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UK Airlines

**annual operating, traffic
and financial statistics 1988**

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and financial statistics 1988**

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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.

2. CONVENTIONS

- 2.1 **Symbols and Abbreviations** The following are used throughout:

.. = not available
- = nil or too small 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 kilogrammes

Conversion factors (foot/pound system to metric system)

| | |
|-----------------------------|-----------------------------|
| 1 short ton (2000 lbs) | = 0.9072 tonnes |
| 1 ton (2240 lbs) | = 1.0160 tonnes |
| 1 statute mile (5,280 feet) | = 1.6095 kilometres |
| 1 short ton mile | = 1.4600 tonne - kilometres |

The explanations of other terms used throughout the Tables are contained in the section on Definitions at the end of this booklet.

3. ENQUIRIES

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

| | |
|--------------------------|------------------|
| Civil Aviation Authority | |
| Room T407A | Tel. 01-832 5504 |
| CAA House | 01-832 5223 |
| 45/59 Kingsway | |
| London WC2B 6TE | |

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| | |
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| Civil Aviation Authority | |
| Printing and Publication Services | Tel. Cheltenham (0242) 35151 |
| Greville House | |
| 37 Gratton Road | |
| Cheltenham | |
| Glos GL50 2BN | |

4. OTHER CIVIL AVIATION STATISTICS

- 4.1 Statistics for the period from January 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 data, 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 no longer included in CAA Annual Statistical publications.

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21 June 1989

CORRIGENDUM TO UK AIRLINES ANNUAL OPERATING, TRAFFIC AND FINANCIAL STATISTICS

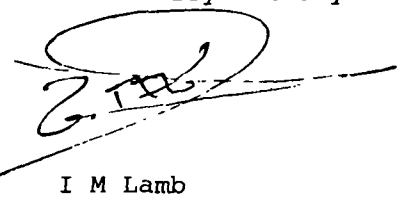
Airline Personnel Costs (UK and Overseas) 1988 Table 1.18

Dear Reader

Due to an error, the average number of personnel under all categories on the 'Others' line of data is incorrect.

| | Pilots and Co-Pilots | | Other Cockpit Personnel | |
|--------|-------------------------------|--------|------------------------------------|--------|
| | Male | Female | Male | Female |
| Delete | 6221 | 127 | 75 | - |
| Insert | 1555 | 32 | 19 | - |
| | | | | |
| | Cabin Attendants | | Maintenance and Overhaul Personnel | |
| | Male | Female | Male | Female |
| Delete | 356 | 3273 | 7326 | 193 |
| Insert | 89 | 818 | 1831 | 48 |
| | | | | |
| | Ticketing and Sales Personnel | | All Other Personnel | |
| | Male | Female | Male | Female |
| Delete | 1073 | 1339 | 3771 | 2823 |
| Insert | 268 | 335 | 943 | 706 |

I am sorry for any inconvenience caused.


I M Lamb
Aviation Data Unit

Part 1

UK Airlines: Operating, traffic and personnel statistics

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SIZE OF UK AIRLINES BY AVAILABLE CAPACITY
YEARS ENDING 31 DECEMBER 1983 and 1988 (a)

Table 1.1

| | Output in available tonne-km (000 000) | Percentage of all available tonne-Km |
|-----------------------------------|--|---|
| 1983 | | |
| British Airways | 6 676 | 59.18 |
| British Caledonian Airways | 1 447 | 12.82 |
| Britannia Airways | 769 | 6.82 |
| Dan Air Services | 477 | 4.22 |
| British Airtours | 445 | 3.95 |
| Air Europe | 272 | 2.41 |
| Monarch Airlines | 246 | 2.18 |
| British Midland Airways | 226 | 2.01 |
| Orion Airways | 212 | 1.88 |
| Tradewinds Airways | 138 | 1.22 |
| British Caledonian Charter | 99 | 0.88 |
| Heavylift Cargo Airlines | 64 | 0.56 |
| Air UK | 46 | 0.41 |
| British Island Airways | 30 | 0.27 |
| British Airways Helicopters | 23 | 0.21 |
| Bristow Helicopters | 19 | 0.17 |
| British Air Ferries | 15 | 0.14 |
| Air Bridge Carriers | 13 | 0.12 |
| Others (26 Airlines) | 62 | 0.55 |
| 1988 | | |
| British Airways | 10 819 | 62.81 |
| Britannia Airways | 1 063 | 6.17 |
| Dan Air Services | 815 | 4.73 |
| British Caledonian Airways | 572 | 3.32 |
| Monarch Airlines | 560 | 3.25 |
| Virgin Atlantic Airways | 525 | 3.05 |
| Air Europe | 524 | 3.04 |
| Orion Airways | 416 | 2.42 |
| Caledonian Airways | 327 | 1.90 |
| Novair International | 236 | 1.37 |
| Air 2000 | 207 | 1.20 |
| British Midland | 204 | 1.18 |
| British Island Airways | 165 | 0.97 |
| Paramount Airways | 116 | 0.68 |
| Air UK | 92 | 0.53 |
| Anglo Cargo | 87 | 0.50 |
| Tradewinds Airways | 57 | 0.33 |
| Inter European Airways | 56 | 0.32 |
| Heavylift Cargo Airlines | 45 | 0.26 |
| Air Bridge Carriers | 39 | 0.23 |
| Air UK Leisure | 36 | 0.21 |
| Amber Airways | 33 | 0.19 |
| GB Airways t/a Gibair | 28 | 0.16 |
| British Air Ferries | 21 | 0.12 |
| Bristow Helicopters | 18 | 0.11 |
| Air Foyle | 18 | 0.10 |
| Manx Airlines | 17 | 0.10 |
| Loganair | 16 | 0.09 |
| Brymon Airways | 16 | 0.09 |
| British International Helicopters | 11 | 0.06 |
| Others (34 airlines) | 87 | 0.51 |

(a) Excludes air taxi operations

MAIN OUTPUT OF UK AIRLINES 1961-1988 (a)

Table 1.2

| | Total Available tonne-km (000 000) | Percentage growth on Prev. year | Scheduled services Available tonne-km (000 000) | Percentage growth on prev. year | Non-Scheduled services Available tonne-km (000 000) | Percentage growth on prev. year |
|------------------------------------|---|---------------------------------------|---|---------------------------------------|---|---------------------------------------|
| 1961 | 1 990 | .. | 1 575 | 32.2 | 415 | .. |
| 1962 | 2 215 | 11.3 | 1 784 | 13.3 | 431 | 3.9 |
| 1963 | 2 439 | 10.1 | 1 953 | 9.5 | 486 | 12.8 |
| 1964 | 2 879 | 18.0 | 2 275 | 16.5 | 604 | 24.3 |
| 1965 | 3 325 | 15.5 | 2 664 | 17.1 | 661 | 9.4 |
| 1966 | 3 851 | 15.8 | 2 993 | 12.4 | 858 | 29.8 |
| 1967 | 4 016 | 4.3 | 3 145 | 5.1 | 871 | 1.5 |
| 1968 | 4 214 | 4.9 | 3 256 | 3.5 | 958 | 10.0 |
| 1969 | 4 927 | 16.9 | 3 748 | 15.1 | 1 179 | 23.1 |
| 1970 | 5 782 | 17.4 | 4 129 | 10.2 | 1 653 | 40.2 |
| 1971 | 6 973 | 20.6 | 4 591 | 11.2 | 2 382 | 44.1 |
| 1972 | 8 249 | 18.3 | 5 399 | 17.6 | 2 850 | 19.7 |
| 1973 | 9 003 | 9.1 | 5 953 | 10.3 | 3 051 | 7.0 |
| 1974 | 8 283 | -8.0 | 5 745 | -3.5 | 2 538 | -16.8 |
| 1975 | 8 927 | 7.8 | 5 984 | 4.2 | 2 943 | 16.0 |
| 1976 | 9 727 | 9.0 | 6 602 | 10.3 | 3 125 | 6.2 |
| 1977 | 10 505 | 8.0 | 6 834 | 3.5 | 3 671 | 17.5 |
| 1978 | 11 970 | 13.9 | 8 095 | 18.5 | 3 875 | 5.6 |
| 1979 | 12 749 | 6.5 | 8 841 | 9.2 | 3 909 | 0.9 |
| 1980 | 13 212 | 3.6 | 9 829 | 11.2 | 3 383 | -13.5 |
| 1981 | 13 087 | -0.9 | 9 936 | 1.1 | 3 151 | -6.9 |
| 1982 | 11 848 | -9.5 | 9 068 | -8.7 | 2 780 | -11.8 |
| 1983 | 12 011 | 1.4 | 8 989 | -0.9 | 3 022 | 8.7 |
| 1984 | 13 155 | 9.5 | 9 854 | 9.6 | 3 301 | 9.2 |
| 1985 | 13 408 | 1.9 | 10 166 | 3.2 | 3 242 | -1.8 |
| 1986 | 14 306 | 6.7 | 10 655 | 4.8 | 3 651 | 12.6 |
| 1987 | 15 853 | 10.8 | 11 430 | 7.3 | 4 423 | 21.1 |
| 1988 | 17 225 | 8.7 | 12 405 | 8.5 | 4 820 | 9.0 |
| Mean rates of growth (percentages) | | | | | | |
| 1961-65 | 13.8 | | 13.9 | | 13.5 | |
| 1966-70 | 10.8 | | 8.5 | | 17.5 | |
| 1971-75 | 5.1 | | 6.1 | | 3.1 | |
| 1976-80 | 8.4 | | 11.1 | | 2.3 | |
| 1981-85 | 1.5 | | 1.3 | | 2.3 | |
| Last 20 years | 5.4 | | 5.9 | | 4.1 | |
| 10 years | 3.0 | | 3.0 | | 3.1 | |
| 5 years | 7.3 | | 5.9 | | 11.2 | |

(a) Excludes air taxi operations

**SCHEDULED PASSENGER AND CARGO SERVICES BY UK
AIRLINES 1979-1988**

Table 1.3

| | Seat-km available (000 000) | Seat-km used (000 000) | As % of available | Tonne-km available (000 000) | Total (000 000) | Tonne-Km used | | | As % of available |
|-------------------------------|-----------------------------------|------------------------------|-------------------------|------------------------------------|--------------------|-------------------|--------------------|------------------------|-------------------------|
| | | | | | | Mail (000 000) | Cargo (000 000) | Passenger (000 000) | |
| All Services | | | | | | | | | |
| 1979 | 71 591.1 | 47 084.8 | 65.8 | 8 841.4 | 5 549.9 | 178.7 | 1 070.3 | 4 300.9 | 62.8 |
| 1980 | 80 319.9 | 50 163.8 | 62.5 | 9 829.3 | 5 894.9 | 176.8 | 1 214.8 | 4 503.2 | 60.0 |
| 1981 | 80 325.2 | 52 209.6 | 65.0 | 9 936.2 | 6 188.4 | 170.5 | 1 343.5 | 4 674.5 | 62.3 |
| 1982 | 70 869.3 | 46 404.3 | 65.5 | 9 068.1 | 5 593.2 | 169.1 | 1 200.4 | 4 223.7 | 61.7 |
| 1983 | 68 847.5 | 43 887.4 | 63.7 | 8 988.6 | 5 521.8 | 179.7 | 1 338.1 | 4 004.0 | 61.4 |
| 1984 | 73 193.2 | 48 235.3 | 65.9 | 9 853.9 | 6 337.3 | 196.0 | 1 736.2 | 4 405.1 | 64.3 |
| 1985 | 76 650.1 | 51 436.9 | 67.1 | 10 166.3 | 6 466.5 | 202.8 | 1 563.1 | 4 700.6 | 63.6 |
| 1986 | 79 135.7 | 51 400.9 | 65.0 | 10 654.7 | 6 606.4 | 199.3 | 1 698.1 | 4 708.9 | 62.0 |
| 1987 | 85 557.6 | 59 887.2 | 70.0 | 11 429.9 | 7 586.0 | 202.8 | 1 885.6 | 5 497.6 | 66.3 |
| 1988 | 92 706.8 | 63 868.1 | 68.9 | 12 405.3 | 8 106.3 | 179.2 | 2 057.3 | 5 869.8 | 65.3 |
| International Services | | | | | | | | | |
| 1979 | 67 224.2 | 44 320.9 | 65.9 | 8 425.0 | 5 301.2 | 175.4 | 1 060.1 | 4 065.7 | 62.9 |
| 1980 | 75 713.8 | 47 393.5 | 62.6 | 9 379.7 | 5 652.2 | 173.0 | 1 207.7 | 4 271.5 | 60.3 |
| 1981 | 76 212.1 | 49 608.9 | 65.1 | 9 525.0 | 5 958.7 | 166.2 | 1 336.2 | 4 456.3 | 62.6 |
| 1982 | 66 660.2 | 43 651.6 | 65.5 | 8 645.7 | 5 355.9 | 164.0 | 1 193.0 | 3 998.9 | 61.9 |
| 1983 | 64 240.2 | 41 096.1 | 64.0 | 8 529.3 | 5 281.1 | 173.8 | 1 330.4 | 3 776.9 | 61.9 |
| 1984 | 67 935.3 | 44 997.5 | 66.2 | 9 324.9 | 6 058.9 | 190.6 | 1 726.0 | 4 142.3 | 64.9 |
| 1985 | 71 038.8 | 47 942.7 | 67.5 | 9 594.9 | 6 166.6 | 196.9 | 1 552.9 | 4 416.8 | 64.2 |
| 1986 | 73 244.9 | 47 834.0 | 65.3 | 10 035.8 | 6 300.4 | 193.4 | 1 687.6 | 4 419.4 | 62.7 |
| 1987 | 79 367.3 | 55 960.7 | 70.5 | 10 774.8 | 7 250.4 | 196.3 | 1 875.0 | 5 179.1 | 67.2 |
| 1988 | 85 782.8 | 59 487.1 | 69.3 | 11 666.9 | 7 734.8 | 172.9 | 2 047.2 | 5 514.6 | 66.2 |
| Domestic Services | | | | | | | | | |
| 1979 | 4 366.9 | 2 763.9 | 63.3 | 416.4 | 248.7 | 3.2 | 10.2 | 235.2 | 59.7 |
| 1980 | 4 606.1 | 2 770.3 | 60.1 | 449.7 | 242.6 | 3.8 | 7.1 | 231.7 | 54.0 |
| 1981 | 4 113.1 | 2 600.7 | 63.2 | 411.2 | 229.7 | 4.3 | 7.3 | 218.1 | 55.9 |
| 1982 | 4 209.1 | 2 752.7 | 65.4 | 422.5 | 237.3 | 5.1 | 7.5 | 224.7 | 56.2 |
| 1983 | 4 607.3 | 2 791.4 | 60.8 | 459.3 | 240.7 | 5.9 | 7.7 | 227.0 | 52.3 |
| 1984 | 5 257.9 | 3 237.8 | 61.6 | 528.9 | 278.4 | 5.4 | 10.2 | 262.8 | 52.6 |
| 1985 | 5 611.3 | 3 494.3 | 62.3 | 571.4 | 299.9 | 6.0 | 10.2 | 283.8 | 52.4 |
| 1986 | 5 890.8 | 3 566.9 | 60.6 | 618.9 | 305.9 | 6.0 | 10.5 | 289.5 | 49.4 |
| 1987 | 6 210.3 | 3 926.5 | 63.2 | 655.1 | 335.6 | 6.4 | 10.7 | 318.5 | 51.2 |
| 1988 | 6 924.0 | 4 381.1 | 63.3 | 738.4 | 371.5 | 6.3 | 10.1 | 355.2 | 50.3 |

**NON-SCHEDULED PASSENGER AND CARGO SERVICES BY UK
AIRLINES 1979-1988**

Table 1.4

By Main Type of Service (a)

| | Total | | (b) Inclusive Tours | | Other separate fare and advance booking charters | | Other charters | |
|------|------------------------------------|-------------------------------------|------------------------------------|-------------------------------------|---|-------------------------------------|------------------------------------|-------------------------------------|
| | Tonne-km available (000 000) | Percentage of all UK Services | Tonne-km available (000 000) | Percentage of all UK Services | Tonne-km available (000 000) | Percentage of all UK Services | Tonne-km available (000 000) | Percentage of all UK Services |
| 1979 | 3 909.8 | 30.7 | 1 546.4 | 12.1 | 352.3 | 2.8 | 2 011.1 | 15.8 |
| 1980 | 3 383.4 | 25.6 | 1 813.2 | 13.7 | 344.9 | 2.6 | 1 225.3 | 9.3 |
| 1981 | 3 151.3 | 24.1 | 1 950.1 | 14.9 | 335.9 | 2.6 | 864.8 | 6.6 |
| 1982 | 2 780.0 | 23.5 | 2 180.1 | 18.4 | 184.5 | 1.6 | 415.4 | 3.5 |
| 1983 | 3 022.2 | 25.2 | 2 371.8 | 19.7 | 240.4 | 2.0 | 410.0 | 3.4 |
| 1984 | 3 301.1 | 25.1 | 2 635.6 | 20.0 | 291.1 | 2.2 | 374.3 | 2.8 |
| 1985 | 3 242.1 | 24.2 | 2 477.7 | 18.5 | 327.7 | 2.4 | 436.8 | 3.3 |
| 1986 | 3 650.8 | 25.5 | 3 100.0 | 21.7 | 264.9 | 1.9 | 285.9 | 2.0 |
| 1987 | 4 423.3 | 27.9 | 3 786.9 | 23.9 | 308.4 | 1.9 | 328.0 | 2.1 |
| 1988 | 4 820.2 | 28.0 | 4 012.4 | 23.3 | 403.0 | 2.3 | 404.8 | 2.4 |

Inclusive Tours (b)

| | Seat-km available (000 000) | Seat-km used (000 000) | As percentage of available | Passengers Uplifted (000) | Stage flights (number) | Aircraft km (000) | Stage flights average distance (km) | Average distance per passenger (km) |
|------|-----------------------------------|------------------------------|----------------------------------|---------------------------------|------------------------------|----------------------|---|---|
| 1979 | 17 634.5 | 14 920.6 | 84.6 | 8 749.7 | 80 441 | 130 798 | 1 626 | 1 705 |
| 1980 | 20 344.8 | 17 117.0 | 84.1 | 9 662.8 | 86 298 | 147 126 | 1 705 | 1 771 |
| 1981 | 21 709.9 | 18 515.8 | 85.3 | 10 155.6 | 87 689 | 154 291 | 1 760 | 1 823 |
| 1982 | 24 560.8 | 20 775.4 | 84.6 | 11 901.8 | 104 700 | 178 547 | 1 705 | 1 746 |
| 1983 | 26 479.9 | 22 731.0 | 85.8 | 13 037.6 | 108 173 | 181 912 | 1 682 | 1 743 |
| 1984 | 30 094.7 | 25 855.1 | 85.9 | 14 616.1 | 116 404 | 197 013 | 1 692 | 1 768 |
| 1985 | 28 072.5 | 24 996.1 | 89.0 | 13 631.0 | 102 674 | 177 636 | 1 730 | 1 834 |
| 1986 | 35 129.7 | 32 091.0 | 91.4 | 17 373.5 | 121 747 | 213 102 | 1 750 | 1 847 |
| 1987 | 42 995.2 | 38 700.2 | 90.0 | 20 723.3 | 140 143 | 248 922 | 1 776 | 1 867 |
| 1988 | 45 328.4 | 40 830.4 | 90.1 | 21 250.5 | 139 478 | 255 058 | 1 829 | 1 921 |

Other Separate Fare and Advance Booking Charters

| | | | | | | | | |
|------|---------|---------|------|---------|--------|--------|-------|-------|
| 1979 | 3 732.5 | 2 872.1 | 76.9 | 1 068.6 | 10 933 | 20 786 | 1 901 | 2 688 |
| 1980 | 3 729.5 | 2 942.9 | 78.9 | 1 161.2 | 12 655 | 21 815 | 1 724 | 2 534 |
| 1981 | 3 715.5 | 3 071.0 | 82.7 | 1 457.0 | 13 058 | 22 827 | 1 748 | 2 108 |
| 1982 | 2 104.1 | 1 758.8 | 83.6 | 685.2 | 6 353 | 12 134 | 1 910 | 2 567 |
| 1983 | 2 526.3 | 2 188.7 | 86.6 | 677.2 | 5 914 | 13 862 | 2 344 | 3 232 |
| 1984 | 3 203.3 | 2 789.4 | 87.1 | 917.0 | 7 938 | 15 754 | 1 985 | 3 042 |
| 1985 | 3 684.2 | 3 089.9 | 83.9 | 1 018.1 | 8 687 | 16 972 | 1 954 | 3 035 |
| 1986 | 2 977.6 | 2 507.3 | 84.2 | 727.5 | 6 036 | 13 511 | 2 238 | 3 446 |
| 1987 | 3 461.3 | 2 882.2 | 83.3 | 907.4 | 7 602 | 15 637 | 2 057 | 3 176 |
| 1988 | 4 122.1 | 3 475.5 | 84.3 | 1 210.8 | 10 914 | 20 433 | 1 872 | 2 870 |

(a) Excludes air taxi operations

(b) Inclusive Tours performed under Class 4 Licences are
included with other Separate Fare and Advance Booking Charters.

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Passenger Services | | | | | | | | | | | | | | | |
| Air Ecosse | 770 | 3 022 | 2 573 | 24 649 | 13 629 | 9 134 | 67.0 | - | 1 197 | 748 | - | - | 748 | 62.5 | |
| Air Europe | 6 027 | 6 051 | 11 064 | 603 906 | 953 446 | 711 901 | 74.7 | 1 510 | 94 504 | 58 408 | 122 | 1 334 | 56 953 | 61.8 | |
| Air Furness | 120 | 1 085 | 663 | 4 092 | 1 076 | 455 | 42.3 | 1 | 96 | 36 | - | - | 36 | 37.3 | |
| Air UK | 15 794 | 51 131 | 50 786 | 1 356 370 | 910 785 | 492 515 | 54.1 | 2 049 | 88 658 | 42 677 | - | 831 | 41 846 | 48.1 | |
| Atlantic Air Transport | 342 | 1 708 | 1 140 | 38 524 | 12 896 | 7 721 | 59.9 | 3 | 1 470 | 604 | - | 1 | 603 | 41.1 | |
| Aurigny Air Services | 1 600 | 28 261 | 7 882 | 306 509 | 26 819 | 16 756 | 62.5 | 1 568 | 2 214 | 1 426 | 10 | 76 | 1 340 | 64.4 | |
| Berlin European UK | 329 | 802 | 1 209 | 5 019 | 5 138 | 1 941 | 37.8 | - | 418 | 167 | - | - | 167 | 39.9 | |
| Birmingham Executive Airways | 4 505 | 5 056 | 12 253 | 49 813 | 84 963 | 45 251 | 53.3 | - | 6 372 | 3 400 | - | - | 3 400 | 53.4 | |
| Britannia Airways | 2 896 | 1 168 | 4 371 | 141 774 | 501 278 | 363 143 | 72.4 | 31 | 42 611 | 30 958 | - | 89 | 30 869 | 72.7 | |
| British Air Ferries | 160 | 770 | 610 | 29 231 | 11 749 | 5 229 | 44.5 | - | 1 013 | 434 | - | - | 434 | 42.8 | |
| British Airways | 324 034 | 245 403 | 523 914 | 21 818 122 | 79 012 298 | 54 930 982 | 69.5 | 332 617 | 10 630 028 | 7 073 537 | 164 871 | 1 812 976 | 5 095 691 | 66.5 | |
| British Caledonian Airways | 15 979 | 9 628 | 24 291 | 655 196 | 3 694 234 | 1 943 483 | 52.6 | 19 224 | 568 491 | 300 224 | 9 793 | 113 846 | 176 585 | 52.8 | |
| British International Helis | 254 | 4 260 | 1 404 | 86 123 | 6 664 | 5 198 | 78.0 | 417 | 572 | 452 | 3 | 23 | 426 | 79.0 | |
| British Island Airways | 517 | 279 | 826 | 19 580 | 51 072 | 36 884 | 72.2 | - | 4 487 | 2 951 | - | - | 2 951 | 65.8 | |
| British Midland | 17 723 | 45 193 | 49 083 | 2 311 130 | 1 695 199 | 1 018 962 | 60.1 | 4 183 | 177 112 | 81 481 | 944 | 1 046 | 79 491 | 46.0 | |
| Brymon Airways | 3 096 | 14 217 | 13 111 | 195 056 | 109 350 | 57 129 | 52.2 | 88 | 11 701 | 4 708 | - | 24 | 4 684 | 40.2 | |
| Business Air Limited | 438 | 1 369 | 1 285 | 4 917 | 4 675 | 2 280 | 48.8 | 13 | 590 | 197 | - | 11 | 186 | 33.4 | |
| Capital Airlines | 2 020 | 6 202 | 7 183 | 107 340 | 78 663 | 38 175 | 48.5 | - | 7 866 | 2 970 | - | - | 2 970 | 37.8 | |
| Casair Aviation | 136 | 683 | 532 | 2 512 | 1 197 | 622 | 51.9 | - | 120 | 50 | - | - | 50 | 41.7 | |
| Connectair | 2 290 | 6 406 | 8 524 | 106 373 | 73 047 | 40 406 | 55.3 | 50 | 6 699 | 3 047 | 4 | 12 | 3 030 | 45.5 | |
| Dan Air | 13 641 | 24 880 | 32 875 | 1 194 283 | 1 185 534 | 744 842 | 62.8 | 3 481 | 94 652 | 61 877 | 310 | 2 038 | 59 529 | 65.4 | |
| GB Airways T/A Gibair | 2 215 | 2 171 | 3 740 | 152 168 | 261 231 | 191 102 | 73.2 | 581 | 27 926 | 17 634 | 423 | 604 | 16 608 | 63.1 | |
| Guernsey Airlines | 1 547 | 5 470 | 6 131 | 135 020 | 60 706 | 45 121 | 74.3 | 63 | 5 205 | 3 632 | - | 22 | 3 610 | 69.8 | |
| Isles of Scilly Skybus | 173 | 3 533 | 884 | 20 434 | 1 416 | 1 001 | 70.7 | 140 | 138 | 87 | 2 | 5 | 80 | 62.8 | |
| Jersey European Airways | 1 859 | 11 595 | 6 627 | 233 464 | 76 969 | 46 588 | 60.5 | 177 | 6 999 | 3 520 | 2 | 19 | 3 498 | 50.3 | |
| Loganair | 4 363 | 26 607 | 19 074 | 399 400 | 145 344 | 85 264 | 58.7 | 616 | 13 149 | 7 773 | 2 | 103 | 7 669 | 59.1 | |
| London City Airways | 1 641 | 5 050 | 5 854 | 71 600 | 72 213 | 23 221 | 32.2 | - | 7 714 | 1 812 | - | - | 1 812 | 23.5 | |
| Manx Airlines | 3 464 | 16 422 | 12 996 | 513 244 | 181 329 | 118 475 | 65.3 | 1 429 | 16 292 | 9 767 | - | 293 | 9 475 | 60.0 | |
| Monarch Airlines | 382 | 243 | 598 | 24 646 | 57 280 | 38 016 | 66.4 | - | 5 189 | 3 195 | - | - | 3 195 | 61.6 | |
| National Commuter Airways | 611 | 2 043 | 1 718 | 14 710 | 12 119 | 4 620 | 38.1 | 6 | 1 028 | 362 | - | 2 | 361 | 35.2 | |
| Orion Airways | 1 028 | 642 | 1 681 | 83 302 | 150 751 | 133 645 | 88.7 | 1 | 14 165 | 10 694 | - | 2 | 10 692 | 75.5 | |
| Paramount Airways | 1 | 1 | 1 | 42 | 93 | 24 | 25.5 | - | 8 | 2 | - | - | 2 | 25.5 | |
| Region Airways | 209 | 805 | 769 | 3 367 | 3 186 | 875 | 27.5 | - | 239 | 66 | - | - | 66 | 27.5 | |
| Ryanair-Europe | 318 | 897 | 800 | 39 711 | 32 836 | 14 058 | 42.8 | 221 | 2 892 | 1 313 | - | 80 | 1 233 | 45.4 | |
| Scottish European Airways | 130 | 170 | 426 | 1 058 | 5 183 | 946 | 18.2 | - | 415 | 76 | - | - | 76 | 18.2 | |
| South East Air | - | 2 | 2 | 22 | 9 | 5 | 55.0 | - | 1 | - | - | - | - | 60.0 | |
| Suckling Airways | 492 | 1 877 | 1 736 | 9 850 | 8 197 | 2 816 | 34.4 | - | 590 | 202 | - | - | 202 | 34.2 | |
| Virgin Atlantic Airways | 8 546 | 3 712 | 12 918 | 595 576 | 3 204 212 | 2 689 346 | 83.9 | 12 674 | 485 397 | 324 630 | - | 75 397 | 249 233 | 66.9 | |
| Total Passenger Services | 439 650 | 538 814 | 831 533 | 31 358 133 | 92 706 784 | 63 868 131 | 68.9 | 381 142 | 12 328 217 | 8 055 117 | 176 486 | 2 008 833 | 5 869 798 | 65.3 | |

All Scheduled Services 1988

Table 1.5.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Cargo Services | | | | | | | | | | | | | | | |
| Air Bridge Carriers | 1 545 | 3 903 | 3 765 | - | - | - | - | 34 961 | 27 782 | 16 654 | - | 16 654 | - | 59.9 | |
| Air UK | 249 | 599 | 822 | - | - | - | - | 1 812 | 1 465 | 836 | - | 836 | - | 57.1 | |
| Anglo Cargo | 25 | 5 | 31 | - | - | - | - | 136 | 1 011 | 665 | - | 665 | - | 65.8 | |
| Aurigny Air Services | - | 2 | - | - | - | - | - | 1 | - | - | - | - | - | 5.9 | |
| British Air Ferries | 68 | 104 | 211 | - | - | - | - | 424 | 420 | 281 | - | 281 | - | 66.9 | |
| British Airways | 584 | 450 | 954 | - | - | - | - | 4 204 | 16 422 | 12 105 | 1 784 | 10 321 | - | 73.7 | |
| British Caledonian Airways | 84 | 146 | 177 | - | - | - | - | 1 350 | 995 | 807 | 807 | - | - | 81.2 | |
| British International Helis | - | 3 | 1 | - | - | - | - | 14 | - | - | - | - | - | 96.0 | |
| Channel Express (Air Svcs) | 325 | 2 194 | 1 527 | - | - | - | - | 8 197 | 1 819 | 1 365 | 130 | 1 234 | - | 75.0 | |
| City Airways | 2 | 11 | 5 | - | - | - | - | 4 | 2 | 1 | - | 1 | - | 36.8 | |
| Manx Airlines | - | 1 | 1 | - | - | - | - | - | 1 | - | - | - | - | 2.9 | |
| Tradewinds Airways | 646 | 154 | 825 | - | - | - | - | 2 827 | 27 122 | 18 467 | - | 18 467 | - | 68.1 | |
| Total Cargo Services | 3 525 | 7 572 | 8 318 | - | - | - | - | 53 929 | 77 038 | 51 181 | 2 721 | 48 460 | - | 66.4 | |
| Grand Total | 443 175 | 546 386 | 839 851 | 31 358 133 | 92 706 784 | 63 868 131 | 68.9 | 435 071 | 12 405 255 | 8 106 298 | 179 207 2 | 057 293 5 | 869 798 | 65.3 | |

