

UK AIRLINES

Annual Operating and Traffic
Statistics 1997

FOREWORD

1 CONTENT

- 1.1 "UK Airlines - Annual Operating, Traffic and Financial 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
- 2.2 Rounding of Figures In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.
- 2.3 Units of Measurement Metric measurements are used throughout this publication
Tonne = 1000 kilograms
Conversion factors (metric to imperial)
0.9072 tonnes = 1 short ton (2000 lbs)
1.0160 tonnes = 1 ton (2240 lbs)
1.6095 kilometres = 1 statute mile (5280 feet)
1.4600 tonne-kilometres = 1 short ton mile

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

3 ENQUIRIES

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

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|--------------------------|--------------------|
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| CAA House | |
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4 OTHER CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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

The series comprise:

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

Annual versions of CA.1 to CA.7 were also published.

- 4.2 Statistics for the period January 1973 to December 1982 were published in CAA Monthly and Annual Statistics. Financial statistics prior to 1975 were published in one document "Financial Resources of UK airlines 1968-1974" (CAP 379) and subsequently were incorporated into "CAA Annual Statistics".
- 4.3 With effect from 1983 data, "CAA Monthly Statistics" was published as two independent documents "UK Airlines - Monthly Operating and Traffic Statistics" and "UK Airports - Monthly Statements of Movements, Passengers and Cargo". With the exception of certain summary tables these broadly follow the data published in Chapters 1 and 2 of "CAA Monthly Statistics".
- 4.4 With effect from 1983 "CAA Annual Statistics" was published as two independent documents "UK Airlines - Annual Operating, Traffic and Financial Statistics" and "UK Airports - Annual Statements of Movements, Passengers and Cargo". The former contains information previously published in Chapters 1 and 3 and the latter, information previously published in Chapter 2 of "CAA Annual Statistics". Information previously published in Chapters 4 and 5 (ICAO and Aircraft Accident Data) is available from other sources and is no longer included in CAA Annual Statistical publications.

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Appendix A - 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 some EFTA countries have joined the Aviation Package, 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 has grown since 1993 as more carriers have acquired the new operating licences and the boundary of the liberated area has expanded.

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 but includes traffic to EFTA countries, Iceland and Norway. 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.

Average expenditure a head includes gross salary, overtime pay, flying pay and subsistence allowances, (such as cost of living, station and overseas allowances). Employers' superannuation contributions, expenses for travelling, moving, training and uniforms etc, are not included.

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 freight, baggage, mail.

Freight (or mail) tonne-kilometres used are calculated by multiplying the number of tonnes of freight 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 freight 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, freight and mail) measured in metric tonnes.

Payload carried The revenue load of passengers, baggage, freight 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, freight 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.

Appendix B Definitions - UK Airline Financial Results

PROFIT AND LOSS ACCOUNT

REVENUES

- 1 Scheduled passenger Included under this heading are revenues earned in scheduled services performed where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by the public including revenue earned from extra flights operated for overflow traffic from such scheduled services.
- 2 Scheduled excess baggage Includes revenue arising from the carriage of passenger baggage in excess of the fixed free weight and fixed valuation allowance.
- 3 Scheduled cargo and diplomatic bags Includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs, Cargo revenue also includes revenue from the carriage of diplomatic bags.
- 4 Scheduled and Non-scheduled mail Includes payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 5 Non-scheduled flights Includes revenue derived from all flights performed for remuneration, including empty positioning flights.
- 6 Incidental revenues Includes net revenues (ie gross revenues less related direct expenses) from such sources as surface transport, food services, bar and duty free sales, property and other incidental net operating revenues which accrued to the airline from sources other than air transport. This item also includes gross revenues from passengers paying less than 25% of the normal applicable fare, 'no-show' and cancellation fees, providing aircraft to other airlines or parties for operations under their control (such as in leasing, chartering or interchange agreements) revenues from capacity equalisation payments arising from pooled services, from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier and any other operating revenues not classifiable in headings 1 to 5.
- 7 Total operating revenue The sum of headings 1 to 6.

EXPENSES

- 8 Flight crew salaries Includes pay, pensions, insurance and crew uniform and equipment costs. Pay and related expenses of pursers, cabin attendants and passenger service personnel is not charged under this account, but included under item 10. Training costs are not included in this item (see 15 and 21), but the salaries of flight crew under training are included.
- 9 Flight crew allowances and expenses Includes expenses incurred by the airline in respect of meals, travelling and accommodation for flight crew. Similar expenses relating to pursers, cabin attendants and passenger service personnel are not charged under this account, but included under item 11.

- 10 Cabin crew salaries Includes pay, pensions, uniforms, insurance and equipment.
- 11 Cabin crew allowances Includes expenses incurred in respect of meals, travelling and accommodation for cabin staff.
- 12 Aircraft fuel and oil Includes fuel, de-mineralised water and water methanol consumed. Non-refundable duties and taxes and fuel handling charges are included.
- 13 Flight equipment insurance and uninsured losses Includes insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft. Passenger and cargo insurance is not included under this heading. Uninsured losses includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 14 Rental of flight equipment Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers.
- 15 Flight crew training (when not amortised) Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 21). The salaries of flight crew under training are included under item 8.
- 16 Flight expenses other than items 8 to 15 Includes expenses relating to inflight operation and related standby time of aircraft, which are not classifiable under items 8 to 15 inclusive.
- 17 Maintenance and overhaul This item is subdivided into (a) fixed and (b) and variable costs in order to separate that proportion which is fixed over an accounting year from that which varies with the amount of flying undertaken. The fixed element will include the cost of any engineering bases operated by the airline, and any fixed contracts held with maintenance organisations.

Included are not only the cost of current maintenance of aircraft engines, components and spares in an operative condition, but also the cost of repair and overhaul (including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements). Expenditure grouped under this account refers to the cost of engineering labour, and also the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading is also included whether by direct allocation or by pro-rating or apportionment. This will include eg pay, travel and training costs of all personnel at maintenance and overhaul shops, maintenance and insurance of equipment used at the maintenance and overhaul shops (where separately assessed) accommodation costs, office supplies and expenses, telephone and cable costs, transport costs.

The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, is also included.

If the airline's organisation permits the separate costs of engineering staff at out-stations to be ascertained, then such costs should normally be included under this account, When this is not possible, such costs are included in item 25.

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station costs' it is included under item 17.

18 Depreciation of aircraft fleet including spares is the historic cost depreciation appropriate to the year.

19 Depreciation of ground property and equipment is the historic cost depreciation appropriate to the year.

20 Amortisation of development and pre-operating costs Includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.

21. Flight crew training (when amortised) Includes the cost of training flight crew, when separately identifiable, and amortised over two or more years (see also item 15). The salaries of flight crew while under training is included in item 8.

22. Landing and departure fees are levied against the airline for landings and departures of its aircraft. Airport taxes and aircraft parking fees are not entered under this heading, but aerodrome navigational charges are included.

23 En route and other navigation service charges

24 Handling charges and parking fees Includes all payments to outside bodies for representation and handling of aircraft or passengers at airports. Also includes housing, mooring and parking charges at airports.

25 Station costs other than those included in headings 22 to 24 Includes eg pay, allowances and expenses of all station staff engaged in handling and servicing aircraft and load, station accommodation costs, maintenance and insurance of airport facilities (where separately assessed), station stores charges (including transport, packing and materials), rental of stores, and storekeepers' pay, allowances and expenses.

Costs which can be specifically identified as being associated with cargo handling are excluded and incorporated in item 34.

The cost of providing services to third parties is charged to this account

When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 17, it is reported in item 25.

26 Passenger Services (a) Fixed cost, (b) Variable cost. Includes the full cost of meals and other personal services furnished to passengers as part of the fare. Meals, accommodation and other services provided for passengers in transit or affected by aircraft delays or cancellation are also included under this heading. The cost of transit desks should, however, be grouped with station costs. The cost of bar supplies for sale are excluded from this heading, and netted against revenue from this source and included under item 6 (Incidental revenue).

Airlines which are able to split passenger meal costs between fixed and variable components are asked to do so. Fixed costs would include the cost of kitchens and catering staff, while variable costs consist of the passenger-related component, such as food ingredients. Meals bought from outside caterers on a 'per passenger' basis should be entered as a variable cost.

27 Passenger embarkation fees Includes embarkation/disembarkation fees and security charges levied by airport authorities on a 'per passenger' basis.

- 28 Passenger insurance Includes liability insurance paid by the airline. Cargo insurance should not be included under this heading.
- 29 Sales Includes eg pay, allowances, accommodation costs of all staff engaged in the sales function (including sales shops, sales costs at outstation and revenue accounting).
- 30 Reservations Includes pay, allowances, accommodation costs and any other costs related to the issuing of tickets and making of reservations (including space control functions).
- 31 Advertising and promotion Includes both corporate and regional advertising and publicity through various media (including head office costs), the pay, expenses and accommodation of all staff engaged in promotion and publicity, and agency fees for outside services.
- 32 Commission paid on passenger ticket sales is shown net of commission received from sale of tickets on behalf of other carriers. Freight commission is included under heading 34.

33 General and administrative Includes expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.

Note: Overhead costs directly related to operating expense items 8 to 17, and 24 to 30 should be included in the expense items to which they are related and not in item 33.

34 Specific cargo costs Includes any costs specifically attributed to the carriage of cargo eg insurance premium against liability to consignors, commissions paid less commissions received on cargo sales, and directly attributable handling and marketing costs. No allowance should be made for an allocation of general flight-related costs to the specific cargo costs heading.

35 Other operating expenses Includes operating expenses which cannot be assigned to headings 8 to 34.

36 Total operating expenses The sum of items 8 to 35.

37 Operating profit (or loss) The difference between headings 7 and 36.

38 Profit or loss on disposal of fixed assets.

39 Interest payable less receivable (net) Includes all such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.

40 Direct subsidies from public funds.

41 Other payments from public funds Other payments made by Government bodies, not accounted for elsewhere.

42 Dividends receivable Includes dividends from all sources, ie, other companies in the same group, associated companies, trade or other investments.

43 Other non-operating items Includes any items not appropriate for inclusion elsewhere.

44 Non-operating items balance The net balance of items 38 to 43.

45 Profit or loss before taxation The difference between item 37 and item 44.

Appendix C - Major Changes to UK Operators 1997

| <u>New Companies</u> | <u>Date</u> | <u>Comments</u> |
|-----------------------------|--------------|-----------------|
| Airline Management Ltd | March 1997 | |
| Flying Colours Airlines Ltd | May 1997 | |
| Debonair Airways Ltd | October 1997 | |
| Easyjet Airline Company Ltd | October 1997 | |

| <u>Companies That Ceased to Operate</u> | <u>Date</u> |
|---|---------------|
| All Leisure Airlines Ltd | January 97 |
| Community Express Airlines Ltd | February 1997 |
| Leisure International Airways Ltd | March 1997 |

| <u>Name Changes</u> | <u>Date</u> | <u>New Name</u> |
|-----------------------|-------------|-------------------------------|
| Air UK Leisure Ltd | March 1997 | Leisure International Airways |

Excludes information relating to airlines which operate solely on a small airlines' public transport operations basis.

Size of UK Airlines by Available Capacity
1997 and 1992 (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 |
|--------------------------------|---|--|---|---|
| 1992 | | | | |
| BRITISH AIRWAYS | 14 246 | 61.6 | 9 447 | 59.4 |
| VIRGIN ATLANTIC AIRWAYS | 1 878 | 8.1 | 1 058 | 6.7 |
| BRITANNIA AIRWAYS | 1 553 | 6.7 | 1 403 | 8.8 |
| AIR 2000 | 916 | 4.0 | 813 | 5.1 |
| MONARCH AIRLINES | 902 | 3.9 | 728 | 4.6 |
| CALEDONIAN AIRWAYS | 651 | 2.8 | 538 | 3.4 |
| BRITISH AIRWAYS (EURO OPS) LGW | 575 | 2.5 | 422 | 2.7 |
| BRITISH MIDLAND | 491 | 2.1 | 252 | 1.6 |
| AIRTOURS INTERNATIONAL | 397 | 1.7 | 319 | 2.0 |
| AIRTOURS INTL AIRWAYS LIMITED | 334 | 1.4 | 242 | 1.5 |
| LEISURE INTERNATIONAL | 242 | 1.0 | 184 | 1.2 |
| AIR UK | 202 | 0.9 | 87 | 0.5 |
| HEAVYLIFT CARGO AIRLINES | 143 | 0.6 | 75 | 0.5 |
| GB AIRWAYS LTD | 98 | 0.4 | 54 | 0.3 |
| EXCALIBUR AIRWAYS | 95 | 0.4 | 71 | 0.4 |
| AIR FOYLE | 77 | 0.3 | 47 | 0.3 |
| HUNTING CARGO AIRLINES LTD | 53 | 0.2 | 25 | 0.2 |
| BRITISH WORLD AIRLINES LTD | 41 | 0.2 | 23 | 0.1 |
| CHANNEL EXPRESS (AIR SVS) | 33 | 0.1 | 14 | 0.1 |
| MAERSK AIR LIMITED | 30 | 0.1 | 15 | 0.1 |
| LOGANAIR | 29 | 0.1 | 16 | 0.1 |
| JERSEY EUROPEAN AIRWAYS | 27 | 0.1 | 12 | 0.1 |
| BRYMON AIRWAYS LTD | 26 | 0.1 | 11 | 0.1 |
| MANX AIRLINES | 23 | 0.1 | 13 | 0.1 |
| BRISTOW HELICOPTERS | 17 | 0.1 | 12 | 0.1 |
| CITY FLYER EXPRESS | 11 | - | 6 | - |
| BRITISH INTERNATIONAL HELIS | 11 | - | 5 | - |
| BOND HELICOPTERS | 9 | - | 5 | - |
| BRITISH REGIONAL AIRLINES LTD | 9 | - | 2 | - |
| BUSINESS AIR LIMITED | 5 | - | 2 | - |
| GILL AIRWAYS | 5 | - | 2 | - |
| AIR ATLANTIQUE ATLANTIC CARGO | 4 | - | 2 | - |
| JANES AVIATION | 3 | - | 1 | - |
| AURIGNY AIR SERVICES | 3 | - | 2 | - |
| ABERDEEN AIRWAYS | 1 | - | 1 | - |
| ANGLO CARGO | 1 | - | 1 | - |
| TITAN AIRWAYS | 1 | - | - | - |
| FLECKSTAR LIMITED | 1 | - | - | - |
| ISLES OF SCILLY SKYBUS | - | - | - | - |
| CELTIC AIR | - | - | - | - |
| ARAVCO LTD | - | - | - | - |
| LOVE AIR | - | - | - | - |
| INDEPENDENT AIRWAYS LTD | - | - | - | - |
| MCALPINE AVIATION | - | - | - | - |
| NORTHERN AIRLINES | - | - | - | - |
| TOTAL | 23 145 | 100.0 | 15 911 | 100.0 |

(a) Excludes Small Airlines Public Transport Operations

Size of UK Airlines by Available Capacity
1997 and 1992 (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 |
|--------------------------------|---|--|---|---|
| 1997 | | | | |
| BRITISH AIRWAYS | 20 050 | 56.4 | 14 077 | 56.2 |
| VIRGIN ATLANTIC AIRWAYS | 3 916 | 11.0 | 2 457 | 9.8 |
| BRITANNIA AIRWAYS | 2 033 | 5.7 | 1 819 | 7.3 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 660 | 4.7 | 1 330 | 5.3 |
| MONARCH AIRLINES | 1 268 | 3.6 | 1 060 | 4.2 |
| AIR 2000 | 1 114 | 3.1 | 992 | 4.0 |
| CALEDONIAN AIRWAYS | 934 | 2.6 | 640 | 2.6 |
| BRITISH AIRWAYS (EURO OPS) LGW | 773 | 2.2 | 407 | 1.6 |
| BRITISH MIDLAND | 608 | 1.7 | 341 | 1.4 |
| LEISURE INTERNATIONAL | 457 | 1.3 | 335 | 1.3 |
| AIR UK | 361 | 1.0 | 185 | 0.7 |
| HEAVYLIFT CARGO AIRLINES | 302 | 0.8 | 166 | 0.7 |
| FLYING COLOURS AIRLINES LTD | 275 | 0.8 | 223 | 0.9 |
| AIRWORLD AVIATION LTD | 183 | 0.5 | 129 | 0.5 |
| GB AIRWAYS LTD | 174 | 0.5 | 121 | 0.5 |
| AIRLINE MANAGEMENT LTD | 165 | 0.5 | 92 | 0.4 |
| BRITISH WORLD AIRLINES LTD | 129 | 0.4 | 57 | 0.2 |
| JERSEY EUROPEAN AIRWAYS (UK) | 122 | 0.3 | 56 | 0.2 |
| BRITISH REGIONAL AIRLINES LTD | 103 | 0.3 | 56 | 0.2 |
| SABRE AIRWAYS LTD | 97 | 0.3 | 74 | 0.3 |
| MAERSK AIR LIMITED | 93 | 0.3 | 37 | 0.1 |
| AIR FOYLE CHARTER AIRLINES LTD | 88 | 0.2 | 54 | 0.2 |
| CITY FLYER EXPRESS | 71 | 0.2 | 43 | 0.2 |
| BRITISH MEDITERRANEAN AIRWAYS | 70 | 0.2 | 41 | 0.2 |
| CHANNEL EXPRESS (AIR SVS) | 56 | 0.2 | 30 | 0.1 |
| EUROPEAN AIR CHARTER | 49 | 0.1 | 34 | 0.1 |
| LEISURE INTL AIRWAYS LTD | 46 | 0.1 | 35 | 0.1 |
| AIR FOYLE | 46 | 0.1 | 22 | 0.1 |
| BRYMON AIRWAYS LTD | 45 | 0.1 | 25 | 0.1 |
| BUSINESS AIR LIMITED | 36 | 0.1 | 17 | 0.1 |
| EASYJET AIRLINE COMPANY LTD | 28 | 0.1 | 17 | 0.1 |
| GILL AIRWAYS | 28 | 0.1 | 11 | - |
| MANX AIRLINES | 28 | 0.1 | 16 | 0.1 |
| DEBONAIR AIRWAYS LTD | 27 | 0.1 | 9 | - |
| PALMAIR FLIGHTLINE | 27 | 0.1 | 19 | 0.1 |
| AB AIRLINES | 23 | 0.1 | 12 | - |
| TITAN AIRWAYS | 16 | - | 6 | - |
| AIR ATLANTIQUE ATLANTIC CARGO | 15 | - | 7 | - |
| EMERALD AIRWAYS LIMITED | 10 | - | 5 | - |
| HUNTING CARGO AIRLINES LTD | 6 | - | 2 | - |
| BAC EXPRESS AIRLINES LTD | 3 | - | 2 | - |
| AURIGNY AIR SERVICES | 3 | - | 2 | - |
| LOGANAIR | 2 | - | 1 | - |
| EUROPEAN AIRWAYS LTD | 1 | - | 1 | - |
| BRITISH INTERNATIONAL | 1 | - | 1 | - |
| ISLES OF SCILLY SKYBUS | 1 | - | - | - |
| LYNTON JET | - | - | - | - |
| LOVE AIR | - | - | - | - |
| SOUTH COAST AIRWAYS LTD | - | - | - | - |
| TOTAL | 35 539 | 100.0 | 25 069 | 100.0 |

(a) Excludes Small Airlines Public Transport Operations

Size of UK Airlines by Available Capacity
1997 and 1992 (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 |
|--------------------------------|--|---|--|--|
| 1992 | | | | |
| BRITISH AIRWAYS | 102 311 | 54.5 | 72 924 | 50.8 |
| BRITANNIA AIRWAYS | 18 119 | 9.6 | 16 319 | 11.4 |
| VIRGIN ATLANTIC AIRWAYS | 11 149 | 5.9 | 8 632 | 6.0 |
| AIR 2000 | 10 625 | 5.7 | 9 476 | 6.6 |
| MONARCH AIRLINES | 10 049 | 5.3 | 8 612 | 6.0 |
| BRITISH AIRWAYS (EURO OPS) LGW | 7 018 | 3.7 | 5 145 | 3.6 |
| CALEDONIAN AIRWAYS | 6 979 | 3.7 | 6 332 | 4.4 |
| BRITISH MIDLAND | 4 939 | 2.6 | 3 168 | 2.2 |
| AIRTOURS INTERNATIONAL | 3 976 | 2.1 | 3 751 | 2.6 |
| AIRTOURS INTL AIRWAYS LIMITED | 3 742 | 2.0 | 3 224 | 2.2 |
| LEISURE INTERNATIONAL | 2 553 | 1.4 | 2 169 | 1.5 |
| AIR UK | 2 003 | 1.1 | 996 | 0.7 |
| EXCALIBUR AIRWAYS | 976 | 0.5 | 822 | 0.6 |
| GB AIRWAYS LTD | 825 | 0.4 | 576 | 0.4 |
| MAERSK AIR LIMITED | 394 | 0.2 | 193 | 0.1 |
| BRITISH WORLD AIRLINES LTD | 331 | 0.2 | 223 | 0.2 |
| LOGANAIR | 327 | 0.2 | 173 | 0.1 |
| JERSEY EUROPEAN AIRWAYS | 292 | 0.2 | 155 | 0.1 |
| BRYMON AIRWAYS LTD | 255 | 0.1 | 138 | 0.1 |
| MANX AIRLINES | 250 | 0.1 | 164 | 0.1 |
| BRISTOW HELICOPTERS | 184 | 0.1 | 120 | 0.1 |
| BOND HELICOPTERS | 121 | 0.1 | 58 | - |
| CITY FLYER EXPRESS | 111 | 0.1 | 71 | - |
| BRITISH INTERNATIONAL HELIS | 106 | 0.1 | 54 | - |
| BUSINESS AIR LIMITED | 57 | - | 22 | - |
| GILL AIRWAYS | 51 | - | 25 | - |
| BRITISH REGIONAL AIRLINES LTD | 50 | - | 30 | - |
| AURIGNY AIR SERVICES | 31 | - | 19 | - |
| ABERDEEN AIRWAYS | 13 | - | 7 | - |
| AIR ATLANTIQUE ATLANTIC CARGO | 8 | - | 4 | - |
| ISLES OF SCILLY SKYBUS | 4 | - | 3 | - |
| ARAVCO LTD | 1 | - | 1 | - |
| INDEPENDENT AIRWAYS LTD | 1 | - | - | - |
| MCALPINE AVIATION | - | - | - | - |
| LOVE AIR | - | - | - | - |
| CELTIC AIR | - | - | - | - |
| NORTHERN AIRLINES | - | - | - | - |
| TOTAL | 187 849 | 100.0 | 143 604 | 100.0 |

