



UK AIRLINES

MONTHLY OPERATING AND TRAFFIC STATISTICS

DECEMBER 1994

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CIVIL AVIATION AUTHORITY LONDON

UK AIRLINES

**MONTHLY OPERATING
AND TRAFFIC STATISTICS**

DECEMBER 1994

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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

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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 V6.0 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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Year Ended December 1994 (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 | 16 324 | 58.9 | 11 098 | 57.3 |
| VIRGIN ATLANTIC AIRWAYS | 2 676 | 9.7 | 1 523 | 7.9 |
| BRITANNIA AIRWAYS | 1 831 | 6.6 | 1 659 | 8.6 |
| MONARCH AIRLINES | 1 107 | 4.0 | 928 | 4.8 |
| AIR 2000 | 954 | 3.4 | 859 | 4.4 |
| AIRTOURS INTERNATIONAL | 646 | 2.3 | 535 | 2.8 |
| CALEDONIAN AIRWAYS | 627 | 2.3 | 509 | 2.6 |
| BRITISH MIDLAND | 514 | 1.9 | 286 | 1.5 |
| BRITISH AIRWAYS (EURO OPS) LGW | 377 | 1.4 | 204 | 1.1 |
| AIRTOURS INTL AIRWAYS LIMITED | 372 | 1.3 | 299 | 1.5 |
| HEAVYLIFT CARGO AIRLINES | 310 | 1.1 | 166 | 0.9 |
| AMBASSADOR AIRWAYS LTD | 283 | 1.0 | 204 | 1.1 |
| LEISURE INTL AIRWAYS LTD | 263 | 0.9 | 226 | 1.2 |
| AIR UK | 259 | 0.9 | 120 | 0.6 |
| AIR UK LEISURE | 236 | 0.8 | 182 | 0.9 |
| EXCALIBUR AIRWAYS | 183 | 0.7 | 136 | 0.7 |
| GB AIRWAYS LTD | 126 | 0.5 | 80 | 0.4 |
| MANX AIRLINES (EUROPE) LTD | 70 | 0.3 | 30 | 0.2 |
| BRITISH WORLD AIRLINES LTD | 67 | 0.2 | 35 | 0.2 |
| AIR FOYLE CHARTER AIRLINES LTD | 61 | 0.2 | 47 | 0.2 |
| HUNTING CARGO AIRLINES LTD | 55 | 0.2 | 29 | 0.1 |
| AIR FOYLE | 47 | 0.2 | 29 | 0.1 |
| MAERSK AIR LIMITED | 44 | 0.2 | 20 | 0.1 |
| CHANNEL EXPRESS (AIR SVS) | 35 | 0.1 | 18 | 0.1 |
| JERSEY EUROPEAN AIRWAYS (UK) | 35 | 0.1 | 18 | 0.1 |
| BRYMON AIRWAYS LTD | 33 | 0.1 | 17 | 0.1 |
| MANX AIRLINES | 30 | 0.1 | 15 | 0.1 |
| CITY FLYER EXPRESS | 28 | 0.1 | 16 | 0.1 |
| JERSEY EUROPEAN AIRWAYS | 17 | 0.1 | 9 | - |
| BUSINESS AIR LIMITED | 15 | 0.1 | 7 | - |
| PALMAIR FLIGHTLINE | 14 | 0.1 | 11 | 0.1 |
| LOGANAIR | 14 | - | 7 | - |
| GILLAIR | 11 | - | 4 | - |
| EUROPEAN AIR CHARTER | 10 | - | 8 | - |
| AIR ATLANTIQUE, ATLANTIC CARGO | 10 | - | 5 | - |
| AIR BRISTOL T/A AIR BELFAST | 6 | - | 2 | - |
| EURO DIRECT AIRLINES LTD | 5 | - | 1 | - |
| EMERALD AIRWAYS LIMITED | 5 | - | 3 | - |
| TITAN AIRWAYS | 3 | - | 2 | - |
| BRITISH MEDITERRANEAN AIRWAYS | 3 | - | 1 | - |
| AURIGNY AIR SERVICES | 3 | - | 2 | - |
| BAC AIRCRAFT LTD | 2 | - | 1 | - |
| KNIGHT AIR | 1 | - | - | - |
| BRITISH INTERNATIONAL HELIS | 1 | - | - | - |
| ISLES OF SCILLY SKYBUS | - | - | - | - |
| STREAMLINE AVIATION | - | - | - | - |
| AIRSWIFT | - | - | - | - |
| LOVE AIR | - | - | - | - |
| ORIENT AIR LTD | - | - | - | - |
| BON ACCORD AIRWAYS LTD | - | - | - | - |
| COMED AVIATION LIMITED | - | - | - | - |
| CITY AIR BUS LIMITED | - | - | - | - |
| TOTAL | 27 715 | 100.0 | 19 351 | 100.0 |

(a) Excludes Small Airlines Public Transport Operations

Size of UK Airlines by Available Capacity
Year Ended December 1994 (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 | 117 722 | 52.8 | 84 129 | 49.0 |
| BRITANNIA AIRWAYS | 21 397 | 9.6 | 19 503 | 11.3 |
| VIRGIN ATLANTIC AIRWAYS | 16 687 | 7.5 | 12 091 | 7.0 |
| MONARCH AIRLINES | 12 319 | 5.5 | 10 980 | 6.4 |
| AIR 2000 | 11 084 | 5.0 | 9 989 | 5.8 |
| CALEDONIAN AIRWAYS | 6 739 | 3.0 | 5 984 | 3.5 |
| AIRTOURS INTERNATIONAL | 6 614 | 3.0 | 6 289 | 3.7 |
| BRITISH MIDLAND | 5 103 | 2.3 | 3 564 | 2.1 |
| BRITISH AIRWAYS (EURO OPS) LGW | 3 525 | 1.6 | 2 165 | 1.3 |
| AIRTOURS INTL AIRWAYS LIMITED | 3 474 | 1.6 | 3 318 | 1.9 |
| AMBASSADOR AIRWAYS LTD | 2 939 | 1.3 | 2 393 | 1.4 |
| LEISURE INTL AIRWAYS LTD | 2 728 | 1.2 | 2 488 | 1.4 |
| AIR UK | 2 582 | 1.2 | 1 388 | 0.8 |
| AIR UK LEISURE | 2 484 | 1.1 | 2 145 | 1.2 |
| EXCALIBUR AIRWAYS | 1 884 | 0.8 | 1 577 | 0.9 |
| GB AIRWAYS LTD | 1 075 | 0.5 | 855 | 0.5 |
| MANX AIRLINES (EUROPE) LTD | 664 | 0.3 | 372 | 0.2 |
| AIR FOYLE CHARTER AIRLINES LTD | 632 | 0.3 | 555 | 0.3 |
| BRITISH WORLD AIRLINES LTD | 537 | 0.2 | 371 | 0.2 |
| MAERSK AIR LIMITED | 423 | 0.2 | 228 | 0.1 |
| JERSEY EUROPEAN AIRWAYS (UK) | 355 | 0.2 | 233 | 0.1 |
| MANX AIRLINES | 307 | 0.1 | 184 | 0.1 |
| BRYMON AIRWAYS LTD | 307 | 0.1 | 204 | 0.1 |
| CITY FLYER EXPRESS | 290 | 0.1 | 193 | 0.1 |
| PALMAIR FLIGHTLINE | 176 | 0.1 | 152 | 0.1 |
| JERSEY EUROPEAN AIRWAYS | 172 | 0.1 | 123 | 0.1 |
| BUSINESS AIR LIMITED | 168 | 0.1 | 77 | - |
| LOGANAIR | 151 | 0.1 | 77 | - |
| EUROPEAN AIR CHARTER | 114 | 0.1 | 89 | 0.1 |
| GILLAIR | 94 | - | 48 | - |
| AIR BRISTOL T/A AIR BELFAST | 71 | - | 28 | - |
| EURO DIRECT AIRLINES LTD | 53 | - | 16 | - |
| BRITISH MEDITERRANEAN AIRWAYS | 41 | - | 7 | - |
| AURIGNY AIR SERVICES | 31 | - | 19 | - |
| TITAN AIRWAYS | 11 | - | 8 | - |
| KNIGHT AIR | 7 | - | 3 | - |
| BRITISH INTERNATIONAL HELIS | 6 | - | 5 | - |
| ISLES OF SCILLY SKYBUS | 5 | - | 3 | - |
| BAC AIRCRAFT LTD | 4 | - | 1 | - |
| AIRSWIFT | 1 | - | 1 | - |
| LOVE AIR | 1 | - | 1 | - |
| AIR ATLANTIQUE, ATLANTIC CARGO | 1 | - | - | - |
| ORIENT AIR LTD | - | - | - | - |
| BON ACCORD AIRWAYS LTD | - | - | - | - |
| COMED AVIATION LIMITED | - | - | - | - |
| EMERALD AIRWAYS LIMITED | - | - | - | - |
| CITY AIR BUS LIMITED | - | - | - | - |
| STREAMLINE AVIATION | - | - | - | - |
| TOTAL | 222 981 | 100.0 | 171 856 | 100.0 |

(a) Excludes Small Airlines Public Transport Operations

Main Outputs of UK Airlines 1974-1994 in Tonne-Kilometres Available and Used (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 | 23 145 | 14.8 | 17 065 | 12.4 | 6 080 | 22.2 | 15 911 | 16.7 | 10 941 | 14.3 | 4 971 | 22.2 |
| 1993 | 25 114 | 8.5 | 18 605 | 9.1 | 6 509 | 6.8 | 17 424 | 9.5 | 11 966 | 9.4 | 5 458 | 9.7 |
| Year ended | | | | | | | | | | | | |
| Dec 1993 | 25 097 | | 18 591 | | 6 505 | | 17 378 | | 11 966 | | 5 412 | |
| Dec 1994 | 27 714 | | 20 360 | | 7 354 | | 19 350 | | 13 315 | | 6 035 | |
| Latest year's growth | | 10.4 | | 9.5 | | 13.0 | | 11.3 | | 11.3 | | 11.5 |

(a) Excludes Small Airlines Public Transport Operations

(b) Excludes Air Europe Operations

Table 2.2

.....

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|--------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR 2000 | 2 232 | 952 | 3 267 | 160 206 | 484 721 | 407 289 | 84.0 | 6 | 41 707 | 35 048 | - | 19 | 35 029 | 84.0 |
| AIR ATLANTIQUE, ATLANTIC CARGO | 3 | 9 | 10 | - | 15 | 9 | 60.0 | - | 1 | 1 | - | - | 1 | 100.0 |
| AIR BRISTOL LIMITED | 46 | 55 | 84 | 1 566 | 4 339 | 1 540 | 35.5 | - | 353 | 131 | - | - | 131 | 37.1 |
| AIR FOYLE CHARTER AIRLINES LTD | 192 | 99 | 307 | 10 665 | 25 951 | 20 860 | 80.4 | - | 2 497 | 1 753 | - | - | 1 753 | 70.2 |
| AIR UK | 2 416 | 5 174 | 6 278 | 211 841 | 210 398 | 108 430 | 51.5 | 299 | 21 068 | 9 368 | 68 | 85 | 9 215 | 44.5 |
| AIR UK LEISURE | 844 | 502 | 1 345 | 55 299 | 145 934 | 116 659 | 79.9 | - | 13 829 | 9 913 | - | - | 9 913 | 71.7 |
| AIRSWIFT | 15 | 48 | 42 | 317 | 255 | 99 | 38.8 | - | 27 | 7 | - | - | 7 | 25.9 |
| AIRTOURS INTERNATIONAL | 1 688 | 737 | 2 549 | 116 554 | 292 772 | 278 141 | 95.0 | 16 | 28 432 | 23 680 | - | 40 | 23 640 | 83.3 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 078 | 275 | 1 404 | 55 436 | 314 080 | 297 649 | 94.8 | 233 | 34 426 | 28 018 | - | 2 848 | 25 170 | 81.4 |
| AURIGNY AIR SERVICES | 111 | 1 835 | 532 | 19 622 | 2 063 | 1 116 | 54.1 | 129 | 170 | 96 | 1 | 5 | 90 | 56.5 |
| BON ACCORD AIRWAYS LTD | 1 | 2 | 2 | 70 | 23 | 23 | 100.0 | - | 2 | 2 | - | - | 2 | 100.0 |
| BRITANNIA AIRWAYS | 4 434 | 1 743 | 6 419 | 344 759 | 1 119 317 | 999 144 | 89.3 | 175 | 95 374 | 85 062 | - | 1 415 | 83 647 | 89.2 |
| BRITISH AIRWAYS | 34 337 | 18 689 | 52 999 | 2 025 235 | 9 377 013 | 6 414 877 | 68.4 | 42 659 | 1 289 522 | 867 542 | 18 194 | 233 359 | 615 989 | 67.3 |
| BRITISH AIRWAYS (EURO OPS) LGW | 2 332 | 2 526 | 4 554 | 170 206 | 309 165 | 165 409 | 53.5 | 944 | 33 779 | 16 047 | 191 | 1 014 | 14 842 | 47.5 |
| BRITISH INTERNATIONAL HELIS | 9 | 164 | 49 | 1 887 | 207 | 116 | 56.0 | 17 | 18 | 10 | - | 1 | 9 | 55.6 |
| BRITISH MEDITERRANEAN AIRWAYS | 157 | 45 | 220 | 1 525 | 19 726 | 5 305 | 26.9 | 16 | 1 409 | 507 | - | 56 | 451 | 36.0 |
| BRITISH MIDLAND | 2 786 | 5 594 | 6 949 | 372 266 | 330 861 | 196 100 | 59.3 | 1 124 | 33 973 | 15 864 | 203 | 382 | 15 279 | 46.7 |
| BRITISH WORLD AIRLINES LTD | 254 | 532 | 624 | 25 142 | 24 815 | 16 727 | 67.4 | 26 | 2 642 | 1 397 | - | 8 | 1 389 | 52.9 |
| BRYMON AIRWAYS LTD | 516 | 1 459 | 1 698 | 33 207 | 22 868 | 15 135 | 66.2 | 24 | 2 434 | 1 291 | 2 | 6 | 1 283 | 53.0 |
| BUSINESS AIR LIMITED | 510 | 1 262 | 1 060 | 12 174 | 16 688 | 7 459 | 44.7 | - | 1 502 | 634 | - | - | 634 | 42.2 |
| CALEDONIAN AIRWAYS | 1 279 | 373 | 1 751 | 60 931 | 353 965 | 291 276 | 82.3 | - | 32 903 | 24 753 | - | - | 24 753 | 75.2 |
| CITY FLYER EXPRESS | 483 | 1 337 | 1 723 | 37 422 | 23 933 | 13 762 | 57.5 | - | 2 244 | 1 184 | - | - | 1 184 | 52.8 |
| COMED AVIATION LIMITED | 4 | 40 | 20 | 63 | 35 | 7 | 20.0 | - | 4 | - | - | - | - | - |
| EMERALD AIRWAYS LIMITED | 1 | 2 | 3 | 96 | 47 | 47 | 100.0 | - | 6 | 4 | - | - | 4 | 66.7 |
| EURO DIRECT AIRLINES LTD | 158 | 321 | 482 | 5 482 | 7 909 | 3 451 | 43.6 | - | 856 | 293 | - | - | 293 | 34.2 |
| EUROPEAN AIR CHARTER | 54 | 83 | 120 | 3 301 | 5 655 | 3 030 | 53.6 | - | 506 | 258 | - | - | 258 | 51.0 |
| EXCALIBUR AIRWAYS | 632 | 323 | 932 | 38 248 | 113 609 | 87 569 | 77.1 | - | 10 982 | 7 532 | - | - | 7 532 | 68.6 |
| GB AIRWAYS LTD | 545 | 408 | 958 | 27 373 | 61 726 | 44 129 | 71.5 | 138 | 7 417 | 4 188 | 73 | 179 | 3 936 | 56.5 |
| GILLAIR | 167 | 648 | 538 | 8 213 | 6 321 | 3 279 | 51.9 | - | 653 | 247 | - | - | 247 | 37.8 |
| ISLES OF SCILLY SKYBUS | 9 | 153 | 43 | 799 | 89 | 48 | 53.9 | 8 | 8 | 4 | - | - | 4 | 50.0 |
| JERSEY EUROPEAN AIRWAYS | 215 | 1 065 | 891 | 32 664 | 12 453 | 7 853 | 63.1 | 32 | 1 278 | 595 | - | 7 | 588 | 46.6 |
| JERSEY EUROPEAN AIRWAYS (UK) | 400 | 960 | 1 049 | 47 344 | 32 652 | 21 201 | 64.9 | 5 | 3 234 | 1 518 | - | 1 | 1 517 | 46.9 |
| KNIGHT AIR | 87 | 298 | 263 | 1 756 | 1 210 | 496 | 41.0 | - | 112 | 44 | - | - | 44 | 39.3 |
| LEISURE INTL AIRWAYS LTD | 514 | 86 | 632 | 19 323 | 167 503 | 152 454 | 91.0 | 395 | 16 578 | 14 553 | - | 2 517 | 12 036 | 87.8 |
| LOGANAIR | 252 | 1 743 | 1 211 | 21 616 | 7 974 | 4 278 | 53.6 | 34 | 718 | 372 | 2 | 3 | 367 | 51.8 |
| LOVE AIR | 3 | 21 | 13 | 110 | 21 | 16 | 76.2 | - | 4 | 1 | - | - | 1 | 25.0 |
| MAERSK AIR LIMITED | 444 | 777 | 965 | 26 667 | 33 959 | 15 540 | 45.8 | 134 | 3 650 | 1 412 | 6 | 77 | 1 329 | 38.7 |
| MANX AIRLINES | 274 | 1 024 | 712 | 35 633 | 20 364 | 12 498 | 61.4 | 62 | 2 009 | 1 020 | - | 19 | 1 001 | 50.8 |
| MANX AIRLINES (EUROPE) LTD | 1 028 | 2 823 | 2 679 | 66 384 | 46 070 | 25 155 | 54.6 | 37 | 4 961 | 2 021 | - | 10 | 2 011 | 40.7 |
| MONARCH AIRLINES | 2 540 | 1 179 | 3 725 | 193 227 | 597 687 | 489 903 | 82.0 | 122 | 53 590 | 41 311 | - | 331 | 40 980 | 77.1 |
| PALMAIR FLIGHTLINE | 113 | 141 | 228 | 11 797 | 12 241 | 9 806 | 80.1 | - | 931 | 736 | - | - | 736 | 79.1 |
| TITAN AIRWAYS | 14 | 27 | 38 | 418 | 649 | 477 | 73.5 | - | 63 | 36 | - | - | 36 | 57.1 |
| VIRGIN ATLANTIC AIRWAYS | 4 010 | 560 | 5 202 | 135 736 | 1 437 938 | 964 907 | 67.1 | 6 113 | 233 368 | 131 189 | - | 43 844 | 87 345 | 56.2 |
| Total Passenger Services | 67 187 | 56 094 | 114 566 | 4 392 580 | 15 645 221 | 11 203 269 | 71.6 | 52 746 | 1 979 240 | 1 329 642 | 18 740 | 286 226 | 1 024 676 | 67.2 |