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | | As % of Avail |
|------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|------|--|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | | |
| Passenger Services | | | | | | | | | | | | | | | | |
| Air Europe | 6 027 | 6 051 | 11 064 | 603 906 | 953 446 | 711 901 | 74.7 | 1 510 | 94 504 | 58 408 | 122 | 1 334 | 56 953 | 61.8 | | |
| Air UK | 8 084 | 20 718 | 24 692 | 438 575 | 490 721 | 225 973 | 46.0 | 952 | 48 105 | 19 770 | - | 561 | 19 208 | 41.1 | | |
| Aurigny Air Services | 180 | 2 174 | 870 | 16 287 | 2 859 | 1 372 | 48.0 | 54 | 238 | 114 | - | 4 | 110 | 47.8 | | |
| Berlin European UK | 329 | 802 | 1 209 | 5 019 | 5 138 | 1 941 | 37.8 | - | 418 | 167 | - | - | 167 | 39.9 | | |
| Birmingham Executive Airways | 4 505 | 5 056 | 12 253 | 49 813 | 84 963 | 45 251 | 53.3 | - | 6 372 | 3 400 | - | - | 3 400 | 53.4 | | |
| Britannia Airways | 2 896 | 1 168 | 4 371 | 141 774 | 501 278 | 363 143 | 72.4 | 31 | 42 611 | 30 958 | - | 89 | 30 869 | 72.7 | | |
| British Air Ferries | 158 | 761 | 600 | 29 141 | 11 673 | 5 197 | 44.5 | - | 1 006 | 431 | - | - | 431 | 42.9 | | |
| British Airways | 295 131 | 170 954 | 448 813 | 16 275 837 | 75 193 002 | 52 495 299 | 69.8 | 318 929 | 10 208 309 | 6 868 930 | 162 562 | 1 809 967 | 4 896 402 | 67.3 | | |
| British Caledonian Airways | 14 726 | 6 794 | 21 258 | 485 683 | 3 568 779 | 1 868 956 | 52.4 | 18 518 | 554 975 | 293 884 | 9 600 | 113 748 | 170 537 | 53.0 | | |
| British Island Airways | 517 | 279 | 826 | 19 580 | 51 072 | 36 884 | 72.2 | - | 4 487 | 2 951 | - | - | 2 951 | 65.8 | | |
| British Midland | 3 031 | 7 555 | 8 882 | 312 928 | 233 512 | 123 930 | 53.1 | 740 | 23 729 | 9 951 | 42 | 242 | 9 667 | 41.9 | | |
| Brymon Airways | 1 153 | 3 485 | 4 088 | 53 718 | 48 774 | 17 738 | 36.4 | 1 | 5 254 | 1 455 | - | - | 1 454 | 27.7 | | |
| Business Air Limited | 264 | 632 | 777 | 1 096 | 2 377 | 867 | 36.5 | 13 | 343 | 80 | - | 11 | 69 | 23.4 | | |
| Capital Airlines | 37 | 120 | 120 | 655 | 1 437 | 201 | 14.0 | - | 144 | 16 | - | - | 16 | 11.2 | | |
| Connectair | 2 290 | 6 406 | 8 524 | 106 373 | 73 047 | 40 406 | 55.3 | 50 | 6 699 | 3 047 | 4 | 12 | 3 030 | 45.5 | | |
| Dan Air | 8 476 | 13 463 | 19 475 | 586 563 | 750 604 | 445 460 | 59.3 | 2 056 | 59 963 | 37 113 | 161 | 1 377 | 35 575 | 61.9 | | |
| GB Airways T/A Gibair | 2 215 | 2 171 | 3 740 | 152 168 | 261 231 | 191 102 | 73.2 | 581 | 27 926 | 17 634 | 423 | 604 | 16 608 | 63.1 | | |
| Jersey European Airways | 294 | 1 810 | 982 | 33 601 | 11 571 | 5 158 | 44.6 | 8 | 1 029 | 390 | 2 | - | 387 | 37.9 | | |
| Loganair | 88 | 361 | 428 | 3 939 | 1 565 | 965 | 61.6 | - | 141 | 87 | - | - | 87 | 61.7 | | |
| London City Airways | 1 578 | 4 838 | 5 604 | 66 255 | 69 415 | 21 614 | 31.1 | - | 7 415 | 1 686 | - | - | 1 686 | 22.7 | | |
| Manx Airlines | 105 | 773 | 478 | 22 585 | 4 430 | 3 498 | 78.9 | 3 | 409 | 280 | - | - | 280 | 68.6 | | |
| Monarch Airlines | 382 | 243 | 598 | 24 646 | 57 280 | 38 016 | 66.4 | - | 5 189 | 3 195 | - | - | 3 195 | 61.6 | | |
| National Commuter Airways | 303 | 1 106 | 788 | 4 824 | 3 030 | 1 322 | 43.6 | 6 | 267 | 104 | - | 2 | 102 | 39.0 | | |
| Orion Airways | 1 028 | 642 | 1 681 | 83 302 | 150 751 | 133 645 | 88.7 | 1 | 14 165 | 10 694 | - | 2 | 10 692 | 75.5 | | |
| Region Airways | 209 | 805 | 769 | 3 367 | 3 186 | 875 | 27.5 | - | 239 | 66 | - | - | 66 | 27.5 | | |
| Ryanair-Europe | 318 | 897 | 800 | 39 711 | 32 836 | 14 058 | 42.8 | 221 | 2 892 | 1 313 | - | 80 | 1 233 | 45.4 | | |
| Scottish European Airways | 130 | 170 | 426 | 1 058 | 5 183 | 946 | 18.2 | - | 415 | 76 | - | - | 76 | 18.2 | | |
| Suckling Airways | 323 | 1 142 | 1 128 | 6 338 | 5 392 | 1 997 | 37.0 | - | 391 | 143 | - | - | 143 | 36.7 | | |
| Virgin Atlantic Airways | 8 546 | 3 712 | 12 918 | 595 576 | 3 204 212 | 2 689 346 | 83.9 | 12 674 | 485 397 | 324 630 | - | 75 397 | 249 233 | 66.9 | | |
| Total Passenger Services | 363 320 | 265 088 | 598 161 | 20 164 318 | 85 782 764 | 59 487 060 | 69.3 | 356 345 | 11 603 030 | 7 690 971 | 172 916 | 2 003 430 | 5 514 625 | 66.3 | | |
| Cargo Services | | | | | | | | | | | | | | | | |
| Air Bridge Carriers | 1 129 | 2 657 | 2 773 | - | - | - | - | 23 751 | 20 057 | 13 243 | - | 13 243 | - | 66.0 | | |
| Air UK | 248 | 598 | 821 | - | - | - | - | 1 812 | 1 463 | 836 | - | 836 | - | 57.1 | | |
| Anglo Cargo | 25 | 5 | 31 | - | - | - | - | 136 | 1 011 | 665 | - | 665 | - | 65.8 | | |
| British Air Ferries | 68 | 104 | 211 | - | - | - | - | 424 | 420 | 281 | - | 281 | - | 66.9 | | |
| British Airways | 389 | 98 | 524 | - | - | - | - | 983 | 13 801 | 10 300 | 1 | 10 299 | - | 74.6 | | |
| Tradewinds Airways | 646 | 154 | 825 | - | - | - | - | 2 827 | 27 122 | 18 467 | - | 18 467 | - | 68.1 | | |
| Total Cargo Services | 2 504 | 3 616 | 5 184 | - | - | - | - | 29 932 | 63 873 | 43 792 | 1 | 43 790 | - | 68.6 | | |
| Grand Total | 365 824 | 268 704 | 603 345 | 20 164 318 | 85 782 764 | 59 487 060 | 69.3 | 386 277 | 11 666 903 | 7 734 763 | 172 917 | 2 047 221 | 5 514 625 | 66.2 | | |

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

Domestic Scheduled Services 1988 (a)

Table 1.5.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Passenger Services | | | | | | | | | | | | | | | |
| Air Ecosse | 770 | 3 022 | 2 573 | 24 649 | 13 629 | 9 134 | 67.0 | - | 1 197 | 748 | - | - | 748 | 62.5 | |
| Air Furness | 120 | 1 085 | 663 | 4 092 | 1 076 | 455 | 42.3 | 1 | 96 | 36 | - | - | 36 | 37.3 | |
| Air UK | 7 710 | 30 413 | 26 094 | 917 795 | 420 064 | 266 542 | 63.5 | 1 096 | 40 553 | 22 908 | - | 270 | 22 638 | 56.5 | |
| Atlantic Air Transport | 342 | 1 708 | 1 140 | 38 524 | 12 896 | 7 721 | 59.9 | 3 | 1 470 | 604 | - | 1 | 603 | 41.1 | |
| Aurigny Air Services | 1 420 | 26 087 | 7 012 | 290 222 | 23 960 | 15 384 | 64.2 | 1 515 | 1 976 | 1 312 | 10 | 72 | 1 230 | 66.4 | |
| British Air Ferries | 2 | 9 | 9 | 90 | 76 | 32 | 41.9 | - | 7 | 3 | - | - | 3 | 39.2 | |
| British Airways | 28 903 | 74 449 | 75 101 | 5 542 285 | 3 819 296 | 2 435 683 | 63.8 | 13 689 | 421 719 | 204 607 | 2 309 | 3 009 | 199 289 | 48.5 | |
| British Caledonian Airways | 1 253 | 2 834 | 3 033 | 169 513 | 125 454 | 74 527 | 59.4 | 706 | 13 515 | 6 340 | 194 | 98 | 6 049 | 46.9 | |
| British International Helis | 254 | 4 260 | 1 404 | 86 123 | 6 664 | 5 198 | 78.0 | 417 | 572 | 452 | 3 | 23 | 426 | 79.0 | |
| British Midland | 14 692 | 37 638 | 40 201 | 1 998 202 | 1 461 687 | 895 032 | 61.2 | 3 444 | 153 383 | 71 530 | 902 | 804 | 69 824 | 46.6 | |
| Brymon Airways | 1 943 | 10 732 | 9 023 | 141 338 | 60 576 | 39 391 | 65.0 | 87 | 6 448 | 3 253 | - | 24 | 3 230 | 50.5 | |
| Business Air Limited | 174 | 737 | 508 | 3 821 | 2 298 | 1 413 | 61.5 | - | 247 | 117 | - | - | 117 | 47.4 | |
| Capital Airlines | 1 983 | 6 082 | 7 063 | 106 685 | 77 226 | 37 974 | 49.2 | - | 7 723 | 2 954 | - | - | 2 954 | 38.3 | |
| Casair Aviation | 136 | 683 | 532 | 2 512 | 1 197 | 622 | 51.9 | - | 120 | 50 | - | - | 50 | 41.7 | |
| Dan Air | 5 166 | 11 417 | 13 400 | 607 720 | 434 931 | 299 382 | 68.8 | 1 426 | 34 689 | 24 764 | 150 | 661 | 23 954 | 71.4 | |
| Guernsey Airlines | 1 547 | 5 470 | 6 131 | 135 020 | 60 706 | 45 121 | 74.3 | 63 | 5 205 | 3 632 | - | 22 | 3 610 | 69.8 | |
| Isles of Scilly Skybus | 173 | 3 533 | 884 | 20 434 | 1 416 | 1 001 | 70.7 | 140 | 138 | 87 | 2 | 5 | 80 | 62.8 | |
| Jersey European Airways | 1 566 | 9 785 | 5 645 | 199 863 | 65 398 | 41 430 | 63.4 | 169 | 5 970 | 3 130 | - | 19 | 3 111 | 52.4 | |
| Loganair | 4 275 | 26 246 | 18 646 | 395 461 | 143 778 | 84 299 | 58.6 | 616 | 13 008 | 7 686 | 2 | 103 | 7 582 | 59.1 | |
| London City Airways | 64 | 212 | 251 | 5 345 | 2 798 | 1 607 | 57.4 | - | 299 | 126 | - | - | 126 | 42.3 | |
| Manx Airlines | 3 359 | 15 649 | 12 518 | 490 659 | 176 899 | 114 977 | 65.0 | 1 426 | 15 883 | 9 487 | - | 292 | 9 195 | 59.7 | |
| National Commuter Airways | 308 | 937 | 931 | 9 886 | 9 088 | 3 299 | 36.3 | - | 761 | 258 | - | - | 258 | 33.9 | |
| Paramount Airways | 1 | 1 | 1 | 42 | 93 | 24 | 25.5 | - | 8 | 2 | - | - | 2 | 25.5 | |
| South East Air | - | 2 | 2 | 22 | 9 | 5 | 55.0 | - | 1 | - | - | - | - | 60.0 | |
| Suckling Airways | 169 | 735 | 608 | 3 512 | 2 805 | 819 | 29.2 | - | 200 | 59 | - | - | 59 | 29.5 | |
| Total Passenger Services | 76 329 | 273 726 | 233 372 | 11 193 815 | 6 924 020 | 4 381 071 | 63.3 | 24 797 | 725 187 | 364 146 | 3 570 | 5 403 | 355 173 | 50.2 | |
| Cargo Services | | | | | | | | | | | | | | | |
| Air Bridge Carriers | 416 | 1 246 | 992 | - | - | - | - | 11 210 | 7 725 | 3 411 | - | 3 411 | - | 44.2 | |
| Air UK | - | 1 | 1 | - | - | - | - | - | 2 | - | - | - | - | 2.2 | |
| Aurigny Air Services | - | 2 | - | - | - | - | - | 1 | - | - | - | - | - | 5.9 | |
| British Airways | 194 | 352 | 430 | - | - | - | - | 3 221 | 2 621 | 1 805 | 1 782 | 23 | - | 68.9 | |
| British Caledonian Airways | 84 | 146 | 177 | - | - | - | - | 1 350 | 995 | 807 | 807 | - | - | 81.2 | |
| British International Helis | - | 3 | 1 | - | - | - | - | 14 | - | - | - | - | - | 96.0 | |
| Channel Express (Air Svcs) | 325 | 2 194 | 1 527 | - | - | - | - | 8 197 | 1 819 | 1 365 | 130 | 1 234 | - | 75.0 | |
| City Airways | 2 | 11 | 5 | - | - | - | - | 4 | 2 | 1 | - | 1 | - | 36.8 | |
| Manx Airlines | - | 1 | 1 | - | - | - | - | - | 1 | - | - | - | - | 2.9 | |
| Total Cargo Services | 1 021 | 3 956 | 3 134 | - | - | - | - | 23 997 | 13 165 | 7 389 | 2 720 | 4 670 | - | 56.1 | |
| Grand Total | 77 350 | 277 682 | 236 506 | 11 193 815 | 6 924 020 | 4 381 071 | 63.3 | 48 794 | 738 352 | 371 536 | 6 290 | 10 073 | 355 173 | 50.3 | |

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

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|------------|-------------------------------|--------------------------|---------------------|--|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | Number of Passengers Uplifted | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Bridge Carriers | 632 | 1 234 | 1 545 | - | - | - | - | - | 4 094 | 11 053 | 6 021 | - | 6 021 | - | 54.5 |
| Air Europe | 24 534 | 13 172 | 38 278 | 1 968 143 | 4 430 899 | 3 963 871 | 89.5 | - | 21 | 429 508 | 317 157 | 7 | 69 | 317 081 | 73.8 |
| Air Foyle | 1 677 | 3 526 | 3 655 | - | - | - | - | - | 17 874 | 17 820 | 9 614 | 4 | 9 610 | - | 54.0 |
| Air UK | 188 | 222 | 363 | 9 033 | 16 791 | 12 778 | 76.1 | - | 47 | 1 574 | 1 115 | - | 17 | 1 099 | 70.9 |
| Air UK Leisure | 2 837 | 2 297 | 4 770 | 186 488 | 378 213 | 309 071 | 81.7 | - | 2 | 35 811 | 26 272 | - | 1 | 26 271 | 73.4 |
| Air 2000 | 10 391 | 4 167 | 14 807 | 863 730 | 2 406 829 | 2 184 152 | 90.7 | - | 26 | 207 124 | 187 981 | - | 79 | 187 902 | 90.8 |
| Airways Intl Cymru | 139 | 61 | 205 | 6 306 | 19 991 | 16 020 | 80.1 | - | - | 1 772 | 1 201 | - | - | 1 201 | 67.8 |
| Amber Airways | 2 900 | 1 473 | 4 488 | 137 854 | 377 539 | 328 148 | 86.9 | - | - | 33 460 | 24 637 | - | - | 24 637 | 73.6 |
| Anglo Baltic Airlines+Hot Air | 290 | 1 057 | 880 | 3 005 | 19 314 | 8 407 | 43.5 | - | 646 | 1 897 | 871 | - | 197 | 674 | 45.9 |
| Anglo Cargo | 2 494 | 938 | 3 500 | - | - | - | - | - | 4 552 | 85 613 | 56 153 | - | 56 153 | - | 65.6 |
| Atlantic Air Transport | 218 | 685 | 862 | 1 256 | 2 151 | 1 290 | 60.0 | - | 575 | 1 257 | 680 | 22 | 559 | 99 | 54.1 |
| Berlin European UK | 231 | 107 | 353 | - | 34 127 | 21 903 | 64.2 | - | - | 2 935 | 1 911 | - | - | 1 911 | 65.1 |
| Birmingham Executive Airways | 31 | 49 | 90 | 874 | 750 | 580 | 77.3 | - | - | 56 | 44 | - | - | 44 | 77.4 |
| Bond Helicopters | 7 028 | 114 859 | 28 458 | 499 044 | 93 900 | 39 466 | 42.0 | - | 3 836 | 7 676 | 3 572 | - | 219 | 3 353 | 46.5 |
| Bristow Helicopters | 11 543 | 91 749 | 55 570 | 728 907 | 191 427 | 123 676 | 64.6 | - | 4 604 | 17 889 | 12 003 | - | 789 | 11 214 | 67.1 |
| Britannia Airways | 75 770 | 42 836 | 121 365 | 5 953 505 | 11 994 794 | 10 881 317 | 90.7 | - | 109 | 1 020 179 | 925 588 | 81 | 376 | 925 131 | 90.7 |
| British Air Ferries | 3 001 | 8 492 | 9 780 | 121 499 | 132 564 | 81 317 | 61.3 | - | 9 846 | 19 575 | 11 441 | 677 | 4 019 | 6 745 | 58.4 |
| British Airways | 7 523 | 4 373 | 11 604 | 457 087 | 1 410 983 | 1 210 138 | 85.8 | - | 3 369 | 172 614 | 117 984 | 15 | 9 389 | 108 580 | 68.4 |
| British Caledonian Airways | 62 | 7 | 74 | - | 14 461 | 10 795 | 74.7 | - | - | 2 252 | 1 448 | 37 | 408 | 1 003 | 64.3 |
| British International Helis | 4 906 | 45 210 | 21 653 | 444 277 | 103 219 | 53 654 | 52.0 | - | 2 072 | 10 417 | 4 518 | - | 233 | 4 285 | 43.4 |
| British Island Airways | 14 670 | 10 686 | 24 573 | 965 958 | 1 830 691 | 1 535 376 | 83.9 | - | 1 | 160 516 | 122 804 | 2 | 5 | 122 798 | 76.5 |
| British Midland | 2 472 | 2 205 | 4 458 | 118 501 | 265 312 | 225 020 | 84.8 | - | 942 | 26 743 | 17 990 | 2 | 430 | 17 558 | 67.3 |
| Brymon Airways | 835 | 2 161 | 2 827 | 68 461 | 38 050 | 29 576 | 77.7 | - | 124 | 4 128 | 2 473 | - | 50 | 2 423 | 59.9 |
| Business Air Limited | 138 | 585 | 511 | - | 1 926 | 843 | 43.8 | - | 6 | 180 | 71 | 1 | - | 70 | 39.2 |
| Caledonian Airways | 14 357 | 8 293 | 22 729 | 1 561 086 | 3 506 579 | 3 072 177 | 87.6 | - | - | 327 413 | 261 615 | 267 | 371 | 260 977 | 79.9 |
| Caledonian Helicopters | 773 | 4 213 | 3 255 | 44 265 | 13 942 | 8 252 | 59.2 | - | 177 | 1 377 | 786 | - | 37 | 749 | 57.1 |
| Capital Airlines | 15 | 55 | 49 | - | 595 | 392 | 65.8 | - | - | 60 | 32 | - | - | 32 | 54.4 |
| Channel Express (Air Svcs) | 1 002 | 3 731 | 4 103 | 285 | 451 | 255 | 56.5 | - | 8 051 | 5 518 | 2 659 | 1 391 | 1 251 | 18 | 48.2 |
| City Airways | 108 | 357 | 388 | - | 1 716 | 1 007 | 58.7 | - | 251 | 271 | 156 | - | 78 | 78 | 57.6 |
| Connectair | 503 | 1 283 | 1 851 | 911 | 973 | 622 | 63.9 | - | 2 354 | 1 507 | 936 | - | 889 | 46 | 62.1 |
| Dan Air | 55 895 | 34 911 | 88 236 | 4 375 430 | 8 972 985 | 7 974 888 | 88.9 | - | 4 083 | 720 106 | 639 240 | 1 109 | 102 | 638 029 | 88.8 |
| Euroair Transport | 23 | 51 | 85 | - | 1 028 | 649 | 63.1 | - | - | 105 | 52 | - | - | 52 | 49.5 |
| GB Airways T/A Gibair | 38 | 35 | 101 | 1 394 | 2 560 | 1 494 | 58.4 | - | 6 | 176 | 138 | 1 | 9 | 128 | 78.5 |
| Guernsey Airlines | - | 3 | 2 | - | 13 | 8 | 63.5 | - | - | 1 | 1 | - | - | 1 | 59.3 |
| Heavylift Cargo Airlines | 1 450 | 664 | 3 351 | - | - | - | - | - | 4 875 | 45 293 | 18 639 | 60 | 18 579 | - | 41.2 |
| Inter European Airways | 4 219 | 1 742 | 6 238 | 219 230 | 625 156 | 561 370 | 89.8 | - | - | 55 669 | 42 113 | - | - | 42 113 | 75.7 |
| Janex Aviation | 31 | 149 | 149 | - | - | - | - | - | 280 | 105 | 59 | - | 59 | - | 55.8 |
| Jersey European Airways | 81 | 484 | 285 | 2 596 | 2 154 | 1 339 | 62.2 | - | 9 | 209 | 111 | - | 7 | 104 | 53.3 |
| Loganair | 524 | 963 | 1 516 | 7 916 | 17 428 | 15 047 | 86.3 | - | 1 253 | 3 014 | 1 936 | 559 | 23 | 1 354 | 64.2 |
| London City Airways | 50 | 136 | 182 | 4 871 | 2 189 | 1 767 | 80.7 | - | - | 234 | 138 | - | - | 138 | 58.8 |

All Non-Scheduled Services 1988 (a)

Table 1.6.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|--|--------------------------------|-----------------------|---------------|----------------|--------------------|--|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Manx Airlines | 91 | 542 | 405 | 156 | 186 | 165 | 88.8 | 1 160 | 327 | 204 | - | 191 | 13 | | 62.5 |
| Marine+Av Management Int | 10 | 12 | 16 | 70 | 118 | 66 | 56.2 | - | 9 | 5 | - | - | 5 | | 56.6 |
| McAlpine Aviation | 36 | 32 | 57 | 327 | 651 | 367 | 56.4 | - | 69 | 30 | - | - | 30 | | 44.3 |
| Mediterranean Express | 33 | 20 | 52 | 1 656 | 2 979 | 2 809 | 94.3 | - | 258 | 242 | - | - | 242 | | 93.7 |
| Monarch Airlines | 30 513 | 15 680 | 45 706 | 2 429 120 | 6 057 095 | 5 380 427 | 88.8 | 229 | 555 235 | 452 648 | - | 626 | 452 022 | | 81.5 |
| Novair International | 6 757 | 2 973 | 9 541 | 913 384 | 2 563 629 | 2 250 571 | 87.8 | 133 | 236 144 | 180 657 | - | 575 | 180 082 | | 76.5 |
| Orion Airways | 22 886 | 12 482 | 36 470 | 1 944 017 | 4 280 909 | 3 849 275 | 89.9 | 6 | 402 237 | 307 943 | - | 12 | 307 930 | | 76.6 |
| Paramount Airways | 8 008 | 4 157 | 11 966 | 520 817 | 1 322 254 | 1 169 757 | 88.5 | - | 116 341 | 102 756 | - | 1 | 102 755 | | 88.3 |
| Peregrine Air Services | 1 052 | 3 421 | 3 409 | 13 027 | 21 055 | 12 183 | 57.9 | 78 | 1 834 | 1 018 | 41 | 1 | 976 | | 55.5 |
| Ryanair-Europe | 518 | 1 024 | 1 161 | 6 096 | 53 839 | 37 132 | 69.0 | - | 4 740 | 3 329 | - | 61 | 3 268 | | 70.2 |
| Scottish European Airways | 12 | 46 | 45 | 643 | 533 | 363 | 68.1 | - | 42 | 29 | 1 | - | 29 | | 69.3 |
| Tal Air | 232 | 692 | 816 | - | 17 | 7 | 39.3 | 515 | 649 | 266 | - | 266 | 1 | | 41.1 |
| Tradewinds Airways | 708 | 272 | 1 001 | - | - | - | - | 2 244 | 29 749 | 16 258 | 67 | 16 191 | - | | 54.7 |
| Virgin Atlantic Airways | 614 | 90 | 768 | 37 653 | 275 419 | 262 801 | 95.4 | 527 | 39 265 | 28 118 | - | 3 677 | 24 441 | | 71.6 |
| Westair International | 26 | 58 | 76 | - | - | - | - | 88 | 163 | 62 | 1 | 60 | - | | 37.9 |
| Total | 325 076 | 450 722 | 598 675 | 24 618 878 | 51 490 385 | 45 642 591 | 88.6 | 79 060 | 4 820 165 | 3 915 726 | 4 343 | 131 690 | 3 779 693 | | 81.2 |
| Total sub-charter operations performed on behalf of UK airlines | 7 817 | 12 796 | 17 814 | .. | 828 313 | 574 458 | 69.4 | .. | 93 597 | 60 330 | 546 | 11 573 | 48 211 | | 64.5 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 317 259 | 437 926 | 580 862 | 24 618 878 | 50 662 072 | 45 068 133 | 89.0 | 79 060 | 4 726 568 | 3 855 396 | 3 797 | 120 117 | 3 731 482 | | 81.6 |

(a) Excludes air taxi operations (see Table 1.17)

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

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|------------|-------------------------------|--------------------------|---------------------|--|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | Number of Passengers Uplifted | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Bridge Carriers | 608 | 1 165 | 1 487 | - | - | - | - | - | 3 348 | 10 640 | 5 768 | - | 5 768 | - | 54.2 |
| Air Europe | 24 474 | 13 008 | 38 124 | 1 967 687 | 4 422 008 | 3 960 132 | 89.6 | 21 | 428 619 | 316 847 | - | - | 65 | 316 782 | 73.9 |
| Air Foyle | 1 091 | 1 668 | 2 217 | - | - | - | - | - | 7 855 | 11 589 | 5 833 | - | 5 833 | - | 50.3 |
| Air UK | 184 | 209 | 353 | 8 813 | 16 462 | 12 506 | 76.0 | 46 | 1 543 | 1 092 | - | - | 16 | 1 076 | 70.8 |
| Air UK Leisure | 2 596 | 1 730 | 4 223 | 144 836 | 346 522 | 283 898 | 81.9 | - | 32 812 | 24 132 | - | - | - | 24 132 | 73.5 |
| Air 2000 | 10 391 | 4 167 | 14 807 | 863 730 | 2 406 829 | 2 184 152 | 90.7 | 26 | 207 124 | 187 981 | - | - | 79 | 187 902 | 90.8 |
| Airways Intl Cymru | 139 | 61 | 205 | 6 306 | 19 991 | 16 020 | 80.1 | - | 1 772 | 1 201 | - | - | - | 1 201 | 67.8 |
| Amber Airways | 2 898 | 1 468 | 4 482 | 137 237 | 377 190 | 327 822 | 86.9 | - | 33 428 | 24 613 | - | - | - | 24 613 | 73.6 |
| Anglo Baltic Airlines+Hot Air | 248 | 906 | 739 | 1 895 | 18 187 | 7 704 | 42.4 | 5 | 1 604 | 635 | - | - | 17 | 618 | 39.6 |
| Anglo Cargo | 2 490 | 927 | 3 490 | - | - | - | - | - | 4 475 | 85 571 | 56 127 | - | 56 127 | - | 65.6 |
| Atlantic Air Transport | 161 | 403 | 618 | 34 | 1 309 | 779 | 59.6 | 332 | 993 | 552 | 1 | - | 490 | 61 | 55.6 |
| Berlin European UK | 231 | 107 | 353 | - | 34 127 | 21 903 | 64.2 | - | 2 935 | 1 911 | - | - | - | 1 911 | 65.1 |
| Birmingham Executive Airways | 29 | 40 | 80 | 732 | 687 | 539 | 78.4 | - | 52 | 40 | - | - | - | 40 | 78.4 |
| Bond Helicopters | 7 028 | 114 859 | 28 458 | 499 044 | 93 900 | 39 466 | 42.0 | 3 836 | 7 676 | 3 572 | - | - | 219 | 3 353 | 46.5 |
| Bristow Helicopters | 11 543 | 91 749 | 55 570 | 728 907 | 191 427 | 123 676 | 64.6 | 4 604 | 17 889 | 12 003 | - | - | 789 | 11 214 | 67.1 |
| Britannia Airways | 75 636 | 42 522 | 121 042 | 5 924 570 | 11 977 577 | 10 866 972 | 90.7 | 98 | 1 018 702 | 924 364 | 81 | - | 372 | 923 912 | 90.7 |
| British Air Ferries | 1 440 | 3 413 | 4 758 | 5 789 | 62 596 | 41 839 | 66.8 | 2 162 | 9 182 | 5 441 | 220 | 1 753 | 3 468 | 3 468 | 59.3 |
| British Airways | 7 395 | 4 051 | 11 265 | 446 366 | 1 399 921 | 1 202 892 | 85.9 | 3 061 | 171 349 | 117 322 | 15 | 9 336 | 107 971 | 68.5 | 68.5 |
| British Caledonian Airways | 62 | 7 | 74 | - | 14 461 | 10 795 | 74.7 | - | 2 252 | 1 448 | 37 | - | 408 | 1 003 | 64.3 |
| British International Helis | 4 860 | 44 760 | 21 431 | 441 896 | 102 480 | 53 402 | 52.1 | 1 780 | 10 319 | 4 481 | - | - | 215 | 4 266 | 43.4 |
| British Island Airways | 14 648 | 10 623 | 24 519 | 964 307 | 1 828 310 | 1 533 948 | 83.9 | 1 | 160 310 | 122 688 | - | - | 4 | 122 684 | 76.5 |
| British Midland | 2 276 | 1 473 | 3 758 | 115 383 | 254 343 | 220 207 | 86.6 | 746 | 25 452 | 17 545 | 2 | - | 364 | 17 179 | 68.9 |
| Brymon Airways | 20 | 43 | 65 | 1 039 | 874 | 587 | 67.2 | - | 89 | 47 | - | - | - | 47 | 53.1 |
| Caledonian Airways | 14 344 | 8 264 | 22 696 | 1 560 314 | 3 504 874 | 3 071 073 | 87.6 | - | 327 254 | 261 521 | 267 | - | 371 | 260 883 | 79.9 |
| Caledonian Helicopters | 773 | 4 213 | 3 255 | 44 265 | 13 942 | 8 252 | 59.2 | 177 | 1 377 | 786 | - | - | 37 | 749 | 57.1 |
| Capital Airlines | 4 | 9 | 14 | - | 155 | 93 | 60.0 | - | 16 | 8 | - | - | - | 8 | 49.1 |
| Channel Express (Air Svcs) | 514 | 1 492 | 2 094 | 76 | 32 | 24 | 76.0 | 2 806 | 2 835 | 1 156 | 3 | 1 151 | 2 | 40.8 | 40.8 |
| City Airways | 44 | 147 | 156 | - | - | - | - | 251 | 125 | 78 | - | - | 78 | - | 62.6 |
| Connectair | 502 | 1 282 | 1 849 | 863 | 957 | 609 | 63.7 | 2 354 | 1 505 | 935 | - | - | 889 | 45 | 62.1 |
| Dan Air | 55 032 | 32 314 | 85 336 | 4 332 882 | 8 944 337 | 7 953 996 | 88.9 | 65 | 715 967 | 636 438 | 1 | - | 79 | 636 358 | 88.9 |
| Euroair Transport | 23 | 51 | 85 | - | 1 028 | 649 | 63.1 | - | 105 | 52 | - | - | - | 52 | 49.5 |
| GB Airways I/A Gibair | 38 | 35 | 101 | 1 394 | 2 560 | 1 494 | 58.4 | 6 | 176 | 138 | 1 | - | 9 | 128 | 78.5 |
| Heavylift Cargo Airlines | 1 436 | 625 | 3 305 | - | - | - | - | 4 265 | 44 819 | 18 391 | 60 | 18 331 | - | - | 41.0 |
| Inter European Airways | 4 216 | 1 731 | 6 228 | 218 154 | 624 629 | 560 993 | 89.8 | - | 55 622 | 42 085 | - | - | - | 42 085 | 75.7 |
| Jersey European Airways | 21 | 139 | 80 | - | 609 | 379 | 62.2 | 9 | 68 | 35 | - | - | 5 | 30 | 52.1 |
| Loganair | 128 | 75 | 220 | 6 445 | 12 820 | 11 197 | 87.3 | 3 | 1 155 | 1 008 | - | - | 1 | 1 007 | 87.3 |
| London City Airways | 7 | 18 | 24 | 683 | 289 | 225 | 78.0 | - | 31 | 17 | - | - | - | 17 | 56.5 |
| Manx Airlines | 2 | 2 | 3 | 156 | 131 | 120 | 91.8 | - | 11 | 10 | - | - | - | 10 | 88.6 |
| Marine+Av Management Int | 8 | 8 | 13 | 48 | 95 | 56 | 59.3 | - | 7 | 4 | - | - | - | 4 | 59.2 |
| McAlpine Aviation | 34 | 28 | 54 | 278 | 619 | 346 | 55.9 | - | 65 | 29 | - | - | - | 29 | 44.1 |
| Mediterranean Express | 33 | 20 | 52 | 1 656 | 2 979 | 2 809 | 94.3 | - | 258 | 242 | - | - | - | 242 | 93.7 |
| Monarch Airlines | 30 446 | 15 588 | 45 587 | 2 417 839 | 6 047 209 | 5 372 013 | 88.8 | 229 | 554 339 | 451 942 | - | - | 626 | 451 315 | 81.5 |

International Non-Scheduled Services 1988 (a)

Table 1.6.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---|--------------------------|------------------|----------------|--|-------------------------------|--------------------------|---------------------|--|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Novair International | 6 757 | 2 973 | 9 541 | 913 384 | 2 563 629 | 2 250 571 | 87.8 | 133 | 236 144 | 180 657 | - | 575 | 180 082 | 76.5 |
| Orion Airways | 22 861 | 12 415 | 36 408 | 1 937 079 | 4 277 683 | 3 846 480 | 89.9 | 6 | 401 924 | 307 716 | - | 9 | 307 707 | 76.6 |
| Paramount Airways | 7 941 | 3 944 | 11 777 | 520 817 | 1 311 187 | 1 162 690 | 88.7 | - | 115 375 | 102 131 | - | 1 | 102 130 | 88.5 |
| Peregrine Air Services | 123 | 219 | 333 | 798 | 1 058 | 619 | 58.6 | 77 | 234 | 90 | 40 | - | 49 | 38.5 |
| Ryanair-Europe | 518 | 1 024 | 1 161 | 6 096 | 53 839 | 37 132 | 69.0 | - | 4 740 | 3 329 | - | 61 | 3 268 | 70.2 |
| Scottish European Airways | 2 | 6 | 8 | 140 | 102 | 64 | 62.2 | - | 8 | 5 | - | - | 5 | 61.5 |
| Tal Air | 232 | 691 | 815 | - | 17 | 7 | 39.3 | 515 | 649 | 266 | - | 266 | 1 | 41.1 |
| Tradewinds Airways | 705 | 264 | 994 | - | - | - | - | 2 061 | 29 621 | 16 192 | 67 | 16 125 | - | 54.7 |
| Virgin Atlantic Airways | 614 | 90 | 768 | 37 653 | 275 419 | 262 801 | 95.4 | 527 | 39 265 | 28 118 | - | 3 677 | 24 441 | 71.6 |
| Westair International | 25 | 51 | 74 | - | - | - | - | 88 | 158 | 59 | - | 59 | - | 37.5 |
| Total | 317 833 | 427 077 | 575 149 | 24 259 591 | 51 209 400 | 45 453 932 | 88.8 | 45 965 | 4 775 755 | 3 889 080 | 795 | 124 207 | 3 764 079 | 81.4 |
| Total sub-charter operations performed on behalf of UK airlines | 6 128 | 6 669 | 12 025 | .. | 742 861 | 524 055 | 70.5 | .. | 85 110 | 55 851 | 372 | 11 445 | 44 033 | 65.6 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 311 706 | 420 408 | 563 124 | 24 259 591 | 50 466 539 | 44 929 877 | 89.0 | 45 965 | 4 690 645 | 3 833 229 | 423 | 112 761 | 3 720 045 | 81.7 |

