



UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

OCTOBER 1993

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AND TRAFFIC STATISTICS**

OCTOBER 1993

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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
 - = 0 or value too low to register
 - 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:

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

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

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- 3.3 Magnetic Media 3.5 inch diskettes are available in Word for Windows format. Enquiries should be made to the Aviation Data Unit at the address given in Para 3.1 above.

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4 FURTHER INFORMATION

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

5 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

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

6 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

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Size of UK Airlines by Available Capacity
Year ended October 1993 (a)

Table 1.1

| | 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 | 15 257 | 61.8 | 10 129 | 59.2 |
| Virgin Atlantic Airways | 2 023 | 8.2 | 1 153 | 6.7 |
| Britannia Airways | 1 667 | 6.8 | 1 535 | 9.0 |
| Monarch Airlines | 1 003 | 4.1 | 886 | 5.2 |
| Air 2000 | 1 001 | 4.1 | 923 | 5.4 |
| Caledonian Airways | 628 | 2.5 | 508 | 3.0 |
| Airtours International | 516 | 2.1 | 422 | 2.5 |
| British Midland | 507 | 2.1 | 267 | 1.6 |
| Airtours International Airways Ltd | 317 | 1.3 | 222 | 1.3 |
| British Airways (Euro Ops) LGW | 220 | 0.9 | 100 | 0.6 |
| Air UK | 203 | 0.8 | 95 | 0.6 |
| Air UK Leisure | 193 | 0.8 | 151 | 0.9 |
| Heavylift Cargo Airlines | 170 | 0.7 | 98 | 0.6 |
| Excalibur Airways | 161 | 0.7 | 123 | 0.7 |
| Leisure International Airways | 150 | 0.6 | 129 | 0.8 |
| GB Airways t/a Gibair | 92 | 0.4 | 55 | 0.3 |
| Air Foyle | 83 | 0.3 | 54 | 0.3 |
| British World Airlines | 74 | 0.3 | 47 | 0.3 |
| Ambassador Airways | 66 | 0.3 | 53 | 0.3 |
| Hunting Cargo Airlines | 50 | 0.2 | 22 | 0.1 |
| Channel Express (Air Services) | 40 | 0.2 | 17 | 0.1 |
| Maersk Air | 35 | 0.1 | 15 | 0.1 |
| Jersey European Airways | 32 | 0.1 | 14 | 0.1 |
| Loganair | 31 | 0.1 | 17 | 0.1 |
| Brymon Airways | 30 | 0.1 | 13 | 0.1 |
| Manx Airlines | 24 | 0.1 | 13 | 0.1 |
| City Flyer Express | 18 | 0.1 | 10 | 0.1 |
| Bristow Helicopters | 17 | 0.1 | 11 | 0.1 |
| Jersey European Airways (UK) | 14 | 0.1 | 6 | - |
| Manx Airlines (Europe) | 12 | - | 5 | - |
| British International Helicopters | 11 | - | 5 | - |
| Business Air | 11 | - | 4 | - |
| Bond Helicopters | 9 | - | 5 | - |
| Gillair | 7 | - | 3 | - |
| Palmar Flightline | 6 | - | 5 | - |
| Air Atlantique & Air Corbiere | 5 | - | 3 | - |
| Euroair Transport | 3 | - | 2 | - |
| Emerald Airways | 3 | - | 1 | - |
| Aurigny Air Services | 2 | - | 2 | - |
| Titan Airways | 2 | - | 1 | - |
| Suckling Airways | 1 | - | 1 | - |
| Celtic Air | 1 | - | - | - |
| Janes Aviation | 1 | - | - | - |
| Isles of Scilly Skybus | - | - | - | - |
| Aravco | - | - | - | - |
| Love Air | - | - | - | - |
| Total | 24 695 | 100.0 | 17 124 | 100.0 |

(a) Excludes Air Taxi Operations

Size of UK Airlines by Available Capacity
Year ended October 1993 (a)

Table 1.2

| | Output in available seat-kilometres (000 000) | Percentage of all available seat-kilometres | Seat- kilometres used (000 000) | Percentage of all seat- kilometres used |
|------------------------------------|--|---|--|--|
| British Airways | 110 941 | 55.4 | 78 118 | 51.0 |
| Britannia Airways | 19 515 | 9.8 | 17 936 | 11.7 |
| Virgin Atlantic Airways | 12 423 | 6.2 | 9 375 | 6.1 |
| Air 2000 | 11 631 | 5.8 | 10 737 | 7.0 |
| Monarch Airlines | 11 165 | 5.6 | 9 991 | 6.5 |
| Caledonian Airways | 6 724 | 3.4 | 5 977 | 3.9 |
| British Midland | 4 963 | 2.5 | 3 336 | 2.2 |
| Airtours International | 4 849 | 2.4 | 4 672 | 3.0 |
| Airtours International Airways Ltd | 3 494 | 1.7 | 2 954 | 1.9 |
| British Airways (Euro Ops) LGW | 2 146 | 1.1 | 1 107 | 0.7 |
| Air UK | 2 015 | 1.0 | 1 097 | 0.7 |
| Air UK Leisure | 1 992 | 1.0 | 1 734 | 1.1 |
| Excalibur Airways | 1 664 | 0.8 | 1 433 | 0.9 |
| Leisure International Airways | 1 575 | 0.8 | 1 412 | 0.9 |
| GB Airways t/a Gibair | 709 | 0.4 | 563 | 0.4 |
| Ambassador Airways Ltd | 684 | 0.3 | 621 | 0.4 |
| British World Airlines | 663 | 0.3 | 506 | 0.3 |
| Maersk Air | 404 | 0.2 | 192 | 0.1 |
| Loganair | 343 | 0.2 | 185 | 0.1 |
| Jersey European Airways | 328 | 0.2 | 182 | 0.1 |
| Brymon Airways | 292 | 0.1 | 161 | 0.1 |
| Manx Airlines | 254 | 0.1 | 165 | 0.1 |
| Air Foyle | 202 | 0.1 | 175 | 0.1 |
| Bristow Helicopters | 183 | 0.1 | 116 | 0.1 |
| City Flyer Express | 176 | 0.1 | 117 | 0.1 |
| Jersey European Airways (UK) | 141 | 0.1 | 76 | - |
| British International Helicopters | 112 | 0.1 | 55 | - |
| Business Air | 111 | 0.1 | 45 | - |
| Bond Helicopters | 111 | 0.1 | 55 | - |
| Manx Airlines (Europe) | 100 | - | 59 | - |
| Palmar Flightline | 72 | - | 62 | - |
| Gillair | 68 | - | 33 | - |
| Aurigny Air Services | 28 | - | 17 | - |
| Suckling Airways | 17 | - | 7 | - |
| Air Atlantique & Air Corbiere | 7 | - | 4 | - |
| Isles of Scilly Skybus | 3 | - | 3 | - |
| Titan Airways | 3 | - | 2 | - |
| Celtic Air | 2 | - | 1 | - |
| Aravco | 1 | - | 1 | - |
| Love Air | 1 | - | - | - |
| Channel Express (Air Services) | - | - | - | - |
| Emerald Airways | - | - | - | - |
| Euroair Transport | - | - | - | - |
| Heavylift Cargo Airlines | - | - | - | - |
| Hunting Cargo Airlines | - | - | - | - |
| Janes Aviation | - | - | - | - |
| Total | 200 113 | 100.0 | 153 285 | 100.0 |

(a) Excludes Air Taxi Operations

Main Outputs of UK Airlines 1974-1993 (a)

Table 2.1

| <-----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 |
| 1974 | 8 287 | -8.0 | 5 747 | -3.5 | 2 540 | -16.8 | 4 961 | .. | 3 166 | .. | 1 795 | .. |
| 1975 | 8 928 | 7.8 | 5 984 | 4.2 | 2 944 | 16.0 | 5 397 | 8.8 | 3 317 | 4.8 | 2 080 | 15.9 |
| 1976 | 9 727 | 9.0 | 6 602 | 10.3 | 3 125 | 6.2 | 5 964 | 10.5 | 3 726 | 12.3 | 2 238 | 7.6 |
| 1977 | 10 505 | 8.0 | 6 834 | 3.5 | 3 671 | 17.5 | 6 558 | 10.0 | 3 928 | 5.4 | 2 630 | 17.5 |
| 1978 | 11 970 | 13.9 | 8 095 | 18.5 | 3 875 | 5.6 | 7 583 | 15.6 | 4 827 | 24.1 | 2 711 | 3.1 |
| 1979 | 12 749 | 6.5 | 8 841 | 9.2 | 3 908 | 0.9 | 8 238 | 8.6 | 5 550 | 13.9 | 2 688 | -0.8 |
| 1980 | 13 215 | 3.6 | 9 829 | 11.2 | 3 386 | -13.5 | 8 283 | 0.5 | 5 895 | 6.2 | 2 388 | -11.2 |
| 1981 | 13 087 | -0.9 | 9 936 | 1.1 | 3 151 | -6.9 | 8 466 | 2.2 | 6 188 | 5.0 | 2 278 | -4.6 |
| 1982 | 11 848 | -9.5 | 9 068 | -8.7 | 2 780 | -11.8 | 7 757 | -8.4 | 5 593 | -9.6 | 2 164 | -5.0 |
| 1983 | 12 011 | 1.4 | 8 989 | -0.9 | 3 022 | 8.7 | 7 866 | 1.4 | 5 522 | -1.3 | 2 344 | 8.3 |
| 1984 | 13 155 | 9.5 | 9 854 | 9.6 | 3 301 | 9.2 | 8 964 | 14.0 | 6 337 | 14.8 | 2 627 | 12.0 |
| 1985 | 13 408 | 1.9 | 10 166 | 3.2 | 3 242 | -1.8 | 9 085 | 1.3 | 6 467 | 2.1 | 2 618 | -0.3 |
| 1986 | 14 306 | 6.7 | 10 655 | 4.8 | 3 651 | 12.6 | 9 660 | 6.3 | 6 606 | 2.1 | 3 054 | 16.7 |
| 1987 | 15 848 | 10.8 | 11 424 | 7.3 | 4 423 | 21.1 | 11 231 | 16.3 | 7 586 | 14.8 | 3 645 | 19.4 |
| 1988 | 17 225 | 8.7 | 12 405 | 8.5 | 4 820 | 9.0 | 12 926 | 15.1 | 8 106 | 6.9 | 4 820 | 32.2 |
| 1989 | 18 923 | 9.9 | 13 427 | 8.2 | 5 496 | 14.0 | 13 368 | 3.4 | 8 974 | 10.7 | 4 394 | -8.8 |
| 1990 | 20 370 | 7.7 | 15 274 | 13.9 | 5 096 | -7.5 | 13 347 | 5.9 | 9 424 | 12.7 | 3 923 | -7.5 |
| 1991(b) | 20 166 | -1.0 | 15 188 | -0.6 | 4 978 | -2.4 | 13 638 | -3.4 | 9 570 | -4.5 | 4 068 | -0.5 |
| 1992 | 23 141 | 14.8 | 17 064 | 12.4 | 6 070 | 22.2 | 15 911 | 16.7 | 10 940 | 14.3 | 4 970 | 22.2 |
| Year ended | | | | | | | | | | | | |
| Oct 1992 | 22 967 | | 16 852 | | 6 116 | | 15 806 | | 10 813 | | 4 993 | |
| Oct 1993 | 24 695 | | 18 341 | | 6 353 | | 17 124 | | 11 778 | | 5 346 | |
| Latest year's growth | | 7.5 | | 8.8 | | 3.9 | | 8.3 | | 8.9 | | 7.1 |

(a) Excludes Air Taxi Operations

(b) Excludes Air Europe Operations

Main Outputs of UK Airlines 1974-1993 (a)

Table 2.2

| <-----Available Seat-Kilometres-----> | | | | | | | <-----Seat-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 |
| 1974 | 63 679 | .. | 44 191 | .. | 19 488 | .. | 40 642 | .. | 25 397 | .. | 15 245 | .. |
| 1975 | 67 238 | 5.6 | 45 923 | 3.9 | 21 315 | 9.4 | 44 623 | 9.8 | 27 555 | 8.5 | 17 068 | 12.0 |
| 1976 | 74 394 | 10.6 | 51 668 | 12.5 | 22 726 | 6.6 | 49 133 | 10.1 | 31 078 | 12.8 | 18 055 | 5.8 |
| 1977 | 78 681 | 5.8 | 53 162 | 2.9 | 25 519 | 12.3 | 52 261 | 6.4 | 31 871 | 2.6 | 20 390 | 12.9 |
| 1978 | 88 745 | 12.8 | 64 170 | 20.7 | 24 575 | -3.7 | 60 480 | 15.7 | 40 442 | 26.9 | 20 038 | -1.7 |
| 1979 | 97 618 | 10.0 | 71 591 | 11.6 | 26 027 | 5.9 | 67 771 | 12.1 | 47 085 | 16.4 | 20 686 | 3.2 |
| 1980 | 108 249 | 10.9 | 80 320 | 12.2 | 27 929 | 7.3 | 72 700 | 7.3 | 50 164 | 6.5 | 22 536 | 8.9 |
| 1981 | 108 987 | 0.7 | 80 325 | - | 28 662 | 2.6 | 75 942 | 4.5 | 52 210 | 4.1 | 23 732 | 5.3 |
| 1982 | 99 281 | -8.9 | 70 869 | -11.8 | 28 412 | -0.9 | 70 114 | -7.7 | 46 404 | -11.1 | 23 710 | 0.1 |
| 1983 | 99 845 | 0.6 | 68 848 | 2.9 | 31 006 | 9.1 | 70 242 | 0.2 | 43 887 | -5.4 | 26 355 | 11.2 |
| 1984 | 108 447 | 8.6 | 73 193 | 6.3 | 35 254 | 13.7 | 78 258 | 11.4 | 48 235 | 9.9 | 30 023 | 13.9 |
| 1985 | 110 779 | 2.2 | 76 650 | 4.7 | 34 129 | -3.2 | 81 127 | 3.7 | 51 436 | 6.6 | 29 691 | -1.1 |
| 1986 | 118 834 | 7.3 | 79 136 | 3.2 | 39 698 | 16.3 | 87 087 | 7.3 | 51 401 | -0.1 | 35 686 | 20.2 |
| 1987 | 133 805 | 12.6 | 85 578 | 8.1 | 48 227 | 21.5 | 102 731 | 18.0 | 59 887 | 16.6 | 42 844 | 20.1 |
| 1988 | 151 197 | 13.0 | 99 707 | 16.6 | 51 490 | 6.8 | 109 511 | 6.6 | 63 868 | 6.6 | 45 643 | 6.5 |
| 4 1989 | 158 013 | 4.5 | 99 599 | -0.1 | 58 414 | 13.4 | 120 862 | 10.4 | 70 196 | 9.9 | 50 666 | 11.0 |
| 1990 | 164 787 | 4.3 | 111 516 | 12.0 | 53 271 | -8.8 | 126 175 | 4.4 | 79 580 | 13.4 | 46 595 | 8.0 |
| 1991(b) | 161 098 | -2.2 | 108 928 | -2.3 | 52 170 | -2.1 | 120 751 | -4.3 | 74 615 | -6.2 | 46 136 | -0.9 |
| 1992 | 187 859 | 16.6 | 123 498 | 13.4 | 64 361 | 23.4 | 143 609 | 18.9 | 86 731 | 16.2 | 56 878 | 23.3 |
| Year ended | | | | | | | | | | | | |
| Oct 1992 | 186 348 | | 121 741 | | 64 607 | | 142 668 | | 85 639 | | 57 028 | |
| Oct 1993 | 200 113 | | 133 704 | | 66 409 | | 153 285 | | 93 290 | | 59 994 | |
| Latest year's growth | | 7.4 | | 9.8 | | 2.8 | | 7.4 | | 8.9 | | 5.2 |

(a) Excludes Air Taxi Operations
(b) Excludes Air Europe Operations

All Services October 1993 (a)