All Services December 1994 (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 |
| Cargo Services | | | | | | | | | | | | | | |
| AIR ATLANTIQUE, ATLANTIC CARGO | 89 | 151 | 204 | - | - | - | - | 899 | 1 299 | 502 | 3 | 499 | - | 38.6 |
| AIR FOYLE | 396 | 679 | 864 | - | - | - | - | 3 695 | 4 628 | 2 663 | - | 2 663 | - | 57.5 |
| BAC AIRCRAFT LTD | 15 | 42 | 64 | - | - | - | - | 108 | 77 | 51 | 51 | - | - | 66.2 |
| BRITISH AIRWAYS | 431 | 105 | 598 | - | - | - | - | 1 742 | 23 857 | 13 344 | - | 13 344 | - | 55.9 |
| BRITISH MIDLAND | 21 | 40 | 43 | - | - | - | - | 349 | 329 | 186 | 186 | - | - | 56.5 |
| BRITISH WORLD AIRLINES LTD | 67 | 161 | 205 | - | - | - | - | 737 | 570 | 309 | 4 | 305 | - | 54.2 |
| CHANNEL EXPRESS (AIR SVS) | 345 | 968 | 1 104 | - | - | - | - | 3 628 | 3 220 | 1 797 | 645 | 1 152 | - | 55.8 |
| CITY FLYER EXPRESS | 16 | 52 | 57 | - | - | - | - | 62 | 58 | 20 | - | 20 | - | 34.5 |
| EMERALD AIRWAYS LIMITED | 80 | 346 | 301 | - | - | - | - | 1 103 | 445 | 258 | 31 | 227 | - | 58.0 |
| EUROPEAN AIR CHARTER | 2 | 7 | 6 | - | - | - | - | 19 | 21 | 6 | 6 | - | - | 28.6 |
| GILLAIR | 37 | 118 | 103 | - | - | - | - | 192 | 177 | 88 | 67 | 21 | - | 49.7 |
| HEAVYLIFT CARGO AIRLINES | 144 | 100 | 269 | - | - | - | - | 1 240 | 5 491 | 3 927 | - | 3 927 | - | 71.5 |
| HUNTING CARGO AIRLINES LTD | 278 | 564 | 706 | - | - | - | - | 868 | 4 864 | 2 684 | - | 2 684 | - | 55.2 |
| PALMAIR FLIGHTLINE | 5 | 15 | 16 | - | - | - | - | 9 | 8 | 6 | 1 | 5 | - | 75.0 |
| STREAMLINE AVIATION | 20 | 73 | 72 | - | - | - | - | 135 | 54 | 38 | 5 | 33 | - | 70.4 |
| TITAN AIRWAYS | 43 | 89 | 126 | - | - | - | - | 142 | 165 | 86 | 37 | 49 | - | 52.1 |
| Total Cargo Services | 1 989 | 3 510 | 4 738 | - | - | - | - | 14 928 | 45 263 | 25 965 | 1 036 | 24 929 | - | 57.4 |
| Grand Total | 69 176 | 59 604 | 119 304 | 4 392 580 | 15 645 221 | 11 203 269 | 71.6 | 67 674 | 2 024 503 | 1 355 607 | 19 776 | 311 155 | 1 024 676 | 67.0 |

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

All Scheduled Services December 1994 (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 % of Avail |
|--------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR 2000 | 84 | 27 | 120 | 4 423 | 19 346 | 14 350 | 74.2 | 6 | 1 683 | 1 253 | - | 19 | 1 234 | 74.5 |
| AIR UK | 2 415 | 5 170 | 6 275 | 211 724 | 210 254 | 108 376 | 51.5 | 300 | 21 054 | 9 364 | 68 | 85 | 9 211 | 44.5 |
| AIRSWIFT | 15 | 48 | 42 | 317 | 255 | 99 | 38.8 | - | 27 | 7 | - | - | 7 | 25.9 |
| AURIGNY AIR SERVICES | 110 | 1 831 | 529 | 19 542 | 2 038 | 1 102 | 54.1 | 129 | 168 | 95 | 1 | 5 | 89 | 56.5 |
| BRITISH AIRWAYS | 34 298 | 18 604 | 52 902 | 2 022 152 | 9 372 628 | 6 411 688 | 68.4 | 42 652 | 1 289 012 | 867 257 | 18 192 | 233 359 | 615 706 | 67.3 |
| BRITISH AIRWAYS (EURO OPS) LGW | 2 183 | 2 484 | 4 329 | 170 206 | 288 957 | 154 203 | 53.4 | 945 | 31 465 | 14 860 | 187 | 867 | 13 806 | 47.2 |
| BRITISH INTERNATIONAL HELIS | 9 | 164 | 49 | 1 887 | 207 | 116 | 56.0 | 17 | 18 | 10 | - | 1 | 9 | 55.6 |
| BRITISH MEDITERRANEAN AIRWAYS | 157 | 45 | 220 | 1 525 | 19 726 | 5 305 | 26.9 | 16 | 1 409 | 507 | - | 56 | 451 | 36.0 |
| BRITISH MIDLAND | 2 617 | 5 524 | 6 692 | 362 957 | 302 934 | 171 595 | 56.6 | 1 124 | 31 466 | 13 970 | 203 | 382 | 13 385 | 44.4 |
| BRYMON AIRWAYS LTD | 481 | 1 371 | 1 583 | 30 384 | 21 245 | 14 003 | 65.9 | 8 | 2 258 | 1 192 | 2 | - | 1 190 | 52.8 |
| BUSINESS AIR LIMITED | 510 | 1 262 | 1 060 | 12 174 | 16 688 | 7 459 | 44.7 | - | 1 502 | 634 | - | - | 634 | 42.2 |
| CITY FLYER EXPRESS | 483 | 1 337 | 1 723 | 37 422 | 23 933 | 13 762 | 57.5 | - | 2 244 | 1 184 | - | - | 1 184 | 52.8 |
| COMED AVIATION LIMITED | 4 | 40 | 20 | 63 | 35 | 7 | 20.0 | - | 4 | - | - | - | - | - |
| EURO DIRECT AIRLINES LTD | 158 | 321 | 482 | 5 482 | 7 909 | 3 451 | 43.6 | - | 856 | 293 | - | - | 293 | 34.2 |
| EUROPEAN AIR CHARTER | 20 | 41 | 47 | 1 080 | 2 115 | 536 | 25.3 | - | 189 | 46 | - | - | 46 | 24.3 |
| GB AIRWAYS LTD | 398 | 285 | 697 | 16 275 | 43 011 | 29 366 | 68.3 | 138 | 5 419 | 2 861 | 73 | 179 | 2 609 | 52.8 |
| GILLAIR | 125 | 535 | 426 | 7 913 | 4 281 | 2 241 | 52.3 | - | 431 | 167 | - | - | 167 | 38.7 |
| ISLES OF SCILLY SKYBUS | 9 | 153 | 43 | 799 | 89 | 48 | 53.9 | 8 | 8 | 4 | - | - | 4 | 50.0 |
| JERSEY EUROPEAN AIRWAYS | 215 | 1 065 | 891 | 32 664 | 12 453 | 7 853 | 63.1 | 32 | 1 278 | 595 | - | 7 | 588 | 46.6 |
| JERSEY EUROPEAN AIRWAYS (UK) | 400 | 960 | 1 049 | 47 344 | 32 652 | 21 201 | 64.9 | 5 | 3 234 | 1 518 | - | 1 | 1 517 | 46.9 |
| KNIGHT AIR | 87 | 298 | 263 | 1 756 | 1 210 | 496 | 41.0 | - | 112 | 44 | - | - | 44 | 39.3 |
| LOGANAIR | 252 | 1 743 | 1 211 | 21 616 | 7 974 | 4 278 | 53.6 | 34 | 718 | 372 | 2 | 3 | 367 | 51.8 |
| LOVE AIR | 3 | 21 | 13 | 110 | 21 | 16 | 76.2 | - | 4 | 1 | - | - | 1 | 25.0 |
| MAERSK AIR LIMITED | 443 | 775 | 964 | 26 667 | 33 902 | 15 491 | 45.7 | 134 | 3 646 | 1 408 | 6 | 77 | 1 325 | 38.6 |
| MANX AIRLINES | 213 | 869 | 592 | 35 504 | 14 599 | 9 251 | 63.4 | 61 | 1 403 | 756 | - | 16 | 740 | 53.9 |
| MANX AIRLINES (EUROPE) LTD | 947 | 2 625 | 2 480 | 65 880 | 43 203 | 23 239 | 53.8 | 36 | 4 590 | 1 866 | - | 8 | 1 858 | 40.7 |
| MONARCH AIRLINES | 139 | 72 | 204 | 9 921 | 26 357 | 18 973 | 72.0 | 24 | 2 361 | 1 645 | - | 51 | 1 594 | 69.7 |
| VIRGIN ATLANTIC AIRWAYS | 4 010 | 560 | 5 202 | 135 736 | 1 437 938 | 964 907 | 67.1 | 6 113 | 233 368 | 131 189 | - | 43 844 | 87 345 | 56.2 |
| Total Passenger Services | 50 785 | 48 230 | 90 108 | 3 283 523 | 11 945 960 | 8 003 412 | 67.0 | 51 782 | 1 639 927 | 1 053 098 | 18 734 | 278 960 | 755 404 | 64.2 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| BRITISH AIRWAYS | 358 | 83 | 487 | - | - | - | - | 1 341 | 20 487 | 11 023 | - | 11 023 | - | 53.8 |
| BRITISH MIDLAND | 21 | 40 | 43 | - | - | - | - | 349 | 329 | 186 | 186 | - | - | 56.5 |
| CHANNEL EXPRESS (AIR SVS) | 11 | 78 | 51 | - | - | - | - | 221 | 65 | 36 | - | 36 | - | 55.4 |
| JERSEY EUROPEAN AIRWAYS (UK) | 9 | 36 | 34 | - | - | - | - | 68 | 28 | 17 | 17 | - | - | 60.7 |
| Total Cargo Services | 399 | 237 | 615 | - | - | - | - | 1 979 | 20 909 | 11 262 | 203 | 11 059 | - | 53.9 |
| Grand Total | 51 184 | 48 467 | 90 723 | 3 283 523 | 11 945 960 | 8 003 412 | 67.0 | 53 761 | 1 660 836 | 1 064 360 | 18 937 | 290 019 | 755 404 | 64.1 |

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

| | 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 | 1 560 | 2 906 | 3 913 | 124 388 | 137 675 | 68 065 | 49.4 | 132 | 13 783 | 5 862 | 11 | 66 | 5 785 | 42.5 |
| BRITISH AIRWAYS | 6 792 | 7 923 | 13 557 | 733 727 | 1 024 686 | 646 252 | 63.1 | 6 940 | 129 889 | 63 512 | 1 448 | 4 792 | 57 272 | 48.9 |
| BRITISH AIRWAYS (EURO OPS) LGW | 1 884 | 1 997 | 3 657 | 132 624 | 253 415 | 133 527 | 52.7 | 837 | 27 406 | 12 932 | 177 | 759 | 11 996 | 47.2 |
| BRITISH MIDLAND | 1 551 | 3 208 | 4 030 | 203 724 | 173 445 | 93 523 | 53.9 | 510 | 17 940 | 7 566 | 22 | 249 | 7 295 | 42.2 |
| BRYMON AIRWAYS LTD | 145 | 267 | 461 | 7 865 | 5 729 | 4 572 | 79.8 | 1 | 630 | 397 | - | - | 397 | 63.0 |
| BUSINESS AIR LIMITED | 260 | 379 | 288 | 584 | 8 178 | 3 255 | 39.8 | - | 693 | 277 | - | - | 277 | 40.0 |
| CITY FLYER EXPRESS | 323 | 828 | 1 086 | 23 739 | 16 869 | 9 410 | 55.8 | - | 1 583 | 809 | - | - | 809 | 51.1 |
| EURO DIRECT AIRLINES LTD | 120 | 269 | 364 | 4 360 | 6 007 | 2 628 | 43.7 | - | 721 | 223 | - | - | 223 | 30.9 |
| GB AIRWAYS LTD | 44 | 18 | 69 | 1 095 | 4 866 | 2 688 | 55.2 | 7 | 601 | 257 | 1 | 14 | 242 | 42.8 |
| LOGANAIR | 7 | 30 | 34 | 437 | 243 | 107 | 44.0 | - | 22 | 9 | - | - | 9 | 40.9 |
| LOVE AIR | 3 | 21 | 13 | 110 | 21 | 16 | 76.2 | - | 4 | 1 | - | - | 1 | 25.0 |
| MAERSK AIR LIMITED | 335 | 466 | 682 | 16 757 | 26 599 | 11 811 | 44.4 | 68 | 2 830 | 1 074 | 1 | 56 | 1 017 | 38.0 |
| MANX AIRLINES (EUROPE) LTD | 272 | 587 | 689 | 11 972 | 10 434 | 5 522 | 52.9 | - | 1 216 | 442 | - | - | 442 | 36.3 |
| MONARCH AIRLINES | 139 | 72 | 204 | 9 921 | 26 357 | 18 973 | 72.0 | 24 | 2 361 | 1 645 | - | 51 | 1 594 | 69.7 |
| Total Passenger Services | 13 435 | 18 971 | 29 047 | 1 271 303 | 1 694 524 | 1 000 349 | 59.0 | 8 519 | 199 679 | 95 006 | 1 660 | 5 987 | 87 359 | 47.6 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| BRITISH AIRWAYS | 14 | 13 | 26 | - | - | - | - | 217 | 352 | 234 | - | 234 | - | 66.5 |
| Total Cargo Services | 14 | 13 | 26 | - | - | - | - | 217 | 352 | 234 | - | 234 | - | 66.5 |
| Grand Total | 13 449 | 18 984 | 29 073 | 1 271 303 | 1 694 524 | 1 000 349 | 59.0 | 8 736 | 200 031 | 95 240 | 1 660 | 6 221 | 87 359 | 47.6 |

(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 December 1994 (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 | 84 | 27 | 120 | 4 423 | 19 346 | 14 350 | 74.2 | 6 | 1 683 | 1 253 | - | 19 | 1 234 | 74.5 |
| AURIGNY AIR SERVICES | 27 | 331 | 128 | 3 123 | 462 | 245 | 53.0 | 2 | 38 | 20 | - | - | 20 | 52.6 |
| BRITISH AIRWAYS | 25 346 | 5 542 | 33 589 | 876 558 | 8 061 593 | 5 580 108 | 69.2 | 34 639 | 1 126 684 | 787 639 | 16 544 | 228 294 | 542 801 | 69.9 |
| BRITISH AIRWAYS (EURO OPS) LGW | 122 | 60 | 194 | 2 930 | 12 660 | 6 006 | 47.4 | 43 | 1 584 | 638 | 2 | 85 | 551 | 40.3 |
| BRITISH MEDITERRANEAN AIRWAYS | 157 | 45 | 220 | 1 525 | 19 726 | 5 305 | 26.9 | 16 | 1 409 | 507 | - | 56 | 451 | 36.0 |
| BRYMON AIRWAYS LTD | 20 | 58 | 66 | 781 | 953 | 407 | 42.7 | 2 | 97 | 35 | - | - | 35 | 36.1 |
| EURO DIRECT AIRLINES LTD | 38 | 52 | 118 | 1 122 | 1 902 | 823 | 43.3 | - | 135 | 70 | - | - | 70 | 51.9 |
| GB AIRWAYS LTD | 354 | 267 | 628 | 15 180 | 38 145 | 26 678 | 69.9 | 131 | 4 818 | 2 604 | 72 | 165 | 2 367 | 54.0 |
| MANX AIRLINES | 21 | 64 | 56 | 3 745 | 773 | 1 168 | 151.1 | - | 90 | 94 | - | - | 94 | 104.4 |
| MANX AIRLINES (EUROPE) LTD | 17 | 41 | 42 | 59 | 486 | 35 | 7.2 | - | 67 | 3 | - | - | 3 | 4.5 |
| VIRGIN ATLANTIC AIRWAYS | 4 010 | 560 | 5 202 | 135 736 | 1 437 938 | 964 907 | 67.1 | 6 113 | 233 368 | 131 189 | - | 43 844 | 87 345 | 56.2 |
| Total Passenger Services | 30 196 | 7 047 | 40 363 | 1 045 182 | 9 593 984 | 6 600 032 | 68.8 | 40 952 | 1 369 973 | 924 052 | 16 618 | 272 463 | 634 971 | 67.5 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| BRITISH AIRWAYS | 344 | 70 | 461 | - | - | - | - | 1 124 | 20 135 | 10 789 | - | 10 789 | - | 53.6 |
| W Total Cargo Services | 344 | 70 | 461 | - | - | - | - | 1 124 | 20 135 | 10 789 | - | 10 789 | - | 53.6 |
| Grand Total | 30 540 | 7 117 | 40 824 | 1 045 182 | 9 593 984 | 6 600 032 | 68.8 | 42 076 | 1 390 108 | 934 841 | 16 618 | 283 252 | 634 971 | 67.2 |