(a) Excludes air taxi operations (see Table 1.17)

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

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|------|---------------------|
| | | | | | | | | Cargo & Mail Uplifted Tonnes | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Air Bridge Carriers | 23 | 69 | 58 | - | - | - | - | 746 | 413 | 253 | - | 253 | - | 61.3 | |
| Air Europe | 60 | 164 | 154 | 456 | 8 891 | 3 739 | 42.1 | - | 889 | 310 | 7 | 4 | 299 | 34.9 | |
| Air Foyle | 587 | 1 858 | 1 438 | - | - | - | - | 10 019 | 6 231 | 3 781 | 4 | 3 777 | - | 60.7 | |
| Air UK | 4 | 13 | 11 | 220 | 329 | 272 | 82.6 | 1 | 31 | 23 | - | - | 23 | 75.2 | |
| Air UK Leisure | 241 | 567 | 547 | 41 652 | 31 692 | 25 172 | 79.4 | 2 | 2 998 | 2 140 | - | 1 | 2 139 | 71.4 | |
| Amber Airways | 3 | 5 | 6 | 617 | 348 | 327 | 93.8 | - | 31 | 25 | - | - | 25 | 78.3 | |
| Anglo Baltic Airlines+Hot Air | 42 | 151 | 142 | 1 110 | 1 127 | 704 | 62.5 | 642 | 293 | 236 | - | 180 | 56 | 80.7 | |
| Anglo Cargo | 4 | 11 | 10 | - | - | - | - | 77 | 42 | 27 | - | 27 | - | 63.8 | |
| Atlantic Air Transport | 58 | 282 | 244 | 1 222 | 842 | 511 | 60.7 | 243 | 264 | 128 | 21 | 69 | 38 | 48.5 | |
| Birmingham Executive Airways | 3 | 9 | 9 | 142 | 63 | 41 | 65.6 | - | 5 | 3 | - | - | 3 | 66.1 | |
| Britannia Airways | 133 | 314 | 323 | 28 935 | 17 217 | 14 345 | 83.3 | 11 | 1 477 | 1 223 | - | 4 | 1 219 | 82.8 | |
| British Air Ferries | 1 561 | 5 079 | 5 022 | 115 710 | 69 968 | 39 478 | 56.4 | 7 683 | 10 393 | 5 999 | 456 | 2 265 | 3 277 | 57.7 | |
| British Airways | 128 | 322 | 339 | 10 721 | 11 062 | 7 246 | 65.5 | 308 | 1 265 | 663 | - | 53 | 609 | 52.4 | |
| British International Helis | 46 | 450 | 221 | 2 381 | 739 | 252 | 34.1 | 291 | 98 | 37 | - | 18 | 19 | 37.8 | |
| British Island Airways | 21 | 63 | 54 | 1 651 | 2 381 | 1 429 | 60.0 | - | 206 | 116 | 2 | 1 | 114 | 56.1 | |
| British Midland | 197 | 732 | 699 | 3 118 | 10 969 | 4 813 | 43.9 | 195 | 1 291 | 445 | - | 66 | 379 | 34.5 | |
| Brymon Airways | 815 | 2 118 | 2 762 | 67 422 | 37 177 | 28 989 | 78.0 | 124 | 4 039 | 2 426 | - | 50 | 2 376 | 60.1 | |
| Business Air Limited | 138 | 585 | 511 | - | 1 926 | 843 | 43.8 | 6 | 180 | 71 | 1 | - | 70 | 39.2 | |
| Caledonian Airways | 13 | 29 | 32 | 772 | 1 704 | 1 105 | 64.8 | - | 159 | 94 | - | - | 94 | 59.1 | |
| Capital Airlines | 11 | 46 | 35 | - | 440 | 299 | 67.9 | - | 44 | 25 | - | - | 25 | 56.2 | |
| Channel Express (Air Svcs) | 487 | 2 239 | 2 009 | 209 | 419 | 230 | 55.0 | 5 245 | 2 684 | 1 504 | 1 388 | 99 | 16 | 56.0 | |
| City Airways | 63 | 210 | 232 | - | 1 716 | 1 007 | 58.7 | - | 147 | 78 | - | - | 78 | 53.3 | |
| Connectair | 1 | 1 | 2 | 48 | 17 | 13 | 80.0 | - | 2 | 1 | - | - | 1 | 62.1 | |
| Dan Air | 862 | 2 597 | 2 901 | 42 548 | 28 648 | 20 892 | 72.9 | 4 018 | 4 139 | 2 802 | 1 108 | 23 | 1 671 | 67.7 | |
| Guernsey Airlines | - | 3 | 2 | - | 13 | 8 | 63.5 | - | 1 | 1 | - | - | 1 | 59.3 | |
| Heavylift Cargo Airlines | 15 | 39 | 46 | - | - | - | - | 610 | 473 | 248 | - | 248 | - | 52.5 | |
| Inter European Airways | 4 | 11 | 10 | 1 076 | 526 | 378 | 71.8 | - | 47 | 28 | - | - | 28 | 60.5 | |
| Janes Aviation | 31 | 149 | 149 | - | - | - | - | 280 | 105 | 59 | - | 59 | - | 55.8 | |
| Jersey European Airways | 60 | 345 | 205 | 2 596 | 1 545 | 960 | 62.2 | - | 141 | 76 | - | 2 | 73 | 53.9 | |
| Loganair | 395 | 888 | 1 296 | 1 471 | 4 608 | 3 850 | 83.6 | 1 250 | 1 859 | 927 | 559 | 22 | 346 | 49.9 | |
| London City Airways | 43 | 118 | 158 | 4 188 | 1 900 | 1 541 | 81.1 | - | 203 | 120 | - | - | 120 | 59.2 | |

Domestic Non-Scheduled Services 1988 (a)

Table 1.6.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|--|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Manx Airlines | 90 | 540 | 402 | - | 56 | 46 | 81.9 | 1 160 | 316 | 195 | - | 191 | 4 | 61.6 |
| Marine+Av Management Int | 2 | 4 | 3 | 22 | 23 | 10 | 43.6 | - | 2 | 1 | - | - | 1 | 46.0 |
| McAlpine Aviation | 2 | 4 | 3 | 49 | 32 | 21 | 65.0 | - | 3 | 2 | - | - | 2 | 47.7 |
| Monarch Airlines | 67 | 92 | 120 | 11 281 | 9 886 | 8 414 | 85.1 | - | 895 | 706 | - | - | 706 | 78.9 |
| Orion Airways | 25 | 67 | 62 | 6 938 | 3 227 | 2 795 | 86.6 | - | 313 | 227 | - | 3 | 224 | 72.5 |
| Paramount Airways | 67 | 213 | 190 | - | 11 067 | 7 068 | 63.9 | - | 966 | 625 | - | - | 625 | 64.7 |
| Peregrine Air Services | 928 | 3 202 | 3 076 | 12 229 | 19 998 | 11 564 | 57.8 | 1 | 1 600 | 928 | - | - | 927 | 58.0 |
| Scottish European Airways | 10 | 40 | 37 | 503 | 431 | 299 | 69.5 | - | 34 | 24 | 1 | - | 24 | 71.1 |
| Tal Air | - | 1 | - | - | - | - | - | - | - | - | - | - | - | 7.1 |
| Tradewinds Airways | 3 | 8 | 7 | - | - | - | - | 183 | 128 | 66 | - | 66 | - | 51.7 |
| Westair International | 1 | 7 | 3 | - | - | - | - | - | 5 | 2 | 1 | 2 | - | 50.6 |
| Total | 7 243 | 23 645 | 23 527 | 359 287 | 280 984 | 188 659 | 67.1 | 33 095 | 44 410 | 26 646 | 3 548 | 7 483 | 15 614 | 60.0 |
| Total sub-charter operations performed on behalf of UK airlines | 1 689 | 6 127 | 5 789 | .. | 85 452 | 50 403 | 59.0 | .. | 8 488 | 4 479 | 174 | 127 | 4 177 | 52.8 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 5 554 | 17 518 | 17 738 | 359 287 | 195 532 | 138 256 | 70.7 | 33 095 | 35 922 | 22 167 | 3 374 | 7 356 | 11 437 | 61.7 |

(a) Excludes air taxi operations (see Table 1.17)

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

All Class 2 Licence Operations 1988

Table 1.7.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|---------------------------|----------|---------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | Other | | | |
| Air Europe | 278 | 123 | 428 | - | - | 15 186 | 43 231 | 34 000 | 78.6 |
| Air UK | 1 | 3 | 2 | - | - | 156 | 49 | 28 | 56.1 |
| Air UK Leisure | 11 | 23 | 25 | - | - | 2 677 | 1 684 | 1 457 | 86.5 |
| Amber Airways | 5 | 4 | 9 | - | - | 473 | 636 | 564 | 88.6 |
| Anglo Baltic Airlines+Hot Air | 1 | 4 | 4 | 160 | - | - | 99 | 53 | 54.1 |
| Atlantic Air Transport | 5 | 36 | 24 | - | - | 968 | 168 | 159 | 94.9 |
| Britannia Airways | 443 | 330 | 760 | - | 10 962 | 25 188 | 60 079 | 50 308 | 83.7 |
| British Air Ferries | 10 | 36 | 35 | - | - | 1 887 | 701 | 604 | 86.1 |
| British Airways | 2 869 | 1 083 | 3 990 | 69 284 | - | 51 925 | 748 767 | 630 796 | 84.2 |
| British International Helis | 1 | 24 | 6 | - | - | 650 | 29 | 23 | 79.1 |
| British Island Airways | 108 | 159 | 223 | - | - | 17 569 | 13 130 | 12 102 | 92.2 |
| British Midland | 11 | 19 | 23 | - | 84 | 1 328 | 989 | 820 | 82.9 |
| Brymon Airways | 3 | 18 | 11 | - | - | 670 | 129 | 115 | 89.3 |
| Caledonian Airways | 204 | 166 | 317 | 8 759 | - | 14 113 | 82 107 | 65 547 | 79.8 |
| Dan Air | 6 864 | 3 205 | 10 422 | - | 214 | 360 185 | 1 072 566 | 850 283 | 79.3 |
| GB Airways T/A Gibair | 9 | 12 | 27 | - | - | 728 | 696 | 569 | 81.8 |
| Inter European Airways | 1 | 2 | 2 | - | - | 262 | 96 | 85 | 88.5 |
| Jersey European Airways | - | 2 | 1 | - | - | 31 | 13 | 5 | 43.1 |
| London City Airways | 4 | 20 | 15 | 88 | - | 682 | 157 | 155 | 98.7 |
| Monarch Airlines | 37 | 21 | 57 | - | 2 266 | 192 | 5 663 | 4 189 | 74.0 |
| Novair International | 1 252 | 328 | 1 611 | 56 545 | - | 605 | 474 841 | 402 863 | 84.8 |
| Orion Airways | 194 | 255 | 366 | - | - | 30 726 | 27 550 | 23 344 | 84.7 |
| Paramount Airways | 10 | 6 | 16 | - | - | 888 | 1 656 | 1 527 | 92.2 |
| Total | 12 322 | 5 879 | 18 373 | 134 836 | 13 526 | 527 089 | 2 535 037 | 2 079 597 | 82.0 |

All Class 2 Licence Operations 1988

Table 1.7.1

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | - | 4 281 | 2 720 | - | - | 2 720 | 63.5 |
| Air UK | - | 5 | 2 | - | - | 2 | 51.7 |
| Air UK Leisure | - | 160 | 124 | - | - | 124 | 77.5 |
| Amber Airways | - | 57 | 42 | - | - | 42 | 74.2 |
| Anglo Baltic Airlines+Hot Air | - | 9 | 4 | - | - | 4 | 51.5 |
| Atlantic Air Transport | - | 22 | 12 | - | - | 12 | 53.2 |
| Britannia Airways | - | 5 112 | 4 277 | - | - | 4 277 | 83.7 |
| British Air Ferries | - | 61 | 50 | - | - | 50 | 82.6 |
| British Airways | 757 | 94 575 | 62 863 | - | 5 406 | 57 457 | 66.5 |
| British International Helis | - | 2 | 2 | - | - | 2 | 77.3 |
| British Island Airways | - | 1 135 | 968 | - | - | 968 | 85.3 |
| British Midland | - | 100 | 64 | - | - | 64 | 64.0 |
| Brymon Airways | - | 14 | 9 | - | - | 9 | 67.3 |
| Caledonian Airways | - | 7 653 | 5 571 | - | - | 5 571 | 72.8 |
| Dan Air | - | 85 861 | 68 026 | - | - | 68 026 | 79.2 |
| GB Airways T/A Gibair | - | 49 | 46 | - | - | 46 | 92.9 |
| Inter European Airways | - | 9 | 6 | - | - | 6 | 74.6 |
| Jersey European Airways | - | 1 | 1 | - | - | 1 | 46.8 |
| London City Airways | - | 17 | 12 | - | - | 12 | 71.5 |
| Monarch Airlines | - | 527 | 360 | - | - | 360 | 68.4 |
| Novair International | 16 | 43 735 | 32 322 | - | 96 | 32 226 | 73.9 |
| Orion Airways | - | 2 582 | 1 867 | - | - | 1 867 | 72.3 |
| Paramount Airways | - | 146 | 134 | - | - | 134 | 92.3 |
| Total | 773 | 246 111 | 179 482 | - | 5 502 | 173 980 | 72.9 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|------------------------|--------------------------|------------------|-------------------|---------------------------|----------|---------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | Other | | | |
| Air Europe | 278 | 121 | 426 | - | - | 14 730 | 43 113 | 33 882 | 78.6 |
| Air UK Leisure | 7 | 6 | 12 | - | - | 814 | 990 | 948 | 95.8 |
| Amber Airways | 5 | 4 | 9 | - | - | 473 | 636 | 564 | 88.6 |
| Atlantic Air Transport | 1 | 4 | 3 | - | - | - | 16 | 16 | 100.0 |
| Britannia Airways | 442 | 328 | 758 | - | 10 962 | 25 020 | 60 012 | 50 265 | 83.8 |
| British Air Ferries | 9 | 28 | 30 | - | - | 1 573 | 627 | 538 | 85.9 |
| British Airways | 2 863 | 1 060 | 3 959 | 69 284 | - | 49 388 | 748 096 | 630 145 | 84.2 |
| British Island Airways | 108 | 159 | 223 | - | - | 17 569 | 13 130 | 12 102 | 92.2 |
| British Midland | 8 | 7 | 14 | - | - | 481 | 686 | 568 | 82.8 |
| Brymon Airways | - | 6 | 2 | - | - | 168 | 19 | 16 | 80.1 |
| Caledonian Airways | 202 | 160 | 312 | 8 759 | - | 13 443 | 81 908 | 65 373 | 79.8 |
| Dan Air | 6 864 | 3 205 | 10 422 | - | 214 | 360 185 | 1 072 566 | 850 283 | 79.3 |
| GB Airways T/A Gibair | 9 | 12 | 27 | - | - | 728 | 696 | 569 | 81.8 |
| London City Airways | 1 | 2 | 3 | - | - | 88 | 36 | 36 | 100.0 |
| Monarch Airlines | 37 | 21 | 57 | - | 2 266 | 192 | 5 663 | 4 189 | 74.0 |
| Novair International | 1 252 | 328 | 1 611 | 56 545 | - | 605 | 474 841 | 402 863 | 84.8 |
| Orion Airways | 194 | 255 | 366 | - | - | 30 726 | 27 550 | 23 344 | 84.7 |
| Paramount Airways | 10 | 6 | 16 | - | - | 888 | 1 656 | 1 527 | 92.2 |
| Total | 12 290 | 5 712 | 18 251 | 134 588 | 13 442 | 517 071 | 2 532 242 | 2 077 228 | 82.0 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | - | 4 270 | 2 710 | - | - | 2 710 | 63.5 |
| Air UK Leisure | - | 94 | 81 | - | - | 81 | 85.8 |
| Amber Airways | - | 57 | 42 | - | - | 42 | 74.2 |
| Atlantic Air Transport | - | 2 | 1 | - | - | 1 | 60.0 |
| Britannia Airways | - | 5 106 | 4 273 | - | - | 4 273 | 83.7 |
| British Air Ferries | - | 54 | 45 | - | - | 45 | 82.6 |
| British Airways | 757 | 94 507 | 62 812 | - | 5 406 | 57 406 | 66.5 |
| British Island Airways | - | 1 135 | 968 | - | - | 968 | 85.3 |
| British Midland | - | 69 | 44 | - | - | 44 | 64.4 |
| Brymon Airways | - | 2 | 1 | - | - | 1 | 59.5 |
| Caledonian Airways | - | 7 634 | 5 556 | - | - | 5 556 | 72.8 |
| Dan Air | - | 85 861 | 68 026 | - | - | 68 026 | 79.2 |
| GB Airways T/A Gibair | - | 49 | 46 | - | - | 46 | 92.9 |
| London City Airways | - | 4 | 3 | - | - | 3 | 72.3 |
| Monarch Airlines | - | 527 | 360 | - | - | 360 | 68.4 |
| Novair International | 16 | 43 735 | 32 322 | - | 96 | 32 226 | 73.9 |
| Orion Airways | - | 2 582 | 1 867 | - | - | 1 867 | 72.3 |
| Paramount Airways | - | 146 | 134 | - | - | 134 | 92.3 |
| Total | 773 | 245 833 | 179 292 | - | 5 502 | 173 790 | 72.9 |

Domestic Class 2 Licence Operations 1988

Table 1.7.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|---------------------------|----------|--------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | Other | | | |
| Air Europe | 1 | 2 | 2 | - | - | 456 | 118 | 118 | 100.0 |
| Air UK | 1 | 3 | 2 | - | - | 156 | 49 | 28 | 56.1 |
| Air UK Leisure | 4 | 17 | 12 | - | - | 1 863 | 695 | 510 | 73.4 |
| Anglo Baltic Airlines+Hot Air | 1 | 4 | 4 | 160 | - | - | 99 | 53 | 54.1 |
| Atlantic Air Transport | 5 | 32 | 21 | - | - | 968 | 152 | 143 | 94.4 |
| Britannia Airways | 1 | 2 | 2 | - | - | 168 | 67 | 44 | 64.6 |
| British Air Ferries | 1 | 8 | 5 | - | - | 314 | 74 | 66 | 88.1 |
| British Airways | 7 | 23 | 31 | - | - | 2 537 | 671 | 651 | 97.0 |
| British International Helis | 1 | 24 | 6 | - | - | 650 | 29 | 23 | 79.1 |
| British Midland | 3 | 12 | 9 | - | 84 | 847 | 303 | 252 | 83.2 |
| Brymon Airways | 2 | 12 | 9 | - | - | 502 | 110 | 100 | 90.9 |
| Caledonian Airways | 2 | 6 | 5 | - | - | 670 | 199 | 174 | 87.2 |
| Inter European Airways | 1 | 2 | 2 | - | - | 262 | 96 | 85 | 88.5 |
| Jersey European Airways | - | 2 | 1 | - | - | 31 | 13 | 5 | 43.1 |
| London City Airways | 3 | 18 | 13 | 88 | - | 594 | 122 | 120 | 98.3 |
| Total | 32 | 167 | 122 | 248 | 84 | 10 018 | 2 796 | 2 369 | 84.8 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | - | 11 | 9 | - | - | 9 | 84.3 |
| Air UK | - | 5 | 2 | - | - | 2 | 51.7 |
| Air UK Leisure | - | 66 | 43 | - | - | 43 | 65.5 |
| Anglo Baltic Airlines+Hot Air | - | 9 | 4 | - | - | 4 | 51.5 |
| Atlantic Air Transport | - | 20 | 10 | - | - | 10 | 52.5 |
| Britannia Airways | - | 6 | 4 | - | - | 4 | 64.4 |
| British Air Ferries | - | 7 | 5 | - | - | 5 | 82.8 |
| British Airways | - | 69 | 51 | - | - | 51 | 74.2 |
| British International Helis | - | 2 | 2 | - | - | 2 | 77.3 |
| British Midland | - | 31 | 20 | - | - | 20 | 63.2 |
| Brymon Airways | - | 12 | 8 | - | - | 8 | 68.6 |
| Caledonian Airways | - | 19 | 15 | - | - | 15 | 78.5 |
| Inter European Airways | - | 9 | 6 | - | - | 6 | 74.6 |
| Jersey European Airways | - | 1 | 1 | - | - | 1 | 46.8 |
| London City Airways | - | 13 | 9 | - | - | 9 | 71.3 |
| Total | - | 278 | 191 | - | - | 191 | 68.6 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | |
|-------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|-------------------------------|--------------------------|---------------------|------|
| | | | | IT | Seat Only | | | | |
| Air Europe | 21 983 | 11 358 | 34 067 | 1 781 | 124 | - | 3 956 288 | 3 561 369 | 90.0 |
| Air UK | 170 | 147 | 297 | 8 | 583 | - | 16 056 | 12 291 | 76.6 |
| Air UK Leisure | 2 445 | 1 601 | 3 986 | 176 | 441 | - | 326 622 | 278 944 | 85.4 |
| Air 2000 | 10 301 | 4 131 | 14 676 | 862 | 966 | - | 2 386 047 | 2 170 119 | 91.0 |
| Airways Intl Cymru | 134 | 55 | 194 | 6 | 306 | - | 19 255 | 15 368 | 79.8 |
| Amber Airways | 2 537 | 1 233 | 3 925 | 135 | 389 | - | 330 355 | 297 049 | 89.9 |
| Britannia Airways | 72 899 | 39 843 | 116 203 | 5 691 | 398 | - | 11 586 667 | 10 564 176 | 91.2 |
| British Air Ferries | - | 2 | 1 | 93 | | - | 15 | 15 | 96.9 |
| British Airways | 3 859 | 2 214 | 5 998 | 295 | 083 | - | 598 304 | 529 183 | 88.4 |
| British Island Airways | 12 879 | 9 057 | 21 497 | 868 | 919 | - | 1 608 392 | 1 359 781 | 84.5 |
| British Midland | 2 077 | 1 100 | 3 218 | 110 | 313 | - | 247 500 | 215 079 | 86.9 |
| Brymon Airways | 13 | 60 | 60 | 802 | | - | 286 | 208 | 72.7 |
| Caledonian Airways | 12 048 | 6 836 | 18 974 | 1 536 | 172 | - | 3 108 272 | 2 773 306 | 89.2 |
| Connectair | 23 | 94 | 89 | 863 | | - | 796 | 475 | 59.7 |
| Dan Air | 46 666 | 28 537 | 72 851 | 3 909 | 390 | - | 7 609 198 | 6 873 839 | 90.3 |
| GB Airways T/A Gibair | 21 | 13 | 51 | 552 | | - | 1 513 | 857 | 56.6 |
| Inter European Airways | 4 196 | 1 718 | 6 195 | 218 | 154 | - | 621 779 | 558 840 | 89.9 |
| Jersey European Airways | 15 | 82 | 54 | 2 | 485 | - | 523 | 440 | 84.2 |
| Loganair | 135 | 112 | 251 | 7 | 599 | - | 12 973 | 11 364 | 87.6 |
| London City Airways | 41 | 104 | 148 | 3 | 796 | - | 1 786 | 1 430 | 80.0 |
| Mediterranean Express | 33 | 20 | 52 | 1 | 656 | - | 2 979 | 2 809 | 94.3 |
| Monarch Airlines | 27 555 | 13 440 | 40 818 | 2 362 | 720 | - | 5 451 479 | 4 912 368 | 90.1 |
| Novair International | 5 366 | 2 544 | 7 717 | 855 | 030 | - | 2 036 046 | 1 814 581 | 89.1 |
| Orion Airways | 22 151 | 11 551 | 35 094 | 1 892 | 883 | - | 4 170 128 | 3 768 484 | 90.4 |
| Paramount Airways | 7 425 | 3 560 | 10 932 | 515 | 718 | - | 1 226 001 | 1 099 802 | 89.7 |
| Ryanair-Europe | 87 | 66 | 152 | 6 | 096 | - | 9 094 | 8 194 | 90.1 |
| Total | 255 058 | 139 478 | 397 498 | 21 250 | 531 | - | 45 328 355 | 40 830 369 | 90.1 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | 21 | 383 477 | 284 946 | - | 65 | 284 881 | 74.3 |
| Air UK | - | 1 477 | 1 057 | - | - | 1 057 | 71.6 |
| Air UK Leisure | 1 | 30 927 | 23 711 | - | 1 | 23 710 | 76.7 |
| Air 2000 | 26 | 205 335 | 186 784 | - | 79 | 186 705 | 91.0 |
| Airways Intl Cymru | - | 1 706 | 1 152 | - | - | 1 152 | 67.5 |
| Amber Airways | - | 29 730 | 22 287 | - | - | 22 287 | 75.0 |
| Britannia Airways | 71 | 985 377 | 898 370 | - | 195 | 898 175 | 91.2 |
| British Air Ferries | - | 1 | 1 | - | - | 1 | 87.5 |
| British Airways | 15 | 65 734 | 46 782 | 15 | 21 | 46 746 | 71.2 |
| British Island Airways | - | 140 891 | 108 752 | - | 1 | 108 751 | 77.2 |
| British Midland | - | 24 018 | 16 779 | - | - | 16 779 | 69.9 |
| Brymon Airways | - | 28 | 17 | - | - | 17 | 60.9 |
| Caledonian Airways | - | 289 698 | 235 706 | - | - | 235 706 | 81.4 |
| Connectair | - | 71 | 35 | - | - | 35 | 50.0 |
| Dan Air | 52 | 609 053 | 550 010 | - | 71 | 549 939 | 90.3 |
| GB Airways T/A Gibair | - | 91 | 70 | - | - | 70 | 77.7 |
| Inter European Airways | - | 55 369 | 41 923 | - | - | 41 923 | 75.7 |
| Jersey European Airways | - | 45 | 33 | - | - | 33 | 73.3 |
| Loganair | - | 1 168 | 1 023 | - | - | 1 023 | 87.6 |
| London City Airways | - | 191 | 111 | - | - | 111 | 58.4 |
| Mediterranean Express | - | 258 | 242 | - | - | 242 | 93.7 |
| Monarch Airlines | 228 | 499 715 | 413 320 | - | 624 | 412 697 | 82.7 |
| Novair International | 117 | 187 551 | 145 636 | - | 432 | 145 205 | 77.7 |
| Orion Airways | 5 | 391 820 | 301 478 | - | 9 | 301 469 | 76.9 |
| Paramount Airways | - | 107 886 | 96 612 | - | - | 96 612 | 89.6 |
| Ryanair-Europe | - | 801 | 721 | - | - | 721 | 90.1 |
| Total | 539 | 4 012 415 | 3 377 560 | 15 | 1 497 | 3 376 048 | 84.2 |

| | Aircraft | Stage | Aircraft | No of Passengers Uplifted | | Seat-Km | Seat-Km | As | |
|------------------------|--------------|---------|----------|---------------------------|-------|---------|------------|------------|------|
| | -Km (000) | | | Flights | Hours | | | | IT |
| Air Europe | 21 983 | 11 358 | 34 067 | 1 781 | 124 | - | 3 956 288 | 3 561 369 | 90.0 |
| Air UK | 170 | 147 | 297 | 8 583 | - | - | 16 056 | 12 291 | 76.6 |
| Air UK Leisure | 2 297 | 1 287 | 3 659 | 141 747 | - | - | 307 461 | 262 569 | 85.4 |
| Air 2000 | 10 301 | 4 131 | 14 676 | 862 966 | - | - | 2 386 047 | 2 170 119 | 91.0 |
| Airways Intl Cymru | 134 | 55 | 194 | 6 306 | - | - | 19 255 | 15 368 | 79.8 |
| Amber Airways | 2 537 | 1 233 | 3 925 | 135 389 | - | - | 330 355 | 297 049 | 89.9 |
| Britannia Airways | 72 878 | 39 794 | 116 153 | 5 686 485 | - | - | 11 584 042 | 10 562 114 | 91.2 |
| British Air Ferries | - | 2 | 1 | 93 | - | - | 15 | 15 | 96.9 |
| British Airways | 3 816 | 2 124 | 5 898 | 288 093 | - | - | 594 003 | 525 826 | 88.5 |
| British Island Airways | 12 879 | 9 057 | 21 497 | 868 919 | - | - | 1 608 392 | 1 359 781 | 84.5 |
| British Midland | 2 076 | 1 098 | 3 216 | 110 135 | - | - | 247 416 | 215 011 | 86.9 |
| Brymon Airways | 2 | 4 | 6 | 61 | - | - | 91 | 65 | 71.7 |
| Caledonian Airways | 12 048 | 6 836 | 18 974 | 1 536 172 | - | - | 3 108 272 | 2 773 306 | 89.2 |
| Connectair | 23 | 94 | 89 | 863 | - | - | 796 | 475 | 59.7 |
| Dan Air | 46 542 | 28 256 | 72 490 | 3 893 149 | - | - | 7 600 098 | 6 866 234 | 90.3 |
| GB Airways T/A Gibair | 21 | 13 | 51 | 552 | - | - | 1 513 | 857 | 56.6 |
| Inter European Airways | 4 196 | 1 718 | 6 195 | 218 154 | - | - | 621 779 | 558 840 | 89.9 |
| Loganair | 127 | 72 | 215 | 6 306 | - | - | 12 674 | 11 095 | 87.5 |
| London City Airways | 2 | 8 | 10 | 419 | - | - | 109 | 104 | 95.4 |
| Mediterranean Express | 33 | 20 | 52 | 1 656 | - | - | 2 979 | 2 809 | 94.3 |
| Monarch Airlines | 27 493 | 13 358 | 40 709 | 2 352 132 | - | - | 5 442 304 | 4 904 364 | 90.1 |
| Novair International | 5 366 | 2 544 | 7 717 | 855 030 | - | - | 2 036 046 | 1 814 581 | 89.1 |
| Orion Airways | 22 151 | 11 551 | 35 094 | 1 892 883 | - | - | 4 170 128 | 3 768 484 | 90.4 |
| Paramount Airways | 7 425 | 3 560 | 10 932 | 515 718 | - | - | 1 226 001 | 1 099 802 | 89.7 |
| Ryanair-Europe | 87 | 66 | 152 | 6 096 | - | - | 9 094 | 8 194 | 90.1 |
| Total | 254 589 | 138 386 | 396 266 | 21 169 031 | - | - | 45 281 215 | 40 790 722 | 90.1 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | 21 | 383 477 | 284 946 | - | 65 | 284 881 | 74.3 |
| Air UK | - | 1 477 | 1 057 | - | - | 1 057 | 71.6 |
| Air UK Leisure | - | 29 116 | 22 319 | - | - | 22 319 | 76.7 |
| Air 2000 | 26 | 205 335 | 186 784 | - | 79 | 186 705 | 91.0 |
| Airways Intl Cymru | - | 1 706 | 1 152 | - | - | 1 152 | 67.5 |
| Amber Airways | - | 29 730 | 22 287 | - | - | 22 287 | 75.0 |
| Britannia Airways | 71 | 985 153 | 898 195 | - | 195 | 898 000 | 91.2 |
| British Air Ferries | - | 1 | 1 | - | - | 1 | 87.5 |
| British Airways | 15 | 65 246 | 46 485 | 15 | 21 | 46 450 | 71.2 |
| British Island Airways | - | 140 891 | 108 752 | - | 1 | 108 751 | 77.2 |
| British Midland | - | 24 009 | 16 773 | - | - | 16 773 | 69.9 |
| Brymon Airways | - | 8 | 5 | - | - | 5 | 63.6 |
| Caledonian Airways | - | 289 698 | 235 706 | - | - | 235 706 | 81.4 |
| Connectair | - | 71 | 35 | - | - | 35 | 50.0 |
| Dan Air | 52 | 608 329 | 549 402 | - | 71 | 549 331 | 90.3 |
| GB Airways T/A Gibair | - | 91 | 70 | - | - | 70 | 77.7 |
| Inter European Airways | - | 55 369 | 41 923 | - | - | 41 923 | 75.7 |
| Logenair | - | 1 141 | 998 | - | - | 998 | 87.5 |
| London City Airways | - | 12 | 8 | - | - | 8 | 69.1 |
| Mediterranean Express | - | 258 | 242 | - | - | 242 | 93.7 |
| Monarch Airlines | 228 | 498 884 | 412 648 | - | 624 | 412 024 | 82.7 |
| Novair International | 117 | 187 551 | 145 636 | - | 432 | 145 205 | 77.7 |
| Orion Airways | 5 | 391 820 | 301 478 | - | 9 | 301 469 | 76.9 |
| Paramount Airways | - | 107 886 | 96 612 | - | - | 96 612 | 89.6 |
| Ryanair-Europe | - | 801 | 721 | - | - | 721 | 90.1 |
| Total | 538 | 4 008 059 | 3 374 237 | 15 | 1 496 | 3 372 726 | 84.2 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|-------------------------------|--------------------------|---------------------|
| | | | | IT | Seat Only | | | |
| Air UK Leisure | 147 | 314 | 327 | 34 694 | - | 19 160 | 16 375 | 85.5 |
| Britannia Airways | 20 | 49 | 50 | 4 913 | - | 2 626 | 2 062 | 78.5 |
| British Airways | 44 | 90 | 100 | 6 990 | - | 4 301 | 3 357 | 78.0 |
| British Midland | 1 | 2 | 2 | 178 | - | 84 | 68 | 80.9 |
| Brymon Airways | 11 | 56 | 54 | 741 | - | 195 | 143 | 73.2 |
| Dan Air | 124 | 281 | 361 | 16 241 | - | 9 101 | 7 604 | 83.6 |
| Jersey European Airways | 15 | 82 | 54 | 2 485 | - | 523 | 440 | 84.2 |
| Loganair | 8 | 40 | 36 | 1 293 | - | 300 | 269 | 89.8 |
| London City Airways | 38 | 96 | 138 | 3 377 | - | 1 677 | 1 325 | 79.0 |
| Monarch Airlines | 62 | 82 | 109 | 10 588 | - | 9 175 | 8 005 | 87.2 |
| Total | 470 | 1 092 | 1 232 | 81 500 | - | 47 141 | 39 647 | 84.1 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | Passenger (000) | As % of Avail |
|-------------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | Total (000) | Mail (000) | Cargo (000) | | |
| Air UK Leisure | 1 | 1 812 | 1 393 | - | 1 | 1 391 | 76.9 |
| Britannia Airways | - | 223 | 175 | - | - | 175 | 78.5 |
| British Airways | - | 488 | 297 | - | - | 297 | 60.8 |
| British Midland | - | 9 | 5 | - | - | 5 | 61.8 |
| Brymon Airways | - | 20 | 12 | - | - | 12 | 59.7 |
| Dan Air | - | 724 | 608 | - | - | 608 | 84.0 |
| Jersey European Airways | - | 45 | 33 | - | - | 33 | 73.3 |
| Loganair | - | 27 | 24 | - | - | 24 | 90.1 |
| London City Airways | - | 179 | 103 | - | - | 103 | 57.7 |
| Monarch Airlines | - | 831 | 672 | - | - | 672 | 80.9 |
| Total | 1 | 4 357 | 3 322 | - | 1 | 3 321 | 76.3 |