Table 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 | |
|----------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| Passenger Services | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| AIR 2000 | 6 149 | 2 493 | 8 828 | 436 401 | 1 367 078 | 1 171 578 | 85.7 | 4 | 117 575 | 100 775 | - | 15 | 100 760 | 85.7 |
| AIR ATLANTIQUE & AIR CORBIERE(b) | 47 | 219 | 147 | 1 134 | 701 | 432 | 61.6 | - | 79 | 34 | - | - | 34 | 43.0 |
| AIR FOYLE | 192 | 93 | 294 | 9 705 | 28 581 | 23 200 | 81.2 | - | 2 935 | 1 995 | - | - | 1 995 | 68.0 |
| AIR UK | 2 230 | 5 419 | 6 124 | 206 836 | 177 221 | 101 566 | 57.3 | 242 | 17 722 | 8 728 | 43 | 70 | 8 615 | 49.2 |
| AIR UK LEISURE | 1 524 | 722 | 2 330 | 100 139 | 263 376 | 218 023 | 82.8 | - | 24 972 | 18 324 | - | - | 18 324 | 73.4 |
| AIRTOURS INTERNATIONAL | 3 178 | 1 448 | 4 782 | 222 255 | 531 110 | 487 639 | 91.8 | 10 | 53 101 | 41 465 | - | 19 | 41 446 | 78.1 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 935 | 885 | 2 884 | 119 892 | 357 007 | 279 395 | 78.3 | - | 32 600 | 20 959 | - | - | 20 959 | 64.3 |
| AMBASSADOR AIRWAYS LTD | 578 | 237 | 834 | 45 285 | 134 864 | 114 713 | 85.1 | - | 13 086 | 9 720 | - | - | 9 720 | 74.3 |
| ARAVCO LTD | 10 | 2 | 14 | 10 | 106 | 52 | 49.1 | - | 10 | 4 | - | - | 4 | 40.0 |
| AURIGNY AIR SERVICES | 138 | 2 198 | 657 | 25 824 | 2 638 | 1 586 | 60.1 | 113 | 220 | 134 | 1 | 5 | 128 | 60.9 |
| BOND HELICOPTERS | 652 | 8 195 | 2 549 | 43 813 | 9 229 | 4 219 | 45.7 | 144 | 692 | 373 | - | 14 | 359 | 53.9 |
| BRISTOW HELICOPTERS | 876 | 7 727 | 3 996 | 69 099 | 15 162 | 9 351 | 61.7 | 354 | 1 422 | 897 | - | 49 | 848 | 63.1 |
| BRITANNIA AIRWAYS | 10 096 | 4 619 | 15 124 | 764 943 | 2 191 932 | 1 848 533 | 84.3 | 207 | 186 556 | 157 128 | - | 1 145 | 155 983 | 84.2 |
| BRITISH AIRWAYS | 37 437 | 21 326 | 57 718 | 2 381 703 | 9 960 365 | 7 219 353 | 72.5 | 42 786 | 1 365 035 | 941 062 | 11 545 | 243 325 | 686 192 | 68.9 |
| BRITISH AIRWAYS (EURO OPS) LGW | 1 300 | 1 954 | 2 827 | 146 545 | 180 960 | 92 735 | 51.2 | 405 | 19 124 | 8 420 | 15 | 319 | 8 086 | 44.0 |
| BRITISH INTERNATIONAL HELIS | 452 | 4 473 | 2 035 | 47 941 | 10 002 | 4 801 | 48.0 | 151 | 991 | 401 | - | 16 | 385 | 40.5 |
| BRITISH MIDLAND | 3 853 | 6 214 | 8 483 | 449 412 | 504 191 | 353 463 | 70.1 | 916 | 49 536 | 28 013 | 134 | 312 | 27 567 | 56.6 |
| BRITISH WORLD AIRLINES LTD | 645 | 707 | 1 205 | 45 833 | 78 986 | 56 622 | 71.7 | 32 | 7 956 | 4 729 | - | 15 | 4 714 | 59.4 |
| BRYMON AIRWAYS | 537 | 1 406 | 1 654 | 31 550 | 24 578 | 14 262 | 58.0 | 22 | 2 600 | 1 184 | - | 9 | 1 175 | 45.5 |
| BUSINESS AIR LIMITED | 240 | 682 | 680 | 9 002 | 10 662 | 3 985 | 37.4 | - | 1 153 | 344 | - | - | 344 | 29.8 |
| CALEDONIAN AIRWAYS | 2 585 | 898 | 2 483 | 194 855 | 769 793 | 672 116 | 87.3 | - | 71 571 | 57 101 | - | - | 57 101 | 79.8 |
| CITY FLYER EXPRESS | 385 | 1 115 | 1 117 | 34 052 | 17 822 | 11 974 | 67.2 | 30 | 1 682 | 967 | - | 8 | 959 | 57.5 |
| EXCALIBUR AIRWAYS | 977 | 438 | 1 441 | 55 724 | 175 819 | 143 581 | 81.7 | - | 17 000 | 12 351 | - | 3 | 12 348 | 72.7 |
| GB AIRWAYS LTD | 633 | 475 | 1 129 | 37 030 | 68 238 | 53 589 | 78.5 | 127 | 8 613 | 5 045 | 59 | 163 | 4 823 | 58.6 |
| GILLAIR | 191 | 725 | 646 | 11 584 | 6 015 | 3 214 | 53.4 | - | 611 | 242 | - | - | 242 | 39.6 |
| ISLES OF SCILLY SKYBUS | 39 | 599 | 191 | 3 721 | 312 | 231 | 74.0 | 12 | 31 | 18 | - | - | 18 | 58.1 |
| JERSEY EUROPEAN AIRWAYS | 331 | 1 638 | 1 272 | 50 158 | 18 578 | 11 722 | 63.1 | 8 | 1 863 | 879 | - | 1 | 878 | 47.2 |
| JERSEY EUROPEAN AIRWAYS (UK) | 465 | 1 094 | 1 425 | 33 470 | 32 613 | 16 838 | 51.6 | 2 | 3 282 | 1 264 | - | - | 1 264 | 38.5 |
| LEISURE INTL AIRWAYS LTD | 745 | 116 | 1 071 | 31 201 | 243 092 | 215 810 | 88.8 | 211 | 23 209 | 18 714 | - | 1 450 | 17 264 | 80.6 |
| LOGANAIR | 846 | 3 359 | 3 026 | 57 335 | 33 643 | 16 732 | 49.7 | 52 | 3 028 | 1 520 | - | 12 | 1 508 | 50.2 |
| LOVE AIR | 8 | 57 | 33 | 281 | 64 | 40 | 62.5 | - | 11 | 4 | - | - | 4 | 36.4 |
| MAERSK AIR LIMITED | 509 | 922 | 1 173 | 29 257 | 33 058 | 18 038 | 54.6 | 86 | 3 486 | 1 584 | 11 | 39 | 1 534 | 45.4 |
| MANX AIRLINES | 332 | 1 337 | 964 | 50 949 | 21 162 | 14 020 | 66.3 | 64 | 1 996 | 1 139 | - | 17 | 1 122 | 57.1 |
| MANX AIRLINES (EUROPE) LTD | 325 | 794 | 813 | 12 805 | 10 669 | 5 805 | 54.4 | - | 1 360 | 465 | - | - | 465 | 34.2 |
| MONARCH AIRLINES | 5 089 | 2 171 | 7 319 | 399 230 | 1 284 466 | 1 121 874 | 87.3 | 149 | 115 222 | 94 559 | - | 325 | 94 234 | 82.1 |
| PALMAIR FLIGHTLINE | 102 | 88 | 181 | 5 986 | 10 393 | 8 284 | 79.7 | - | 880 | 662 | - | - | 662 | 75.2 |
| SUCKLING AIRWAYS | 111 | 339 | 406 | 2 571 | 1 899 | 857 | 45.1 | - | 130 | 62 | - | - | 62 | 47.7 |
| TITAN AIRWAYS | 12 | 32 | 37 | 494 | 463 | 300 | 64.8 | - | 41 | 22 | - | - | 22 | 53.7 |
| VIRGIN ATLANTIC AIRWAYS | 2 977 | 440 | 3 777 | 139 803 | 1 182 202 | 948 458 | 80.2 | 4 968 | 190 569 | 119 481 | - | 32 953 | 86 528 | 62.7 |
| Total Passenger Services | 88 731 | 87 656 | 151 667 | 6 307 828 | 19 759 050 | 15 268 991 | 77.3 | 51 095 | 2 341 950 | 1 660 768 | 11 808 | 280 284 | 1 368 676 | 70.9 |

All Services October 1993 (a)

Table 3 cont'd

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) % of Avail |
| <u>Cargo Services</u> | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | 24 | 58 | 73 | - | - | - | - | 284 | 321 | 167 | 1 | 166 | - 52.0 |
| AIR FOYLE | 271 | 532 | 599 | - | - | - | - | 3 152 | 3 051 | 1 738 | - | 1 738 | - 57.0 |
| BOND HELICOPTERS | 7 | 136 | 27 | - | - | - | - | 8 | 6 | 1 | - | 1 | - 16.7 |
| BRITISH AIRWAYS | 45 | 13 | 60 | - | - | - | - | 103 | 2 238 | 765 | 5 | 760 | - 34.2 |
| BRITISH MIDLAND | 23 | 42 | 47 | - | - | - | - | 437 | 323 | 233 | 233 | - | - 72.1 |
| BRITISH WORLD AIRLINES LTD | 88 | 218 | 285 | - | - | - | - | 1 078 | 672 | 413 | 2 | 411 | - 61.5 |
| CHANNEL EXPRESS (AIR SVS) | 433 | 963 | 1 180 | - | - | - | - | 3 179 | 4 756 | 1 912 | 535 | 1 377 | - 40.2 |
| CITY FLYER EXPRESS | 14 | 46 | 49 | - | - | - | - | 88 | 48 | 26 | - | 26 | - 54.2 |
| EMERALD AIRWAYS LIMITED | 81 | 336 | 291 | - | - | - | - | 1 070 | 410 | 270 | 116 | 154 | - 65.9 |
| EUROAIR TRANSPORT LTD | 24 | 63 | 79 | - | - | - | - | 147 | 120 | 71 | 71 | - | - 59.2 |
| HEAVYLIFT CARGO AIRLINES | 271 | 150 | 502 | - | - | - | - | 2 942 | 20 543 | 12 349 | - | 12 349 | - 60.1 |
| HUNTING CARGO AIRLINES LTD | 285 | 634 | 754 | - | - | - | - | 1 594 | 4 575 | 2 392 | - | 2 392 | - 52.3 |
| TITAN AIRWAYS | 36 | 111 | 132 | - | - | - | - | 192 | 125 | 72 | - | 72 | - 57.6 |
| Total Cargo Services | 1 602 | 3 302 | 4 077 | - | - | - | - | 14 273 | 37 188 | 20 409 | 963 | 19 446 | - 54.9 |
| Grand Total | 90 333 | 90 958 | 155 744 | 6 307 828 | 19 759 050 | 15 268 991 | 77.3 | 65 369 | 2 379 138 | 1 681 177 | 12 771 | 299 730 | 1 368 676 70.7 |

(a) Excludes small airlines' public transport operations (see Table 11)

(b) Estimated

All Scheduled Services October 1993 (a)

Table 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 (000) | Tonne-Kilometres Used | | | As |
|-----------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | |
| AIR 2000 | 32 | 10 | 46 | 2 062 | 7 551 | 6 685 | 88.5 | 4 | 649 | 586 | - | 11 | 575 90.3 |
| AIR ATLANTIQUE & AIR CORBIERE (b) | 47 | 216 | 146 | 1 101 | 695 | 429 | 61.7 | - | 79 | 34 | - | - | 34 43.0 |
| AIR UK | 2 198 | 5 374 | 6 058 | 203 074 | 173 882 | 99 210 | 57.1 | 242 | 17 388 | 8 527 | 43 | 70 | 8 414 49.0 |
| AURIGNY AIR SERVICES | 130 | 2 146 | 626 | 25 067 | 2 396 | 1 408 | 58.8 | 113 | 199 | 119 | 1 | 5 | 113 59.8 |
| BRITANNIA AIRWAYS | 56 | 112 | 119 | 9 096 | 7 226 | 4 516 | 62.5 | 8 | 614 | 384 | - | 4 | 380 62.5 |
| BRITISH AIRWAYS | 37 295 | 21 227 | 57 490 | 2 373 497 | 9 943 402 | 7 204 692 | 72.5 | 42 781 | 1 363 092 | 939 752 | 11 544 | 243 325 | 684 883 68.9 |
| BRITISH AIRWAYS (EURO OPS) LGW | 1 300 | 1 954 | 2 827 | 146 545 | 180 960 | 92 735 | 51.2 | 405 | 19 124 | 8 420 | 15 | 319 | 8 086 44.0 |
| BRITISH INTERNATIONAL HELIS | 26 | 427 | 141 | 8 041 | 636 | 487 | 76.6 | 16 | 53 | 41 | - | 1 | 40 77.4 |
| BRITISH MIDLAND | 2 546 | 5 637 | 6 480 | 374 560 | 289 966 | 173 623 | 59.9 | 916 | 30 226 | 13 985 | 134 | 312 | 13 539 46.3 |
| BRITISH WORLD AIRLINES LTD | 54 | 26 | 81 | 905 | 5 318 | 1 870 | 35.2 | 3 | 741 | 162 | - | 6 | 156 21.9 |
| BRYMON AIRWAYS | 454 | 1 205 | 1 385 | 24 297 | 20 711 | 11 246 | 54.3 | 3 | 2 186 | 937 | - | 1 | 936 42.9 |
| BUSINESS AIR LIMITED | 240 | 682 | 680 | 9 002 | 10 662 | 3 985 | 37.4 | - | 1 153 | 344 | - | - | 344 29.8 |
| CITY FLYER EXPRESS | 385 | 1 115 | 1 116 | 34 052 | 17 822 | 11 974 | 67.2 | 30 | 1 682 | 967 | - | 8 | 959 57.5 |
| GB AIRWAYS LTD | 501 | 335 | 877 | 23 923 | 53 489 | 41 343 | 77.3 | 127 | 6 821 | 3 942 | 59 | 163 | 3 720 57.8 |
| GILLAIR | 191 | 725 | 646 | 11 584 | 6 015 | 3 214 | 53.4 | - | 611 | 242 | - | - | 242 39.6 |
| ISLES OF SCILLY SKYBUS | 39 | 599 | 191 | 3 721 | 312 | 231 | 74.0 | 12 | 31 | 18 | - | - | 18 58.1 |
| JERSEY EUROPEAN AIRWAYS | 331 | 1 636 | 1 270 | 50 072 | 18 540 | 11 689 | 63.0 | 8 | 1 859 | 877 | - | 1 | 876 47.2 |
| JERSEY EUROPEAN AIRWAYS (UK) | 421 | 1 066 | 1 363 | 31 011 | 28 217 | 13 031 | 46.2 | 2 | 2 854 | 978 | - | - | 978 34.3 |
| LOGANAIR | 844 | 3 357 | 3 022 | 57 285 | 33 599 | 16 694 | 49.7 | 52 | 3 024 | 1 517 | - | 12 | 1 505 50.2 |
| LOVE AIR | 8 | 57 | 33 | 281 | 64 | 40 | 62.5 | - | 11 | 4 | - | - | 4 36.4 |
| MAERSK AIR LIMITED | 507 | 918 | 1 169 | 29 026 | 32 898 | 17 941 | 54.5 | 86 | 3 469 | 1 577 | 11 | 39 | 1 527 45.5 |
| MANX AIRLINES | 290 | 1 241 | 855 | 50 163 | 18 449 | 12 417 | 67.3 | 63 | 1 756 | 1 010 | - | 17 | 993 57.5 |
| MANX AIRLINES (EUROPE) LTD | 314 | 768 | 788 | 12 805 | 10 343 | 5 549 | 53.6 | 1 | 1 315 | 445 | - | - | 445 33.8 |
| MONARCH AIRLINES | 166 | 90 | 240 | 15 307 | 32 552 | 29 064 | 89.3 | 16 | 2 910 | 2 471 | - | 29 | 2 442 84.9 |
| SUCKLING AIRWAYS | 111 | 339 | 406 | 2 571 | 1 899 | 857 | 45.1 | - | 130 | 62 | - | - | 62 47.7 |
| VIRGIN ATLANTIC AIRWAYS | 2 977 | 440 | 3 777 | 139 803 | 1 182 202 | 948 458 | 80.2 | 4 968 | 190 569 | 119 481 | - | 32 953 | 86 528 62.7 |
| Total Passenger Services | 51 463 | 51 702 | 91 832 | 3 638 851 | 12 079 806 | 8 713 388 | 72.1 | 49 856 | 1 652 546 | 1 106 882 | 11 807 | 277 276 | 817 799 67.0 |
| <u>Cargo Services</u> | | | | | | | | | | | | | |
| BRITISH AIRWAYS | 6 | 1 | 8 | - | - | - | - | 16 | 209 | 90 | 5 | 85 | - 43.1 |
| BRITISH MIDLAND | 23 | 42 | 47 | - | - | - | - | 437 | 323 | 233 | 233 | - | - 72.1 |
| CHANNEL EXPRESS (AIR SVS) | 12 | 76 | 52 | - | - | - | - | 248 | 67 | 41 | - | 41 | - 61.2 |
| HUNTING CARGO AIRLINES LTD | 6 | 10 | 15 | - | - | - | - | 87 | 91 | 53 | - | 53 | - 58.2 |
| Total Cargo Services | 47 | 129 | 122 | - | - | - | - | 788 | 690 | 417 | 238 | 179 | - 60.4 |
| Grand Total | 51 510 | 51 831 | 91 954 | 3 638 851 | 12 079 806 | 8 713 388 | 72.1 | 50 644 | 1 653 236 | 1 107 299 | 12 045 | 277 455 | 817 799 67.0 |

(a) Excludes small airlines' public transport operations. (See Table 11)

(b) Estimated

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As |
|----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR UK | 1 225 | 2 592 | 3 257 | 108 674 | 99 597 | 57 460 | 57.7 | 106 | 9 960 | 4 923 | 6 | 52 | 4 865 | 49.4 |
| BRITISH AIRWAYS | 8 117 | 9 237 | 15 994 | 914 626 | 1 208 880 | 806 732 | 66.7 | 6 649 | 145 671 | 77 669 | 1 040 | 5 106 | 71 523 | 53.3 |
| BRITISH MIDLAND | 1 284 | 2 731 | 3 291 | 194 184 | 146 725 | 88 598 | 60.4 | 445 | 15 419 | 7 121 | 5 | 206 | 6 910 | 46.2 |
| BRYMON AIRWAYS | 164 | 277 | 457 | 6 549 | 7 339 | 3 793 | 51.7 | 1 | 789 | 323 | - | 1 | 322 | 40.9 |
| BUSINESS AIR LIMITED | 81 | 126 | 206 | 2 087 | 5 260 | 1 344 | 25.6 | - | 640 | 114 | - | - | 114 | 17.8 |
| CITY FLYER EXPRESS | 210 | 541 | 575 | 16 071 | 9 982 | 6 489 | 65.0 | 7 | 938 | 522 | - | 2 | 520 | 55.7 |
| GB AIRWAYS LTD | 44 | 23 | 71 | 1 754 | 4 734 | 4 307 | 91.0 | 4 | 601 | 397 | 1 | 9 | 387 | 66.1 |
| LOGANAIR | 75 | 259 | 261 | 7 243 | 4 497 | 2 271 | 50.5 | 7 | 405 | 207 | - | 2 | 205 | 51.1 |
| LOVE AIR | 8 | 57 | 33 | 281 | 64 | 40 | 62.5 | - | 11 | 4 | - | - | 4 | 36.4 |
| MAERSK AIR LIMITED | 356 | 484 | 735 | 19 387 | 26 324 | 14 384 | 54.6 | 51 | 2 766 | 1 264 | 6 | 31 | 1 227 | 45.7 |
| MANX AIRLINES (EUROPE) LTD | 134 | 275 | 330 | 4 339 | 3 893 | 2 110 | 54.2 | - | 537 | 169 | - | - | 169 | 31.5 |
| MONARCH AIRLINES | 166 | 90 | 240 | 15 307 | 32 552 | 29 064 | 89.3 | 16 | 2 910 | 2 471 | - | 29 | 2 442 | 84.9 |
| Total Passenger Services | 11 864 | 16 692 | 25 450 | 1 290 502 | 1 549 847 | 1 016 592 | 65.6 | 7 286 | 180 647 | 95 184 | 1 058 | 5 438 | 88 688 | 52.7 |
| Grand Total | 11 864 | 16 692 | 25 450 | 1 290 502 | 1 549 847 | 1 016 592 | 65.6 | 7 286 | 180 647 | 95 184 | 1 058 | 5 438 | 88 688 | 52.7 |

(a) Excludes small airlines' public transport operations. (See Table 11)

(b) EEA Scheduled Services are those operated between liberalised airports in the European Economic Area by holders of UK operating licences ie excluding services operated under UK Air Transport Licences. EEA liberalised airports are currently all within the European Community.