(a) Excludes Small Airlines Public Transport Operations

Size of UK Airlines by Available Capacity
1997 and 1992 (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 |
|--------------------------------|--|---|--|--|
| 1997 | | | | |
| BRITISH AIRWAYS | 140 289 | 50.2 | 101 813 | 47.0 |
| VIRGIN ATLANTIC AIRWAYS | 24 351 | 8.7 | 19 158 | 8.8 |
| BRITANNIA AIRWAYS | 23 841 | 8.5 | 21 295 | 9.8 |
| AIRTOURS INTL AIRWAYS LIMITED | 16 153 | 5.8 | 15 087 | 7.0 |
| MONARCH AIRLINES | 14 035 | 5.0 | 12 368 | 5.7 |
| AIR 2000 | 12 243 | 4.4 | 11 206 | 5.2 |
| CALEDONIAN AIRWAYS | 8 916 | 3.2 | 7 410 | 3.4 |
| BRITISH AIRWAYS (EURO OPS) LGW | 6 675 | 2.4 | 4 132 | 1.9 |
| BRITISH MIDLAND | 5 921 | 2.1 | 4 253 | 2.0 |
| LEISURE INTERNATIONAL | 4 507 | 1.6 | 4 155 | 1.9 |
| AIR UK | 3 599 | 1.3 | 2 157 | 1.0 |
| FLYING COLOURS AIRLINES LTD | 2 846 | 1.0 | 2 620 | 1.2 |
| AIRWORLD AVIATION LTD | 1 897 | 0.7 | 1 701 | 0.8 |
| GB AIRWAYS LTD | 1 582 | 0.6 | 1 211 | 0.6 |
| JERSEY EUROPEAN AIRWAYS (UK) | 1 223 | 0.4 | 736 | 0.3 |
| BRITISH WORLD AIRLINES LTD | 1 117 | 0.4 | 664 | 0.3 |
| AIRLINE MANAGEMENT LTD | 1 116 | 0.4 | 848 | 0.4 |
| SABRE AIRWAYS LTD | 1 064 | 0.4 | 876 | 0.4 |
| AIR FOYLE CHARTER AIRLINES LTD | 987 | 0.4 | 611 | 0.3 |
| BRITISH REGIONAL AIRLINES LTD | 971 | 0.3 | 624 | 0.3 |
| BRITISH MEDITERRANEAN AIRWAYS | 790 | 0.3 | 403 | 0.2 |
| MAERSK AIR LIMITED | 755 | 0.3 | 408 | 0.2 |
| CITY FLYER EXPRESS | 733 | 0.3 | 476 | 0.2 |
| EUROPEAN AIR CHARTER | 545 | 0.2 | 397 | 0.2 |
| LEISURE INTL AIRWAYS LTD | 448 | 0.2 | 420 | 0.2 |
| BRYMON AIRWAYS LTD | 444 | 0.2 | 279 | 0.1 |
| PALMAIR FLIGHTLINE | 360 | 0.1 | 257 | 0.1 |
| BUSINESS AIR LIMITED | 343 | 0.1 | 204 | 0.1 |
| EASYJET AIRLINE COMPANY LTD | 319 | 0.1 | 195 | 0.1 |
| MANX AIRLINES | 273 | 0.1 | 190 | 0.1 |
| AB AIRLINES | 271 | 0.1 | 155 | 0.1 |
| DEBONAIR AIRWAYS LTD | 250 | 0.1 | 111 | 0.1 |
| GILL AIRWAYS | 217 | 0.1 | 117 | 0.1 |
| TITAN AIRWAYS | 116 | - | 68 | - |
| AURIGNY AIR SERVICES | 29 | - | 18 | - |
| EMERALD AIRWAYS LIMITED | 24 | - | 16 | - |
| LOGANAIR | 18 | - | 9 | - |
| BAC EXPRESS AIRLINES LTD | 15 | - | 8 | - |
| EUROPEAN AIRWAYS LTD | 13 | - | 7 | - |
| BRITISH INTERNATIONAL | 8 | - | 6 | - |
| ISLES OF SCILLY SKYBUS | 7 | - | 5 | - |
| LYNTON JET | 2 | - | 1 | - |
| AIR ATLANTIQUE ATLANTIC CARGO | 1 | - | 1 | - |
| LOVE AIR | - | - | - | - |
| SOUTH COAST AIRWAYS LTD | - | - | - | - |
| CHANNEL EXPRESS (AIR SVS) | - | - | - | - |
| TOTAL | 279 314 | 100.0 | 216 674 | 100.0 |

(a) Excludes Small Airlines Public Transport Operations

| | <-----Available Tonne-Kilometres-----> | | | | | | <-----Tonne-Kilometres Used-----> | | | | | |
|---------|--|---|------------------------------------|---|--|---|-----------------------------------|---|------------------------------------|---|--|---|
| | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year |
| 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 | 18 920 | 9.8 | 13 409 | 8.1 | 5 511 | 14.3 | 12 601 | -2.5 | 8 359 | 3.1 | 4 242 | -12.0 |
| | 20 375 | 7.7 | 15 275 | 13.9 | 5 100 | -7.5 | 14 111 | 5.9 | 10 026 | 12.7 | 4 005 | -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 |
| 1994 | 27 714 | 10.4 | 20 360 | 9.5 | 7 354 | 13.0 | 19 350 | 11.3 | 13 315 | 113.0 | 6 035 | 11.5 |
| 1995 | 29 905 | 7.9 | 22 016 | 8.1 | 7 889 | 7.3 | 21 309 | 10.1 | 14 890 | 11.8 | 6 419 | 6.4 |
| 1996 | 32 211 | 7.7 | 23 793 | 8.1 | 8 418 | 6.7 | 23 000 | 7.9 | 16 197 | 8.8 | 6 803 | 6.0 |
| 1997 | 35 538 | 10.3 | 26 504 | 11.4 | 9 034 | 7.3 | 25 069 | 9.0 | 17 913 | 10.6 | 7 155 | 5.2 |

(a) Excludes Small Airlines Public Transport Operations

(b) Excludes Air Europe Operations

| | <-----Available Seat-Kilometres-----> | | | | | | <-----Seat-Kilometres Used-----> | | | | | |
|---------|---------------------------------------|---|------------------------------------|---|--|---|----------------------------------|---|------------------------------------|---|--|---|
| | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year | Total (000 000) | Percentage growth on previous year | Scheduled services (000 000) | Percentage growth on previous year | Non-scheduled services (000 000) | Percentage growth on previous year |
| 1979 | 97 618 | 10.0 | 71 591 | 11.6 | 26 027 | 5.9 | 67 771 | 12.1 | 47 085 | 16.4 | 20 686 | 3.2 |
| 1980 | 108 249 | 10.9 | 80 320 | 12.2 | 27 929 | 7.3 | 72 700 | 7.3 | 50 164 | 6.5 | 22 536 | 8.9 |
| 1981 | 108 987 | 0.7 | 80 325 | - | 28 662 | 2.6 | 75 942 | 4.5 | 52 210 | 4.1 | 23 732 | 5.3 |
| 1982 | 99 281 | -8.9 | 70 869 | -11.8 | 28 412 | -0.9 | 70 114 | -7.7 | 46 404 | -11.1 | 23 710 | 0.1 |
| 1983 | 99 845 | 0.6 | 68 848 | 2.9 | 31 006 | 9.1 | 70 242 | 0.2 | 43 887 | -5.4 | 26 355 | 11.2 |
| 1984 | 108 447 | 8.6 | 73 193 | 6.3 | 35 254 | 13.7 | 78 258 | 11.4 | 48 235 | 9.9 | 30 023 | 13.9 |
| 1985 | 110 779 | 2.2 | 76 650 | 4.7 | 34 129 | -3.2 | 81 127 | 3.7 | 51 436 | 6.6 | 29 691 | -1.1 |
| 1986 | 118 834 | 7.3 | 79 136 | 3.2 | 39 698 | 16.3 | 87 087 | 7.3 | 51 401 | -0.1 | 35 686 | 20.2 |
| 1987 | 133 805 | 12.6 | 85 578 | 8.1 | 48 227 | 21.5 | 102 731 | 18.0 | 59 887 | 16.6 | 42 844 | 20.1 |
| 1988 | 151 197 | 13.0 | 99 707 | 16.6 | 51 490 | 6.8 | 109 511 | 6.6 | 63 868 | 6.6 | 45 643 | 6.5 |
| 1989 | 158 013 | 4.5 | 99 599 | -0.1 | 58 414 | 13.4 | 120 862 | 10.4 | 70 196 | 9.9 | 50 666 | 11.0 |
| | 164 787 | 4.3 | 111 516 | 12.0 | 53 271 | -8.8 | 126 175 | 4.4 | 79 580 | 13.4 | 46 595 | 8.0 |
| 1991(b) | 161 098 | -2.2 | 108 928 | -2.3 | 52 170 | -2.1 | 120 751 | -4.3 | 74 615 | -6.2 | 46 136 | -0.9 |
| 1992 | 187 860 | 16.6 | 123 498 | 13.4 | 64 361 | 23.4 | 143 610 | 18.9 | 86 731 | 16.2 | 56 878 | 23.3 |
| 1993 | 203 926 | 8.6 | 136 983 | 10.3 | 67 943 | 5.2 | 156 009 | 8.6 | 94 670 | 9.4 | 61 339 | 7.5 |
| 1994 | 222 980 | 9.4 | 147 694 | 10.8 | 75 286 | 10.8 | 171 855 | 10.2 | 104 300 | 10.2 | 67 555 | 10.1 |
| 1995 | 238 290 | 6.9 | 157 742 | 6.8 | 80 548 | 7.0 | 186 747 | 8.7 | 115 347 | 10.1 | 71 400 | 5.7 |
| 1996 | 256 088 | 7.5 | 171 134 | 8.5 | 84 953 | 5.5 | 199 705 | 6.9 | 124 846 | 8.2 | 74 858 | 4.8 |
| 1997 | 279 314 | 9.1 | 188 970 | 10.4 | 90 343 | 6.3 | 216 674 | 8.5 | 136 388 | 9.2 | 80 286 | 7.2 |

(a) Excludes Small Airlines Public Transport Operations

(b) Excludes Air Europe Operations

SCHEDULED PASSENGER AND CARGO SERVICES
BY UK AIRLINES 1987 - 1997 (b)

Table 1.5.1

| | Seat-Km Available (000 000) | Seat-Km Used (000 000) | As % of available | Passengers Uplifted | Tonne-Km Available (000 000) | Tonne-Kilometres Used | | | | As % of available |
|-----------------|-----------------------------------|------------------------------|-------------------------|------------------------|------------------------------------|-----------------------|-------------------|--------------------|------------------------|-------------------------|
| | | | | | | Total (000 000) | Mail (000 000) | Cargo (000 000) | Passenger (000 000) | |
| TOTAL SCHEDULED | | | | | | | | | | |
| 1987 | 85 696 | 59 988 | 70 | 28 454 780 | 11 445 | 7 595 | 203 | 1 886 | 5 506 | 66 |
| 1988 | 92 691 | 63 857 | 69 | 31 260 828 | 12 406 | 8 106 | 179 | 2 058 | 5 868 | 65 |
| 1989 | 99 496 | 70 112 | 70 | 34 908 764 | 13 424 | 8 971 | 162 | 2 207 | 6 601 | 67 |
| 1990 | 111 452 | 79 555 | 71 | 38 350 120 | 15 267 | 10 019 | 168 | 2 387 | 7 463 | 66 |
| 1991 (a) | 108 918 | 74 610 | 69 | 34 576 404 | 15 187 | 9 570 | 182 | 2 379 | 7 007 | 63 |
| 1992 | 123 487 | 86 726 | 70 | 38 227 888 | 17 063 | 10 940 | 161 | 2 644 | 8 134 | 64 |
| 1993 | 135 845 | 94 663 | 70 | 40 077 880 | 18 590 | 11 965 | 141 | 2 919 | 8 904 | 64 |
| 1994 | 147 680 | 104 293 | 71 | 43 919 352 | 20 358 | 13 314 | 147 | 3 378 | 9 789 | 65 |
| 1995 | 157 741 | 115 347 | 73 | 47 478 336 | 22 016 | 14 889 | 151 | 3 567 | 11 171 | 68 |
| 1996 | 171 134 | 124 846 | 73 | 51 130 624 | 23 793 | 16 197 | 175 | 3 831 | 12 189 | 68 |
| 1997 | 188 970 | 136 388 | 72 | 56 253 584 | 26 504 | 17 913 | 172 | 4 454 | 13 287 | 68 |

INTERNATIONAL SCHEDULED

| | | | | | | | | | | |
|----------|---------|---------|----|------------|--------|--------|-----|-------|--------|----|
| 1987 | 79 513 | 56 075 | 71 | 18 492 292 | 10 792 | 7 261 | 196 | 1 875 | 5 189 | 67 |
| 1988 | 85 773 | 59 483 | 69 | 20 089 888 | 11 668 | 7 735 | 172 | 2 048 | 5 514 | 66 |
| 1989 | 91 681 | 65 352 | 71 | 22 780 544 | 12 592 | 8 564 | 155 | 2 198 | 6 210 | 68 |
| 1990 | 103 139 | 74 536 | 72 | 25 653 066 | 14 386 | 9 591 | 161 | 2 379 | 7 051 | 67 |
| 1991 (a) | 100 641 | 69 948 | 70 | 22 933 360 | 14 303 | 9 173 | 175 | 2 373 | 6 625 | 64 |
| 1992 | 114 956 | 81 999 | 71 | 26 538 172 | 16 154 | 10 539 | 154 | 2 637 | 7 747 | 65 |
| 1993 | 127 413 | 89 730 | 70 | 27 997 518 | 17 683 | 11 548 | 135 | 2 914 | 8 499 | 65 |
| 1994 | 139 064 | 98 959 | 71 | 30 929 916 | 19 433 | 12 864 | 140 | 3 371 | 9 352 | 66 |
| 1995 | 148 653 | 109 593 | 74 | 33 503 580 | 21 047 | 14 391 | 144 | 3 560 | 10 686 | 68 |
| 1996 | 161 432 | 118 642 | 73 | 36 143 972 | 22 786 | 15 655 | 169 | 3 824 | 11 661 | 69 |
| 1997 | 178 609 | 129 742 | 73 | 40 367 700 | 25 424 | 17 332 | 166 | 4 447 | 12 718 | 68 |

DOMESTIC SCHEDULED

| | | | | | | | | | | |
|----------|--------|-------|----|------------|-------|-----|---|----|-----|----|
| 1987 | 6 182 | 3 912 | 63 | 9 962 489 | 652 | 334 | 6 | 10 | 317 | 51 |
| 1988 | 6 917 | 4 373 | 63 | 11 170 941 | 738 | 370 | 6 | 10 | 354 | 50 |
| 1989 | 7 814 | 4 759 | 61 | 12 128 219 | 831 | 407 | 7 | 8 | 391 | 49 |
| 1990 | 8 312 | 5 018 | 60 | 12 697 053 | 880 | 428 | 7 | 8 | 411 | 49 |
| 1991 (a) | 8 277 | 4 662 | 56 | 11 643 044 | 884 | 396 | 7 | 6 | 382 | 45 |
| 1992 | 8 531 | 4 727 | 55 | 11 689 715 | 909 | 401 | 7 | 6 | 387 | 44 |
| 1993 | 8 431 | 4 932 | 59 | 12 080 364 | 906 | 417 | 6 | 5 | 405 | 46 |
| 1994 | 8 615 | 5 333 | 62 | 12 989 434 | 925 | 449 | 6 | 6 | 436 | 49 |
| 1995 | 9 088 | 5 753 | 63 | 13 974 755 | 968 | 498 | 6 | 6 | 485 | 51 |
| 1996 | 9 702 | 6 204 | 64 | 14 986 651 | 1 007 | 541 | 6 | 7 | 527 | 54 |
| 1997 | 10 361 | 6 645 | 64 | 15 885 884 | 1 080 | 580 | 5 | 6 | 568 | 54 |

(a) Excludes Air Europe operations

(b) Minor differences may be found from those published in previous years and from those on tables 1.3 and 1.4, latest figures are shown on this table

NON-SCHEDULED PASSENGER AND CARGO SERVICES
BY UK AIRLINES 1987 - 1997 (b)

Table 1.5.2

| | Seat-Km Available (000 000) | Seat-Km Used (000 000) | As % of available | Passengers Uplifted | Tonne-Km Available (000 000) | Tonne-Kilometres Used | | | | As % of available |
|---------------|-----------------------------------|------------------------------|-------------------------|------------------------|------------------------------------|-----------------------|-------------------|--------------------|------------------------|-------------------------|
| | | | | | | Total (000 000) | Mail (000 000) | Cargo (000 000) | Passenger (000 000) | |
| TOTAL CHARTER | | | | | | | | | | |
| 1987 | 47 972 | 42 821 | 89 | 23 499 680 | 4 420 | 3 642 | 3 | 95 | 3 544 | 82 |
| 1988 | 51 463 | 45 622 | 89 | 24 607 760 | 4 818 | 3 914 | 4 | 132 | 3 778 | 81 |
| 1989 | 58 283 | 50 565 | 87 | 24 303 760 | 5 478 | 4 385 | 3 | 180 | 4 201 | 80 |
| 1990 | 53 264 | 46 591 | 87 | 21 587 920 | 5 102 | 4 089 | 3 | 202 | 3 883 | 80 |
| 1991 (a) | 52 169 | 46 136 | 88 | 21 045 464 | 4 977 | 4 068 | 4 | 186 | 3 877 | 82 |
| 1992 | 64 361 | 56 878 | 88 | 24 477 408 | 6 081 | 4 970 | 6 | 184 | 4 779 | 82 |
| 1993 | 67 920 | 61 341 | 90 | 25 613 206 | 6 506 | 5 412 | 8 | 236 | 5 167 | 83 |
| 1994 | 75 288 | 67 556 | 90 | 27 112 004 | 7 354 | 6 035 | 9 | 321 | 5 704 | 82 |
| 1995 | 80 511 | 71 367 | 89 | 27 470 126 | 7 884 | 6 415 | 10 | 374 | 6 031 | 81 |
| | 84 953 | 74 858 | 88 | 26 166 346 | 8 418 | 6 803 | 9 | 489 | 6 303 | 81 |
| 1997 | 90 343 | 80 286 | 89 | 28 485 742 | 9 034 | 7 155 | 15 | 387 | 6 752 | 79 |

INTERNATIONAL CHARTER

| | | | | | | | | | | |
|----------|--------|--------|----|------------|-------|-------|---|-----|-------|----|
| 1987 | 47 639 | 42 590 | 89 | 23 215 272 | 4 378 | 3 616 | - | 90 | 3 525 | 83 |
| 1988 | 51 182 | 45 433 | 89 | 24 248 772 | 4 773 | 3 888 | - | 124 | 3 762 | 81 |
| 1989 | 57 963 | 50 366 | 87 | 23 915 212 | 5 434 | 4 359 | - | 174 | 4 185 | 80 |
| 1990 | 53 007 | 46 423 | 88 | 21 204 106 | 5 062 | 4 066 | - | 196 | 3 870 | 80 |
| 1991 (a) | 51 951 | 46 001 | 89 | 20 706 512 | 4 935 | 4 044 | - | 177 | 3 866 | 82 |
| 1992 | 64 112 | 56 725 | 88 | 24 145 968 | 6 030 | 4 942 | - | 175 | 4 767 | 82 |
| 1993 | 67 631 | 61 156 | 90 | 25 255 690 | 6 444 | 5 377 | - | 225 | 5 152 | 83 |
| 1994 | 74 925 | 67 338 | 90 | 26 753 072 | 7 281 | 5 995 | - | 308 | 5 686 | 82 |
| 1995 | 80 141 | 71 138 | 89 | 27 099 508 | 7 808 | 6 374 | 1 | 359 | 6 012 | 82 |
| 1996 | 84 498 | 74 569 | 88 | 25 852 270 | 8 327 | 6 757 | - | 476 | 6 280 | 81 |
| 1997 | 89 612 | 79 805 | 89 | 28 172 060 | 8 916 | 7 091 | - | 377 | 6 713 | 80 |

DOMESTIC CHARTER

| | | | | | | | | | | |
|----------|-----|-----|----|---------|-----|----|----|----|----|----|
| 1987 | 332 | 231 | 69 | 284 407 | 42 | 26 | 2 | 4 | 18 | 62 |
| 1988 | 280 | 188 | 67 | 358 988 | 44 | 26 | 3 | 7 | 15 | 60 |
| 1989 | 319 | 199 | 62 | 388 547 | 43 | 25 | 2 | 6 | 16 | 59 |
| 1990 | 257 | 167 | 65 | 383 811 | 39 | 23 | 3 | 6 | 13 | 59 |
| 1991 (a) | 218 | 135 | 62 | 338 952 | 42 | 24 | 4 | 8 | 11 | 57 |
| 1992 | 248 | 152 | 61 | 331 440 | 50 | 27 | 6 | 8 | 12 | 55 |
| 1993 | 288 | 184 | 64 | 357 516 | 62 | 34 | 8 | 11 | 15 | 56 |
| 1994 | 362 | 217 | 60 | 358 933 | 73 | 40 | 9 | 13 | 17 | 55 |
| 1995 | 369 | 228 | 62 | 370 618 | 76 | 41 | 8 | 14 | 18 | 54 |
| 1996 | 455 | 289 | 63 | 314 076 | 90 | 45 | 9 | 12 | 23 | 51 |
| 1997 | 730 | 480 | 66 | 313 682 | 117 | 64 | 14 | 10 | 39 | 55 |

(a) Excludes Air Europe operations

(b) Minor differences may be found from those published in previous years and from those on tables 1.3 and 1.4, latest figures are shown on this table