All Class 4 Licence Operations 1988

Table 1.9.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------|--------------------------|------------------|-------------------|---------------------------|----------|---------|---------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | IT | Other | | | |
| Air Europe | 2 103 | 1 470 | 3 460 | - | - | 98 395 | 72 377 | 399 257 | 343 974 | 86.2 |
| Air UK Leisure | 33 | 44 | 56 | 697 | - | 4 099 | 127 | 4 306 | 3 707 | 86.1 |
| Air 2000 | 32 | 9 | 46 | 673 | - | 91 | - | 7 499 | 4 101 | 54.7 |
| Britannia Airways | 537 | 562 | 980 | 4 042 | - | 45 059 | 3 679 | 86 188 | 61 994 | 71.9 |
| British Airways | 275 | 368 | 567 | - | - | 31 345 | 5 986 | 29 928 | 27 271 | 91.1 |
| British Island Airways | 1 236 | 719 | 1 982 | - | - | 51 978 | 19 258 | 161 339 | 136 555 | 84.6 |
| Brymon Airways | 294 | 719 | 1 006 | 8 041 | - | 18 103 | 800 | 13 536 | 11 708 | 86.5 |
| Dan Air | 1 280 | 495 | 1 795 | 190 | - | 33 946 | 33 800 | 220 656 | 197 869 | 89.7 |
| Monarch Airlines | 1 654 | 479 | 2 226 | 1 215 | - | 44 800 | 7 769 | 375 843 | 335 083 | 89.2 |
| Orion Airways | 81 | 84 | 147 | 1 756 | - | 7 634 | 1 880 | 13 061 | 10 831 | 82.9 |
| Virgin Atlantic Airways | 586 | 86 | 734 | 780 | - | 31 381 | 5 492 | 275 419 | 262 801 | 95.4 |
| Total | 8 111 | 5 035 | 12 998 | 17 394 | - | 366 831 | 151 168 | 1 587 030 | 1 395 895 | 88.0 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | - | 38 622 | 27 518 | - | - | 27 518 | 71.2 |
| Air UK Leisure | - | 408 | 315 | - | - | 315 | 77.3 |
| Air 2000 | - | 645 | 353 | - | - | 353 | 54.8 |
| Britannia Airways | - | 7 331 | 5 271 | - | - | 5 271 | 71.9 |
| British Airways | - | 3 183 | 2 391 | - | - | 2 391 | 75.1 |
| British Island Airways | - | 14 231 | 10 924 | - | - | 10 924 | 76.8 |
| Brymon Airways | - | 1 471 | 960 | - | - | 960 | 65.3 |
| Dan Air | - | 17 684 | 15 833 | - | - | 15 833 | 89.5 |
| Monarch Airlines | - | 34 548 | 28 143 | - | - | 28 143 | 81.5 |
| Orion Airways | - | 1 238 | 867 | - | - | 867 | 70.0 |
| Virgin Atlantic Airways | 483 | 37 478 | 27 814 | - | 3 373 | 24 441 | 74.2 |
| Total | 484 | 156 839 | 120 388 | - | 3 373 | 117 015 | 76.8 |

International Class 4 Licence Operations 1988

Table 1.9.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------|--------------------------|------------------|-------------------|---------------------------|----------|---------|---------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | IT | Other | | | |
| Air Europe | 2 103 | 1 470 | 3 460 | - | - | 98 395 | 72 377 | 399 257 | 343 974 | 86.2 |
| Air 2000 | 32 | 9 | 46 | 673 | - | 91 | - | 7 499 | 4 101 | 54.7 |
| Britannia Airways | 457 | 376 | 787 | 336 | - | 26 817 | 3 679 | 75 806 | 52 524 | 69.3 |
| British Airways | 275 | 368 | 567 | - | - | 31 345 | 5 986 | 29 928 | 27 271 | 91.1 |
| British Island Airways | 1 236 | 719 | 1 982 | - | - | 51 978 | 19 258 | 161 339 | 136 555 | 84.6 |
| Dan Air | 1 278 | 492 | 1 792 | - | - | 33 755 | 33 800 | 220 476 | 197 693 | 89.7 |
| Monarch Airlines | 1 654 | 479 | 2 226 | 1 215 | - | 44 800 | 7 769 | 375 843 | 335 083 | 89.2 |
| Orion Airways | 62 | 34 | 101 | - | - | 3 210 | 1 880 | 10 708 | 8 594 | 80.3 |
| Virgin Atlantic Airways | 586 | 86 | 734 | 780 | - | 31 381 | 5 492 | 275 419 | 262 801 | 95.4 |
| Total | 7 685 | 4 033 | 11 695 | 3 004 | - | 321 772 | 150 241 | 1 556 273 | 1 368 597 | 87.9 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | - | 38 622 | 27 518 | - | - | 27 518 | 71.2 |
| Air 2000 | - | 645 | 353 | - | - | 353 | 54.8 |
| Britannia Airways | - | 6 448 | 4 466 | - | - | 4 466 | 69.3 |
| British Airways | - | 3 183 | 2 391 | - | - | 2 391 | 75.1 |
| British Island Airways | - | 14 231 | 10 924 | - | - | 10 924 | 76.8 |
| Dan Air | - | 17 669 | 15 819 | - | - | 15 819 | 89.5 |
| Monarch Airlines | - | 34 548 | 28 143 | - | - | 28 143 | 81.5 |
| Orion Airways | - | 1 015 | 688 | - | - | 688 | 67.7 |
| Virgin Atlantic Airways | 483 | 37 478 | 27 814 | - | 3 373 | 24 441 | 74.2 |
| Total | 484 | 153 840 | 118 115 | - | 3 373 | 114 742 | 76.8 |

Domestic Class 4 Licence Operations 1988

Table 1.9.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------|--------------------------|------------------|-------------------|---------------------------|----------|--------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | IT | Other | | | |
| Air UK Leisure | 33 | 44 | 56 | 697 | - | 4 099 | 127 | 4 306 | 3 707 | 86.1 |
| Britannia Airways | 80 | 186 | 193 | 3 706 | - | 18 242 | - | 10 382 | 9 469 | 91.2 |
| Brymon Airways | 294 | 719 | 1 006 | 8 041 | - | 18 103 | 800 | 13 536 | 11 708 | 86.5 |
| Dan Air | 1 | 3 | 3 | 190 | - | 191 | - | 180 | 176 | 97.7 |
| Orion Airways | 18 | 50 | 46 | 1 756 | - | 4 424 | - | 2 353 | 2 237 | 95.1 |
| Total | 427 | 1 002 | 1 304 | 14 390 | - | 45 059 | 927 | 30 757 | 27 298 | 88.8 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air UK Leisure | - | 408 | 315 | - | - | 315 | 77.3 |
| Britannia Airways | - | 883 | 805 | - | - | 805 | 91.2 |
| Brymon Airways | - | 1 471 | 960 | - | - | 960 | 65.3 |
| Dan Air | - | 14 | 14 | - | - | 14 | 97.4 |
| Orion Airways | - | 223 | 179 | - | - | 179 | 80.3 |
| Total | - | 2 999 | 2 273 | - | - | 2 273 | 75.8 |

All Class 6 Licence Operations 1988

Table 1.10.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air Bridge Carriers | 184 | 502 | 544 | 2 260 | 2 543 | 1 068 | - | 1 068 | 42.0 |
| Air Foyle | 1 635 | 3 469 | 3 567 | 17 874 | 17 377 | 9 480 | 4 | 9 477 | 54.6 |
| Air UK | 3 | 11 | 9 | 36 | 15 | 10 | - | 10 | 67.2 |
| Anglo Baltic Airlines+Hot Air | 29 | 98 | 94 | 646 | 207 | 185 | - | 185 | 89.5 |
| Anglo Cargo | 992 | 283 | 1 354 | 4 552 | 39 199 | 28 142 | - | 28 142 | 71.8 |
| Atlantic Air Transport | 63 | 218 | 263 | 575 | 376 | 225 | - | 225 | 59.8 |
| Britannia Airways | 1 | 3 | 2 | 11 | 9 | 2 | - | 2 | 28.3 |
| British Air Ferries | 640 | 1 797 | 2 097 | 8 728 | 4 802 | 2 990 | 312 | 2 678 | 62.3 |
| British Airways | 270 | 458 | 630 | 2 590 | 5 399 | 3 952 | - | 3 952 | 73.2 |
| British International Helis | 11 | 249 | 66 | 283 | 30 | 18 | - | 18 | 59.5 |
| British Island Airways | 2 | 1 | 2 | 1 | 24 | 1 | - | 1 | 3.3 |
| British Midland | 110 | 268 | 358 | 941 | 668 | 395 | 2 | 393 | 59.2 |
| Channel Express (Air Svcs) | 533 | 1 590 | 2 175 | 3 245 | 2 940 | 1 237 | - | 1 237 | 42.1 |
| City Airways | 44 | 147 | 156 | 251 | 125 | 78 | - | 78 | 62.6 |
| Connectair | 475 | 1 174 | 1 741 | 2 354 | 1 420 | 889 | - | 889 | 62.6 |
| Dan Air | 3 | 8 | 9 | 33 | 21 | 12 | 6 | 6 | 54.6 |
| GB Airways T/A Gibair | 3 | 2 | 8 | 6 | 12 | 10 | 1 | 9 | 80.0 |
| Heavylift Cargo Airlines | 1 284 | 570 | 2 930 | 4 431 | 39 737 | 16 810 | - | 16 810 | 42.3 |
| Janes Aviation | 31 | 149 | 149 | 280 | 105 | 59 | - | 59 | 55.8 |
| Jersey European Airways | 4 | 7 | 7 | 9 | 12 | 5 | - | 5 | 41.5 |
| Loganair | 7 | 30 | 26 | 109 | 32 | 23 | - | 23 | 71.2 |
| Manx Airlines | 88 | 536 | 396 | 1 160 | 311 | 191 | - | 191 | 61.6 |
| Tal Air | 231 | 690 | 812 | 515 | 648 | 266 | - | 266 | 41.1 |
| Tradewinds Airways | 405 | 155 | 554 | 2 244 | 17 002 | 8 217 | - | 8 217 | 48.3 |
| Virgin Atlantic Airways | 28 | 4 | 34 | 44 | 1 787 | 304 | - | 304 | 17.0 |
| Total | 7 076 | 12 419 | 17 985 | 53 174 | 134 798 | 74 567 | 324 | 74 243 | 55.3 |

International Class 6 Licence Operations 1988

Table 1.10.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air Bridge Carriers | 160 | 433 | 487 | 1 514 | 2 130 | 815 | - | 815 | 38.2 |
| Air Foyle | 1 049 | 1 613 | 2 130 | 7 855 | 11 146 | 5 700 | - | 5 700 | 51.1 |
| Air UK | 3 | 10 | 9 | 35 | 15 | 10 | - | 10 | 68.6 |
| Anglo Baltic Airlines+Hot Air | 2 | 2 | 5 | 5 | 13 | 5 | - | 5 | 38.1 |
| Anglo Cargo | 988 | 272 | 1 344 | 4 475 | 39 157 | 28 115 | - | 28 115 | 71.8 |
| Atlantic Air Transport | 50 | 144 | 202 | 332 | 307 | 178 | - | 178 | 58.0 |
| British Air Ferries | 153 | 351 | 516 | 1 452 | 1 066 | 604 | - | 604 | 56.6 |
| British Airways | 257 | 380 | 576 | 2 283 | 5 338 | 3 899 | - | 3 899 | 73.1 |
| British Island Airways | 2 | 1 | 2 | 1 | 24 | 1 | - | 1 | 3.3 |
| British Midland | 90 | 203 | 288 | 746 | 578 | 337 | 2 | 335 | 58.3 |
| Channel Express (Air Svcs) | 512 | 1 487 | 2 086 | 2 796 | 2 825 | 1 151 | - | 1 151 | 40.7 |
| City Airways | 44 | 147 | 156 | 251 | 125 | 78 | - | 78 | 62.6 |
| Connectair | 475 | 1 174 | 1 741 | 2 354 | 1 420 | 889 | - | 889 | 62.6 |
| Dan Air | 2 | 3 | 6 | 11 | 8 | 6 | - | 6 | 69.2 |
| GB Airways T/A Gibair | 3 | 2 | 8 | 6 | 12 | 10 | 1 | 9 | 80.0 |
| Heavylift Cargo Airlines | 1 270 | 532 | 2 885 | 3 821 | 39 274 | 16 566 | - | 16 566 | 42.2 |
| Jersey European Airways | 4 | 7 | 7 | 9 | 12 | 5 | - | 5 | 41.5 |
| Loganair | - | 1 | 1 | 3 | 1 | 1 | - | 1 | 100.0 |
| Tal Air | 231 | 689 | 812 | 515 | 647 | 266 | - | 266 | 41.1 |
| Tradewinds Airways | 402 | 147 | 547 | 2 061 | 16 874 | 8 151 | - | 8 151 | 48.3 |
| Virgin Atlantic Airways | 28 | 4 | 34 | 44 | 1 787 | 304 | - | 304 | 17.0 |
| Total | 5 725 | 7 602 | 13 843 | 30 568 | 122 757 | 67 089 | 3 | 67 087 | 54.7 |

Domestic Class 6 Licence Operations 1988

Table 1.10.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air Bridge Carriers | 23 | 69 | 58 | 746 | 413 | 253 | - | 253 | 61.3 |
| Air Foyle | 586 | 1 856 | 1 437 | 10 019 | 6 230 | 3 781 | 4 | 3 777 | 60.7 |
| Air UK | - | 1 | - | 1 | - | - | - | - | 18.2 |
| Anglo Baltic Airlines+Hot Air | 27 | 96 | 90 | 642 | 194 | 180 | - | 180 | 92.9 |
| Anglo Cargo | 4 | 11 | 10 | 77 | 42 | 27 | - | 27 | 63.8 |
| Atlantic Air Transport | 13 | 74 | 61 | 243 | 69 | 47 | - | 47 | 67.7 |
| Britannia Airways | 1 | 3 | 2 | 11 | 9 | 2 | - | 2 | 28.3 |
| British Air Ferries | 488 | 1 446 | 1 581 | 7 276 | 3 736 | 2 386 | 312 | 2 075 | 63.9 |
| British Airways | 13 | 78 | 54 | 306 | 61 | 52 | - | 52 | 85.7 |
| British International Helis | 11 | 249 | 66 | 283 | 30 | 18 | - | 18 | 59.5 |
| British Midland | 20 | 65 | 71 | 194 | 91 | 58 | - | 58 | 64.5 |
| Channel Express (Air Svcs) | 21 | 103 | 89 | 449 | 115 | 86 | - | 86 | 74.8 |
| Dan Air | 1 | 5 | 3 | 22 | 13 | 6 | 6 | - | 45.7 |
| Heavylift Cargo Airlines | 14 | 38 | 45 | 610 | 463 | 243 | - | 243 | 52.5 |
| Janes Aviation | 31 | 149 | 149 | 280 | 105 | 59 | - | 59 | 55.8 |
| Loganair | 6 | 29 | 24 | 106 | 31 | 22 | - | 22 | 70.3 |
| Manx Airlines | 88 | 536 | 396 | 1 160 | 311 | 191 | - | 191 | 61.6 |
| Tal Air | - | 1 | - | - | - | - | - | - | 7.1 |
| Tradewinds Airways | 3 | 8 | 7 | 183 | 128 | 66 | - | 66 | 51.7 |
| Total | 1 352 | 4 817 | 4 142 | 22 606 | 12 041 | 7 478 | 321 | 7 157 | 62.1 |

All Class 7 Licence Operations 1988

Table 1.11.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|----------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Anglo Baltic Airlines+Hot Air | 3 | 3 | 6 | 67 | 185 | 77 | 41.8 | - | 16 | 6 | - | - | 6 | 37.5 |
| Birmingham Executive Airways | 3 | 4 | 8 | 33 | 55 | 19 | 35.0 | - | 4 | 1 | - | - | 1 | 35.3 |
| Bond Helicopters | 7 028 | 114 859 | 28 458 | 499 044 | 93 900 | 39 466 | 42.0 | 3 836 | 7 676 | 3 572 | - | 219 | 3 353 | 46.5 |
| Bristow Helicopters | 11 543 | 91 749 | 55 570 | 728 907 | 191 427 | 123 676 | 64.6 | 4 604 | 17 889 | 12 003 | - | 789 | 11 214 | 67.1 |
| Britannia Airways | 2 | 2 | 3 | 163 | 213 | 158 | 73.9 | - | 18 | 13 | - | - | 13 | 73.8 |
| British Air Ferries | 4 | 6 | 13 | 199 | 281 | 148 | 52.8 | - | 24 | 12 | - | - | 12 | 50.9 |
| British Airways | 51 | 25 | 61 | 1 868 | 5 101 | 4 334 | 85.0 | - | 528 | 387 | - | - | 387 | 73.4 |
| British International Helis | 4 894 | 44 918 | 21 577 | 442 869 | 103 182 | 53 624 | 52.0 | 1 789 | 10 384 | 4 498 | - | 215 | 4 283 | 43.3 |
| British Island Airways | 4 | 3 | 7 | 378 | 630 | 525 | 83.2 | - | 56 | 42 | - | - | 42 | 74.9 |
| British Midland | 16 | 24 | 36 | 1 949 | 1 702 | 1 294 | 76.0 | - | 187 | 101 | - | - | 101 | 54.1 |
| Caledonian Airways | 1 | 1 | 1 | 102 | 73 | 58 | 79.7 | - | 7 | 5 | - | - | 5 | 73.1 |
| Caledonian Helicopters | 773 | 4 213 | 3 255 | 44 265 | 13 942 | 8 252 | 59.2 | 177 | 1 377 | 786 | - | 37 | 749 | 57.1 |
| Connectair | 1 | 1 | 2 | 48 | 17 | 13 | 80.0 | - | 2 | 1 | - | - | 1 | 62.1 |
| Dan Air | 1 | 2 | 2 | 133 | 98 | 77 | 78.0 | - | 8 | 6 | - | - | 6 | 78.7 |
| McAlpine Aviation | 5 | 7 | 8 | 73 | 86 | 58 | 67.0 | - | 9 | 5 | - | - | 5 | 51.3 |
| Monarch Airlines | 4 | 1 | 5 | 25 | 804 | 88 | 11.0 | - | 74 | 7 | - | - | 7 | 10.0 |
| Paramount Airways | 5 | 5 | 9 | 703 | 842 | 706 | 83.9 | - | 74 | 62 | - | - | 62 | 83.9 |
| Peregrine Air Services | 5 | 10 | 15 | 142 | 113 | 72 | 63.6 | - | 9 | 6 | - | - | 6 | 64.2 |
| Total | 24 340 | 255 833 | 109 036 | 1 720 968 | 412 651 | 232 644 | 56.4 | 10 405 | 38 342 | 21 515 | - | 1 260 | 20 255 | 56.1 |

International Class 7 Licence Operations 1988

Table 1.11.2

| | Aircraft | | A/C | Number of | | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | As |
|-------------------------------|----------|---------|---------|------------|----------|---------|---------|--------|----------|----------|-----------------------|-------|--------|-----------|-------|
| | -Km | Stage | | Passengers | Uplifted | | Used | | | | Total | Mail | Cargo | Passenger | |
| | (000) | Flights | Hours | | | (000) | (000) | % of | Uplifted | Avail | (000) | (000) | (000) | (000) | % of |
| | | | | | | | | Avail | Tonnes | | | | | | Avail |
| Anglo Baltic Airlines+Hot Air | 3 | 3 | 6 | 67 | 185 | 77 | 41.8 | - | - | 16 | 6 | - | - | 6 | 37.5 |
| Birmingham Executive Airways | 3 | 4 | 8 | 33 | 55 | 19 | 35.0 | - | - | 4 | 1 | - | - | 1 | 35.3 |
| Bond Helicopters | 7 028 | 114 859 | 28 458 | 499 044 | 93 900 | 39 466 | 42.0 | 3 836 | 7 676 | 3 572 | - | 219 | 3 353 | 46.5 | |
| Bristow Helicopters | 11 543 | 91 749 | 55 570 | 728 907 | 191 427 | 123 676 | 64.6 | 4 604 | 17 889 | 12 003 | - | 789 | 11 214 | 67.1 | |
| Britannia Airways | 2 | 2 | 3 | 163 | 213 | 158 | 73.9 | - | - | 18 | 13 | - | - | 13 | 73.8 |
| British Air Ferries | 2 | 2 | 5 | 73 | 116 | 57 | 49.3 | - | - | 10 | 5 | - | - | 5 | 48.4 |
| British Airways | 51 | 23 | 58 | 1 668 | 5 092 | 4 324 | 84.9 | - | - | 527 | 387 | - | - | 387 | 73.4 |
| British International Helis | 4 860 | 44 760 | 21 431 | 441 896 | 102 480 | 53 402 | 52.1 | 1 780 | 10 319 | 4 481 | - | 215 | 4 266 | 43.4 | |
| British Island Airways | 4 | 3 | 7 | 378 | 630 | 525 | 83.2 | - | - | 56 | 42 | - | - | 42 | 74.9 |
| British Midland | 14 | 16 | 28 | 1 199 | 1 408 | 1 051 | 74.6 | - | - | 156 | 82 | - | - | 82 | 52.7 |
| Caledonian Helicopters | 773 | 4 213 | 3 255 | 44 265 | 13 942 | 8 252 | 59.2 | 177 | 1 377 | 786 | - | 37 | 749 | 57.1 | |
| Dan Air | 1 | 1 | 1 | 92 | 90 | 69 | 77.3 | - | - | 7 | 6 | - | - | 6 | 77.9 |
| McAlpine Aviation | 3 | 4 | 6 | 42 | 62 | 45 | 72.1 | - | - | 7 | 4 | - | - | 4 | 55.9 |
| Monarch Airlines | 4 | 1 | 5 | 25 | 804 | 88 | 11.0 | - | - | 74 | 7 | - | - | 7 | 10.0 |
| Paramount Airways | 5 | 5 | 9 | 703 | 842 | 706 | 83.9 | - | - | 74 | 62 | - | - | 62 | 83.9 |
| Peregrine Air Services | 2 | 2 | 6 | 42 | 50 | 44 | 87.5 | - | - | 4 | 3 | - | - | 3 | 86.8 |
| Total | 24 295 | 255 647 | 108 856 | 1 718 597 | 411 297 | 231 960 | 56.4 | 10 397 | 38 214 | 21 461 | - | 1 260 | 20 201 | 56.2 | |

Domestic Class 7 Licence Operations 1988

Table 1.11.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|----------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Air Ferries | 3 | 4 | 8 | 126 | 164 | 91 | 55.3 | - | 14 | 7 | - | - | 7 | 52.6 |
| British Airways | - | 2 | 3 | 200 | 9 | 9 | 100.0 | - | 1 | 1 | - | - | 1 | 71.4 |
| British International Helis | 34 | 158 | 146 | 973 | 702 | 222 | 31.6 | 8 | 65 | 17 | - | - | 17 | 26.2 |
| British Midland | 3 | 8 | 7 | 750 | 293 | 243 | 82.8 | - | 31 | 19 | - | - | 19 | 61.3 |
| Caledonian Airways | 1 | 1 | 1 | 102 | 73 | 58 | 79.7 | - | 7 | 5 | - | - | 5 | 73.1 |
| Connectair | 1 | 1 | 2 | 48 | 17 | 13 | 80.0 | - | 2 | 1 | - | - | 1 | 62.1 |
| Dan Air | - | 1 | 1 | 41 | 9 | 7 | 85.4 | - | 1 | 1 | - | - | 1 | 86.8 |
| McAlpine Aviation | 1 | 3 | 2 | 31 | 24 | 13 | 54.1 | - | 3 | 1 | - | - | 1 | 39.6 |
| Peregrine Air Services | 3 | 8 | 9 | 100 | 63 | 28 | 44.7 | - | 5 | 2 | - | - | 2 | 46.3 |
| Total | 45 | 186 | 180 | 2 371 | 1 354 | 685 | 50.6 | 8 | 128 | 54 | - | - | 54 | 42.2 |

All Exempt Operations 1988 (a) (b)

Table 1.12.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|-----------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Bridge Carriers | 52 | 99 | 137 | - | - | - | - | 1 834 | 982 | 957 | - | 957 | - | 97.5 |
| Air Europe | 21 | 9 | 30 | 1 061 | 4 081 | 3 747 | 91.8 | - | 411 | 300 | - | - | 300 | 72.9 |
| Air UK | 5 | 11 | 14 | 294 | 117 | 101 | 86.0 | 11 | 21 | 13 | - | 4 | 9 | 61.9 |
| Air UK Leisure | 27 | 27 | 49 | 2 447 | 3 562 | 2 646 | 74.3 | - | 337 | 225 | - | - | 225 | 66.6 |
| Amber Airways | 19 | 23 | 35 | 1 992 | 2 495 | 1 959 | 78.5 | - | 225 | 147 | - | - | 147 | 65.5 |
| Anglo Baltic Airlines+Hot Air | 30 | 56 | 85 | 2 778 | 2 243 | 1 551 | 69.2 | - | 197 | 124 | - | - | 124 | 62.9 |
| Atlantic Air Transport | 6 | 14 | 22 | 288 | 258 | 164 | 63.7 | - | 29 | 12 | - | - | 12 | 42.0 |
| Birmingham Executive Airways | 29 | 45 | 81 | 841 | 696 | 561 | 80.6 | - | 52 | 42 | - | - | 42 | 80.7 |
| Britannia Airways | 1 138 | 1 516 | 2 154 | 173 014 | 150 178 | 125 294 | 83.4 | 27 | 12 790 | 10 706 | 14 | 43 | 10 649 | 83.7 |
| British Air Ferries | 1 089 | 3 439 | 3 466 | 119 320 | 67 501 | 37 160 | 55.1 | 1 117 | 6 719 | 3 471 | 225 | 162 | 3 084 | 51.7 |
| British Airways | 14 | 38 | 41 | 1 596 | 1 408 | 846 | 60.1 | 6 | 155 | 80 | - | 5 | 75 | 51.6 |
| British International Helis | - | 19 | 4 | 758 | 8 | 7 | 90.7 | - | 1 | 1 | - | - | 1 | 55.5 |
| British Island Airways | 100 | 114 | 187 | 7 856 | 11 400 | 7 407 | 65.0 | - | 1 002 | 592 | - | - | 592 | 59.1 |
| British Midland | 56 | 69 | 107 | 4 827 | 5 390 | 4 020 | 74.6 | 1 | 543 | 314 | - | - | 314 | 57.9 |
| Brymon Airways | 471 | 1 170 | 1 540 | 40 045 | 21 647 | 16 099 | 74.4 | 124 | 2 349 | 1 368 | - | 50 | 1 318 | 58.2 |
| Business Air Limited | - | 2 | 1 | - | - | - | - | 6 | 1 | 1 | 1 | - | - | 61.0 |
| Caledonian Airways | 12 | 8 | 21 | 1 940 | 4 295 | 2 961 | 68.9 | - | 400 | 252 | - | - | 252 | 62.9 |
| Channel Express (Air Svcs) | 461 | 2 117 | 1 902 | 285 | 87 | 71 | 80.9 | 4 806 | 2 538 | 1 409 | 1 391 | 14 | 5 | 55.5 |
| Dan Air | 815 | 2 328 | 2 652 | 37 572 | 32 275 | 21 854 | 67.7 | 3 998 | 4 423 | 2 873 | 1 102 | 23 | 1 748 | 65.0 |
| GB Airways T/A Gibair | 5 | 8 | 14 | 114 | 351 | 68 | 19.4 | - | 24 | 12 | - | - | 12 | 50.6 |
| Heavylift Cargo Airlines | 53 | 39 | 145 | - | - | - | - | 444 | 1 785 | 695 | - | 695 | - | 38.9 |
| Inter European Airways | 3 | 8 | 7 | 814 | 387 | 265 | 68.4 | - | 35 | 20 | - | - | 20 | 57.6 |
| Jersey European Airways | - | 2 | 1 | 80 | 11 | 8 | 76.9 | - | 1 | 1 | - | - | 1 | 60.0 |
| Loganair | 291 | 603 | 917 | 317 | 342 | 182 | 53.2 | 1 144 | 1 417 | 573 | 557 | - | 16 | 40.4 |
| London City Airways | 5 | 10 | 15 | 305 | 205 | 165 | 80.7 | - | 22 | 13 | - | - | 13 | 58.6 |
| Manx Airlines | 2 | 2 | 3 | 156 | 131 | 120 | 91.8 | - | 11 | 10 | - | - | 10 | 88.6 |
| Marine+Av Management Int | 10 | 12 | 16 | 70 | 118 | 66 | 56.2 | - | 9 | 5 | - | - | 5 | 56.6 |
| McAlpine Aviation | 31 | 25 | 49 | 254 | 564 | 309 | 54.7 | - | 60 | 26 | - | - | 26 | 43.2 |
| Monarch Airlines | 120 | 92 | 198 | 10 133 | 21 598 | 13 713 | 63.5 | - | 1 973 | 1 152 | - | 1 | 1 151 | 58.4 |
| Novair International | 38 | 9 | 51 | 1 204 | 14 388 | 9 004 | 62.6 | - | 1 325 | 720 | - | - | 720 | 54.3 |
| Orion Airways | 106 | 76 | 181 | 9 138 | 15 818 | 13 098 | 82.8 | - | 1 489 | 1 048 | - | - | 1 048 | 70.4 |
| Paramount Airways | 29 | 25 | 50 | 3 508 | 4 833 | 4 063 | 84.1 | - | 425 | 357 | - | - | 357 | 84.0 |
| Peregrine Air Services | 496 | 1 243 | 1 428 | 12 885 | 10 027 | 4 947 | 49.3 | 78 | 945 | 436 | 41 | - | 395 | 46.2 |
| Scottish European Airways | 6 | 18 | 19 | 643 | 252 | 207 | 82.2 | - | 20 | 16 | - | - | 16 | 82.1 |
| Westair International | 21 | 37 | 64 | - | - | - | - | 88 | 138 | 50 | - | 50 | - | 36.5 |
| Total | 5 560 | 13 313 | 15 685 | 436 535 | 376 664 | 272 661 | 72.4 | 13 684 | 42 853 | 28 022 | 3 331 | 2 005 | 22 687 | 65.4 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes exempt sub-charter operations

International Exempt Operations 1988 (a) (b)