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

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

Domestic Scheduled Services December 1994 (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 |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR UK | 855 | 2 264 | 2 362 | 87 336 | 72 579 | 40 311 | 55.5 | 168 | 7 271 | 3 502 | 57 | 19 | 3 426 | 48.2 |
| AIRSWIFT | 15 | 48 | 42 | 317 | 255 | 99 | 38.8 | - | 27 | 7 | - | - | 7 | 25.9 |
| AURIGNY AIR SERVICES | 83 | 1 500 | 401 | 16 419 | 1 576 | 857 | 54.4 | 127 | 130 | 75 | 1 | 5 | 69 | 57.7 |
| BRITISH AIRWAYS | 2 160 | 5 139 | 5 756 | 411 867 | 286 349 | 185 328 | 64.7 | 1 073 | 32 439 | 16 106 | 200 | 273 | 15 633 | 49.7 |
| BRITISH AIRWAYS (EURO OPS) LGW | 177 | 427 | 478 | 34 652 | 22 882 | 14 670 | 64.1 | 65 | 2 475 | 1 290 | 8 | 23 | 1 259 | 52.1 |
| BRITISH INTERNATIONAL HELIS | 9 | 164 | 49 | 1 887 | 207 | 116 | 56.0 | 17 | 18 | 10 | - | 1 | 9 | 55.6 |
| BRITISH MIDLAND | 1 066 | 2 316 | 2 662 | 159 233 | 129 489 | 78 072 | 60.3 | 614 | 13 526 | 6 404 | 181 | 133 | 6 090 | 47.3 |
| BRYMON AIRWAYS LTD | 316 | 1 046 | 1 056 | 21 738 | 14 563 | 9 024 | 62.0 | 5 | 1 531 | 760 | 2 | - | 758 | 49.6 |
| BUSINESS AIR LIMITED | 250 | 883 | 772 | 11 590 | 8 510 | 4 204 | 49.4 | - | 809 | 357 | - | - | 357 | 44.1 |
| CITY FLYER EXPRESS | 160 | 509 | 637 | 13 683 | 7 064 | 4 352 | 61.6 | - | 661 | 375 | - | - | 375 | 56.7 |
| COMED AVIATION LIMITED | 4 | 40 | 20 | 63 | 35 | 7 | 20.0 | - | 4 | - | - | - | - | - |
| EUROPEAN AIR CHARTER | 20 | 41 | 47 | 1 080 | 2 115 | 536 | 25.3 | - | 189 | 46 | - | - | 46 | 24.3 |
| GILLAIR | 125 | 535 | 426 | 7 913 | 4 281 | 2 241 | 52.3 | - | 431 | 167 | - | - | 167 | 38.7 |
| ISLES OF SCILLY SKYBUS | 9 | 153 | 43 | 799 | 89 | 48 | 53.9 | 8 | 8 | 4 | - | - | 4 | 50.0 |
| JERSEY EUROPEAN AIRWAYS | 215 | 1 065 | 891 | 32 664 | 12 453 | 7 853 | 63.1 | 32 | 1 278 | 595 | - | 7 | 588 | 46.6 |
| JERSEY EUROPEAN AIRWAYS (UK) | 400 | 960 | 1 049 | 47 344 | 32 652 | 21 201 | 64.9 | 5 | 3 234 | 1 518 | - | 1 | 1 517 | 46.9 |
| KNIGHT AIR | 87 | 298 | 263 | 1 756 | 1 210 | 496 | 41.0 | - | 112 | 44 | - | - | 44 | 39.3 |
| LOGANAIR | 245 | 1 713 | 1 177 | 21 179 | 7 731 | 4 171 | 54.0 | 34 | 696 | 363 | 2 | 3 | 358 | 52.2 |
| MAERSK AIR LIMITED | 108 | 309 | 282 | 9 910 | 7 303 | 3 680 | 50.4 | 66 | 816 | 334 | 5 | 21 | 308 | 40.9 |
| MANX AIRLINES | 192 | 805 | 536 | 31 759 | 13 826 | 8 083 | 58.5 | 61 | 1 313 | 662 | - | 16 | 646 | 50.4 |
| MANX AIRLINES (EUROPE) LTD | 658 | 1 997 | 1 749 | 53 849 | 32 283 | 17 682 | 54.8 | 36 | 3 307 | 1 421 | - | 8 | 1 413 | 43.0 |
| Total Passenger Services | 7 154 | 22 212 | 20 698 | 967 038 | 657 452 | 403 031 | 61.3 | 2 311 | 70 275 | 34 040 | 456 | 510 | 33 074 | 48.4 |
| <u>Cargo Services</u> | | | | | | | | | | | | | | |
| BRITISH MIDLAND | 21 | 40 | 43 | - | - | - | - | 349 | 329 | 186 | 186 | - | - | 56.5 |
| CHANNEL EXPRESS (AIR SVS) | 11 | 78 | 51 | - | - | - | - | 221 | 65 | 36 | - | 36 | - | 55.4 |
| JERSEY EUROPEAN AIRWAYS (UK) | 9 | 36 | 34 | - | - | - | - | 68 | 28 | 17 | 17 | - | - | 60.7 |
| Total Cargo Services | 41 | 154 | 128 | - | - | - | - | 638 | 422 | 239 | 203 | 36 | - | 56.6 |
| Grand Total | 7 195 | 22 366 | 20 826 | 967 038 | 657 452 | 403 031 | 61.3 | 2 949 | 70 697 | 34 279 | 659 | 546 | 33 074 | 48.5 |

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

| | 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 | 2 148 | 925 | 3 146 | 155 783 | 465 375 | 392 939 | 84.4 | - | 40 024 | 33 795 | - | - | 33 795 | 84.4 |
| AIR ATLANTIQUE, ATLANTIC CARGO | 3 | 9 | 10 | - | 15 | 9 | 60.0 | - | 1 | 1 | - | - | 1 | 100.0 |
| AIR BRISTOL LIMITED | 46 | 55 | 84 | 1 566 | 4 339 | 1 540 | 35.5 | - | 353 | 131 | - | - | 131 | 37.1 |
| AIR FOYLE CHARTER AIRLINES LTD | 192 | 99 | 307 | 10 665 | 25 951 | 20 860 | 80.4 | - | 2 497 | 1 753 | - | - | 1 753 | 70.2 |
| AIR UK | 1 | 4 | 4 | 117 | 144 | 54 | 37.5 | - | 14 | 4 | - | - | 4 | 28.6 |
| AIR UK LEISURE | 844 | 502 | 1 346 | 55 299 | 145 934 | 116 659 | 79.9 | - | 13 829 | 9 913 | - | - | 9 913 | 71.7 |
| AIRTOURS INTERNATIONAL | 1 688 | 737 | 2 549 | 116 554 | 292 772 | 278 141 | 95.0 | 16 | 28 432 | 23 680 | - | 40 | 23 640 | 83.3 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 078 | 275 | 1 403 | 55 436 | 314 080 | 297 649 | 94.8 | 232 | 34 426 | 28 018 | - | 2 848 | 25 170 | 81.4 |
| AURIGNY AIR SERVICES | 1 | 4 | 3 | 80 | 25 | 14 | 56.0 | - | 2 | 1 | - | - | 1 | 50.0 |
| BON ACCORD AIRWAYS LTD | 1 | 2 | 2 | 70 | 23 | 23 | 100.0 | - | 2 | 2 | - | - | 2 | 100.0 |
| BRITANNIA AIRWAYS | 4 434 | 1 743 | 6 419 | 344 759 | 1 119 317 | 999 144 | 89.3 | 175 | 95 374 | 85 062 | - | 1 415 | 83 647 | 89.2 |
| BRITISH AIRWAYS | 38 | 81 | 94 | 3 083 | 3 933 | 3 180 | 80.9 | 7 | 449 | 281 | 2 | - | 279 | 62.6 |
| BRITISH AIRWAYS (EURO OPS) LGW | 149 | 42 | 225 | - | 20 208 | 11 206 | 55.5 | - | 2 314 | 1 187 | 4 | 147 | 1 036 | 51.3 |
| BRITISH MIDLAND | 169 | 70 | 257 | 9 309 | 27 927 | 24 505 | 87.7 | - | 2 507 | 1 894 | - | - | 1 894 | 75.5 |
| BRITISH WORLD AIRLINES LTD | 254 | 532 | 624 | 25 142 | 24 815 | 16 727 | 67.4 | 26 | 2 642 | 1 397 | - | 8 | 1 389 | 52.9 |
| BRYMON AIRWAYS LTD | 35 | 88 | 116 | 2 823 | 1 623 | 1 132 | 69.7 | 16 | 176 | 99 | - | 6 | 93 | 56.3 |
| CALEDONIAN AIRWAYS | 1 279 | 373 | 1 751 | 60 931 | 353 965 | 291 276 | 82.3 | - | 32 903 | 24 753 | - | - | 24 753 | 75.2 |
| EMERALD AIRWAYS LIMITED | 1 | 2 | 3 | 96 | 47 | 47 | 100.0 | - | 6 | 4 | - | - | 4 | 66.7 |
| EUROPEAN AIR CHARTER | 34 | 42 | 73 | 2 221 | 3 540 | 2 494 | 70.5 | - | 317 | 212 | - | - | 212 | 66.9 |
| EXCALIBUR AIRWAYS | 632 | 323 | 931 | 38 248 | 113 609 | 87 569 | 77.1 | - | 10 982 | 7 532 | - | - | 7 532 | 68.6 |
| GB AIRWAYS LTD | 147 | 123 | 262 | 11 098 | 18 715 | 14 763 | 78.9 | - | 1 998 | 1 327 | - | - | 1 327 | 66.4 |
| GILLAIR | 42 | 113 | 111 | 300 | 2 040 | 1 038 | 50.9 | - | 222 | 80 | - | - | 80 | 36.0 |
| LEISURE INTL AIRWAYS LTD | 514 | 86 | 633 | 19 323 | 167 503 | 152 454 | 91.0 | 395 | 16 578 | 14 553 | - | 2 517 | 12 036 | 87.8 |
| MAERSK AIR LIMITED | 1 | 2 | 2 | - | 57 | 49 | 86.0 | - | 4 | 4 | - | - | 4 | 100.0 |
| MANX AIRLINES | 61 | 155 | 120 | 129 | 5 765 | 3 247 | 56.3 | - | 606 | 264 | - | 3 | 261 | 43.6 |
| MANX AIRLINES (EUROPE) LTD | 81 | 198 | 198 | 504 | 2 867 | 1 916 | 66.8 | - | 371 | 155 | - | 2 | 153 | 41.8 |
| MONARCH AIRLINES | 2 401 | 1 107 | 3 522 | 183 306 | 571 330 | 470 930 | 82.4 | 99 | 51 229 | 39 666 | - | 280 | 39 386 | 77.4 |
| PALMAIR FLIGHTLINE | 113 | 141 | 228 | 11 797 | 12 241 | 9 806 | 80.1 | - | 931 | 736 | - | - | 736 | 79.1 |
| TITAN AIRWAYS | 14 | 27 | 38 | 418 | 649 | 477 | 73.5 | - | 63 | 36 | - | - | 36 | 57.1 |
| Total Passenger Services | 16 401 | 7 860 | 24 461 | 1 109 057 | 3 698 809 | 3 199 848 | 86.5 | 966 | 339 252 | 276 540 | 6 | 7 266 | 269 268 | 81.5 |

| | 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>Cargo Services</u> | | | | | | | | | | | | | | |
| AIR ATLANTIQUE, ATLANTIC CARGO | 89 | 151 | 204 | - | - | - | - | 899 | 1 299 | 502 | 3 | 499 | - | 38.6 |
| AIR FOYLE | 396 | 679 | 864 | - | - | - | - | 3 695 | 4 628 | 2 663 | - | 2 663 | - | 57.5 |
| BAC AIRCRAFT LTD | 15 | 42 | 64 | - | - | - | - | 108 | 77 | 51 | 51 | - | - | 66.2 |
| BRITISH AIRWAYS | 73 | 22 | 111 | - | - | - | - | 403 | 3 370 | 2 321 | - | 2 321 | - | 68.9 |
| BRITISH WORLD AIRLINES LTD | 67 | 161 | 205 | - | - | - | - | 737 | 570 | 309 | 4 | 305 | - | 54.2 |
| CHANNEL EXPRESS (AIR SVS) | 334 | 890 | 1 052 | - | - | - | - | 3 407 | 3 155 | 1 761 | 645 | 1 116 | - | 55.8 |
| CITY FLYER EXPRESS | 16 | 52 | 57 | - | - | - | - | 62 | 58 | 20 | - | 20 | - | 34.5 |
| EMERALD AIRWAYS LIMITED | 80 | 346 | 301 | - | - | - | - | 1 103 | 445 | 258 | 31 | 227 | - | 58.0 |
| EUROPEAN AIR CHARTER | 2 | 7 | 6 | - | - | - | - | 19 | 21 | 6 | 6 | - | - | 28.6 |
| GILLAIR | 37 | 118 | 104 | - | - | - | - | 193 | 177 | 88 | 67 | 21 | - | 49.7 |
| HEAVYLIFT CARGO AIRLINES | 144 | 100 | 269 | - | - | - | - | 1 240 | 5 491 | 3 927 | - | 3 927 | - | 71.5 |
| HUNTING CARGO AIRLINES LTD | 278 | 564 | 706 | - | - | - | - | 868 | 4 864 | 2 684 | - | 2 684 | - | 55.2 |
| PALMAIR FLIGHTLINE | 5 | 15 | 17 | - | - | - | - | 9 | 8 | 6 | 1 | 5 | - | 75.0 |
| STREAMLINE AVIATION | 20 | 73 | 72 | - | - | - | - | 135 | 54 | 38 | 5 | 33 | - | 70.4 |
| TITAN AIRWAYS | 43 | 89 | 126 | - | - | - | - | 142 | 165 | 86 | 37 | 49 | - | 52.1 |
| Total Cargo Services | 1 599 | 3 309 | 4 158 | - | - | - | - | 13 020 | 24 382 | 14 720 | 850 | 13 870 | - | 60.4 |
| 12 Total | 18 000 | 11 169 | 28 619 | 1 109 057 | 3 698 809 | 3 199 848 | 86.5 | 13 986 | 363 634 | 291 260 | 856 | 21 136 | 269 268 | 80.1 |
| Total sub-charter operations performed on behalf of UK airlines | 496 | 722 | 977 | - | 43 039 | 24 703 | 57.4 | - | 7 956 | 4 914 | 18 | 2 756 | 2 140 | 61.8 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 17 504 | 10 447 | 27 642 | 1 109 057 | 3 655 770 | 3 175 145 | 86.9 | 13 986 | 355 678 | 286 346 | 838 | 18 380 | 267 128 | 80.5 |

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

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

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As |
|--------------------------------|--------------------------|------------------|--------------|--------------------------------------------|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR 2000 | 1 576 | 695 | 2 316 | 121 105 | 341 433 | 294 929 | 86.4 | - | 29 363 | 25 365 | - | - | 25 365 | 86.4 |
| AIR BRISTOL LIMITED | 46 | 55 | 84 | 1 566 | 4 339 | 1 540 | 35.5 | - | 353 | 131 | - | - | 131 | 37.1 |
| AIR FOYLE CHARTER AIRLINES LTD | 192 | 99 | 307 | 10 665 | 25 951 | 20 860 | 80.4 | - | 2 497 | 1 753 | - | - | 1 753 | 70.2 |
| AIR UK LEISURE | 806 | 441 | 1 265 | 54 357 | 139 498 | 113 346 | 81.3 | - | 13 219 | 9 631 | - | - | 9 631 | 72.9 |
| AIRTOURS INTL AIRWAYS LIMITED | 331 | 120 | 472 | 27 690 | 79 800 | 76 547 | 95.9 | 1 | 7 882 | 6 510 | - | 3 | 6 507 | 82.6 |
| BRITANNIA AIRWAYS | 2 532 | 1 216 | 3 814 | 256 816 | 613 449 | 555 214 | 90.5 | 65 | 52 243 | 47 229 | - | 155 | 47 074 | 90.4 |
| BRITISH AIRWAYS | 16 | 14 | 27 | 1 314 | 1 822 | 1 533 | 84.1 | - | 205 | 139 | - | - | 139 | 67.8 |
| BRITISH MIDLAND | 168 | 66 | 253 | 9 185 | 27 810 | 24 432 | 87.9 | - | 2 495 | 1 888 | - | - | 1 888 | 75.7 |
| BRITISH WORLD AIRLINES LTD | 158 | 227 | 330 | 12 182 | 17 631 | 12 593 | 71.4 | - | 2 018 | 1 046 | - | - | 1 046 | 51.8 |
| CALEDONIAN AIRWAYS | 196 | 93 | 286 | 26 626 | 66 189 | 57 914 | 87.5 | - | 6 155 | 4 922 | - | - | 4 922 | 80.0 |
| EMERALD AIRWAYS LIMITED | 1 | 2 | 3 | 96 | 47 | 47 | 100.0 | - | 6 | 4 | - | - | 4 | 66.7 |
| EUROPEAN AIR CHARTER | 20 | 21 | 41 | 1 603 | 2 146 | 1 784 | 83.1 | - | 192 | 152 | - | - | 152 | 79.2 |
| EXCALIBUR AIRWAYS | 386 | 232 | 583 | 27 733 | 69 304 | 51 958 | 75.0 | - | 6 698 | 4 469 | - | - | 4 469 | 66.7 |
| GB AIRWAYS LTD | 117 | 91 | 206 | 8 640 | 14 930 | 11 989 | 80.3 | - | 1 586 | 1 078 | - | - | 1 078 | 68.0 |
| GILLAIR | 2 | 4 | 5 | 64 | 100 | 33 | 33.0 | - | 11 | 3 | - | - | 3 | 27.3 |
| LEISURE INTL AIRWAYS LTD | 8 | 6 | 13 | - | 2 476 | 2 125 | 85.8 | - | 235 | 170 | - | - | 170 | 72.3 |
| MANX AIRLINES (EUROPE) LTD | 8 | 6 | 11 | 504 | 746 | 648 | 86.9 | - | 79 | 52 | - | - | 52 | 65.8 |
| MONARCH AIRLINES | 1 618 | 839 | 2 415 | 151 400 | 378 595 | 320 507 | 84.7 | 90 | 33 971 | 26 988 | - | 234 | 26 754 | 79.4 |
| PALMAIR FLIGHTLINE | 38 | 40 | 68 | 3 115 | 4 058 | 3 246 | 80.0 | - | 304 | 244 | - | - | 244 | 80.3 |
| TITAN AIRWAYS | 11 | 20 | 30 | 379 | 544 | 410 | 75.4 | - | 53 | 32 | - | - | 32 | 60.4 |
| Total Passenger Services | 8 230 | 4 287 | 12 529 | 715 040 | 1 790 868 | 1 551 655 | 86.6 | 156 | 159 565 | 131 806 | - | 392 | 131 414 | 82.6 |