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used Total (000) | Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|--------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|----------------|---|---------------|------------------|--------------------|---------------------|
| Passenger Services | | | | | | | | | | | | | | | |
| AB AIRLINES | 2 863 | 3 236 | 5 370 | 177 000 | 271 110 | 154 825 | 57.1 | 35 | 22 762 | 12 383 | - | 21 | 12 362 | 54.4 | |
| AIR 2000 | 57 019 | 25 459 | 84 353 | 4 896 912 | 12 243 119 | 11 205 969 | 91.5 | 390 | 1 114 396 | 991 715 | 1 | 1 207 | 990 507 | 89.0 | |
| AIR ATLANTIQUE ATLANTIC CARGO | 73 | 223 | 208 | 157 | 1 069 | 609 | 57.0 | - | 137 | 46 | 1 | - | 45 | 33.6 | |
| AIR FOYLE CHARTER AIRLINES LTD | 6 957 | 11 804 | 15 060 | 818 248 | 987 226 | 610 561 | 61.8 | - | 88 010 | 54 333 | - | - | 54 333 | 61.7 | |
| AIR UK | 41 576 | 87 388 | 107 702 | 4 172 508 | 3 598 654 | 2 156 678 | 59.9 | 3 745 | 361 070 | 185 262 | 318 | 1 554 | 183 390 | 51.3 | |
| AIRLINE MANAGEMENT LTD | 3 593 | 620 | 4 492 | - | 1 116 173 | 847 522 | 75.9 | - | 164 613 | 91 985 | 225 | 11 850 | 79 910 | 55.9 | |
| AIRTOURS INTL AIRWAYS LIMITED | 70 174 | 27 686 | 100 116 | 5 103 318 | 16 152 561 | 15 087 474 | 93.4 | 6 302 | 1 659 560 | 1 330 144 | - | 49 653 | 1 280 491 | 80.2 | |
| AIRWORLD AVIATION LTD | 9 937 | 4 949 | 14 764 | 796 889 | 1 897 412 | 1 701 266 | 89.7 | 260 | 183 476 | 129 435 | - | 601 | 128 834 | 70.5 | |
| AURIGNY AIR SERVICES | 1 519 | 24 456 | 8 455 | 295 602 | 28 830 | 17 996 | 62.4 | 1 430 | 2 712 | 1 692 | 12 | 63 | 1 617 | 62.4 | |
| BAC EXPRESS AIRLINES LTD | 422 | 2 118 | 1 868 | 10 072 | 14 757 | 7 968 | 54.0 | - | 1 461 | 669 | - | - | 669 | 45.8 | |
| BRITANNIA AIRWAYS | 91 088 | 35 629 | 130 341 | 7 629 018 | 23 840 780 | 21 295 374 | 89.3 | 4 820 | 2 032 373 | 1 819 240 | - | 40 988 | 1 778 252 | 89.5 | |
| BRITISH AIRWAYS | 486 016 | 235 272 | 728 094 | 29 579 325 | 140 289 071 | 101 813 164 | 72.6 | 591 773 | 19 624 543 | 13 727 305 | 162 948 | 3 367 374 | 10 196 983 | 69.9 | |
| BRITISH AIRWAYS (EURO OPS) LGW | 51 541 | 53 585 | 104 780 | 4 149 762 | 6 675 264 | 4 131 964 | 61.9 | 12 737 | 772 682 | 407 078 | 3 017 | 14 024 | 390 037 | 52.7 | |
| BRITISH INTERNATIONAL | 344 | 5 876 | 1 890 | 105 875 | 8 272 | 6 422 | 77.6 | 285 | 695 | 544 | 5 | 12 | 527 | 78.3 | |
| BRITISH MEDITERRANEAN AIRWAYS | 5 756 | 2 084 | 8 654 | 111 337 | 789 585 | 402 661 | 51.0 | 573 | 70 203 | 41 357 | 146 | 2 004 | 39 207 | 58.9 | |
| BRITISH MIDLAND | 49 616 | 85 461 | 117 829 | 5 800 891 | 5 920 785 | 4 252 870 | 71.8 | 14 154 | 603 628 | 338 393 | 1 917 | 5 442 | 331 034 | 56.1 | |
| BRITISH REGIONAL AIRLINES LTD | 21 761 | 70 301 | 70 098 | 1 552 493 | 790 880 | 623 513 | 64.2 | 2 176 | 102 559 | 55 858 | 214 | 427 | 55 217 | 54.5 | |
| BRITISH WORLD AIRLINES LTD | 11 195 | 15 307 | 23 658 | 635 870 | 1 117 404 | 664 290 | 59.4 | 315 | 125 830 | 55 253 | - | 175 | 55 078 | 43.9 | |
| BRYMON AIRWAYS LTD | 8 943 | 24 799 | 28 130 | 629 197 | 444 306 | 278 892 | 62.8 | 327 | 44 658 | 24 637 | 26 | 94 | 24 517 | 55.2 | |
| BUSINESS AIR LIMITED | 8 661 | 22 615 | 26 208 | 97 188 | 342 635 | 203 542 | 59.4 | - | 36 376 | 16 779 | 37 | 48 | 16 694 | 46.1 | |
| CALEDONIAN AIRWAYS | 29 615 | 11 556 | 42 242 | 2 254 831 | 8 915 999 | 7 410 363 | 83.1 | 1 502 | 933 508 | 639 993 | - | 10 022 | 629 971 | 68.6 | |
| CHANNEL EXPRESS (AIR SVS) | 3 | 13 | 12 | - | - | 1 | - | - | 21 | 9 | 9 | - | - | 42.9 | |
| CITY FLYER EXPRESS | 11 741 | 28 638 | 38 748 | 1 134 226 | 733 192 | 475 698 | 64.9 | 32 | 70 516 | 43 437 | - | 5 | 43 432 | 61.6 | |
| DEBONAIR AIRWAYS LTD | 2 606 | 2 880 | 5 221 | 109 544 | 250 174 | 111 017 | 44.4 | - | 27 105 | 9 210 | - | - | 9 210 | 34.0 | |
| EASYJET AIRLINE COMPANY LTD | 2 154 | 3 222 | 4 492 | 301 482 | 318 790 | 195 140 | 61.2 | - | 28 375 | 17 364 | - | - | 17 364 | 61.2 | |
| EMERALD AIRWAYS LIMITED | 508 | 2 905 | 1 989 | 87 087 | 24 452 | 16 442 | 67.2 | 48 | 3 054 | 1 330 | 1 | 7 | 1 322 | 43.5 | |
| EUROPEAN AIR CHARTER | 5 234 | 8 341 | 10 910 | 141 635 | 545 182 | 397 467 | 72.9 | - | 48 750 | 33 774 | - | - | 33 774 | 69.3 | |
| EUROPEAN AIRWAYS LTD | 814 | 2 476 | 2 799 | 19 043 | 12 944 | 6 578 | 50.8 | - | 1 011 | 553 | - | - | 553 | 54.7 | |
| FLYING COLOURS AIRLINES LTD | 12 547 | 5 407 | 18 076 | 1 097 854 | 2 846 045 | 2 619 738 | 92.0 | - | 275 192 | 222 600 | - | - | 222 600 | 80.9 | |
| GB AIRWAYS LTD | 12 198 | 8 137 | 20 141 | 711 272 | 1 591 667 | 1 211 204 | 76.6 | 3 312 | 173 885 | 120 832 | 721 | 4 985 | 115 126 | 69.5 | |
| GILL AIRWAYS | 4 312 | 14 689 | 14 479 | 222 049 | 216 827 | 116 729 | 53.8 | 21 | 23 623 | 9 157 | - | 5 | 9 152 | 38.8 | |
| ISLES OF SCILLY SKYBUS | 508 | 6 382 | 2 334 | 46 719 | 6 774 | 4 623 | 68.2 | 128 | 651 | 369 | - | - | 369 | 56.7 | |
| JERSEY EUROPEAN AIRWAYS (UK) | 14 784 | 39 425 | 43 988 | 1 706 943 | 1 223 287 | 735 756 | 60.1 | 3 006 | 121 754 | 56 232 | 73 | 854 | 55 103 | 46.2 | |
| LEISURE INTERNATIONAL | 17 994 | 6 724 | 25 269 | 1 218 217 | 4 507 114 | 4 154 888 | 92.2 | 2 650 | 456 630 | 335 159 | - | 22 070 | 313 089 | 73.4 | |
| LEISURE INTL AIRWAYS LTD | 1 346 | 232 | 1 740 | 58 952 | 447 506 | 420 149 | 93.9 | 405 | 46 021 | 34 556 | - | 2 763 | 31 793 | 75.1 | |
| LOGANAIR | 832 | 9 031 | 4 307 | 62 706 | 18 162 | 9 063 | 49.9 | 203 | 1 734 | 841 | 15 | 16 | 810 | 48.5 | |
| LOVE AIR | 27 | 190 | 95 | 1 146 | 221 | 163 | 73.8 | - | 31 | 14 | - | - | 14 | 45.2 | |
| LYNTON JET | 159 | 61 | 218 | 350 | 1 917 | 981 | 51.2 | - | 209 | 80 | - | - | 80 | 38.3 | |
| MAERSK AIR LIMITED | 8 103 | 12 288 | 17 093 | 582 799 | 754 882 | 407 729 | 54.0 | 2 170 | 92 907 | 37 251 | 191 | 97 | 35 964 | 40.1 | |
| MANX AIRLINES | 4 062 | 15 220 | 10 669 | 617 612 | 272 609 | 190 010 | 69.7 | 723 | 26 757 | 15 520 | 6 | 182 | 15 332 | 58.0 | |
| MONARCH AIRLINES | 55 898 | 23 122 | 79 296 | 4 533 372 | 14 035 380 | 12 368 497 | 88.1 | 1 766 | 1 268 153 | 1 059 861 | - | 21 531 | 1 038 330 | 83.6 | |
| PALM AIR FLIGHTLINE | 3 237 | 4 565 | 5 844 | 184 901 | 360 947 | 257 095 | 71.4 | - | 27 072 | 19 322 | - | 47 | 19 275 | 71.4 | |
| SABRE AIRWAYS LTD | 6 708 | 3 755 | 10 484 | 278 322 | 1 063 929 | 875 912 | 82.3 | 8 | 97 330 | 74 462 | - | 17 | 74 452 | 76.5 | |
| SOUTH COAST AIRWAYS LTD | - | - | 4 | 120 | 22 | 21 | 95.5 | - | 2 | 2 | - | - | 2 | 100.0 | |
| TITAN AIRWAYS | 1 728 | 3 178 | 3 760 | 14 321 | 115 907 | 67 873 | 58.6 | - | 13 498 | 5 283 | 19 | 59 | 5 205 | 39.1 | |
| VIRGIN ATLANTIC AIRWAYS | 71 331 | 10 647 | 90 881 | 2 792 162 | 24 351 141 | 19 157 502 | 78.7 | 101 059 | 3 916 449 | 2 456 529 | - | 708 414 | 1 748 115 | 62.7 | |
| Total Passenger Services | 1 197 503 | 961 956 | 2 037 158 | 84 739 327 | 279 314 064 | 216 674 198 | 77.6 | 756 334 | 34 665 992 | 24 477 853 | 170 101 | 4 267 611 | 20 040 141 | 70.6 | |

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|----------------|--|------------------|--------------------|---------------------|
| Cargo Services | | | | | | | | | | | | | | |
| AIR ATLANTIQUE ATLANTIC CARGO | 1 076 | 2 506 | 2 608 | - | - | - | - | 12 642 | 14775 | 6 936 | 2 842 | 4 094 | - | 46.9 |
| AIR FOYLE | 4 031 | 7279 | 9 280 | - | - | - | - | 30 989 | 45 552 | 22 213 | - | 22 213 | - | 48.8 |
| BAC EXPRESS AIRLINES LTD | 279 | 836 | 873 | - | - | - | - | 3 166 | 1765 | 1 027 | 910 | 117 | - | 58.2 |
| BRITANNIA AIRWAYS | 14 | 2 | 16 | - | - | - | - | 9 | 339 | 58 | - | 58 | - | 17.1 |
| BRITISH AIRWAYS | 5 424 | 1310 | 7 381 | - | - | - | - | 36 452 | 425 165 | 349 577 | 1 | 349 576 | - | 82.2 |
| BRITISH MIDLAND | 271 | 510 | 568 | - | - | - | - | 4 730 | 3958 | 2 521 | 2 521 | - | - | 63.7 |
| BRITISH REGIONAL AIRLINES LTD | 243 | 1145 | 1 062 | - | - | - | - | 117 | 889 | 411 | 7 | 404 | - | 46.2 |
| BRITISH WORLD AIRLINES LTD | 400 | 1 000 | 1 210 | - | - | - | - | 4 441 | 2916 | 1 792 | 14 | 1 778 | - | 61.5 |
| CHANNEL EXPRESS (AIR SVS) | 4 711 | 11 507 | 14 649 | - | - | - | - | 49 191 | 55 613 | 3 459 | 6 950 | 23 509 | - | 54.8 |
| EMERALD AIRWAYS LIMITED | 1 089 | 5 131 | 4 055 | - | - | - | - | 15 280 | 6539 | 3 485 | 822 | 2 663 | - | 53.3 |
| GILL AIRWAYS | 713 | 1 990 | 2 114 | - | - | - | - | 5 645 | 4311 | 2 340 | 2 287 | 53 | - | 54.3 |
| HEAVYLIFT CARGO AIRLINES | 3 393 | 1 786 | 6 365 | - | - | - | - | 21 694 | 301 629 | 166 325 | - | 166 325 | - | 55.1 |
| HUNTING CARGO AIRLINES LTD | 337 | 863 | 971 | - | - | - | - | 1 214 | 5534 | 2 410 | - | 2 410 | - | 43.5 |
| JERSEY EUROPEAN AIRWAYS (UK) | 94 | 432 | 410 | - | - | - | - | 773 | 289 | 198 | 198 | - | - | 68.5 |
| LEISURE INTERNATIONAL | - | 1 | - | - | - | - | - | 18 | 11 | 2 | - | 2 | - | 18.2 |
| MANX AIRLINES | 238 | 1 112 | 1 047 | - | - | - | - | 2 020 | 880 | 394 | - | 394 | - | 44.8 |
| TITAN AIRWAYS | 620 | 1 545 | 1 525 | - | - | - | - | 3 094 | 2 714 | 1 214 | 680 | 534 | - | 44.7 |
| Total Cargo Services | 22 933 | 38 955 | 54 135 | - | - | - | - | 191 476 | 872 879 | 591 362 | 17 232 | 574 130 | - | 67.7 |
| Grand Total | 1 220 436 | 1 000 911 | 2 091 293 | 84 739 327 | 279 314 064 | 216 674 198 | 77.6 | 947 810 | 35 538 871 | 25 069 215 | 187 333 | 4 841 741 | 20 040 141 | 70.5 |

Table 1.7.1

(a) Excludes small airlines' publi

Table 1.7.2

Corporate Services

Table 1.7.3

(a) Excludes small airlines' public

(b) All international Scheduled Services not covered in table 1.7.2

Table 1.7.4

Grand Total

(a) Excludes small airlines' public transport operations. (See Table 1.14)

| Non-Performing Assets (NPA) by Asset Class | | | | | | | | | | | | | Table 14: Assets Under Management (AUM) by Asset Class | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--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| Asset Class | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | 1996 | 1995 | 1994 | 1993 | 1992 | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 | 1980 | 1979 | 1978 | 1977 | 1976 | 1975 | 1974 | 1973 | 1972 | 1971 | 1970 | 1969 | 1968 | 1967 | 1966 | 1965 | 1964 | 1963 | 1962 | 1961 | 1960 | 1959 | 1958 | 1957 | 1956 | 1955 | 1954 | 1953 | 1952 | 1951 | 1950 | 1949 | 1948 | 1947 | 1946 | 1945 | 1944 | 1943 | 1942 | 1941 | 1940 | 1939 | 1938 | 1937 | 1936 | 1935 | 1934 | 1933 | 1932 | 1931 | 1930 | 1929 | 1928 | 1927 | 1926 | 1925 | 1924 | 1923 | 1922 | 1921 | 1920 | 1919 | 1918 | 1917 | 1916 | 1915 | 1914 | 1913 | 1912 | 1911 | 1910 | 1909 | 1908 | 1907 | 1906 | 1905 | 1904 | 1903 | 1902 | 1901 | 1900 | 1899 | 1898 | 1897 | 1896 | 1895 | 1894 | 1893 | 1892 | 1891 | 1890 | 1889 | 1888 | 1887 | 1886 | 1885 | 1884 | 1883 | 1882 | 1881 | 1880 | 1879 | 1878 | 1877 | 1876 | 1875 | 1874 | 1873 | 1872 | 1871 | 1870 | 1869 | 1868 | 1867 | 1866 | 1865 | 1864 | 1863 | 1862 | 1861 | 1860 | 1859 | 1858 | 1857 | 1856 | 1855 | 1854 | 1853 | 1852 | 1851 | 1850 | 1849 | 1848 | 1847 | 1846 | 1845 | 1844 | 1843 | 1842 | 1841 | 1840 | 1839 | 1838 | 1837 | 1836 | 1835 | 1834 | 1833 | 1832 | 1831 | 1830 | 1829 | 1828 | 1827 | 1826 | 1825 | 1824 | 1823 | 1822 | 1821 | 1820 | 1819 | 1818 | 1817 | 1816 | 1815 | 1814 | 1813 | 1812 | 1811 | 1810 | 1809 | 1808 | 1807 | 1806 | 1805 | 1804 | 1803 | 1802 | 1801 | 1800 | 1799 | 1798 | 1797 | 1796 | 1795 | 1794 | 1793 | 1792 | 1791 | 1790 | 1789 | 1788 | 1787 | 1786 | 1785 | 1784 | 1783 | 1782 | 1781 | 1780 | 1779 | 1778 | 1777 | 1776 | 1775 | 1774 | 1773 | 1772 | 1771 | 1770 | 1769 | 1768 | 1767 | 1766 | 1765 | 1764 | 1763 | 1762 | 1761 | 1760 | 1759 | 1758 | 1757 | 1756 | 1755 | 1754 | 1753 | 1752 | 1751 | 1750 | 1749 | 1748 | 1747 | 1746 | 1745 | 1744 | 1743 | 1742 | 1741 | 1740 | 1739 | 1738 | 1737 | 1736 | 1735 | 1734 | 1733 | 1732 | 1731 | 1730 | 1729 | 1728 | 1727 | 1726 | 1725 | 1724 | 1723 | 1722 | 1721 | 1720 | 1719 | 1718 | 1717 | 1716 | 1715 | 1714 | 1713 | 1712 | 1711 | 1710 | 1709 | 1708 | 1707 | 1706 | 1705 | 1704 | 1703 | 1702 | 1701 | 1700 | 1699 | 1698 | 1697 | 1696 | 1695 | 1694 | 1693 | 1692 | 1691 | 1690 | 1689 | 1688 | 1687 | 1686 | 1685 | 1684 | 1683 | 1682 | 1681 | 1680 | 1679 | 1678 | 1677 | 1676 | 1675 | 1674 | 1673 | 1672 | 1671 | 1670 | 1669 | 1668 | 1667 | 1666 | 1665 | 1664 | 1663 | 1662 | 1661 | 1660 | 1659 | 1658 | 1657 | 1656 | 1655 | 1654 | 1653 | 1652 | 1651 | 1650 | 1649 | 1648 | 1647 | 1646 | 1645 | 1644 | 1643 | 1642 | 1641 | 1640 | 1639 | 1638 | 1637 | 1636 | 1635 | 1634 | 1633 | 1632 | 1631 | 1630 | 1629 | 1628 | 1627 | 1626 | 1625 | 1624 | 1623 | 1622 | 1621 | 1620 | 1619 | 1618 | 1617 | 1616 | 1615 | 1614 | 1613 | 1612 | 1611 | 1610 | 1609 | 1608 | 1607 | 1606 | 1605 | 1604 | 1603 | 1602 | 1601 | 1600 | 1599 | 1598 | 1597 | 1596 | 1595 | 1594 | 1593 | 1592 | 1591 | 1590 | 1589 | 1588 | 1587 | 1586 | 1585 | 1584 | 1583 | 1582 | 1581 | 1580 | 1579 | 1578 | 1577 | 1576 | 1575 | 1574 | 1573 | 1572 | 1571 | 1570 | 1569 | 1568 | 1567 | 1566 | 1565 | 1564 | 1563 | 1562 | 1561 | 1560 | 1559 | 1558 | 1557 | 1556 | 1555 | 1554 | 1553 | 1552 | 1551 | 1550 | 1549 | 1548 | 1547 | 1546 | 1545 | 1544 | 1543 | 1542 | 1541 | 1540 | 1539 | 1538 | 1537 | 1536 | 1535 | 1534 | 1533 | 1532 | 1531 | 1530 | 1529 | 1528 | 1527 | 1526 | 1525 | 1524 | 1523 | 1522 | 1521 | 1520 | 1519 | 1518 | 1517 | 1516 | 1515 | 1514 | 1513 | 1512 | 1511 | 1510 | 1509 | 1508 | 1507 | 1506 | 1505 | 1504 | 1503 | 1502 | 1501 | 1500 | 1499 | 1498 | 1497 | 1496 | 1495 | 1494 | 1493 | 1492 | 1491 | 1490 | 1489 | 1488 | 1487 | 1486 | 1485 | 1484 | 1483 | 1482 | 1481 | 1480 | 1479 | 1478 | 1477 | 1476 | 1475 | 1474 | 1473 | 1472 | 1471 | 1470 | 1469 | 1468 | 1467 | 1466 | 1465 | 1464 | 1463 | 1462 | 1461 | 1460 | 1459 | 1458 | 1457 | 1456 | 1455 | 1454 | 1453 | 1452 | 1451 | 1450 | 1449 | 1448 | 1447 | 1446 | 1445 | 1444 | 1443 | 1442 | 1441 | 1440 | 1439 | 1438 | 1437 | 1436 | 1435 | 1434 | 1433 | 1432 | 1431 | 1430 | 1429 | 1428 | 1427 | 1426 | 1425 | 1424 | 1423 | 1422 | 1421 | 1420 | 1419 | 1418 | 1417 | 1416 | 1415 | 1414 | 1413 | 1412 | 1411 | 1410 | 1409 | 1408 | 1407 | 1406 | 1405 | 1404 | 1403 | 1402 | 1401 | 1400 | 1399 | 1398 | 1397 | 1396 | 1395 | 1394 | 1393 | 1392 | 1391 | 1390 | 1389 | 1388 | 1387 | 1386 | 1385 | 1384 | 1383 | 1382 | 1381 | 1380 | 1379 | 1378 | 1377 | 1376 | 1375 | 1374 | 1373 | 1372 | 1371 | 1370 | 1369 | 1368 | 1367 | 1366 | 1365 | 1364 | 1363 | 1362 | 1361 | 1360 | 1359 | 1358 | 1357 | 1356 | 1355 | 1354 | 1353 | 1352 | 1351 | 1350 | 1349 | 1348 | 1347 | 1346 | 1345 | 1344 | 1343 | 1342 | 1341 | 1340 | 1339 | 1338 | 1337 | 1336 | 1335 | 1334 | 1333 | 1332 | 1331 | 1330 | 1329 | 1328 | 1327 | 1326 | 1325 | 1324 | 1323 | 1322 | 1321 | 1320 | 1319 | 1318 | 1317 | 1316 | 1315 | 1314 | 1313 | 1312 | 1311 | 1310 | 1309 | 1308 | 1307 | 1306 | 1305 | 1304 | 1303 | 1302 | 1301 | 1300 | 1299 | 1298 | 1297 | 1296 | 1295 | 1294 | 1293 | 1292 | 1291 | 1290 | 1289 | 1288 | 1287 | 1286 | 1285 | 1284 | 1283 | 1282 | 1281 | 1280 | 1279 | 1278 | 1277 | 1276 | 1275 | 1274 | 1273 | 1272 | 1271 | 1270 | 1269 | 1268 | 1267 | 1266 | 1265 | 1264 | 1263 | 1262 | 1261 | 1260 | 1259 | 1258 | 1257 | 1256 | 1255 | 1254 | 1253 | 1252 | 1251 | 1250 | 1249 | 1248 | 1247 | 1246 | 1245 | 1244 | 1243 | 1242 | 1241 | 1240 | 1239 | 1238 | 1237 | 1236 | 1235 | 1234 | 1233 | 1232 | 1231 | 1230 | 1229 | 1228 | 1227 | 1226 | 1225 | 1224 | 1223 | 1222 | 1221 | 1220 | 1219 | 1218 | 1217 | 1216 | 1215 | 1214 | 1213 | 1212 | 1211 | 1210 | 1209 | 1208 | 1207 | 1206 | 1205 | 1204 | 1203 | 1202 | 1201 | 1200 | 1199 | 1198 | 1197 | 1196 | 1195 | 1194 | 1193 | 1192 | 1191 | 1190 | 1189 | 1188 | 1187 | 1186 | 1185 | 1184 | 1183 | 1182 | 1181 | 1180 | 1179 | 1178 | 1177 | 1176 | 1175 | 1174 | 1173 | 1172 | 1171 | 1170 | 1169 | 1168 | 1167 | 1166 | 1165 | 1164 | 1163 | 1162 | 1161 | 1160 | 1159 | 1158 | 1157 | 1156 | 1155 | 1154 | 1153 | 1152 | 1151 | 1150 | 1149 | 1148 | 1147 | 1146 | 1145 | 1144 | 1143 | 1142 | 1141 | 1140 | 1139 | 1138 | 1137 | 1136 | 1135 | 1134 | 1133 | 1132 | 1131 | 1130 | 1129 | 1128 | 1127 | 1126 | 1125 | 1124 | 1123 | 1122 | 1121 | 1120 | 1119 | 1118 | 1117 | 1116 | 1115 | 1114 | 1113 | 1112 | 1111 | 1110 | 1109 | 1108 | 1107 | 1106 | 1105 | 1104 | 1103 | 1102 | 1101 | 1100 | 1099 | 1098 | 1097 | 1096 | 1095 | 1094 | 1093 | 1092 | 1091 | 1090 | 1089 | 1088 | 1087 | 1086 | 1085 | 1084 | 1083 | 1082 | 1081 | 1080 | 1079 | 1078 | 1077 | 1076 | 1075 | 1074 | 1073 | 1072 | 1071 | 1070 | 1069 | 1068 | 1067 | 1066 | 1065 | 1064 | 1063 | 1062 | 1061 | 1060 | 1059 | 1058 | 1057 | 1056 | 1055 | 1054 | 1053 | 1052 | 1051 | 1050 | 1049 | 1048 | 1047 | 1046 | 1045 | 1044 | 1043 | 1042 | 1041 | 1040 | 1039 | 1038 | 1037 | 1036 | 1035 | 1034 | 1033 | 1032 | 1031 | 1030 | 1029 | 1028 | 1027 | 1026 | 1025 | 1024 | 1023 | 1022 | 1021 | 1020 | 1019 | 1018 | 1017 | 1016 | 1015 | 1014 | 1013 | 1012 | 1011 | 1010 | 1009 | 1008 | 1007 | 1006 | 1005 | 1004 | 1003 | 1002 | 1001 | 1000 | 999 | 998 | 997 | 996 | 995 | 994 | 993 | 992 | 991 | 990 | 989 | 988 | 987 | 986 | 985 | 984 | 983 | 982 | 981 | 980 | 979 | 978 | 977 | 976 | 975 | 974 | 973 | 972 | 971 | 970 | 969 | 968 | 967 | 966 | 965 | 964 | 963 | 962 | 961 | 960 | 959 | 958 | 957 | 956 | 955 | 954 | 953 | 952 | 951 | 950 | 949 | 948 | 947 | 946 | 945 | 944 | 943 | 942 | 941 | 940 | 939 | 938 | 937 | 936 | 935 | 934 | 933 | 932 | 931 | 930 | 929 | 928 | 927 | 926 | 925 | 924 | 923 | 922 | 921 | 920 | 919 | 918 | 917 | 916 | 915 | 914 | 913 | 912 | 911 | 910 | 909 | 908 | 907 | 906 | 905 | 904 | 903 | 902 | 901 | 900 | 899 | 898 | 897 | 896 | 895 | 894 | 893 | 892 | 891 | 890 | 889 | 888 | 887 | 886 | 885 | 884 | 883 | 882 | 881 | 880 | 879 | 878 | 877 | 876 | 875 | 874 | 873 | 872 | 871 | 870 | 869 | 868 | 867 | 866 | 865 | 864 | 863 | 862 | 861 | 860 | 859 | 858 | 857 | 856 | 855 | 854 | 853 | 852 | 851 | 850 | 849 | 848 | 847 | 846 | 845 | 844 | 843 | 842 | 841 | 840 | 839 | 838 | 837 | 836 | 835 | 834 | 833 | 832 | 831 | 830 | 829 | 828 | 827 | 826 | 825 | 824 | 823 | 822 | 821 | 820 | 819 | 818 | 817 | 816 | 815 | 814 | 813 | 812 | 811 | 810 | 809 | 808 | 807 | 806 | 805 | 804 | 803 | 802 | 801 | 800 | 799 | 798 | 797 | 796 | 795 | 794 | 793 | 792 | 791 | 790 | 789 | 788 | 787 | 786 | 785 | 784 | 783 | 782 | 781 | 780 | 779 | 778 | 777 | 776 | 775 | 774 | 773 | 772 | 771 | 770 | 769 | 768 | 767 | 766 | 765 | 764 | 763 | 762 | 761 | 760 | 759 | 758 | 757 | 756 | 755 | 754 | 753 | 752 | 751 | 750 | 749 | 748 | 747 | 746 | 745 | 744 | 743 | 742 | 741 | 740 | 739 | 738 | 737 | 736 | 735 | 734 | 733 | 732 | 731 | 730 | 729 | 728 | 727 | 726 | 725 | 724 | 723 | 722 | 721 | 720 | 719 | 718 | 717 | 716 | 715 | 714 | 713 | 712 | 711 | 710 | 709 | 708 | 707 | 706 | 705 | 704 | 703 | 702 | 701 | 700 | 699 | 698 | 697 | 696 | 695 | 694 | 693 | 692 | 691 | 690 | 689 | 688 | 687 | 686 | 685 | 684 | 683 | 682 | 681 | 680 | 679 | 678 | 677 | 676 | 675 | 674 | 673 | 672 | 671 | 670 | 669 | 668 | 667 | 666 | 665 | 664 | 663 | 662 | 661 | 660 | 659 | 658 | 657 | 656 | 655 | 654 | 653 | 652 | 651 | 650 | 649 | 648 | 647 | 646 | 645 | 644 | 643 | 642 | 641 | 640 | 639 | 638 | 637 | 636 | 635 | 634 | 633 | 632 | 631 | 630 | 629 | 628 | 627 | 626 | 625 | 624 | 623 | 622 | 621 | 620 | 619 | 618 | 617 | 616 | 615 | 614 | 613 | 612 | 611 | 610 | 609 | 608 | 607 |