Table 1.12.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|-----------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Bridge Carriers | 52 | 99 | 137 | - | - | - | - | 1 834 | 982 | 957 | - | 957 | - | 97.5 |
| Air Europe | 21 | 9 | 30 | 1 061 | 4 081 | 3 747 | 91.8 | - | 411 | 300 | - | - | 300 | 72.9 |
| Air UK | 4 | 9 | 13 | 230 | 94 | 83 | 88.4 | 11 | 19 | 12 | - | 4 | 8 | 62.0 |
| Air UK Leisure | 26 | 25 | 47 | 2 275 | 3 496 | 2 602 | 74.4 | - | 331 | 221 | - | - | 221 | 66.8 |
| Amber Airways | 17 | 18 | 29 | 1 375 | 2 147 | 1 632 | 76.0 | - | 193 | 122 | - | - | 122 | 63.4 |
| Anglo Baltic Airlines+Hot Air | 26 | 38 | 69 | 1 828 | 1 916 | 1 301 | 67.9 | - | 168 | 104 | - | - | 104 | 62.0 |
| Atlantic Air Transport | 5 | 10 | 20 | 34 | 238 | 146 | 61.2 | - | 27 | 11 | - | - | 11 | 40.2 |
| Birmingham Executive Airways | 26 | 36 | 72 | 699 | 632 | 519 | 82.1 | - | 47 | 39 | - | - | 39 | 82.1 |
| Britannia Airways | 1 132 | 1 498 | 2 138 | 171 108 | 149 370 | 124 650 | 83.5 | 27 | 12 721 | 10 652 | 14 | 43 | 10 594 | 83.7 |
| British Air Ferries | 187 | 457 | 681 | 4 050 | 4 470 | 2 243 | 50.2 | 710 | 1 044 | 457 | 220 | 50 | 186 | 43.7 |
| British Airways | 7 | 8 | 14 | 602 | 1 038 | 600 | 57.8 | 4 | 120 | 58 | - | 4 | 53 | 48.1 |
| British Island Airways | 92 | 88 | 165 | 6 205 | 10 440 | 6 898 | 66.1 | - | 918 | 551 | - | - | 551 | 60.0 |
| British Midland | 47 | 50 | 87 | 3 568 | 4 596 | 3 427 | 74.6 | - | 460 | 267 | - | - | 267 | 58.2 |
| Brymon Airways | 15 | 29 | 52 | 810 | 658 | 425 | 64.6 | - | 67 | 34 | - | - | 34 | 50.6 |
| Caledonian Airways | 12 | 8 | 21 | 1 940 | 4 295 | 2 961 | 68.9 | - | 400 | 252 | - | - | 252 | 62.9 |
| Channel Express (Air Svcs) | 2 | 5 | 8 | 76 | 32 | 24 | 76.0 | 10 | 10 | 5 | 3 | - | 2 | 47.6 |
| Dan Air | 127 | 135 | 244 | 11 687 | 17 423 | 12 516 | 71.8 | 1 | 1 396 | 1 001 | - | - | 1 001 | 71.7 |
| GB Airways T/A Gibair | 5 | 8 | 14 | 114 | 351 | 68 | 19.4 | - | 24 | 12 | - | - | 12 | 50.6 |
| Heavylift Cargo Airlines | 53 | 39 | 145 | - | - | - | - | 444 | 1 785 | 695 | - | 695 | - | 38.9 |
| Loganair | 1 | 2 | 3 | 139 | 146 | 101 | 69.5 | - | 13 | 9 | - | - | 9 | 69.4 |
| London City Airways | 2 | 6 | 8 | 176 | 103 | 69 | 66.7 | - | 11 | 5 | - | - | 5 | 48.2 |
| Manx Airlines | 2 | 2 | 3 | 156 | 131 | 120 | 91.8 | - | 11 | 10 | - | - | 10 | 88.6 |
| Marine+Av Management Int | 8 | 8 | 13 | 48 | 95 | 56 | 59.3 | - | 7 | 4 | - | - | 4 | 59.2 |
| McAlpine Aviation | 31 | 24 | 48 | 236 | 557 | 302 | 54.1 | - | 59 | 25 | - | - | 25 | 42.8 |
| Monarch Airlines | 118 | 86 | 192 | 9 440 | 21 238 | 13 483 | 63.5 | - | 1 940 | 1 133 | - | 1 | 1 132 | 58.4 |
| Novair International | 38 | 9 | 51 | 1 204 | 14 388 | 9 004 | 62.6 | - | 1 325 | 720 | - | - | 720 | 54.3 |
| Orion Airways | 103 | 69 | 173 | 8 380 | 15 315 | 12 732 | 83.1 | - | 1 442 | 1 019 | - | - | 1 019 | 70.7 |
| Paramount Airways | 29 | 25 | 50 | 3 508 | 4 833 | 4 063 | 84.1 | - | 425 | 357 | - | - | 357 | 84.0 |
| Peregrine Air Services | 121 | 217 | 327 | 756 | 1 008 | 576 | 57.1 | 77 | 230 | 87 | 40 | - | 46 | 37.7 |
| Scottish European Airways | 2 | 6 | 8 | 140 | 102 | 64 | 62.2 | - | 8 | 5 | - | - | 5 | 61.5 |
| Westair International | 21 | 37 | 64 | - | - | - | - | 88 | 138 | 50 | - | 50 | - | 36.5 |
| Total | 2 331 | 3 060 | 4 927 | 231 845 | 263 195 | 204 411 | 77.7 | 3 205 | 26 734 | 19 174 | 278 | 1 806 | 17 090 | 71.7 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations 1988 (a) (b)

Table 1.12.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|-----------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air UK | 1 | 2 | 1 | 64 | 23 | 17 | 76.2 | - | 2 | 1 | - | - | 1 | 61.1 |
| Air UK Leisure | 1 | 2 | 2 | 172 | 67 | 44 | 66.2 | - | 6 | 4 | - | - | 4 | 59.3 |
| Amber Airways | 3 | 5 | 6 | 617 | 348 | 327 | 93.8 | - | 31 | 25 | - | - | 25 | 78.3 |
| Anglo Baltic Airlines+Hot Air | 4 | 18 | 16 | 950 | 326 | 249 | 76.4 | - | 29 | 19 | - | - | 19 | 67.7 |
| Atlantic Air Transport | - | 4 | 2 | 254 | 19 | 18 | 94.0 | - | 2 | 1 | - | - | 1 | 63.2 |
| Birmingham Executive Airways | 3 | 9 | 9 | 142 | 63 | 41 | 65.6 | - | 5 | 3 | - | - | 3 | 66.1 |
| Britannia Airways | 6 | 18 | 17 | 1 906 | 808 | 644 | 79.7 | - | 69 | 55 | - | - | 55 | 79.5 |
| British Air Ferries | 903 | 2 982 | 2 785 | 115 270 | 63 031 | 34 917 | 55.4 | 407 | 5 675 | 3 015 | 5 | 112 | 2 898 | 53.1 |
| British Airways | 7 | 30 | 27 | 994 | 370 | 246 | 66.6 | 2 | 36 | 23 | - | 1 | 22 | 63.4 |
| British International Helis | - | 19 | 4 | 758 | 8 | 7 | 90.7 | - | 1 | 1 | - | - | 1 | 55.5 |
| British Island Airways | 8 | 26 | 22 | 1 651 | 960 | 510 | 53.1 | - | 83 | 41 | - | - | 41 | 49.0 |
| British Midland | 9 | 19 | 20 | 1 259 | 794 | 593 | 74.7 | 1 | 83 | 47 | - | - | 46 | 56.5 |
| Brymon Airways | 456 | 1 141 | 1 488 | 39 235 | 20 988 | 15 673 | 74.7 | 124 | 2 281 | 1 334 | - | 50 | 1 284 | 58.5 |
| Business Air Limited | - | 2 | 1 | - | - | - | - | 6 | 1 | 1 | 1 | - | - | 61.0 |
| Channel Express (Air Svcs) | 459 | 2 112 | 1 895 | 209 | 55 | 46 | 83.7 | 4 796 | 2 528 | 1 404 | 1 388 | 13 | 3 | 55.5 |
| Dan Air | 688 | 2 193 | 2 407 | 25 885 | 14 852 | 9 339 | 62.9 | 3 997 | 3 027 | 1 872 | 1 102 | 23 | 747 | 61.9 |
| Inter European Airways | 3 | 8 | 7 | 814 | 387 | 265 | 68.4 | - | 35 | 20 | - | - | 20 | 57.6 |
| Jersey European Airways | - | 2 | 1 | 80 | 11 | 8 | 76.9 | - | 1 | 1 | - | - | 1 | 60.0 |
| Loganair | 289 | 601 | 914 | 178 | 196 | 80 | 41.0 | 1 144 | 1 404 | 564 | 557 | - | 7 | 40.2 |
| London City Airways | 2 | 4 | 7 | 129 | 101 | 96 | 95.0 | - | 11 | 7 | - | - | 7 | 69.2 |
| Marine+Av Management Int | 2 | 4 | 3 | 22 | 23 | 10 | 43.6 | - | 2 | 1 | - | - | 1 | 46.0 |
| McAlpine Aviation | - | 1 | 1 | 18 | 8 | 8 | 100.0 | - | 1 | 1 | - | - | 1 | 73.7 |
| Monarch Airlines | 2 | 6 | 6 | 693 | 359 | 230 | 64.1 | - | 33 | 19 | - | - | 19 | 59.1 |
| Orion Airways | 3 | 7 | 8 | 758 | 502 | 366 | 72.8 | - | 47 | 29 | - | - | 29 | 62.0 |
| Peregrine Air Services | 375 | 1 026 | 1 101 | 12 129 | 9 019 | 4 371 | 48.5 | 1 | 715 | 350 | - | - | 349 | 48.9 |
| Scottish European Airways | 3 | 12 | 12 | 503 | 150 | 143 | 95.8 | - | 12 | 11 | - | - | 11 | 96.2 |
| Total | 3 229 | 10 253 | 10 758 | 204 690 | 113 468 | 68 250 | 60.1 | 10 478 | 16 120 | 8 848 | 3 053 | 199 | 5 597 | 54.9 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes exempt sub-charter operations

Sub Charter Operations Performed Under Class 5 Licences 1988

Table 1.13.1

| | Aircraft | | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | |
|-------------------------------|--------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | -Km (000) | Stage Flights | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | As % of Avail |
| Air UK Leisure | 244 | 533 | 523 | .. | 31 731 | 14 722 | 46.4 | .. | 3 002 | 1 251 | - | - | 1 251 | 41.7 |
| Anglo Baltic Airlines+Hot Air | 9 | 30 | 29 | .. | 678 | 334 | 49.3 | .. | 60 | 27 | - | - | 27 | 45.1 |
| Britannia Airways | 364 | 212 | 583 | .. | 47 321 | 28 913 | 61.1 | .. | 4 023 | 2 647 | 66 | 123 | 2 458 | 65.8 |
| British Air Ferries | 649 | 1 525 | 2 051 | .. | 41 992 | 31 434 | 74.9 | .. | 4 229 | 2 983 | - | 378 | 2 605 | 70.5 |
| British Midland | 100 | 399 | 384 | .. | 4 490 | 1 950 | 43.4 | .. | 559 | 159 | - | 3 | 156 | 28.4 |
| Business Air Limited | 138 | 583 | 511 | .. | 1 926 | 843 | 43.8 | .. | 179 | 70 | - | - | 70 | 39.0 |
| Caledonian Airways | 1 329 | 759 | 2 147 | .. | 168 373 | 120 998 | 71.9 | .. | 15 959 | 10 641 | 185 | 259 | 10 198 | 66.7 |
| City Airways | 63 | 210 | 232 | .. | 1 716 | 1 007 | 58.7 | .. | 147 | 78 | - | - | 78 | 53.3 |
| Dan Air | 42 | 99 | 112 | .. | 3 981 | 3 517 | 88.3 | .. | 318 | 281 | - | - | 281 | 88.5 |
| Monarch Airlines | 29 | 6 | 39 | .. | 6 621 | 3 211 | 48.5 | .. | 610 | 270 | - | - | 270 | 44.3 |
| Peregrine Air Services | 520 | 1 965 | 1 839 | .. | 10 349 | 6 879 | 66.5 | .. | 834 | 553 | - | - | 553 | 66.2 |
| Total | 3 488 | 6 321 | 8 449 | .. | 319 178 | 213 808 | 67.0 | .. | 29 919 | 18 960 | 251 | 763 | 17 946 | 63.4 |

Exempt Sub Charter Operations Performed For UK Operators 1988

Table 1.13.2

| | Aircraft | | Aircraft | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | |
|-------------------------------|----------|---------|----------|-----------|---------|---------|-------|----------|----------|-----------------------|-------|--------|-----------|-------|
| | -Km | Stage | | | | Used | % of | | | Total | Mail | Cargo | Passenger | As |
| | (000) | Flights | Hours | Uplifted | (000) | (000) | Avail | Uplifted | (000) | (000) | (000) | (000) | (000) | % of |
| | | | | | | | | Tonnes | | | | | | Avail |
| Air Europe | 90 | 181 | 203 | .. | 14 653 | 8 524 | 58.2 | .. | 1 446 | 693 | 7 | 4 | 682 | 47.9 |
| Air Foyle | - | 2 | 1 | .. | - | - | - | .. | - | - | - | - | - | 100.0 |
| Air UK | 3 | 7 | 7 | .. | 257 | 227 | 88.3 | .. | 23 | 19 | - | - | 19 | 82.3 |
| Air UK Leisure | 77 | 69 | 132 | .. | 10 308 | 7 594 | 73.7 | .. | 976 | 645 | - | - | 645 | 66.1 |
| Air 2000 | 54 | 25 | 80 | .. | 12 421 | 9 611 | 77.4 | .. | 1 070 | 816 | - | - | 816 | 76.3 |
| Airways Intl Cymru | 6 | 6 | 11 | .. | 735 | 652 | 88.7 | .. | 66 | 49 | - | - | 49 | 73.9 |
| Amber Airways | 76 | 56 | 125 | .. | 9 909 | 9 104 | 91.9 | .. | 872 | 684 | - | - | 684 | 78.5 |
| Anglo Baltic Airlines+Hot Air | 6 | 17 | 20 | .. | 466 | 307 | 65.8 | .. | 41 | 24 | - | - | 24 | 59.6 |
| Anglo Cargo | 321 | 84 | 432 | .. | - | - | - | .. | 13 168 | 8 985 | - | 8 985 | - | 68.2 |
| Atlantic Air Transport | 121 | 367 | 476 | .. | 828 | 450 | 54.3 | .. | 728 | 391 | 22 | 334 | 34 | 53.6 |
| Berlin European UK | 231 | 107 | 353 | .. | 34 127 | 21 903 | 64.2 | .. | 2 935 | 1 911 | - | - | 1 911 | 65.1 |
| Britannia Airways | 266 | 203 | 448 | .. | 39 816 | 31 751 | 79.7 | .. | 3 447 | 2 705 | - | 10 | 2 696 | 78.5 |
| British Air Ferries | 546 | 1 565 | 1 892 | .. | 19 159 | 10 152 | 53.0 | .. | 3 467 | 1 782 | 140 | 800 | 842 | 51.4 |
| British Airways | 80 | 115 | 158 | .. | 13 322 | 9 348 | 70.2 | .. | 1 553 | 780 | - | 1 | 780 | 50.2 |
| British Caledonian Airways | 62 | 7 | 74 | .. | 14 461 | 10 795 | 74.7 | .. | 2 252 | 1 448 | 37 | 408 | 1 003 | 64.3 |
| British Island Airways | 318 | 591 | 627 | .. | 33 116 | 16 959 | 51.2 | .. | 2 951 | 1 361 | 2 | 3 | 1 356 | 46.1 |
| British Midland | 101 | 324 | 329 | .. | 5 209 | 1 836 | 35.3 | .. | 666 | 176 | - | 33 | 143 | 26.5 |
| Brymon Airways | 53 | 194 | 211 | .. | 2 453 | 1 446 | 59.0 | .. | 266 | 119 | - | - | 119 | 44.6 |
| Caledonian Airways | 739 | 488 | 1 218 | .. | 137 810 | 106 252 | 77.1 | .. | 13 171 | 9 181 | 82 | 112 | 8 987 | 69.7 |
| Capital Airlines | 15 | 54 | 48 | .. | 586 | 385 | 65.7 | .. | 59 | 32 | - | - | 32 | 54.3 |
| Channel Express (Air Svcs) | 7 | 24 | 25 | .. | 364 | 184 | 50.6 | .. | 40 | 13 | - | - | 13 | 32.1 |
| Connectair | 5 | 14 | 19 | .. | 161 | 134 | 83.3 | .. | 14 | 10 | - | - | 10 | 70.5 |
| Dan Air | 147 | 112 | 240 | .. | 21 994 | 17 995 | 81.8 | .. | 1 760 | 1 442 | 1 | 2 | 1 439 | 81.9 |
| Euroair Transport | 15 | 29 | 52 | .. | 658 | 425 | 64.6 | .. | 67 | 34 | - | - | 34 | 50.6 |
| Guernsey Airlines | - | 3 | 2 | .. | 13 | 8 | 63.5 | .. | 1 | 1 | - | - | 1 | 59.3 |
| Heavylift Cargo Airlines | 5 | 9 | 14 | .. | - | - | - | .. | 145 | 69 | - | 69 | - | 47.6 |
| Inter European Airways | 18 | 12 | 31 | .. | 2 655 | 1 963 | 73.9 | .. | 236 | 147 | - | - | 147 | 62.6 |
| Jersey European Airways | 62 | 391 | 222 | .. | 1 589 | 886 | 55.8 | .. | 150 | 72 | - | 2 | 70 | 48.2 |
| Loganair | 91 | 218 | 322 | .. | 4 112 | 3 501 | 85.1 | .. | 397 | 317 | 2 | - | 315 | 79.9 |
| London City Airways | 1 | 2 | 3 | .. | 41 | 17 | 40.9 | .. | 4 | 1 | - | - | 1 | 29.8 |
| Manx Airlines | 2 | 4 | 6 | .. | 56 | 46 | 81.9 | .. | 5 | 4 | - | - | 4 | 65.6 |
| Monarch Airlines | 144 | 78 | 221 | .. | 27 480 | 23 036 | 83.8 | .. | 2 506 | 1 936 | - | - | 1 936 | 77.2 |
| Novair International | 14 | 8 | 21 | .. | 5 376 | 3 958 | 73.6 | .. | 495 | 317 | - | - | 317 | 63.9 |
| Orion Airways | 315 | 453 | 601 | .. | 45 562 | 26 718 | 58.6 | .. | 4 282 | 2 140 | - | 3 | 2 136 | 50.0 |
| Paramount Airways | 294 | 398 | 568 | .. | 48 530 | 34 008 | 70.1 | .. | 4 259 | 2 982 | - | 1 | 2 982 | 70.0 |
| Peregrine Air Services | 31 | 203 | 128 | .. | 567 | 286 | 50.4 | .. | 46 | 23 | - | - | 23 | 51.0 |
| Ryanair-Europe | - | 1 | 1 | .. | 45 | 26 | 58.7 | .. | 4 | 2 | - | - | 2 | 58.7 |
| Scottish European Airways | 6 | 28 | 25 | .. | 281 | 156 | 55.5 | .. | 22 | 13 | 1 | - | 12 | 57.8 |
| Tal Air | 1 | 2 | 4 | .. | 17 | 7 | 39.3 | .. | 1 | 1 | - | - | 1 | 37.5 |
| Tradewinds Airways | 1 | 3 | 3 | .. | - | - | - | .. | 60 | 33 | - | 33 | - | 54.9 |
| Westair International | 5 | 21 | 13 | .. | - | - | - | .. | 25 | 11 | 1 | 10 | - | 45.5 |
| Total | 4 329 | 6 475 | 9 365 | .. | 509 135 | 360 650 | 70.8 | .. | 63 678 | 41 370 | 296 | 10 810 | 30 264 | 65.0 |

Exempt Sub Charter Operations Performed For Non UK Operators 1988

Table 1.13.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|-------------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Air Bridge Carriers | 396 | 633 | 864 | .. | - | - | - | .. | 7 528 | 3 995 | - | 3 995 | - | 53.1 | |
| Air Europe | 60 | 31 | 90 | .. | 13 389 | 12 255 | 91.5 | .. | 1 270 | 981 | - | - | 981 | 77.2 | |
| Air Foyle | 42 | 55 | 87 | .. | - | - | - | .. | 443 | 133 | - | 133 | - | 30.1 | |
| Air UK | 7 | 43 | 35 | .. | 312 | 131 | 42.1 | .. | 32 | 13 | - | 2 | 11 | 40.9 | |
| Air 2000 | 4 | 2 | 6 | .. | 863 | 321 | 37.2 | .. | 74 | 28 | - | - | 28 | 37.2 | |
| Amber Airways | 263 | 157 | 394 | .. | 34 143 | 19 473 | 57.0 | .. | 2 576 | 1 477 | - | - | 1 477 | 57.3 | |
| Anglo Baltic Airlines+Hot Air | 211 | 849 | 642 | .. | 15 642 | 6 085 | 38.9 | .. | 1 367 | 501 | - | 12 | 489 | 36.6 | |
| Anglo Cargo | 1 181 | 571 | 1 715 | .. | - | - | - | .. | 33 247 | 19 027 | - | 19 027 | - | 57.2 | |
| Atlantic Air Transport | 23 | 50 | 78 | .. | 897 | 518 | 57.7 | .. | 102 | 41 | - | - | 41 | 40.7 | |
| Britannia Airways | 121 | 165 | 232 | .. | 24 332 | 18 723 | 76.9 | .. | 2 073 | 1 595 | - | 3 | 1 592 | 76.9 | |
| British Air Ferries | 61 | 122 | 225 | .. | 2 894 | 1 805 | 62.3 | .. | 272 | 151 | - | 1 | 150 | 55.6 | |
| British Airways | 104 | 72 | 159 | .. | 14 147 | 8 360 | 59.1 | .. | 1 487 | 749 | - | 5 | 744 | 50.4 | |
| British Island Airways | 23 | 42 | 48 | .. | 2 684 | 2 048 | 76.3 | .. | 226 | 164 | - | - | 164 | 72.5 | |
| British Midland | 1 | 2 | 3 | .. | 31 | 20 | 65.3 | .. | 3 | 2 | - | - | 2 | 63.8 | |
| Caledonian Airways | 25 | 35 | 51 | .. | 5 648 | 3 056 | 54.1 | .. | 526 | 260 | - | - | 260 | 49.5 | |
| Capital Airlines | - | 1 | 1 | .. | 10 | 7 | 71.1 | .. | 1 | 1 | - | - | 1 | 57.9 | |
| Dan Air | 77 | 125 | 153 | .. | 12 217 | 9 455 | 77.4 | .. | 978 | 757 | - | - | 757 | 77.3 | |
| Euroair Transport | 8 | 22 | 33 | .. | 370 | 224 | 60.6 | .. | 38 | 18 | - | - | 18 | 47.4 | |
| Heavylift Cargo Airlines | 109 | 46 | 262 | .. | - | - | - | .. | 3 625 | 1 066 | 60 | 1 005 | - | 29.4 | |
| Inter European Airways | 2 | 2 | 3 | .. | 239 | 218 | 90.9 | .. | 21 | 16 | - | - | 16 | 77.7 | |
| Monarch Airlines | 971 | 1 563 | 2 142 | .. | 167 608 | 88 739 | 52.9 | .. | 15 282 | 7 460 | - | 2 | 7 458 | 48.8 | |
| Novair International | 87 | 84 | 141 | .. | 32 978 | 20 165 | 61.1 | .. | 3 037 | 1 662 | - | 48 | 1 614 | 54.7 | |
| Orion Airways | 40 | 63 | 82 | .. | 8 791 | 6 800 | 77.4 | .. | 826 | 544 | - | - | 544 | 65.8 | |
| Paramount Airways | 245 | 163 | 392 | .. | 40 392 | 29 652 | 73.4 | .. | 3 553 | 2 609 | - | - | 2 609 | 73.4 | |
| Ryanair-Europe | 430 | 957 | 1 008 | .. | 44 700 | 28 912 | 64.7 | .. | 3 935 | 2 605 | - | 61 | 2 544 | 66.2 | |
| Tradewinds Airways | 302 | 114 | 444 | .. | - | - | - | .. | 12 687 | 8 008 | 67 | 7 942 | - | 63.1 | |
| Total | 4 791 | 5 969 | 9 287 | .. | 422 286 | 256 967 | 60.9 | .. | 95 209 | 53 862 | 127 | 32 237 | 21 497 | 56.6 | |

Aircraft Type and Utilisation: All Airlines
1988 (a) (b) (c)

Table 1.14.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1988 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1988 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 10 329 | 10 | 38 036 | 31 | 42 475 | 39 | 447 254 | 120 919 | 38 | 3.1 |
| AEROSPATIALE SA365 DAUPHIN | 3 391 | 48 | 90 271 | 1 521 | 14 001 | 198 | 372 450 | 14 350 | 14 | 2.9 |
| AIRBUS A300B4/100/200 | 9 573 | - | 4 836 | - | 14 596 | - | 1 434 976 | 2 894 927 | 4 | 10.6 |
| AIRBUS A320-100/200 | 2 342 | - | 2 074 | - | 4 150 | - | 173 918 | 212 129 | 4 | 6.6 |
| BAC/AEROSPATIALE CONCORDE | 10 793 | - | 2 314 | - | 7 789 | - | 115 743 | 612 871 | 7 | 3.2 |
| BAE (H.P.) JETSTREAM 31 | 2 276 | - | 3 064 | - | 6 881 | - | 20 378 | 14 857 | 4 | 4.6 |
| BAE (HS) 125 | - | - | - | - | - | - | - | - | 8 | - |
| BAE (HS) 748 | 9 354 | 462 | 32 154 | 1 665 | 33 255 | 1 683 | 728 549 | 269 170 | 23 | 4.7 |
| BAE 146 SERIES 100 | 4 722 | - | 9 348 | - | 10 749 | - | 349 192 | 279 722 | 4 | 7.3 |
| BAE 146 SERIES 200/QT | 3 268 | 1 667 | 7 922 | 3 499 | 7 668 | 3 630 | 374 098 | 182 500 | 6 | 6.2 |
| BAE(BAC)1-11-200 SERIES | 1 826 | - | 3 049 | - | 4 037 | - | 90 859 | 103 274 | 2 | 5.5 |
| BAE(BAC)1-11-300/400/475 | 12 905 | 552 | 18 188 | 477 | 25 579 | 908 | 746 119 | 746 106 | 9 | 5.3 |
| BAE(BAC)1-11-500 SERIES | 49 909 | 232 | 71 675 | 410 | 103 105 | 515 | 4 711 475 | 3 916 850 | 50 | 5.7 |
| BEECH KINGAIR 90/100 | 6 | - | 40 | - | 29 | - | - | 24 | 1 | 0.1 |
| BEECHCRAFT 200 SUPER KING AIR | 305 | - | 1 112 | - | 794 | - | 4 824 | 1 334 | 1 | 0.8 |
| BELL MODEL 214ST | 746 | - | 4 050 | - | 3 110 | - | 42 193 | 7 955 | 3 | 2.3 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | 3 | - |
| BELL 206L LONG RANGER | - | - | - | - | - | - | - | - | - | - |
| BELL 212 | 1 375 | - | 39 060 | - | 9 165 | - | 170 407 | 5 999 | 8 | 2.9 |
| BELL 412 | 38 | - | 332 | - | 162 | - | 2 097 | 240 | 1 | 1.8 |
| BOEING 707-320C/336 | - | 2 771 | - | 755 | - | 3 716 | - | - | 2 | 5.7 |
| BOEING 727-100/100C | 4 694 | - | 3 162 | - | 7 224 | - | 357 612 | 595 797 | 3 | 6.7 |
| BOEING 727-200/200 ADVANCED | 16 356 | - | 8 435 | - | 23 697 | - | 1 332 614 | 2 711 686 | 6 | 9.4 |
| BOEING 737-200 | 143 324 | 6 | 117 775 | 16 | 248 332 | 15 | 10 323 241 | 14 384 028 | 78 | 8.6 |
| BOEING 737-300 | 54 847 | 1 | 37 015 | 2 | 89 988 | 2 | 3 958 853 | 6 827 652 | 33 | 10.8 |
| BOEING 737-400 | 709 | - | 989 | - | 1 453 | - | 87 435 | 71 042 | 4 | 6.8 |
| BOEING 747-100/100F | 56 586 | 5 | 12 177 | 1 | 73 412 | 6 | 2 121 450 | 15 341 575 | 16 | 12.5 |
| BOEING 747-200 | 76 071 | 41 | 14 113 | 6 | 98 317 | 49 | 2 574 211 | 20 508 367 | 20 | 13.0 |
| BOEING 747-200B COMBI | 16 631 | - | 3 241 | - | 21 511 | - | 527 024 | 4 000 422 | 6 | 11.7 |
| BOEING 757-200 | 79 524 | 58 | 72 567 | 93 | 136 870 | 109 | 10 134 761 | 13 177 671 | 44 | 8.4 |
| BOEING 767-200 | 15 720 | - | 8 147 | - | 24 798 | - | 1 973 842 | 3 866 038 | 7 | 11.6 |
| BOEING-VERTOL MOD.234 CHINOOK | - | - | 19 | - | 4 | - | 758 | 7 | 3 | - |
| BRITISH AEROSPACE ATP | 1 274 | - | 4 138 | - | 4 571 | - | 141 606 | 48 885 | 5 | 5.8 |
| CANADAIIR CL-44 | - | 446 | - | 153 | - | 909 | - | - | 1 | 2.5 |
| CESSNA 310 | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 TITAN | 273 | - | 1 180 | - | 1 108 | - | 3 532 | 1 920 | 3 | 1.0 |
| DE HAVILLAND DHC-6 TWIN OTTER | 2 288 | - | 12 910 | - | 11 483 | - | 118 615 | 24 515 | 6 | 4.6 |
| DE HAVILLAND DHC-7 DASH-7 | 4 436 | - | 14 841 | - | 15 773 | - | 278 671 | 98 623 | 8 | 6.2 |
| DORNIER 228-100/200 | 464 | - | 1 771 | - | 1 636 | - | 9 272 | 2 663 | 1 | 4.5 |
| DOUGLAS DC3/C47 DAKOTA | 28 | 148 | 150 | 553 | 127 | 668 | 3 669 | 700 | 5 | 0.6 |
| DOUGLAS DC6/6A/6B/6C | - | 39 | - | 74 | - | 114 | - | - | 1 | 0.5 |

Aircraft Type and Utilisation: All Airlines
1988

Table 1.14.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1988 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1988 |
|--------------------------------|--------------------|----------------|---------------|--------|----------------|--------|------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Passengers Uplifted | | | |
| EMBRAER EMB110 BANDEIRANTE | 965 | 3 | 3 322 | 6 | 3 212 | 9 | 12 007 | 5 507 | 6 | 1.6 |
| FOKKER F27 100-600 | 13 578 | 449 | 47 160 | 1 027 | 46 648 | 1 437 | 1 152 163 | 359 615 | 18 | 6.3 |
| GULF AMERICAN GULFSTREAM I | 3 377 | 80 | 5 425 | 153 | 9 122 | 217 | 48 193 | 43 784 | 7 | 4.1 |
| GULF AMERICAN GULFSTREAM II | 10 | - | 12 | - | 16 | - | 70 | 66 | - | 0.1 |
| HANDLEY PAGE HERALD 200 | 196 | 1 650 | 499 | 6 844 | 716 | 6 846 | 2 012 | 4 909 | 11 | 2.7 |
| LOCKHEED L-1011-1/100 TRISTAR | 15 665 | 28 | 9 565 | 5 | 24 471 | 42 | 2 300 812 | 3 915 167 | 7 | 8.1 |
| LOCKHEED L1011-200 TRISTAR | 23 621 | 7 | 7 275 | 4 | 32 909 | 11 | 722 697 | 3 790 257 | 8 | 11.2 |
| LOCKHEED L1011-500 TRISTAR | 1 026 | - | 302 | - | 1 378 | - | 25 126 | 144 699 | - | 9.6 |
| MBB BO105 | 108 | - | 4 194 | - | 539 | - | 5 705 | 142 | 8 | 0.2 |
| MCDONNELL-DOUGLAS DC10-10 | 6 529 | - | 2 847 | - | 9 199 | - | 875 209 | 2 180 392 | 3 | 8.4 |
| MCDONNELL-DOUGLAS DC10-30 | 26 741 | 42 | 5 512 | 7 | 34 127 | 54 | 525 906 | 3 540 331 | 8 | 11.7 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 5 329 | - | 9 911 | - | 12 171 | - | 677 993 | 379 010 | 6 | 8.7 |
| MCDONNELL-DOUGLAS DC9-10/15 | 6 475 | - | 15 671 | - | 16 467 | - | 771 761 | 343 346 | 6 | 7.5 |
| MCDONNELL-DOUGLAS MD-80-83 | 12 182 | 2 | 6 215 | 1 | 18 380 | 2 | 823 058 | 1 774 718 | 5 | 10.5 |
| PILATUS BN-2A ISLANDER | 750 | - | 13 390 | 3 | 4 018 | 2 | 68 336 | 3 685 | 14 | 0.8 |
| PILATUS BN-2A MKIII TRISLANDER | 1 553 | - | 27 522 | - | 7 657 | - | 303 684 | 16 585 | 9 | 2.3 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 74 | 2 | 375 | 10 | 293 | 5 | 976 | 272 | 3 | 0.5 |
| SAAB FAIRCHILD 340 | 411 | - | 1 653 | 1 | 1 588 | 1 | 29 178 | 7 281 | - | 6.0 |
| SHORTS BELFAST | - | 1 004 | - | 511 | - | 2 442 | - | - | 3 | 2.2 |
| SHORTS 330 | 1 014 | 529 | 3 014 | 1 388 | 3 884 | 1 904 | 43 159 | 16 807 | 5 | 5.0 |
| SHORTS 360 | 11 063 | 304 | 50 526 | 1 130 | 45 486 | 1 173 | 1 007 405 | 238 554 | 25 | 5.3 |
| SIKORSKY S61N | 5 515 | 11 | 49 701 | 252 | 28 599 | 67 | 603 065 | 66 228 | 31 | 2.4 |
| SIKORSKY S76 SPIRIT | 2 788 | 22 | 30 914 | 177 | 11 363 | 83 | 147 778 | 13 669 | 20 | 1.5 |
| VICKERS VISCOUNT 800 | 2 657 | 875 | 9 653 | 2 303 | 8 651 | 2 755 | 294 942 | 114 471 | 14 | 2.4 |
| V953C MERCHANTMAN | - | 1 855 | - | 4 265 | - | 4 261 | - | - | 5 | 2.3 |
| WESTLAND 30 SRS 100 | 106 | - | 1 685 | - | 476 | - | 10 711 | 672 | 3 | 0.4 |
| TOTAL | 738 115 | 13 350 | 946 498 | 27 343 | 1 369 217 | 33 870 | 54 183 644 | 108 004 982 | 668 | 6.0 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes passengers uplifted on sub-charter operations and scheduled passengers uplifted by Dan Air for months of August to December 1988