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

Other International Scheduled Services October 1993 (a) (b)

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) | Tonne-Kilometres Used | | | | As |
|--------------------------------|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR 2000 | 32 | 10 | 46 | 2 062 | 7 551 | 6 685 | 88.5 | 4 | 649 | 586 | - | 11 | 575 | 90.3 |
| AURIGNY AIR SERVICES | 29 | 294 | 138 | 2 559 | 490 | 247 | 50.4 | 3 | 41 | 20 | - | - | 20 | 48.8 |
| BRITISH AIRWAYS | 26 736 | 5 968 | 35 110 | 993 098 | 8 403 379 | 6 190 306 | 73.7 | 35 257 | 1 179 560 | 844 362 | 10 347 | 238 014 | 596 001 | 71.6 |
| BRITISH AIRWAYS (EURO OPS) LGW | 1 091 | 1 456 | 2 275 | 105 925 | 153 850 | 75 456 | 49.0 | 345 | 16 210 | 6 917 | 9 | 296 | 6 612 | 42.7 |
| BRITISH WORLD AIRLINES LTD | 54 | 26 | 81 | 905 | 5 318 | 1 870 | 35.2 | 3 | 741 | 162 | - | 6 | 156 | 21.9 |
| GB AIRWAYS LTD | 457 | 312 | 806 | 22 169 | 48 755 | 37 036 | 76.0 | 123 | 6 220 | 3 545 | 58 | 154 | 3 333 | 57.0 |
| JERSEY EUROPEAN AIRWAYS | 20 | 144 | 78 | 2 856 | 861 | 459 | 53.3 | - | 87 | 34 | - | - | 34 | 39.1 |
| LOGANAIR | 37 | 91 | 123 | 69 | 1 079 | 41 | 3.8 | 1 | 97 | 4 | - | - | 4 | 4.1 |
| MANX AIRLINES | 31 | 114 | 107 | 6 387 | 1 511 | 1 737 | 115.0 | - | 156 | 139 | - | - | 139 | 89.1 |
| SUCKLING AIRWAYS | 94 | 255 | 331 | 2 022 | 1 602 | 743 | 46.4 | - | 109 | 54 | - | - | 54 | 49.5 |
| VIRGIN ATLANTIC AIRWAYS | 2 977 | 440 | 3 777 | 139 803 | 1 182 202 | 948 458 | 80.2 | 4 968 | 190 569 | 119 481 | - | 32 953 | 86 528 | 62.7 |
| Total Passenger Services | 31 558 | 9 110 | 42 872 | 1 277 855 | 9 806 598 | 7 263 038 | 74.1 | 40 704 | 1 394 439 | 975 304 | 10 414 | 271 434 | 693 456 | 69.9 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| BRITISH AIRWAYS | 6 | 1 | 8 | - | - | - | - | 16 | 209 | 90 | 5 | 85 | - | 43.1 |
| HUNTING CARGO AIRLINES LTD | 6 | 10 | 15 | - | - | - | - | 87 | 91 | 53 | - | 53 | - | 58.2 |
| Total Cargo Services | 12 | 11 | 23 | - | - | - | - | 103 | 300 | 143 | 5 | 138 | - | 47.7 |
| Grand Total | 31 570 | 9 121 | 42 895 | 1 277 855 | 9 806 598 | 7 263 038 | 74.1 | 40 807 | 1 394 739 | 975 447 | 10 419 | 271 572 | 693 456 | 69.9 |

(a) Excludes small airlines' public transport operations. (See Table 11)

(b) All international Scheduled Services not covered in table 4.2

Domestic Scheduled Services October 1993 (a)

Table 4.4

| | 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 |
|-----------------------------------|--------------------------|------------------|---------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| Passenger Services | | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE (b) | 47 | 216 | 146 | 1 101 | 695 | 429 | 61.7 | - | 79 | 34 | - | - | 34 | 43.0 |
| AIR UK | 973 | 2 782 | 2 801 | 94 400 | 74 285 | 41 750 | 56.2 | 136 | 7 428 | 3 604 | 37 | 18 | 3 549 | 48.5 |
| AURIGNY AIR SERVICES | 101 | 1 852 | 488 | 22 508 | 1 906 | 1 161 | 60.9 | 110 | 158 | 99 | 1 | 5 | 93 | 62.7 |
| BRITANNIA AIRWAYS | 56 | 112 | 119 | 9 096 | 7 226 | 4 516 | 62.5 | 8 | 614 | 384 | - | 4 | 380 | 62.5 |
| BRITISH AIRWAYS | 2 442 | 6 022 | 6 386 | 465 773 | 331 143 | 207 654 | 62.7 | 875 | 37 861 | 17 721 | 157 | 205 | 17 359 | 46.8 |
| BRITISH AIRWAYS (EURO OPS) LGW | 209 | 498 | 552 | 40 620 | 27 110 | 17 279 | 63.7 | 60 | 2 914 | 1 503 | 6 | 23 | 1 474 | 51.6 |
| BRITISH INTERNATIONAL HELIS | 26 | 427 | 141 | 8 041 | 636 | 487 | 76.6 | 16 | 53 | 41 | - | 1 | 40 | 77.4 |
| BRITISH MIDLAND | 1 262 | 2 906 | 3 189 | 180 376 | 143 241 | 85 025 | 59.4 | 471 | 14 807 | 6 864 | 129 | 106 | 6 629 | 46.4 |
| BRYMON AIRWAYS | 290 | 928 | 928 | 17 748 | 13 372 | 7 453 | 55.7 | 2 | 1 397 | 614 | - | - | 614 | 44.0 |
| BUSINESS AIR LIMITED | 159 | 556 | 474 | 6 915 | 5 402 | 2 641 | 48.9 | - | 513 | 230 | - | - | 230 | 44.8 |
| CITY FLYER EXPRESS | 175 | 574 | 541 | 17 981 | 7 840 | 5 485 | 70.0 | 23 | 744 | 445 | - | 6 | 439 | 59.8 |
| GILLAIR | 191 | 725 | 646 | 11 584 | 6 015 | 3 214 | 53.4 | - | 611 | 242 | - | - | 242 | 39.6 |
| ISLES OF SCILLY SKYBUS | 39 | 599 | 191 | 3 721 | 312 | 231 | 74.0 | 12 | 31 | 18 | - | - | 18 | 58.1 |
| JERSEY EUROPEAN AIRWAYS | 311 | 1 492 | 1 192 | 47 216 | 17 679 | 11 230 | 63.5 | 8 | 1 772 | 843 | - | 1 | 842 | 47.6 |
| JERSEY EUROPEAN AIRWAYS (UK) | 421 | 1 066 | 1 363 | 31 011 | 28 217 | 13 031 | 46.2 | 2 | 2 854 | 978 | - | - | 978 | 34.3 |
| LOGANAIR | 732 | 3 007 | 2 638 | 49 973 | 28 023 | 14 382 | 51.3 | 44 | 2 522 | 1 306 | - | 10 | 1 296 | 51.8 |
| MAERSK AIR LIMITED | 151 | 434 | 434 | 9 639 | 6 574 | 3 557 | 54.1 | 35 | 703 | 313 | 5 | 8 | 300 | 44.5 |
| MANX AIRLINES | 259 | 1 127 | 748 | 43 776 | 16 938 | 10 680 | 63.1 | 63 | 1 600 | 871 | - | 17 | 854 | 54.4 |
| MANX AIRLINES (EUROPE) LTD | 180 | 493 | 458 | 8 466 | 6 450 | 3 439 | 53.3 | 1 | 778 | 276 | - | - | 276 | 35.5 |
| SUCKLING AIRWAYS | 17 | 84 | 75 | 549 | 297 | 114 | 38.4 | - | 21 | 8 | - | - | 8 | 38.1 |
| Total Passenger Services | 8 041 | 25 900 | 23 510 | 1 070 494 | 723 361 | 433 758 | 60.0 | 1 866 | 77 460 | 36 394 | 335 | 404 | 35 655 | 47.0 |
| Cargo Services | | | | | | | | | | | | | | |
| BRITISH MIDLAND | 23 | 42 | 47 | - | - | - | - | 437 | 323 | 233 | 233 | - | - | 72.1 |
| CHANNEL EXPRESS (AIR SVS) | 12 | 76 | 52 | - | - | - | - | 248 | 67 | 41 | - | 41 | - | 61.2 |
| Total Cargo Services | 35 | 118 | 99 | - | - | - | - | 685 | 390 | 274 | 233 | 41 | - | 70.3 |
| Grand Total | 8 076 | 26 018 | 27 609 | 1 070 494 | 723 361 | 433 758 | 60.0 | 2 551 | 77 850 | 36 668 | 568 | 445 | 35 655 | 47.1 |

(a) Excludes small airlines' public transport operations. (See Table 11)

(b) Estimated

All Non-Scheduled Services October 1993 (a)

Table 5.1

| | 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) | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR 2000 | 6 117 | 2 483 | 8 781 | 434 339 | 1 359 527 | 1 164 893 | 85.7 | - | 116 926 | 100 189 | - | 4 | 100 185 | 85.7 |
| AIR ATLANTIQUE & AIR CORBIERE | - | 3 | 1 | 33 | 6 | 3 | 50.0 | - | - | - | - | - | - | - |
| AIR FOYLE | 192 | 93 | 294 | 9 705 | 28 581 | 23 200 | 81.2 | - | 2 935 | 1 995 | - | - | 1 995 | 68.0 |
| AIR UK | 32 | 45 | 66 | 3 762 | 3 339 | 2 356 | 70.6 | - | 334 | 201 | - | - | 201 | 60.2 |
| AIR UK LEISURE | 1 524 | 722 | 2 330 | 100 139 | 263 376 | 218 023 | 82.8 | - | 24 972 | 18 324 | - | - | 18 324 | 73.4 |
| AIRTOURS INTERNATIONAL | 3 178 | 1 448 | 4 782 | 222 255 | 531 110 | 487 639 | 91.8 | 10 | 53 101 | 41 465 | - | 19 | 41 446 | 78.1 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 935 | 885 | 2 884 | 119 892 | 357 007 | 279 395 | 78.3 | - | 32 600 | 20 959 | - | - | 20 959 | 64.3 |
| AMBASSADOR AIRWAYS LTD | 578 | 237 | 834 | 45 285 | 134 864 | 114 713 | 85.1 | - | 13 086 | 9 720 | - | - | 9 720 | 74.3 |
| ARAVCO LTD | 10 | 2 | 14 | 10 | 106 | 52 | 49.1 | - | 10 | 4 | - | - | 4 | 40.0 |
| AURIGNY AIR SERVICES | 8 | 52 | 32 | 757 | 242 | 178 | 73.6 | - | 21 | 15 | - | - | 15 | 71.4 |
| BOND HELICOPTERS | 652 | 8 195 | 2 549 | 43 813 | 9 229 | 4 219 | 45.7 | 144 | 692 | 373 | - | 14 | 359 | 53.9 |
| BRISTOW HELICOPTERS | 876 | 7 727 | 3 996 | 69 099 | 15 162 | 9 351 | 61.7 | 354 | 1 422 | 897 | - | 49 | 848 | 63.1 |
| BRITANNIA AIRWAYS | 10 040 | 4 507 | 15 006 | 755 847 | 2 184 706 | 1 844 017 | 84.4 | 199 | 185 942 | 156 744 | - | 1 141 | 155 603 | 84.3 |
| BRITISH AIRWAYS | 142 | 99 | 230 | 8 206 | 16 963 | 14 661 | 86.4 | 5 | 1 943 | 1 310 | 1 | - | 1 309 | 67.4 |
| BRITISH INTERNATIONAL HELIS | 426 | 4 046 | 1 894 | 39 900 | 9 366 | 4 314 | 46.1 | 135 | 938 | 360 | - | 15 | 345 | 38.4 |
| BRITISH MIDLAND | 1 307 | 577 | 2 003 | 74 852 | 214 225 | 179 840 | 83.9 | - | 19 310 | 14 028 | - | - | 14 028 | 72.6 |
| BRITISH WORLD AIRLINES LTD | 591 | 681 | 1 124 | 44 928 | 73 668 | 54 752 | 74.3 | 30 | 7 215 | 4 567 | - | 9 | 4 558 | 63.3 |
| BRYMON AIRWAYS | 83 | 201 | 269 | 7 253 | 3 867 | 3 016 | 78.0 | 19 | 414 | 247 | - | 8 | 239 | 59.7 |
| CALEDONIAN AIRWAYS | 2 585 | 898 | 2 483 | 194 855 | 769 793 | 672 116 | 87.3 | - | 71 571 | 57 101 | - | - | 57 101 | 79.8 |
| EXCALIBUR AIRWAYS | 977 | 438 | 1 441 | 55 724 | 175 819 | 143 581 | 81.7 | - | 17 000 | 12 351 | - | 3 | 12 348 | 72.7 |
| GB AIRWAYS LTD | 132 | 140 | 253 | 13 107 | 14 749 | 12 246 | 83.0 | - | 1 792 | 1 103 | - | - | 1 103 | 61.6 |
| JERSEY EUROPEAN AIRWAYS | - | 2 | 3 | 86 | 38 | 33 | 86.8 | - | 4 | 2 | - | - | 2 | 50.0 |
| JERSEY EUROPEAN AIRWAYS (UK) | 44 | 28 | 62 | 2 459 | 4 396 | 3 807 | 86.6 | - | 428 | 286 | - | - | 286 | 66.8 |
| LEISURE INTL AIRWAYS LTD | 745 | 116 | 1 071 | 31 201 | 243 092 | 215 810 | 88.8 | 211 | 23 209 | 18 714 | - | 1 450 | 17 264 | 80.6 |
| LOGANAIR | 2 | 2 | 4 | 50 | 44 | 38 | 86.4 | - | 4 | 3 | - | - | 3 | 75.0 |
| MAERSK AIR LIMITED | 2 | 4 | 4 | 231 | 160 | 97 | 60.6 | - | 17 | 7 | - | - | 7 | 41.2 |
| MANX AIRLINES | 42 | 96 | 110 | 786 | 2 713 | 1 603 | 59.1 | - | 240 | 129 | - | - | 129 | 53.8 |
| MANX AIRLINES (EUROPE) LTD | 11 | 26 | 26 | - | 326 | 256 | 78.5 | - | 45 | 20 | - | - | 20 | 44.4 |
| MONARCH AIRLINES | 4 923 | 2 081 | 7 080 | 383 923 | 1 251 914 | 1 092 810 | 87.3 | 133 | 112 312 | 92 088 | - | 296 | 91 792 | 82.0 |
| PALMAIR FLIGHTLINE | 102 | 88 | 181 | 5 986 | 10 393 | 8 284 | 79.7 | - | 880 | 662 | - | - | 662 | 75.2 |
| TITAN AIRWAYS | 12 | 32 | 37 | 494 | 463 | 300 | 64.8 | - | 41 | 22 | - | - | 22 | 53.7 |
| Total Passenger Services | 37 268 | 35 954 | 59 844 | 2 668 977 | 7 679 244 | 6 555 603 | 85.4 | 1 240 | 689 404 | 553 886 | 1 | 3 008 | 550 877 | 80.3 |

All Non-Scheduled Services October 1993 (a)

Table 5.1 cont'd

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | 24 | 58 | 73 | - | - | - | - | 284 | 321 | 167 | 1 | 166 | - | 52.0 |
| AIR FOYLE | 271 | 532 | 600 | - | - | - | - | 3 152 | 3 051 | 1 738 | - | 1 738 | - | 57.0 |
| BOND HELICOPTERS | 7 | 136 | 27 | - | - | - | - | 8 | 6 | 1 | - | 1 | - | 16.7 |
| BRITISH AIRWAYS | 39 | 12 | 53 | - | - | - | - | 87 | 2 029 | 675 | - | 675 | - | 33.3 |
| BRITISH WORLD AIRLINES LTD | 88 | 218 | 285 | - | - | - | - | 1 078 | 672 | 413 | 2 | 411 | - | 61.5 |
| CHANNEL EXPRESS (AIR SVS) | 421 | 887 | 1 129 | - | - | - | - | 2 932 | 4 689 | 1 871 | 535 | 1 336 | - | 39.9 |
| CITY FLYER EXPRESS | 14 | 46 | 48 | - | - | - | - | 89 | 48 | 26 | - | 26 | - | 54.2 |
| EMERALD AIRWAYS LIMITED | 81 | 336 | 290 | - | - | - | - | 1 070 | 410 | 270 | 116 | 154 | - | 65.9 |
| EUROAIR TRANSPORT LTD | 24 | 63 | 79 | - | - | - | - | 147 | 120 | 71 | 71 | - | - | 59.2 |
| HEAVYLIFT CARGO AIRLINES | 271 | 150 | 502 | - | - | - | - | 2 942 | 20 543 | 12 349 | - | 12 349 | - | 60.1 |
| HUNTING CARGO AIRLINES LTD | 279 | 624 | 738 | - | - | - | - | 1 508 | 4 484 | 2 339 | - | 2 339 | - | 52.2 |
| TITAN AIRWAYS | 36 | 111 | 132 | - | - | - | - | 192 | 125 | 72 | - | 72 | - | 57.6 |
| Total Cargo Services | 1 555 | 3 173 | 3 956 | - | - | - | - | 13 489 | 36 498 | 19 992 | 725 | 19 267 | - | 54.8 |
| Total | 38 823 | 39 127 | 63 800 | 2 668 977 | 7 679 244 | 6 555 603 | 85.4 | 14 729 | 725 902 | 573 878 | 726 | 22 275 | 550 877 | 79.1 |
| Total sub-charter operations performed on behalf of UK airlines | 208 | 260 | 402 | - | 32 635 | 24 141 | 74.0 | - | 2 987 | 2 047 | 1 | 19 | 2 027 | 68.5 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 38 615 | 38 867 | 63 398 | 2 668 977 | 7 646 609 | 6 531 462 | 85.4 | 14 729 | 722 915 | 571 831 | 725 | 22 256 | 548 850 | 79.1 |