[illegible][illegible][illegible]

International and Domestic Charter Operations 1997 (a)

Table 1.9.1

| Airline | Aircraft Type | Stage Flights | Aircraft Hours | No of Passengers Lifted | | | | | Seat-Km Available (000) | Seat-Km Used (000) | As Load Factor % |
|-------------------------------|------------------|------------------|-------------------|-------------------------|------------|--------------|---------|------------|-------------------------------|--------------------------|---------------------------|
| | | | | ABC | ITC | SEAT ONLY | OTHER | | | | |
| AB AIRLINES | | 2 | 2 | 4 | - | - | - | 204 | 216 | 216 | 86.2 |
| AIR 2000 | 53 164 | 24 210 | 78 880 | - | 4 455 340 | - | - | 211 213 | 11 359 789 | 10 416 528 | 89.7 |
| AIR ATLANTIQUE ATLANTIC CARGO | | 4 | 5 | 10 | - | - | - | 100 | 100 | 42 | 42.0 |
| AIR UK | 797 | 794 | 1 516 | - | 81 215 | - | - | 281 | 78 656 | 64 529 | 81.8 |
| AIRWORKS INTL AIRWAYS LIMITED | 49 200 | 27 256 | 89 211 | - | 5 014 670 | - | - | 48 680 | 18 826 570 | 14 019 367 | 80.7 |
| AIRWORKS AVIATION LTD | 9 869 | 4 907 | 14 650 | - | 739 507 | - | - | 433 | 1 589 719 | 1 089 949 | 89.7 |
| AURigny AIR SERVICES | 59 | 107 | 170 | - | 4 892 | - | - | 1 041 | 879 | 879 | 84.1 |
| BAC EXPRESS AIRLINES LTD | 501 | 329 | 391 | - | 10 072 | - | - | 49 255 | 2 712 862 | 21 252 214 | 89.4 |
| BRITANNIA AIRWAYS | 80 847 | 24 411 | 123 096 | - | 7 573 885 | - | - | 7 945 | 179 167 | 137 858 | 88.1 |
| BRITISH AIRWAYS | 1 658 | 1 332 | 2 912 | - | 104 238 | - | - | 11 195 | 135 008 | 117 025 | 86.3 |
| BRITISH ISLAND | 1 989 | 1 121 | 3 147 | - | 122 841 | - | - | 11 195 | 269 705 | 229 955 | 85.4 |
| BRITISH WORLD AIRLINES LTD | 1 257 | 1 036 | 2 315 | - | 84 308 | - | - | 14 976 | 6 028 000 | 6 980 365 | 84.7 |
| CALEDONIAN AIRWAYS | 222 | 10 757 | 39 547 | - | 2 227 027 | - | - | 14 976 | 6 028 000 | 6 980 365 | 84.7 |
| CITY FLIER EXPRESS | 169 | 319 | 370 | - | 14 408 | - | - | 8 004 | 6 970 | 6 970 | 81.2 |
| DEBNAM AIRWAYS LTD | 9 | 6 | 10 | - | 102 | - | - | 305 | 400 | 305 | 76.3 |
| EMERALD AIRWAYS LIMITED | 10 | 25 | 25 | - | 35 | - | - | 146 | 447 | 367 | 82.1 |
| EUROPEAN AIR CHARTER | 1 419 | 1 316 | 2 645 | - | 103 022 | - | - | 7 603 | 147 430 | 137 545 | 85.4 |
| FLYING COLOURS AIRLINES LTD | 12 454 | 5 360 | 17 940 | - | 1 097 854 | - | - | 2 834 322 | 2 602 612 | 621 | 82.1 |
| GILL AIRWAYS | 15 | 22 | 26 | - | 64 | - | - | 331 | 167 | 167 | 44.4 |
| LEGISSE INTERNATIONAL | 17 306 | 6 672 | 25 140 | - | 1 212 362 | - | - | 5 074 | 4 491 702 | 4 143 339 | 82.3 |
| LEGISSE INTL AIRWAYS LTD | 1 346 | 222 | 1 740 | - | 88 502 | - | - | 447 036 | 420 149 | 33.9 | 33.9 |
| MAERSK AIR LIMITED | 414 | 280 | 674 | - | 26 607 | - | - | 46 562 | 44 324 | 39.2 | 39.2 |
| MANX AIRLINES | 304 | 326 | 694 | - | 26 517 | - | - | 26 288 | 16 469 | 16.2 | 16.2 |
| MONARCH AIRLINES | 40 699 | 20 603 | 67 779 | 0.04 | 41 895 542 | 276 | 64 687 | 12 585 626 | 11 236 122 | 90.0 | 90.0 |
| PALMAR FLIGHTLINE | 2 186 | 2 423 | 5 559 | - | 131 020 | - | - | 15 891 | 24 944 | 229 622 | 77.1 |
| SABRE AIRWAYS LTD | 1 453 | 1 843 | 5 233 | - | 266 785 | - | - | 5 673 | 626 005 | 523 862 | 84.4 |
| SOUTH COAST AIRWAYS LTD | - | 2 | 1 | - | 1 | - | - | 120 | 22 | 21 | 36.5 |
| TITAN AIRWAYS | 12 | 189 | 221 | - | 4 224 | - | - | 2 855 | 2 154 | 75.4 | 75.4 |
| Total | 344 743 | 147 679 | 499 884 | 43 624 | 27 636 122 | 276 | 441 010 | 82 939 528 | 74 916 425 | 90.3 | 90.3 |

International and Domestic Charter Operations 1997 (a)

Table 1.9.1 Continued

| Airline | Aircraft Type | Stage Flights | Aircraft Hours | No of Passengers Lifted | | | | | Seat-Km Available (000) | Seat-Km Used (000) | As Load Factor % |
|-------------------------------|------------------|------------------|-------------------|-------------------------|------------|--------------|---------|------------|-------------------------------|--------------------------|---------------------------|
| | | | | ABC | ITC | SEAT ONLY | OTHER | | | | |
| AB AIRLINES | | 2 | 2 | 4 | - | - | - | 204 | 216 | 216 | 86.2 |
| AIR 2000 | 53 164 | 24 210 | 78 880 | - | 4 455 340 | - | - | 211 213 | 11 359 789 | 10 416 528 | 89.7 |
| AIR ATLANTIQUE ATLANTIC CARGO | | 4 | 5 | 10 | - | - | - | 100 | 100 | 42 | 42.0 |
| AIR UK | 797 | 794 | 1 516 | - | 81 215 | - | - | 281 | 78 656 | 64 529 | 81.8 |
| AIRWORKS INTL AIRWAYS LIMITED | 49 200 | 27 256 | 89 211 | - | 5 014 670 | - | - | 48 680 | 18 826 570 | 14 019 367 | 80.7 |
| AIRWORKS AVIATION LTD | 9 869 | 4 907 | 14 650 | - | 739 507 | - | - | 433 | 1 589 719 | 1 089 949 | 89.7 |
| AURigny AIR SERVICES | 59 | 107 | 170 | - | 4 892 | - | - | 1 041 | 879 | 879 | 84.1 |
| BAC EXPRESS AIRLINES LTD | 501 | 329 | 391 | - | 10 072 | - | - | 49 255 | 2 712 862 | 21 252 214 | 89.4 |
| BRITANNIA AIRWAYS | 80 847 | 24 411 | 123 096 | - | 7 573 885 | - | - | 7 945 | 179 167 | 137 858 | 88.1 |
| BRITISH AIRWAYS | 1 658 | 1 332 | 2 912 | - | 104 238 | - | - | 11 195 | 135 008 | 117 025 | 86.3 |
| BRITISH ISLAND | 1 989 | 1 121 | 3 147 | - | 122 841 | - | - | 11 195 | 269 705 | 229 955 | 85.4 |
| BRITISH WORLD AIRLINES LTD | 1 257 | 1 036 | 2 315 | - | 84 308 | - | - | 14 976 | 6 028 000 | 6 980 365 | 84.7 |
| CALEDONIAN AIRWAYS | 222 | 10 757 | 39 547 | - | 2 227 027 | - | - | 14 976 | 6 028 000 | 6 980 365 | 84.7 |
| CITY FLIER EXPRESS | 169 | 319 | 370 | - | 14 408 | - | - | 8 004 | 6 970 | 6 970 | 81.2 |
| DEBNAM AIRWAYS LTD | 9 | 6 | 10 | - | 102 | - | - | 305 | 400 | 305 | 76.3 |
| EMERALD AIRWAYS LIMITED | 10 | 25 | 25 | - | 35 | - | - | 146 | 447 | 367 | 82.1 |
| EUROPEAN AIR CHARTER | 1 419 | 1 316 | 2 645 | - | 103 022 | - | - | 7 603 | 147 430 | 137 545 | 85.4 |
| FLYING COLOURS AIRLINES LTD | 12 454 | 5 360 | 17 940 | - | 1 097 854 | - | - | 2 834 322 | 2 602 612 | 621 | 82.1 |
| GILL AIRWAYS | 15 | 22 | 26 | - | 64 | - | - | 331 | 167 | 167 | 44.4 |
| LEGISSE INTERNATIONAL | 17 306 | 6 672 | 25 140 | - | 1 212 362 | - | - | 5 074 | 4 491 702 | 4 143 339 | 82.3 |
| LEGISSE INTL AIRWAYS LTD | 1 346 | 222 | 1 740 | - | 88 502 | - | - | 447 036 | 420 149 | 33.9 | 33.9 |
| MAERSK AIR LIMITED | 414 | 280 | 674 | - | 26 607 | - | - | 46 562 | 44 324 | 39.2 | 39.2 |
| MANX AIRLINES | 304 | 326 | 694 | - | 26 517 | - | - | 26 288 | 16 469 | 16.2 | 16.2 |
| MONARCH AIRLINES | 40 699 | 20 603 | 67 779 | 0.04 | 41 895 542 | 276 | 64 687 | 12 585 626 | 11 236 122 | 90.0 | 90.0 |
| PALMAR FLIGHTLINE | 2 186 | 2 423 | 5 559 | - | 131 020 | - | - | 15 891 | 24 944 | 229 622 | 77.1 |
| SABRE AIRWAYS LTD | 1 453 | 1 843 | 5 233 | - | 266 785 | - | - | 5 673 | 626 005 | 523 862 | 84.4 |
| SOUTH COAST AIRWAYS LTD | - | 2 | 1 | - | 1 | - | - | 120 | 22 | 21 | 36.5 |
| TITAN AIRWAYS | 12 | 189 | 221 | - | 4 224 | - | - | 2 855 | 2 154 | 75.4 | 75.4 |
| Total | 344 743 | 147 679 | 499 884 | 43 624 | 27 636 122 | 276 | 441 010 | 82 939 528 | 74 916 425 | 90.3 | 90.3 |

International and Domestic Charter Operations 1997 (a)

| | |
|---|--|
| (a) Excludes the following non-scheduled activity | |
| (i) Sub-charter | |
| (ii) Sub-charter operations | |
| (iii) Government charter | |
| (iv) Small airline public transport operations | |

International Charter Operations 1997 (a) (b)

Table 1.9.2

| Airline | Aircraft Type | Stage Flights | Aircraft Hours | No of Passengers Lifted | | | | | Seat-Km Available (000) | Seat-Km Used (000) | As Load Factor % |
|-------------------------------|------------------|------------------|-------------------|-------------------------|------------|--------------|---------|------------|-------------------------------|--------------------------|---------------------------|
| | | | | ABC | ITC | SEAT ONLY | OTHER | | | | |
| AB AIRLINES | | 2 | 2 | 4 | - | - | - | 204 | 216 | 216 | 86.2 |
| AIR 2000 | 53 164 | 24 210 | 78 880 | - | 4 455 340 | - | - | 211 213 | 11 359 789 | 10 416 528 | 89.7 |
| AIR ATLANTIQUE ATLANTIC CARGO | | 4 | 5 | 10 | - | - | - | 100 | 100 | 42 | 42.0 |
| AIR UK | 797 | 794 | 1 516 | - | 81 215 | - | - | 281 | 78 656 | 64 529 | 81.8 |
| AIRWORKS INTL AIRWAYS LIMITED | 49 200 | 27 256 | 89 211 | - | 5 014 670 | - | - | 48 680 | 18 826 570 | 14 019 367 | 80.7 |
| AIRWORKS AVIATION LTD | 9 869 | 4 907 | 14 650 | - | 739 507 | - | - | 433 | 1 589 719 | 1 089 949 | 89.7 |
| AURigny AIR SERVICES | 59 | 107 | 170 | - | 4 892 | - | - | 1 041 | 879 | 879 | 84.1 |
| BAC EXPRESS AIRLINES LTD | 501 | 329 | 391 | - | 10 072 | - | - | 49 255 | 2 712 862 | 21 252 214 | 89.4 |
| BRITANNIA AIRWAYS | 80 847 | 24 411 | 123 096 | - | 7 573 885 | - | - | 7 945 | 179 167 | 137 858 | 88.1 |
| BRITISH AIRWAYS | 1 658 | 1 332 | 2 912 | - | 104 238 | - | - | 11 195 | 135 008 | 117 025 | 86.3 |
| BRITISH ISLAND | 1 989 | 1 121 | 3 147 | - | 122 841 | - | - | 11 195 | 269 705 | 229 955 | 85.4 |
| BRITISH WORLD AIRLINES LTD | 1 257 | 1 036 | 2 315 | - | 84 308 | - | - | 14 976 | 6 028 000 | 6 980 365 | 84.7 |
| CALEDONIAN AIRWAYS | 222 | 10 757 | 39 547 | - | 2 227 027 | - | - | 14 976 | 6 028 000 | 6 980 365 | 84.7 |
| CITY FLIER EXPRESS | 169 | 319 | 370 | - | 14 408 | - | - | 8 004 | 6 970 | 6 970 | 81.2 |
| DEBNAM AIRWAYS LTD | 9 | 6 | 10 | - | 102 | - | - | 305 | 400 | 305 | 76.3 |
| EMERALD AIRWAYS LIMITED | 10 | 25 | 25 | - | 35 | - | - | 146 | 447 | 367 | 82.1 |
| EUROPEAN AIR CHARTER | 1 419 | 1 316 | 2 645 | - | 103 022 | - | - | 7 603 | 147 430 | 137 545 | 85.4 |
| FLYING COLOURS AIRLINES LTD | 12 454 | 5 360 | 17 940 | - | 1 097 854 | - | - | 2 834 322 | 2 602 612 | 621 | 82.1 |
| GILL AIRWAYS | 15 | 22 | 26 | - | 64 | - | - | 331 | 167 | 167 | 44.4 |
| LEGISSE INTERNATIONAL | 17 306 | 6 672 | 25 140 | - | 1 212 362 | - | - | 5 074 | 4 491 702 | 4 143 339 | 82.3 |
| LEGISSE INTL AIRWAYS LTD | 1 346 | 222 | 1 740 | - | 88 502 | - | - | 447 036 | 420 149 | 33.9 | 33.9 |
| MAERSK AIR LIMITED | 414 | 280 | 674 | - | 26 607 | - | - | 46 562 | 44 324 | 39.2 | 39.2 |
| MANX AIRLINES | 304 | 326 | 694 | - | 26 517 | - | - | 26 288 | 16 469 | 16.2 | 16.2 |
| MONARCH AIRLINES | 40 699 | 20 603 | 67 779 | 0.04 | 41 895 542 | 276 | 64 687 | 12 585 626 | 11 236 122 | 90.0 | 90.0 |
| PALMAR FLIGHTLINE | 2 186 | 2 423 | 5 559 | - | 131 020 | - | - | 15 891 | 24 944 | 229 622 | 77.1 |
| SABRE AIRWAYS LTD | 1 453 | 1 843 | 5 233 | - | 266 785 | - | - | 5 673 | 626 005 | 523 862 | 84.4 |
| SOUTH COAST AIRWAYS LTD | - | 2 | 1 | - | 1 | - | - | 120 | 22 | 21 | 36.5 |
| TITAN AIRWAYS | 12 | 189 | 221 | - | 4 224 | - | - | 2 855 | 2 154 | 75.4 | 75.4 |
| Total | 344 743 | 147 679 | 499 884 | 43 624 | 27 636 122 | 276 | 441 010 | 82 939 528 | 74 916 425 | 90.3 | 90.3 |

International Charter Operations 1997 (a) (b)