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

Aircraft Type and Utilisation: Individual Airlines
1988 (a) (b) (c)

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily | |
|--------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|-----------|-------------|-------------|------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation | Per A/C |
| | (000) | (000) | | | | | Uplifted | (000) | Year Ended | (Hours) | Year Ended |
| | | | | | | | | | Dec 1988 | | Dec 1988 |
| AIR BRIDGE CARRIERS | | | | | | | | | | | |
| HANDLEY PAGE HERALD 200 | - | 59 | - | 220 | - | 213 | - | - | - | - | 1.8 |
| V953C MERCHANTMAN | - | 1 855 | - | 4 265 | - | 4 261 | - | - | 5 | - | 2.3 |
| TOTAL | - | 1 914 | - | 4 485 | - | 4 473 | - | - | 5 | - | 2.3 |
| AIR EUROPE | | | | | | | | | | | |
| BOEING 737-200 | 2 258 | - | 1 091 | - | 3 524 | - | 121 228 | 261 520 | - | - | 11.6 |
| BOEING 737-300 | 16 103 | - | 12 347 | - | 27 493 | - | 1 373 154 | 1 984 812 | 10 | - | 10.7 |
| BOEING 757-200 | 11 224 | - | 5 205 | - | 16 754 | - | 1 002 783 | 2 296 984 | 4 | - | 11.0 |
| TOTAL | 29 585 | - | 18 643 | - | 47 771 | - | 2 497 165 | 4 543 315 | 14 | - | 10.9 |
| AIR FOYLE | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | - | 1 667 | - | 3 499 | - | 3 630 | - | - | 2 | - | 5.0 |
| PIPER PA-31/31P NAVAJO CHIEFTN | - | - | - | 2 | - | 1 | - | - | - | - | - |
| TOTAL | - | 1 668 | - | 3 501 | - | 3 631 | - | - | 2 | - | 4.0 |
| AIR FURNESS | | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 120 | - | 1 085 | - | 663 | - | 4 092 | 455 | - | - | 1.6 |
| TOTAL | 120 | - | 1 085 | - | 663 | - | 4 092 | 455 | - | - | 1.6 |
| AIR UK | | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 2 950 | - | 7 188 | - | 6 922 | - | 338 404 | 162 739 | 3 | - | 7.6 |
| BAE(BAC)1-11-300/400/475 | 186 | - | 399 | - | 367 | - | 8 785 | 6 480 | - | - | 3.0 |
| FOKKER F27 100-600 | 10 690 | 62 | 36 367 | 157 | 36 348 | 193 | 891 158 | 278 431 | 16 | - | 6.3 |
| SHORTS 360 | 1 177 | - | 5 103 | - | 4 975 | - | 64 757 | 19 225 | 2 | - | 4.7 |
| TOTAL | 15 003 | 62 | 49 057 | 157 | 48 611 | 193 | 1 303 104 | 466 875 | 21 | - | 6.2 |
| AIR UK LEISURE | | | | | | | | | | | |
| BOEING 737-200 | 2 613 | - | 2 153 | - | 4 407 | - | 170 726 | 281 143 | 1 | - | 10.0 |
| BOEING 737-400 | 222 | - | 142 | - | 359 | - | 15 637 | 27 634 | 1 | - | 5.5 |
| TOTAL | 2 835 | - | 2 295 | - | 4 766 | - | 186 363 | 308 776 | 2 | - | 9.4 |
| AIR 2000 | | | | | | | | | | | |
| BOEING 757-200 | 10 315 | - | 4 129 | - | 14 694 | - | 853 993 | 2 162 332 | 2 | - | 14.1 |
| TOTAL | 10 315 | - | 4 129 | - | 14 694 | - | 853 993 | 2 162 332 | 2 | - | 14.1 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1988 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1988 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| AIRWAYS INTL CYMRU | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 3 | - | 1 | - | 4 | - | 71 | 202 | - | - |
| BOEING 737-200 | 56 | - | 28 | - | 85 | - | 2 294 | 5 820 | - | 2.1 |
| BOEING 737-300 | - | - | - | - | - | - | - | - | - | - |
| TOTAL | 59 | - | 29 | - | 89 | - | 2 365 | 6 021 | - | 0.4 |
| AMBER AIRWAYS | | | | | | | | | | |
| BOEING 737-200 | 2 865 | - | 1 456 | - | 4 434 | - | 136 155 | 324 165 | 2 | 8.1 |
| TOTAL | 2 865 | - | 1 456 | - | 4 434 | - | 136 155 | 324 165 | 2 | 8.1 |
| ANGLO BALTIC AIRLINES-HOT AIR | | | | | | | | | | |
| VICKERS VISCOUNT 800 | 259 | 27 | 955 | 91 | 780 | 88 | 2 869 | 8 335 | 4 | 1.4 |
| TOTAL | 259 | 27 | 955 | 91 | 780 | 88 | 2 869 | 8 335 | 4 | 1.4 |
| ANGLO CARGO | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | - | 552 | - | 474 | - | 906 | - | - | 1 | 2.5 |
| BOEING 707-320C/336 | - | 1 511 | - | 352 | - | 2 010 | - | - | 1 | 5.5 |
| TOTAL | - | 2 063 | - | 826 | - | 2 915 | - | - | 2 | 4.0 |
| ATLANTIC AIR TRANSPORT | | | | | | | | | | |
| BAE (HS) 748 | 306 | - | 1 424 | - | 967 | - | 33 507 | 7 765 | 1 | 4.0 |
| CESSNA 310 | - | - | - | - | - | - | - | - | 1 | - |
| CESSNA 404 TITAN | 54 | - | 258 | - | 203 | - | 1 996 | 425 | 1 | 1.3 |
| DOUGLAS DC3/C47 DAKOTA | 28 | 127 | 150 | 449 | 127 | 564 | 3 669 | 700 | 3 | 0.6 |
| DOUGLAS DC6/6A/6B/6C | - | 39 | - | 74 | - | 114 | - | - | 1 | 0.5 |
| TOTAL | 387 | 166 | 1 832 | 523 | 1 297 | 678 | 39 172 | 8 891 | 7 | 1.0 |
| AURIGNY AIR SERVICES | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 47 | - | 739 | 2 | 226 | - | 2 825 | 171 | 2 | 0.3 |
| PILATUS BN-2A MKIII TRISLANDER | 1 553 | - | 27 522 | - | 7 657 | - | 303 684 | 16 585 | 9 | 0.8 |
| TOTAL | 1 600 | - | 28 261 | 2 | 7 882 | - | 306 509 | 16 756 | 11 | 1.9 |
| BERLIN EUROPEAN UK | | | | | | | | | | |
| BAE (H.P.) JETSTREAM 31 | 315 | - | 780 | - | 1 181 | - | 4 965 | 1 905 | 1 | 3.0 |
| BOEING 737-300 | 231 | - | 107 | - | 353 | - | - | 21 903 | 1 | 7.2 |
| TOTAL | 545 | - | 887 | - | 1 534 | - | 4 965 | 23 809 | 2 | 3.5 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily |
|-------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Year Ended | Per A/C |
| | | | | | | | | | Dec 1988 | (Hours) |
| | | | | | | | | | | Year Ended |
| | | | | | | | | | | Dec 1988 |
| BIRMINGHAM EXECUTIVE AIRWAYS | | | | | | | | | | |
| BAE (H.P.) JETSTREAM 31 | 1 961 | - | 2 284 | - | 5 701 | - | 15 413 | 12 952 | 3 | 5.2 |
| GULF AMERICAN GULFSTREAM I | 2 570 | - | 2 815 | - | 6 629 | - | 35 166 | 32 774 | 3 | 6.0 |
| TOTAL | 4 530 | - | 5 099 | - | 12 329 | - | 50 579 | 45 726 | 6 | 5.6 |
| BOND HELICOPTERS | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 2 114 | 10 | 7 134 | 31 | 8 452 | 39 | 61 742 | 18 293 | 7 | 3.3 |
| AEROSPATIALE SA365 DAUPHIN | 3 391 | 48 | 90 271 | 1 521 | 14 001 | 198 | 372 450 | 14 350 | 14 | 2.9 |
| MBB BO105 | 108 | - | 4 194 | - | 539 | - | 5 705 | 142 | 8 | 0.2 |
| SIKORSKY S76 SPIRIT | 1 318 | 22 | 11 480 | 177 | 5 086 | 83 | 58 949 | 6 616 | 7 | 2.0 |
| TOTAL | 6 931 | 80 | 113 079 | 1 729 | 28 079 | 320 | 498 846 | 39 401 | 36 | 2.2 |
| BRISTOW HELICOPTERS | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 6 944 | - | 25 335 | - | 28 935 | - | 319 486 | 87 540 | 26 | 3.0 |
| BELL 206B JET RANGER | - | - | - | - | - | - | - | - | 3 | - |
| BELL 212 | 1 375 | - | 39 060 | - | 9 165 | - | 170 407 | 5 999 | 8 | 2.9 |
| BELL 412 | 38 | - | 332 | - | 162 | - | 2 097 | 240 | 1 | 1.8 |
| SIKORSKY S61N | 2 021 | - | 14 657 | - | 12 249 | - | 173 407 | 23 915 | 15 | 2.1 |
| SIKORSKY S76 SPIRIT | 1 165 | - | 12 365 | - | 5 059 | - | 63 510 | 5 982 | 9 | 1.4 |
| TOTAL | 11 543 | - | 91 749 | - | 55 570 | - | 728 907 | 123 676 | 62 | 2.4 |
| BRITANNIA AIRWAYS | | | | | | | | | | |
| BOEING 737-200 | 61 682 | 4 | 35 060 | 14 | 98 834 | 12 | 4 029 415 | 7 227 659 | 26 | 10.3 |
| BOEING 767-200 | 15 720 | - | 8 147 | - | 24 798 | - | 1 973 842 | 3 866 038 | 7 | 11.6 |
| TOTAL | 77 403 | 4 | 43 207 | 14 | 123 632 | 12 | 6 003 257 | 11 093 697 | 33 | 10.5 |
| BRITISH AIR FERRIES | | | | | | | | | | |
| HANDLEY PAGE HERALD 200 | 187 | 309 | 468 | 910 | 683 | 1 218 | 1 727 | 4 654 | 2 | 2.6 |
| SHORTS 330 | 1 | - | 6 | - | 6 | - | 39 | 14 | - | 1.2 |
| VICKERS VISCOUNT 800 | 1 874 | 844 | 5 721 | 2 210 | 5 990 | 2 659 | 148 464 | 81 791 | 9 | 2.6 |
| TOTAL | 2 062 | 1 153 | 6 195 | 3 120 | 6 680 | 3 877 | 150 230 | 86 459 | 11 | 2.6 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1988 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1988 |
|---|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| BRITISH AIRWAYS AND CALEDONIAN AIRWAYS | | | | | | | | | | |
| AIRBUS A320-100/200 | 2 342 | - | 2 074 | - | 4 150 | - | 173 918 | 212 129 | 4 | 6.6 |
| BAC/AEROSPATIALE CONCORDE | 10 793 | - | 2 314 | - | 7 789 | - | 115 743 | 612 871 | 7 | 3.2 |
| BAE (HS) 748 | 5 924 | 106 | 23 105 | 394 | 21 584 | 388 | 559 444 | 170 682 | 12 | 5.5 |
| BAE(BAC)1-11-300/400/475 | 4 341 | - | 8 347 | - | 9 561 | - | 334 697 | 200 520 | - | 6.3 |
| BAE(BAC)1-11-500 SERIES | 22 455 | 148 | 43 307 | 262 | 52 277 | 336 | 2 593 603 | 1 353 424 | 34 | 4.7 |
| BOEING 737-200 | 60 668 | 2 | 71 091 | 2 | 116 518 | 3 | 5 111 461 | 4 747 222 | 45 | 7.2 |
| BOEING 737-300 | 516 | - | 758 | - | 1 089 | - | 55 172 | 39 822 | 3 | 6.0 |
| BOEING 747-100/100F | 56 586 | 5 | 12 177 | 1 | 73 412 | 6 | 2 121 450 | 15 341 575 | 16 | 12.5 |
| BOEING 747-200 | 64 805 | 13 | 12 235 | 2 | 84 003 | 15 | 2 067 364 | 17 134 562 | 18 | 13.1 |
| BOEING 747-200B COMBI | 15 997 | - | 3 125 | - | 20 659 | - | 516 922 | 3 907 144 | 6 | 11.9 |
| BOEING 757-200 | 38 820 | 58 | 54 156 | 93 | 77 391 | 109 | 6 508 172 | 4 772 427 | 32 | 6.9 |
| LOCKHEED L-1011-1/100 TRISTAR | 15 665 | 28 | 9 565 | 5 | 24 471 | 42 | 2 300 812 | 3 915 167 | 7 | 8.1 |
| LOCKHEED L1011-200 TRISTAR | 23 621 | 7 | 7 275 | 4 | 32 909 | 11 | 722 697 | 3 790 257 | 8 | 11.2 |
| LOCKHEED L1011-500 TRISTAR | 1 026 | - | 302 | - | 1 378 | - | 25 126 | 144 699 | - | 9.6 |
| MCDONNELL-DOUGLAS DC10-30 | 18 704 | 42 | 3 914 | 7 | 23 929 | 54 | 382 791 | 2 573 230 | 8 | 11.4 |
| 46 TOTAL | 342 265 | 409 | 253 745 | 770 | 551 120 | 964 | 23 589 372 | 58 915 731 | 200 | 7.9 |
| BRITISH CALEDONIAN AIRWAYS | | | | | | | | | | |
| BAE(BAC)1-11-500 SERIES | 3 508 | 84 | 7 099 | 146 | 8 218 | 177 | 406 696 | 195 790 | - | 5.8 |
| BOEING 747-200 | 3 728 | - | 662 | - | 4 851 | - | 84 962 | 684 197 | - | 11.7 |
| BOEING 747-200B COMBI | 634 | - | 116 | - | 852 | - | 10 102 | 93 278 | - | 8.2 |
| MCDONNELL-DOUGLAS DC10-30 | 8 037 | - | 1 598 | - | 10 198 | - | 143 115 | 967 101 | - | 12.3 |
| TOTAL | 15 907 | 84 | 9 475 | 146 | 24 119 | 177 | 644 875 | 1 940 366 | - | 8.7 |
| BRITISH INTERNATIONAL HELIS | | | | | | | | | | |
| AEROSPATIALE AS332 SUPER PUMA | 1 271 | - | 5 567 | - | 5 088 | - | 66 026 | 15 086 | 5 | 3.5 |
| BOEING-VERTOL MOD.234 CHINOOK | - | - | 19 | - | 4 | - | 758 | 7 | 3 | - |
| SIKORSKY S61N | 3 467 | 11 | 34 881 | 252 | 16 205 | 67 | 427 586 | 42 016 | 16 | 2.8 |
| SIKORSKY S76 SPIRIT | 305 | - | 7 069 | - | 1 218 | - | 25 319 | 1 071 | 4 | 0.8 |
| WESTLAND 30 SRS 100 | 106 | - | 1 685 | - | 476 | - | 10 711 | 672 | 3 | 0.4 |
| TOTAL | 5 149 | 11 | 49 221 | 252 | 22 990 | 67 | 530 400 | 58 851 | 31 | 2.1 |
| BRITISH ISLAND AIRWAYS | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 4 741 | - | 4 005 | - | 8 104 | - | 228 803 | 323 920 | 4 | 6.1 |
| BAE(BAC)1-11-500 SERIES | 5 920 | - | 4 696 | - | 10 328 | - | 426 643 | 593 483 | 4 | 7.1 |
| MCDONNELL-DOUGLAS MD-80-83 | 4 338 | 2 | 2 145 | 1 | 6 662 | 2 | 314 679 | 629 875 | 2 | 11.6 |
| TOTAL | 14 998 | 2 | 10 846 | 1 | 25 093 | 2 | 970 125 | 1 547 278 | 10 | 7.4 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1988 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1988 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| BRITISH MIDLAND | | | | | | | | | | |
| BOEING 737-300 | 3 508 | - | 5 153 | - | 7 201 | - | 433 534 | 323 254 | 2 | 9.8 |
| BOEING 737-400 | 425 | - | 806 | - | 994 | - | 66 931 | 35 273 | 2 | 8.5 |
| BRITISH AEROSPACE ATP | 1 236 | - | 3 995 | - | 4 465 | - | 137 468 | 47 636 | 3 | 6.7 |
| FOKKER F27 100-600 | 1 277 | 96 | 4 051 | 250 | 4 795 | 317 | 98 292 | 36 061 | - | 8.1 |
| MCDONNELL-DOUGLAS DC9 SRS 30 | 5 329 | - | 9 911 | - | 12 171 | - | 677 993 | 379 010 | 6 | 8.7 |
| MCDONNELL-DOUGLAS DC9-10/15 | 6 475 | - | 15 671 | - | 16 467 | - | 771 761 | 343 346 | 6 | 7.5 |
| SHORTS 360 | 723 | - | 4 711 | - | 4 093 | - | 98 939 | 15 144 | - | 7.0 |
| VICKERS VISCOUNT 800 | 132 | - | 378 | - | 418 | - | 11 339 | 4 590 | - | 2.9 |
| TOTAL | 19 105 | 96 | 44 676 | 250 | 50 605 | 317 | 2 296 257 | 1 184 314 | 19 | 7.9 |
| BRYMON AIRWAYS | | | | | | | | | | |
| DE HAVILLAND DHC-6 TWIN OTTER | 1 166 | - | 6 671 | - | 6 129 | - | 60 338 | 12 614 | 2 | 6.4 |
| DE HAVILLAND DHC-7 DASH-7 | 2 745 | - | 9 655 | - | 9 737 | - | 202 200 | 73 635 | 5 | 6.4 |
| TOTAL | 3 911 | - | 16 326 | - | 15 866 | - | 262 538 | 86 249 | 7 | 6.4 |
| BUSINESS AIR LIMITED | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 575 | - | 1 952 | - | 1 796 | - | 4 917 | 3 123 | 4 | 1.7 |
| SHORTS 360 | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 575 | - | 1 952 | - | 1 796 | - | 4 917 | 3 123 | 5 | 1.5 |
| CALEDONIAN HELICOPTERS | | | | | | | | | | |
| BELL MODEL 214ST | 746 | - | 4 050 | - | 3 110 | - | 42 193 | 7 955 | 3 | 2.3 |
| SIKORSKY S61N | 27 | - | 163 | - | 145 | - | 2 072 | 297 | - | 0.8 |
| TOTAL | 773 | - | 4 213 | - | 3 255 | - | 44 265 | 8 252 | 3 | 2.1 |
| CAPITAL AIRLINES | | | | | | | | | | |
| SHORTS 360 | 2 035 | - | 6 257 | - | 7 231 | - | 107 340 | 38 567 | 5 | 5.9 |
| TOTAL | 2 035 | - | 6 257 | - | 7 231 | - | 107 340 | 38 567 | 5 | 5.9 |
| CASAIR AVIATION | | | | | | | | | | |
| CESSNA 404 TITAN | 62 | - | 308 | - | 239 | - | 1 536 | 349 | - | 1.2 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 74 | - | 375 | - | 293 | - | 976 | 272 | - | 2.3 |
| TOTAL | 136 | - | 683 | - | 532 | - | 2 512 | 622 | - | 1.7 |
| CHANNEL EXPRESS (AIR SVCS) | | | | | | | | | | |
| HANDLEY PAGE HERALD 200 | 9 | 1 256 | 31 | 5 656 | 33 | 5 340 | 285 | 255 | 7 | 2.9 |
| TOTAL | 9 | 1 256 | 31 | 5 656 | 33 | 5 340 | 285 | 255 | 7 | 2.9 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1988 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1988 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| CITY AIRWAYS | | | | | | | | | | |
| PIPER PA-31/31P NAVAJO CHIEFTN | - | 1 | - | 8 | - | 4 | - | - | 3 | - |
| SHORTS 330 | 63 | 45 | 210 | 150 | 232 | 157 | - | 1 007 | 4 | 1.2 |
| TOTAL | 63 | 46 | 210 | 158 | 232 | 161 | - | 1 007 | 7 | 0.6 |
| CONNECTAIR | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 123 | 3 | 344 | 6 | 451 | 9 | 3 126 | 1 098 | - | 3.8 |
| SHORTS 330 | 929 | 255 | 2 724 | 551 | 3 565 | 939 | 42 141 | 15 369 | 1 | 8.7 |
| SHORTS 360 | 1 258 | 215 | 3 429 | 611 | 4 592 | 785 | 61 939 | 24 527 | 2 | 7.3 |
| TOTAL | 2 310 | 473 | 6 497 | 1 168 | 8 608 | 1 732 | 107 206 | 40 994 | 3 | 7.5 |
| DAN AIR | | | | | | | | | | |
| AIRBUS A300B4/100/200 | 4 348 | - | 2 148 | - | 6 346 | - | 656 631 | 1 339 105 | 2 | 9.8 |
| BAE (HS) 748 | 2 959 | 357 | 7 358 | 1 271 | 10 149 | 1 296 | 133 897 | 88 765 | 8 | 3.9 |
| BAE 146 SERIES 100 | 3 859 | - | 6 949 | - | 8 458 | - | 212 504 | 231 259 | 3 | 7.7 |
| BAE(BAC)1-11-200 SERIES | 1 826 | - | 3 049 | - | 4 037 | - | 90 859 | 103 274 | 2 | 5.5 |
| BAE(BAC)1-11-300/400/475 | 3 564 | 1 | 5 384 | 3 | 7 434 | 2 | 171 780 | 211 809 | 3 | 6.1 |
| BAE(BAC)1-11-500 SERIES | 17 207 | 1 | 14 700 | 2 | 30 370 | 1 | 1 240 421 | 1 723 563 | 11 | 7.7 |
| BOEING 727-100/100C | 4 694 | - | 3 162 | - | 7 224 | - | 357 612 | 595 797 | 3 | 6.7 |
| BOEING 727-200/200 ADVANCED | 16 356 | - | 8 435 | - | 23 697 | - | 1 332 614 | 2 711 686 | 6 | 9.4 |
| BOEING 737-200 | 9 445 | - | 4 779 | - | 14 520 | - | 502 302 | 1 090 079 | 4 | 9.9 |
| BOEING 737-300 | 4 625 | - | 2 296 | - | 7 052 | - | 269 336 | 588 219 | 2 | 10.3 |
| BOEING 737-400 | 62 | - | 41 | - | 100 | - | 4 867 | 8 135 | 1 | 3.2 |
| TOTAL | 68 946 | 358 | 58 301 | 1 276 | 119 386 | 1 299 | 4 972 823 | 8 691 690 | 45 | 7.4 |
| EUROAIR TRANSPORT | | | | | | | | | | |
| BAE (HS) 748 | 23 | - | 51 | - | 85 | - | - | 649 | - | 0.7 |
| TOTAL | 23 | - | 51 | - | 85 | - | - | 649 | - | 0.7 |
| GB AIRWAYS T/A GIBAIR | | | | | | | | | | |
| VICKERS VISCOUNT 800 | 99 | 3 | 972 | 2 | 364 | 8 | 47 321 | 4 648 | 1 | 1.0 |
| TOTAL | 99 | 3 | 972 | 2 | 364 | 8 | 47 321 | 4 648 | 1 | 1.0 |
| GUERNSEY AIRLINES | | | | | | | | | | |
| SHORTS 330 | 20 | - | 74 | - | 81 | - | 979 | 417 | - | 5.1 |
| SHORTS 360 | 1 341 | - | 4 910 | - | 5 459 | - | 106 401 | 33 960 | 2 | 7.6 |
| TOTAL | 1 361 | - | 4 984 | - | 5 540 | - | 107 380 | 34 377 | 2 | 7.6 |

Aircraft Type and Utilisation: Individual Airlines
Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily |
|-------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Year Ended | Per A/C |
| | | | | | | | | | Dec 1988 | (Hours) |
| | | | | | | | | | Year Ended | Dec 1988 |
| HEAVY LIFT CARGO AIRLINES | | | | | | | | | | |
| CANADAIR CL-44 | - | 446 | - | 153 | - | 909 | - | - | 1 | 2.5 |
| SHORTS BELFAST | - | 1 004 | - | 511 | - | 2 442 | - | - | 3 | 2.2 |
| TOTAL | - | 1 450 | - | 664 | - | 3 351 | - | - | 4 | 2.3 |
| INTER EUROPEAN AIRWAYS | | | | | | | | | | |
| BOEING 737-300 | 4 166 | - | 1 718 | - | 6 160 | - | 215 995 | 554 177 | 2 | 12.8 |
| TOTAL | 4 166 | - | 1 718 | - | 6 160 | - | 215 995 | 554 177 | 2 | 12.8 |
| ISLES OF SCILLY SKYBUS | | | | | | | | | | |
| PILATUS BN-2A ISLANDER | 173 | - | 3 533 | - | 884 | - | 20 434 | 1 001 | 3 | 0.9 |
| TOTAL | 173 | - | 3 533 | - | 884 | - | 20 434 | 1 001 | 3 | 0.9 |
| JANES AVIATION | | | | | | | | | | |
| DOUGLAS DC3/C47 DAKOTA | - | 22 | - | 104 | - | 104 | - | - | 2 | 0.4 |
| TOTAL | - | 22 | - | 104 | - | 104 | - | - | 2 | 0.4 |
| JERSEY EUROPEAN AIRWAYS | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 76 | - | 292 | - | 271 | - | 819 | 468 | 1 | 0.6 |
| FOKKER F27 100-600 | 674 | - | 3 472 | - | 2 029 | - | 88 489 | 20 722 | 2 | 4.4 |
| SHORTS 360 | 1 174 | 3 | 8 263 | 6 | 4 558 | 6 | 145 712 | 26 437 | 4 | 3.2 |
| TOTAL | 1 924 | 3 | 12 027 | 6 | 6 858 | 6 | 235 020 | 47 627 | 7 | 2.9 |
| LOGANAIR | | | | | | | | | | |
| BAE 146 SERIES 200/QT | 317 | - | 734 | - | 747 | - | 35 694 | 19 761 | 1 | 4.5 |
| BRITISH AEROSPACE ATP | - | - | - | - | - | - | - | - | 1 | - |
| DE HAVILLAND DHC-6 TWIN OTTER | 1 121 | - | 6 237 | - | 5 352 | - | 58 255 | 11 896 | 4 | 3.7 |
| FOKKER F27 100-600 | 937 | 291 | 3 270 | 620 | 3 476 | 926 | 74 224 | 24 401 | - | 5.5 |
| PILATUS BN-2A ISLANDER | 411 | - | 8 033 | 1 | 2 245 | 1 | 40 985 | 2 058 | 7 | 1.0 |
| SHORTS 360 | 1 703 | - | 8 280 | 1 | 7 455 | 1 | 186 325 | 39 009 | 5 | 4.9 |
| TOTAL | 4 490 | 292 | 26 554 | 622 | 19 274 | 928 | 395 483 | 97 125 | 18 | 3.3 |
| LONDON CITY AIRWAYS | | | | | | | | | | |
| DE HAVILLAND DHC-7 DASH-7 | 1 691 | - | 5 186 | - | 6 036 | - | 76 471 | 24 988 | 3 | 6.0 |
| TOTAL | 1 691 | - | 5 186 | - | 6 036 | - | 76 471 | 24 988 | 3 | 6.0 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1988 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1988 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| MANX AIRLINES | | | | | | | | | | |
| BAE 146 SERIES 100 | 863 | - | 2 399 | - | 2 291 | - | 136 688 | 48 464 | 1 | 6.3 |
| BRITISH AEROSPACE ATP | 38 | - | 143 | - | 106 | - | 4 138 | 1 249 | 1 | 1.4 |
| SAAB FAIRCHILD 340 | 411 | - | 1 653 | 1 | 1 588 | 1 | 29 178 | 7 281 | - | 6.0 |
| SHORTS 360 | 1 652 | 85 | 9 573 | 512 | 7 123 | 381 | 235 992 | 41 686 | 4 | 5.1 |
| VICKERS VISCOUNT 800 | 293 | - | 1 627 | - | 1 099 | - | 84 949 | 15 108 | - | 3.7 |
| TOTAL | 3 257 | 85 | 15 395 | 513 | 12 207 | 382 | 490 945 | 113 787 | 6 | 5.1 |
| MARINE+AV MANAGEMENT INT | | | | | | | | | | |
| GULF AMERICAN GULFSTREAM II | 10 | - | 12 | - | 16 | - | 70 | 66 | - | 0.1 |
| TOTAL | 10 | - | 12 | - | 16 | - | 70 | 66 | - | 0.1 |
| MCALPINE AVIATION | | | | | | | | | | |
| BAE(HS) 125 | - | - | - | - | - | - | - | - | 8 | - |
| BAE(BAC)1-11-300/400/475 | 36 | - | 32 | - | 57 | - | 327 | 367 | 1 | 0.2 |
| TOTAL | 36 | - | 32 | - | 57 | - | 327 | 367 | 9 | - |
| MEDITERRANEAN EXPRESS | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 33 | - | 20 | - | 52 | - | 1 656 | 2 809 | - | 4.0 |
| TOTAL | 33 | - | 20 | - | 52 | - | 1 656 | 2 809 | - | 4.0 |
| MONARCH AIRLINES | | | | | | | | | | |
| BOEING 737-300 | 11 272 | - | 6 616 | - | 17 574 | - | 656 459 | 1 416 342 | 6 | 11.3 |
| BOEING 757-200 | 19 166 | - | 9 077 | - | 28 032 | - | 1 769 813 | 3 945 928 | 6 | 11.6 |
| TOTAL | 30 437 | - | 15 693 | - | 45 605 | - | 2 426 272 | 5 362 270 | 12 | 11.4 |
| NATIONAL COMMUTER AIRWAYS | | | | | | | | | | |
| BEECHCRAFT 200 SUPER KING AIR | 303 | - | 1 106 | - | 788 | - | 4 824 | 1 322 | 1 | 2.2 |
| TOTAL | 303 | - | 1 106 | - | 788 | - | 4 824 | 1 322 | 1 | 2.2 |
| NOVAIR INTERNATIONAL | | | | | | | | | | |
| MCDONNELL-DOUGLAS DC10-10 | 6 529 | - | 2 847 | - | 9 199 | - | 875 209 | 2 180 392 | 3 | 8.4 |
| TOTAL | 6 529 | - | 2 847 | - | 9 199 | - | 875 209 | 2 180 392 | 3 | 8.4 |
| ORION AIRWAYS | | | | | | | | | | |
| AIRBUS A300B4/100/200 | 5 225 | - | 2 688 | - | 8 250 | - | 778 345 | 1 555 822 | 2 | 11.3 |
| BOEING 737-200 | 3 737 | - | 2 117 | - | 6 010 | - | 249 660 | 446 421 | - | 13.4 |
| BOEING 737-300 | 14 426 | 1 | 8 020 | 2 | 23 067 | 2 | 955 203 | 1 899 124 | 7 | 11.5 |
| TOTAL | 23 388 | 1 | 12 825 | 2 | 37 327 | 2 | 1 983 208 | 3 901 367 | 9 | 11.7 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1988 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1988 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| PARAMOUNT AIRWAYS | | | | | | | | | | |
| MCDONNELL-DOUGLAS MD-80-83 | 7 844 | - | 4 070 | - | 11 718 | - | 508 379 | 1 144 843 | 3 | 10.0 |
| TOTAL | 7 844 | - | 4 070 | - | 11 718 | - | 508 379 | 1 144 843 | 3 | 10.0 |
| PEREGRINE AIR SERVICES | | | | | | | | | | |
| BEECH KINGAIR 90/100 | 6 | - | 40 | - | 29 | - | - | 24 | 1 | 0.2 |
| BEECHCRAFT 200 SUPER KING AIR | 1 | - | 4 | - | 3 | - | - | 5 | - | - |
| CESSNA 404 TITAN | 158 | - | 614 | - | 666 | - | - | 1 145 | 2 | 0.9 |
| GULF AMERICAN GULFSTREAM I | 807 | 80 | 2 610 | 153 | 2 493 | 217 | 13 027 | 11 010 | 4 | 2.3 |
| TOTAL | 972 | 80 | 3 268 | 153 | 3 192 | 217 | 13 027 | 12 183 | 7 | 1.6 |
| REGION AIRWAYS | | | | | | | | | | |
| EMBRAER EMB110 BANDEIRANTE | 191 | - | 734 | - | 695 | - | 3 145 | 818 | 1 | 2.3 |
| PILATUS BN-2A ISLANDER | - | - | - | - | - | - | - | - | 2 | - |
| TOTAL | 191 | - | 734 | - | 695 | - | 3 145 | 818 | 3 | 1.0 |
| RYANAIR-EUROPE | | | | | | | | | | |
| BAE(BAC)1-11-500 SERIES | 818 | - | 1 873 | - | 1 913 | - | 44 112 | 50 590 | 1 | 5.2 |
| TOTAL | 818 | - | 1 873 | - | 1 913 | - | 44 112 | 50 590 | 1 | 5.2 |
| SCOTTISH EUROPEAN AIRWAYS | | | | | | | | | | |
| BAE (HS) 748 | 142 | - | 216 | - | 470 | - | 1 701 | 1 309 | 2 | 3.1 |
| TOTAL | 142 | - | 216 | - | 470 | - | 1 701 | 1 309 | 2 | 3.1 |
| SOUTH EAST AIR | | | | | | | | | | |
| DE HAVILLAND DHC-6 TWIN OTTER | - | - | 2 | - | 2 | - | 22 | 5 | - | - |
| TOTAL | - | - | 2 | - | 2 | - | 22 | 5 | - | - |
| SUCKLING AIRWAYS | | | | | | | | | | |
| DORNIER 228-100/200 | 464 | - | 1 771 | - | 1 636 | - | 9 272 | 2 663 | 1 | 4.5 |
| TOTAL | 464 | - | 1 771 | - | 1 636 | - | 9 272 | 2 663 | 1 | 4.5 |
| TAL AIR | | | | | | | | | | |
| BEECH KINGAIR 90/100 | - | - | - | - | - | - | - | - | - | - |
| BEECHCRAFT 200 SUPER KING AIR | 1 | - | 2 | - | 4 | - | - | 7 | - | - |
| BELL 206L LONG RANGER | - | - | - | - | - | - | - | - | - | - |
| SHORTS 330 | - | 230 | - | 687 | - | 808 | - | - | - | 2.9 |
| TOTAL | 1 | 230 | 2 | 687 | 4 | 808 | - | 7 | - | 0.6 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily |
|-------------------------|-------------|--------|---------------|--------|----------------|--------|------------|-----------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | Used | Service At | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Year Ended | Per A/C |
| | | | | | | | | | Dec 1988 | (Hours) |
| | | | | | | | | | Year Ended | Dec 1988 |
| TRADEWINDS AIRWAYS | | | | | | | | | | |
| BOEING 707-320C/336 | - | 1 260 | - | 403 | - | 1 707 | - | - | 1 | 6.0 |
| TOTAL | - | 1 260 | - | 403 | - | 1 707 | - | - | 1 | 6.0 |
| VIRGIN ATLANTIC AIRWAYS | | | | | | | | | | |
| BOEING 747-200 | 7 538 | 28 | 1 216 | 4 | 9 463 | 34 | 421 885 | 2 689 609 | 2 | 13.0 |
| TOTAL | 7 538 | 28 | 1 216 | 4 | 9 463 | 34 | 421 885 | 2 689 609 | 2 | 13.0 |
| WESTAIR INTERNATIONAL | | | | | | | | | | |
| HANDLEY PAGE HERALD 200 | - | 26 | - | 58 | - | 76 | - | - | 2 | 0.8 |
| TOTAL | - | 26 | - | 58 | - | 76 | - | - | 2 | 0.8 |
| GRAND TOTAL | 738 115 | 13 350 | 946 498 | 27 343 | 1 369 217 | 33 870 | 54 183 644 | 8 004 982 | 668 | 6.0 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes passengers uplifted on sub-charter operations and scheduled passengers uplifted by Dan Air for months of August to December 1988.