| | 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 |
| Cargo Services | | | | | | | | | | | | | | |
| AIR ATLANTIQUE, ATLANTIC CARGO | 81 | 122 | 179 | - | - | - | - | 794 | 1 195 | 470 | - | 470 | - | 39.3 |
| AIR FOYLE | 356 | 582 | 765 | - | - | - | - | 3 264 | 4 164 | 2 435 | - | 2 435 | - | 58.5 |
| BRITISH AIRWAYS | 7 | 7 | 37 | - | - | - | - | 44 | 290 | 102 | - | 102 | - | 35.2 |
| BRITISH WORLD AIRLINES LTD | 2 | 4 | 7 | - | - | - | - | 19 | 21 | 9 | - | 9 | - | 42.9 |
| CHANNEL EXPRESS (AIR SVS) | 149 | 241 | 383 | - | - | - | - | 1 025 | 1 793 | 938 | - | 938 | - | 52.3 |
| CITY FLYER EXPRESS | 15 | 50 | 53 | - | - | - | - | 58 | 54 | 18 | - | 18 | - | 33.3 |
| EMERALD AIRWAYS LIMITED | 7 | 24 | 26 | - | - | - | - | 49 | 37 | 12 | - | 12 | - | 32.4 |
| GILLAIR | 5 | 10 | 16 | - | - | - | - | 4 | 24 | 12 | - | 12 | - | 50.0 |
| HEAVYLIFT CARGO AIRLINES | 32 | 48 | 91 | - | - | - | - | 1 121 | 1 075 | 658 | - | 658 | - | 61.2 |
| HUNTING CARGO AIRLINES LTD | 230 | 435 | 567 | - | - | - | - | 236 | 4 066 | 2 243 | - | 2 243 | - | 55.2 |
| PALMAIR FLIGHTLINE | 2 | 5 | 7 | - | - | - | - | 5 | 3 | 2 | - | 2 | - | 66.7 |
| STREAMLINE AVIATION | 17 | 62 | 61 | - | - | - | - | 116 | 46 | 32 | - | 32 | - | 69.6 |
| TITAN AIRWAYS | 26 | 55 | 85 | - | - | - | - | 94 | 90 | 44 | - | 44 | - | 48.9 |
| Total Cargo Services | 929 | 1 645 | 2 277 | - | - | - | - | 6 829 | 12 858 | 6 975 | - | 6 975 | - | 54.2 |
| Total | 9 159 | 5 932 | 14 806 | 715 040 | 1 790 868 | 1 551 655 | 86.6 | 6 985 | 172 423 | 138 781 | - | 7 367 | 131 414 | 80.5 |
| Total sub-charter operations performed on behalf of UK airlines | 35 | 65 | 84 | - | 5 751 | 3 692 | 64.2 | - | 563 | 311 | - | 6 | 305 | 55.2 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 9 124 | 5 867 | 14 722 | 715 040 | 1 785 117 | 1 547 963 | 86.7 | 6 985 | 171 860 | 138 470 | - | 7 361 | 131 109 | 80.6 |

(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.

| | 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 | 570 | 226 | 827 | 33 767 | 123 676 | 97 750 | 79.0 | - | 10 639 | 8 408 | - | - | 8 408 79.0 |
| AIR UK LEISURE | 17 | 11 | 30 | 942 | 2 951 | 2 033 | 68.9 | - | 280 | 173 | - | - | 173 61.8 |
| AIRTOURS INTERNATIONAL | 1 688 | 737 | 2 549 | 116 554 | 292 772 | 278 141 | 95.0 | 16 | 28 432 | 23 680 | - | 40 | 23 640 83.3 |
| AIRTOURS INTL AIRWAYS LIMITED | 747 | 155 | 931 | 27 746 | 234 280 | 221 102 | 94.4 | 231 | 26 544 | 21 508 | - | 2 845 | 18 663 81.0 |
| BRITANNIA AIRWAYS | 1 901 | 524 | 2 602 | 87 729 | 505 672 | 443 804 | 87.8 | 110 | 43 114 | 37 822 | - | 1 260 | 36 562 87.7 |
| BRITISH AIRWAYS | 6 | 6 | 12 | 519 | 651 | 540 | 82.9 | - | 76 | 52 | - | - | 52 68.4 |
| BRITISH AIRWAYS (EURO OPS) LGW | 149 | 42 | 225 | - | 20 208 | 11 206 | 55.5 | - | 2 314 | 1 187 | 4 | 147 | 1 036 51.3 |
| BRITISH WORLD AIRLINES LTD | 4 | 4 | 8 | 357 | 424 | 313 | 73.8 | - | 47 | 26 | - | - | 26 55.3 |
| CALEDONIAN AIRWAYS | 1 083 | 280 | 1 465 | 34 305 | 287 776 | 233 362 | 81.1 | - | 26 748 | 19 831 | - | - | 19 831 74.1 |
| EUROPEAN AIR CHARTER | 7 | 7 | 14 | 191 | 692 | 443 | 64.0 | - | 61 | 37 | - | - | 37 60.7 |
| EXCALIBUR AIRWAYS | 246 | 91 | 348 | 10 515 | 44 305 | 35 611 | 80.4 | - | 4 284 | 3 063 | - | - | 3 063 71.5 |
| GB AIRWAYS LTD | 29 | 30 | 54 | 2 241 | 3 676 | 2 683 | 73.0 | - | 401 | 241 | - | - | 241 60.1 |
| LEISURE INTL AIRWAYS LTD | 506 | 80 | 620 | 19 323 | 165 027 | 150 329 | 91.1 | 395 | 16 343 | 14 383 | - | 2 517 | 11 866 88.0 |
| MANX AIRLINES | 43 | 81 | 79 | - | 4 051 | 2 233 | 55.1 | - | 427 | 180 | - | 1 | 179 42.2 |
| MANX AIRLINES (EUROPE) LTD | 57 | 128 | 144 | - | 1 654 | 964 | 58.3 | - | 228 | 77 | - | - | 77 33.8 |
| MONARCH AIRLINES | 783 | 266 | 1 103 | 31 906 | 192 711 | 150 408 | 78.0 | 9 | 17 256 | 12 677 | - | 46 | 12 631 73.5 |
| PALMAIR FLIGHTLINE | 74 | 99 | 158 | 8 682 | 8 174 | 6 552 | 80.2 | - | 626 | 491 | - | - | 491 78.4 |
| Total Passenger Services | 7 910 | 2 767 | 11 169 | 374 777 | 1 888 700 | 1 637 474 | 86.7 | 761 | 177 820 | 143 836 | 4 | 6 856 | 136 976 80.9 |
| <u>Cargo Services</u> | | | | | | | | | | | | | |
| AIR FOYLE | 15 | 21 | 33 | - | - | - | - | 15 | 176 | 82 | - | 82 | - 46.6 |
| BRITISH AIRWAYS | 65 | 10 | 71 | - | - | - | - | 337 | 3 074 | 2 215 | - | 2 215 | - 72.1 |
| HEAVYLIFT CARGO AIRLINES | 111 | 50 | 175 | - | - | - | - | 87 | 4 380 | 3 252 | - | 3 252 | - 74.2 |
| HUNTING CARGO AIRLINES LTD | 30 | 84 | 91 | - | - | - | - | - | 473 | 198 | - | 198 | - 41.9 |
| Total Cargo Services | 221 | 165 | 370 | - | - | - | - | 439 | 8 103 | 5 747 | - | 5 747 | - 70.9 |
| Total | 8 131 | 2 932 | 11 539 | 374 777 | 1 888 700 | 1 637 474 | 86.7 | 1 200 | 185 923 | 149 583 | 4 | 12 603 | 136 976 80.5 |
| Total sub-charter operations performed on behalf of UK airlines | 348 | 303 | 599 | - | 29 447 | 17 306 | 58.8 | - | 6 548 | 4 270 | 4 | 2 731 | 1 535 65.2 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 7 783 | 2 629 | 10 940 | 374 777 | 1 859 253 | 1 620 168 | 87.1 | 1 200 | 179 375 | 145 313 | - | 9 872 | 135 441 81.0 |

(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

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------------|
| | | | | Number of Passengers Uplifted | | | | Cargo Uplifted Tonnes | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | |
| <u>Passenger Services</u> | | | | | | | | | | | | | | |
| AIR 2000 | 2 | 4 | 3 | 911 | 266 | 260 | 97.7 | - | 22 | 22 | - | - | 22 | 100.0 |
| AIR ATLANTIQUE,ATLANTIC CARGO | 3 | 9 | 10 | - | 15 | 9 | 60.0 | - | 1 | 1 | - | - | 1 | 100.0 |
| AIR UK | 1 | 4 | 4 | 117 | 144 | 54 | 37.5 | - | 14 | 4 | - | - | 4 | 28.6 |
| AIR UK LEISURE | 21 | 50 | 51 | - | 3 485 | 1 280 | 36.7 | - | 330 | 109 | - | - | 109 | 33.0 |
| AURIGNY AIR SERVICES | 1 | 4 | 3 | 80 | 25 | 14 | 56.0 | - | 2 | 1 | - | - | 1 | 50.0 |
| BON ACCORD AIRWAYS LTD | 1 | 2 | 2 | 70 | 23 | 23 | 100.0 | - | 2 | 2 | - | - | 2 | 100.0 |
| BRITANNIA AIRWAYS | 1 | 3 | 3 | 214 | 196 | 126 | 64.3 | - | 17 | 11 | - | - | 11 | 64.7 |
| BRITISH AIRWAYS | 16 | 61 | 55 | 1 250 | 1 460 | 1 107 | 75.8 | 7 | 168 | 90 | 2 | - | 88 | 53.6 |
| BRITISH MIDLAND | 1 | 4 | 4 | 124 | 117 | 73 | 62.4 | - | 12 | 6 | - | - | 6 | 50.0 |
| BRITISH WORLD AIRLINES LTD | 92 | 301 | 286 | 12 603 | 6 760 | 3 821 | 56.5 | 26 | 577 | 325 | - | 8 | 317 | 56.3 |
| BRYMON AIRWAYS LTD | 35 | 88 | 116 | 2 823 | 1 623 | 1 132 | 69.7 | 16 | 176 | 99 | - | 6 | 93 | 56.3 |
| EUROPEAN AIR CHARTER | 7 | 14 | 18 | 427 | 702 | 267 | 38.0 | - | 64 | 23 | - | - | 23 | 35.9 |
| GB AIRWAYS LTD | 1 | 2 | 2 | 217 | 109 | 91 | 83.5 | - | 11 | 8 | - | - | 8 | 72.7 |
| GILLAIR | 40 | 109 | 106 | 236 | 1 940 | 1 005 | 51.8 | - | 211 | 77 | - | - | 77 | 36.5 |
| MAERSK AIR LIMITED | 1 | 2 | 2 | - | 57 | 49 | 86.0 | - | 4 | 4 | - | - | 4 | 100.0 |
| MANX AIRLINES | 18 | 74 | 41 | 129 | 1 714 | 1 014 | 59.2 | - | 179 | 84 | - | 2 | 82 | 46.9 |
| MANX AIRLINES (EUROPE) LTD | 16 | 64 | 43 | - | 467 | 304 | 65.1 | - | 64 | 26 | - | 2 | 24 | 40.6 |
| MONARCH AIRLINES | - | 2 | 4 | - | 24 | 15 | 62.5 | - | 2 | 1 | - | - | 1 | 50.0 |
| PALMAIR FLIGHTLINE | 1 | 2 | 2 | - | 9 | 8 | 88.9 | - | 1 | 1 | - | - | 1 | 100.0 |
| TITAN AIRWAYS | 3 | 7 | 8 | 39 | 105 | 67 | 63.8 | - | 10 | 4 | - | - | 4 | 40.0 |
| Total Passenger Services | 261 | 806 | 763 | 19 240 | 19 241 | 10 719 | 55.7 | 49 | 1 867 | 898 | 2 | 18 | 878 | 48.1 |

| | 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 |
|---------------------------------------------------------------------------------|--------------------------|------------------|--------------|--------------------------------------------|-------------------------------|--------------------------|---------------------|------------------------------------|--------------------------------|-----------------------|---------------|------------------|--------------------|---------------|
| | | | | | | | | | | Total (000) | Mail (000) | Freight (000) | Passenger (000) | % of Avail |
| Cargo Services | | | | | | | | | | | | | | |
| AIR ATLANTIQUE, ATLANTIC CARGO | 8 | 29 | 25 | - | - | - | - | 105 | 104 | 32 | 3 | 29 | - | 30.8 |
| AIR FOYLE | 25 | 76 | 66 | - | - | - | - | 416 | 288 | 146 | - | 146 | - | 50.7 |
| BAC AIRCRAFT LTD | 15 | 42 | 64 | - | - | - | - | 108 | 77 | 51 | 51 | - | - | 66.2 |
| BRITISH AIRWAYS | 1 | 5 | 3 | - | - | - | - | 22 | 6 | 4 | - | 4 | - | 66.7 |
| BRITISH WORLD AIRLINES LTD | 65 | 157 | 198 | - | - | - | - | 718 | 549 | 300 | 4 | 296 | - | 54.6 |
| CHANNEL EXPRESS (AIR SVS) | 185 | 649 | 669 | - | - | - | - | 2 382 | 1 362 | 823 | 645 | 178 | - | 60.4 |
| CITY FLYER EXPRESS | 1 | 2 | 4 | - | - | - | - | 4 | 4 | 2 | - | 2 | - | 50.0 |
| EMERALD AIRWAYS LIMITED | 73 | 322 | 275 | - | - | - | - | 1 054 | 408 | 246 | 31 | 215 | - | 60.3 |
| EUROPEAN AIR CHARTER | 2 | 7 | 6 | - | - | - | - | 19 | 21 | 6 | 6 | - | - | 28.6 |
| GILLAIR | 32 | 108 | 88 | - | - | - | - | 189 | 153 | 76 | 67 | 9 | - | 49.7 |
| HEAVYLIFT CARGO AIRLINES | 1 | 2 | 3 | - | - | - | - | 32 | 36 | 17 | - | 17 | - | 47.2 |
| HUNTING CARGO AIRLINES LTD | 18 | 45 | 48 | - | - | - | - | 632 | 325 | 243 | - | 243 | - | 74.8 |
| PALMAIR FLIGHTLINE | 3 | 10 | 10 | - | - | - | - | 4 | 5 | 4 | 1 | 3 | - | 80.0 |
| STREAMLINE AVIATION | 3 | 11 | 11 | - | - | - | - | 19 | 8 | 6 | 5 | 1 | - | 75.0 |
| TITAN AIRWAYS | 17 | 34 | 41 | - | - | - | - | 48 | 75 | 42 | 37 | 5 | - | 56.0 |
| Total Cargo Services | 449 | 1 499 | 1 511 | - | - | - | - | 5 752 | 3 421 | 1 998 | 850 | 1 148 | - | 58.4 |
| ¹⁷ Total | 710 | 2 305 | 2 274 | 19 240 | 19 241 | 10 719 | 55.7 | 5 801 | 5 288 | 2 896 | 852 | 1 166 | 878 | 54.8 |
| Total sub-charter operations performed on behalf of UK airlines | 113 | 354 | 294 | - | 7 841 | 3 705 | 47.3 | - | 845 | 333 | 14 | 19 | 300 | 39.4 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 597 | 1 951 | 1 980 | 19 240 | 11 400 | 7 014 | 61.5 | 5 801 | 4 443 | 2 563 | 838 | 1 147 | 578 | 57.7 |

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

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

International and Domestic Charter Operations December 1994 (a)

