1 114	-	1 735	-	68 661	55 403	90 286	12	9.2
BOEING 727-100/100C	-	-	-	-	-	-	-	-	-	2	12.5
BOEING 727-200/200 ADVANCED	515	-	254	-	727	-	38 991	86 704	96 236	10	12.8
BOEING 737-200	366	-	324	-	635	-	27 435	38 818	47 260	4	12.8
BOEING 737-300	140	-	332	-	362	-	21 841	8 965	19 398	2	8.9
BOEING 737-400	417	-	234	-	650	-	29 073	59 636	70 996	3	14.6
TOTAL	2 896	-	3 430	-	5 573	-	227 636	272 276	370 795	49	9.4
GB AIRWAYS T/A GIBAIR											
BOEING 737-200	236	-	171	-	392	-	9 848	15 400	26 853	2	10.1
PILATUS BN-2A TRISLANDER MK3	-	-	-	-	-	-	-	-	-	1	..
TOTAL	236	-	171	-	392	-	9 848	15 400	26 853	3	9.9
GILLAIR											
SHORTS 330	71	-	311	-	263	-	4 513	1 058	2 143	5	1.9
TOTAL	71	-	311	-	263	-	4 513	1 058	2 143	5	1.9

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

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Sep 1990	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
HEAVYLIFT CARGO AIRLINES											
CANADAIR CL-44	-	53	-	19	-	105	-	-	-	1	1.7
SHORTS BELFAST	-	82	-	45	-	180	-	-	-	3	2.1
TOTAL	-	135	-	64	-	285	-	-	-	4	2.0
INTER EUROPEAN AIRWAYS											
BOEING 737-300	439	-	182	-	643	-	17 827	54 787	65 023	3	14.7
TOTAL	439	-	182	-	643	-	17 827	54 787	65 023	3	14.7
ISLES OF SCILLY SKYBUS											
PILATUS BN-2A ISLANDER	-	-	-	-	-	-	-	-	-	5	1.7
TOTAL	-	-	-	-	-	-	-	-	-	5	1.7
JANES AVIATION											
PILATUS BN-2A TRISLANDER	-	-	-	-	-	-	-	-	-	1	0.1
SHORTS 330	-	14	-	85	-	62	-	-	-	1	2.1
TOTAL	-	14	-	85	-	62	-	-	-	2	1.1
JERSEY EUROPEAN AIRWAYS											
BAE (HS) 748	45	17	289	43	185	57	5 454	1 039	2 164	3	5.5
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-
FOKKER F27 100-600	193	-	961	-	737	-	22 178	5 282	9 263	4	6.4
SHORTS 330	-	-	-	-	-	-	-	-	-
SHORTS 360	42	-	221	-	173	-	2 839	824	1 524	1	8.2
TOTAL	280	17	1 471	43	1 096	57	30 471	7 145	12 951	8	6.0
LOGANAIR											
BAE 146 SERIES 200/QT	113	-	225	-	258	-	11 037	7 108	11 410	2	7.1
BRITISH AEROSPACE ATP	87	-	308	-	319	-	10 619	3 109	5 622	2	6.6
DE HAVILLAND DHC-6 TWIN OTTER	84	-	478	-	396	-	4 103	763	1 432	3	4.4
PILATUS BN-2A ISLANDER	29	-	716	-	154	-	3 418	142	228	5	1.1
SHORTS 360	200	-	980	-	884	-	18 439	3 952	7 174	5	6.2
TOTAL	513	-	2 707	-	2 010	-	47 616	15 074	25 866	17	4.5
LONDON CITY AIRWAYS											
DE HAVILLAND DHC-7 DASH-7	-	-	-	-	-	-	-	-	-	4	2.4
TOTAL	-	-	-	-	-	-	-	-	-	4	2.4