Table 1.9.2 Continued

| Airline | Aircraft Type | Stage Flights | Aircraft Hours | No of Passengers Lifted | | | | | Seat-Km Available (000) | Seat-Km Used (000) | As Load Factor % |
|-------------------------------|---------------|---------------|----------------|-------------------------|-----------|-----------|-------|---------|-------------------------|--------------------|------------------|
| | | | | ABC | ITC | SEAT ONLY | OTHER | | | | |
| AB AIRLINES | | 2 | 2 | 4 | - | - | - | 204 | 216 | 216 | 86.2 |
| AIR 2000 | 53 164 | 24 210 | 78 880 | - | 4 455 340 | - | - | 211 213 | 11 359 789 | 10 416 528 | 89.7 |
| AIR ATLANTIQUE ATLANTIC CARGO | | 4 | 5 | 10 | - | - | - | 100 | 100 | 42 | 42.0 |
| AIR UK | 797 | 794 | 1 516 | - | 81 215 | - | - | 281 | 78 656 | 64 529 | 81.8 |
| AIRWORKS INTL AIRWAYS LIMITED | 49 200 | 27 256 | 89 211 | - | 5 014 670 | - | - | 48 680 | 18 826 570 | 14 019 367 | 80.7 |
| AIRWORKS AVIATION LTD | 9 869 | 4 907 | 14 650 | - | 739 507 | - | - | 433 | 1 589 719 | 1 089 949 | 89.7 |
| AURigny AIR SERVICES | 59 | 1 | | | | | | | | | |
| BRITISH AIRWAYS LTD | 49 | 27 257 | 101 710 | - | 2 447 000 | - | - | 17 230 | 628 | 518 | 79.1 |
| BRITISH AIRWAYS LTD | 1 502 | 63 000 | 197 121 | - | 1 971 000 | - | - | 15 000 | 520 | 419 | 79.9 |
| BRITISH AIRWAYS LTD | | | | | | | | | | | |
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| BRITISH AIRWAYS LTD | | | | | | | | | | | |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|--------------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|----------------|--|------------------|--------------------|---------------------|
| AB AIRLINES | 3 | 6 | 6 | .. | 239 | 236 | 98.7 | .. | 19 | 19 | - | - | 19 | 100.0 |
| AIR 2000 | 161 | 90 | 245 | .. | 36 354 | 30 582 | 84.1 | .. | 3 233 | 2 625 | - | 2 | 2 623 | 81.2 |
| AIR ATLANTIQUE ATLANTIC CARGO | 223 | 583 | 576 | .. | 949 | 550 | 58.0 | .. | 2 107 | 1 258 | 1 144 | 73 | 41 | 59.7 |
| AIRLINE MANAGEMENT LTD | 3 593 | 620 | 4 492 | .. | 1 116 173 | 847 522 | 75.9 | .. | 164 613 | 91 985 | 225 | 11 850 | 79 910 | 55.9 |
| AIRTOURS INTL AIRWAYS LIMITED | 29 | 16 | 44 | .. | 5 523 | 4 045 | 73.2 | .. | 535 | 343 | - | - | 343 | 64.1 |
| AIRWORLD AVIATION LTD | 34 | 17 | 50 | .. | 7 096 | 6 362 | 89.7 | .. | 703 | 486 | - | 2 | 484 | 69.1 |
| AURIGNY AIR SERVICES | 27 | 43 | 78 | .. | 936 | 356 | 38.0 | .. | 88 | 28 | - | - | 28 | 31.8 |
| BAC EXPRESS AIRLINES LTD | 321 | 1 788 | 1 516 | .. | 11 182 | 4 997 | 44.7 | .. | 1 120 | 419 | - | 1 | 418 | 37.4 |
| BRITANNIA AIRWAYS | 35 | 23 | 56 | .. | 8 963 | 6 365 | 71.0 | .. | 763 | 540 | - | 1 | 539 | 70.8 |
| BRITISH AIRWAYS | 1 888 | 1 751 | 4 026 | .. | 308 755 | 171 212 | 55.5 | .. | 46 143 | 16 601 | 47 | 501 | 16 053 | 36.0 |
| BRITISH AIRWAYS (EURO OPS) LGW | 2 173 | 759 | 3 228 | .. | 327 256 | 242 603 | 74.1 | .. | 46 122 | 25 966 | 71 | 2 631 | 23 264 | 56.3 |
| BRITISH MIDLAND | 6 562 | 2 935 | 9 948 | .. | 1 136 136 | 1 049 226 | 92.4 | .. | 104 622 | 81 844 | - | 1 | 81 843 | 78.2 |
| BRITISH REGIONAL AIRLINES LTD | 2 865 | 12 084 | 8 295 | .. | 151 782 | 100 698 | 66.3 | .. | 15 179 | 8 541 | - | 470 | 8 071 | 56.3 |
| BRITISH WORLD AIRLINES LTD | 334 | 504 | 724 | .. | 42 168 | 26 849 | 63.7 | .. | 5 137 | 2 245 | - | 17 | 2 228 | 43.7 |
| BRYMON AIRWAYS LTD | 1 | 2 | 3 | .. | 38 | 27 | 71.1 | .. | 5 | 2 | - | - | 2 | 40.0 |
| BUSINESS AIR LIMITED | 5 665 | 14 556 | 18 102 | .. | 192 127 | 120 945 | 63.0 | .. | 19 227 | 9 762 | 37 | 48 | 9 677 | 50.8 |
| CALEDONIAN AIRWAYS | 1 002 | 248 | 1 322 | .. | 348 861 | 228 931 | 65.6 | .. | 45 017 | 19 463 | - | 2 | 19 461 | 43.2 |
| CHANNEL EXPRESS (AIR SVS) | 161 | 61 | 235 | .. | - | - | - | .. | 7 247 | 4 860 | - | 4 860 | - | 67.1 |
| EMERALD AIRWAYS LIMITED | 151 | 563 | 550 | .. | 4 691 | 2 699 | 57.5 | .. | 918 | 407 | 191 | - | 216 | 44.3 |
| EUROPEAN AIR CHARTER | 1 656 | 3 080 | 3 563 | .. | 172 365 | 115 436 | 67.0 | .. | 15 412 | 9 806 | - | - | 9 806 | 63.6 |
| FLYING COLOURS AIRLINES LTD | 69 | 39 | 103 | .. | 16 022 | 11 839 | 73.9 | .. | 1 549 | 1 006 | - | - | 1 006 | 64.9 |
| GILL AIRWAYS | 1 575 | 4 338 | 5 515 | .. | 91 663 | 56 904 | 62.1 | .. | 10 245 | 4 440 | - | 2 | 4 438 | 43.3 |
| HEAVYLIFT CARGO AIRLINES | 11 | 4 | 18 | .. | - | - | - | .. | 519 | 201 | - | 201 | - | 38.7 |
| JERSEY EUROPEAN AIRWAYS (UK) | 4 | 12 | 12 | .. | 298 | 211 | 70.8 | .. | 27 | 17 | - | - | 17 | 63.0 |
| LEISURE INTERNATIONAL | 1 | 4 | 4 | .. | 330 | 177 | 53.6 | .. | 31 | 13 | - | - | 13 | 41.9 |
| LYNTON JET | 2 | 4 | 4 | .. | 28 | 12 | 42.9 | .. | 3 | 2 | - | - | 2 | 66.7 |
| MAERSK AIR LIMITED | 51 | 80 | 107 | .. | 4 588 | 3 483 | 75.9 | .. | 355 | 262 | - | - | 262 | 73.8 |
| MANX AIRLINES | 303 | 478 | 716 | .. | 27 990 | 19 052 | 68.1 | .. | 2 928 | 1 670 | 6 | 11 | 1 653 | 57.0 |
| MONARCH AIRLINES | 224 | 106 | 330 | .. | 50 773 | 41 307 | 81.4 | .. | 4 574 | 3 516 | - | 44 | 3 472 | 76.9 |
| PALMAIR FLIGHTLINE | 626 | 986 | 1 208 | .. | 69 961 | 36 189 | 51.7 | .. | 5 247 | 2 726 | - | 2 | 2 724 | 52.0 |
| SABRE AIRWAYS LTD | 2 821 | 1 648 | 4 576 | .. | 374 819 | 306 743 | 81.8 | .. | 34 819 | 26 071 | - | - | 26 071 | 74.9 |
| TITAN AIRWAYS | 779 | 1 672 | 1 706 | .. | 55 555 | 38 740 | 69.7 | .. | 6 517 | 2 993 | 35 | 5 | 2 953 | 45.9 |
| Total | 33 350 | 49 100 | 71 358 | .. | 4 563 621 | 3 474 298 | 76.1 | .. | 545 024 | 320 117 | 1 756 | 20 724 | 297 637 | 58.7 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used Mail (000) | Freight (000) | Passenger (000) | As % of Avail |
|--------------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|-----------------------------|--------------------------------|----------------|--|------------------|--------------------|---------------------|
| AIR 2000 | 80 | 33 | 113 | .. | 19 059 | 15 242 | 80.0 | .. | 1 711 | 1 358 | - | - | 1 358 | 79.4 |
| AIR ATLANTIQUE ATLANTIC CARGO | 8 | 15 | 24 | .. | - | - | - | .. | 121 | 69 | 48 | 21 | - | 57.0 |
| AIR FOYLE | 200 | 199 | 395 | .. | - | - | - | .. | 2 201 | 964 | - | 964 | - | 43.8 |
| AIR FOYLE CHARTER AIRLINES LTD | 933 | 2 050 | 2 521 | .. | 121 522 | 75 094 | 61.8 | .. | 10 825 | 6 691 | - | - | 6 691 | 61.8 |
| AIRTOURS INTL AIRWAYS LIMITED | 1 319 | 447 | 1 831 | .. | 306 849 | 261 433 | 85.2 | .. | 29 684 | 22 221 | - | - | 22 221 | 74.9 |
| AIRWORLD AVIATION LTD | 24 | 18 | 37 | .. | 4 614 | 3 560 | 77.2 | .. | 449 | 270 | - | - | 270 | 60.1 |
| BAC EXPRESS AIRLINES LTD | 1 | 4 | 4 | .. | 33 | 18 | 54.5 | .. | 3 | 2 | - | - | 2 | 66.7 |
| BRITANNIA AIRWAYS | 120 | 85 | 198 | .. | 33 933 | 23 619 | 69.6 | .. | 2 888 | 2 058 | - | 86 | 1 972 | 71.3 |
| BRITISH WORLD AIRLINES LTD | 971 | 1 765 | 2 384 | .. | 108 988 | 68 653 | 63.0 | .. | 13 550 | 5 712 | - | 14 | 5 698 | 42.2 |
| BUSINESS AIR LIMITED | 1 015 | 1 314 | 2 160 | .. | 83 206 | 47 775 | 57.4 | .. | 10 755 | 4 061 | - | - | 4 061 | 37.8 |
| CALEDONIAN AIRWAYS | 1 292 | 513 | 1 836 | .. | 504 148 | 355 970 | 70.6 | .. | 46 976 | 30 263 | - | - | 30 263 | 64.4 |
| CHANNEL EXPRESS (AIR SVS) | 39 | 59 | 94 | .. | - | - | - | .. | 1 766 | 841 | - | 841 | - | 47.6 |
| EMERALD AIRWAYS LIMITED | - | 1 | 1 | .. | - | - | - | .. | 2 | 1 | 1 | - | - | 50.0 |
| EUROPEAN AIR CHARTER | 1 659 | 3 287 | 3 744 | .. | 172 686 | 133 467 | 77.3 | .. | 15 441 | 11 342 | - | - | 11 342 | 73.5 |
| FLYING COLOURS AIRLINES LTD | 24 | 8 | 34 | .. | 5 701 | 5 287 | 92.7 | .. | 551 | 449 | - | - | 449 | 81.5 |
| GILL AIRWAYS | 6 | 19 | 17 | .. | 342 | 199 | 58.2 | .. | 38 | 16 | - | - | 16 | 42.1 |
| HEAVYLIFT CARGO AIRLINES | 29 | 9 | 48 | .. | - | - | - | .. | 1 406 | 1 252 | - | 1 252 | - | 89.0 |
| HUNTING CARGO AIRLINES LTD | 290 | 742 | 841 | .. | - | - | - | .. | 4 688 | 1 941 | - | 1 941 | - | 41.4 |
| JERSEY EUROPEAN AIRWAYS (UK) | - | 2 | 2 | .. | 26 | 18 | 69.2 | .. | 3 | 2 | - | - | 2 | 66.7 |
| LEISURE INTERNATIONAL | 57 | 39 | 87 | .. | 10 306 | 8 615 | 83.6 | .. | 981 | 647 | - | - | 647 | 66.0 |
| MAERSK AIR LIMITED | 2 | 5 | 6 | .. | 238 | 233 | 97.9 | .. | 18 | 18 | - | - | 18 | 100.0 |
| MONARCH AIRLINES | 3 511 | 681 | 4 704 | .. | 829 983 | 530 384 | 63.9 | .. | 74 685 | 58 993 | - | 14 480 | 44 513 | 79.0 |
| PALMAIR FLIGHTLINE | 441 | 1 133 | 932 | .. | 49 184 | 35 383 | 71.9 | .. | 3 688 | 2 700 | - | 45 | 2 655 | 73.2 |
| SABRE AIRWAYS LTD | 288 | 180 | 449 | .. | 53 790 | 31 355 | 58.3 | .. | 4 860 | 2 668 | - | - | 2 668 | 54.9 |
| TITAN AIRWAYS | 671 | 1 105 | 1 520 | .. | 41 520 | 17 713 | 42.7 | .. | 4 740 | 1 376 | - | 54 | 1 322 | 29.0 |
| Total | 12 980 | 13 713 | 23 982 | .. | 2 346 128 | 1 614 018 | 68.8 | .. | 232 030 | 155 915 | 49 | 19 698 | 136 168 | 67.2 |

Table 1.11.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | Seat-Km | Aircraft in | Avge Daily |
|-------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|------------|------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Uplifted | Used | Available | Service At | Utilisation |
| | (000) | (000) | | | | | | (000) | (000) | Year Ended | Per A/C |
| | | | | | | | | | | Dec-97 | (Hours) |
| AEROSPATIALE AS332 SUPER PUMA | - | - | - | - | - | - | - | - | - | 8 | - |
| AEROSPATIALE AS355 ECUREUIL 2 | - | - | - | - | - | - | - | - | - | 4 | - |
| AGUSTA A109A | - | - | - | - | - | - | - | - | - | 1 | - |
| AIRBUS A300-600 | 11 413 | - | 4 761 | - | 16 104 | - | 1 417 567 | 3 767 192 | 4 120 978 | 4 | 11 |
| AIRBUS A300B4/100/200 | - | 286 | - | 237 | - | 548 | - | - | - | 1 | 3.4 |
| AIRBUS A300F4-103 | - | 115 | - | 114 | - | 227 | - | - | - | .. | .. |
| AIRBUS A320-100/200 | 103 985 | - | 56 279 | - | 159 057 | - | 7 786 809 | 15 501 769 | 17 896 020 | 38 | 10.6 |
| AIRBUS A321 | 6 418 | - | 3 243 | - | 9 431 | - | 631 074 | 1 278 240 | 1 412 461 | 3 | 12.5 |
| AIRBUS A340 | 25 633 | - | 2 982 | - | 33 131 | - | 592 662 | 5 050 748 | 6 665 486 | 8 | 13.4 |
| ATR42-300 | 7 855 | 772 | 19 734 | 2 124 | 26 216 | 2 094 | 485 588 | 222 008 | 378 483 | 12 | 6.6 |
| ATR72 | 6 301 | 267 | 16 390 | 697 | 20 500 | 745 | 535 047 | 248 844 | 419 313 | 9 | 7.6 |
| AVROLINER RJ100/115 | 1 576 | - | 3 526 | - | 4 346 | - | 278 805 | 126 912 | 165 669 | 2 | 9 |
| BAC/AEROSPATIALE CONCORDE | 8 109 | - | 1 562 | - | 5 714 | - | 87 636 | 437 049 | 811 152 | 7 | 2.2 |
| BAE (HS) 748 | 508 | 1 089 | 2 905 | 5 131 | 1 989 | 4 055 | 87 087 | 16 442 | 24 452 | 11 | 1.6 |
| BAE 146-100 | 4 197 | - | 7 301 | - | 10 077 | - | 313 915 | 176 197 | 315 238 | 4 | 6.9 |
| BAE 146-200/QT | 19 635 | 965 | 30 032 | 1 643 | 42 831 | 2 192 | 1 303 193 | 1 076 236 | 1 903 385 | 29 | 5.7 |
| BAE 146-300 | 14 169 | 3 071 | 26 800 | 5 708 | 33 970 | 7 126 | 1 623 729 | 934 567 | 1 561 671 | 19 | 5.9 |
| BAE JETSTREAM 41 | 10 544 | - | 27 387 | - | 31 230 | - | 440 731 | 196 246 | 305 726 | 14 | 6.1 |
| BAE(BAC)111-300/400/475 | 97 | - | 126 | - | 196 | - | 4 098 | 3 277 | 6 143 | - | 1.5 |
| BAE(BAC)111-500 | 14 217 | - | 20 419 | - | 29 058 | - | 727 882 | 926 285 | 1 416 571 | 26 | 3.1 |
| BAE(H.P)JETSTREAM 31/32 | 998 | - | 3 083 | - | 3 409 | - | 23 192 | 8 524 | 15 891 | 2 | 3.7 |
| BAE(HS)125 | - | - | - | - | - | - | - | - | - | 1 | - |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | - | 1 | .. |
| BOEING 727-200/200 ADVANCED | 3 344 | - | 1 821 | - | 5 041 | - | 235 183 | 511 699 | 626 072 | 1 | 7.5 |
| BOEING 737-200 | 48 425 | - | 60 707 | - | 99 545 | - | 3 743 854 | 3 468 635 | 5 223 830 | 35 | 7.2 |
| BOEING 737-300 | 16 730 | 254 | 27 702 | 481 | 37 524 | 535 | 2 556 356 | 1 594 937 | 2 349 311 | 15 | 9.1 |
| BOEING 737-400 | 65 104 | 14 | 72 340 | 25 | 130 506 | 28 | 6 414 099 | 6 510 570 | 9 342 828 | 45 | 8 |
| BOEING 737-500 | 19 313 | 3 | 30 861 | 4 | 44 951 | 5 | 2 194 024 | 1 380 604 | 2 219 853 | 16 | 7.7 |
| BOEING 747-100/100F | 45 952 | 23 | 8 561 | 4 | 60 204 | 31 | 2 195 238 | 12 344 978 | 16 542 803 | 16 | 10.3 |
| BOEING 747-200B | 58 947 | - | 10 973 | - | 75 452 | - | 2 538 553 | 17 117 209 | 22 782 385 | 18 | 11.5 |
| BOEING 747-200B (COMBI) | 9 484 | - | 1 632 | - | 12 226 | - | 388 288 | 2 608 243 | 3 564 540 | 3 | 11.2 |
| BOEING 747-400 | 170 835 | - | 23 667 | - | 214 057 | - | 6 048 164 | 51 923 772 | 69 115 949 | 45 | 14.1 |
| BOEING 757-200 | 200 019 | - | 130 531 | - | 323 299 | - | 20 686 689 | 37 064 257 | 42 998 325 | 95 | 9.5 |
| BOEING 767-200ER | 23 876 | 14 | 6 411 | 2 | 32 556 | 16 | 1 304 348 | 5 837 781 | 6 732 467 | 6 | 14.9 |
| BOEING 767-300 | 26 376 | - | 21 137 | - | 46 526 | - | 3 427 042 | 4 443 137 | 6 359 722 | 19 | 7.7 |
| BOEING 767-300ER/F | 64 555 | 6 | 13 603 | 2 | 86 332 | 8 | 2 497 923 | 14 692 215 | 17 670 853 | 14 | 14.9 |
| BOEING 777-200 | 33 363 | 6 | 8 590 | 1 | 45 383 | 7 | 1 246 449 | 5 604 282 | 8 477 308 | 15 | 11.5 |
| BRITISH AEROSPACE ATP | 13 827 | 3 | 43 679 | 13 | 45 211 | 8 | 1 432 545 | 590 331 | 905 978 | 26 | 5.2 |
| CESSNA 310 | - | - | - | - | - | - | - | - | - | 2 | - |
| CESSNA 401/402/411/421 | 1 | - | 4 | - | 3 | - | - | 4 | 9 | 2 | - |
| CESSNA 404 TITAN | - | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 500 CITATION I | - | 7 | - | 11 | - | 18 | - | - | - | 1 | - |

Table1.11.1 (Continued)

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | Passengers | Seat-Km | Seat-Km | Aircraft in | Avge Daily |
|-------------------------------|-------------|--------|---------------|--------|----------------|--------|------------|-------------|-------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Uplifted | Used | Available | Service At | Utilisation |
| | (000) | (000) | | | | | | (000) | (000) | Year Ended | Per A/C |
| | | | | | | | | | | Dec-97 | (Hours) |
| DASSAULT MYSTERE-FALCON 900 | 159 | - | 61 | - | 218 | - | 350 | 981 | 1 917 | 2 | 1.4 |
| DE HAVILLAND DH6 TWIN OTTER | 546 | - | 3 233 | - | 2 501 | - | 31 180 | 5 513 | 10 376 | 2 | 3.4 |
| DE HAVILLAND DHC-7 DASH-7 | 617 | - | 1 706 | - | 1 981 | - | 57 382 | 21 151 | 28 334 | 2 | 2.7 |
| DE HAVILLAND DHC-8 DASH-8-300 | 8 176 | - | 22 744 | - | 25 660 | - | 563 340 | 253 078 | 408 804 | 9 | 8.4 |
| DOUGLAS DC3 C47 DAKOTA | - | 64 | 13 | 146 | 9 | 261 | 240 | 49 | 62 | 3 | 0.3 |
| DOUGLAS DC6/6A/6B/6C | - | 224 | - | 316 | - | 604 | - | - | - | 2 | 0.8 |
| EMBRAER EMB110 BANDEIRANTE | - | - | - | - | - | - | - | - | - | 2 | - |
| EMBRAER RJ145 | 898 | - | 1 175 | - | 1 770 | - | 27 364 | 20 519 | 43 900 | 3 | 4.1 |
| FAIRCHILD SA-227 METRO III | 29 | 5 | 80 | 7 | 78 | 12 | - | 354 | 563 | 1 | 0.2 |
| FOKKER 100 | 21 953 | - | 40 755 | - | 50 564 | - | 2 487 502 | 1 379 033 | 2 248 424 | 19 | 7.3 |
| FOKKER 50 | 7 228 | - | 18 667 | - | 22 833 | - | 563 726 | 221 944 | 361 327 | 9 | 6.9 |
| FOKKER 70 | 3 026 | - | 6 402 | - | 7 022 | - | 284 859 | 139 524 | 223 899 | 3 | 6.4 |
| FOKKER F27 100-400/600 | 2 807 | 792 | 10 006 | 2 525 | 10 462 | 2 889 | 276 547 | 90 177 | 133 905 | 9 | 3.8 |
| FOKKER F27-500 | 2 620 | 1 380 | 10 509 | 2 912 | 9 653 | 4 427 | 322 569 | 86 060 | 136 186 | 11 | 3.6 |
| HANDLEY PAGE HERALD 200 | - | 515 | - | 2 615 | - | 2 178 | - | - | - | 1 | 2.4 |
| LOCKHEED L1011-1/100 TRISTAR | 9 922 | 1 | 3 762 | 1 | 13 978 | 1 | 939 857 | 3 282 224 | 3 891 600 | 7 | 6.2 |
| LOCKHEED L188 ELECTRA | - | 2 098 | - | 4 683 | - | 5 092 | - | - | - | 8 | 1.8 |
| MCDONNELL-DOUGLAS DC10-30 | 35 129 | - | 6 152 | - | 44 264 | - | 856 326 | 7 140 132 | 8 921 183 | 10 | 12.2 |
| PILATUS BN-2A ISLANDER | 477 | - | 10 316 | - | 2 646 | - | 50 026 | 2 402 | 3 819 | 8 | 0.9 |
| PILATUS BN-2A TRISLANDER MK3 | 1 359 | - | 21 767 | - | 7 732 | - | 229 853 | 14 251 | 23 129 | 8 | 2.4 |
| PIPER PA31/31P NAVAJO CHIEFTN | 27 | - | 190 | - | 95 | - | 1 146 | 163 | 221 | 4 | - |
| PIPER PA34 SENECA II | - | - | - | - | - | - | - | - | - | - | - |
| REIMS-CESSNA F406/CARAVAN II | 38 | 24 | 121 | 55 | 107 | 68 | - | 176 | 349 | 2 | 0.2 |
| SAAB FAIRCHILD 340 | 7 645 | - | 21 299 | - | 24 046 | - | 97 188 | 155 713 | 259 363 | 11 | 6.4 |
| SHORTS 330 | 1 | - | 5 | - | 7 | - | - | 43 | 64 | 1 | - |
| SHORTS 360 | 5 058 | 588 | 30 330 | 2 181 | 21 843 | 2 160 | 517 265 | 102 847 | 175 826 | 22 | 2.7 |
| SHORTS BELFAST | - | 930 | - | 914 | - | 2 506 | - | - | - | 2 | 3.4 |
| SIKORSKY S61N | 344 | - | 5 876 | - | 1 890 | - | 105 875 | 6 422 | 8 272 | 13 | 0.4 |
| SIKORSKY S76 SPIRIT | - | - | - | - | - | - | - | - | - | 3 | - |
| VICKERS VISCOUNT 800 | - | 397 | - | 989 | - | 1 198 | - | - | - | 2 | 0.9 |
| TOTAL | 1 143 865 | 13 913 | 903 918 | 33 541 | 1 935 433 | 39 035 | 80 660 365 | 208 585 946 | 269 212 395 | 758 | 7.4 |