Table 6.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | SEAT ONLY | OTHER | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|--------------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|--------------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | | | | | |
| AIR 2000 | 2 103 | 904 | 3 081 | - | 140 212 | - | 14753 | 455 094 | 387 677 | 85.2 |
| AIR FOYLE CHARTER AIRLINES LTD | 192 | 99 | 307 | - | 10 665 | - | - | 25 951 | 20 860 | 80.4 |
| AIR UK | 1 | 2 | 2 | - | 79 | - | - | 103 | 40 | 38.8 |
| AIR UK LEISURE | 801 | 410 | 1 244 | - | 55 028 | - | 271 | 138 598 | 112 413 | 81.1 |
| AIRTOURS INTERNATIONAL | 1 681 | 730 | 2 536 | - | 107 807 | - | 8747 | 291 560 | 277 332 | 95.1 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 078 | 275 | 1 404 | - | 54 149 | - | 1287 | 314 080 | 297 649 | 94.8 |
| AURIGNY AIR SERVICES | 1 | 4 | 3 | - | - | - | 80 | 25 | 14 | 56.0 |
| BON ACCORD AIRWAYS LTD | 1 | 2 | 2 | - | - | - | 70 | 23 | 23 | 100.0 |
| BRITANNIA AIRWAYS | 4 414 | 1 727 | 6 381 | - | 340 212 | - | 3211 | 1 114 220 | 994 770 | 89.3 |
| BRITISH AIRWAYS | 24 | 27 | 46 | - | 1 637 | - | 853 | 2 682 | 2 263 | 84.4 |
| BRITISH MIDLAND | 168 | 68 | 254 | - | 7 689 | - | 1620 | 27 832 | 24 447 | 87.8 |
| BRITISH WORLD AIRLINES LTD | 81 | 68 | 142 | - | 5 200 | - | 238 | 9 090 | 6 877 | 75.7 |
| CALEDONIAN AIRWAYS | 1 261 | 368 | 1 727 | - | 58 616 | - | 1517 | 348 821 | 287 900 | 82.5 |
| EUROPEAN AIR CHARTER | 24 | 27 | 50 | - | 1 619 | 183 | - | 2 480 | 1 849 | 74.6 |
| EXCALIBUR AIRWAYS | 621 | 313 | 914 | - | 37 470 | - | 123 | 111 657 | 86 331 | 77.3 |
| GB AIRWAYS LTD | 132 | 110 | 235 | - | 10 094 | - | 101 | 16 765 | 13 281 | 79.2 |
| LEISURE INTL AIRWAYS LTD | 461 | 74 | 563 | - | 19 323 | - | - | 150 292 | 136 280 | 90.7 |
| MANX AIRLINES (EUROPE) LTD | 8 | 6 | 11 | - | 504 | - | - | 746 | 648 | 86.9 |
| MONARCH AIRLINES | 2 344 | 1 061 | 3 428 | 1 455 | 176 261 | - | 2138 | 558 900 | 463 379 | 82.9 |
| PALMAIR FLIGHTLINE | 108 | 134 | 219 | - | 2 515 | 8 682 | 277 | 11 858 | 9 667 | 81.5 |
| 81 Total | 15 504 | 6 409 | 22 549 | 1 455 | 1 029 080 | 8 865 | 35286 | 3 580 777 | 3 123 700 | 87.2 |

International and Domestic Charter Operations December 1994 (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 | - | 39 140 | 33 343 | - | - | 33 343 | 85.2 |
| AIR FOYLE CHARTER AIRLINES LTD | - | 2 497 | 1 753 | - | - | 1 753 | 70.2 |
| AIR UK | - | 10 | 3 | - | - | 3 | 30.0 |
| AIR UK LEISURE | - | 13 135 | 9 552 | - | - | 9 552 | 72.7 |
| AIRTOURS INTERNATIONAL | 16 | 28 315 | 23 612 | - | 40 | 23 572 | 83.4 |
| AIRTOURS INTL AIRWAYS LIMITED | 233 | 34 426 | 28 018 | - | 2 848 | 25 170 | 81.4 |
| AURIGNY AIR SERVICES | - | 2 | 1 | - | - | 1 | 50.0 |
| BON ACCORD AIRWAYS LTD | - | 2 | 2 | - | - | 2 | 100.0 |
| BRITANNIA AIRWAYS | 175 | 94 939 | 84 690 | - | 1 411 | 83 279 | 89.2 |
| BRITISH AIRWAYS | - | 302 | 205 | - | - | 205 | 67.9 |
| BRITISH MIDLAND | - | 2 497 | 1 889 | - | - | 1 889 | 75.7 |
| BRITISH WORLD AIRLINES LTD | - | 1 003 | 570 | - | - | 570 | 56.8 |
| CALEDONIAN AIRWAYS | - | 32 424 | 24 466 | - | - | 24 466 | 75.5 |
| EUROPEAN AIR CHARTER | - | 222 | 157 | - | - | 157 | 70.7 |
| EXCALIBUR AIRWAYS | - | 10 793 | 7 425 | - | - | 7 425 | 68.8 |
| GB AIRWAYS LTD | - | 1 791 | 1 194 | - | - | 1 194 | 66.7 |
| LEISURE INTL AIRWAYS LTD | 395 | 14 942 | 13 224 | - | 2 517 | 10 707 | 88.5 |
| MANX AIRLINES (EUROPE) LTD | - | 79 | 52 | - | - | 52 | 65.8 |
| MONARCH AIRLINES | 98 | 50 115 | 39 032 | - | 280 | 38 752 | 77.9 |
| PALMAIR FLIGHTLINE | - | 902 | 725 | - | - | 725 | 80.4 |
| 19 Total | 917 | 327 536 | 269 913 | - | 7 096 | 262 817 | 82.4 |

(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

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | SEAT ONLY | OTHER | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|--------------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|--------------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | | | | | |
| AIR 2000 | 2 102 | 902 | 3 079 | - | 140 212 | - | 14294 | 454 973 | 387 558 | 85.2 |
| AIR FOYLE CHARTER AIRLINES LTD | 192 | 99 | 307 | - | 10 665 | - | - | 25 951 | 20 860 | 80.4 |
| AIR UK LEISURE | 801 | 410 | 1 244 | - | 55 028 | - | 271 | 138 598 | 112 413 | 81.1 |
| AIRTOURS INTERNATIONAL | 1 681 | 730 | 2 536 | - | 107 807 | - | 8747 | 291 560 | 277 332 | 95.1 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 078 | 275 | 1 404 | - | 54 149 | - | 1287 | 314 080 | 297 649 | 94.8 |
| BRITANNIA AIRWAYS | 4 414 | 1 726 | 6 380 | - | 340 212 | - | 3211 | 1 114 164 | 994 725 | 89.3 |
| BRITISH AIRWAYS | 22 | 20 | 39 | - | 1 637 | - | 196 | 2 473 | 2 073 | 83.8 |
| BRITISH MIDLAND | 168 | 66 | 253 | - | 7 689 | - | 1496 | 27 810 | 24 432 | 87.9 |
| BRITISH WORLD AIRLINES LTD | 81 | 68 | 142 | - | 5 200 | - | 238 | 9 090 | 6 877 | 75.7 |
| CALEDONIAN AIRWAYS | 1 261 | 368 | 1 727 | - | 58 616 | - | 1517 | 348 821 | 287 900 | 82.5 |
| EUROPEAN AIR CHARTER | 19 | 18 | 38 | - | 1 417 | - | - | 1 931 | 1 642 | 85.0 |
| EXCALIBUR AIRWAYS | 621 | 313 | 914 | - | 37 470 | - | 123 | 111 657 | 86 331 | 77.3 |
| GB AIRWAYS LTD | 132 | 110 | 235 | - | 10 094 | - | 101 | 16 765 | 13 281 | 79.2 |
| LEISURE INTL AIRWAYS LTD | 461 | 74 | 563 | - | 19 323 | - | - | 150 292 | 136 280 | 90.7 |
| MANX AIRLINES (EUROPE) LTD | 8 | 6 | 11 | - | 504 | - | - | 746 | 648 | 86.9 |
| MONARCH AIRLINES | 2 344 | 1 059 | 3 424 | 1 455 | 176 261 | - | 2138 | 558 876 | 463 364 | 82.9 |
| PALMAIR FLIGHTLINE | 108 | 134 | 219 | - | 2 515 | 8 682 | 277 | 11 858 | 9 667 | 81.5 |
| Total | 15 493 | 6 378 | 22 515 | 1 455 | 1 028 799 | 8 682 | 33896 | 3 579 645 | 3 123 032 | 87.2 |

International Charter Operations December 1994 (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 | - | 39 130 | 33 333 | - | - | 33 333 | 85.2 |
| AIR FOYLE CHARTER AIRLINES LTD | - | 2 497 | 1 753 | - | - | 1 753 | 70.2 |
| AIR UK LEISURE | - | 13 135 | 9 552 | - | - | 9 552 | 72.7 |
| AIRTOURS INTERNATIONAL | 16 | 28 315 | 23 612 | - | 40 | 23 572 | 83.4 |
| AIRTOURS INTL AIRWAYS LIMITED | 233 | 34 426 | 28 018 | - | 2 848 | 25 170 | 81.4 |
| BRITANNIA AIRWAYS | 175 | 94 934 | 84 686 | - | 1 411 | 83 275 | 89.2 |
| BRITISH AIRWAYS | - | 281 | 191 | - | - | 191 | 68.0 |
| BRITISH MIDLAND | - | 2 495 | 1 888 | - | - | 1 888 | 75.7 |
| BRITISH WORLD AIRLINES LTD | - | 1 003 | 570 | - | - | 570 | 56.8 |
| CALEDONIAN AIRWAYS | - | 32 424 | 24 466 | - | - | 24 466 | 75.5 |
| EUROPEAN AIR CHARTER | - | 172 | 139 | - | - | 139 | 80.8 |
| EXCALIBUR AIRWAYS | - | 10 793 | 7 425 | - | - | 7 425 | 68.8 |
| GB AIRWAYS LTD | - | 1 791 | 1 194 | - | - | 1 194 | 66.7 |
| LEISURE INTL AIRWAYS LTD | 395 | 14 942 | 13 224 | - | 2 517 | 10 707 | 88.5 |
| MANX AIRLINES (EUROPE) LTD | - | 79 | 52 | - | - | 52 | 65.8 |
| MONARCH AIRLINES | 98 | 50 113 | 39 031 | - | 280 | 38 751 | 77.9 |
| PALMAIR FLIGHTLINE | - | 902 | 725 | - | - | 725 | 80.4 |
| Total | 917 | 327 432 | 269 859 | - | 7 096 | 262 763 | 82.4 |

(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

Domestic Charter Operations December 1994 (a)

Table 6.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | SEAT ONLY | OTHER | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|------------------------|--------------------------|------------------|-------------------|---------------------------|-----|--------------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | ITC | | | | | |
| AIR 2000 | 1 | 2 | 2 | - | - | - | 459 | 121 | 119 | 98.3 |
| AIR UK | 1 | 2 | 2 | - | 79 | - | - | 103 | 40 | 38.8 |
| AURIGNY AIR SERVICES | 1 | 4 | 3 | - | - | - | 80 | 25 | 14 | 56.0 |
| BON ACCORD AIRWAYS LTD | 1 | 2 | 2 | - | - | - | 70 | 23 | 23 | 100.0 |
| BRITANNIA AIRWAYS | - | 1 | 1 | - | - | - | - | 56 | 45 | 80.4 |
| BRITISH AIRWAYS | 2 | 7 | 7 | - | - | - | 657 | 209 | 190 | 90.9 |
| BRITISH MIDLAND | - | 2 | 1 | - | - | - | 124 | 22 | 15 | 68.2 |
| EUROPEAN AIR CHARTER | 5 | 9 | 12 | - | 202 | 183 | - | 549 | 207 | 37.7 |
| MONARCH AIRLINES | - | 2 | 4 | - | - | - | - | 24 | 15 | 62.5 |
| Total | 11 | 31 | 34 | - | 281 | 183 | 1390 | 1 132 | 668 | 59.0 |

| | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | Passenger (000) | As % of Avail |
|------------------------|-----------------------------|--------------------------------|----------------|-----------------------|------------------|--------------------|---------------------|
| | | | | Mail (000) | Freight (000) | | |
| AIR 2000 | - | 10 | 10 | - | - | 10 | 100.0 |
| AIR UK | - | 10 | 3 | - | - | 3 | 30.0 |
| AURIGNY AIR SERVICES | - | 2 | 1 | - | - | 1 | 50.0 |
| BON ACCORD AIRWAYS LTD | - | 2 | 2 | - | - | 2 | 100.0 |
| BRITANNIA AIRWAYS | - | 5 | 4 | - | - | 4 | 80.0 |
| BRITISH AIRWAYS | - | 21 | 14 | - | - | 14 | 66.7 |
| BRITISH MIDLAND | - | 2 | 1 | - | - | 1 | 50.0 |
| EUROPEAN AIR CHARTER | - | 50 | 18 | - | - | 18 | 36.0 |
| MONARCH AIRLINES | - | 2 | 1 | - | - | 1 | 50.0 |
| Total | - | 104 | 54 | - | - | 54 | 51.9 |

(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 December 1994

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 | 4 | 2 | 6 | .. | 920 | 591 | 64.2 | .. | 79 | 51 | - | - | 51 | 64.6 |
| AIR ATLANTIQUE, ATLANTIC CARGO | 3 | 9 | 10 | .. | 15 | 9 | 60.0 | .. | 1 | 1 | - | - | 1 | 100.0 |
| AIR UK LEISURE | 26 | 59 | 63 | .. | 4 439 | 1 779 | 40.1 | .. | 420 | 151 | - | - | 151 | 36.0 |
| AIRTOURS INTERNATIONAL | 6 | 5 | 10 | .. | 983 | 627 | 63.8 | .. | 95 | 53 | - | - | 53 | 55.8 |
| BAC AIRCRAFT LTD | 2 | 5 | 7 | .. | - | - | - | .. | 10 | 9 | 9 | - | - | 90.0 |
| BRITANNIA AIRWAYS | 7 | 1 | 9 | .. | 1 853 | 1 785 | 96.3 | .. | 158 | 151 | - | 4 | 147 | 95.6 |
| BRITISH AIRWAYS (EURO OPS) LGW | 149 | 42 | 225 | .. | 20 208 | 11 206 | 55.5 | .. | 2 314 | 1 187 | 4 | 147 | 1 036 | 51.3 |
| BRITISH MIDLAND | 1 | 2 | 2 | .. | 95 | 58 | 61.1 | .. | 10 | 5 | - | - | 5 | 50.0 |
| BRITISH WORLD AIRLINES LTD | 12 | 35 | 36 | .. | 1 298 | 504 | 38.8 | .. | 155 | 46 | 4 | - | 42 | 29.7 |
| EUROPEAN AIR CHARTER | 4 | 7 | 11 | .. | 409 | 264 | 64.5 | .. | 37 | 22 | - | - | 22 | 59.5 |
| EXCALIBUR AIRWAYS | 3 | 4 | 5 | .. | 471 | 305 | 64.8 | .. | 46 | 27 | - | - | 27 | 58.7 |
| GB AIRWAYS LTD | 2 | 3 | 4 | .. | 294 | 199 | 67.7 | .. | 31 | 18 | - | - | 18 | 58.1 |
| GILLAIR | 43 | 121 | 118 | .. | 1 842 | 924 | 50.2 | .. | 215 | 85 | - | 15 | 70 | 39.5 |
| HEAVYLIFT CARGO AIRLINES | 81 | 37 | 120 | .. | - | - | - | .. | 3 258 | 2 579 | - | 2 579 | - | 79.2 |
| LEISURE INTL AIRWAYS LTD | 6 | 2 | 8 | .. | 1 898 | 1 796 | 94.6 | .. | 180 | 144 | - | - | 144 | 80.0 |
| MAERSK AIR LIMITED | 1 | 2 | 2 | .. | 57 | 49 | 86.0 | .. | 4 | 4 | - | - | 4 | 100.0 |
| MANX AIRLINES | 60 | 153 | 117 | .. | 5 711 | 3 196 | 56.0 | .. | 601 | 260 | - | 3 | 257 | 43.3 |
| MANX AIRLINES (EUROPE) LTD | 73 | 192 | 187 | .. | 2 121 | 1 268 | 59.8 | .. | 292 | 103 | - | 2 | 101 | 35.3 |
| PALMAIR FLIGHTLINE | 5 | 9 | 10 | .. | 211 | 10 | 4.7 | .. | 19 | 3 | 1 | 1 | 1 | 15.8 |
| STREAMLINE AVIATION | - | 2 | 2 | .. | - | - | - | .. | 1 | - | - | - | - | - |
| TITAN AIRWAYS | 8 | 30 | 27 | .. | 214 | 133 | 62.1 | .. | 30 | 15 | - | 5 | 10 | 50.0 |
| Total | 496 | 722 | 979 | .. | 43 039 | 24 703 | 57.4 | .. | 7 956 | 4 914 | 18 | 2 756 | 2 140 | 61.8 |

Sub Charter Operations performed for Non-UK operators December 1994

Table 7.2

| | Aircraft | | Aircraft | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | As |
|--------------------------------|----------|---------|----------|-----------|---------|---------|-------|--------|----------|-----------------------|-------|---------|-----------|-------|
| | -Km | Stage | | | | Used | % of | | | Total | Mail | Freight | Passenger | % of |
| | (000) | Flights | Hours | Uplifted | (000) | (000) | Avail | Tonnes | (000) | (000) | (000) | (000) | (000) | Avail |
| AIR 2000 | 12 | 13 | 23 | .. | 2 738 | 1 986 | 72.5 | .. | 236 | 170 | - | - | 170 | 72.0 |
| AIR ATLANTIQUE, ATLANTIC CARGO | 1 | 3 | 3 | .. | - | - | - | .. | 11 | 9 | - | 9 | - | 81.8 |
| AIR FOYLE | 14 | 20 | 32 | .. | - | - | - | .. | 167 | 75 | - | 75 | - | 44.9 |
| AIR UK LEISURE | 17 | 33 | 39 | .. | 2 897 | 2 467 | 85.2 | .. | 274 | 210 | - | - | 210 | 76.6 |
| AIRTOURS INTERNATIONAL | 1 | 2 | 3 | .. | 229 | 182 | 79.5 | .. | 22 | 15 | - | - | 15 | 68.2 |
| BRITANNIA AIRWAYS | 3 | 7 | 10 | .. | 915 | 764 | 83.5 | .. | 78 | 65 | - | - | 65 | 83.3 |
| BRITISH AIRWAYS | 9 | 36 | 31 | .. | 908 | 738 | 81.3 | .. | 114 | 59 | - | - | 59 | 51.8 |
| BRITISH WORLD AIRLINES LTD | 16 | 32 | 38 | .. | 1 872 | 1 562 | 83.4 | .. | 219 | 130 | - | - | 130 | 59.4 |
| BUSINESS AIR LIMITED | 227 | 331 | 204 | .. | 7 058 | 2 854 | 40.4 | .. | 587 | 243 | - | - | 243 | 41.4 |
| CALEDONIAN AIRWAYS | 8 | 2 | 11 | .. | 1 820 | 660 | 36.3 | .. | 170 | 56 | - | - | 56 | 32.9 |
| EXCALIBUR AIRWAYS | 2 | 3 | 4 | .. | 332 | 290 | 87.3 | .. | 32 | 25 | - | - | 25 | 78.1 |
| HEAVYLIFT CARGO AIRLINES | 10 | 6 | 16 | .. | - | - | - | .. | 396 | 314 | - | 314 | - | 79.3 |
| HUNTING CARGO AIRLINES LTD | 247 | 490 | 623 | .. | - | - | - | .. | 4 304 | 2 336 | - | 2 336 | - | 54.3 |
| LEISURE INTL AIRWAYS LTD | 47 | 10 | 60 | .. | 15 313 | 14 378 | 93.9 | .. | 1 456 | 1 185 | - | - | 1 185 | 81.4 |
| MONARCH AIRLINES | 9 | 18 | 19 | .. | 1 784 | 1 350 | 75.7 | .. | 160 | 113 | - | - | 113 | 70.6 |
| TITAN AIRWAYS | - | 1 | 1 | .. | 21 | 21 | 100.0 | .. | 2 | 2 | - | - | 2 | 100.0 |
| Total | 623 | 1 007 | 1 117 | .. | 35 887 | 27 252 | 75.9 | .. | 8 228 | 5 007 | - | 2 734 | 2 273 | 60.9 |