(a) Excludes small airlines' public transport operations (see Table 11)

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

EEA Non-Scheduled Services October 1993 (a) (c)

Table 5.2

| | 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 | |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR 2000 | 2 713 | 1 351 | 4 013 | 254 609 | 591 480 | 528 679 | 89.4 | - | 50 866 | 45 471 | - | 4 | 45 467 | 89.4 |
| AIR FOYLE | 4 | 4 | 7 | 553 | 573 | 536 | 93.5 | - | 59 | 46 | - | - | 46 | 78.0 |
| AIR UK | 16 | 12 | 29 | 711 | 1 633 | 935 | 57.3 | - | 163 | 80 | - | - | 80 | 49.1 |
| AIR UK LEISURE | 1 020 | 526 | 1 578 | 74 710 | 175 714 | 151 036 | 86.0 | - | 16 651 | 12 811 | - | - | 12 811 | 76.9 |
| AIRTOURS INTL AIRWAYS LIMITED | 741 | 439 | 1 141 | 66 706 | 143 572 | 113 183 | 78.8 | - | 13 023 | 8 492 | - | - | 8 492 | 65.2 |
| AMBASSADOR AIRWAYS LTD | 259 | 125 | 381 | 24 646 | 60 427 | 51 257 | 84.8 | - | 5 936 | 4 339 | - | - | 4 339 | 73.1 |
| BRITANNIA AIRWAYS | 5 071 | 2 860 | 7 868 | 480 720 | 1 025 756 | 893 976 | 87.2 | 35 | 87 367 | 75 992 | - | 66 | 75 926 | 87.0 |
| BRITISH AIRWAYS | 68 | 43 | 113 | 4 035 | 7 392 | 6 472 | 87.6 | - | 883 | 580 | - | - | 580 | 65.7 |
| BRITISH MIDLAND | 790 | 380 | 1 213 | 52 052 | 129 240 | 112 428 | 87.0 | - | 11 832 | 8 769 | - | - | 8 769 | 74.1 |
| BRITISH WORLD AIRLINES LTD | 441 | 312 | 757 | 29 352 | 59 188 | 46 043 | 77.8 | - | 5 888 | 3 832 | - | - | 3 832 | 65.1 |
| CALEDONIAN AIRWAYS | 700 | 319 | 708 | 84 573 | 220 379 | 196 750 | 89.3 | - | 20 492 | 16 736 | - | - | 16 736 | 81.7 |
| EXCALIBUR AIRWAYS | 409 | 220 | 616 | 30 364 | 73 666 | 59 601 | 80.9 | - | 7 125 | 5 132 | - | 3 | 5 129 | 72.0 |
| GB AIRWAYS LTD | 68 | 64 | 124 | 5 380 | 7 583 | 5 735 | 75.6 | - | 921 | 516 | - | - | 516 | 56.0 |
| JERSEY EUROPEAN AIRWAYS (UK) | 43 | 26 | 60 | 2 283 | 4 347 | 3 759 | 86.5 | - | 423 | 282 | - | - | 282 | 66.7 |
| MAERSK AIR LIMITED | 1 | 2 | 2 | 149 | 92 | 69 | 75.0 | - | 12 | 5 | - | - | 5 | 41.7 |
| MONARCH AIRLINES | 2 442 | 1 300 | 3 636 | 247 380 | 552 481 | 483 130 | 87.4 | 124 | 49 501 | 40 831 | - | 248 | 40 583 | 82.5 |
| PALMAIR FLIGHTLINE | 102 | 88 | 181 | 5 986 | 10 393 | 8 284 | 79.7 | - | 880 | 662 | - | - | 662 | 75.2 |
| TITAN AIRWAYS | 2 | 5 | 8 | - | 90 | 67 | 74.4 | - | 8 | 5 | - | - | 5 | 62.5 |
| Total Passenger Services | 14 890 | 8 076 | 22 435 | 1 364 209 | 3 064 006 | 2 661 940 | 86.9 | 159 | 272 030 | 224 581 | - | 321 | 224 260 | 82.6 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | 22 | 52 | 66 | - | - | - | - | 280 | 309 | 162 | - | 162 | - | 52.4 |
| AIR FOYLE | 221 | 383 | 472 | - | - | - | - | 2 455 | 2 399 | 1 429 | - | 1 429 | - | 59.6 |
| BRITISH WORLD AIRLINES LTD | 28 | 61 | 101 | - | - | - | - | 138 | 168 | 63 | - | 63 | - | 37.5 |
| CHANNEL EXPRESS (AIR SVS) | 200 | 261 | 446 | - | - | - | - | 915 | 2 678 | 944 | - | 944 | - | 35.3 |
| CITY FLYER EXPRESS | 13 | 42 | 45 | - | - | - | - | 79 | 45 | 24 | - | 24 | - | 53.3 |
| TITAN AIRWAYS | 19 | 51 | 62 | - | - | - | - | 127 | 67 | 46 | - | 46 | - | 68.7 |
| Total Cargo Services | 503 | 850 | 1 192 | - | - | - | - | 3 994 | 5 666 | 2 668 | - | 2 668 | - | 47.1 |
| Total | 15 393 | 8 926 | 23 627 | 1 364 209 | 3 064 006 | 2 661 940 | 86.9 | 4 153 | 277 696 | 227 249 | - | 2 989 | 224 260 | 81.8 |
| Total sub-charter operations performed on behalf of UK airlines | 85 | 77 | 150 | - | 17 058 | 12 166 | 71.3 | - | 1 545 | 1 040 | - | 9 | 1 031 | 67.3 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 15 308 | 8 849 | 23 477 | 1 364 209 | 3 046 948 | 2 649 774 | 87.0 | 4 153 | 276 151 | 226 209 | - | 2 980 | 223 229 | 81.9 |

(a) Excludes small airlines' public transport operations (see Table 11)

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

(c) EEA Non-Scheduled Services are those operated between liberalised airports in the European Economic Area by holders of UK operating licences ie excluding services operated under UK Air Transport Licences. EEA liberalised airports are currently all within the European Community.

Other International Non-Scheduled Services October 1993 (a) (c)

Table 5.3

| | 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) | Tonne-Kilometres Used | | | As % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|---------------------|
| Passenger Services | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) |
| AIR 2000 | 3 404 | 1 132 | 4 768 | 179 730 | 768 047 | 636 214 | 82.8 | - | 66 060 | 54 718 | - | - | 54 718 |
| AIR FOYLE | 186 | 72 | 279 | 8 559 | 27 734 | 22 555 | 81.3 | - | 2 848 | 1 939 | - | - | 1 939 |
| AIR UK LEISURE | 503 | 194 | 751 | 25 267 | 87 511 | 66 921 | 76.5 | - | 8 307 | 5 507 | - | - | 5 507 |
| AIRTOURS INTERNATIONAL | 3 178 | 1 448 | 4 782 | 222 255 | 531 110 | 487 639 | 91.8 | 10 | 53 101 | 41 465 | - | 19 | 41 446 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 194 | 446 | 1 743 | 53 186 | 213 435 | 166 212 | 77.9 | - | 19 577 | 12 467 | - | - | 12 467 |
| AMBASSADOR AIRWAYS LTD | 319 | 112 | 453 | 20 639 | 74 437 | 63 456 | 85.2 | - | 7 150 | 5 381 | - | - | 5 381 |
| ARAVCO LTD | 10 | 2 | 14 | 10 | 106 | 52 | 49.1 | - | 10 | 4 | - | - | 4 |
| AURIGNY AIR SERVICES | 2 | 26 | 9 | - | 31 | 21 | 67.7 | - | 3 | 2 | - | - | 2 |
| BOND HELICOPTERS | 652 | 8 195 | 2 549 | 43 813 | 9 229 | 4 219 | 45.7 | 144 | 692 | 373 | - | 14 | 359 |
| BRISTOW HELICOPTERS | 876 | 7 727 | 3 996 | 69 099 | 15 162 | 9 351 | 61.7 | 354 | 1 422 | 897 | - | 49 | 848 |
| BRITANNIA AIRWAYS | 4 960 | 1 632 | 7 119 | 274 228 | 1 157 137 | 949 564 | 82.1 | 164 | 98 420 | 80 712 | - | 1 075 | 79 637 |
| BRITISH AIRWAYS | 57 | 16 | 68 | 2 172 | 8 430 | 7 373 | 87.5 | - | 944 | 662 | - | - | 662 |
| BRITISH INTERNATIONAL HELIS | 426 | 4 046 | 1 894 | 39 900 | 9 366 | 4 314 | 46.1 | 135 | 938 | 360 | - | 15 | 345 |
| BRITISH MIDLAND | 517 | 196 | 789 | 22 724 | 84 948 | 67 377 | 79.3 | - | 7 474 | 5 256 | - | - | 5 256 |
| BRITISH WORLD AIRLINES LTD | 47 | 29 | 79 | 2 744 | 6 412 | 4 583 | 71.5 | - | 609 | 383 | - | - | 383 |
| CALEDONIAN AIRWAYS | 1 885 | 579 | 1 775 | 110 282 | 549 414 | 475 366 | 86.5 | - | 51 079 | 40 365 | - | - | 40 365 |
| EXCALIBUR AIRWAYS | 567 | 216 | 823 | 25 194 | 102 060 | 83 912 | 82.2 | - | 9 866 | 7 213 | - | - | 7 213 |
| GB AIRWAYS LTD | 63 | 74 | 127 | 7 727 | 7 103 | 6 471 | 91.1 | - | 863 | 583 | - | - | 583 |
| LEISURE INTL AIRWAYS LTD | 745 | 116 | 1 071 | 31 201 | 243 092 | 215 810 | 88.8 | 211 | 23 209 | 18 714 | - | 1 450 | 17 264 |
| MANX AIRLINES | 2 | 11 | 6 | 618 | 176 | 130 | 73.9 | - | 15 | 11 | - | - | 11 |
| MANX AIRLINES (EUROPE) LTD | 10 | 18 | 22 | - | 285 | 217 | 76.1 | - | 39 | 17 | - | - | 17 |
| MONARCH AIRLINES | 2 481 | 781 | 3 444 | 136 543 | 699 433 | 609 680 | 87.2 | 9 | 62 811 | 51 257 | - | 48 | 51 209 |
| Total Passenger Services | 22 084 | 27 068 | 36 561 | 1 275 891 | 4 594 658 | 3 881 437 | 84.5 | 1 027 | 415 437 | 328 286 | - | 2 670 | 325 616 |
| Cargo Services | | | | | | | | | | | | | |
| AIR FOYLE | 15 | 31 | 34 | - | - | - | - | 52 | 262 | 108 | - | 108 | - |
| BOND HELICOPTERS | 7 | 136 | 27 | - | - | - | - | 8 | 6 | 1 | - | 1 | - |
| BRITISH AIRWAYS | 38 | 6 | 49 | - | - | - | - | 60 | 2 022 | 670 | - | 670 | - |
| CHANNEL EXPRESS (AIR SVS) | 69 | 70 | 156 | - | - | - | - | 165 | 941 | 258 | - | 258 | - |
| EMERALD AIRWAYS LIMITED | 7 | 21 | 25 | - | - | - | - | 16 | 34 | 5 | - | 5 | - |
| HEAVYLIFT CARGO AIRLINES | 271 | 150 | 502 | - | - | - | - | 2 942 | 20 543 | 12 349 | - | 12 349 | - |
| HUNTING CARGO AIRLINES LTD | 261 | 576 | 691 | - | - | - | - | 1 021 | 4 203 | 2 154 | - | 2 154 | - |
| Total Cargo Services | 668 | 990 | 1 484 | - | - | - | - | 4 264 | 28 011 | 15 545 | - | 15 545 | - |
| Total | 22 752 | 28 058 | 38 045 | 1 275 891 | 4 594 658 | 3 881 437 | 84.5 | 5 291 | 443 448 | 343 831 | - | 18 215 | 325 616 |
| Total sub-charter operations performed on behalf of UK airlines | 76 | 73 | 127 | - | 12 789 | 10 386 | 81.2 | - | 1 186 | 879 | - | 10 | 869 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 22 676 | 27 985 | 37 918 | 1 275 891 | 4 581 869 | 3 871 051 | 84.5 | 5 291 | 442 262 | 342 952 | - | 18 205 | 324 747 |

(a) Excludes small airlines' public transport operations (see Table 11)

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

(c) All International non-scheduled services not covered in table 5.2

Domestic Non-Scheduled Services October 1993 (a)

Table 5.4

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As | |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | - | 3 | 1 | 33 | 6 | 3 | 50.0 | - | - | - | - | - | - | - |
| AIR FOYLE | 2 | 17 | 8 | 593 | 274 | 109 | 39.8 | - | 28 | 10 | - | - | 10 | 35.7 |
| AIR UK | 16 | 33 | 37 | 3 051 | 1 706 | 1 421 | 83.3 | - | 171 | 121 | - | - | 121 | 70.8 |
| AIR UK LEISURE | 1 | 2 | 1 | 162 | 151 | 66 | 43.7 | - | 14 | 6 | - | - | 6 | 42.9 |
| AURIGNY AIR SERVICES | 6 | 26 | 23 | 757 | 211 | 157 | 74.4 | - | 18 | 13 | - | - | 13 | 72.2 |
| BRITANNIA AIRWAYS | 9 | 15 | 19 | 899 | 1 813 | 477 | 26.3 | - | 155 | 40 | - | - | 40 | 25.8 |
| BRITISH AIRWAYS | 17 | 40 | 49 | 1 999 | 1 141 | 816 | 71.5 | 5 | 116 | 68 | 1 | - | 67 | 58.6 |
| BRITISH MIDLAND | - | 1 | 1 | 76 | 37 | 35 | 94.6 | - | 4 | 3 | - | - | 3 | 75.0 |
| BRITISH WORLD AIRLINES LTD | 103 | 340 | 288 | 12 832 | 8 068 | 4 126 | 51.1 | 30 | 718 | 352 | - | 9 | 343 | 49.0 |
| BRYMON AIRWAYS | 83 | 201 | 269 | 7 253 | 3 867 | 3 016 | 78.0 | 19 | 414 | 247 | - | 8 | 239 | 59.7 |
| EXCALIBUR AIRWAYS | 1 | 2 | 2 | 166 | 93 | 68 | 73.1 | - | 9 | 6 | - | - | 6 | 66.7 |
| GB AIRWAYS LTD | 1 | 2 | 2 | - | 63 | 40 | 63.5 | - | 8 | 4 | - | - | 4 | 50.0 |
| JERSEY EUROPEAN AIRWAYS | - | 2 | 3 | 86 | 38 | 33 | 86.8 | - | 4 | 2 | - | - | 2 | 50.0 |
| JERSEY EUROPEAN AIRWAYS (UK) | 1 | 2 | 2 | 176 | 49 | 48 | 98.0 | - | 5 | 4 | - | - | 4 | 80.0 |
| LOGANAIR | 2 | 2 | 4 | 50 | 44 | 38 | 86.4 | - | 4 | 3 | - | - | 3 | 75.0 |
| MAERSK AIR LIMITED | 1 | 2 | 2 | 82 | 68 | 28 | 41.2 | - | 5 | 2 | - | - | 2 | 40.0 |
| MANX AIRLINES | 40 | 85 | 104 | 168 | 2 537 | 1 473 | 58.1 | - | 225 | 118 | - | - | 118 | 52.4 |
| MANX AIRLINES (EUROPE) LTD | 1 | 8 | 4 | - | 41 | 39 | 95.1 | - | 6 | 3 | - | - | 3 | 50.0 |
| TITAN AIRWAYS | 10 | 27 | 29 | 494 | 373 | 233 | 62.5 | - | 33 | 17 | - | - | 17 | 51.5 |
| Total Passenger Services | 294 | 810 | 848 | 28 877 | 20 580 | 12 226 | 59.4 | 54 | 1 937 | 1 019 | 1 | 17 | 1 001 | 52.6 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR ATLANTIQUE & AIR CORBIERE | 2 | 6 | 7 | - | - | - | - | 4 | 12 | 5 | 1 | 4 | - | 41.7 |
| AIR FOYLE | 35 | 118 | 94 | - | - | - | - | 645 | 390 | 201 | - | 201 | - | 51.5 |
| BRITISH AIRWAYS | 1 | 6 | 4 | - | - | - | - | 27 | 7 | 5 | - | 5 | - | 71.4 |
| BRITISH WORLD AIRLINES LTD | 60 | 157 | 184 | - | - | - | - | 940 | 504 | 350 | 2 | 348 | - | 69.4 |
| CHANNEL EXPRESS (AIR SVS) | 152 | 556 | 527 | - | - | - | - | 1 852 | 1 070 | 669 | 535 | 134 | - | 62.5 |
| CITY FLYER EXPRESS | 1 | 4 | 3 | - | - | - | - | 10 | 3 | 2 | - | 2 | - | 66.7 |
| EMERALD AIRWAYS LIMITED | 74 | 315 | 265 | - | - | - | - | 1 054 | 376 | 265 | 116 | 149 | - | 70.5 |
| EUROAIR TRANSPORT LTD | 24 | 63 | 79 | - | - | - | - | 147 | 120 | 71 | 71 | - | - | 59.2 |
| HUNTING CARGO AIRLINES LTD | 18 | 48 | 47 | - | - | - | - | 487 | 281 | 185 | - | 185 | - | 65.8 |
| TITAN AIRWAYS | 17 | 60 | 70 | - | - | - | - | 65 | 58 | 26 | - | 26 | - | 44.8 |
| Total Cargo Services | 384 | 1 333 | 1 280 | - | - | - | - | 5 231 | 2 821 | 1 779 | 725 | 1 054 | - | 63.1 |
| Total | 678 | 2 143 | 2 128 | 28 877 | 20 580 | 12 226 | 59.4 | 5 285 | 4 758 | 2 798 | 726 | 1 071 | 1 001 | 58.8 |
| Total sub-charter operations performed on behalf of UK airlines | 47 | 110 | 125 | - | 2 788 | 1 589 | 57.0 | - | 256 | 128 | 1 | - | 127 | 50.0 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 631 | 2 033 | 2 003 | 28 877 | 17 792 | 10 637 | 59.8 | 5 285 | 4 502 | 2 670 | 725 | 1 071 | 874 | 59.3 |