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

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Sep 1990	Avg Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
MANX AIRLINES											
BAE 146 SERIES 100	61	-	175	-	123	-	10 024	3 422	5 225	1	4.7
BRITISH AEROSPACE ATP	147	-	497	-	406	-	14 436	4 759	9 950	3	6.2
SHORTS 360	115	-	589	-	419	-	13 665	2 786	4 146	3	5.6
TOTAL	323	-	1 261	-	948	-	38 125	10 967	19 321	7	5.7
MCALPINE AVIATION											
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	1	0.3
TOTAL	-	-	-	-	-	-	-	-	-	1	0.3
MONARCH AIRLINES											
AIRBUS A300-600(B2-B4)	56	-	28	-	81	-	8 276	16 951	20 285	2	14.6
BOEING 737-300	869	-	1 832	-	2 092	-	4 102	58 735	128 702	9	11.2
BOEING 757-200	1 284	-	429	-	1 771	-	62 725	262 618	296 364	7	15.5
TOTAL	2 209	-	2 289	-	3 945	-	75 103	338 304	445 351	18	13.2
PRINCESS AIR PLC											
BAE 146 SERIES 200/QT	58	26	52	54	107	59	2 435	2 864	5 466	1	10.2
TOTAL	58	26	52	54	107	59	2 435	2 864	5 466	1	10.2
REGION AIRWAYS											
EMBRAER EMB110 BANDEIRANTE	-	-	-	-	-	-	-	-	-	2	3.8
TOTAL	-	-	-	-	-	-	-	-	-	2	3.8
RYANAIR-EUROPE											
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	1	1.1
BAE(BAC)1-11-500 SERIES	34	-	36	-	66	-	2 539	2 635	4 140	3	7.9
TOTAL	34	-	36	-	66	-	2 539	2 635	4 140	4	6.4
SUCKLING AIRWAYS											
DORNIER 228-100/200	43	-	162	-	152	-	1 506	391	718	1	5.0
TOTAL	43	-	162	-	152	-	1 506	391	718	1	5.0

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

Table 11.2 (Continued)

	Aircraft-Km		Stage Flights		Aircraft Hours		Passengers Uplifted	Seat-Km Used (000)	Seat-Km Available (000)	Aircraft in Service At Qrt Ended Sep 1990	Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1990
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo					
TITAN AIRWAYS											
SHORTS 330	-	7	-	25	-	29	-	-	-
TOTAL	-	7	-	25	-	29	-	-	-
TRADEWINDS AIRWAYS											
BOEING 707 ALL SERIES	-	-	-	-	-	-	-	-	-	1	6.0
TOTAL	-	-	-	-	-	-	-	-	-	1	6.0
TRANS EUROPEAN AIRWAYS (UK)											
BOEING 737-200	-	-	-	-	-	-	-	-	-	1	15.5
BOEING 737-300	219	-	108	-	348	-	9 449	26 638	32 364	2	13.8
TOTAL	219	-	108	-	348	-	9 449	26 638	32 364	3	14.4
VIRGIN ATLANTIC AIRWAYS											
BOEING 747-100/100F	368	-	54	-	460	-	23 785	168 331	175 200	1	15.9
BOEING 747-200	1 405	-	209	-	1 791	-	51 830	363 664	470 605	5	14.7
TOTAL	1 773	-	263	-	2 251	-	75 615	531 995	645 805	6	14.9
GRAND TOTAL	54 401	1 421	81 651	2 830	103 900	3 578	3 619 196	7 566 390	10 984 384	696	6.9

(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

(d) Excludes Air Europe's figures for Aircraft Hours and Aircraft in Service

Passengers Uplifted on Domestic Routes For November 1990 (a)