Aircraft Type and Utilisation: All Airlines (a) (b) (c)
December 1994

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 Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | - | - | - | - | - | - | - | - | - | 8 | - |
| AEROSPATIALE ATR72 | 85 | - | 182 | - | 268 | - | 7 154 | 3 362 | 5 598 | 2 | 6.7 |
| AEROSPATIALE SA365 DAUPHIN | - | - | - | - | - | - | - | - | - | 1 | - |
| AIRBUS 340 SERIES | 1 205 | - | 134 | - | 1 667 | - | 22 033 | 199 526 | 306 161 | 4 | 14.3 |
| AIRBUS A300-600(B2-B4) | 478 | - | 194 | - | 681 | - | 52 241 | 137 243 | 172 548 | 4 | 8.2 |
| AIRBUS A320-100/200 | 3 396 | - | 2 192 | - | 5 415 | - | 235 509 | 427 451 | 566 179 | 25 | 8.3 |
| ATR 42-300 | 384 | 45 | 1 058 | 107 | 1 288 | 113 | 26 419 | 10 534 | 18 555 | 8 | 6.3 |
| BAC/AEROSPATIALE CONCORDE | 566 | - | 112 | - | 398 | - | 6 972 | 33 063 | 56 603 | 7 | 2.3 |
| BAE (HS) 748 | 1 | 80 | 2 | 346 | 3 | 301 | 96 | 47 | 47 | 8 | 1.2 |
| BAE 146 SERIES 100 | 97 | - | 129 | - | 198 | - | 5 284 | 3 805 | 7 565 | 3 | 3.0 |
| BAE 146 SERIES 200/QT | 420 | 98 | 923 | 154 | 917 | 209 | 43 211 | 23 933 | 40 362 | 12 | 3.7 |
| BAE 146 SERIES 300 | 978 | 296 | 1 641 | 524 | 2 250 | 652 | 94 397 | 58 365 | 106 745 | 22 | 4.2 |
| BAE JETSTREAM 41 | 614 | - | 1 498 | - | 1 542 | - | 18 661 | 9 668 | 17 772 | 10 | 5.3 |
| BAE(BAC)1-11-200 SERIES | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE(BAC)1-11-300/400/475 | 271 | - | 381 | - | 534 | - | 13 111 | 9 338 | 19 984 | 4 | 5.1 |
| BAE(BAC)1-11-500 SERIES | 301 | 2 | 529 | 7 | 667 | 6 | 21 499 | 15 602 | 30 763 | 14 | 1.8 |
| BAE(H.P.)JETSTREAM 31/32 | 53 | - | 171 | - | 161 | - | 1 675 | 512 | 845 | 4 | 1.7 |
| BEECHCRAFT 200 SUPERKING AIR | - | - | - | - | - | - | - | - | - | 1 | - |
| BOEING 707 ALL SERIES | - | 101 | - | 47 | - | 152 | - | - | - | 1 | 4.0 |
| BOEING 737-200 | 3 743 | - | 4 606 | - | 7 417 | - | 272 108 | 242 347 | 412 102 | 43 | 6.2 |
| BOEING 737-300 | 770 | 18 | 1 223 | 34 | 1 706 | 37 | 104 854 | 71 915 | 105 988 | 8 | 8.7 |
| BOEING 737-400 | 5 127 | 3 | 6 125 | 6 | 10 299 | 6 | 541 145 | 490 784 | 751 738 | 49 | 7.4 |
| BOEING 737-500 | 530 | - | 1 225 | - | 1 470 | - | 80 951 | 35 457 | 61 951 | 7 | 7.6 |
| BOEING 747 200B COMBI | 770 | - | 157 | - | 999 | - | 27 926 | 210 778 | 285 728 | 3 | 12.2 |
| BOEING 747-100/100F | 3 999 | - | 744 | - | 5 240 | - | 174 078 | 1 021 297 | 1 489 484 | 16 | 10.8 |
| BOEING 747-200 | 4 545 | 18 | 833 | 3 | 5 843 | 21 | 184 447 | 1 229 353 | 1 749 983 | 19 | 10.9 |
| BOEING 747-400 | 9 913 | - | 1 447 | - | 12 665 | - | 312 238 | 2 809 048 | 3 968 712 | 32 | 13.6 |
| BOEING 757-200 | 10 521 | - | 7 181 | - | 17 273 | - | 1 032 971 | 1 808 333 | 2 226 899 | 81 | 8.6 |
| BOEING 767-200/200ER | 1 733 | - | 470 | - | 2 378 | - | 84 377 | 428 808 | 484 487 | 10 | 2.8 |
| BOEING 767-300 | 1 935 | - | 1 380 | - | 3 296 | - | 199 178 | 278 188 | 436 391 | 9 | 12.4 |
| BOEING 767-300ER | 4 027 | - | 885 | - | 5 453 | - | 113 711 | 730 237 | 935 927 | 18 | 10.2 |
| BRITISH AEROSPACE ATP | 1 331 | 1 | 4 099 | 5 | 4 063 | 3 | 141 329 | 47 288 | 84 569 | 33 | 4.6 |
| CESSNA 310 | 3 | - | 8 | - | 9 | - | - | 8 | 14 | 2 | 0.1 |
| CESSNA 401/402/411/421 | - | - | 1 | - | - | - | - | 1 | 1 | 1 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 2 | - |
| DE HAVILLAND DH6 TWIN OTTER | 2 | - | 13 | - | 8 | - | 74 | 12 | 34 | 1 | 0.3 |
| DE HAVILLAND DHC-7 DASH-7 | 227 | - | 771 | - | 813 | - | 16 664 | 6 563 | 10 423 | 5 | 5.7 |
| DE HAVILLAND DHC-8 DASH-8-100 | 142 | - | 301 | - | 441 | - | 6 107 | 3 510 | 5 112 | 2 | 7.8 |
| DE HAVILLAND DHC-8 DASH-8-300 | 146 | - | 383 | - | 439 | - | 10 308 | 5 021 | 7 282 | 2 | 7.4 |
| DOUGLAS DC3 C47 DAKOTA | - | 2 | - | 12 | - | 13 | - | - | - | 2 | 0.1 |
| DOUGLAS DC6/6A/6B/6C | - | 18 | - | 43 | - | 53 | - | - | - | 2 | 1.0 |

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used (000) | Seat-Km Available (000) | Aircraft in Service At Qrt Ended Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|--------------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|-------------------------------------------|-----------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 88 | 5 | 300 | 15 | 264 | 16 | 1 756 | 504 | 1 219 | 7 | 1.6 |
| FAIRCHILD SA-227 METRO III | - | 1 | - | 2 | - | 2 | - | - | - | 1 | 0.1 |
| FOKKER 100 | 1 027 | - | 2 070 | - | 2 511 | - | 116 733 | 57 933 | 104 986 | 13 | 6.9 |
| FOKKER 50 | 363 | - | 836 | - | 1 112 | - | 20 697 | 8 995 | 18 143 | - | 3.7 |
| FOKKER F27 100-400/600 | 496 | 57 | 1 882 | 160 | 1 790 | 203 | 50 873 | 14 530 | 24 351 | 25 | 2.7 |
| HANDLEY PAGE HERALD 200 | - | 136 | - | 565 | - | 548 | - | - | - | 10 | 2.0 |
| LOCKHEED L-1011-1/100 TRISTAR | 188 | - | 83 | - | 271 | - | 25 015 | 60 771 | 73 973 | 5 | 3.5 |
| LOCKHEED L-188 ELECTRA | - | 275 | - | 427 | - | 635 | - | - | - | 8 | 2.9 |
| MCDONNELL-DOUGLAS DC10-30 | 1 742 | - | 260 | - | 2 189 | - | 38 153 | 271 153 | 423 788 | 8 | 9.8 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 416 | - | 602 | - | 893 | - | 30 196 | 20 699 | 43 634 | 8 | 5.4 |
| MCDONNELL-DOUGLAS DC9-10/15 | 305 | - | 579 | - | 680 | - | 21 342 | 11 966 | 24 439 | 4 | 6.2 |
| MCDONNELL-DOUGLAS MD-80-83 | 1 383 | - | 598 | - | 2 095 | - | 96 462 | 227 737 | 237 852 | 8 | 11.6 |
| PILATUS BN-2A ISLANDER | 25 | - | 565 | - | 160 | - | 2 483 | 108 | 200 | 8 | 1.0 |
| PILATUS BN-2A TRISLANDER MK3 | 100 | - | 1 602 | - | 482 | - | 14 783 | 910 | 1 705 | 9 | 1.9 |
| PIPER PA-23 AZTEC/APACHE | - | - | - | - | - | - | - | - | - | 1 | - |
| PIPER PA-31/31P NAVAJO CHIEFTN | 6 | - | 52 | - | 27 | - | 137 | 18 | 50 | 5 | 0.2 |
| PIPER PA34 SENECA II | 1 | - | 9 | - | 6 | - | 36 | 5 | 6 | 2 | 0.2 |
| SAAB FAIRCHILD 340 | 283 | - | 931 | - | 856 | - | 12 174 | 4 605 | 9 630 | 7 | 4.7 |
| SHORTS 330 | 38 | 23 | 194 | 79 | 131 | 81 | 2 210 | 451 | 1 141 | 13 | 1.2 |
| SHORTS 360 | 517 | 45 | 2 677 | 130 | 2 190 | 153 | 47 816 | 10 646 | 18 111 | 30 | 2.6 |
| SHORTS BELFAST | - | 43 | - | 53 | - | 117 | - | - | - | 2 | 2.6 |
| SIKORSKY S61N | 9 | - | 164 | - | 49 | - | 1 887 | 116 | 207 | 16 | 0.1 |
| SIKORSKY S76 SPIRIT | - | - | - | - | - | - | - | - | - | 3 | - |
| V953C MERCHANTMAN | - | 46 | - | 111 | - | 130 | - | - | - | 4 | 1.9 |
| VICKERS VISCOUNT 800 | 91 | 67 | 300 | 161 | 285 | 205 | 12 603 | 3 806 | 6 704 | 11 | 1.5 |
| TOTAL | 65 391 | 1 380 | 54 702 | 2 991 | 111 791 | 3 655 | 4 346 084 | 11 046 350 | 15 356 691 | 695 | 6.0 |

(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
December 1994 (a) (b) (c)

Table 8.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used | Seat-Km Available | Aircraft in Service At Qrt Ended Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|-----------------|----------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | (000) | (000) | | |
| AIR 2000 | | | | | | | | | | | |
| AIRBUS A320-100/200 | 668 | - | 305 | - | 990 | - | 41 913 | 97 801 | 120 180 | 4 | 9.6 |
| BOEING 757-200 | 1 564 | - | 647 | - | 2 276 | - | 118 293 | 309 488 | 364 541 | 10 | 11.6 |
| TOTAL | 2 232 | - | 952 | - | 3 267 | - | 160 206 | 407 289 | 484 721 | 14 | 11.1 |
| AIR ATLANTIQUE, ATLANTIC CARGO | | | | | | | | | | | |
| CESSNA 310 | 3 | - | 8 | - | 9 | - | - | 8 | 14 | 2 | 0.1 |
| CESSNA 401/402/411/421 | - | - | 1 | - | - | - | - | 1 | 1 | 1 | 0.0 |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 2 | - |
| DOUGLAS DC3 C47 DAKOTA | - | 2 | - | 12 | - | 13 | - | - | - | 2 | 0.1 |
| DOUGLAS DC6/6A/6B/6C | - | 18 | - | 43 | - | 53 | - | - | - | 2 | 1.0 |
| FAIRCHILD SA-227 METRO III | - | 1 | - | 2 | - | 2 | - | - | - | 1 | 0.1 |
| LOCKHEED L-188 ELECTRA | - | 68 | - | 94 | - | 137 | - | - | - | 2 | 2.5 |
| PIPER PA-31/31P NAVAJO CHIEFTN | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 3 | 89 | 9 | 151 | 10 | 204 | - | 9 | 15 | 13 | 0.6 |
| AIR BRISTOL LIMITED | | | | | | | | | | | |
| BAE(BAC)1-11-500 SERIES | 46 | - | 55 | - | 84 | - | 1 566 | 1 540 | 4 339 | 2 | 1.6 |
| TOTAL | 46 | - | 55 | - | 84 | - | 1 566 | 1 540 | 4 339 | 2 | 1.6 |
| AIR FOYLE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | 98 | - | 154 | - | 209 | - | - | - | 4 | 3.1 |
| BAE 146 SERIES 300 | - | 296 | - | 524 | - | 652 | - | - | - | 7 | 3.1 |
| TOTAL | - | 394 | - | 678 | - | 861 | - | - | - | 11 | 3.1 |
| AIR FOYLE CHARTER AIRLINES LTD | | | | | | | | | | | |
| AIRBUS A320-100/200 | - | - | - | - | - | - | - | - | - | - | 13.5 |
| BOEING 737-200 | 186 | - | 95 | - | 298 | - | 10 013 | 19 585 | 24 188 | 2 | 9.9 |
| TOTAL | 186 | - | 95 | - | 298 | - | 10 013 | 19 585 | 24 188 | 2 | 12.3 |
| AIR UK | | | | | | | | | | | |
| BAE 146 SERIES 100 | 80 | - | 93 | - | 164 | - | 3 472 | 2 956 | 6 261 | 1 | 6.4 |
| BAE 146 SERIES 200/QT | 90 | - | 118 | - | 194 | - | 4 676 | 3 459 | 8 892 | 1 | 6.3 |
| BAE 146 SERIES 300 | 677 | - | 1 129 | - | 1 509 | - | 58 436 | 35 676 | 74 465 | 9 | 6.1 |
| FOKKER 100 | 778 | - | 1 442 | - | 1 803 | - | 84 268 | 44 855 | 78 559 | 9 | 6.9 |
| FOKKER 50 | 363 | - | 836 | - | 1 112 | - | 20 697 | 8 995 | 18 143 | - | 3.7 |
| FOKKER F27 100-400/600 | 333 | - | 1 279 | - | 1 189 | - | 32 413 | 9 281 | 15 983 | 15 | 3.4 |
| SHORTS 360 | 18 | - | 70 | - | 74 | - | 1 272 | 335 | 657 | 1 | 2.7 |
| TOTAL | 2 339 | - | 4 967 | - | 6 045 | - | 205 234 | 105 557 | 202 960 | 36 | 4.8 |

Aircraft Type and Utilisation: Individual Airlines
December 1994 (a) (b) (c)

Table 8.2 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers Uplifted | Seat-Km Used | Seat-Km Available | Aircraft in Service At Qrt Ended Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|-----------------|----------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | (000) | (000) | | |
| AIR UK LEISURE | | | | | | | | | | | |
| BOEING 737-400 | 838 | - | 500 | - | 1 337 | - | 54 682 | 114 863 | 144 036 | 7 | 7.2 |
| TOTAL | 838 | - | 500 | - | 1 337 | - | 54 682 | 114 863 | 144 036 | 7 | 7.2 |
| AIRSWIFT | | | | | | | | | | | |
| BAE(H.P.)JETSTREAM 31/32 | 15 | - | 48 | - | 42 | - | 317 | 99 | 255 | 1 | 2.1 |
| BEECHCRAFT 200 SUPERKING AIR | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 15 | - | 48 | - | 42 | - | 317 | 99 | 255 | 2 | 1.0 |
| AIRTOURS INTERNATIONAL | | | | | | | | | | | |
| AIRBUS A320-100/200 | 305 | - | 139 | - | 454 | - | 20 092 | 50 404 | 54 920 | 2 | 11.3 |
| MCDONNELL-DOUGLAS MD-80-83 | 1 383 | - | 598 | - | 2 095 | - | 96 462 | 227 737 | 237 852 | 8 | 11.6 |
| TOTAL | 1 688 | - | 737 | - | 2 549 | - | 116 554 | 278 141 | 292 772 | 10 | 11.6 |
| AIRTOURS INTL AIRWAYS LIMITED | | | | | | | | | | | |
| BOEING 757-200 | 396 | - | 136 | - | 563 | - | 30 412 | 88 484 | 92 079 | 2 | 11.1 |
| BOEING 767-300ER | 681 | - | 137 | - | 838 | - | 24 908 | 209 105 | 221 904 | 2 | 13.5 |
| TOTAL | 1 077 | - | 273 | - | 1 402 | - | 55 320 | 297 589 | 313 983 | 4 | 12.3 |
| AURIGNY AIR SERVICES | | | | | | | | | | | |
| PILATUS BN-2A TRISLANDER MK3 | 100 | - | 1 602 | - | 482 | - | 14 783 | 910 | 1 705 | 9 | 1.9 |
| SHORTS 360 | 11 | - | 233 | - | 50 | - | 4 839 | 206 | 358 | 1 | 2.0 |
| TOTAL | 111 | - | 1 835 | - | 532 | - | 19 622 | 1 116 | 2 063 | 10 | 1.9 |
| BAC AIRCRAFT LTD | | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 1 | - |
| HANDLEY PAGE HERALD 200 | - | 15 | - | 42 | - | 64 | - | - | - | 2 | 1.2 |
| SHORTS 330 | - | - | - | - | - | - | - | - | - | 2 | - |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 1 | 0.3 |
| TOTAL | - | 15 | - | 42 | - | 64 | - | - | - | 6 | 0.5 |
| BON ACCORD AIRWAYS LTD | | | | | | | | | | | |
| SHORTS 360 | 1 | - | 2 | - | 2 | - | 70 | 23 | 23 | 1 | 0.0 |
| TOTAL | 1 | - | 2 | - | 2 | - | 70 | 23 | 23 | 1 | 0.0 |