(a) Excludes small airlines' public transport operations (see Table 11)

(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 | 6 068 | 2 463 | 8 712 | - | 433 648 | 691 | 1 348 582 | 1 156 444 | 85.8 |
| AIR ATLANTIQUE & AIR CORBIERE | - | 3 | 1 | - | 33 | - | 6 | 3 | 50.0 |
| AIR FOYLE | 192 | 93 | 294 | - | 9 585 | - | 28 581 | 23 200 | 81.2 |
| AIR UK | 32 | 45 | 66 | - | 3 762 | - | 3 339 | 2 356 | 70.6 |
| AIR UK LEISURE | 1 517 | 713 | 2 318 | - | 99 897 | - | 262 215 | 217 255 | 82.9 |
| AIRTOURS INTERNATIONAL | 3 011 | 1 375 | 4 539 | - | 222 253 | - | 503 325 | 461 300 | 91.7 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 932 | 883 | 2 879 | - | 119 891 | - | 356 258 | 278 659 | 78.2 |
| AMBASSADOR AIRWAYS LTD | 536 | 213 | 770 | - | 45 047 | - | 124 973 | 108 113 | 86.5 |
| AURIGNY AIR SERVICES | 6 | 26 | 23 | - | 757 | - | 211 | 157 | 74.4 |
| BRITANNIA AIRWAYS | 9 994 | 4 432 | 14 911 | - | 749 215 | 1 696 | 2 178 743 | 1 839 341 | 84.4 |
| BRITISH AIRWAYS | 137 | 85 | 216 | 283 | 7 333 | 88 | 16 692 | 14 509 | 86.9 |
| BRITISH MIDLAND | 1 278 | 563 | 1 955 | - | 74 265 | 274 | 209 162 | 175 744 | 84.0 |
| BRITISH WORLD AIRLINES LTD | 542 | 617 | 1 026 | - | 29 400 | 918 | 67 497 | 50 381 | 74.6 |
| BRYMON AIRWAYS | 9 | 17 | 27 | - | 635 | - | 473 | 363 | 76.7 |
| CALEDONIAN AIRWAYS | 2 569 | 888 | 2 465 | - | 194 855 | - | 764 220 | 668 825 | 87.5 |
| EXCALIBUR AIRWAYS | 950 | 424 | 1 399 | - | 54 998 | - | 170 944 | 139 378 | 81.5 |
| GB AIRWAYS LTD | 131 | 138 | 251 | - | 13 107 | - | 14 686 | 12 206 | 83.1 |
| JERSEY EUROPEAN AIRWAYS (UK) | 44 | 28 | 62 | - | 2 459 | - | 4 396 | 3 807 | 86.6 |
| LEISURE INTL AIRWAYS LTD | 745 | 116 | 1 071 | - | 31 201 | - | 243 092 | 215 810 | 88.8 |
| LOGANAIR | 2 | 2 | 4 | - | 50 | - | 44 | 38 | 86.4 |
| MAERSK AIR LIMITED | 2 | 4 | 4 | - | 231 | - | 160 | 97 | 60.6 |
| MONARCH AIRLINES | 4 865 | 2 054 | 6 994 | 18 966 | 362 580 | 235 | 1 239 480 | 1 085 222 | 87.6 |
| PALMAIR FLIGHTLINE | 92 | 68 | 152 | - | 5 580 | 406 | 10 126 | 8 106 | 80.1 |
| TITAN AIRWAYS | 6 | 18 | 19 | - | 434 | 60 | 231 | 164 | 71.0 |
| Total | 34 660 | 15 268 | 50 158 | 19 249 | 2 461 216 | 4 368 | 7 547 436 | 6 461 478 | 85.6 |

International and Domestic Charter Operations October 1993 (a)

Table 6.1 Continued

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 115 986 | 99 457 | - | - | 99 457 | 85.7 |
| AIR ATLANTIQUE & AIR CORBIERE | - | - | - | - | - | - | - |
| AIR FOYLE | - | 2 935 | 1 995 | - | - | 1 995 | 68.0 |
| AIR UK | - | 334 | 201 | - | - | 201 | 60.2 |
| AIR UK LEISURE | - | 24 863 | 18 258 | - | - | 18 258 | 73.4 |
| AIRTOURS INTERNATIONAL | 10 | 50 323 | 39 226 | - | 19 | 39 207 | 77.9 |
| AIRTOURS INTL AIRWAYS LIMITED | - | 32 534 | 20 904 | - | - | 20 904 | 64.3 |
| AMBASSADOR AIRWAYS LTD | - | 12 055 | 9 159 | - | - | 9 159 | 76.0 |
| AURIGNY AIR SERVICES | - | 18 | 13 | - | - | 13 | 72.2 |
| BRITANNIA AIRWAYS | 200 | 185 435 | 156 346 | - | 1 141 | 155 205 | 84.3 |
| BRITISH AIRWAYS | - | 1 917 | 1 296 | - | - | 1 296 | 67.6 |
| BRITISH MIDLAND | - | 18 863 | 13 708 | - | - | 13 708 | 72.7 |
| BRITISH WORLD AIRLINES LTD | - | 6 586 | 4 202 | - | 9 | 4 193 | 63.8 |
| BRYMON AIRWAYS | - | 46 | 29 | - | - | 29 | 63.0 |
| CALEDONIAN AIRWAYS | - | 71 053 | 56 822 | - | - | 56 822 | 80.0 |
| EXCALIBUR AIRWAYS | - | 16 528 | 11 986 | - | - | 11 986 | 72.5 |
| GB AIRWAYS LTD | - | 1 784 | 1 099 | - | - | 1 099 | 61.6 |
| JERSEY EUROPEAN AIRWAYS (UK) | - | 428 | 286 | - | - | 286 | 66.8 |
| LEISURE INTL AIRWAYS LTD | 211 | 23 209 | 18 714 | - | 1 450 | 17 264 | 80.6 |
| LOGANAIR | - | 4 | 3 | - | - | 3 | 75.0 |
| MAERSK AIR LIMITED | - | 17 | 7 | - | - | 7 | 41.2 |
| MONARCH AIRLINES | 133 | 111 199 | 91 452 | - | 296 | 91 156 | 82.2 |
| PALMAIR FLIGHTLINE | - | 856 | 648 | - | - | 648 | 75.7 |
| TITAN AIRWAYS | - | 20 | 12 | - | - | 12 | 60.0 |
| Total | 554 | 676 993 | 545 823 | - | 2 915 | 542 908 | 80.6 |

(a) Excludes the following non-scheduled activity

- i) Sole Use
- ii) Helicopters
- iii) Sub-charter operations
- iv) Government charter
- v) Small airlines' public transport operations

International Charter Operations October 1993 (a) (b)

Table 6.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | OTHER | | | |
| AIR 2000 | 6 068 | 2 463 | 8 712 | - | 433 648 | 691 | 1 348 582 | 1 156 444 | 85.8 |
| AIR FOYLE | 190 | 76 | 286 | - | 9 112 | - | 28 307 | 23 091 | 81.6 |
| AIR UK | 16 | 12 | 29 | - | 711 | - | 1 633 | 935 | 57.3 |
| AIR UK LEISURE | 1 517 | 713 | 2 318 | - | 99 897 | - | 262 215 | 217 255 | 82.9 |
| AIRTOURS INTERNATIONAL | 3 011 | 1 375 | 4 539 | - | 222 253 | - | 503 325 | 461 300 | 91.7 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 932 | 883 | 2 879 | - | 119 891 | - | 356 258 | 278 659 | 78.2 |
| AMBASSADOR AIRWAYS LTD | 536 | 213 | 770 | - | 45 047 | - | 124 973 | 108 113 | 86.5 |
| BRITANNIA AIRWAYS | 9 986 | 4 420 | 14 894 | - | 748 907 | 1 448 | 2 177 031 | 1 838 908 | 84.5 |
| BRITISH AIRWAYS | 125 | 59 | 180 | - | 6 207 | - | 15 822 | 13 845 | 87.5 |
| BRITISH MIDLAND | 1 278 | 563 | 1 955 | - | 74 265 | 274 | 209 162 | 175 744 | 84.0 |
| BRITISH WORLD AIRLINES LTD | 446 | 296 | 757 | - | 28 854 | 643 | 60 238 | 46 728 | 77.6 |
| CALEDONIAN AIRWAYS | 2 569 | 888 | 2 465 | - | 194 855 | - | 764 220 | 668 825 | 87.5 |
| EXCALIBUR AIRWAYS | 950 | 424 | 1 399 | - | 54 998 | - | 170 944 | 139 378 | 81.5 |
| GB AIRWAYS LTD | 131 | 138 | 251 | - | 13 107 | - | 14 686 | 12 206 | 83.1 |
| JERSEY EUROPEAN AIRWAYS (UK) | 43 | 26 | 60 | - | 2 283 | - | 4 347 | 3 759 | 86.5 |
| LEISURE INTL AIRWAYS LTD | 745 | 116 | 1 071 | - | 31 201 | - | 243 092 | 215 810 | 88.8 |
| MAERSK AIR LIMITED | 1 | 2 | 2 | - | 149 | - | 92 | 69 | 75.0 |
| MONARCH AIRLINES | 4 865 | 2 054 | 6 994 | 18 966 | 362 580 | 235 | 1 239 480 | 1 085 222 | 87.6 |
| PALMAIR FLIGHTLINE | 92 | 68 | 152 | - | 5 580 | 406 | 10 126 | 8 106 | 80.1 |
| 18 Total | 34 501 | 14 789 | 49 713 | 18 966 | 2 453 545 | 3 697 | 7 534 533 | 6 454 397 | 85.7 |

International Charter Operations October 1993 (a) (b)

Table 6.2 Continued

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 115 986 | 99 457 | - | - | 99 457 | 85.7 |
| AIR FOYLE | - | 2 907 | 1 985 | - | - | 1 985 | 68.3 |
| AIR UK | - | 163 | 80 | - | - | 80 | 49.1 |
| AIR UK LEISURE | - | 24 863 | 18 258 | - | - | 18 258 | 73.4 |
| AIRTOURS INTERNATIONAL | 10 | 50 323 | 39 226 | - | 19 | 39 207 | 77.9 |
| AIRTOURS INTL AIRWAYS LIMITED | - | 32 534 | 20 904 | - | - | 20 904 | 64.3 |
| AMBASSADOR AIRWAYS LTD | - | 12 055 | 9 159 | - | - | 9 159 | 76.0 |
| BRITANNIA AIRWAYS | 200 | 185 289 | 156 310 | - | 1 141 | 155 169 | 84.4 |
| BRITISH AIRWAYS | - | 1 827 | 1 242 | - | - | 1 242 | 68.0 |
| BRITISH MIDLAND | - | 18 863 | 13 708 | - | - | 13 708 | 72.7 |
| BRITISH WORLD AIRLINES LTD | - | 5 956 | 3 889 | - | - | 3 889 | 65.3 |
| CALEDONIAN AIRWAYS | - | 71 053 | 56 822 | - | - | 56 822 | 80.0 |
| EXCALIBUR AIRWAYS | - | 16 528 | 11 986 | - | - | 11 986 | 72.5 |
| GB AIRWAYS LTD | - | 1 784 | 1 099 | - | - | 1 099 | 61.6 |
| JERSEY EUROPEAN AIRWAYS (UK) | - | 423 | 282 | - | - | 282 | 66.7 |
| LEISURE INTL AIRWAYS LTD | 211 | 23 209 | 18 714 | - | 1 450 | 17 264 | 80.6 |
| MAERSK AIR LIMITED | - | 12 | 5 | - | - | 5 | 41.7 |
| MONARCH AIRLINES | 133 | 111 199 | 91 452 | - | 296 | 91 156 | 82.2 |
| PALMAIR FLIGHTLINE | - | 856 | 648 | - | - | 648 | 75.7 |
| Total | 554 | 675 830 | 545 226 | - | 2 906 | 542 320 | 80.7 |

- 19 (a) Excludes the following non-scheduled activity
- i) Sole Use
 - ii) Helicopters
 - iii) Sub-charter operations
 - iv) Government charter
 - v) Small airlines' public transport operations
- (b) Includes EEA and Other international 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 ATLANTIQUE & AIR CORBIERE | - | 3 | 1 | - | 33 | - | 6 | 3 | 50.0 |
| AIR FOYLE | 2 | 17 | 8 | - | 473 | - | 274 | 109 | 39.8 |
| AIR UK | 16 | 33 | 37 | - | 3 051 | - | 1 706 | 1 421 | 83.3 |
| AURIGNY AIR SERVICES | 6 | 26 | 23 | - | 757 | - | 211 | 157 | 74.4 |
| BRITANNIA AIRWAYS | 8 | 12 | 17 | - | 308 | 248 | 1 712 | 433 | 25.3 |
| BRITISH AIRWAYS | 12 | 26 | 36 | 283 | 1 126 | 88 | 870 | 664 | 76.3 |
| BRITISH WORLD AIRLINES LTD | 96 | 321 | 269 | - | 546 | 275 | 7 259 | 3 653 | 50.3 |
| BRYMON AIRWAYS | 9 | 17 | 27 | - | 635 | - | 473 | 363 | 76.7 |
| JERSEY EUROPEAN AIRWAYS (UK) | 1 | 2 | 2 | - | 176 | - | 49 | 48 | 98.0 |
| LOGANAIR | 2 | 2 | 4 | - | 50 | - | 44 | 38 | 86.4 |
| MAERSK AIR LIMITED | 1 | 2 | 2 | - | 82 | - | 68 | 28 | 41.2 |
| TITAN AIRWAYS | 6 | 18 | 19 | - | 434 | 60 | 231 | 164 | 71.0 |
| Total | 159 | 479 | 445 | 283 | 7 671 | 671 | 12 903 | 7 081 | 54.9 |

20

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR ATLANTIQUE & AIR CORBIERE | - | - | - | - | - | - | - |
| AIR FOYLE | - | 28 | 10 | - | - | 10 | 35.7 |
| AIR UK | - | 171 | 121 | - | - | 121 | 70.8 |
| AURIGNY AIR SERVICES | - | 18 | 13 | - | - | 13 | 72.2 |
| BRITANNIA AIRWAYS | - | 146 | 36 | - | - | 36 | 24.7 |
| BRITISH AIRWAYS | - | 90 | 54 | - | - | 54 | 60.0 |
| BRITISH WORLD AIRLINES LTD | - | 630 | 313 | - | 9 | 304 | 49.7 |
| BRYMON AIRWAYS | - | 46 | 29 | - | - | 29 | 63.0 |
| JERSEY EUROPEAN AIRWAYS (UK) | - | 5 | 4 | - | - | 4 | 80.0 |
| LOGANAIR | - | 4 | 3 | - | - | 3 | 75.0 |
| MAERSK AIR LIMITED | - | 5 | 2 | - | - | 2 | 40.0 |
| TITAN AIRWAYS | - | 20 | 12 | - | - | 12 | 60.0 |
| Total | - | 1 163 | 597 | - | 9 | 588 | 51.3 |

(a) Excludes the following non-scheduled activity

- i) Sole Use
- ii) Helicopters
- iii) Sub-charter operations
- iv) Government charter
- v) Small airlines' public transport operations

Sub Charter Operations performed for UK operators October 1993

Table 7.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As |
|-------------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| AIR 2000 | 49 | 20 | 69 | .. | 10 945 | 8 449 | 77.2 | .. | 940 | 732 | - | 4 | 728 | 77.9 |
| AIR ATLANTIQUE & AIR CORBIERE | 2 | 6 | 8 | .. | - | - | - | .. | 8 | 3 | 1 | 2 | - | 37.5 |
| AIR UK LEISURE | 4 | 6 | 9 | .. | 736 | 575 | 78.1 | .. | 69 | 49 | - | - | 49 | 71.0 |
| AIRTOURS INTERNATIONAL | 1 | 2 | 2 | .. | 103 | 90 | 87.4 | .. | 10 | 8 | - | - | 8 | 80.0 |
| AMBASSADOR AIRWAYS LTD | 6 | 4 | 9 | .. | 1 263 | 719 | 56.9 | .. | 122 | 61 | - | - | 61 | 50.0 |
| AURIGNY AIR SERVICES | 2 | 26 | 9 | .. | 31 | 21 | 67.7 | .. | 3 | 2 | - | - | 2 | 66.7 |
| BRITISH MIDLAND | 24 | 10 | 38 | .. | 4 245 | 3 401 | 80.1 | .. | 377 | 265 | - | - | 265 | 70.3 |
| BRITISH WORLD AIRLINES LTD | 6 | 15 | 17 | .. | 515 | 207 | 40.2 | .. | 50 | 17 | - | - | 17 | 34.0 |
| CALEDONIAN AIRWAYS | 16 | 10 | 18 | .. | 5 573 | 3 291 | 59.1 | .. | 518 | 279 | - | - | 279 | 53.9 |
| EXCALIBUR AIRWAYS | 21 | 8 | 30 | .. | 3 817 | 3 382 | 88.6 | .. | 369 | 294 | - | 3 | 291 | 79.7 |
| GB AIRWAYS LTD | 1 | 2 | 2 | .. | 63 | 40 | 63.5 | .. | 8 | 4 | - | - | 4 | 50.0 |
| HEAVYLIFT CARGO AIRLINES | 1 | 4 | 4 | .. | - | - | - | .. | 20 | 10 | - | 10 | - | 50.0 |
| MANX AIRLINES | 39 | 83 | 102 | .. | 2 453 | 1 390 | 56.7 | .. | 218 | 111 | - | - | 111 | 50.9 |
| MANX AIRLINES (EUROPE) LTD | 11 | 26 | 26 | .. | 326 | 256 | 78.5 | .. | 45 | 20 | - | - | 20 | 44.4 |
| MONARCH AIRLINES | 9 | 4 | 13 | .. | 2 066 | 2 006 | 97.1 | .. | 185 | 168 | - | - | 168 | 90.8 |
| PALMAIR FLIGHTLINE | 10 | 20 | 29 | .. | 267 | 178 | 66.7 | .. | 24 | 14 | - | - | 14 | 58.3 |
| TITAN AIRWAYS | 6 | 14 | 18 | .. | 232 | 136 | 58.6 | .. | 21 | 10 | - | - | 10 | 47.6 |
| Total | 208 | 260 | 403 | .. | 32 635 | 24 141 | 74.0 | .. | 2 987 | 2 047 | 1 | 19 | 2 027 | 68.5 |