Table 12

HEATHROW	ABERDEEN	38 357
	BELFAST	79 442
	BIRMINGHAM	9 921
	CHANNEL ISLANDS (c)	30 412
	EAST MIDLANDS	5 547
	EDINBURGH	109 706
	GLASGOW	112 485
	INVERNESS	10 269
	ISLE OF MAN	8 600
	LEEDS/BRADFORD	19 006
	LIVERPOOL	9 191
	MANCHESTER	90 455
	NEWCASTLE	30 841
	NEWQUAY	2 986
	PLYMOUTH	3 221
	TEESSIDE	16 784
GATWICK	ABERDEEN	7 873
	BELFAST	5 980
	CHANNEL ISLANDS (c)	8 105
	EDINBURGH	13 032
	EXETER	725
	GLASGOW	17 608
	MANCHESTER	19 920
	NEWCASTLE	6 807
	PLYMOUTH	913
	PRESTWICK	108
LUTON	BELFAST	9 939
	ISLE OF MAN	702
STANSTED	CHANNEL ISLANDS (c)	2 317
	EDINBURGH	3 074
	GLASGOW	2 217
ABERDEEN	BIRMINGHAM	2 589
	DUNDEE	6
	EAST MIDLANDS	1 248
	EDINBURGH	1 062
	GLASGOW	3 158
	HUMBERSIDE	2 027
	KIRKWALL	2 367
	LEEDS/BRADFORD	697
	MANCHESTER	7 418
	NEWCASTLE	1 746
	NORWICH	3 574
	OTHER SCOTTISH AERODROMES	5 359
	SUMBURGH	20 593
	TEESSIDE	1 534
BELFAST	BIRMINGHAM	7 514
	BRISTOL	406
	CARDIFF WALES	684
	EAST MIDLANDS	5 219
	GLASGOW	3 779
	LEEDS/BRADFORD	5 739
	MANCHESTER	9 993
	NEWCASTLE	1 069
BELFAST CITY	BIRMINGHAM	3 736
	BLACKPOOL	1 449
	BRISTOL	984
	CHANNEL ISLANDS (c)	70
	EDINBURGH	5 834
	EXETER	601
	GLASGOW	5 900
	ISLE OF MAN	2 288
	LIVERPOOL	4 994
	MANCHESTER	7 650
	NEWCASTLE	1 359
	SOUTHAMPTON	525
BIRMINGHAM	CHANNEL ISLANDS (c)	4 407
	EDINBURGH	12 339
	GLASGOW	13 190
	ISLE OF MAN	1 396
	NEWCASTLE	1 460
BLACKPOOL	ISLE OF MAN	2 513
BOURNEMOUTH	CHANNEL ISLANDS (c)	2 964
BRISTOL	CHANNEL ISLANDS (c)	2 318
	EDINBURGH	512
	GLASGOW	1 902
	MANCHESTER	1 049
	PLYMOUTH	83

Passengers Uplifted on Domestic Routes For November 1990 (a) Table 12 Cont'd

CAMBRIDGE	MANCHESTER	761
CARDIFF WALES	CHANNEL ISLANDS (c)	304
	GLASGOW	601
	LIVERPOOL	198
CHANNEL ISLANDS (c)	CHANNEL ISLANDS (c)	19 932
	EAST MIDLANDS	3 935
	EXETER	4 403
	LEEDS/BRADFORD	61
	LIVERPOOL	64
	MANCHESTER	3 498
	PLYMOUTH	1 056
	SOUTHAMPTON	22 113
	SOUTHEND	188
DUNDEE	MANCHESTER	254
EAST MIDLANDS	EDINBURGH	2 286
	GLASGOW	7 527
EDINBURGH	GLASGOW	54
	KIRKWALL	605
	LEEDS/BRADFORD	2 303
	MANCHESTER	9 388
	NORWICH	1 364
	OTHER SCOTTISH AERODROMES	1 049
	SUMBURGH	280
EXETER	MANCHESTER	778
	PLYMOUTH	3
GLASGOW	INVERNESS	1 425
	ISLE OF MAN	948
GLASGOW	KIRKWALL	375
	LEEDS/BRADFORD	2 766
	LIVERPOOL	235
	LONDONDERRY	606
	MANCHESTER	9 757
	OTHER SCOTTISH AERODROMES	7 844
	SUMBURGH	359
HUMBERSIDE	NORWICH	231
	TEESSIDE	5
INVERNESS	KIRKWALL	484
	OTHER SCOTTISH AERODROMES	2 334
	SUMBURGH	414
ISLE OF MAN	LIVERPOOL	9 142
	MANCHESTER	6 122
ISLES OF SCILLY (ST.MARYS)	PENZANCE HELIPORT	2 860
ISLES OF SCILLY (TRESKO)	PENZANCE HELIPORT	374
KIRKWALL	OTHER SCOTTISH AERODROMES	3 273
	SUMBURGH	783
LEEDS/BRADFORD	NORWICH	417
LONDONDERRY	MANCHESTER	610
MANCHESTER	NEWCASTLE	1 469
	SUMBURGH	112
NEWQUAY	PLYMOUTH	14
NORWICH	TEESSIDE	192
OTHER SCOTTISH AERODROMES	OTHER SCOTTISH AERODROMES	1 749
PENZANCE HELIPORT	ST AGNES	-
OTHER ROUTES (d)	OTHER ROUTES (d)	22 536

(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) November 1990**

Table 13.1

	All	International	Domestic
Class 1			
FIRST	29 444	27 983	1 461
PREMIUM	389 186	379 987	9 199
ECONOMY	892 727	388 776	503 951
ADVANCE PURCHASE	374 126	275 056	99 070
OFF PEAK	72 329	68 455	3 874
DISCOUNT	607 373	358 457	248 916
PART CHARTER	109 064	103 623	5 441
INCLUSIVE TOUR	154 006	115 041	38 965
STANDBY	30 859	7 381	23 478
CLASS FARES	100 303	75 130	25 173
Total	2 759 417	1 799 889	959 528