Aircraft Type and Utilisation: Individual Airlines
December 1994 (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 Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|--------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRITANNIA AIRWAYS | | | | | | | | | | | |
| BOEING 757-200 | 2 701 | - | 1 273 | - | 4 041 | - | 260 382 | 570 336 | 634 830 | 19 | 10.3 |
| BOEING 767-200/200ER | 1 733 | - | 470 | - | 2 378 | - | 84 377 | 428 808 | 484 487 | 10 | 2.8 |
| TOTAL | 4 434 | - | 1 743 | - | 6 419 | - | 344 759 | 999 144 | 1 119 317 | 29 | 7.9 |
| BRITISH AIRWAYS (EURO OPS) LGW | | | | | | | | | | | |
| BOEING 737-200 | 877 | - | 920 | - | 1 663 | - | 57 335 | 53 406 | 97 581 | 3 | 18.2 |
| BOEING 737-400 | 1 452 | - | 1 604 | - | 2 886 | - | 112 652 | 111 634 | 210 811 | 13 | 8.1 |
| TOTAL | 2 329 | - | 2 524 | - | 4 549 | - | 169 987 | 165 040 | 308 392 | 16 | 10.1 |
| BRITISH AIRWAYS + CALEDONIAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 990 | - | 1 088 | - | 1 888 | - | 92 431 | 87 823 | 141 739 | 10 | 6.3 |
| BAC/AEROSPATIALE CONCORDE | 566 | - | 112 | - | 398 | - | 6 972 | 33 063 | 56 603 | 7 | 2.3 |
| BOEING 737-200 | 2 135 | - | 3 183 | - | 4 497 | - | 177 387 | 125 227 | 228 607 | 33 | 4.8 |
| BOEING 737-400 | 2 187 | - | 2 840 | - | 4 535 | - | 259 266 | 193 788 | 296 159 | 23 | 6.7 |
| BOEING 747 200B COMBI | 770 | - | 157 | - | 999 | - | 27 926 | 210 778 | 285 728 | 3 | 12.2 |
| BOEING 747-100/100F | 3 692 | - | 695 | - | 4 848 | - | 161 279 | 937 005 | 1 353 075 | 15 | 10.7 |
| BOEING 747-200 | 2 826 | 18 | 564 | 3 | 3 663 | 21 | 113 479 | 767 890 | 1 074 103 | 13 | 9.8 |
| BOEING 747-400 | 9 134 | - | 1 339 | - | 11 702 | - | 282 302 | 2 589 422 | 3 649 224 | 30 | 13.5 |
| BOEING 757-200 | 4 718 | - | 4 627 | - | 8 734 | - | 545 370 | 618 000 | 867 265 | 42 | 7.0 |
| BOEING 767-300 | 1 935 | - | 1 380 | - | 3 296 | - | 199 178 | 278 188 | 436 391 | 9 | 12.4 |
| BOEING 767-300ER | 2 832 | - | 662 | - | 3 982 | - | 69 480 | 368 678 | 546 520 | 14 | 9.3 |
| BRITISH AEROSPACE ATP | 634 | 1 | 1 844 | 5 | 2 066 | 3 | 63 614 | 23 312 | 40 024 | 15 | 5.1 |
| LOCKHEED L-1011-1/100 TRISTAR | 188 | - | 83 | - | 271 | - | 25 015 | 60 771 | 73 973 | 5 | 3.5 |
| MCDONNELL-DOUGLAS DC10-30 | 1 742 | - | 260 | - | 2 189 | - | 38 153 | 271 153 | 423 788 | 8 | 9.8 |
| TOTAL | 34 349 | 19 | 18 834 | 8 | 53 069 | 24 | 2 061 852 | 6 565 098 | 9 473 199 | 227 | 8.0 |
| BRITISH INTERNATIONAL HELIS | | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | - | - | - | - | - | - | - | - | - | 8 | - |
| AEROSPATIALE SA365 DAUPHIN | - | - | - | - | - | - | - | - | - | 1 | - |
| SIKORSKY S61N | 9 | - | 164 | - | 49 | - | 1 887 | 116 | 207 | 16 | 0.1 |
| SIKORSKY S76 SPIRIT | - | - | - | - | - | - | - | - | - | 3 | - |
| TOTAL | 9 | - | 164 | - | 49 | - | 1 887 | 116 | 207 | 28 | 0.1 |
| BRITISH MEDITERRANEAN AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 157 | - | 45 | - | 220 | - | 1 525 | 5 305 | 19 726 | 1 | 5.8 |
| TOTAL | 157 | - | 45 | - | 220 | - | 1 525 | 5 305 | 19 726 | 1 | 5.8 |

Aircraft Type and Utilisation: Individual Airlines
December 1994 (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 Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| BRITISH MIDLAND | | | | | | | | | | | |
| BOEING 737-300 | 502 | 18 | 1 032 | 34 | 1 264 | 37 | 84 130 | 40 683 | 66 365 | 5 | 9.4 |
| BOEING 737-400 | 650 | 3 | 1 181 | 6 | 1 541 | 6 | 114 545 | 70 499 | 100 732 | 6 | 8.8 |
| BOEING 737-500 | 530 | - | 1 225 | - | 1 470 | - | 80 951 | 35 457 | 61 951 | 7 | 7.6 |
| FOKKER 100 | 249 | - | 628 | - | 708 | - | 32 465 | 13 078 | 26 427 | 4 | 7.1 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 416 | - | 602 | - | 893 | - | 30 196 | 20 699 | 43 634 | 8 | 5.4 |
| MCDONNELL-DOUGLAS DC9-10/15 | 305 | - | 579 | - | 680 | - | 21 342 | 11 966 | 24 439 | 4 | 6.2 |
| TOTAL | 2 652 | 21 | 5 247 | 40 | 6 555 | 43 | 363 629 | 192 382 | 323 548 | 34 | 7.4 |
| BRITISH WORLD AIRLINES LTD | | | | | | | | | | | |
| BAE 146 SERIES 300 | 97 | - | 114 | - | 187 | - | 8 105 | 7 678 | 10 727 | 3 | 4.6 |
| BAE(BAC)1-11-200 SERIES | - | - | - | - | - | - | - | - | - | 2 | - |
| BAE(BAC)1-11-500 SERIES | 66 | - | 118 | - | 152 | - | 4 434 | 5 243 | 7 384 | 5 | 1.3 |
| VICKERS VISCOUNT 800 | 91 | 67 | 300 | 161 | 285 | 205 | 12 603 | 3 806 | 6 704 | 11 | 1.5 |
| TOTAL | 254 | 67 | 532 | 161 | 624 | 205 | 25 142 | 16 727 | 24 815 | 21 | 1.6 |
| 30 BRYMON AIRWAYS LTD | | | | | | | | | | | |
| DE HAVILLAND DHC-7 DASH-7 | 227 | - | 771 | - | 813 | - | 16 664 | 6 563 | 10 423 | 5 | 5.7 |
| DE HAVILLAND DHC-8 DASH-8-100 | 142 | - | 301 | - | 441 | - | 6 107 | 3 510 | 5 112 | 2 | 7.8 |
| DE HAVILLAND DHC-8 DASH-8-300 | 146 | - | 383 | - | 439 | - | 10 308 | 5 021 | 7 282 | 2 | 7.4 |
| TOTAL | 515 | - | 1 455 | - | 1 694 | - | 33 079 | 15 094 | 22 817 | 9 | 6.5 |
| BUSINESS AIR LIMITED | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | - | - | - | - | - | - | - | - | 1 | - |
| SAAB FAIRCHILD 340 | 283 | - | 931 | - | 856 | - | 12 174 | 4 605 | 9 630 | 7 | 4.7 |
| SHORTS 360 | - | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 283 | - | 931 | - | 856 | - | 12 174 | 4 605 | 9 630 | 9 | 3.8 |
| CHANNEL EXPRESS (AIR SVS) | | | | | | | | | | | |
| FOKKER F27 100-400/600 | - | 57 | - | 160 | - | 203 | - | - | - | 2 | 2.1 |
| HANDLEY PAGE HERALD 200 | - | 121 | - | 523 | - | 483 | - | - | - | 8 | 2.2 |
| LOCKHEED L-188 ELECTRA | - | 120 | - | 176 | - | 284 | - | - | - | 3 | 3.5 |
| TOTAL | - | 298 | - | 859 | - | 971 | - | - | - | 13 | 2.5 |
| CITY FLYER EXPRESS | | | | | | | | | | | |
| AEROSPATIALE ATR72 | 85 | - | 182 | - | 268 | - | 7 154 | 3 362 | 5 598 | 2 | 6.7 |
| ATR 42-300 | 325 | - | 903 | - | 1 128 | - | 25 119 | 8 931 | 15 672 | 5 | 8.0 |
| SHORTS 360 | 73 | 16 | 252 | 52 | 327 | 57 | 5 149 | 1 469 | 2 663 | 3 | 4.3 |
| TOTAL | 483 | 16 | 1 337 | 52 | 1 723 | 57 | 37 422 | 13 762 | 23 933 | 10 | 6.4 |

Aircraft Type and Utilisation: Individual Airlines
December 1994 (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 Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| COMED AVIATION LIMITED | | | | | | | | | | | |
| PIPER PA-23 AZTEC/APACHE | - | - | - | - | - | - | - | - | - | 1 | - |
| PIPER PA-31/31P NAVAJO CHIEFTN | 4 | - | 40 | - | 20 | - | 63 | 7 | 35 | 1 | 0.5 |
| TOTAL | 4 | - | 40 | - | 20 | - | 63 | 7 | 35 | 2 | 0.3 |
| EMERALD AIRWAYS LIMITED | | | | | | | | | | | |
| BAE (HS) 748 | 1 | 80 | 2 | 346 | 3 | 301 | 96 | 47 | 47 | 8 | 1.2 |
| TOTAL | 1 | 80 | 2 | 346 | 3 | 301 | 96 | 47 | 47 | 8 | 1.2 |
| EURO DIRECT AIRLINES LTD | | | | | | | | | | | |
| BRITISH AEROSPACE ATP | 158 | - | 321 | - | 482 | - | 5 482 | 3 451 | 7 909 | 5 | 3.9 |
| TOTAL | 158 | - | 321 | - | 482 | - | 5 482 | 3 451 | 7 909 | 5 | 3.9 |
| EUROPEAN AIR CHARTER | | | | | | | | | | | |
| BAE(BAC)1-11-500 SERIES | 54 | 2 | 83 | 7 | 120 | 6 | 3 301 | 3 030 | 5 655 | 5 | 0.9 |
| TOTAL | 54 | 2 | 83 | 7 | 120 | 6 | 3 301 | 3 030 | 5 655 | 5 | 0.9 |
| EXCALIBUR AIRWAYS | | | | | | | | | | | |
| AIRBUS A320-100/200 | 624 | - | 319 | - | 920 | - | 37 800 | 86 715 | 112 282 | 4 | 7.7 |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | 1 | 4.8 |
| TOTAL | 624 | - | 319 | - | 920 | - | 37 800 | 86 715 | 112 282 | 5 | 7.4 |
| GB AIRWAYS LTD | | | | | | | | | | | |
| BOEING 737-200 | 545 | - | 408 | - | 958 | - | 27 373 | 44 129 | 61 726 | 5 | 7.4 |
| TOTAL | 545 | - | 408 | - | 958 | - | 27 373 | 44 129 | 61 726 | 5 | 7.4 |
| GILLAIR | | | | | | | | | | | |
| ATR 42-300 | 49 | 29 | 140 | 84 | 136 | 76 | 882 | 1 224 | 2 406 | 2 | 4.2 |
| SHORTS 330 | 38 | - | 194 | - | 131 | - | 2 210 | 451 | 1 141 | 7 | 3.4 |
| SHORTS 360 | 80 | 5 | 314 | 18 | 270 | 17 | 5 121 | 1 604 | 2 774 | 6 | 1.7 |
| TOTAL | 167 | 34 | 648 | 102 | 538 | 93 | 8 213 | 3 279 | 6 321 | 15 | 2.7 |
| HEAVYLIFT CARGO AIRLINES | | | | | | | | | | | |
| BOEING 707 ALL SERIES | - | 101 | - | 47 | - | 152 | - | - | - | 1 | 4.0 |
| SHORTS BELFAST | - | 43 | - | 53 | - | 117 | - | - | - | 2 | 2.6 |
| TOTAL | - | 144 | - | 100 | - | 269 | - | - | - | 3 | 3.0 |

Aircraft Type and Utilisation: Individual Airlines
December 1994 (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 Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|-------------------------------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| HUNTING CARGO AIRLINES LTD | | | | | | | | | | | |
| LOCKHEED L-188 ELECTRA | - | 87 | - | 157 | - | 214 | - | - | - | 3 | 2.7 |
| V953C MERCHANTMAN | - | 46 | - | 111 | - | 130 | - | - | - | 4 | 1.9 |
| TOTAL | - | 133 | - | 268 | - | 344 | - | - | - | 7 | 2.4 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | | |
| DE HAVILLAND DH6 TWIN OTTER | 2 | - | 13 | - | 8 | - | 74 | 12 | 34 | 1 | 0.3 |
| PILATUS BN-2A ISLANDER | 7 | - | 140 | - | 35 | - | 725 | 36 | 55 | 3 | 1.1 |
| TOTAL | 9 | - | 153 | - | 43 | - | 799 | 48 | 89 | 4 | 0.8 |
| JERSEY EUROPEAN AIRWAYS and JERSEY EUROPEAN AIRWAYS (UK) | | | | | | | | | | | |
| BAE 146 SERIES 100 | 17 | - | 36 | - | 33 | - | 1 812 | 849 | 1 304 | 1 | 1.0 |
| BAE 146 SERIES 200/QT | 149 | - | 425 | - | 350 | - | 21 698 | 7 729 | 13 238 | 2 | 4.0 |
| BAE 146 SERIES 300 | 171 | - | 364 | - | 494 | - | 25 387 | 12 265 | 18 001 | 2 | 0.1 |
| FOKKER F27 100-400/600 | 163 | - | 603 | - | 602 | - | 18 460 | 5 249 | 8 368 | 8 | 1.7 |
| SHORTS 360 | 113 | - | 592 | - | 455 | - | 12 260 | 2 821 | 3 961 | 4 | 2.3 |
| TOTAL | 613 | - | 2 020 | - | 1 934 | - | 79 617 | 28 913 | 44 872 | 17 | 1.9 |
| KNIGHT AIR | | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 87 | - | 298 | - | 263 | - | 1 756 | 496 | 1 210 | 4 | 2.4 |
| TOTAL | 87 | - | 298 | - | 263 | - | 1 756 | 496 | 1 210 | 4 | 2.4 |
| LEISURE INTL AIRWAYS LTD | | | | | | | | | | | |
| BOEING 767-300ER | 514 | - | 86 | - | 632 | - | 19 323 | 152 454 | 167 503 | 2 | 12.9 |
| TOTAL | 514 | - | 86 | - | 632 | - | 19 323 | 152 454 | 167 503 | 2 | 12.9 |
| LOGANAIR | | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 18 | - | 425 | - | 125 | - | 1 758 | 72 | 145 | 5 | 0.9 |
| SHORTS 360 | 217 | - | 1 202 | - | 997 | - | 19 105 | 4 090 | 7 503 | 9 | 4.0 |
| TOTAL | 235 | - | 1 627 | - | 1 122 | - | 20 863 | 4 162 | 7 648 | 14 | 2.8 |
| LOVE AIR | | | | | | | | | | | |
| PIPER PA-31/31P NAVAJO CHIEFTN | 2 | - | 12 | - | 7 | - | 74 | 11 | 15 | 3 | 0.1 |
| PIPER PA34 SENECA II | 1 | - | 9 | - | 6 | - | 36 | 5 | 6 | 2 | 0.2 |
| TOTAL | 3 | - | 21 | - | 13 | - | 110 | 16 | 21 | 5 | 0.1 |