Sub Charter Operations performed for Non-UK operators October 1993

Table 7.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As |
|-------------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| AIR ATLANTIQUE & AIR CORBIERE | 4 | 11 | 12 | .. | - | - | - | .. | 48 | 31 | - | 31 | - | 64.6 |
| AIR FOYLE | 6 | 22 | 17 | .. | - | - | - | .. | 60 | 33 | - | 33 | - | 55.0 |
| AMBASSADOR AIRWAYS LTD | 35 | 19 | 53 | .. | 8 394 | 5 738 | 68.4 | .. | 886 | 488 | - | - | 488 | 55.1 |
| BRITISH WORLD AIRLINES LTD | 4 | 8 | 9 | .. | 508 | 410 | 80.7 | .. | 59 | 34 | - | - | 34 | 57.6 |
| HEAVYLIFT CARGO AIRLINES | 91 | 45 | 138 | .. | - | - | - | .. | 3 618 | 2 064 | - | 2 064 | - | 57.0 |
| HUNTING CARGO AIRLINES LTD | 157 | 421 | 443 | .. | - | - | - | .. | 2 582 | 1 403 | - | 1 403 | - | 54.3 |
| Total | 297 | 526 | 672 | .. | 8 902 | 6 148 | 69.1 | .. | 7 253 | 4 053 | - | 3 531 | 522 | 55.9 |

Aircraft Type and Utilisation: All Airlines (a) (b) (c)
October 1993

Table 8.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1993 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1993 |
|-------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 946 | - | 4 616 | - | 3 882 | - | 52 167 | 10 616 | 17 974 | 41 | 3.3 |
| AEROSPATIALE SA365 DAUPHIN | 219 | 5 | 5 687 | 118 | 877 | 19 | 27 316 | 1 052 | 2 409 | 14 | 2.4 |
| AIRBUS A300-600(B2-B4) | 1 375 | - | 417 | - | 1 870 | - | 107 014 | 447 892 | 496 691 | 4 | 15.7 |
| AIRBUS A320-100/200 | 4 616 | - | 2 852 | - | 7 258 | - | 348 566 | 634 487 | 790 266 | 23 | 11.4 |
| ATR 42-300 | 334 | - | 924 | - | 927 | - | 29 361 | 10 729 | 16 037 | 4 | 7.6 |
| BAC/AEROSPATIALE CONCORDE | 882 | - | 165 | - | 611 | - | 10 420 | 55 404 | 88 238 | 7 | 2.4 |
| BAE (HS) 748 | - | 81 | - | 336 | - | 291 | - | - | - | 10 | 1.3 |
| BAE 146 SERIES 100 | 183 | - | 326 | - | 407 | - | 15 316 | 9 004 | 14 275 | 3 | 5.2 |
| BAE 146 SERIES 200/QT | 294 | 181 | 654 | 353 | 716 | 395 | 34 320 | 15 269 | 27 458 | 8 | 3.9 |
| BAE 146 SERIES 300 | 948 | 87 | 1 672 | 177 | 2 164 | 199 | 94 523 | 63 996 | 103 247 | 13 | 5.3 |
| BAE JETSTREAM 41 | 487 | - | 1 256 | - | 1 326 | - | 18 655 | 7 876 | 14 118 | 7 | 6.3 |
| BAE(BAC)1-11-200 SERIES | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE(BAC)1-11-300/400/475 | 322 | - | 446 | - | 631 | - | 17 442 | 12 804 | 23 844 | 4 | 5.2 |
| BAE(BAC)1-11-500 SERIES | 252 | - | 252 | - | 467 | - | 16 929 | 18 013 | 27 784 | 6 | 3.6 |
| BAE(H.P.)JETSTREAM 31/32 | 240 | - | 650 | - | 755 | - | 6 035 | 2 370 | 4 001 | 6 | 4.4 |
| BAE(HS)125 | - | - | - | - | - | - | - | - | - | 3 | - |
| BEECHCRAFT 200 SUPERKING AIR | - | - | - | - | - | - | - | - | - | 2 | - |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 3 | - |
| BELL 212/412 | 41 | - | 1 917 | - | 274 | - | 8 230 | 176 | 451 | 3 | 4.5 |
| BELL MODEL 214ST | 20 | - | 431 | - | 86 | - | 4 277 | 198 | 360 | 2 | 2.0 |
| BOEING 707 ALL SERIES | - | 97 | - | 45 | - | 144 | - | - | - | 1 | 1.5 |
| BOEING 737-200 | 7 705 | - | 7 205 | - | 13 934 | - | 525 016 | 648 924 | 907 144 | 61 | 8.3 |
| BOEING 737-300 | 2 435 | 21 | 2 284 | 40 | 4 397 | 45 | 218 496 | 276 180 | 351 015 | 14 | 11.3 |
| BOEING 737-400 | 6 581 | 1 | 7 102 | 1 | 12 527 | 1 | 699 627 | 725 975 | 1 017 962 | 49 | 8.9 |
| BOEING 737-500 | 323 | 1 | 600 | 1 | 781 | 1 | 40 850 | 21 675 | 37 719 | 3 | 8.1 |
| BOEING 747 200B COMBI | 1 061 | - | 148 | - | 1 326 | - | 38 444 | 301 301 | 393 688 | 3 | 14.9 |
| BOEING 747-100/100F | 4 087 | 38 | 679 | 6 | 5 282 | 49 | 197 526 | 1 196 691 | 1 537 930 | 16 | 11.9 |
| BOEING 747-200 | 6 365 | - | 1 031 | - | 8 068 | - | 256 329 | 1 819 293 | 2 425 891 | 20 | 12.8 |
| BOEING 747-400 | 8 807 | - | 1 409 | - | 11 297 | - | 279 730 | 2 535 499 | 3 380 350 | 26 | 14.1 |
| BOEING 757-200 | 16 915 | - | 10 062 | - | 25 821 | - | 1 588 775 | 3 087 484 | 3 758 682 | 80 | 11.0 |
| BOEING 767-200 | 3 334 | - | 1 118 | - | 4 735 | - | 249 562 | 788 257 | 940 016 | 10 | 15.8 |
| BOEING 767-300 | 1 137 | - | 1 045 | - | 2 121 | - | 196 148 | 206 556 | 279 105 | 8 | 9.1 |
| BOEING 767-300ER | 4 350 | - | 965 | - | 6 051 | - | 125 615 | 712 445 | 964 566 | 15 | 14.0 |
| BRITISH AEROSPACE ATP | 1 191 | 1 | 4 155 | 6 | 3 992 | 4 | 133 355 | 41 847 | 76 324 | 26 | 5.5 |
| CANADAIIR CL-44 | - | 28 | - | 9 | - | 58 | - | - | - | 1 | 1.0 |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 401/402/411/421 | - | - | - | - | - | - | - | - | - | 1 | 1.1 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 2 | 1.4 |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1993 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1993 |
|--------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 23 | - | 165 | - | 118 | - | 1 217 | 173 | 416 | 1 | 3.6 |
| DE HAVILLAND DHC-7 DASH-7 | 192 | - | 652 | - | 670 | - | 15 498 | 5 897 | 8 791 | 7 | 3.3 |
| DE HAVILLAND DHC-8 DASH-8-100 | 159 | - | 322 | - | 468 | - | 4 942 | 2 825 | 5 751 | 2 | 8.3 |
| DE HAVILLAND DHC-8 DASH-8-300 | 158 | - | 370 | - | 450 | - | 9 224 | 4 678 | 7 943 | 2 | 7.9 |
| DORNIER 228-100/200 | 111 | - | 339 | - | 406 | - | 2 571 | 857 | 1 899 | 3 | 4.5 |
| DOUGLAS DC3 C47 DAKOTA | - | 3 | 1 | 8 | - | 11 | 29 | 3 | 3 | 2 | 0.4 |
| DOUGLAS DC6/6A/6B/6C | - | 21 | - | 50 | - | 62 | - | - | - | 2 | 1.2 |
| EMBRAER EMB110 BANDEIRANTE | 9 | - | 18 | - | 27 | - | - | 101 | 131 | 2 | 0.3 |
| FAIRCHILD SA-227 METRO III | - | - | 2 | - | - | - | 4 | - | 3 | 1 | 3.1 |
| FOKKER 100 | 535 | - | 1 087 | - | 1 247 | - | 59 549 | 31 929 | 54 125 | 6 | 7.1 |
| FOKKER F27 100-600 | 1 175 | - | 3 723 | - | 4 021 | - | 92 429 | 30 430 | 54 849 | 22 | 6.0 |
| GA GULFSTREAM 3 | 10 | - | 2 | - | 14 | - | 10 | 52 | 106 | 1 | 0.7 |
| HANDLEY PAGE HERALD 200 | - | 157 | - | 620 | - | 596 | - | - | - | 9 | 2.5 |
| LOCKHEED L-1011-1/100 TRISTAR | 918 | - | 337 | - | 884 | - | 96 769 | 316 777 | 360 148 | 6 | 6.3 |
| LOCKHEED L-188 ELECTRA | - | 149 | - | 246 | - | 340 | - | - | - | 4 | 5.0 |
| MBB B0105 | - | - | - | - | - | - | - | - | - | 10 | - |
| MCDONNELL-DOUGLAS DC10-30 | 1 730 | 6 | 313 | 1 | 2 126 | 8 | 53 449 | 311 088 | 420 325 | 7 | 10.3 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 663 | - | 1 366 | - | 1 641 | - | 79 460 | 39 843 | 69 553 | 8 | 7.2 |
| MCDONNELL-DOUGLAS DC9-10/15 | 462 | - | 1 058 | - | 1 098 | - | 41 850 | 19 152 | 36 984 | 5 | 8.3 |
| MCDONNELL-DOUGLAS MD-80-83 | 2 534 | - | 1 166 | - | 3 836 | - | 178 912 | 388 909 | 423 144 | 8 | 16.4 |
| PILATUS BN-2A ISLANDER | 61 | - | 1 102 | - | 314 | - | 5 954 | 346 | 490 | 10 | 1.6 |
| PILATUS BN-2A TRISLANDER MK3 | 121 | - | 1 913 | - | 581 | - | 18 815 | 1 178 | 2 050 | 9 | 2.6 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 6 | - | 41 | - | 22 | - | 230 | 33 | 53 | 5 | 0.3 |
| PIPER PA34 SENECA II | 2 | - | 16 | - | 10 | - | 51 | 7 | 11 | 2 | 0.2 |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 1 | 1.1 |
| SAAB FAIRCHILD 340 | 188 | - | 598 | - | 547 | - | 7 668 | 3 158 | 6 382 | 5 | 4.6 |
| SHORTS 330 | 114 | - | 498 | - | 387 | - | 7 185 | 1 737 | 3 390 | 10 | 1.3 |
| SHORTS 360 | 567 | 50 | 2 895 | 157 | 2 268 | 181 | 61 251 | 12 227 | 20 093 | 22 | 4.0 |
| SHORTS BELFAST | - | 43 | - | 57 | - | 117 | - | - | - | 2 | 2.0 |
| SIKORSKY S61N | 466 | - | 5 181 | - | 2 341 | - | 53 603 | 4 704 | 9 916 | 30 | 2.6 |
| SIKORSKY S76 SPIRIT | 288 | 2 | 2 563 | 18 | 1 119 | 8 | 15 260 | 1 625 | 3 283 | 20 | 2.0 |
| V953C MERCHANTMAN | - | 68 | - | 167 | - | 194 | - | - | - | 4 | 2.3 |
| VICKERS VISCOUNT 800 | 99 | 63 | 328 | 162 | 276 | 195 | 11 601 | 3 613 | 7 404 | 12 | 1.3 |
| TOTAL | 86 041 | 1 103 | 86 124 | 2 578 | 147 455 | 2 916 | 6 157 575 | 14 833 355 | 19 194 788 | 743 | 7.0 |

(a) Excludes small airlines' public transport operations (see table 11)

(b) Excludes passengers uplifted on sub-charter operations

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

Aircraft Type and Utilisation: Individual Airlines
October 1993 (a) (b) (c)

Table 8.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Avge Daily Utilisation Per A/C (Hours) | |
|--------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|--------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | Aircraft in Service At Qrt Ended Sep 1993 | Qrt Ended Sep 1993 |
| AIR 2000 | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 240 | - | 562 | - | 1 814 | - | 83 682 | 190 468 | 223 189 | 4 | 15.9 |
| BOEING 757-200 | 4 682 | - | 1 853 | - | 6 695 | - | 337 069 | 935 759 | 1 090 932 | 14 | 16.1 |
| TOTAL | 5 922 | - | 2 415 | - | 8 509 | - | 420 751 | 1 126 227 | 1 314 121 | 18 | 16.0 |
| AIR ATLANTIQUE & AIR CORBIERE | | | | | | | | | | | |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | 0.0 |
| CESSNA 401/402/411/421 | - | - | - | - | - | - | - | - | - | 1 | 1.1 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 2 | 1.4 |
| DOUGLAS DC3 C47 DAKOTA | - | 3 | 1 | 8 | - | 11 | 29 | 3 | 3 | 2 | 0.4 |
| DOUGLAS DC6/6A/6B/6C | - | 21 | - | 50 | - | 62 | - | - | - | 2 | 1.2 |
| FAIRCHILD SA-227 METRO III | - | - | 2 | - | - | - | 4 | - | 3 | 1 | 3.1 |
| PIPER PA-31/31P NAVAJO CHIEFTN | - | - | - | - | - | - | - | - | - | 1 | .. |
| REIMS-CESSNA F406/CARAVAN II | - | - | - | - | - | - | - | - | - | 1 | 1.1 |
| TOTAL | - | 24 | 3 | 58 | 1 | 73 | 33 | 3 | 6 | 12 | 1.0 |
| AIR FOYLE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | 181 | - | 353 | - | 395 | - | - | - | 3 | 3.6 |
| BAE 146 SERIES 300 | - | 87 | - | 177 | - | 199 | - | - | - | 2 | 3.4 |
| BOEING 737-300 | 192 | - | 93 | - | 294 | - | 9 705 | 23 200 | 28 581 | 1 | 12.6 |
| TOTAL | 192 | 268 | 93 | 530 | 294 | 594 | 9 705 | 23 200 | 28 581 | 6 | 5.0 |
| AIR UK | | | | | | | | | | | |
| BAE 146 SERIES 100 | 172 | - | 285 | - | 385 | - | 13 257 | 8 372 | 13 326 | 2 | 7.2 |
| BAE 146 SERIES 200/QT | 133 | - | 257 | - | 305 | - | 12 663 | 7 083 | 12 953 | 2 | 7.3 |
| BAE 146 SERIES 300 | 511 | - | 1 063 | - | 1 226 | - | 57 089 | 32 148 | 56 128 | 6 | 6.3 |
| FOKKER 100 | 535 | - | 1 087 | - | 1 247 | - | 59 549 | 31 929 | 54 125 | 6 | 7.1 |
| FOKKER F27 100-600 | 833 | - | 2 566 | - | 2 781 | - | 60 965 | 20 922 | 38 415 | 14 | 7.3 |
| SHORTS 360 | 34 | - | 125 | - | 131 | - | 2 075 | 574 | 1 233 | 1 | 4.6 |
| TOTAL | 2 218 | - | 5 383 | - | 6 075 | - | 205 598 | 101 028 | 176 180 | 31 | 7.0 |
| AIR UK LEISURE | | | | | | | | | | | |
| BOEING 737-400 | 1 514 | - | 718 | - | 2 315 | - | 99 224 | 215 623 | 260 291 | 7 | 11.5 |
| TOTAL | 1 514 | - | 718 | - | 2 315 | - | 99 224 | 215 623 | 260 291 | 7 | 11.5 |
| AIRTOURS INTERNATIONAL | | | | | | | | | | | |
| MCDONNELL-DOUGLAS MD-80-83 | 2 534 | - | 1 166 | - | 3 836 | - | 178 912 | 388 909 | 423 144 | 8 | 16.4 |
| TOTAL | 2 534 | - | 1 166 | - | 3 836 | - | 178 912 | 388 909 | 423 144 | 8 | 16.4 |

Aircraft Type and Utilisation: Individual Airlines
October 1993 (a) (b) (c)