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

Passengers Uplifted on Domestic Routes For 1988 (a) (b)

Table 1.15

| | | | | | |
|-------------|---------------------|-----------|-------------------|---------------------------|---------|
| Heathrow | Aberdeen | 391 995 | Aberdeen | Birmingham | 23 049 |
| | Belfast | 1 095 388 | | Channel Islands (c) | 6 252 |
| | Birmingham | 100 051 | | Dundee | 174 |
| | Channel Islands (c) | 391 112 | | East Midlands | 4 711 |
| | East Midlands | 66 451 | | Edinburgh | 18 595 |
| | Edinburgh | 1 219 739 | | Glasgow | 32 202 |
| | Glasgow | 1 206 536 | | Humberside | 18 759 |
| | Humberside | 21 041 | | Inverness | 776 |
| | Inverness | 124 286 | | Kirkwall | 25 837 |
| | Isle of Man | 118 298 | | Leeds/Bradford | 677 |
| | Leeds/Bradford | 177 773 | | Manchester | 46 810 |
| | Liverpool | 46 540 | | Newcastle | 2 804 |
| | Manchester | 899 140 | | Newquay | 203 |
| | Newcastle | 336 870 | | Norwich | 30 369 |
| | Newquay | 41 273 | | Other Scottish Aerodromes | 72 983 |
| | Norwich | 15 354 | | Plymouth | 212 |
| | Plymouth | 34 803 | | Southampton | 141 |
| | Tees-side | 167 452 | | Sumburgh | 159 602 |
| | | | | Tees-side | 19 904 |
| Gatwick | Aberdeen | 76 642 | Barrow-in-Furness | Isle of Man | 1 009 |
| | Belfast | 93 496 | | Manchester | 2 252 |
| | Birmingham | 16 942 | Belfast | Birmingham | 99 747 |
| | Channel Islands (c) | 306 478 | | Bristol | 9 256 |
| | Edinburgh | 160 305 | | Cardiff Wales | 9 318 |
| | Exeter | 6 328 | | Channel Islands (c) | 33 986 |
| | Glasgow | 158 393 | | East Midlands | 40 444 |
| | Inverness | 1 273 | | Glasgow | 47 415 |
| | Leeds/Bradford | 3 595 | | Leeds/Bradford | 56 907 |
| | Manchester | 171 613 | | Manchester | 119 537 |
| | Newcastle | 64 798 | | Newcastle | 18 088 |
| | Plymouth | 10 162 | Belfast Harbour | Birmingham | 28 434 |
| | Prestwick | 42 | | Blackpool | 25 945 |
| | | | | Edinburgh | 58 672 |
| | | | | Exeter | 4 421 |
| | | | | Glasgow | 61 548 |
| | | | | Humberside | 35 |
| | | | | Isle of Man | 34 267 |
| | | | | Leeds/Bradford | 39 841 |
| | | | | Liverpool | 53 461 |
| | | | | Manchester | 60 783 |
| | | | | Tees-side | 7 362 |
| London City | Plymouth | 87 | | | |
| Luton | Belfast City | 18 930 | | | |
| | Channel Islands (c) | 30 592 | | | |
| | Isle of Man | 4 525 | | | |
| Southend | Channel Islands (c) | 23 763 | | | |
| Stansted | Channel Islands (c) | 54 909 | | | |
| | Edinburgh | 17 038 | | | |
| | Glasgow | 10 777 | | | |
| | Leeds/Bradford | 657 | | | |
| | Norwich | 101 | | | |

Passengers Uplifted on Domestic Routes For 1988

Table 1.15

| | | | | | |
|---------------------|---------------------------|---------|---------------------------|---------------------------|---------|
| Birmingham | Channel Islands (c) | 93 512 | East Midlands | Edinburgh | 11 169 |
| | Edinburgh | 80 768 | | Glasgow | 59 292 |
| | Glasgow | 105 645 | Edinburgh | Glasgow | 431 |
| | Isle of Man | 2 188 | | Humberside | 2 991 |
| | Kirkwall | 542 | | Isle of Man | 881 |
| | Manchester | 3 080 | | Kirkwall | 8 329 |
| | Other Scottish Aerodromes | 273 | | Leeds/Bradford | 22 494 |
| | Southampton | 392 | | Manchester | 68 413 |
| | Sumburgh | 313 | | Norwich | 15 520 |
| | | | | Other Scottish Aerodromes | 11 612 |
| Blackpool | Channel Islands (c) | 4 357 | | Southampton | 84 |
| | Isle of Man | 45 171 | | Sumburgh | 859 |
| | Londonderry | 452 | | | |
| Bournemouth | Channel Islands (c) | 68 136 | Exeter | Manchester | 651 |
| Bristol | | | | Plymouth | 1 245 |
| | Cardiff Wales | 513 | Glasgow | Humberside | 290 |
| | Channel Islands (c) | 28 374 | | Inverness | 16 477 |
| | Glasgow | 791 | | Isle of Man | 16 284 |
| | Isles of Scilly-St. Marys | 1 693 | | Kirkwall | 4 068 |
| | Leeds/Bradford | 511 | | Leeds/Bradford | 23 031 |
| Cambridge | Newquay | 59 | | Londonderry | 8 955 |
| | Channel Islands (c) | 6 199 | | Manchester | 85 651 |
| 54 Cardiff Wales | Manchester | 1 685 | | Other Scottish Aerodromes | 90 312 |
| | Channel Islands (c) | 36 568 | | Sumburgh | 6 271 |
| | Glasgow | 7 551 | | Tees-side | 608 |
| | Leeds/Bradford | 3 969 | Humberside | Newcastle | 15 |
| Carlisle | | | | Norwich | 6 247 |
| | Isle of Man | 831 | | Tees-side | 132 |
| Channel Islands (c) | Channel Islands (c) | 258 433 | Inverness | Kirkwall | 6 694 |
| | Coventry | 8 481 | | Other Scottish Aerodromes | 25 472 |
| | East Midlands | 91 455 | | Sumburgh | 3 957 |
| | Edinburgh | 8 385 | Ipswich | Manchester | 1 394 |
| | Exeter | 83 677 | | Leeds/Bradford | 979 |
| | Glasgow | 49 841 | Isle of Man | Liverpool | 144 135 |
| | Humberside | 7 064 | | Manchester | 66 216 |
| | Leeds/Bradford | 31 130 | | Newcastle | 977 |
| | Liverpool | 16 183 | Isles of Scilly-St. Marys | Lands End (St Just) | 20 434 |
| | London City | 5 697 | | Newquay | 735 |
| | Manchester | 131 329 | | Penzance Heliport | 72 168 |
| | Newcastle | 23 560 | | Plymouth | 3 300 |
| | Norwich | 16 436 | | | |
| | Plymouth | 23 240 | Isles of Scilly-Tresco | Penzance Heliport | 13 955 |
| | Shoreham | 22 | | | |
| | Southampton | 413 994 | | | |
| | Tees-side | 11 614 | | | |
| Dundee | Manchester | 6 779 | | | |

Passengers Uplifted on Domestic Routes For 1988

Table 1.15

| | | |
|---------------------------|---------------------------|--------|
| Kirkwall | Manchester | 318 |
| | Other Scottish Aerodromes | 30 432 |
| | Southampton | 1 |
| | Sumburgh | 10 252 |
| Leeds/Bradford | Norwich | 251 |
| Manchester | Other Scottish Aerodromes | 363 |
| | Prestwick | 35 |
| | Southampton | 96 |
| | Sumburgh | 233 |
| | Tees-side | 891 |
| | Wattisham | 433 |
| Newcastle | Tees-side | 5 |
| Newquay | Plymouth | 1 138 |
| Norwich | Tees-side | 3 548 |
| Other Scottish Aerodromes | Other Scottish Aerodromes | 21 093 |
| | Sumburgh | 1 647 |
| Other Routes (d) | Other Routes (d) | 15 436 |

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

(b) Excludes passengers uplifted on air taxi operations.

(c) Comprises Alderney, Guernsey and Jersey.

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

Note: Passengers are counted in both directions.

Scheduled Passenger Analysis By
Fare Groups (a) (b) 1988

Table 1.16.1

| | First | Premium | Economy | Advance Purchase | Fare Groups Off-Peak | Discount | Part Charter | Inclusive Tour | Standby | Class Fares | Total Passengers |
|---------------|---------|-----------|-----------|---------------------|-------------------------|-----------|-----------------|-------------------|---------|----------------|---------------------|
| Class 1 | | | | | | | | | | | |
| All | 337 930 | 3 656 245 | 8 978 156 | 5 154 481 | 1 187 559 | 6 916 602 | 1 242 036 | 1 796 400 | 383 545 | 1 131 982 | 30 784 936 |
| International | 330 878 | 3 614 258 | 4 081 846 | 3 776 981 | 1 079 697 | 3 948 528 | 1 008 347 | 1 202 957 | 49 769 | 792 413 | 19 885 674 |
| Domestic | 7 052 | 41 987 | 4 896 310 | 1 377 500 | 107 862 | 2 968 074 | 233 689 | 593 443 | 333 776 | 339 569 | 10 899 262 |

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

(b) Excludes Dan Air for months of August to December 1988

Non-Scheduled Passenger Analysis of Licences
And Charter Categories (a) 1988

Table 1.16.2

| | | Charter Categories | | | | Total |
|---------------------|---------------|--------------------|----------|------------|-----------|------------|
| | | ABC | Affinity | ITC | Other | Passengers |
| Class 2 | All | 134 836 | 13 526 | - | 527 089 | 675 451 |
| | International | 134 588 | 13 442 | - | 517 071 | 665 101 |
| | Domestic | 248 | 84 | - | 10 018 | 10 350 |
| Class 3 | All | - | - | 21 250 531 | - | 21 250 531 |
| | International | - | - | 21 169 031 | - | 21 169 031 |
| | Domestic | - | - | 81 500 | - | 81 500 |
| Class 4 | All | 17 394 | - | 366 831 | 151 168 | 535 393 |
| | International | 3 004 | - | 321 772 | 150 241 | 475 017 |
| | Domestic | 14 390 | - | 45 059 | 927 | 60 376 |
| Class 7 | All | - | - | - | 1 720 968 | 1 720 968 |
| | International | - | - | - | 1 718 597 | 1 718 597 |
| | Domestic | - | - | - | 2 371 | 2 371 |
| (b) Exempt | All | - | - | - | 436 535 | 436 535 |
| | International | - | - | - | 231 845 | 231 845 |
| | Domestic | - | - | - | 204 690 | 204 690 |
| Total Non-Scheduled | | | | | | |
| | All | 152 230 | 13 526 | 21 617 362 | 2 835 760 | 24 618 878 |
| | International | 137 592 | 13 442 | 21 490 803 | 2 617 754 | 24 259 591 |
| | Domestic | 14 638 | 84 | 126 559 | 218 006 | 359 287 |

(a) Excludes air taxi operations (see Table 1.18)

(b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a) 1988

Table 1.17

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| AEROSPATIALE AS332 SUPER PUMA | 364 | 414 |
| AEROSPATIALE AS355 ECUREUIL 2 | 2 453 | 2 015 |
| AEROSPATIALE SA341 GAZELLE | 190 | 180 |
| AEROSPATIALE SA350 ECUREUIL | 2 932 | 2 740 |
| AEROSPATIALE SA365 DAUPHIN | 3 747 | 823 |
| AGUSTA A109A | 1 780 | 2 566 |
| AIRSHIP INDUSTRIES SKYSHIP 600 | 748 | 2 526 |
| BAE(HP) JETSTREAM 31 | 9 | 19 |
| BAE(HS) 125 | 2 994 | 3 860 |
| BEECH KINGAIR 90/100 | 7 657 | 8 698 |
| BEECHCRAFT BARON MOD.55/58/58P | 334 | 292 |
| BEECHCRAFT QUEEN AIR 65/80 | 10 | 14 |
| BEECHCRAFT SUPER KING AIR 300 | 39 | 38 |
| BEECHCRAFT 200 SUPER KING AIR | 7 916 | 8 831 |
| BEECHCRAFT 76 DUCHESS | 3 | 3 |
| BELL 206B JET RANGER | 14 283 | 17 166 |
| BELL 206L LONG RANGER | 2 719 | 1 571 |
| BELL 212 | 8 | 5 |
| BELL 47G | 7 | 7 |
| CESSNA T303 CRUSADER | 1 | 2 |
| CESSNA 172 SKYHAWK | 1 465 | 1 527 |
| CESSNA 180 SKYWAGON | 275 | 255 |
| CESSNA 310 | 1 822 | 1 164 |
| CESSNA 340 | 4 | 4 |
| CESSNA 401/402/411/421 | 1 254 | 1 353 |
| CESSNA 404 TITAN | 2 185 | 2 348 |
| CESSNA 414A CHANCELLOR | 392 | 337 |
| CESSNA 441 CONQUEST | 993 | 1 155 |
| CESSNA 500 CITATION I | 1 019 | 1 180 |
| CESSNA 550 CITATION II | 1 179 | 1 332 |
| DASSAULT MYSTERE-FALCON 20 | 478 | 662 |
| DE HAVILLAND DHC-6 TWIN OTTER | 2 664 | 2 706 |
| DE HAVILLAND TIGER MOTH | 471 | 86 |
| DORNIER 228-100/200 | 31 | 48 |
| DOUGLAS DC3/DC47 DAKOTA | 374 | 818 |
| EMBRAER EMB110 BANDEIRANTE | 6 196 | 5 752 |
| ENSTROM F28A/F280 SHARK | 988 | 1 240 |
| GATES LEARJET 35A | 800 | 1 185 |
| GRUMMAN GA-7 COUGAR | 26 | 63 |
| GULFSTREAM JETPROP 800 TO 1000 | 54 | 46 |
| HILLER UH12 | 83 | 66 |
| HUGHES 269A | 9 | 7 |
| HUGHES 500 | 547 | 660 |
| MBB B0105 | 9 609 | 3 889 |
| MITSUBISHI DIAMOND 1 | 86 | 161 |
| PARTENAVIA P68B/C | 1 881 | 2 408 |
| PILATUS BN-2A ISLANDER | 6 352 | 3 663 |
| PILATUS BN-2A MKIII TRISLANDER | 1 371 | 1 518 |
| PIPER PA-23 AZTEC/APACHE | 5 794 | 5 567 |
| PIPER PA-28 CHEROKEE SRS/PA-32 | 154 | 112 |
| PIPER PA-31/31P NAVAJO CHIEFTN | 12 175 | 12 160 |
| PIPER PA-34 SENECA II | 431 | 487 |
| REIMS-CESSNA F406/CARAVAN II | 460 | 343 |
| ROBINSON R22 | 261 | 328 |
| SHORTS 330 | 7 836 | 7 366 |
| SHORTS 360 | 4 019 | 4 942 |
| SIKORSKY S61N | 6 990 | 3 611 |
| SIKORSKY S76 SPIRIT | 2 386 | 964 |
| TOTAL | 131 308 | 123 277 |

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

AIRLINE PERSONNEL COSTS (UK AND OVERSEAS) 1988

Table 1.18

| | 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 | 48 | - | 34.06 | - | - | - | 8 | 132 | 10.19 |
| Air Europe | 170 | 2 | 29.81 | - | - | - | 32 | 415 | 7.53 |
| Britannia Airways | 499 | 1 | 39.29 | - | - | - | 90 | 846 | 10.55 |
| British Airways (a) | 2 284 | 16 | 51.11 | 541 | - | 38.53 | 2 605 | 5 643 | 14.92 |
| British Midland | 206 | 1 | 34.04 | - | - | - | 32 | 261 | 11.98 |
| Dan Air Services | 505 | 6 | 34.41 | 79 | - | 25.57 | 71 | 992 | 8.33 |
| Monarch Airlines | 177 | 1 | 35.31 | - | - | - | 21 | 369 | 8.47 |
| Novair International | 42 | - | 37.02 | 20 | - | 25.95 | 30 | 161 | 8.54 |
| Orion Airways | 152 | 2 | 42.34 | - | - | - | 61 | 250 | 12.16 |
| Virgin Atlantic Airways | 40 | - | 39.23 | 18 | - | 33.33 | 50 | 164 | 13.05 |
| Others | 6 221 | 127 | 25.52 | 75 | - | 24.94 | 356 | 3 273 | 7.36 |
| | | | | | | | | | |
| | MAINTENANCE AND OVERHAUL PERSONNEL | | | TICKETING AND SALES PERSONNEL | | | ALL OTHER 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) |
| | Males | Females | | Males | Females | | Males | Females | |
| Air 2000 | 12 | 2 | 19.64 | - | - | - | 14 | 26 | 21.43 |
| Air Europe | 56 | 1 | 15.63 | 16 | 34 | 8.46 | 103 | 122 | 12.55 |
| Britannia Airways | 727 | 76 | 19.01 | 42 | 98 | 13.24 | 109 | 201 | 14.95 |
| British Airways (a) | 7 829 | 351 | 19.77 | 2 031 | 2 046 | 21.06 | 15 710 | 7 158 | 16.54 |
| British Midland | 278 | 27 | 16.62 | 80 | 120 | 12.75 | 334 | 391 | 12.32 |
| Dan Air Services | 1 342 | 132 | 18.65 | 45 | 115 | 12.42 | 270 | 335 | 12.42 |
| Monarch Airlines | - | - | - | 18 | 65 | 9.80 | 63 | 76 | 12.12 |
| Novair International | 5 | - | 19.80 | 3 | 4 | 12.71 | 26 | 26 | 14.98 |
| Orion Airways | 73 | 14 | 19.36 | - | - | - | 68 | 79 | 16.10 |
| Virgin Atlantic Airways | - | - | - | 90 | 156 | 11.11 | 25 | 63 | 12.26 |
| Others | 7 326 | 193 | 12.06 | 1 073 | 1 339 | 9.48 | 3 771 | 2 823 | 14.53 |

(a) Includes Caledonian Airways

UK AIRLINE PERSONNEL EMPLOYED IN GREAT BRITAIN 1988

Table 1.19

| | Number of Personnel at end of June 1988 | | | | Number of personnel at end of December 1988 | | | |
|--------------------------|--|--------|--------------------------------------|------------------------------------|--|--------|--------------------------------------|------------------------------------|
| | 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 | 230 | 305 | - | 13 | 152 | 283 | - | 11 |
| Yorkshire and Humberside | 247 | 115 | - | 1 | 280 | 129 | - | 1 |
| East Midlands | 1 059 | 823 | 8 | 18 | 1 132 | 768 | - | 17 |
| East Anglia | 697 | 156 | 1 | 3 | 788 | 209 | 3 | 6 |
| South East | 31 166 | 16 729 | 124 | 480 | 31 650 | 16 893 | 100 | 959 |
| South West | 634 | 275 | 1 | 17 | 554 | 282 | 3 | 19 |
| West Midlands | 578 | 348 | 4 | 15 | 551 | 312 | 6 | 30 |
| North West | 1 494 | 1 357 | 1 | 21 | 1 572 | 1 042 | 1 | 43 |
| Wales | 61 | 89 | - | - | 52 | 62 | 1 | 2 |
| Scotland | 2 316 | 905 | 10 | 29 | 2 345 | 919 | 9 | 60 |
| Total | 38 482 | 21 102 | 149 | 597 | 39 076 | 20 899 | 123 | 1 148 |

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

Part 2

UK Airlines: Financial results

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PART 2 UK Airlines - Financial Results

With effect from data relating to 1981, the number of UK airlines required to submit financial data has been reduced in order to lessen the burden of statistical reporting placed upon the smaller operators. Financial returns are now collected only from those holders of class 1-6 Air Transport Licences whose fleet has an aggregated maximum take-off weight exceeding 200 tonnes. No estimates have been made for those, therefore, not included.

For comparability tables 2.1 to 2.6 inclusive which show time-series of data have been recalculated to include only those carriers who met the revised criteria during the years presented. Annual summaries result from the addition of figures for individual financial years closest to the year involved. They are not representative of calendar years.

Please note that overall industry estimates for the latest year (1988) have not been made.

Tables 2.7 to 2.9 inclusive give the individual financial results for individual major airlines in 1987. The figures are supplied by airlines on the standard returns and may not correspond with published company accounts.

Details of the operating and traffic statistics reported by each airline for the period of their 1987 financial year are included in tables 2.10 to 2.12 inclusive.

Definition of terms contained in the tables of financial statistics may be found in Appendix B - UK Airlines Financial Results - Definitions.

**FINANCIAL RESOURCES OF MAJOR UNITED KINGDOM
AIRLINES 1980-1987**

Table 2.1

| | (£ million) | | | | | | | |
|---|-------------|---------|---------|---------|---------|---------|---------|-----------|
| | 1980 | 1981 | 1982 | 1983 | 1984 | 1985(a) | 1986(a) | 1987(b) |
| OTHER UK AIRLINES | | | | | | | | |
| Total assets employed | 422.7 | 276.1 | 316.0 | 408.5 | 584.6 | 654.6 | 673.8 | 825.1 |
| of which | | | | | | | | |
| Operating equipment and Property | 454.0 | 292.4 | 303.4 | 451.5 | 636.8 | 762.0 | 725.0 | 953.8 |
| Payments on account of Aircraft | | | | | | | | |
| under construction | 1.9 | 2.3 | 17.0 | 19.8 | 3.5 | 4.8 | 10.5 | 36.8 |
| Other non-current assets | 5.8 | 7.8 | 7.6 | 13.7 | 16.6 | 22.4 | 24.7 | 16.8 |
| Total net current assets | (39.1) | (26.5) | (11.9) | (76.6) | (72.1) | (134.7) | (86.5) | (182.3) |
| Total liabilities | 422.7 | 276.1 | 316.0 | 408.5 | 584.6 | 654.6 | 673.8 | 825.1 |
| of which | | | | | | | | |
| Shareholders' Funds | 67.3 | 42.3 | 48.2 | 64.8 | 100.3 | 105.5 | 128.0 | 195.1 |
| Operating Profit (or loss) | 33.2 | 19.9 | 54.0 | 62.8 | 43.9 | 54.2 | 35.6 | 77.2 |
| Operating Profit (or loss) as a percentage of total assets employed | 7.9 | 7.2 | 17.1 | 15.4 | 7.5 | 8.3 | 5.3 | 9.4 |
| Shareholders funds as a percentage of total liabilities | 15.9 | 15.3 | 15.3 | 15.9 | 17.2 | 16.1 | 19.0 | 23.6 |
| BRITISH AIRWAYS CONSOLIDATED | | | | | | | | |
| Total assets employed | 1069.2 | 706.6 | 753.4 | 974.0 | 912.8 | 889.8 | 942.2 | 1635.0 |
| of which | | | | | | | | |
| Operating equipment and Property | 1097.4 | 938.0 | 948.3 | 1237.0 | 1234.5 | 1173.5 | 1148.8 | 1938.6 |
| Payments on account of Aircraft | | | | | | | | |
| under construction | 84.7 | 34.6 | 29.2 | 25.6 | 12.4 | 141.8 | 150.6 | 226.4 ✓ |
| Other non-current assets | 17.8 | 21.2 | 18.6 | 20.2 | 4.2 | 5.0 | 5.6 | 39.7 |
| Total net current assets | (130.6) | (287.1) | (242.8) | (308.7) | (338.3) | (430.5) | (362.8) | (569.7) ✓ |
| Total liabilities | 1069.2 | 707.6 | 753.4 | 974.0 | 912.8 | 889.8 | 942.2 | 1635.0 ✓ |
| of which | | | | | | | | |
| Shareholders' Funds | 334.3 | (306.7) | (221.3) | 125.7 | 285.8 | 479.9 | 605.2 | 632.6 |
| Operating Profit (or loss) | (106.6) | 5.9 | 174.0 | 273.5 | 303.0 | 204.5 | 182.6 | 241.9 |
| Operating Profit (or loss) as a percentage of total assets employed | (10.0) | 0.8 | 23.1 | 28.1 | 33.2 | 23.0 | 19.4 | 14.8 |
| Shareholders' Funds as a percentage of total liabilities | 31.1 | (43.4) | (29.4) | 12.9 | 31.3 | 53.9 | 64.2 | 38.7 |

(a) Excludes Virgin Atlantic whose Financial Report covers 18 months

(b) Excludes British Air Ferries

REVENUES, EXPENSES AND PROFITS OF MAJOR
UNITED KINGDOM AIRLINES 1980-1987

Table 2.2

| | (£ million) | | | | | | | |
|-------------------------------------|-------------|---------|---------|---------|---------|-------------|-------------|-------------|
| | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 (a) | 1986 (a) | 1987 (b) |
| OTHER UK AIRLINES | | | | | | | | |
| Total Operating Revenues | 853.0 | 880.7 | 1018.3 | 1126.4 | 1316.3 | 1470.9 | 1526.9 | 1777.3 |
| Total Operating Expenses | 819.8 | 860.8 | 964.3 | 1063.6 | 1272.4 | 1416.7 | 1491.3 | 1700.1 |
| Operating profit (or loss) | 33.2 | 19.9 | 54.0 | 62.8 | 43.9 | 54.2 | 35.6 | 77.2 |
| Non-operating items (net) | (18.6) | (12.1) | (14.6) | (15.0) | 2.0 | (17.1) | (2.1) | 1.4 |
| Profit (or loss) before Tax | 14.6 | 7.8 | 39.4 | 47.8 | 45.9 | 37.1 | 33.5 | 78.5 |
| BRITISH AIRWAYS CONSOLIDATED | | | | | | | | |
| Total Operating Revenues | 1763.5 | 1875.3 | 2052.2 | 2225.2 | 2636.9 | 2794.8 | 2826.4 | 3207.5 |
| Total Operating Expenses | 1870.2 | 1869.4 | 1878.2 | 1951.7 | 2333.8 | 2590.3 | 2643.8 | 2947.4 |
| Operating profit (or loss) | (106.6) | 5.9 | 174.0 | 273.5 | 303.0 | 204.5 | 182.6 | 241.9 |
| Non-operating items (net) | (34.1) | (119.6) | (112.1) | (88.4) | (134.9) | (21.3) | (20.4) | (14.4) |
| Profit (or loss) before Tax | (140.7) | (113.7) | 61.9 | 185.1 | 168.1 | 183.2 | 162.2 | 227.5 |
| ALL MAJOR AIRLINES | | | | | | | | |
| Total Operating Revenues | 2616.5 | 2756.0 | 3070.5 | 3351.6 | 3953.2 | 4265.7 | 4353.3 | 4984.8 |
| Total Operating Expenses | 2690.0 | 2730.2 | 2842.5 | 3015.3 | 3606.2 | 4007.0 | 4135.1 | 4647.5 |
| Operating profit (or loss) | (73.4) | 25.8 | 228.0 | 336.3 | 346.9 | 258.7 | 218.2 | 319.1 |
| Non-operating items (net) | (52.7) | (131.7) | (126.7) | (103.4) | (132.9) | (38.4) | (22.5) | (13.0) |
| Profit (or loss) before Tax | (126.1) | (105.9) | 101.3 | 232.9 | 214.0 | 220.3 | 195.7 | 306.0 |

(a) Excludes Virgin Atlantic whose Financial Report covers 18 months

(b) Excludes British Air Ferries. British Airways Consolidated and all major airlines operating profit (or loss), non-operating items (net) and profit (or loss) before tax include British Caledonian Airways for the months of January 1988-March 1988.