(a) Excludes small airlines' public transport operations (see table 1.14)

(b) Excludes passengers uplifted on sub-charter operations

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

| Table 1: Summary of the 2023 Annual Report | | | | | | | | | |
|--|--------------------------|---------------------------|--------------------------|--------------------------|---------------------------|--------------------------|---------------------------|---------------------------|---------------------------|
| Category | Q1 2023 | | | Q2 2023 | | | Q3 2023 | | |
| | Revenue | Profit | Units | Revenue | Profit | Units | Revenue | Profit | Units |
| Product A | 100 | 20 | 1000 | 120 | 24 | 1200 | 110 | 22 | 1100 |
| Product B | 80 | 16 | 800 | 90 | 18 | 900 | 85 | 17 | 850 |
| Product C | 60 | 12 | 600 | 70 | 14 | 700 | 65 | 13 | 650 |
| Product D | 40 | 8 | 400 | 45 | 9 | 450 | 42 | 8.4 | 420 |
| Product E | 20 | 4 | 200 | 25 | 5 | 250 | 22 | 4.4 | 220 |
| Product F | 10 | 2 | 100 | 12 | 2.4 | 120 | 11 | 2.2 | 110 |
| Product G | 5 | 1 | 50 | 6 | 1.2 | 60 | 5.5 | 1.1 | 55 |
| Product H | 2 | 0.4 | 20 | 2.5 | 0.5 | 25 | 2.2 | 0.44 | 22 |
| Product I | 1 | 0.2 | 10 | 1.2 | 0.24 | 12 | 1.1 | 0.22 | 11 |
| Product J | 0.5 | 0.1 | 5 | 0.6 | 0.12 | 6 | 0.55 | 0.11 | 5.5 |
| Product K | 0.2 | 0.04 | 2 | 0.25 | 0.05 | 2.5 | 0.22 | 0.044 | 2.2 |
| Product L | 0.1 | 0.02 | 1 | 0.12 | 0.024 | 1.2 | 0.11 | 0.022 | 1.1 |
| Product M | 0.05 | 0.01 | 0.5 | 0.06 | 0.012 | 0.6 | 0.055 | 0.011 | 0.55 |
| Product N | 0.02 | 0.004 | 0.2 | 0.025 | 0.005 | 0.25 | 0.022 | 0.0044 | 0.22 |
| Product O | 0.01 | 0.002 | 0.1 | 0.012 | 0.0024 | 0.12 | 0.011 | 0.0022 | 0.11 |
| Product P | 0.005 | 0.001 | 0.05 | 0.006 | 0.0012 | 0.06 | 0.0055 | 0.0011 | 0.055 |
| Product Q | 0.002 | 0.0004 | 0.02 | 0.0025 | 0.0005 | 0.025 | 0.0022 | 0.00044 | 0.022 |
| Product R | 0.001 | 0.0002 | 0.01 | 0.0012 | 0.00024 | 0.012 | 0.0011 | 0.00022 | 0.011 |
| Product S | 0.0005 | 0.0001 | 0.005 | 0.0006 | 0.00012 | 0.006 | 0.00055 | 0.00011 | 0.0055 |
| Product T | 0.0002 | 0.00004 | 0.002 | 0.00025 | 0.00005 | 0.0025 | 0.00022 | 0.000044 | 0.0022 |
| Product U | 0.0001 | 0.00002 | 0.001 | 0.00012 | 0.000024 | 0.0012 | 0.00011 | 0.000022 | 0.0011 |
| Product V | 0.00005 | 0.00001 | 0.0005 | 0.00006 | 0.000012 | 0.0006 | 0.000055 | 0.000011 | 0.00055 |
| Product W | 0.00002 | 0.000004 | 0.0002 | 0.000025 | 0.000005 | 0.00025 | 0.000022 | 0.0000044 | 0.00022 |
| Product X | 0.00001 | 0.000002 | 0.0001 | 0.000012 | 0.0000024 | 0.00012 | 0.000011 | 0.0000022 | 0.00011 |
| Product Y | 0.000005 | 0.000001 | 0.00005 | 0.000006 | 0.0000012 | 0.00006 | 0.0000055 | 0.0000011 | 0.000055 |
| Product Z | 0.000002 | 0.0000004 | 0.00002 | 0.0000025 | 0.0000005 | 0.000025 | 0.0000022 | 0.00000044 | 0.000022 |
| Product AA | 0.000001 | 0.0000002 | 0.00001 | 0.0000012 | 0.00000024 | 0.000012 | 0.0000011 | 0.00000022 | 0.000011 |
| Product AB | 0.0000005 | 0.0000001 | 0.000005 | 0.0000006 | 0.00000012 | 0.000006 | 0.00000055 | 0.00000011 | 0.0000055 |
| Product AC | 0.0000002 | 0.00000004 | 0.000002 | 0.00000025 | 0.00000005 | 0.0000025 | 0.00000022 | 0.000000044 | 0.0000022 |
| Product AD | 0.0000001 | 0.00000002 | 0.000001 | 0.00000012 | 0.000000024 | 0.0000012 | 0.00000011 | 0.000000022 | 0.0000011 |
| Product AE | 0.00000005 | 0.00000001 | 0.0000005 | 0.00000006 | 0.000000012 | 0.0000006 | 0.000000055 | 0.000000011 | 0.00000055 |
| Product AF | 0.00000002 | 0.000000004 | 0.0000002 | 0.000000025 | 0.000000005 | 0.00000025 | 0.000000022 | 0.0000000044 | 0.00000022 |
| Product AG | 0.00000001 | 0.000000002 | 0.0000001 | 0.000000012 | 0.0000000024 | 0.00000012 | 0.000000011 | 0.0000000022 | 0.00000011 |
| Product AH | 0.000000005 | 0.000000001 | 0.00000005 | 0.000000006 | 0.0000000012 | 0.00000006 | 0.0000000055 | 0.0000000011 | 0.000000055 |
| Product AI | 0.000000002 | 0.0000000004 | 0.00000002 | 0.0000000025 | 0.0000000005 | 0.000000025 | 0.0000000022 | 0.00000000044 | 0.000000022 |
| Product AJ | 0.000000001 | 0.0000000002 | 0.00000001 | 0.0000000012 | 0.00000000024 | 0.000000012 | 0.0000000011 | 0.00000000022 | 0.000000011 |
| Product AK | 0.0000000005 | 0.0000000001 | 0.000000005 | 0.0000000006 | 0.00000000012 | 0.000000006 | 0.00000000055 | 0.00000000011 | 0.0000000055 |
| Product AL | 0.0000000002 | 0.00000000004 | 0.000000002 | 0.00000000025 | 0.00000000005 | 0.0000000025 | 0.00000000022 | 0.000000000044 | 0.0000000022 |
| Product AM | 0.0000000001 | 0.00000000002 | 0.000000001 | 0.00000000012 | 0.000000000024 | 0.0000000012 | 0.00000000011 | 0.000000000022 | 0.0000000011 |
| Product AN | 0.00000000005 | 0.00000000001 | 0.0000000005 | 0.00000000006 | 0.000000000012 | 0.0000000006 | 0.000000000055 | 0.000000000011 | 0.00000000055 |
| Product AO | 0.00000000002 | 0.000000000004 | 0.0000000002 | 0.000000000025 | 0.000000000005 | 0.00000000025 | 0.000000000022 | 0.0000000000044 | 0.00000000022 |
| Product AP | 0.00000000001 | 0.000000000002 | 0.0000000001 | 0.000000000012 | 0.0000000000024 | 0.00000000012 | 0.000000000011 | 0.0000000000022 | 0.00000000011 |
| Product AQ | 0.000000000005 | 0.000000000001 | 0.00000000005 | 0.000000000006 | 0.0000000000012 | 0.00000000006 | 0.0000000000055 | 0.0000000000011 | 0.000000000055 |
| Product AR | 0.000000000002 | 0.0000000000004 | 0.00000000002 | 0.0000000000025 | 0.0000000000005 | 0.000000000025 | 0.0000000000022 | 0.00000000000044 | 0.000000000022 |
| Product AS | 0.000000000001 | 0.0000000000002 | 0.00000000001 | 0.0000000000012 | 0.00000000000024 | 0.000000000012 | 0.0000000000011 | 0.00000000000022 | 0.000000000011 |
| Product AT | 0.0000000000005 | 0.0000000000001 | 0.000000000005 | 0.0000000000006 | 0.00000000000012 | 0.000000000006 | 0.00000000000055 | 0.00000000000011 | 0.0000000000055 |
| Product AU | 0.0000000000002 | 0.00000000000004 | 0.000000000002 | 0.00000000000025 | 0.00000000000005 | 0.0000000000025 | 0.00000000000022 | 0.000000000000044 | 0.0000000000022 |
| Product AV | 0.0000000000001 | 0.00000000000002 | 0.000000000001 | 0.00000000000012 | 0.000000000000024 | 0.0000000000012 | 0.00000000000011 | 0.000000000000022 | 0.0000000000011 |
| Product AW | 0.00000000000005 | 0.00000000000001 | 0.0000000000005 | 0.00000000000006 | 0.000000000000012 | 0.0000000000006 | 0.000000000000055 | 0.000000000000011 | 0.00000000000055 |
| Product AX | 0.00000000000002 | 0.000000000000004 | 0.0000000000002 | 0.000000000000025 | 0.000000000000005 | 0.00000000000025 | 0.000000000000022 | 0.0000000000000044 | 0.00000000000022 |
| Product AY | 0.00000000000001 | 0.000000000000002 | 0.0000000000001 | 0.000000000000012 | 0.0000000000000024 | 0.00000000000012 | 0.000000000000011 | 0.0000000000000022 | 0.00000000000011 |
| Product AZ | 0.000000000000005 | 0.000000000000001 | 0.00000000000005 | 0.000000000000006 | 0.0000000000000012 | 0.00000000000006 | 0.0000000000000055 | 0.0000000000000011 | 0.000000000000055 |
| Product BA | 0.000000000000002 | 0.0000000000000004 | 0.00000000000002 | 0.0000000000000025 | 0.0000000000000005 | 0.000000000000025 | 0.0000000000000022 | 0.00000000000000044 | 0.000000000000022 |
| Product BB | 0.000000000000001 | 0.0000000000000002 | 0.00000000000001 | 0.0000000000000012 | 0.00000000000000024 | 0.000000000000012 | 0.0000000000000011 | 0.00000000000000022 | 0.000000000000011 |
| Product BC | 0.0000000000000005 | 0.0000000000000001 | 0.000000000000005 | 0.0000000000000006 | 0.00000000000000012 | 0.000000000000006 | 0.00000000000000055 | 0.00000000000000011 | 0.0000000000000055 |
| Product BD | 0.0000000000000002 | 0.00000000000000004 | 0.000000000000002 | 0.00000000000000025 | 0.00000000000000005 | 0.0000000000000025 | 0.00000000000000022 | 0.000000000000000044 | 0.0000000000000022 |
| Product BE | 0.0000000000000001 | 0.00000000000000002 | 0.000000000000001 | 0.00000000000000012 | 0.000000000000000024 | 0.0000000000000012 | 0.00000000000000011 | 0.000000000000000022 | 0.0000000000000011 |
| Product BF | 0.00000000000000005 | 0.00000000000000001 | 0.0000000000000005 | 0.00000000000000006 | 0.000000000000000012 | 0.0000000000000006 | 0.000000000000000055 | 0.000000000000000011 | 0.00000000000000055 |
| Product BG | 0.00000000000000002 | 0.000000000000000004 | 0.0000000000000002 | 0.000000000000000025 | 0.000000000000000005 | 0.00000000000000025 | 0.000000000000000022 | 0.0000000000000000044 | 0.00000000000000022 |
| Product BH | 0.00000000000000001 | 0.000000000000000002 | 0.0000000000000001 | 0.000000000000000012 | 0.0000000000000000024 | 0.00000000000000012 | 0.000000000000000011 | 0.0000000000000000022 | 0.00000000000000011 |
| Product BI | 0.000000000000000005 | 0.000000000000000001 | 0.00000000000000005 | 0.000000000000000006 | 0.0000000000000000012 | 0.00000000000000006 | 0.0000000000000000055 | 0.0000000000000000011 | 0.000000000000000055 |
| Product BJ | 0.000000000000000002 | 0.0000000000000000004 | 0.00000000000000002 | 0.0000000000000000025 | 0.0000000000000000005 | 0.000000000000000025 | 0.0000000000000000022 | 0.00000000000000000044 | 0.000000000000000022 |
| Product BK | 0.000000000000000001 | 0.0000000000000000002 | 0.00000000000000001 | 0.0000000000000000012 | 0.00000000000000000024 | 0.000000000000000012 | 0.0000000000000000011 | 0.00000000000000000022 | 0.000000000000000011 |
| Product BL | 0.0000000000000000005 | 0.0000000000000000001 | 0.000000000000000005 | 0.0000000000000000006 | 0.00000000000000000012 | 0.000000000000000006 | 0.00000000000000000055 | 0.00000000000000000011 | 0.0000000000000000055 |
| Product BM | 0.0000000000000000002 | 0.00000000000000000004 | 0.000000000000000002 | 0.00000000000000000025 | 0.00000000000000000005 | 0.0000000000000000025 | 0.00000000000000000022 | 0.000000000000000000044 | 0.0000000000000000022 |
| Product BN | 0.0000000000000000001 | 0.00000000000000000002 | 0.000000000000000001 | 0.00000000000000000012 | 0.000000000000000000024 | 0.0000000000000000012 | 0.00000000000000000011 | 0.000000000000000000022 | 0.0000000000000000011 |
| Product BO | 0.00000000000000000005 | 0.00000000000000000001 | 0.0000000000000000005 | 0.00000000000000000006 | 0.000000000000000000012 | 0.0000000000000000006 | 0.000000000000000000055 | 0.000000000000000000011 | 0.00000000000000000055 |
| Product BP | 0.00000000000000000002 | 0.000000000000000000004 | 0.00000000000000000002 | 0.000000000000000000025 | 0.000000000000000000005 | 0.000000000000000000025 | 0.000000000000000000022 | 0.0000000000000000000044 | 0.000000000000000000022 |
| Product BQ | 0.00000000000000000001 | 0.000000000000000000002 | 0.00000000000000000001 | 0.000000000000000000012 | 0.0000000000000000000024 | 0.000000000000000000012 | 0.000000000000000000011 | 0.0000000000000000000022 | 0.000000000000000000011 |
| Product BR | 0.000000000000000000005 | 0.000000000000000000001 | 0.000000000000000000005 | 0.000000000000000000006 | 0.0000000000000000000012 | 0.000000000000000000006 | 0.0000000000000000000055 | 0.0000000000000000000011 | 0.0000000000000000000055 |
| Product BS | 0.000000000000000000002 | 0.0000000000000000000004 | 0.000000000000000000002 | 0.0000000000000000000025 | 0.0000000000000000000005 | 0.0000000000000000000025 | 0.0000000000000000000022 | 0.00000000000000000000044 | 0.0000000000000000000022 |
| Product BT | 0.000000000000000000001 | 0.0000000000000000000002 | 0.000000000000000000001 | 0.0000000000000000000012 | 0.00000000000000000000024 | 0.0000000000000000000012 | 0.0000000000000000000011 | 0.00000000000000000000022 | 0.0000000000000000000011 |
| Product BU | 0.0000000000000000000005 | 0.0000000000000000000001 | 0.0000000000000000000005 | 0.0000000000000000000006 | 0.00000000000000000000012 | 0.0000000000000000000006 | 0.00000000000000000000055 | 0.00000000000000000000011 | 0.00000000000000000000055 |
| Product BV | 0.0000000000000000000002 | 0.00000000000000000000004 | 0.0000000000000000000002 | 0 | | | | | |

Scheduled Passenger Analysis By
Fare Groups (a) 1997

Table 1.13.1

| | All | International | Domestic |
|------------------|------------|---------------|------------|
| FIRST | 605 516 | 605 516 | - |
| PREMIUM | 6 578 421 | 6 384 032 | 194 389 |
| ECONOMY | 11 747 768 | 5 388 018 | 6 359 750 |
| ADVANCE PURCHASE | 7 327 731 | 6 071 318 | 1 256 413 |
| OFF PEAK | 3 316 640 | 2 514 872 | 801 768 |
| DISCOUNT | 13 241 695 | 8 910 845 | 4 330 850 |
| PART CHARTER | 2 563 938 | 2 454 964 | 108 974 |
| INCLUSIVE TOUR | 4 066 150 | 3 379 847 | 686 303 |
| STANDBY | 89 454 | 64 272 | 25 182 |
| CLASS FARES | 6 716 272 | 4 594 017 | 2 122 255 |
| Total | 56 253 585 | 40 367 701 | 15 885 880 |

(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) 1997

Table 1.13.2

| | All | International | Domestic |
|--------------------|------------|---------------|----------|
| ABC | 43 694 | 43 694 | - |
| ITC | 27 655 745 | 27 550 091 | 105 654 |
| OTHER | 721 497 | 513 643 | 207 854 |
| GOVERNMENT CHARTER | 64 806 | 64 632 | 174 |
| Total | 28 485 742 | 28 172 060 | 373 882 |

(a) Excludes small airlines operations (see Table 1.14)

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| AEROSPATIALE AS332 SUPER PUMA | 51 233 | 44 740 |
| AEROSPATIALE AS355 ECUREUIL 2 | 35 097 | 18 330 |
| AEROSPATIALE SA315 LAMA | 97 | 222 |
| AEROSPATIALE SA341 GAZELLE | 177 | 90 |
| AEROSPATIALE SA350 ECUREUIL | 2 357 | 3 454 |
| AEROSPATIALE SA365 DAUPHIN | 47 116 | 9 365 |
| AEROSPATIALE SA365 DAUPHIN/AMB | 1 754 | 196 |
| AGUSTA A109A | 1 064 | 702 |
| BAE JETSTREAM 41 | 4 | 4 |
| BAE(H.P.)JETSTREAM 31/32 | 2 370 | 2 412 |
| BAE(HS)125 | 3 672 | 5 296 |
| BEECH KINGAIR 90 | 455 | 778 |
| BEECHCRAFT 200 SUPERKING AIR | 2 470 | 3 155 |
| BEECHCRAFT 400 BEECHJET | 72 | 159 |
| BEECHCRAFT BARON MOD.55/58/58P | 87 | 105 |
| BELL 206B JET RANGER | 5 605 | 7 118 |
| BELL 206L LONG RANGER | 621 | 681 |
| BELL 212/412 | 8 847 | 1 616 |
| BELL 222 | 167 | 114 |
| BELL 47G | 249 | 233 |
| BELL MODEL 214ST | 1 760 | 1 466 |
| CESSNA 152 | 13 | 11 |
| CESSNA 172 SKYHAWK | 377 | 342 |
| CESSNA 182 SKYLANE | 18 | 35 |
| CESSNA 210 CENTURION | 43 | 82 |
| CESSNA 310 | 859 | 907 |
| CESSNA 336/337 SKYMASTER | 310 | 267 |
| CESSNA 340 | 129 | 164 |
| CESSNA 401/402/411/421 | 1 785 | 1 924 |
| CESSNA 404 TITAN | 1 229 | 762 |
| CESSNA 441 CONQUEST II | 194 | 201 |
| CESSNA 500 CITATION I | 558 | 583 |
| CESSNA 550 CITATION II | 2 049 | 2 223 |
| DASSAULT MYSTERE-FALCON 20 | 255 | 367 |
| DE HAVILLAND DH6 TWIN OTTER | 163 | 55 |
| DE HAVILLAND DRAGON RAPIDE | 20 | 9 |
| DE HAVILLAND TIGER MOTH | 334 | 83 |
| DORNIER 228-100/200 | 4 499 | 4 468 |
| DOUGLAS DC3 C47 DAKOTA | 157 | 311 |
| EMBRAER EMB110 BANDEIRANTE | 2 712 | 2 907 |
| ENSTROM 480 | 100 | 79 |
| ENSTROM F28A/F280 SHARK | 185 | 138 |
| FAIRCHILD SA-227 METRO III | 283 | 457 |
| GATES LEARJET 35A/36A | 2 604 | 3 902 |
| HAWKER SIDDELEY DH 104 DOVE | 27 | 24 |
| HUGHES 269A | 153 | 101 |
| HUGHES 500 | 10 | 11 |
| MBB BO105 | 30 624 | 10 491 |
| PARTENAVIA P68B/C | 347 | 473 |
| PILATUS BN-2A ISLANDER | 9 906 | 6 574 |
| PILATUS BN-2A TRISLANDER MK3 | 2 279 | 1 550 |
| PIPER PA23 AZTEC/APACHE | 2 415 | 2 881 |
| PIPER PA28 CHEROKEE SRS/PA32 | 77 | 44 |
| PIPER PA31/31P NAVAJO CHIEFTN | 4 445 | 4 008 |
| PIPER PA34 SENECA II | 1 568 | 1 920 |
| REIMS-CESSNA F406/CARAVAN II | 357 | 419 |
| ROBINSON R22 | 141 | 178 |
| ROBINSON R44 | 133 | 76 |
| SAAB FAIRCHILD 340 | 5 | 8 |
| SHORTS 330 | 2 233 | 2 229 |
| SHORTS 360 | 7 428 | 6 860 |
| SIKORSKY S61N | 21 930 | 17 321 |
| SIKORSKY S76 SPIRIT | 48 147 | 15 996 |
| TOTAL | 316 375 | 191 677 |

(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.