Table 8.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1993 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1993 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AIRTOURS INTL AIRWAYS LIMITED | | | | | | | | | | | |
| AIRBUS A320-100/200 | 542 | - | 249 | - | 806 | - | 35 523 | 77 063 | 97 514 | 2 | 14.5 |
| BOEING 737-300 | 637 | - | 260 | - | 938 | - | 29 962 | 81 002 | 94 299 | 3 | 12.6 |
| BOEING 737-400 | 123 | - | 83 | - | 200 | - | 9 486 | 15 116 | 20 952 | 1 | 11.5 |
| BOEING 757-200 | 525 | - | 240 | - | 778 | - | 35 981 | 86 761 | 122 238 | 2 | 18.1 |
| TOTAL | 1 827 | - | 832 | - | 2 722 | - | 110 952 | 259 942 | 335 003 | 8 | 14.3 |
| AMBASSADOR AIRWAYS LTD | | | | | | | | | | | |
| BOEING 757-200 | 507 | - | 205 | - | 729 | - | 39 792 | 101 720 | 117 947 | 2 | 14.0 |
| TOTAL | 507 | - | 205 | - | 729 | - | 39 792 | 101 720 | 117 947 | 2 | 14.0 |
| ARAVCO LTD | | | | | | | | | | | |
| BAE(HS)125 | - | - | - | - | - | - | - | - | - | 2 | - |
| GA GULFSTREAM 3 | 10 | - | 2 | - | 14 | - | 10 | 52 | 106 | 1 | 0.7 |
| TOTAL | 10 | - | 2 | - | 14 | - | 10 | 52 | 106 | 3 | 0.2 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| PILATUS BN-2A TRISLANDER MK3 | 121 | - | 1 913 | - | 581 | - | 18 815 | 1 178 | 2 050 | 9 | 2.6 |
| SHORTS 360 | 17 | - | 285 | - | 77 | - | 7 009 | 408 | 588 | 1 | 2.8 |
| TOTAL | 138 | - | 2 198 | - | 657 | - | 25 824 | 1 586 | 2 638 | 10 | 2.6 |
| BOND HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 232 | - | 968 | - | 927 | - | 9 292 | 2 227 | 4 408 | 10 | 3.4 |
| AEROSPATIALE SA365 DAUPHIN | 219 | 5 | 5 687 | 118 | 877 | 19 | 27 316 | 1 052 | 2 409 | 14 | 2.4 |
| BEECHCRAFT 200 SUPERKING AIR | - | - | - | - | - | - | - | - | - | 2 | - |
| MBB BO105 | - | - | - | - | - | - | - | - | - | 10 | 0.0 |
| SIKORSKY S76 SPIRIT | 201 | 2 | 1 540 | 18 | 744 | 8 | 7 205 | 940 | 2 412 | 9 | 2.2 |
| TOTAL | 652 | 7 | 8 195 | 136 | 2 549 | 27 | 43 813 | 4 219 | 9 229 | 45 | 1.9 |
| BRISTOW HELICOPTERS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 609 | - | 3 079 | - | 2 537 | - | 36 034 | 7 127 | 11 571 | 23 | 3.6 |
| BAE(HS)125 | - | - | - | - | - | - | - | - | - | 1 | - |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 3 | - |
| BELL 212/412 | 41 | - | 1 917 | - | 274 | - | 8 230 | 176 | 451 | 3 | 4.5 |
| BELL MODEL 214ST | 20 | - | 431 | - | 86 | - | 4 277 | 198 | 360 | 2 | 2.0 |
| SIKORSKY S61N | 120 | - | 1 287 | - | 727 | - | 12 549 | 1 170 | 1 920 | 15 | 1.4 |
| SIKORSKY S76 SPIRIT | 86 | - | 1 013 | - | 373 | - | 8 009 | 680 | 860 | 9 | 1.9 |
| TOTAL | 876 | - | 7 727 | - | 3 996 | - | 69 099 | 9 351 | 15 162 | 56 | 2.5 |

Aircraft Type and Utilisation: Individual Airlines
October 1993 (a) (b) (c)

Table 8.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1993 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1993 |
|--------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 737-200 | 3 211 | - | 1 850 | - | 5 138 | - | 191 278 | 350 651 | 417 391 | 15 | 13.2 |
| BOEING 757-200 | 3 498 | - | 1 619 | - | 5 168 | - | 318 530 | 698 413 | 821 800 | 12 | 14.5 |
| BOEING 767-200 | 3 334 | - | 1 118 | - | 4 735 | - | 249 562 | 788 257 | 940 016 | 10 | 15.8 |
| TOTAL | 10 043 | - | 4 587 | - | 15 041 | - | 759 370 | 1 837 321 | 2 179 207 | 37 | 14.3 |
| BRITISH AIRWAYS (EURO OPS) LGW | | | | | | | | | | | |
| BOEING 737-200 | 386 | - | 526 | - | 807 | - | 34 836 | 24 713 | 44 618 | 3 | 7.6 |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | - | - |
| BOEING 737-400 | 908 | - | 1 424 | - | 2 012 | - | 111 423 | 67 487 | 134 598 | 12 | 5.9 |
| TOTAL | 1 294 | - | 1 950 | - | 2 818 | - | 146 259 | 92 200 | 179 216 | 15 | 6.2 |
| BRITISH AIRWAYS + CALEDONIAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 1 088 | - | 1 202 | - | 2 056 | - | 116 214 | 109 057 | 155 391 | 10 | 6.9 |
| BAC/AEROSPATIALE CONCORDE | 882 | - | 165 | - | 611 | - | 10 420 | 55 404 | 88 238 | 7 | 2.4 |
| BAE(BAC)1-11-500 SERIES | - | - | - | - | - | - | - | - | - | - | 11.5 |
| BOEING 737-200 | 3 475 | - | 4 354 | - | 6 861 | - | 261 872 | 219 971 | 376 897 | 39 | 6.3 |
| BOEING 737-400 | 2 863 | - | 3 786 | - | 5 871 | - | 353 436 | 270 700 | 406 018 | 23 | 8.3 |
| BOEING 747 200B COMBI | 1 061 | - | 148 | - | 1 326 | - | 38 444 | 301 301 | 393 688 | 3 | 14.9 |
| BOEING 747-100/100F | 3 766 | 38 | 632 | 6 | 4 880 | 49 | 177 079 | 1 053 955 | 1 380 586 | 15 | 11.7 |
| BOEING 747-200 | 4 035 | - | 700 | - | 5 115 | - | 158 853 | 1 128 769 | 1 536 501 | 13 | 12.0 |
| BOEING 747-400 | 8 807 | - | 1 409 | - | 11 297 | - | 279 730 | 2 535 499 | 3 380 350 | 26 | 14.1 |
| BOEING 757-200 | 5 272 | - | 5 085 | - | 8 943 | - | 658 286 | 770 848 | 1 034 571 | 42 | 7.0 |
| BOEING 767-300 | 1 137 | - | 1 045 | - | 2 121 | - | 196 148 | 206 556 | 279 105 | 8 | 9.1 |
| BOEING 767-300ER | 3 619 | - | 851 | - | 4 999 | - | 95 054 | 501 102 | 726 290 | 13 | 13.3 |
| BRITISH AEROSPACE ATP | 610 | 1 | 2 031 | 6 | 2 053 | 4 | 65 004 | 21 936 | 38 424 | 15 | 5.2 |
| LOCKHEED L-1011-1/100 TRISTAR | 918 | - | 337 | - | 884 | - | 96 769 | 316 777 | 360 148 | 6 | 6.3 |
| MCDONNELL-DOUGLAS DC10-30 | 1 730 | 6 | 313 | 1 | 2 126 | 8 | 53 449 | 311 088 | 420 325 | 7 | 10.3 |
| TOTAL | 39 263 | 45 | 22 058 | 13 | 59 143 | 60 | 2 560 758 | 7 802 963 | 10 576 532 | 227 | 8.8 |
| BRITISH INTERNATIONAL HELIS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 105 | - | 569 | - | 418 | - | 6 841 | 1 262 | 1 995 | 8 | 2.4 |
| SIKORSKY S61N | 346 | - | 3 894 | - | 1 614 | - | 41 054 | 3 534 | 7 996 | 15 | 3.8 |
| SIKORSKY S76 SPIRIT | 1 | - | 10 | - | 2 | - | 46 | 5 | 11 | 2 | - |
| TOTAL | 452 | - | 4 473 | - | 2 035 | - | 47 941 | 4 801 | 10 002 | 25 | 3.2 |

Aircraft Type and Utilisation: Individual Airlines
October 1993 (a) (b) (c)

Table 8.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1993 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1993 |
|-------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRITISH MIDLAND | | | | | | | | | | | |
| BOEING 737-300 | 1 112 | 21 | 1 651 | 40 | 2 397 | 45 | 145 909 | 110 529 | 154 963 | 8 | 10.2 |
| BOEING 737-400 | 1 173 | 1 | 1 091 | 1 | 2 129 | 1 | 126 058 | 157 049 | 196 103 | 6 | 13.2 |
| BOEING 737-500 | 323 | 1 | 600 | 1 | 781 | 1 | 40 850 | 21 675 | 37 719 | 3 | 8.1 |
| BRITISH AEROSPACE ATP | 102 | - | 412 | - | 390 | - | 13 524 | 3 548 | 6 512 | 3 | 4.7 |
| DE HAVILLAND DHC-7 DASH-7 | - | - | - | - | - | - | - | - | - | 2 | - |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 663 | - | 1 366 | - | 1 641 | - | 79 460 | 39 843 | 69 553 | 8 | 7.2 |
| MCDONNELL-DOUGLAS DC9-10/15 | 462 | - | 1 058 | - | 1 098 | - | 41 850 | 19 152 | 36 984 | 5 | 8.3 |
| TOTAL | 3 835 | 23 | 6 178 | 42 | 8 436 | 47 | 447 651 | 351 796 | 501 834 | 35 | 8.5 |
| BRITISH WORLD AIRLINES LTD | | | | | | | | | | | |
| BAE 146 SERIES 300 | 154 | - | 116 | - | 278 | - | 9 044 | 12 885 | 16 927 | 2 | 5.6 |
| BAE(BAC)1-11-200 SERIES | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE(BAC)1-11-500 SERIES | 199 | - | 151 | - | 342 | - | 11 387 | 15 174 | 22 552 | 5 | 3.6 |
| HANDLEY PAGE HERALD 200 | - | 25 | - | 56 | - | 90 | - | - | - | 1 | 3.3 |
| VICKERS VISCOUNT 800 | 99 | 63 | 328 | 162 | 276 | 195 | 11 601 | 3 613 | 7 404 | 12 | 1.3 |
| TOTAL | 452 | 88 | 595 | 218 | 896 | 285 | 32 032 | 31 672 | 46 883 | 22 | 2.2 |
| BRYMON AIRWAYS | | | | | | | | | | | |
| DE HAVILLAND DHC-7 DASH-7 | 192 | - | 652 | - | 670 | - | 15 498 | 5 897 | 8 791 | 5 | 4.6 |
| DE HAVILLAND DHC-8 DASH-8-100 | 159 | - | 322 | - | 468 | - | 4 942 | 2 825 | 5 751 | 2 | 8.3 |
| DE HAVILLAND DHC-8 DASH-8-300 | 158 | - | 370 | - | 450 | - | 9 224 | 4 678 | 7 943 | 2 | 7.9 |
| TOTAL | 509 | - | 1 344 | - | 1 587 | - | 29 664 | 13 400 | 22 485 | 9 | 6.1 |
| BUSINESS AIR LIMITED | | | | | | | | | | | |
| SAAB FAIRCHILD 340 | 188 | - | 598 | - | 547 | - | 7 668 | 3 158 | 6 382 | 5 | 4.6 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 188 | - | 598 | - | 547 | - | 7 668 | 3 158 | 6 382 | 6 | 3.8 |
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| HANDLEY PAGE HERALD 200 | - | 132 | - | 564 | - | 506 | - | - | - | 8 | 2.3 |
| LOCKHEED L-188 ELECTRA | - | 93 | - | 112 | - | 194 | - | - | - | 2 | 5.7 |
| TOTAL | - | 225 | - | 676 | - | 699 | - | - | - | 10 | 3.0 |
| CITY FLYER EXPRESS | | | | | | | | | | | |
| ATR 42-300 | 334 | - | 924 | - | 927 | - | 29 361 | 10 729 | 16 037 | 4 | 7.6 |
| SHORTS 360 | 51 | 14 | 191 | 46 | 189 | 49 | 4 691 | 1 245 | 1 785 | 2 | 4.5 |
| TOTAL | 385 | 14 | 1 115 | 46 | 1 117 | 49 | 34 052 | 11 974 | 17 822 | 6 | 6.6 |

Aircraft Type and Utilisation: Individual Airlines
October 1993 (a) (b) (c)

Table 8.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1993 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1993 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|--|--|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| EMERALD AIRWAYS LIMITED | | | | | | | | | | | |
| BAE (HS) 748 | - | 81 | - | 336 | - | 291 | - | - | - | 6 | 1.4 |
| PIPER PA-31/31P NAVAJO CHIEFTN | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | - | 81 | - | 336 | - | 291 | - | - | - | 7 | 1.3 |
| EUROAIR TRANSPORT LTD | | | | | | | | | | | |
| BAE (HS) 748 | - | - | - | - | - | - | - | - | - | 4 | 1.1 |
| TOTAL | - | - | - | - | - | - | - | - | - | 4 | 1.1 |
| EXCALIBUR AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 974 | - | 436 | - | 1 436 | - | 55 430 | 143 162 | 175 329 | 4 | 14.2 |
| TOTAL | 974 | - | 436 | - | 1 436 | - | 55 430 | 143 162 | 175 329 | 4 | 14.2 |
| GB AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-200 | 633 | - | 475 | - | 1 129 | - | 37 030 | 53 589 | 68 238 | 4 | 9.8 |
| TOTAL | 633 | - | 475 | - | 1 129 | - | 37 030 | 53 589 | 68 238 | 4 | 9.8 |
| GILLAIR | | | | | | | | | | | |
| SHORTS 330 | 114 | - | 498 | - | 387 | - | 7 185 | 1 737 | 3 390 | 8 | 1.4 |
| SHORTS 360 | 77 | - | 227 | - | 259 | - | 4 399 | 1 477 | 2 625 | 3 | 3.5 |
| TOTAL | 191 | - | 725 | - | 646 | - | 11 584 | 3 214 | 6 015 | 11 | 2.0 |
| HEAVYLIFT CARGO AIRLINES | | | | | | | | | | | |
| BOEING 707 ALL SERIES | - | 97 | - | 45 | - | 144 | - | - | - | 1 | 1.5 |
| CANADAIR CL-44 | - | 28 | - | 9 | - | 58 | - | - | - | 1 | 1.0 |
| SHORTS BELFAST | - | 43 | - | 57 | - | 117 | - | - | - | 2 | 2.0 |
| TOTAL | - | 168 | - | 111 | - | 319 | - | - | - | 4 | 1.6 |
| HUNTING CARGO AIRLINES LTD | | | | | | | | | | | |
| LOCKHEED L-188 ELECTRA | - | 56 | - | 134 | - | 146 | - | - | - | 2 | 4.4 |
| V953C MERCHANTMAN | - | 68 | - | 167 | - | 194 | - | - | - | 4 | 2.3 |
| TOTAL | - | 124 | - | 301 | - | 340 | - | - | - | 6 | 3.1 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 39 | - | 599 | - | 191 | - | 3 721 | 231 | 312 | 5 | 2.2 |
| TOTAL | 39 | - | 599 | - | 191 | - | 3 721 | 231 | 312 | 5 | 2.2 |

Aircraft Type and Utilisation: Individual Airlines
October 1993 (a) (b) (c)

Table 8.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1993 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1993 |
|---|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| JERSEY EUROPEAN AIRWAYS and JERSEY EUROPEAN AIRWAYS (UK) | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 105 | - | 237 | - | 298 | - | 11 170 | 4 709 | 9 265 | 2 | 0.6 |
| BAE 146 SERIES 300 | 190 | - | 423 | - | 506 | - | 22 404 | 10 780 | 19 930 | 2 | 3.3 |
| FOKKER F27 100-600 | 342 | - | 1 157 | - | 1 240 | - | 31 464 | 9 508 | 16 434 | 8 | 3.8 |
| SHORTS 360 | 157 | - | 886 | - | 643 | - | 18 296 | 3 535 | 5 520 | 4 | 3.7 |
| TOTAL | 794 | - | 2 703 | - | 2 687 | - | 83 334 | 28 532 | 51 149 | 16 | 3.3 |
| LEISURE INTL AIRWAYS LTD | | | | | | | | | | | |
| BOEING 767-300ER | 731 | - | 114 | - | 1 052 | - | 30 561 | 211 343 | 238 276 | 2 | 18.3 |
| TOTAL | 731 | - | 114 | - | 1 052 | - | 30 561 | 211 343 | 238 276 | 2 | 18.3 |
| LOGANAIR | | | | | | | | | | | |
| BAE JETSTREAM 41 | 198 | - | 539 | - | 610 | - | 8 680 | 3 378 | 5 735 | 3 | 7.1 |
| BAE(H.P)JETSTREAM 31/32 | 159 | - | 401 | - | 497 | - | 3 874 | 1 670 | 2 694 | 3 | 5.0 |
| BRITISH AEROSPACE ATP | 308 | - | 1 033 | - | 1 071 | - | 28 724 | 8 912 | 19 732 | 5 | 6.2 |
| DE HAVILLAND DH6 TWIN OTTER | 23 | - | 165 | - | 118 | - | 1 217 | 173 | 416 | 1 | 3.6 |
| PILATUS BN-2A ISLANDER | 22 | - | 503 | - | 123 | - | 2 233 | 115 | 178 | 5 | 0.9 |
| SHORTS 360 | 136 | - | 718 | - | 608 | - | 12 607 | 2 484 | 4 888 | 5 | 5.7 |
| TOTAL | 846 | - | 3 359 | - | 3 026 | - | 57 335 | 16 732 | 33 643 | 22 | 4.7 |
| LOVE AIR | | | | | | | | | | | |
| PIPER PA-31/31P NAVAJO CHIEFTN | 6 | - | 41 | - | 22 | - | 230 | 33 | 53 | 3 | 0.3 |
| PIPER PA34 SENECA II | 2 | - | 16 | - | 10 | - | 51 | 7 | 11 | 2 | 0.2 |
| TOTAL | 8 | - | 57 | - | 33 | - | 281 | 40 | 64 | 5 | 0.3 |
| MAERSK AIR LIMITED | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 322 | - | 446 | - | 631 | - | 17 442 | 12 804 | 23 844 | 4 | 5.2 |
| BAE(BAC)1-11-500 SERIES | 53 | - | 101 | - | 125 | - | 5 542 | 2 839 | 5 232 | 1 | 2.8 |
| BAE(H.P)JETSTREAM 31/32 | 81 | - | 249 | - | 258 | - | 2 161 | 700 | 1 307 | 3 | 3.9 |
| TOTAL | 456 | - | 796 | - | 1 015 | - | 25 145 | 16 343 | 30 383 | 8 | 4.4 |
| MANX AIRLINES | | | | | | | | | | | |
| BAE 146 SERIES 100 | 11 | - | 41 | - | 22 | - | 2 059 | 632 | 949 | 1 | 1.3 |
| BAE 146 SERIES 200/QT | 56 | - | 160 | - | 113 | - | 10 487 | 3 477 | 5 240 | 1 | 4.6 |
| BRITISH AEROSPACE ATP | 171 | - | 679 | - | 478 | - | 26 103 | 7 451 | 11 656 | 3 | 6.2 |
| SHORTS 360 | 83 | - | 431 | - | 325 | - | 11 680 | 2 204 | 2 991 | 3 | 4.4 |
| TOTAL | 321 | - | 1 311 | - | 939 | - | 50 329 | 13 764 | 20 836 | 8 | 4.7 |

Aircraft Type and Utilisation: Individual Airlines
October 1993 (a) (b) (c)