Aircraft Type and Utilisation: Individual Airlines
December 1994 (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 Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|----------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|-------------------------------------------|-----------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| MAERSK AIR LIMITED | | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 271 | - | 381 | - | 534 | - | 13 111 | 9 338 | 19 984 | 4 | 5.1 |
| BAE(BAC)1-11-500 SERIES | 135 | - | 273 | - | 312 | - | 12 198 | 5 789 | 13 385 | 2 | 5.2 |
| BAE(H.P)JETSTREAM 31/32 | 38 | - | 123 | - | 119 | - | 1 358 | 413 | 590 | 3 | 1.6 |
| TOTAL | 444 | - | 777 | - | 965 | - | 26 667 | 15 540 | 33 959 | 9 | 3.9 |
| MANX AIRLINES | | | | | | | | | | | |
| BAE 146 SERIES 100 | - | - | - | - | - | - | - | - | - | 1 | - |
| BAE 146 SERIES 200/QT | 107 | - | 282 | - | 217 | - | 8 060 | 6 108 | 10 159 | 2 | 3.6 |
| BRITISH AEROSPACE ATP | 135 | - | 619 | - | 396 | - | 25 082 | 5 720 | 9 156 | 3 | 4.5 |
| TOTAL | 242 | - | 901 | - | 613 | - | 33 142 | 11 828 | 19 315 | 6 | 3.5 |
| MANX AIRLINES (EUROPE) LTD | | | | | | | | | | | |
| BAE JETSTREAM 41 | 614 | - | 1 498 | - | 1 542 | - | 18 661 | 9 668 | 17 772 | 10 | 5.3 |
| BRITISH AEROSPACE ATP | 404 | - | 1 315 | - | 1 119 | - | 47 151 | 14 805 | 27 480 | 10 | 4.2 |
| TOTAL | 1 018 | - | 2 813 | - | 2 661 | - | 65 812 | 24 473 | 45 252 | 20 | 4.8 |
| MONARCH AIRLINES | | | | | | | | | | | |
| AIRBUS A300-600(B2-B4) | 478 | - | 194 | - | 681 | - | 52 241 | 137 243 | 172 548 | 4 | 8.2 |
| AIRBUS A320-100/200 | 652 | - | 296 | - | 943 | - | 41 748 | 99 403 | 117 332 | 4 | 10.3 |
| BOEING 737-300 | 268 | - | 191 | - | 443 | - | 20 724 | 31 232 | 39 623 | 2 | 7.7 |
| BOEING 757-200 | 1 142 | - | 498 | - | 1 658 | - | 78 514 | 222 025 | 268 184 | 8 | 9.0 |
| TOTAL | 2 540 | - | 1 179 | - | 3 725 | - | 193 227 | 489 903 | 597 687 | 18 | 9.1 |
| PALMAIR FLIGHTLINE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 74 | - | 98 | - | 156 | - | 8 777 | 6 637 | 8 073 | 2 | 3.7 |
| BAE 146 SERIES 300 | 33 | - | 34 | - | 59 | - | 2 469 | 2 746 | 3 552 | 1 | 3.6 |
| EMBRAER EMB110 BANDEIRANTE | 1 | 5 | 2 | 15 | 2 | 16 | - | 8 | 9 | 2 | 0.5 |
| TOTAL | 108 | 5 | 134 | 15 | 217 | 16 | 11 246 | 9 391 | 11 634 | 5 | 2.2 |
| STREAMLINE AVIATION | | | | | | | | | | | |
| SHORTS 330 | - | 20 | - | 73 | - | 72 | - | - | - | 3 | 0.7 |
| TOTAL | - | 20 | - | 73 | - | 72 | - | - | - | 3 | 0.7 |

Aircraft Type and Utilisation: Individual Airlines
December 1994 (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 Dec 1994 | Avge Daily Utilisation Per A/C (Hours) Qrt Ended Dec 1994 |
|-------------------------|-----------------|-------------|---------------|-------|----------------|-------|---------------------|--------------------|-------------------------|-------------------------------------------|-----------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | | |
| TITAN AIRWAYS | | | | | | | | | | | |
| ATR 42-300 | 10 | 16 | 15 | 23 | 23 | 37 | 418 | 379 | 477 | 1 | 2.1 |
| SHORTS 330 | - | 3 | - | 6 | - | 10 | - | - | - | 1 | 0.5 |
| SHORTS 360 | 4 | 24 | 12 | 60 | 14 | 79 | - | 98 | 172 | 3 | 1.3 |
| TOTAL | 14 | 43 | 27 | 89 | 38 | 126 | 418 | 477 | 649 | 5 | 1.4 |
| VIRGIN ATLANTIC AIRWAYS | | | | | | | | | | | |
| AIRBUS 340 SERIES | 1 205 | - | 134 | - | 1 667 | - | 22 033 | 199 526 | 306 161 | 4 | 14.3 |
| BOEING 747-100/100F | 307 | - | 49 | - | 393 | - | 12 799 | 84 292 | 136 409 | 1 | 12.6 |
| BOEING 747-200 | 1 719 | - | 269 | - | 2 180 | - | 70 968 | 461 463 | 675 880 | 6 | 13.1 |
| BOEING 747-400 | 779 | - | 108 | - | 962 | - | 29 936 | 219 626 | 319 488 | 2 | 15.1 |
| TOTAL | 4 010 | - | 560 | - | 5 202 | - | 135 736 | 964 907 | 1 437 938 | 13 | 13.7 |
| GRAND TOTAL | 65 391 | 1 380 | 54 702 | 2 991 | 111 791 | 3 655 | 4 346 084 | 11 046 350 | 15 356 691 | 695 | 6.0 |

(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 December 1994 (a) (b) Table 9

| | | |
|--------------|---------------------------|---------|
| HEATHROW | ABERDEEN | 34 457 |
| | BELFAST INTERNATIONAL | 88 807 |
| | EDINBURGH | 102 750 |
| | GLASGOW | 104 419 |
| | GUERNSEY | 5 838 |
| | INVERNESS | 12 798 |
| | ISLE OF MAN | 9 308 |
| | JERSEY | 15 371 |
| | LEEDS/BRADFORD | 12 286 |
| | MANCHESTER | 69 699 |
| | NEWCASTLE | 29 157 |
| | NEWQUAY | 2 972 |
| | PLYMOUTH | 2 738 |
| | TEESSIDE | 12 957 |
| GATWICK | ABERDEEN | 11 782 |
| | BELFAST CITY | 17 392 |
| | EDINBURGH | 13 475 |
| | GLASGOW | 15 483 |
| | GUERNSEY | 12 326 |
| | JERSEY | 16 622 |
| | LEEDS/BRADFORD | 1 500 |
| | MANCHESTER | 22 287 |
| | NEWCASTLE | 4 454 |
| | NEWQUAY | 12 |
| | PLYMOUTH | 7 |
| | TEESSIDE | 563 |
| LUTON | BELFAST CITY | 5 280 |
| | BELFAST INTERNATIONAL | 1 080 |
| | ISLE OF MAN | 1 405 |
| STANSTED | ABERDEEN | 5 284 |
| | BELFAST CITY | 11 604 |
| | EDINBURGH | 8 895 |
| | GLASGOW | 7 942 |
| | GUERNSEY | 281 |
| | JERSEY | 1 859 |
| | MANCHESTER | 1 246 |
| | NEWCASTLE | 2 264 |
| | TEESSIDE | 317 |
| ABERDEEN | BELFAST CITY | 550 |
| | BELFAST INTERNATIONAL | 168 |
| | BIRMINGHAM | 3 121 |
| | BRISTOL | 1 182 |
| | CARDIFF WALES | 74 |
| | DUNDEE | 23 |
| | EAST MIDLANDS | 1 226 |
| | EDINBURGH | 1 106 |
| | GLASGOW | 1 689 |
| | HUMBERSIDE | 1 449 |
| | INVERNESS | 117 |
| | KIRK WALL | 2 498 |
| | LEEDS/BRADFORD | 485 |
| | MANCHESTER | 8 131 |
| | NEWCASTLE | 2 522 |
| | NORWICH | 2 453 |
| | Other Scottish Aerodromes | 3 628 |
| | PLYMOUTH | 2 |
| ALDERNEY | SUMBURGH | 19 865 |
| | TEESSIDE | 1 855 |
| | GUERNSEY | 1 949 |
| | JERSEY | 663 |
| | SOUTHAMPTON | 1 805 |
| BELFAST CITY | BIRMINGHAM | 11 424 |
| | BLACKPOOL | 1 116 |
| | BRISTOL | 2 918 |
| | CARDIFF WALES | 1 352 |
| | EAST MIDLANDS | 4 090 |
| | EDINBURGH | 4 981 |
| | EXETER | 1 729 |
| | GLASGOW | 5 285 |
| | ISLE OF MAN | 1 981 |
| | LEEDS/BRADFORD | 5 907 |
| | LIVERPOOL | 6 004 |
| | MANCHESTER | 10 397 |
| | NEWCASTLE | 3 861 |
| | SOUTHAMPTON | 1 197 |

Passengers Uplifted on Domestic Routes For December 1994 (a) (b) Table 9 Cont'd

| | | |
|-----------------------|----------------------------|--------|
| BELFAST INTERNATIONAL | BIRMINGHAM | 8 683 |
| | GLASGOW | 5 727 |
| | LEEDS/BRADFORD | 409 |
| | MANCHESTER | 9 575 |
| BIRMINGHAM | EDINBURGH | 13 775 |
| | GLASGOW | 12 949 |
| | GUERNSEY | 803 |
| | ISLE OF MAN | 3 160 |
| | JERSEY | 3 846 |
| | KIRKWALL | 73 |
| | NEWCASTLE | 1 260 |
| BLACKPOOL | ISLE OF MAN | 1 596 |
| BOURNEMOUTH | GUERNSEY | - |
| | JERSEY | 80 |
| BRISTOL | EDINBURGH | 4 265 |
| | EXETER | 336 |
| | GLASGOW | 4 266 |
| | GUERNSEY | 361 |
| | ISLES OF SCILLY (ST.MARYS) | 23 |
| | JERSEY | 1 240 |
| | NEWCASTLE | 1 261 |
| | PLYMOUTH | 813 |
| CARDIFF WALES | EDINBURGH | 461 |
| | GLASGOW | 1 282 |
| | ISLE OF MAN | 157 |
| | JERSEY | 910 |
| DUNDEE | INVERNESS | 7 |
| | MANCHESTER | 867 |
| EAST MIDLANDS | EDINBURGH | 3 988 |
| | GLASGOW | 4 896 |
| | GUERNSEY | 523 |
| | JERSEY | 2 496 |
| EDINBURGH | EXETER | 21 |
| | GLASGOW | 55 |
| | HUMBERSIDE | 40 |
| | INVERNESS | 6 |
| | JERSEY | 63 |
| | KIRKWALL | 797 |
| | LEEDS/BRADFORD | 1 223 |
| | MANCHESTER | 7 369 |
| | NORWICH | 958 |
| | Other Scottish Aerodromes | 525 |
| | PLYMOUTH | 40 |
| | SOUTHAMPTON | 1 839 |
| | SUMBURGH | 579 |
| EXETER | GUERNSEY | 1 376 |
| | ISLES OF SCILLY (ST.MARYS) | 11 |
| | JERSEY | 1 923 |
| | PLYMOUTH | 7 |
| GLASGOW | INVERNESS | 782 |
| | ISLE OF MAN | 1 409 |
| | JERSEY | 855 |
| | KIRKWALL | 546 |
| | LEEDS/BRADFORD | 1 840 |
| | LONDONDERRY | 1 336 |
| | MANCHESTER | 8 338 |
| | Other Scottish Aerodromes | 8 008 |
| | SOUTHAMPTON | 1 549 |
| | SUMBURGH | 250 |
| GUERNSEY | JERSEY | 13 205 |
| | MANCHESTER | 2 567 |
| | PLYMOUTH | 199 |
| | SOUTHAMPTON | 6 159 |
| HUMBERSIDE | NORWICH | 8 |
| | TEESSIDE | 48 |

Passengers Uplifted on Domestic Routes For December 1994 (a) (b) Table 9 Cont'd

| | | |
|----------------------------|---------------------------|--------|
| INVERNESS | KIRKWALL | 470 |
| | MANCHESTER | 819 |
| | Other Scottish Aerodromes | 2 998 |
| | SUMBURGH | 298 |
| ISLE OF MAN | JERSEY | 145 |
| | LEEDS/BRADFORD | 708 |
| | LIVERPOOL | 10 333 |
| | MANCHESTER | 5 340 |
| | SOUTHAMPTON | 153 |
| ISLES OF SCILLY (ST.MARYS) | LANDS END (ST JUST) | 765 |
| | PENZANCE HELIPORT | 1 597 |
| ISLES OF SCILLY (TRESKO) | PENZANCE HELIPORT | 290 |
| JERSEY | MANCHESTER | 4 333 |
| | NEWCASTLE | 364 |
| | PLYMOUTH | 402 |
| | SOUTHAMPTON | 7 949 |
| KIRKWALL | Other Scottish Aerodromes | 1 638 |
| | SUMBURGH | 517 |
| LEEDS/BRADFORD | SOUTHAMPTON | 154 |
| LONDONDERRY | MANCHESTER | 1 411 |
| MANCHESTER | NEWCASTLE | 749 |
| | SOUTHAMPTON | 1 704 |
| | SUMBURGH | 83 |
| NEWCASTLE | Other Scottish Aerodromes | 22 |
| | SOUTHAMPTON | 444 |
| NEWQUAY | PLYMOUTH | 73 |
| NORWICH | TEESSIDE | 150 |
| Other Scottish Aerodromes | Other Scottish Aerodromes | 1 821 |
| | SUMBURGH | 234 |
| Other Routes (c) | Other Routes (c) | 536 |

(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) December 1994

Table 10.1

| | All | International | Domestic |
|------------------|-----------|---------------|----------|
| FIRST | 31 225 | 31 225 | - |
| PREMIUM | 457 434 | 446 580 | 10 854 |
| ECONOMY | 637 542 | 294 255 | 343 287 |
| ADVANCE PURCHASE | 460 850 | 319 576 | 141 274 |
| OFF PEAK | 173 801 | 94 286 | 79 515 |
| DISCOUNT | 743 934 | 493 147 | 250 787 |
| PART CHARTER | 165 967 | 153 221 | 12 746 |
| INCLUSIVE TOUR | 241 079 | 211 699 | 29 380 |
| STANDBY | 18 512 | 6 587 | 11 925 |
| CLASS FARES | 353 179 | 265 909 | 87 270 |
| Total | 3 283 523 | 2 316 485 | 967 038 |

(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) December 1994

Table 10.2

| | All | International | Domestic |
|--------------------|-----------|---------------|----------|
| ABC | 1 455 | 1 455 | - |
| ITC | 1 029 123 | 1 028 804 | 319 |
| OTHER | 69 649 | 50 728 | 18 921 |
| GOVERNMENT CHARTER | 8 835 | 8 835 | - |
| Total | 1 109 062 | 1 089 822 | 19 240 |

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

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| AEROSPATIALE AS332 SUPER PUMA | 8 340 | 6 685 |
| AEROSPATIALE AS355 ECUREUIL 2 | 5 202 | 2 871 |
| AEROSPATIALE SA315 LAMA | 219 | 178 |
| AEROSPATIALE SA341 GAZELLE | 17 | 8 |
| AEROSPATIALE SA350 ECUREUIL | 401 | 828 |
| AEROSPATIALE SA365 DAUPHIN | 82 | 64 |
| AEROSPATIALE SA365 DAUPHIN/AMB | 368 | 39 |
| AGUSTA A109A | 25 | 18 |
| BAE(H.P.)JETSTREAM 31/32 | 3 733 | 4 023 |
| BAE(HS)125 | 595 | 911 |
| BEECH KINGAIR 90 | 118 | 205 |
| BEECHCRAFT 200 SUPERKING AIR | 1 113 | 1 374 |
| BEECHCRAFT 400 BEECHJET | 30 | 79 |
| BEECHCRAFT BARON MOD.55/58/58P | 41 | 47 |
| BELL 206B JET RANGER | 1 722 | 1 926 |
| BELL 206L LONG RANGER | 116 | 86 |
| BELL 212/412 | 3 092 | 588 |
| BELL 222 | 216 | 244 |
| BELL 47G | 30 | 23 |
| BELL MODEL 214ST | 303 | 246 |
| CESSNA 150 | 12 | 9 |
| CESSNA 172 SKYHAWK | 72 | 79 |
| CESSNA 206 STATIONAIR | 6 | 4 |
| CESSNA 210 CENTURIAN | 5 | 5 |
| CESSNA 310 | 208 | 212 |
| CESSNA 336/337 SKYMASTER | 48 | 34 |
| CESSNA 340 | 22 | 25 |
| CESSNA 401/402/411/421 | 327 | 351 |
| CESSNA 404 TITAN | 258 | 149 |
| CESSNA 441 CONQUEST II | 44 | 55 |
| CESSNA 500 CITATION I | 55 | 89 |
| CESSNA 550 CITATION II | 356 | 320 |
| DASSAULT MYSTERE-FALCON 20 | 112 | 164 |
| DE HAVILLAND DH6 TWIN OTTER | 52 | 15 |
| DE HAVILLAND TIGER MOTH | 25 | 7 |
| DORNIER 228-100/200 | 1 159 | 1 228 |
| DOUGLAS DC3 C47 DAKOTA | 7 | 17 |
| EMBRAER EMB110 BANDEIRANTE | 1 187 | 1 308 |
| ENSTROM F28A/F280 SHARK | 26 | 14 |
| FAIRCHILD SA-227 METRO III | 45 | 91 |
| GATES LEARJET 35A/36A | 749 | 1 041 |
| HUGHES 269A | 25 | 16 |
| HUGHES 500 | 8 | 5 |
| MBB B0105 | 2 202 | 1 120 |
| MBB BK117 | 16 | 6 |
| PARTENAVIA P68B/C | 13 | 23 |
| PILATUS BN-2A ISLANDER | 1 509 | 1 061 |
| PILATUS BN-2A TRISLANDER MK3 | 242 | 213 |
| PIPER PA-23 AZTEC/APACHE | 378 | 435 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 2 474 | 2 246 |
| PIPER PA34 SENECA II | 857 | 996 |
| REIMS-CESSNA F406/CARAVAN II | 195 | 163 |
| ROBINSON R22 | 113 | 128 |
| ROBINSON R44 | 37 | 10 |
| SAAB FAIRCHILD 340 | 14 | 19 |
| SHORTS 330 | 945 | 1 005 |
| SHORTS 360 | 1 781 | 1 548 |
| SIKORSKY S61N | 10 740 | 6 127 |
| SIKORSKY S76 SPIRIT | 6 594 | 1 941 |
| TOTAL | 58 681 | 42 721 |

(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.