(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

Non-Scheduled Passenger Analysis of Licences
And Charter Categories (a) November 1990

Table 13.2

Charter Categories	All	International	Domestic
Class 2			
ABC	4 601	4 601	-
ITC	598 208	597 937	271
OTHER	25 966	25 778	188
Total Passengers	628 775	628 316	459
Class 7			
OTHER	232 176	232 176	-
Total Passengers	232 176	232 176	-
Class 8			
OTHER	65	-	65
Total Passengers	65	-	65
Exempt			
OTHER	26 290	4 478	21 812
GOVT CHARTER	11 595	11 507	88
Total Passengers	37 885	15 985	21 900
Total Non-Scheduled	667 005	644 581	22 424
ABC	4 601	4 601	-
ITC	598 252	597 981	271
OTHER	284 497	262 432	22 065
GOVT CHARTER	11 595	11 507	88

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

Public Transport Air Taxi Operations (a)

Quarter Ended September 1990

Table 14

	Stage Flights	Aircraft Hours
AEROSPATIALE AS332 SUPER PUMA	495	374
AEROSPATIALE AS355 ECUREUIL 2	1 701	1 043
AEROSPATIALE SA341 GAZELLE	330	88
AEROSPATIALE SA350 ECUREUIL	551	960
AEROSPATIALE SA365 DAUPHIN	923	159
AGUSTA A109A	512	180
AIRSHIP INDUSTRIES SKYSHIP 600	50	33
AVIONS MUDRY CAP 10B	42	10
BAE(H.P.)JETSTREAM 31	649	425
BAE(HS)125	1 054	1 091
BEECH KINGAIR 90/100	278	357
BEECHCRAFT 200 SUPERKING AIR.	1 766	2 224
BEECHCRAFT BARON MOD.55/58/58P	75	50
BEECHCRAFT BEECHJET (MITSUBI.)	95	104
BELL 206B JET RANGER	4 888	3 816
BELL 206L LONG RANGER	476	298
BELL 222	135	77
BELL 47G	20	10
CESSNA 150	9	11
CESSNA 172 SKYHAWK	332	206
CESSNA 180 SKYWAGON	117	94
CESSNA 310	145	130
CESSNA 337 SUPER SKYMASTER	57	48
CESSNA 340	2	2
CESSNA 401/402/411/421	312	303
CESSNA 404 TITAN	922	725
CESSNA 414A CHANCELLOR	7	6
CESSNA 441 CONQUEST II	118	259
CESSNA 500 CITATION I	167	215
CESSNA 550 CITATION II	347	482
DASSAULT MYSTERE-FALCON 20	215	301
DE HAVILLAND DH6 TWIN OTTER	684	617
DE HAVILLAND TIGER MOH	302	64
DORNIER 228-100/200	2	2
DOUGLAS DC3 C47 DAKOTA	18	43
EMBRAER EMB-120 BRASILIA	188	211
EMBRAER EMB110 BANDEIRANTE	2 509	2 252
ENSTROM F28A/F280 SHARK	110	57
GATES LEARJET 35A	382	598
HUGHES 269A	139	126
HUGHES 500	127	106
MBB B0105	4 988	1 247
PARTENAVIA P68B/C	453	343
PILATUS BN-2A ISLANDER	1 398	813
PILATUS BN-2A TRISLANDER MK3	16	12
PIPER PA-23 AZTEC/APACHE	938	922
PIPER PA-28 CHEROKEE SRS/PA32	32	21
PIPER PA-31/31P NAVAJO CHIEFTN	3 141	3 093
PIPER PA34 SENECA II	142	167
REIMS-CESSNA F406/CARAVAN II	809	620
ROBINSON R22	184	130
SAAB FAIRCHILD 340	2	2
SHORTS 330	1 931	1 732
SHORTS 360	491	736
SIKORSKY S61N	2 147	1 161
SIKORSKY S76 SPIRIT	806	295
TOTAL	38 729	29 449

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

Appendix Definitions - UK Airline Statistics

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

CLASSES OF LICENCE

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

Class 1 authorises scheduled service flights;

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

Class 2 authorises the carriage of charter categories other than ITCs and sole use, up to and including March 1990;

Class 3 authorises inclusive tour charter and travel only charter flights, up to and including March 1990;

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

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

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

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

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.