AIRLINE PERSONNEL COSTS (UK AND OVERSEAS) 1997

Table 1.15

| | PILOTS AND CO-PILOTS | | | OTHER COCKPIT PERSONNEL | | | CABIN ATTENDANTS | | |
|----------------------------|-----------------------------|---------|-----------------------------------|-----------------------------|---------|-----------------------------------|-----------------------------|---------|-----------------------------------|
| | Average number of Personnel | | Average Expenditure a head (£000) | Average number of Personnel | | Average Expenditure a head (£000) | Average number of Personnel | | Average Expenditure a head (£000) |
| | Males | Females | | Males | Females | | Males | Females | |
| Air 2000 | 222 | 4 | 47.3 | - | - | - | 89 | 683 | 11.8 |
| Air UK | 422 | 15 | 34.2 | - | - | - | 41 | 626 | 10.7 |
| Airtours Int'l Airways Ltd | 299 | 4 | 47.7 | - | - | - | 177 | 823 | 14.9 |
| Britannia Airways | 410 | 1 | 61.3 | - | - | - | 182 | 1 374 | 17.2 |
| British Airways (a) | 3 104 | 65 | 72.7 | 321 | - | 58.3 | 3 990 | 9 609 | 18.3 |
| British Midland | 357 | 8 | 53.0 | - | - | - | 171 | 704 | 17.9 |
| Caledonian Airways | 105 | 5 | 36.5 | 36 | - | 40.2 | 116 | 377 | 13.4 |
| Leisure International | 67 | 3 | 58.8 | - | - | - | 60 | 154 | 16.8 |
| Monarch Airlines | 284 | 1 | 49.1 | - | - | - | 115 | 882 | 12.1 |
| Virgin Atlantic Airways | 397 | 6 | 49.7 | 52 | - | 45.8 | 240 | 1 611 | 12.0 |
| Others | 2 055 | 84 | 31.1 | 49 | - | 27.6 | 326 | 1 922 | 9.2 |

| | MAINTENANCE AND OVERHAUL PERSONNEL | | | TICKETING AND SALES PERSONNEL | | | ALL OTHER PERSONNEL | | | TOTAL ALL PERSONNEL |
|----------------------------|------------------------------------|---------|-----------------------------------|-------------------------------|---------|-----------------------------------|-----------------------------|---------|-----------------------------------|-----------------------------|
| | Average number of Personnel | | Average Expenditure a head (£000) | Average number of Personnel | | Average Expenditure a head (£000) | Average number of Personnel | | Average Expenditure a head (£000) | Average number of Personnel |
| | Males | Females | | Males | Females | | Males | Females | | |
| Air 2000 | 47 | 8 | 27.7 | - | - | - | 75 | 161 | 17.5 | 1 290 |
| Air UK | 434 | 14 | 16.3 | 151 | 405 | 13.0 | 133 | 207 | 16.5 | 2 447 |
| Airtours Int'l Airways Ltd | 17 | 3 | 27.2 | 2 | 19 | 13.9 | 71 | 97 | 22.5 | 1 509 |
| Britannia Airways | 565 | 77 | 25.1 | 14 | 29 | 18.6 | 221 | 330 | 23.5 | 3 203 |
| British Airways (a) | 9 077 | 670 | 26.3 | 1 917 | 3 247 | 21.1 | 13 598 | 9 005 | 22.8 | 54 603 |
| British Midland | 638 | 50 | 26.1 | 169 | 325 | 19.2 | 1 254 | 987 | 17.6 | 4 661 |
| Caledonian Airways | - | - | - | 6 | 14 | 14.3 | 64 | 79 | 19.3 | 801 |
| Leisure International | - | - | - | - | - | - | 24 | 32 | 13.9 | 340 |
| Monarch Airlines | - | - | - | 7 | 29 | 15.8 | 105 | 119 | 17.5 | 1 542 |
| Virgin Atlantic Airways | 383 | 50 | 26.6 | 387 | 822 | 18.7 | 400 | 828 | 13.6 | 5 175 |
| Others | 988 | 79 | 20.8 | 299 | 527 | 10.8 | 809 | 756 | 15.5 | 7 893 |

(a) Includes BA (Euro Operations at Gatwick)

UK AIRLINE PERSONNEL EMPLOYED IN GREAT BRITAIN 1997

Table 1.16

| <u>Region</u> | Number of Personnel at end of June 1997 | | | | Number of Personnel at end of December 1997 | | | |
|--------------------------|---|--------|--------------------------------------|------------------------------------|---|--------|--------------------------------------|------------------------------------|
| | Male | Female | of which: Part time Female (a) | of which: Part time Male (a) | Male | Female | of which: Part time Female (a) | of which: Part time Male (a) |
| North | 646 | 992 | 116 | 4 | 580 | 880 | 147 | 10 |
| Yorkshire and Humberside | 96 | 192 | 3 | 1 | 74 | 172 | 7 | 1 |
| East Midlands | 1 037 | 899 | 38 | 14 | 957 | 971 | 50 | 15 |
| East Anglia | 562 | 236 | 4 | - | 580 | 224 | 8 | - |
| South East | 31 713 | 23 581 | 3 670 | 325 | 31 493 | 23 913 | 4 495 | 335 |
| South West | 855 | 687 | 44 | 10 | 860 | 640 | 48 | 12 |
| West Midlands | 836 | 923 | 162 | 19 | 812 | 864 | 176 | 24 |
| North West | 1 641 | 2 631 | 270 | 6 | 1 746 | 2 589 | 294 | 6 |
| Wales | 1 219 | 216 | 8 | 2 | 1 203 | 206 | 6 | 3 |
| Scotland | 1 571 | 1 957 | 244 | 35 | 1 605 | 1 894 | 289 | 45 |
| Total | 40 176 | 32 314 | 4 559 | 416 | 39 910 | 32 353 | 5 520 | 451 |

(a) Part time employment is defined as being not more than 30 hours per week

FINANCIAL RESOURCES OF MAJOR UNITED KINGDOM
AIRLINES 1989-1996
(£ Million)

Table 2.1

| | 1989 (a) | 1990 (b) | 1991 (c) | 1992 | 1993 (d) | 1994 | 1995 (e) | 1996 |
|---|-------------|-------------|-------------|----------|-------------|---------|-------------|----------|
| <u>OTHER UK AIRLINES</u> | | | | | | | | |
| Total assets employed | 477.1 | 518.9 | 527.6 | 476.0 | 549.2 | 523.1 | 665.1 | 976.6 |
| of which | | | | | | | | |
| Operating equipment and Property | 542.8 | 618.0 | 644.4 | 568.9 | 572.2 | 521.1 | 561.9 | 710.3 |
| Payments on account of Aircraft | | | | | | | | |
| under construction | 31.0 | 34.2 | 42.1 | 27.9 | 0.4 | 39.9 | 77.5 | 56.6 |
| Other non-current assets | 21.4 | 24.9 | 12.1 | 18.1 | 8.0 | 34.0 | 55.9 | 117.7 |
| Total net current assets | (118.1) | (158.3) | (142.9) | (144.2) | (52.9) | (72.1) | (30.2) | 92.1 |
| Total liabilities | 477.1 | 518.9 | 527.6 | 476.0 | 549.2 | 523.1 | 665.1 | 976.6 |
| of which | | | | | | | | |
| Shareholders' Funds | 175.4 | 148.5 | 78.0 | 199.7 | 262.3 | 145.5 | 177.6 | 472.0 |
| Operating Profit (or loss) | 47.5 | 6.3 | 18.3 | 18.2 | 51.2 | 65.1 | 145.0 | 160.7 |
| Operating Profit (or loss) as a percentage of total assets employed | 10.0 | 1.2 | 3.5 | 3.8 | 9.3 | 12.4 | 21.8 | 16.5 |
| Shareholders funds as a percentage of total liabilities | 36.8 | 28.6 | 14.8 | 42.0 | 47.8 | 42.0 | 26.7 | 48.3 |
| <u>BRITISH AIRWAYS CONSOLIDATED</u> | | | | | | | | |
| Total assets employed | 2 053.1 | 2 698.3 | 3 547.5 | 4 503.9 | 5 653.1 | 6 730.5 | 7 217.9 | 7 276.5 |
| of which | | | | | | | | |
| Operating equipment and Property | 2 151.4 | 2 721.9 | 3 271.9 | 4 006.1 | 4 478.2 | 5 786.1 | 6 041.6 | 6 737.7 |
| Payments on account of Aircraft | | | | | | | | |
| under construction | 311.8 | 412.2 | 199.8 | 224.5 | 169.2 | 376.9 | 783.8 | 850.7 |
| Other non-current assets | 108.0 | 107.8 | 93.6 | 545.7 | 575.0 | 471.0 | 531.4 | 684.7 |
| Total net current assets | (518.0) | (543.6) | (17.7) | (272.3) | 430.3 | 96.5 | (138.9) | (996.7) |
| Total liabilities | 2 053.1 | 2 698.3 | 3 547.5 | 4 503.9 | 5 653.1 | 6 730.5 | 7 217.9 | 7 276.5 |
| of which | | | | | | | | |
| Shareholders' Funds | 1 232.6 | 1 278.2 | 1 604.6 | 1 534.7 | 2 143.4 | 2 405.3 | 2 806.9 | 3 209.7 |
| Operating Profit (or loss) | 401.7 | 171.5 | 344.2 | 310.3 | 495.9 | 659.5 | 780.7 | 596.6 |
| Operating Profit (or loss) as a percentage of total assets employed | 19.6 | 6.4 | 9.7 | 6.9 | 8.8 | 9.8 | 10.8 | 8.2 |
| Shareholders funds as a percentage of total liabilities | 60.0 | 47.4 | 45.2 | 34.1 | 37.9 | 35.7 | 38.9 | 44.1 |

(a) Excludes British Island Airways

(b) Air Europe not available

(c) Virgin Atlantic's Financial Report covers a 15 month period

(d) Airtours International Airways' (formerly IEA) report covers a period of 11 months only

(e) Virgin Atlantic's Financial Report covers a 10 month period

REVENUES, EXPENSES AND PROFITS OF MAJOR
UNITED KINGDOM AIRLINES 1989-1996
(£ Million)

Table 2.2

| | 1989 (a) | 1990 (b) | 1991 (c) | 1992 | 1993 (d) | 1994 | 1995 (e) | 1996 |
|-----------------------------|-------------|-------------|-------------|---------|-------------|---------|-------------|---------|
| <u>Other UK Airlines</u> | | | | | | | | |
| Total Operating Revenues | 1 455.3 | 1 786.7 | 2 171.1 | 2 200.4 | 2 728.7 | 2 733.7 | 3 178.3 | 3 834.4 |
| Total Operating Expenses | 1 407.8 | 1 780.4 | 2 152.9 | 2 182.1 | 2 677.6 | 2 668.7 | 3 033.3 | 3 673.7 |
| Operating profit (or loss) | 47.5 | 6.3 | 18.2 | 18.2 | 51.2 | 65.1 | 145.0 | 160.7 |
| Non-operating items (net) | (2.1) | (29.3) | (34.9) | (4.2) | (3.8) | 9.7 | 16.2 | 12.2 |
| Profit (or loss) before Tax | 45.4 | (23.0) | (16.7) | 14.0 | 47.4 | 74.8 | 161.2 | 172.9 |

British Airways Consolidated

| | | | | | | | | |
|-----------------------------|---------|---------|---------|----------|----------|----------|----------|---------|
| Total Operating Revenues | 4 430.8 | 4 538.5 | 4 787.9 | 5 082.2 | 5 785.4 | 6 239.5 | 6 658.4 | 7 209.0 |
| Total Operating Expenses | 4 029.1 | 4 367.0 | 4 443.6 | 4 771.8 | 5 289.4 | 5 579.9 | 5 877.7 | 6 612.4 |
| Operating profit (or loss) | 401.7 | 171.5 | 344.3 | 310.3 | 495.9 | 659.5 | 780.7 | 596.6 |
| Non-operating items (net) | (57.1) | (35.4) | (59.2) | (125.5) | (194.7) | (332.8) | (195.8) | 44.0 |
| Profit (or loss) before Tax | 344.6 | 136.1 | 285.1 | 184.8 | 301.3 | 326.8 | 584.9 | 640.6 |

All Major Airlines

| | | | | | | | | |
|-----------------------------|---------|---------|---------|----------|----------|----------|----------|----------|
| Total Operating Revenues | 5 886.1 | 6 325.2 | 6 959.0 | 7 282.5 | 8 514.1 | 8 973.2 | 9 836.7 | 11 043.4 |
| Total Operating Expenses | 5 436.9 | 6 147.4 | 6 596.5 | 6 954.0 | 7 967.0 | 8 248.6 | 8 911.0 | 10 286.1 |
| Operating profit (or loss) | 449.2 | 177.8 | 362.5 | 328.6 | 547.1 | 724.6 | 925.7 | 757.3 |
| Non-operating items (net) | (59.2) | (64.7) | (94.1) | (129.8) | (198.5) | (323.1) | (179.6) | 56.2 |
| Profit (or loss) before Tax | 390.0 | 113.1 | 268.4 | 198.8 | 348.6 | 401.5 | 746.1 | 813.5 |

(a) Excludes British Island Airways

(b) Air Europe not available

(c) Virgin Atlantic's Financial Report covers a 15 month period

(d) Airtours International Airways' (formerly IEA) report covers a period of 11 months only

(e) Virgin Atlantic's Financial Report covers a 10 month period

MAJOR UNITED KINGDOM AIRLINES - APPROPRIATION ACCOUNT

Table 2.4

SUMMARY 1989-1996

(£ million)

| | 1989 | | | 1990 | | | 1991 | | | 1992 | | |
|--|-------|------------------------|--------------------------|-------|------------------------|--------------------------|-------|------------------------|--------------------------|-------|------------------------|-------------------|
| | Total | British Airways (a) | Other UK Airlines (b) | Total | British Airways (a) | Other UK Airlines (c) | Total | British Airways (a) | Other UK Airlines (f) | Total | British Airways (a) | Other UK Airlines |
| 1 Profit or loss before Taxation | 390.1 | 344.7 | 45.4 | 113.1 | 136.1 | (23.0) | 268.3 | 285.0 | (16.7) | 198.8 | 184.8 | 14.0 |
| 2 Taxation | 108.9 | 99.9 | 9.0 | 24.8 | 34.8 | (10.0) | 36.2 | 29.8 | 6.4 | 14.7 | 7.0 | 7.7 |
| 3 Profit or loss after Taxation | 281.2 | 244.8 | 36.4 | 88.3 | 101.3 | (13.0) | 232.1 | 255.2 | (23.1) | 184.1 | 177.8 | 6.2 |
| 4 Exceptional items and prior year adjustments | 9.3 | - | 9.3 | 5.1 | - | 5.1 | 147.0 | 140.0 | 7.0 | - | - | - |
| 5 Transfers from reserves | 0.9 | 0.8 | 0.1 | 1.1 | - | 1.1 | 8.7 | 0.3 | 8.4 | 20.3 | (0.5) | 20.8 |
| 6 Available for appropriation | 291.4 | 245.6 | 45.8 | 94.5 | 101.3 | (6.8) | 387.8 | 395.5 | (7.7) | 204.4 | 177.3 | 27.1 |
| 7 Dividends | 76.4 | 63.8 | 12.6 | 64.5 | 63.8 | 0.7 | 120.7 | 73.9 | 46.8 | 106.5 | 78.6 | 27.9 |
| 8 Transfers to reserves | 215.0 | 181.8 | 33.2 | 30.0 | 37.5 | (7.5) | 267.1 | 321.6 | (54.5) | 97.9 | 98.7 | (0.8) |

| | 1993 | | | 1994 | | | 1995 | | | 1996 | | |
|--|-------|------------------------|--------------------------|-------|------------------------|-------------------|-------|------------------------|--------------------------|--------|------------------------|-------------------|
| | Total | British Airways (a) | Other UK Airlines (d) | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines (e) | Total | British Airways (a) | Other UK Airlines |
| 1 Profit or loss before Taxation | 348.6 | 301.3 | 47.4 | 401.6 | 326.8 | 74.8 | 746.1 | 584.9 | 161.2 | 813.5 | 640.6 | 172.9 |
| 2 Taxation | 29.3 | 15.1 | 14.2 | 112.3 | 77.0 | 35.3 | 150.6 | 111.5 | 39.1 | 136.9 | 90.5 | 46.4 |
| 3 Profit or loss after Taxation | 319.5 | 286.2 | 33.3 | 289.3 | 249.8 | 39.5 | 595.5 | 473.4 | 122.1 | 676.6 | 550.1 | 126.5 |
| 4 Exceptional items and prior year adjustments | 0.1 | - | 0.1 | (3.3) | - | (3.3) | 0.5 | - | 0.5 | (2.6) | - | (2.6) |
| 5 Transfers from reserves | 11.3 | (0.1) | 11.4 | 5.7 | (0.2) | 5.9 | 0.8 | (0.3) | 1.1 | 3.9 | 3.1 | 0.8 |
| 6 Available for appropriation | 330.9 | 286.0 | 44.9 | 288.9 | 249.6 | 39.3 | 596.8 | 473.1 | 123.7 | 677.8 | 553.2 | 124.6 |
| 7 Dividends | 110.2 | 106.2 | 4.0 | 164.2 | 118.6 | 45.6 | 173.9 | 131.3 | 42.5 | 188.1 | 154.5 | 33.6 |
| 8 Transfers to reserves | 220.3 | 179.9 | 40.4 | 128.0 | 130.9 | (2.9) | 422.9 | 341.8 | 81.2 | 489.7 | 398.7 | 91.0 |

(a) British Airways Consolidated

(b) Excludes British Island Airways

(c) Air Europe not available

(d) Airtours International Airways' (formerly IEA) report covers a period of 11 months only

(e) Virgin Atlantic Airways' Financial Report covers a 10 month period

(f) Virgin Atlantic Airways' Financial Report covers a 15 month period

| Table 2.5 UNITED KINGDOM AIRLINES BALANCE SHEET SUMMARY 1988-1996 (£ Million) | | | | | | | | | | | | | Table 2.5 cont | | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|
| ASSETS EMPLOYED: | | | | | | | | | | | | | ASSETS EMPLOYED: | | | | | | | | | | | | |
| 1 Operating Equipment and Property | | | | | | | | | | | | | 1 Operating Equipment and Property | | | | | | | | | | | | |
| Aircraft fleet (including spares) | | | | | | | | | | | | | Aircraft fleet (including spares) | | | | | | | | | | | | |
| Less: amortisation and depreciation | | | | | | | | | | | | | Less: amortisation and depreciation | | | | | | | | | | | | |
| Aircraft fleet after depreciation | | | | | | | | | | | | | Aircraft fleet after depreciation | | | | | | | | | | | | |
| Property and other equipment | | | | | | | | | | | | | Property and other equipment | | | | | | | | | | | | |
| Less: amortisation and depreciation | | | | | | | | | | | | | Less: amortisation and depreciation | | | | | | | | | | | | |
| Property after depreciation | | | | | | | | | | | | | Property after depreciation | | | | | | | | | | | | |
| Payments on account of aircraft under construction | | | | | | | | | | | | | Payments on account of aircraft under construction | | | | | | | | | | | | |
| 2 Interests in Group Companies | | | | | | | | | | | | | 2 Interests in Group Companies | | | | | | | | | | | | |
| Shares | | | | | | | | | | | | | Shares | | | | | | | | | | | | |
| Advances and debts not currently receivable | | | | | | | | | | | | | Advances and debts not currently receivable | | | | | | | | | | | | |
| 3 Trade Investments | | | | | | | | | | | | | 3 Trade Investments | | | | | | | | | | | | |
| Advances and debts not currently receivable | | | | | | | | | | | | | Advances and debts not currently receivable | | | | | | | | | | | | |
| 4 Current Assets | | | | | | | | | | | | | 4 Current Assets | | | | | | | | | | | | |
| Stocks and work in progress | | | | | | | | | | | | | Stocks and work in progress | | | | | | | | | | | | |
| Debtors and prepayments | | | | | | | | | | | | | Debtors and prepayments | | | | | | | | | | | | |
| Short term loans and deposits | | | | | | | | | | | | | Short term loans and deposits | | | | | | | | | | | | |
| Bank Balance and cash | | | | | | | | | | | | | Bank Balance and cash | | | | | | | | | | | | |
| Group Companies advances and debts currently receivable | | | | | | | | | | | | | Group Companies advances and debts currently receivable | | | | | | | | | | | | |
| Other Items | | | | | | | | | | | | | Other Items | | | | | | | | | | | | |
| Total Current Assets | | | | | | | | | | | | | Total Current Assets | | | | | | | | | | | | |
| 5 Less Current Liabilities | | | | | | | | | | | | | 5 Less Current Liabilities | | | | | | | | | | | | |
| Creditors and accruals | | | | | | | | | | | | | Creditors and accruals | | | | | | | | | | | | |
| Traffic revenue received in advance | | | | | | | | | | | | | Traffic revenue received in advance | | | | | | | | | | | | |
| Taxation | | | | | | | | | | | | | Taxation | | | | | | | | | | | | |
| Dividends | | | | | | | | | | | | | Dividends | | | | | | | | | | | | |
| Bank Overdrafts | | | | | | | | | | | | | Bank Overdrafts | | | | | | | | | | | | |
| Installments of borrowings and hire purchase | | | | | | | | | | | | | Installments of borrowings and hire purchase | | | | | | | | | | | | |
| liabilities repayable within one year | | | | | | | | | | | | | liabilities repayable within one year | | | | | | | | | | | | |
| Group Companies advances and debts currently payable | | | | | | | | | | | | | Group Companies advances and debts currently payable | | | | | | | | | | | | |
| Other Items | | | | | | | | | | | | | Other Items | | | | | | | | | | | | |
| Total Current Liabilities | | | | | | | | | | | | | Total Current Liabilities | | | | | | | | | | | | |
| Total Net Current Assets | | | | | | | | | | | | | Total Net Current Assets | | | | | | | | | | | | |
| 6 Unamortised Costs | | | | | | | | | | | | | 6 Unamortised Costs | | | | | | | | | | | | |
| Pre- operational training and development | | | | | | | | | | | | | Pre- operational training and development | | | | | | | | | | | | |
| Other Items | | | | | | | | | | | | | Other Items | | | | | | | | | | | | |
| 7 Other Assets | | | | | | | | | | | | | 7 Other Assets | | | | | | | | | | | | |
| TOTAL ASSETS | | | | | | | | | | | | | TOTAL ASSETS | | | | | | | | | | | | |
| FINANCED BY: | | | | | | | | | | | | | FINANCED BY: | | | | | | | | | | | | |
| 8 Shareholders' Funds | | | | | | | | | | | | | 8 Shareholders' Funds | | | | | | | | | | | | |
| Share Capital | | | | | | | | | | | | | Share Capital | | | | | | | | | | | | |
| Share Premium account | | | | | | | | | | | | | Share Premium account | | | | | | | | | | | | |
| Reserves: Capital | | | | | | | | | | | | | Reserves: Capital | | | | | | | | | | | | |
| Self Insurance | | | | | | | | | | | | | Self Insurance | | | | | | | | | | | | |
| Reserve | | | | | | | | | | | | | Reserve | | | | | | | | | | | | |
| TOTAL LIABILITIES | | | | | | | | | | | | | TOTAL LIABILITIES | | | | | | | | | | | | |
| 9 Borrowing etc. (Repayable more than one year ahead) | | | | | | | | | | | | | 9 Borrowing etc. (Repayable more than one year ahead) | | | | | | | | | | | | |
| Advances from other Group Companies | | | | | | | | | | | | | Advances from other Group Companies | | | | | | | | | | | | |
| Bank Loans | | | | | | | | | | | | | Bank Loans | | | | | | | | | | | | |
| Hire Purchase Liabilities | | | | | | | | | | | | | Hire Purchase Liabilities | | | | | | | | | | | | |
| 10 Deferred Liabilities | | | | | | | | | | | | | 10 Deferred Liabilities | | | | | | | | | | | | |
| Taxation | | | | | | | | | | | | | Taxation | | | | | | | | | | | | |
| TOTAL LIABILITIES | | | | | | | | | | | | | TOTAL LIABILITIES | | | | | | | | | | | | |
| (a) British Airways consolidated | | | | | | | | | | | | | (a) British Airways consolidated | | | | | | | | | | | | |
| (b) Excludes British Island Airways | | | | | | | | | | | | | (b) Excludes British Island Airways | | | | | | | | | | | | |
| (c) Excludes Air Europe | | | | | | | | | | | | | (c) Excludes Air Europe | | | | | | | | | | | | |
| (d) Virgin Atlantic Airways' Financial Report covers a 10 month period | | | | | | | | | | | | | (d) Virgin Atlantic Airways' Financial Report covers a 10 month period | | | | | | | | | | | | |
| (e) Virgin Atlantic Airways' Financial Report covers a 15 month period | | | | | | | | | | | | | (e) Virgin Atlantic Airways' Financial Report covers a 15 month period | | | | | | | | | | | | |
| (f) Airports International Airways' (formerly IEA) report covers an 11 month period | | | | | | | | | | | | | (f) Airports International Airways' (formerly IEA) report covers an 11 month period | | | | | | | | | | | | |