Table 8.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Sep 1993 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Sep 1993 |
|----------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| MANX AIRLINES (EUROPE) LTD | | | | | | | | | | | |
| BAE JETSTREAM 41 | 289 | - | 717 | - | 717 | - | 9 975 | 4 498 | 8 383 | 4 | 5.7 |
| TOTAL | 289 | - | 717 | - | 717 | - | 9 975 | 4 498 | 8 383 | 4 | 5.7 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600(B2-B4) | 1 375 | - | 417 | - | 1 870 | - | 107 014 | 447 892 | 496 691 | 4 | 15.7 |
| AIRBUS A320-100/200 | 772 | - | 403 | - | 1 147 | - | 57 717 | 114 737 | 138 843 | 3 | 15.0 |
| BOEING 737-300 | 494 | - | 280 | - | 769 | - | 32 920 | 61 449 | 73 172 | 2 | 14.3 |
| BOEING 757-200 | 2 431 | - | 1 060 | - | 3 507 | - | 199 117 | 493 983 | 571 194 | 8 | 15.2 |
| TOTAL | 5 072 | - | 2 160 | - | 7 292 | - | 396 768 | 1 118 061 | 1 279 900 | 17 | 15.2 |
| PALMAIR FLIGHTLINE | | | | | | | | | | | |
| BAE 146 SERIES 300 | 93 | - | 70 | - | 154 | - | 5 986 | 8 183 | 10 262 | 1 | 5.8 |
| EMBRAER EMB110 BANDEIRANTE | 9 | - | 18 | - | 27 | - | - | 101 | 131 | 2 | 0.3 |
| TOTAL | 102 | - | 88 | - | 181 | - | 5 986 | 8 284 | 10 393 | 3 | 2.1 |
| SUCKLING AIRWAYS | | | | | | | | | | | |
| DORNIER 228-100/200 | 111 | - | 339 | - | 406 | - | 2 571 | 857 | 1 899 | 3 | 4.5 |
| TOTAL | 111 | - | 339 | - | 406 | - | 2 571 | 857 | 1 899 | 3 | 4.5 |
| TITAN AIRWAYS | | | | | | | | | | | |
| SHORTS 330 | - | - | - | - | - | - | - | - | - | 2 | 0.8 |
| SHORTS 360 | 12 | 36 | 32 | 111 | 37 | 132 | 494 | 300 | 463 | 2 | 2.6 |
| TOTAL | 12 | 36 | 32 | 111 | 37 | 132 | 494 | 300 | 463 | 4 | 1.9 |
| VIRGIN ATLANTIC AIRWAYS | | | | | | | | | | | |
| BOEING 747-100/100F | 321 | - | 47 | - | 402 | - | 20 447 | 142 736 | 157 344 | 1 | 14.3 |
| BOEING 747-200 | 2 330 | - | 331 | - | 2 954 | - | 97 476 | 690 524 | 889 390 | 7 | 14.2 |
| TOTAL | 2 651 | - | 378 | - | 3 356 | - | 117 923 | 833 260 | 1 046 734 | 8 | 14.2 |
| GRAND TOTAL | 86 041 | 1 103 | 86 124 | 2 578 | 147 455 | 2 916 | 6 157 575 | 14 833 355 | 19 194 788 | 743 | 7.0 |

(a) Excludes small airlines' public transport operations (see table 11)

(b) Excludes passengers uplifted on sub-charter operations

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

Passengers Uplifted on Domestic Routes For October 1993 (a) (b)

Table 9

| | | |
|-------------|---------------------------|---------|
| HEATHROW | ABERDEEN | 39 640 |
| | BELFAST | 86 137 |
| | BIRMINGHAM | 7 013 |
| | EDINBURGH | 115 497 |
| | GLASGOW | 109 833 |
| | GUERNSEY | 6 944 |
| | INVERNESS | 14 966 |
| | ISLE OF MAN | 9 737 |
| | JERSEY | 21 807 |
| | LEEDS/BRADFORD | 15 613 |
| | MANCHESTER | 77 406 |
| | NEWCASTLE | 30 914 |
| | NEWQUAY | 2 826 |
| | PLYMOUTH | 3 181 |
| | TEESSIDE | 13 376 |
| GATWICK | ABERDEEN | 13 160 |
| | BELFAST CITY | 11 809 |
| | EDINBURGH | 16 116 |
| | GLASGOW | 15 633 |
| | GUERNSEY | 16 927 |
| | JERSEY | 22 581 |
| | LEEDS/BRADFORD | 4 |
| | MANCHESTER | 24 607 |
| | NEWCASTLE | 5 819 |
| LUTON | BELFAST | 9 269 |
| | BELFAST CITY | 2 418 |
| | ISLE OF MAN | 1 015 |
| | JERSEY | 781 |
| STANSTED | ABERDEEN | 4 357 |
| | EDINBURGH | 8 229 |
| | GLASGOW | 6 623 |
| | GUERNSEY | 1 146 |
| | JERSEY | 3 513 |
| | MANCHESTER | 1 545 |
| | NEWCASTLE | 2 336 |
| ABERDEEN | BELFAST CITY | 503 |
| | BIRMINGHAM | 3 835 |
| | BRISTOL | 499 |
| | CARDIFF WALES | 167 |
| | DUNDEE | 68 |
| | EAST MIDLANDS | 690 |
| | EDINBURGH | 1 219 |
| | EXETER | 1 |
| | GLASGOW | 2 310 |
| | HUMBERSIDE | 1 578 |
| | INVERNESS | 463 |
| | KIRKWALL | 2 572 |
| | MANCHESTER | 8 474 |
| | NEWCASTLE | 3 487 |
| | NORWICH | 2 745 |
| | Other Scottish Aerodromes | 7 707 |
| ALDERNEY | SUMBURGH | 18 741 |
| | TEESSIDE | 3 047 |
| | GUERNSEY | 2 735 |
| | JERSEY | 1 145 |
| SOUTHAMPTON | | 2 311 |
| | | |
| BELFAST | BIRMINGHAM | 7 818 |
| | EAST MIDLANDS | 4 779 |
| | GLASGOW | 5 179 |
| | HUMBERSIDE | 262 |
| | JERSEY | 849 |
| | LEEDS/BRADFORD | 598 |
| | MANCHESTER | 10 124 |

Passengers Uplifted on Domestic Routes For October 1993 (a) (b) Table 9 Cont'd

| | | |
|---------------|----------------------------|--------|
| BELFAST CITY | BIRMINGHAM | 7 184 |
| | BLACKPOOL | 2 561 |
| | BRISTOL | 3 237 |
| | CARDIFF WALES | 1 077 |
| | EAST MIDLANDS | 125 |
| | EDINBURGH | 5 455 |
| | EXETER | 1 372 |
| | GLASGOW | 5 376 |
| | GUERNSEY | 13 |
| | ISLE OF MAN | 2 453 |
| | JERSEY | 20 |
| | LEEDS/BRADFORD | 6 201 |
| | LIVERPOOL | 6 361 |
| | MANCHESTER | 8 156 |
| | NEWCASTLE | 3 793 |
| | TEESSIDE | 218 |
| BIRMINGHAM | EDINBURGH | 13 932 |
| | GLASGOW | 12 878 |
| | GUERNSEY | 1 454 |
| | ISLE OF MAN | 3 102 |
| | JERSEY | 6 567 |
| | NEWCASTLE | 1 546 |
| BLACKPOOL | ISLE OF MAN | 2 451 |
| | JERSEY | 174 |
| BOURNEMOUTH | GUERNSEY | - |
| | JERSEY | 1 472 |
| BRISTOL | EDINBURGH | 3 932 |
| | GLASGOW | 3 981 |
| | GUERNSEY | 137 |
| | JERSEY | 2 754 |
| | NEWCASTLE | 946 |
| | PLYMOUTH | 507 |
| CAMBRIDGE | MANCHESTER | 549 |
| CARDIFF WALES | EDINBURGH | 288 |
| | GLASGOW | 1 511 |
| | ISLE OF MAN | 252 |
| | JERSEY | 2 115 |
| COVENTRY | GUERNSEY | 115 |
| | JERSEY | 185 |
| DUNDEE | INVERNESS | 2 |
| | MANCHESTER | 907 |
| EAST MIDLANDS | EDINBURGH | 1 434 |
| | GLASGOW | 5 833 |
| | GUERNSEY | 1 114 |
| | INVERNESS | 31 |
| | JERSEY | 4 610 |
| EDINBURGH | GLASGOW | 27 |
| | GUERNSEY | 223 |
| | HUMBERSIDE | 160 |
| | JERSEY | 507 |
| | KIRKWALL | 701 |
| | LEEDS/BRADFORD | 1 417 |
| | MANCHESTER | 7 068 |
| | NORWICH | 1 363 |
| | Other Scottish Aerodromes | 660 |
| | PLYMOUTH | 162 |
| | SOUTHAMPTON | 1 300 |
| | SUMBURGH | 734 |
| EXETER | GUERNSEY | 1 688 |
| | ISLES OF SCILLY (ST.MARYS) | 268 |
| | JERSEY | 4 377 |
| | NEWCASTLE | 7 |

Passengers Uplifted on Domestic Routes For October 1993 (a) (b) Table 9 Cont'd

| | | |
|----------------------------|---------------------------|--------|
| GLASGOW | GUERNSEY | 157 |
| | HUMBERSIDE | 13 |
| | INVERNESS | 742 |
| | ISLE OF MAN | 1 497 |
| | JERSEY | 3 142 |
| | KIRKWALL | 862 |
| | LEEDS/BRADFORD | 1 947 |
| | LONDONDERRY | 1 080 |
| | MANCHESTER | 8 098 |
| | Other Scottish Aerodromes | 9 159 |
| GLOUCESTERSHIRE | SOUTHAMPTON | 1 838 |
| | SUMBURGH | 515 |
| GUERNSEY | GUERNSEY | 78 |
| | JERSEY | 348 |
| HUMBERSIDE | JERSEY | 16 351 |
| | LIVERPOOL | 40 |
| | MANCHESTER | 2 525 |
| | NORWICH | 109 |
| | SOUTHAMPTON | 7 844 |
| INVERNESS | NORWICH | 66 |
| | TEESSIDE | 18 |
| ISLE OF MAN | KIRKWALL | 547 |
| | MANCHESTER | 631 |
| | Other Scottish Aerodromes | 2 762 |
| ISLES OF SCILLY (ST.MARYS) | JERSEY | 175 |
| | LIVERPOOL | 12 747 |
| | MANCHESTER | 7 429 |
| ISLES OF SCILLY (TRESKO) | LANDS END (ST JUST) | 3 423 |
| | NEWQUAY | 30 |
| | PENZANCE HELIPORT | 6 170 |
| JERSEY | PENZANCE HELIPORT | 1 871 |
| | LEEDS/BRADFORD | 1 682 |
| | LIVERPOOL | 667 |
| | MANCHESTER | 10 225 |
| | NEWCASTLE | 1 446 |
| | NORWICH | 458 |
| | PLYMOUTH | 604 |
| | SOUTHAMPTON | 13 542 |
| | TEESSIDE | 1 204 |
| KIRKWALL | Other Scottish Aerodromes | 1 765 |
| | SUMBURGH | 973 |
| LONDONDERRY | MANCHESTER | 1 158 |
| MANCHESTER | NEWCASTLE | 1 354 |
| | SOUTHAMPTON | 1 505 |
| | SUMBURGH | 96 |
| NEWQUAY | PLYMOUTH | 8 |
| NORWICH | TEESSIDE | 134 |
| Other Scottish Aerodromes | Other Scottish Aerodromes | 1 725 |
| | SUMBURGH | 39 |
| Other Routes (c) | Other Routes (c) | 2 769 |

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

(b) Excludes passengers uplifted on small airlines public transport operations.

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

Note: Passengers are counted in both directions.

Scheduled Passenger Analysis By
Fare Groups (a) October 1993

Table 10.1

| | All | International | Domestic |
|------------------|-----------|---------------|-----------|
| FIRST | 33 350 | 33 280 | 70 |
| PREMIUM | 427 052 | 409 914 | 17 138 |
| ECONOMY | 751 383 | 375 969 | 375 413 |
| ADVANCE PURCHASE | 669 964 | 483 283 | 186 681 |
| OFF PEAK | 168 324 | 129 258 | 39 066 |
| DISCOUNT | 839 498 | 545 349 | 294 149 |
| PART CHARTER | 215 392 | 198 964 | 16 428 |
| INCLUSIVE TOUR | 279 421 | 221 095 | 58 326 |
| STANDBY | 33 723 | 6 847 | 26 876 |
| CLASS FARES | 220 744 | 164 397 | 56 347 |
| Total | 3 638 851 | 2 568 356 | 1 070 494 |

(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 By
Fare Groups (a) October 1993

Table 10.2

| | All | International | Domestic |
|--------------------|-----------|---------------|----------|
| ABC | 19 249 | 18 966 | 283 |
| ITC | 2 461 216 | 2 453 545 | 7 671 |
| OTHER | 181 028 | 160 273 | 20 755 |
| GOVERNMENT CHARTER | 7 484 | 7 316 | 168 |
| Total | 2 668 977 | 2 640 100 | 28 877 |

(a) Excludes small airlines' operations (see Table 11)

Public Transport Air Taxi Operations (a) Quarter Ended September 1993 Table 11

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| AEROSPATIALE AS332 SUPER PUMA | 148 | 51 |
| AEROSPATIALE AS355 ECUREUIL 2 | 1 190 | 671 |
| AEROSPATIALE SA341 GAZELLE | 131 | 36 |
| AEROSPATIALE SA350 ECUREUIL | 1 047 | 1 214 |
| AEROSPATIALE SA365 DAUPHIN | 864 | 150 |
| AEROSPATIALE SA365 DAUPHIN/AMB | 391 | 47 |
| AGUSTA A109A | 348 | 168 |
| BAE(H.P.)JETSTREAM 31/32 | 1 369 | 1 433 |
| BAE(HS)125 | 696 | 1 030 |
| BEECH KINGAIR 90/100 | 142 | 352 |
| BEECHCRAFT 200 SUPERKING AIR | 1 370 | 1 555 |
| BEECHCRAFT 400 BEECHJET | 24 | 85 |
| BEECHCRAFT BARON MOD.55/58/58P | 60 | 54 |
| BELL 206B JET RANGER | 4 330 | 3 527 |
| BELL 206L LONG RANGER | 165 | 105 |
| BELL 222 | 36 | 16 |
| BELL 47G | 10 | 15 |
| CESSNA 150 | 16 | 16 |
| CESSNA 152 | 6 | 11 |
| CESSNA 172 SKYHAWK | 98 | 117 |
| CESSNA 180 SKYWAGON | 16 | 47 |
| CESSNA 206 STATIONAIR | 125 | 119 |
| CESSNA 310 | 315 | 274 |
| CESSNA 336/337 SKYMASTER | 52 | 48 |
| CESSNA 401/402/411/421 | 291 | 366 |
| CESSNA 404 TITAN | 264 | 172 |
| CESSNA 441 CONQUEST II | 86 | 102 |
| CESSNA 500 CITATION I | 111 | 84 |
| CESSNA 550 CITATION II | 239 | 309 |
| CESSNA 560 CITATION V | 23 | 20 |
| DASSAULT MYSTERE-FALCON 20 | 138 | 196 |
| DE HAVILLAND DH6 TWIN OTTER | 107 | 124 |
| DE HAVILLAND TIGER MOTH | 242 | 60 |
| DOUGLAS DC3 C47 DAKOTA | 38 | 52 |
| EMBRAER EMB110 BANDEIRANTE | 1 502 | 1 737 |
| ENSTROM F28A/F280 SHARK | 56 | 27 |
| FAIRCHILD SA-227 METRO III | 13 | 22 |
| GATES LEARJET 35A | 528 | 829 |
| HUGHES 269A | 73 | 47 |
| HUGHES 500 | 76 | 53 |
| MBB B0105 | 5 852 | 1 725 |
| MBB BK117 | 4 | 3 |
| PARTENAVIA P68B/C | 290 | 328 |
| PILATUS BN-2A ISLANDER | 3 720 | 1 703 |
| PILATUS BN-2A TRISLANDER MK3 | 261 | 288 |
| PIPER PA-23 AZTEC/APACHE | 605 | 523 |
| PIPER PA-28 CHEROKEE SRS/PA32 | 35 | 20 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 3 028 | 2 563 |
| PIPER PA34 SENECA II | 1 009 | 766 |
| REIMS-CESSNA F406/CARAVAN II | 178 | 190 |
| ROBINSON R22 | 140 | 154 |
| SAAB FAIRCHILD 340 | 1 782 | 1 666 |
| SHORTS 330 | 875 | 730 |
| SHORTS 360 | 1 560 | 1 354 |
| SIKORSKY S61N | 642 | 622 |
| SIKORSKY S76 SPIRIT | 587 | 211 |
| TOTAL | 37 304 | 28 186 |

(a) These statistics cover the activity of small airlines, none of whose aircraft capacities exceed 20 seats or sole use charter flights utilising aircraft of less than 15 tonnes MTWA i.e. small scale scheduled, charter and air taxi operations.

APPENDIX - 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.

As a result of significant changes in the licensing of European airlines during 1993, the format and content of these statistics were reviewed. The changes were incorporated with effect from April data.

The main change was to identify the liberated area of activity created by the new rules. These allow airlines of member states to operate anywhere within the area without specific government approval. Since the liberated area may include points outside the EC (the EFTA countries may join the Aviation Package) but not necessarily all those within, we have called it the European Economic Area.

The UK's traditional licence classes still apply to carriers registered in the Channel Islands or Isle of Man and the mainland airlines activities elsewhere in the world. However, the volume of this activity is so reduced the old style tables have been withdrawn.

The volume of liberated activity will grow during 1993 as more carriers acquire the new operating licences and as the boundary of the liberated area expands.

DEFINITIONS

Types of Service

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 are services performed for remuneration according to a published timetable and which are open to use by members of the public. Extra revenue flights occasioned by overflow traffic from scheduled flights are also included.

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

European Economic Area traffic is composed of those flights conducted under the EC's "Third Aviation Package". This excludes the Greek Islands, Gibraltar and the Azores and is likely in the future to include traffic to EFTA countries. A scheduled/charter distinction will be retained for as long as it is commercially relevant.

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.