Table 24

| | British | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air | Air |
|--|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|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|--|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|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MAJOR UNITED KINGDOM AIRLINES
INDIVIDUAL APPROPRIATION ACCOUNTS 1996
(£000)

Table 2.7

| | British Airways Consolidated | Air 2000 | Air Atlantique, Atlantic Cargo | Air Foyle | Air UK | Air UK Leisure | Airtours International Airways Ltd | Airworld Aviation |
|--|------------------------------|----------|--------------------------------|-----------|----------|----------------|------------------------------------|-------------------|
| Financial Year Ended | 31.03.97 | 31.10.96 | 31.12.96 | 30.06.96 | 31.12.96 | 31.10.96 | 30.09.96 | 31.12.96 |
| 1 Profit or loss before Taxation | 640 561 | 35 816 | 457 | 369 | 2 703 | 150 | 37 865 | 2 635 |
| 2 Taxation | 90 486 | 8 583 | 187 | 106 | - | - | 13 002 | - |
| 3 Profit or loss after Taxation | 550 075 | 27 233 | 270 | 263 | 2 703 | 150 | 24 863 | 2 635 |
| 4 Exceptional items and prior year adjustments | - | - | - | - | - | - | - | - |
| 5 Transfers from reserves | 3 143 | - | - | - | - | - | - | - |
| 6 Available for appropriation | 553 218 | 27 233 | 270 | 263 | 2 703 | 150 | 24 863 | 2 635 |
| 7 Dividends | 154 483 | 11 768 | - | - | - | 150 | - | - |
| 8 Transfers to reserves | 398 735 | 15 465 | 270 | 263 | 2 703 | 0 | 24 863 | 2 635 |

| | Britannia Airways | British Midland Airways | British Regional Airlines (a) | British World Airlines | Caledonian Airways | Channel Express Air Services | European Aviation Air Charter | GB Airways |
|--|-------------------|-------------------------|-------------------------------|------------------------|--------------------|------------------------------|-------------------------------|------------|
| Financial Year Ended | 31.12.96 | 31.12.96 | 31.12.96 | 31.12.96 | 30.09.96 | 31.03.97 | 31.12.96 | 31.3.97 |
| 1 Profit or loss before Taxation | 19 000 | 6 386 | 2 738 | 1 580 | (4 088) | 2 410 | 841 | 3 747 |
| 2 Taxation | 7 812 | 3 125 | 332 | - | (1 532) | 869 | 303 | 1 006 |
| 3 Profit or loss after Taxation | 11 188 | 3 261 | 2 406 | 1 580 | (2 556) | 1 541 | 538 | 2 741 |
| 4 Exceptional items and prior year adjustments | - | - | - | (4 099) | - | - | - | - |
| 5 Transfers from reserves | - | - | - | 250 | 174 | - | - | - |
| 6 Available for appropriation | 11 188 | 3 261 | 2 406 | (2 269) | (2 382) | 1 541 | 538 | 2 741 |
| 7 Dividends | - | - | - | - | - | 616 | - | - |
| 8 Transfers to reserves | 11 188 | 3 261 | 2 406 | (2 269) | (2 382) | 925 | 538 | 2 741 |

MAJOR UNITED KINGDOM AIRLINES
INDIVIDUAL APPROPRIATION ACCOUNTS 1996
(£000)

Table 2.7 cont

| | Heavylift Cargo Airlines | Hunting Cargo Airlines | Jersey European Airways (UK) | Leisure International Airways | Maersk Air | Monarch Airlines | Virgin Atlantic Airways |
|--|--------------------------|------------------------|------------------------------|-------------------------------|------------|------------------|-------------------------|
| Financial Year Ended | 31.12.96 | 31.12.96 | 31.03.97 | 31.10.96 | 31.12.96 | 30.04.97 | 30.04.97 |
| 1 Profit or loss before Taxation | 4 703 | (1 883) | 3 367 | (2 611) | 3 414 | 10 159 | 43 189 |
| 2 Taxation | 909 | (898) | - | - | 210 | 3 400 | 9 035 |
| 3 Profit or loss after Taxation | 3 794 | (985) | 3 367 | (2 611) | 3 204 | 6 759 | 34 154 |
| 4 Exceptional items and prior year adjustments | - | - | - | - | - | (523) | 1 983 |
| 5 Transfers from reserves | - | - | - | - | - | - | 329 |
| 6 Available for appropriation | 3 794 | (985) | 3 367 | (2 611) | 3 204 | 6 236 | 36 466 |
| 7 Dividends | 7 750 | - | - | - | - | 3 350 | 10 000 |
| 8 Transfers to reserves | (3 956) | (985) | 3 367 | (2 611) | 3 204 | 2 886 | 26 466 |

(a) British Regional Airlines was formerly known as Manx Europe Airlines.

TOTAL SCHEDULED AND NON-SCHEDULED SERVICES (a)

Table 2.9

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

| Airline | Financial Year End | Aircraft -km (000) | Stage Flights | Aircraft Hours | (b) | Seat-km Available (000) | Seat-km Used (000) | (b) | Tonne-km Available (000) | Total (000) | Tonne-kilometres Used | | |
|-------------------------------|--------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|
| | | | | | Number of Passengers Uplifted | | | Cargo Uplifted Tonnes | | | Mail (000) | Cargo (000) | Passengers (000) |
| | | | | | | | | | | | | | |
| British Airways (c) | 31.03.97 | 525 684 | 288 533 | 819 271 | 32 792 003 | 139 772 145 | 102 194 002 | 590 828 | 19 619 277 | 13 768 233 | 174 407 | 3 391 002 | 10 202 824 |
| <u>Air 2000</u> | 31.10.96 | 57 338 | 25 716 | 84 562 | 4 751 476 | 12 297 484 | 11 113 495 | 388 | 1 118 486 | 988 927 | 46 | 1 226 | 987 655 |
| Air Atlantique Atlantic Cargo | 31.12.96 | 744 | 1 393 | 1 783 | 873 | 363 | 259 | 7 788 | 10 484 | 4 976 | 662 | 4 293 | 21 |
| Air Foyle | 30.06.96 | 4 056 | 7 756 | 9 424 | - | - | - | 42 533 | 52 911 | 28 845 | 2 | 28 843 | - |
| Air UK | 31.12.96 | 38 821 | 79 446 | 98 682 | 3 696 052 | 3 415 177 | 2 031 508 | 3 763 | 341 312 | 174 583 | 577 | 1 363 | 172 643 |
| Air UK Leisure | 31.10.96 | 8 161 | 4 926 | 13 464 | 671 633 | 1 452 619 | 1 255 516 | 3 | 137 801 | 94 931 | 2 | - | 94 929 |
| Airtours Intl Airways Limited | 30.09.96 | 62 039 | 25 112 | 88 984 | 4 600 038 | 13 874 711 | 12 991 091 | 5 141 | 1 414 521 | 1 143 937 | - | 40 861 | 1 103 076 |
| Airworld Aviation Ltd | 31.12.96 | 5 708 | 2 920 | 8 531 | 437 169 | 1 028 344 | 917 705 | 17 | 98 264 | 69 927 | - | 28 | 69 899 |
| Britannia Airways | 31.12.96 | 85 361 | 35 714 | 123 795 | 7 536 028 | 21 888 568 | 19 736 088 | 3 172 | 1 864 844 | 1 677 992 | - | 22 737 | 1 655 255 |
| British Midland | 31.12.96 | 47 149 | 82 551 | 111 976 | 5 395 163 | 5 672 295 | 3 960 578 | 18 059 | 581 413 | 317 955 | 4 611 | 4 779 | 308 565 |
| British Regional Airlines Ltd | 31.12.96 | 18 369 | 53 693 | 55 855 | 1 009 474 | 836 818 | 513 433 | 818 | 89 068 | 44 799 | 57 | 257 | 44 485 |
| British World Airlines Ltd | 31.12.96 | 7 890 | 12 840 | 17 628 | 474 266 | 698 450 | 414 947 | 8 447 | 84 553 | 37 975 | - | 3 446 | 34 529 |
| Caledonian Airways | 30.09.96 | 27 372 | 9 615 | 38 230 | 1 881 816 | 8 286 750 | 6 924 246 | 601 | 795 631 | 596 689 | 54 | 6 142 | 590 493 |
| Channel Express (Air Svs) | 31.03.97 | 3 786 | 10 884 | 12 292 | - | - | - | 40 224 | 32 979 | 17 659 | 6 845 | 10 814 | - |
| European Air Charter | 31.12.96 | 4 738 | 7 406 | 10 146 | 86 391 | 492 014 | 322 821 | 7 | 44 050 | 27 446 | 4 | - | 27 442 |
| GB Airways Ltd | 31.03.97 | 7 299 | 5 226 | 12 133 | 433 389 | 970 805 | 724 149 | 1 906 | 106 688 | 71 893 | 616 | 2 818 | 68 459 |
| Heavylift Cargo Airlines | 31.12.96 | 3 831 | 2 190 | 6 912 | - | - | - | 41 755 | 362 799 | 212 209 | - | 212 209 | - |
| Hunting Cargo Airlines Ltd | 31.12.96 | 1 648 | 3 727 | 4 392 | - | - | - | 14 568 | 29 610 | 14 313 | - | 14 313 | - |
| Jersey European Airways (UK) | 31.03.97 | 11 077 | 32 079 | 35 784 | 1 416 363 | 872 425 | 566 912 | 2 637 | 88 440 | 43 415 | 317 | 507 | 42 591 |
| Leisure International | 31.10.96 | 9 125 | 1 600 | 11 835 | 383 713 | 2 991 348 | 2 771 139 | 3 595 | 298 172 | 233 251 | - | 25 374 | 207 877 |
| Maersk Air Limited | 31.12.96 | 6 822 | 11 304 | 14 893 | 452 478 | 485 001 | 285 310 | 1 546 | 60 636 | 26 403 | 177 | 661 | 25 565 |
| Monarch Airlines | 30.04.97 | 73 488 | 27 173 | 103 362 | 4 538 413 | 17 974 648 | 15 287 614 | 1 197 | 1 619 470 | 1 367 990 | 2 | 85 450 | 1 282 538 |
| Virgin Atlantic Airways | 30.04.97 | 61 178 | 9 298 | 78 950 | 2 436 220 | 20 983 436 | 16 685 885 | 84 474 | 3 354 343 | 2 100 054 | - | 582 002 | 1 518 052 |

(a) Excludes small airlines' public transport operations

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

(c) Includes British Airways (Euro Ops) LGW

Table 2.10

ALL SCHEDULED SERVICESOperating and Traffic Statistics for the Financial Years of Reporting Airlines

| Airline | Financial Year End | Aircraft -km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-km Available (000) | Seat-km Used (000) | Cargo Uplifted Tonnes | Tonne-km Available (000) | Total (000) | Tonne-kilometres Used | | |
|-------------------------------|--------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|
| | | | | | | | | | | | Mail (000) | Cargo (000) | Passengers (000) |
| British Airways (a) | 31.03.97 | 521 494 | 286 576 | 812 641 | 32 701 035 | 139 288 305 | 101 816 599 | 589 414 | 19 545 303 | 13 721 144 | 174 279 | 3 380 045 | 10 166 820 |
| <u>Air 2000</u> | 31.10.96 | 3 912 | 1 222 | 5 522 | 242 747 | 888 205 | 798 727 | 244 | 78 914 | 71 129 | 34 | 768 | 70 327 |
| Air UK | 31.12.96 | 37 899 | 78 589 | 96 933 | 3 629 187 | 3 320 382 | 1 958 598 | 3 763 | 331 834 | 168 381 | 577 | 1 363 | 166 441 |
| British Midland | 31.12.96 | 38 861 | 78 783 | 99 338 | 5 302 632 | 4 298 760 | 2 710 597 | 18 049 | 451 768 | 220 456 | 4 607 | 4 779 | 211 070 |
| British Regional Airlines Ltd | 31.12.96 | 13 812 | 38 345 | 43 348 | 1 000 521 | 580 674 | 354 327 | 818 | 64 702 | 31 974 | 57 | 159 | 31 758 |
| British World Airlines Ltd | 31.12.96 | 3 253 | 4 117 | 6 630 | 132 015 | 312 976 | 136 555 | - | 33 913 | 11 322 | - | - | 11 322 |
| Channel Express (Air Svs) | 31.03.97 | 153 | 952 | 675 | - | - | - | 2 725 | 873 | 449 | - | 449 | - |
| GB Airways Ltd | 31.03.97 | 7 272 | 5 204 | 12 085 | 430 764 | 966 721 | 720 920 | 1 906 | 106 274 | 71 588 | 616 | 2 818 | 68 154 |
| Hunting Cargo Airlines Ltd | 31.12.96 | 83 | 210 | 233 | - | - | - | 2 674 | 1 499 | 974 | - | 974 | - |
| Jersey European Airways (UK) | 31.03.97 | 11 018 | 31 831 | 35 503 | 1 416 304 | 871 592 | 566 652 | 2 218 | 88 206 | 43 290 | 211 | 506 | 42 573 |
| Maersk Air Limited | 31.12.96 | 6 762 | 11 154 | 14 735 | 443 100 | 480 011 | 280 949 | 1 546 | 60 259 | 26 076 | 177 | 661 | 25 238 |
| Monarch Airlines | 30.04.97 | 2 229 | 1 248 | 3 279 | 208 697 | 431 569 | 379 000 | 100 | 38 844 | 32 010 | - | 171 | 31 839 |
| Virgin Atlantic Airways | 30.04.97 | 61 178 | 9 298 | 78 950 | 2 436 220 | 20 983 436 | 16 685 885 | 84 474 | 3 354 343 | 2 100 054 | - | 582 002 | 1 518 052 |

(a) Includes British Airways (Euro Ops) LGW

Table 2.11

ALL NON-SCHEDULED SERVICES (a)Operating and Traffic Statistics for the Financial Years of Reporting Airlines

| Airline | Financial Year End | Aircraft -km (000) | Stage Flights | Aircraft Hours | (b) | Seat-km Available (000) | Seat-km Used (000) | (b) | Tonne-km Available (000) | Total (000) | Tonne-kilometres Used | | |
|-------------------------------|--------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|
| | | | | | Number of Passengers Uplifted | | | Cargo Uplifted Tonnes | | | Mail (000) | Cargo (000) | Passengers (000) |
| | | | | | | | | | | | | | |
| British Airways (c) | 31.03.97 | 4 190 | 1 957 | 6 629 | 90 969 | 483 837 | 377 405 | 1 413 | 73 974 | 47 089 | - | 10 957 | 36 004 |
| Air 2000 | 31.10.96 | 53 426 | 24 494 | 79 039 | 4 508 729 | 11 409 279 | 10 314 768 | 143 | 1 039 572 | 917 798 | 12 | 458 | 917 328 |
| Air Atlantique Atlantic Cargo | 31.12.96 | 744 | 1 393 | 1 783 | 873 | 363 | 259 | 7 788 | 10 484 | 4 976 | 662 | 4 293 | 21 |
| Air Foyle | 30.06.96 | 4 056 | 7 756 | 9 424 | - | - | - | 42 533 | 52 911 | 28 845 | 2 | 28 843 | - |
| Air UK | 31.12.96 | 922 | 857 | 1 749 | 66 865 | 94 795 | 72 910 | - | 9 478 | 6 202 | - | - | 6 202 |
| Air UK Leisure | 31.10.96 | 8 161 | 4 926 | 13 464 | 671 633 | 1 452 619 | 1 255 516 | 3 | 137 801 | 94 931 | 2 | - | 94 929 |
| Airtours Intl Airways Limited | 30.09.96 | 62 039 | 25 112 | 88 984 | 4 600 038 | 13 874 711 | 12 991 091 | 5 141 | 1 414 521 | 1 143 937 | - | 40 861 | 1 103 076 |
| Airworld Aviation Ltd | 31.12.96 | 5 708 | 2 920 | 8 531 | 437 169 | 1 028 344 | 917 705 | 17 | 98 264 | 69 927 | - | 28 | 69 899 |
| Britannia Airways | 31.12.96 | 85 361 | 35 714 | 123 795 | 7 536 028 | 21 888 568 | 19 736 088 | 3 172 | 1 864 844 | 1 677 992 | - | 22 737 | 1 655 255 |
| British Midland | 31.12.96 | 8 288 | 3 768 | 12 638 | 92 531 | 1 373 535 | 1 249 981 | 10 | 129 645 | 97 499 | 4 | - | 97 495 |
| British Regional Airlines Ltd | 31.12.96 | 4 557 | 15 348 | 12 507 | 8 953 | 256 144 | 159 106 | - | 24 366 | 12 825 | - | 98 | 12 727 |
| British World Airlines Ltd | 31.12.96 | 4 637 | 8 723 | 10 998 | 342 251 | 385 474 | 278 392 | 8 447 | 50 640 | 26 653 | - | 3 446 | 23 207 |
| Caledonian Airways | 30.09.96 | 27 372 | 9 615 | 38 230 | 1 881 816 | 8 286 750 | 6 924 246 | 601 | 795 631 | 596 689 | 54 | 6 142 | 590 493 |
| Channel Express (Air Svs) | 31.03.97 | 3 633 | 9 932 | 11 616 | - | - | - | 37 499 | 32 106 | 17 210 | 6 845 | 10 365 | - |
| European Air Charter | 31.12.96 | 4 738 | 7 406 | 10 146 | 86 391 | 492 014 | 322 821 | 7 | 44 050 | 27 446 | 4 | - | 27 442 |
| GB Airways Ltd | 31.03.97 | 27 | 22 | 47 | 2 625 | 4 084 | 3 229 | - | 414 | 305 | - | - | 305 |
| Heavylift Cargo Airlines | 31.12.96 | 3 831 | 2 190 | 6 912 | - | - | - | 41 755 | 362 799 | 212 209 | - | 212 209 | - |
| Hunting Cargo Airlines Ltd | 31.12.96 | 1 565 | 3 517 | 4 159 | - | - | - | 11 894 | 28 111 | 13 339 | - | 13 339 | - |
| Jersey European Airways (UK) | 31.03.97 | 59 | 248 | 281 | 59 | 833 | 260 | 419 | 234 | 125 | 106 | 1 | 18 |
| Leisure International | 31.10.96 | 9 125 | 1 600 | 11 835 | 383 713 | 2 991 348 | 2 771 139 | 3 595 | 298 172 | 233 251 | - | 25 374 | 207 877 |
| Maersk Air Limited | 31.12.96 | 60 | 150 | 158 | 9 378 | 4 990 | 4 361 | - | 377 | 327 | - | - | 327 |
| Monarch Airlines | 30.04.97 | 71 259 | 25 925 | 100 083 | 4 329 716 | 17 543 078 | 14 908 614 | 1 096 | 1 580 626 | 1 335 980 | 2 | 85 279 | 1 250 699 |

(a) Excludes small airlines' public transport operations

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

(c) Includes British Airways (Euro Ops) LGW

Passengers Departing from UK Airports on
Inclusive Tour Charter Flights

Table 3.1

| | Spain incl. Canaries and Balearics | Italy and Sicily | Germany | Cyprus | Greece | Switzerland | North Africa | Portugal incl. Madeira | France | Other Countries | Total |
|------------------------------------|--|------------------------|---------|---------|-----------|-------------|-----------------|------------------------------|---------|--------------------|------------|
| Winter (November to March) 1996/97 | | | | | | | | | | | |
| <u>All Traffic</u> | 1 630 777 | 185 092 | 950 | 72 864 | 44 700 | 77 215 | 141 428 | 177 821 | 185 659 | 682 210 | 3 198 716 |
| UK Originating Traffic | 1 626 726 | 178 611 | 950 | 72 864 | 42 770 | 65 839 | 141 428 | 177 761 | 185 410 | 673 259 | 3 165 618 |
| Non UK Originating Traffic | 4 051 | 6 481 | - | - | 1 930 | 11 376 | - | 60 | 249 | 8 951 | 33 098 |
| Summer (April to October) 1997 | | | | | | | | | | | |
| All Traffic | 5 420 434 | 411 622 | 3 392 | 323 089 | 1 407 827 | 34 112 | 182 567 | 680 275 | 62 738 | 1 936 447 | 10 462 503 |
| UK Originating Traffic | 5 420 434 | 388 034 | 3 392 | 322 912 | 1 407 643 | 3 186 | 182 567 | 680 275 | 62 454 | 1 913 334 | 10 384 231 |
| Non UK Originating Traffic | - | 23 588 | - | 177 | 184 | 30 926 | - | - | 284 | 23 113 | 78 272 |

Please note that only UK Airlines' activities are included in this table.

Source : CAA Airline Statistics