**TRENDS IN MAJOR UNITED KINGDOM AIRLINES'
OPERATING COSTS AND REVENUES 1980-1987**

Table 2.3

| ALL AIRLINES | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 (a) | 1986 (a) | 1987 (b) |
|--|-------|-------|-------|-------|-------|-------------|-------------|-------------|
| COSTS | | | | | | | | |
| Comparison with 1980 (1980=100) | | | | | | | | |
| Aircraft fuel and oil | 100.0 | 105.5 | 109.5 | 106.5 | 126.2 | 122.4 | 82.6 | 84.5 |
| Crew salaries and expenses | 100.0 | 114.4 | 107.1 | 113.7 | 125.5 | 133.4 | 160.2 | 177.3 |
| Aircraft depreciation and rental | 100.0 | 113.8 | 100.3 | 106.8 | 149.3 | 194.4 | 217.2 | 279.4 |
| Other costs | 100.0 | 97.4 | 104.3 | 115.1 | 136.9 | 158.2 | 180.0 | 203.0 |
| Total Operating Costs | 100.0 | 101.5 | 105.7 | 112.1 | 134.1 | 149.0 | 153.7 | 172.8 |
| Comparison with Total - Percentage distribution | | | | | | | | |
| Aircraft fuel and oil | 28.2 | 29.3 | 29.2 | 26.8 | 26.5 | 23.2 | 15.1 | 13.8 |
| Crew salaries and expenses | 5.0 | 5.7 | 5.1 | 5.1 | 4.7 | 4.5 | 5.3 | 5.2 |
| Aircraft depreciation and rental | 5.9 | 6.6 | 5.6 | 5.6 | 6.5 | 7.7 | 8.3 | 9.5 |
| Other costs | 60.9 | 58.4 | 60.1 | 62.5 | 62.2 | 64.6 | 71.3 | 71.5 |
| Total Operating costs | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| REVENUES | | | | | | | | |
| Comparison with 1980 (1980=100) | | | | | | | | |
| Scheduled services | 100.0 | 103.6 | 114.4 | 124.4 | 147.3 | 160.1 | 161.1 | 183.8 |
| Non-Scheduled services | 100.0 | 114.8 | 133.8 | 147.2 | 170.5 | 171.1 | 186.2 | 216.9 |
| Incidental Revenues | 100.0 | 86.7 | 79.7 | 97.1 | 120.3 | 206.4 | 196.3 | 218.1 |
| Total Operating Revenues | 100.0 | 105.3 | 117.4 | 128.1 | 151.1 | 163.0 | 166.4 | 190.5 |
| Comparison with Total - Percentage distribution | | | | | | | | |
| Scheduled services | 79.7 | 78.3 | 77.7 | 77.4 | 77.7 | 78.3 | 77.1 | 76.8 |
| Non-Scheduled services | 18.5 | 20.1 | 21.1 | 21.2 | 20.8 | 19.4 | 20.7 | 21.0 |
| Incidental Revenues | 1.9 | 1.5 | 1.3 | 1.4 | 1.5 | 2.4 | 2.2 | 2.1 |
| Total Operating Revenues | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

(a) Excludes Virgin Atlantic whose Financial Report covers 18 months

(b) Excludes British Air Ferries

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MAJOR UNITED KINGDOM AIRLINES - PROFIT AND LOSS
ACCOUNT SUMMARY 1980-1987

Table 2.4
(£ million)

| | | 1980 | | | 1981 | | |
|-----------------|---|---------|------------------------|-------------------|---------|------------------------|-------------------|
| | | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines |
| REVENUES | | | | | | | |
| 1 | Scheduled Passenger (a) First Class |) |) | 25.6 |) |) | 38.6 |
| | (b) Normal Economy | 1820.0) | 1474.3) | 320.1) | 1898.2) | 1589.1) | 270.5) |
| | (c) Other Scheduled Service Passengers |) |) |) |) |) |) |
| 2 | Scheduled Excess Baggage | 18.8 | 15.2 | 3.6 | 24.0 | 18.9 | 5.1 |
| 3 | Scheduled Cargo and Diplomatic bags | 199.9 | 162.3 | 37.6 | 196.0 | 148.9 | 47.1 |
| 4 | Scheduled and Non-scheduled Mail | 45.8 | 40.4 | 5.4 | 40.6 | 33.7 | 6.9 |
| 5 | Non-scheduled flights (a) Inclusive Tours |) |) | 341.1 |) |) | 410.3 |
| | (b) ABC other than part charter |) |) | 9.8 |) |) | - |
| | (c) Cargo | 483.3) | 61.3) | 71.1) | 555.0) | 75.2) | 69.5) |
| | (d) Other |) |) |) |) |) |) |
| 6 | Incidental Revenue | 48.7 | 10.0 | 38.7 | 42.2 | 9.6 | 32.6 |
| 7 | Total Operating Revenues | 2616.5 | 1763.5 | 853.0 | 2756.0 | 1875.3 | 880.7 |
| EXPENSES | | | | | | | |
| 8 | Flight crew salaries | 111.3 | 72.1 | 39.2 | 129.1 | 84.4 | 44.7 |
| 9 | Flight crew allowances and expenses | 24.5 | 15.7 | 8.8 | 26.2 | 17.1 | 9.1 |
| 10 | Cabin crew salaries (including training) | 78.2 | 59.0 | 19.2 | 83.3 | 63.6 | 19.7 |
| 11 | Cabin crew allowances and expenses | 43.0 | 35.4 | 7.6 | 43.0 | 33.3 | 9.7 |
| 12 | Aircraft fuel and oil | 758.3 | 499.7 | 258.6 | 799.9 | 533.0 | 266.9 |
| 13 | Flight equipment insurance and uninsured losses | 9.6 | 4.6 | 5.0 | 10.3 | 4.5 | 5.8 |
| 14 | Rental of flight equipment | 44.5 | 20.0 | 24.5 | 56.8 | 26.1 | 30.7 |
| 15 | Flight crew training (when not amortised) | 13.8 | 10.0 | 3.8 | 12.3 | 9.3 | 3.0 |
| 16 | Flight crew expenses other than items 8-15 | 3.8 | - | 3.8 | 4.2 | - | 4.2 |
| 17 | Maintenance and overhaul (a) Fixed |) |) |) |) |) |) |
| | (b) Variable | 273.6) | 194.8) | 78.8) | 258.4) | 176.6) | 81.8) |
| 18 | Depreciation of aircraft fleet (including spares) | 113.6 | 81.1 | 32.5 | 123.1 | 96.0 | 27.1 |
| 19 | Depreciation of ground property and equipment | 2.2 | (e) | 2.2 | 4.4 | (e) | 4.4 |
| 20 | Amortisation of development and pre-operating costs | 0.7 | - | 0.7 |) | - |) |
| 21 | Flight crew training (when amortised) | 1.1 | - | 1.1 | 1.6) | - | 1.6) |
| 22 | Landing and departure fees |) | 63.4 |) |) | 58.6 |) |
| 23 | En-route and other Navigation service charges | 263.4) | 35.6 | 111.4) | 292.6) | 50.0 | 130.6) |
| 24 | Handling charges and parking fees |) | 53.0 |) |) | 53.4 |) |
| 25 | Station costs | 188.5 | 152.4 | 36.1 | 185.3 | 158.5 | 26.8 |
| 26 | Passenger services (a) Fixed |) | 37.4 |) |) |) |) |
| | (b) Variable | 113.6) | 46.8 | 29.4) | 119.5) | 84.1) | 35.4) |
| 27 | Passenger embarkation fees | 67.5 | 35.2 | 32.4 | 78.5 | 42.2 | 36.3 |
| 28 | Passenger insurance | 6.5 | 3.9 | 2.6 | 6.6 | 4.1 | 2.5 |
| 29 | Sales |) |) |) |) |) | 17.0 |
| 30 | Reservations | 115.9) | 99.7) | 16.2) | 171.2) | 142.0) | 3.7 |
| 31 | Advertising and promotion | 42.6 | 33.2 | 9.4 |) |) | 8.5 |
| 32 | Commission | 147.2 | 125.3 | 21.9 | 158.6 | 133.1 | 25.5 |
| 33 | General and administrative | 192.8 | 125.2 | 67.6 | 100.3 | 42.3 | 58.0 |
| 34 | Specific cargo costs | 63.2 | 59.4 | 3.8 | 63.1 | 58.3 | 4.8 |
| 35 | Other operating expenses | 10.6 | 7.5(f) | 3.1 | 1.8 | (1.0)(f) | 2.8 |
| 36 | Total Operating Expenses | 2690.0 | 1870.2 | 819.8 | 2730.2 | 1869.4 | 860.8 |
| 37 | Operating Profit (or Loss) | (73.4) | (106.6) | 33.2 | 25.8 | 5.9 | 19.9 |
| 38 | Profit or Loss on disposal of fixed assets | 16.0 | 15.3 | 0.7 | 11.0 | 6.9 | 4.1 |
| 39 | Interest payable less receivable (Net) | (89.9) | (65.0) | (24.9) | (122.3) | (106.2) | (16.1) |
| 40 | Direct subsidies from public funds | - | - | - | - | - | - |
| 41 | Other payments from public funds | - | - | - | - | - | - |
| 42 | Dividends receivable | 13.3 | 13.3 | - | 12.5 | 12.5 | - |
| 43 | Other non-operating items | 7.8 | 2.3 | 5.5 | (32.9) | (32.9) | - |
| 44 | Non-Operating Items (Net) | (52.7) | (34.1) | (18.6) | (131.7) | (119.6) | (12.1) |
| 45 | Profit or Loss (-) before Taxation | (126.1) | (140.7) | 14.6 | (105.9) | (113.7) | 7.8 |

(a) Revenue and Expense headings relate to British Airways and British Airtours only. The net financial result of British Airways Helicopters is included under Item 42 for the years to 1985 and under Item 43 for 1986 only.

(b) Excludes Virgin Atlantic whose Financial Report covers 18 months.

(c) Items 1-36 relate to British Airways and British Airtours only.
Items 37-45 relate to British Airways and British Airtours for the year ended March 1988, and British Caledonian Airways for the months of January 1988-March 1988.

(d) Excludes British Air Ferries

(e) Included under appropriate cost items.

(f) Costs relating to surplus resources and adjustments on consolidation.

Table 2.4 cont

| 1982 | | | 1983 | | | 1984 | | |
|---------|---------------------|-------------------|---------|---------------------|-------------------|---------|---------------------|-------------------|
| Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines |
| 2125.5) | 1750.4) | 44.6 330.5) | 2308.6) | 1875.5) | 49.3 383.8) | 2722.1) | 2226.1) | 52.7 443.3) |
| 25.8 | 20.5 | 5.3 | 27.2 | 21.6 | 5.6 | 23.9 | 17.9 | 6.0 |
| 191.8 | 151.0 | 40.8 | 214.7 | 172.3 | 42.4 | 277.3 | 213.4 | 63.9 |
| 42.0 | 35.7 | 6.3 | 42.3 | 35.4 | 6.9 | 47.1 | 38.9 | 8.2 |
|) |) |) |) |) |) |) |) |) |
|) |) |) |) |) |) |) |) |) |
|) |) |) |) |) |) |) |) |) |
| 646.7) | 86.8) | 559.9) | 711.6) | 111.9) | 599.7) | 824.1) | 130.8) | 693.3) |
|) |) |) |) |) |) |) |) |) |
| 38.8 | 7.9 | 30.9 | 47.3 | 8.5 | 38.8 | 58.6 | 9.7 | 48.9 |
| 3070.5 | 2052.2 | 1018.3 | 3351.6 | 2225.2 | 1126.4 | 3953.2 | 2636.9 | 1316.3 |
| 121.6 | 76.1 | 45.5 | 128.4 | 79.9 | 48.5 | 139.4 | 81.5 | 57.9 |
| 23.9 | 14.2 | 9.7 | 26.0 | 15.7 | 10.3 | 31.0 | 20.5 | 10.5 |
| 78.4 | 56.6 | 21.8 | 85.7 | 62.2 | 23.5 | 87.9 | 63.7 | 24.2 |
| 48.2 | 37.1 | 11.1 | 53.8 | 41.5 | 12.3 | 69.7 | 53.6 | 16.1 |
| 830.4 | 530.5 | 299.9 | 807.3 | 508.1 | 299.2 | 956.8 | 608.8 | 348.0 |
| 14.3 | 6.5 | 7.8 | 14.9 | 6.6 | 8.3 | 18.3 | 7.1 | 11.2 |
| 46.1 | 11.5 | 34.6 | 52.4 | 11.3 | 41.1 | 75.1 | 11.6 | 63.5 |
| 11.8 | 9.5 | 2.3 | 10.6 | 7.8 | 2.8 | 12.8 | 7.9 | 4.9 |
| 5.4 | - | 5.4 | 7.7 | 0.1 | 7.6 | 13.2 | - | 13.2 |
|) |) |) |) |) |) |) | 93.0 |) |
| 262.9) | 177.2) | 85.7) | 282.6) | 172.4) | 110.2) | 318.8) | 100.0 | 125.8) |
| 112.5 | 83.5 | 29.0 | 116.4 | 82.1 | 34.3 | 161.0 | 117.7 | 43.3 |
| 4.7 | (e) | 4.7 | 5.3 | (e) | 5.3 | 6.3 | (e) | 6.3 |
|) | - |) | 0.8 | - | 0.8 | 1.2 | - | 1.2 |
| 2.1) | - | 2.1) | 1.2 | - | 1.2 | 1.1 | - | 1.1 |
|) | 62.1 |) |) | 57.1 |) |) | 64.6 |) |
|) |) |) |) |) |) |) |) |) |
| 334.6) | 53.4 | 156.9) | 370.6) | 59.1 | 181.8) | 436.9) | 68.3 | 216.1) |
|) | 62.2 |) |) | 72.6 |) |) | 87.9 |) |
| 173.6 | 147.1 | 26.5 | 184.5 | 157.0 | 27.5 | 206.1 | 176.8 | 29.3 |
|) |) |) |) |) |) |) | 23.7 |) |
| 133.2) | 91.2) | 42.0) | 150.7) | 104.1) | 46.6) | 187.7) | 104.4 | 59.6) |
| 74.1 | 35.3 | 38.8 | 91.2 | 43.2 | 48.0 | 109.4 | 52.9 | 56.5 |
| 7.0 | 4.1 | 2.9 | 8.3 | 5.0 | 3.3 | 13.2 | 9.0 | 4.2 |
|) |) |) |) |) |) |) |) |) |
| 190.7) | 156.0) | 23.7) | 207.7) | 169.4) | 21.2) | 178.1) | 142.0) | 36.1) |
|) |) | 11.0 |) |) | 4.5 |) |) |) |
| 175.0 | 145.8 | 29.2 | 196.5 | 160.7 | 12.6 | 93.3 | 77.8 | 15.5 |
| 126.4 | 63.1 | 63.3 | 143.2 | 84.7 | 35.8 | 241.0 | 201.0 | 40.0 |
| 63.3 | 57.6 | 5.7 | 55.9 | 49.2 | 58.5 | 177.8 | 106.4 | 71.4 |
| 2.4 | (2.2)(f) | 4.6 | 14.0 | 2.1(f) | 6.7 | 61.0 | 53.5 | 7.5 |
| | | | | | 11.9 | 8.9 | - | 8.9 |
| 2842.5 | 1878.2 | 964.3 | 3015.3 | 1951.7 | 1063.6 | 3606.2 | 2333.8 | 1272.4 |
| 228.0 | 174.0 | 54.0 | 336.3 | 273.5 | 62.8 | 346.9 | 303.0 | 43.9 |
| 8.0 | 7.4 | 0.6 | 8.6 | 5.6 | 3.0 | 13.1 | (5.1) | 18.2 |
| (123.4) | (109.5) | (13.9) | (108.3) | (91.3) | (17.0) | (87.6) | (70.8) | (16.8) |
| - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - |
| 22.5 | 22.3 | 0.2 | (3.1) | (3.1) | - | (41.1) | (41.1) | - |
| (33.8) | (32.3) | (1.5) | (0.5) | 0.5 | (1.0) | (17.4) | (18.0) | 0.6 |
| (126.7) | (112.1) | (14.6) | (103.4) | (88.4) | (15.0) | (132.9) | (134.9) | 2.0 |
| 101.3 | 61.9 | 39.4 | 232.9 | 185.1 | 47.8 | 214.0 | 168.1 | 45.9 |

MAJOR UNITED KINGDOM AIRLINES - PROFIT AND LOSS
ACCOUNT SUMMARY 1980-1987

Table 2.4 cont

| | | 1985 | | | 1986 | | |
|-----------------|---|---------------|------------------------|--------------------------|---------------|------------------------|--------------------------|
| | | Total | British Airways (a) | Other UK Airlines (b) | Total | British Airways (a) | Other UK Airlines (b) |
| REVENUES | | | | | | | |
| 1 | Scheduled Passenger | | | 63.2 | | | 53.6 |
| | (a) First Class |) |) |) |) |) |) |
| | (b) Normal Economy | 2954.0) | 2349.9) | 540.9) | 2986.9) | 2401.2) | 532.1) |
| | (c) Other Scheduled Service Passengers |) |) |) |) |) |) |
| 2 | Scheduled Excess Baggage | 25.5 | 16.2 | 9.3 | 25.8 | 15.3 | 10.5 |
| 3 | Scheduled Cargo and Diplomatic bags | 306.2 | 226.2 | 80.0 | 292.1 | 217.0 | 75.1 |
| 4 | Scheduled and Non-scheduled Mail | 52.4 | 41.5 | 10.9 | 53.1 | 44.0 | 9.1 |
| 5 | Non-scheduled flights | | | | | | |
| | (a) Inclusive Tours |) |) |) |) |) |) |
| | (b) ABC other than part charter |) |) |) |) |) |) |
| | (c) Cargo | 827.1) | 151.3) | 675.8) | 889.8) | 140.6) | 759.2) |
| | (d) Other |) |) |) |) |) |) |
| 6 | Incidental Revenue | 100.5 | 9.6 | 90.9 | 95.6 | 8.3 | 87.3 |
| 7 | Total Operating Revenues | 4265.7 | 2794.8 | 1470.9 | 4353.3 | 2826.4 | 1526.9 |
| EXPENSES | | | | | | | |
| 8 | Flight crew salaries | 146.0 | 89.0 | 57.0 | 181.0 | 114.9 | 66.1 |
| 9 | Flight crew allowances and expenses | 35.2 | 22.1 | 13.1 | 36.6 | 24.8 | 11.8 |
| 10 | Cabin crew salaries (including training) | 112.6 | 79.9 | 32.7 | 129.9 | 93.9 | 36.0 |
| 11 | Cabin crew allowances and expenses | 75.9 | 59.6 | 16.3 | 82.9 | 64.3 | 18.6 |
| 12 | Aircraft fuel and oil | 928.1 | 572.0 | 356.1 | 626.0 | 370.7 | 255.3 |
| 13 | Flight equipment insurance and uninsured losses | 31.6 | 16.6 | 15.0 | 38.1 | 19.8 | 18.3 |
| 14 | Rental of flight equipment | 144.2 | 68.5 | 75.7 | 169.7 | 75.8 | 93.9 |
| 15 | Flight crew training (when not amortised) | 13.0 | 8.2 | 4.8 | 11.9 | 4.1 | 7.8 |
| 16 | Flight crew expenses other than items 8-15 | 13.3 | 0.7 | 12.6 | 14.6 | 0.9 | 13.7 |
| 17 | Maintenance and overhaul | | | | | | |
| | (a) Fixed |) | 108.6 |) |) | 138.7 |) |
| | (b) Variable | 370.6) | 120.7 | 141.3) | 430.9) | 131.5 | 160.7) |
| 18 | Depreciation of aircraft fleet (including spares) | 163.2 | 112.6 | 50.6 | 173.7 | 118.9 | 54.8 |
| 19 | Depreciation of ground property and equipment | 7.6 | (e) | 7.6 | 8.6 | (e) | 8.6 |
| 20 | Amortisation of development and pre-operating costs | 1.2 | - | 1.2 | 1.3 | - | 1.3 |
| 21 | Flight crew training (when amortised) | 1.0 | - | 1.0 | 0.9 | - | 0.9 |
| 22 | Landing and departure fees |) | 66.9 |) |) | 75.3 |) |
| 23 | En-route and other Navigation service charges | 449.9) | 67.7 | 225.6) | 545.8) | 80.2 | 285.5) |
| 24 | Handling charges and parking fees |) | 89.7 |) |) | 104.8 |) |
| 25 | Station costs | 234.2 | 198.6 | 35.6 | 252.5 | 216.9 | 35.6 |
| 26 | Passenger services | | | | | | |
| | (a) Fixed |) | 31.6 |) |) | 30.1 |) |
| | (b) Variable |) | 117.6 |) |) | 126.6 |) |
| 27 | Passenger embarkation fees | 346.6) | 59.1 | 128.3) | 387.1) | 62.5 | 159.0) |
| 28 | Passenger insurance |) | 10.0 |) |) | 8.9 |) |
| 29 | Sales |) |) | 34.2 |) |) | 33.5 |
| 30 | Reservations | 189.3) | 150.2) | 4.9 | 200.9) | 161.4) | 6.0 |
| 31 | Advertising and promotion | 110.7 | 90.5 | 20.2 | 114.3 | 90.7 | 23.6 |
| 32 | Commission | 269.8 | 216.7 | 53.1 | 276.1 | 222.7 | 53.4 |
| 33 | General and administrative | 254.5 | 156.3 | 98.2 | 321.8 | 214.9 | 106.9 |
| 34 | Specific cargo costs | 85.6 | 76.8 | 8.8 | 99.9 | 90.2 | 9.7 |
| 35 | Other operating expenses | 23.1 | - | 23.1 | 30.3 | - | 30.3 |
| 36 | Total Operating Expenses | 4007.0 | 2590.3 | 1416.7 | 4135.1 | 2643.8 | 1491.3 |
| 37 | Operating Profit (or Loss) | 258.7 | 204.5 | 54.2 | 218.2 | 182.6 | 35.6 |
| 38 | Profit or Loss on disposal of fixed assets | 11.2 | (2.8) | 14.0 | 32.2 | 1.3 | 30.9 |
| 39 | Interest payable less receivable (Net) | (61.5) | (26.8) | (34.7) | (52.9) | (17.1) | (35.8) |
| 40 | Direct subsidies from public funds | - | - | - | - | - | - |
| 41 | Other payments from public funds | - | - | - | - | - | - |
| 42 | Dividends receivable | (4.1) | (5.9) | 1.8 | 3.7 | 1.2 | 2.5 |
| 43 | Other non-operating items | 16.1 | 14.2 | 1.9 | (5.5) | (5.8) | 0.3 |
| 44 | Non-Operating Items (Net) | (38.4) | (21.3) | (17.1) | (22.5) | (20.4) | (2.1) |
| 45 | Profit or Loss (-) before Taxation | 220.3 | 183.2 | 37.1 | 195.7 | 162.2 | 33.5 |

Table 2.4 cont

| 1987 | | |
|---------|------------------------|--------------------------|
| Total | British Airways (c) | Other UK Airlines (d) |
|) |) | 34.8 |
| 3448.0) | 2749.5) | 663.7) |
|) |) |) |
| 18.9 | 13.4 | 5.5 |
| 311.3 | 229.3 | 82.0 |
| 52.1 | 41.6 | 10.5 |
|) |) |) |
|) |) |) |
| 1048.2) | 164.6) | 833.6) |
|) |) |) |
| 106.2 | 9.1 | 97.1 |
| 4984.8 | 3207.5 | 1777.3 |
| 202.4 | 124.9 | 77.5 |
| 38.4 | 25.8 | 12.6 |
| 145.3 | 104.0 | 41.3 |
| 86.6 | 66.2 | 20.4 |
| 640.4 | 377.3 | 263.1 |
| 40.9 | 19.7 | 21.2 |
| 234.3 | 92.9 | 141.4 |
| 17.4 | 8.4 | 9.0 |
| 17.6 | 1.0 | 16.6 |
|) | 154.2 |) |
| 480.5) | 140.1 | 186.2) |
| 207.5 | 141.0 | 66.5 |
| 10.4 | (e) | 10.4 |
| 1.7 | - | 1.7 |
| 1.3 | - | 1.3 |
|) | 85.2 |) |
|) |) |) |
| 612.6) | 82.9 | 336.2) |
|) | 108.3 |) |
| 265.7 | 232.1 | 33.6 |
|) | 36.6 |) |
|) | 149.9 |) |
| 460.8) | 73.8 | 187.5) |
|) | 13.0 |) |
|) |) | 37.4 |
| 214.6) | 170.6) | 6.6 |
| 137.8 | 108.2 | 29.6 |
| 334.6 | 268.9 | 65.7 |
| 382.0 | 258.9 | 123.1 |
| 114.6 | 103.5 | 11.1 |
| 0.1 | - | 0.1 |
| 4647.5 | 2947.4 | 1700.1 |
| 319.1 | 241.9 | 77.2 |
| 29.2 | (3.8) | 33.0 |
| (43.1) | (7.6) | (35.5) |
| - | - | - |
| - | - | - |
| 3.8 | 0.8 | 3.0 |
| (3.0) | (3.8) | 0.8 |
| (13.0) | (14.4) | 1.4 |
| 306.0 | 227.5 | 78.5 |

MAJOR UNITED KINGDOM AIRLINES - APPROPRIATION ACCOUNT
SUMMARY 1980-1987

Table 2.5
(£ million)

| | 1980 | | | 1981 | | | 1982 | | | 1983 | | |
|--|---------|------------------------|-------------------|---------|------------------------|-------------------|--------|------------------------|-------------------|--------|------------------------|-------------------|
| | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines |
| 1 Profit or loss before Taxation | (126.1) | (140.7) | 14.6 | (105.9) | (113.7) | 7.8 | 101.3 | 61.9 | 39.4 | 232.9 | 185.1 | 47.8 |
| 2 Taxation | (12.4) | (3.7) | (8.7) | (8.2) | (5.4) | (2.8) | (15.7) | (9.5) | (6.2) | (18.5) | (3.2) | (15.3) |
| 3 Profit or loss after Taxation | (138.5) | (144.4) | 5.9 | (114.1) | (119.1) | 5.0 | 85.6 | 52.4 | 33.2 | 214.4 | 181.9 | 32.5 |
| 4 Exceptional items and prior year adjustments | 9.9 | - | 9.9 | (420.2) | (426.4) | 6.2 | 18.2 | 26.1 | (7.9) | 32.9 | 33.2 | (0.3) |
| 5 Transfers from reserves | 15.3 | (0.7) | 16.0 | 24.3 | 0.7 | 23.6 | 3.9 | (1.3) | 5.2 | 14.8 | (0.5) | 15.3 |
| 6 Available for appropriation | (113.3) | (145.1) | 31.8 | (510.1) | (544.9) | 34.8 | 107.8 | 77.2 | 30.6 | 262.1 | 214.6 | 47.5 |
| 7 Dividends | 17.4 | - | 17.4 | 35.0 | - | 35.0 | 21.5 | - | 21.5 | 29.7 | - | 29.7 |
| 8 Transfers to reserves | (130.6) | (145.1) | 14.5 | (545.1) | (544.9) | (0.2) | 86.3 | 77.2 | 9.1 | 232.3 | 214.6 | 17.7 |

| | 1984 | | | 1985 | | | 1986 | | | 1987 | | |
|--|--------|------------------------|-------------------|--------|------------------------|--------------------------|--------|------------------------|--------------------------|--------|------------------------|--------------------------|
| | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines (b) | Total | British Airways (a) | Other UK Airlines (b) | Total | British Airways (a) | Other UK Airlines (c) |
| 1 Profit or loss before Taxation | 214.0 | 168.1 | 45.9 | 220.3 | 183.2 | 37.1 | 195.7 | 162.2 | 33.5 | 306.0 | 227.5 | 78.5 |
| 2 Taxation | (22.2) | (2.2) | (20.0) | (17.0) | (1.8) | (15.2) | (16.7) | (14.5) | (2.2) | (75.7) | (76.5) | 0.8 |
| 3 Profit or loss after Taxation | 191.9 | 166.0 | 25.9 | 203.2 | 181.3 | 21.9 | 179.0 | 147.7 | 31.3 | 230.3 | 151.0 | 79.3 |
| 4 Exceptional items and prior year adjustments | 12.8 | 10.7 | 2.1 | 3.0 | - | 3.0 | 15.0 | 3.6 | 11.4 | (0.5) | - | (0.5) |
| 5 Transfers from reserves | (1.3) | (0.5) | (0.8) | (3.0) | (0.6) | (2.4) | 1.1 | (0.1) | 1.2 | 1.6 | (0.3) | 1.9 |
| 6 Available for appropriation | 203.2 | 176.1 | 27.1 | 203.3 | 180.8 | 22.5 | 195.1 | 151.2 | 43.9 | 231.4 | 150.7 | 80.7 |
| 7 Dividends | 6.2 | - | 6.2 | 26.4 | 0.4 | 26.0 | 61.4 | 29.6 | 31.8 | 61.4 | 49.7 | 11.7 |
| 8 Transfers to reserves | 197.0 | 176.1 | 20.9 | 177.0 | 180.4 | (3.4) | 133.6 | 121.5 | 12.1 | 170.0 | 101.0 | 69.0 |

(a) British Airways Consolidated. 1987 includes British Caledonian Airways for the months of January 1988-March 1988.

(b) Excludes Virgin Atlantic whose Financial Report covers 18 months

(c) Excludes British Air Ferries

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MAJOR UNITED KINGDOM AIRLINES
BALANCE SHEET SUMMARY 1980-1987

Table 2.6
(£ million)

| | 1980 | | | 1981 | | |
|---|----------------|------------------------|-------------------|----------------|------------------------|-------------------|
| | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines |
| ASSETS EMPLOYED | | | | | | |
| 1 Operating Equipment and Property | | | | | | |
| Aircraft fleet (including spares) | 2045.2 | 1511.5 | 533.7 | 1950.2 | 1615.3 | 334.9 |
| Less: amortisation and depreciation | 762.2 | 650.9 | 111.3 | 981.5 | 898.5 | 83.0 |
| Aircraft fleet after depreciation | 1283.0 | 860.6 | 422.4 | 968.8 | 716.9 | 251.9 |
| Property and other equipment | 427.4 | 380.4 | 47.0 | 445.1 | 389.2 | 55.9 |
| Less: amortisation and depreciation | 159.1 | 143.7 | 15.4 | 183.6 | 168.2 | 15.4 |
| Property after depreciation | 268.4 | 236.8 | 31.6 | 261.6 | 221.1 | 40.5 |
| Payments on account of aircraft under construction | 86.6 | 84.7 | 1.9 | 36.9 | 34.5 | 2.3 |
| 2 Interests in Group Companies | | | | | | |
| Shares | 1.5 | - | 1.5 | 0.5 | - | 0.5 |
| Advances and debts not currently receivable | 0.1 | - | 0.1 | 0.4 | - | 0.4 |
| 3 Trade Investments | | | | | | |
| Shares | 4.3 | 4.2 | 0.1 | 4.3 | 4.1 | 0.2 |
| Advances and debts not currently receivable | 2.0 | 2.0 | - | 2.2 | 2.1 | 0.1 |
| 4 Current Assets | | | | | | |
| Stocks and work in progress | 63.9 | 31.7 | 32.2 | 56.3 | 33.0 | 23.3 |
| Debtors and prepayments | 453.0 | 360.9 | 92.1 | 557.0 | 446.8 | 110.2 |
| Short-term loans and deposits | 4.8 | 4.5 | 0.3 | 7.7 | - | 7.7 |
| Bank balance and cash | 75.3 | 33.7 | 41.6 | 54.1 | 4.5 | 49.6 |
| Group companies advances and debts currently receivable | 5.7 | - | 5.7 | 65.6 | 30.5 | 35.1 |
| Other items | 3.3 | 0.1 | 3.2 | - | - | - |
| Total current Assets | 605.8 | 430.8 | 175.0 | 740.7 | 514.8 | 225.9 |
| 5 Less: Current Liabilities | | | | | | |
| Creditors and accruals | 421.7 | 300.6 | 121.1 | 684.8 | 550.3 | 134.5 |
| Traffic revenue received in advance | 255.1 | 204.6 | 50.5 | 296.0 | 241.7 | 54.3 |
| Taxation | 6.4 | 5.0 | 1.4 | 13.8 | 8.5 | 5.3 |
| Dividends | 1.1 | 0.8 | 0.3 | 0.7 | - | 0.7 |
| Bank overdrafts | 12.5 | - | 12.5 | 12.4 | 1.4 | 11.0 |
| Instalments of borrowings and hire purchase liabilities repayable within one year | 68.4 | 50.5 | 17.9 | 28.7 | - | 28.7 |
| Group companies advances and debts currently payable | 5.6 | - | 5.6 | 12.5 | - | 12.5 |
| Other items | 4.8 | - | 4.8 | 5.3 | - | 5.3 |
| Total Current Liabilities | 775.5 | 561.4 | 214.1 | 1054.3 | 802.0 | 252.3 |
| Total Net Current Assets | (169.7) | (130.6) | (39.1) | (313.6) | (287.1) | (26.5) |
| 6 Unamortised Costs | | | | | | |
| Pre-operational training and development | 4.1 | - | 4.1 | 4.3 | - | 4.3 |
| Other items | - | - | - | - | - | - |
| 7 Other Assets | 11.6 | 11.6 | - | 17.3 | 15.0 | 2.3 |
| TOTAL ASSETS | 1491.9 | 1069.2 | 422.7 | 982.7 | 706.6 | 276.1 |
| FINANCED BY: | | | | | | |
| 8 Shareholders Funds | | | | | | |
| Share Capital | 195.4 | 170.0 | 25.4 | 211.7 | 180.0 | 31.7 |
| Share Premium Account | 2.4 | - | 2.4 | 2.4 | - | 2.4 |
| Reserves: Capital |) |) | 5.1 | 10.9 | - | 10.9 |
| Self-Insurance | 203.8 | 164.3 | - | - | - | - |
| Revenue |) |) | 20.8 | (9.5) | - | (9.5) |
| Other |) |) | 13.6 | (479.9) | (486.7) | 6.8 |
| 9 Borrowings etc. Repayable more than one year ahead | | | | | | |
| Advances from other Group companies | 42.6 | - | 42.6 | 71.5 | - | 71.5 |
| Bank Loans |) | 461.7 |) | 650.2 | 650.2 | - |
| Other Loans | 1032.3 | 270.2 | 300.4 | 501.9 | 360.4 | 141.5 |
| Hire Purchase Liabilities | 8.6 | - | 8.6 | 7.4 | - | 7.4 |
| 10 Deferred Liabilities | | | | | | |
| Taxation | 0.6 | 0.2 | 0.4 | 1.4 | 0.1 | 1.3 |
| Other | 6.2 | 2.7 | 3.5 | 14.6 | 2.6 | 12.0 |
| TOTAL LIABILITIES | 1491.9 | 1069.2 | 422.7 | 982.7 | 706.6 | 276.1 |

(a) British Airways Consolidated. 1987 includes British Caledonian Airways for the months of January 1988-March 1988

(b) Excludes Virgin Atlantic whose Financial Report covers 18 months

(c) Excludes British Air Ferries

Table 2.6 cont
(£ million)

| 1982 | | | 1983 | | | 1984 | | | 1985 | | |
|---------|---------------------|-------------------|---------|---------------------|-------------------|---------|---------------------|-------------------|---------|---------------------|-----------------------|
| Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines | Total | British Airways (a) | Other UK Airlines (b) |
| 1994.4 | 1640.8 | 353.6 | 2455.4 | 1942.0 | 513.4 | 2736.1 | 2020.2 | 715.9 | 2882.0 | 2046.5 | 835.5 |
| 992.6 | 896.3 | 96.3 | 1076.7 | 959.0 | 117.7 | 1179.2 | 1036.8 | 142.4 | 1309.7 | 1145.2 | 164.5 |
| 1001.6 | 744.4 | 257.2 | 1378.7 | 983.0 | 395.7 | 1556.9 | 983.4 | 573.5 | 1572.2 | 901.3 | 670.9 |
| 443.8 | 379.3 | 64.5 | 522.2 | 443.7 | 78.5 | 551.7 | 460.4 | 91.3 | 633.7 | 507.2 | 126.5 |
| 193.9 | 175.5 | 18.4 | 212.4 | 189.7 | 22.7 | 237.3 | 209.3 | 28.0 | 270.4 | 235.0 | 35.4 |
| 250.1 | 203.9 | 46.2 | 309.8 | 254.0 | 55.8 | 314.4 | 251.1 | 63.3 | 363.3 | 272.2 | 91.1 |
| 46.2 | 29.2 | 17.0 | 45.4 | 25.6 | 19.8 | 15.9 | 12.4 | 3.5 | 146.6 | 141.8 | 4.8 |
| 1.0 | - | 1.0 | 2.5 | - | 2.5 | 2.7 | - | 2.7 | 4.2 | - | 4.2 |
| 0.3 | - | 0.3 | 0.1 | - | 0.1 | 1.7 | - | 1.7 | 2.3 | - | 2.3 |
| 1.8 | 1.6 | 0.2 | 3.8 | 3.3 | 0.5 | 4.1 | 3.6 | 0.5 | 4.4 | 3.8 | 0.6 |
| 2.4 | 2.0 | 0.4 | 0.3 | - | 0.3 | 0.1 | - | 0.1 | - | - | - |
| 42.1 | 14.9 | 27.2 | 47.5 | 15.0 | 32.5 | 58.2 | 17.2 | 41.0 | 65.2 | 18.3 | 46.9 |
| 560.4 | 456.2 | 104.2 | 590.7 | 462.3 | 128.4 | 784.7 | 607.4 | 177.3 | 687.9 | 518.3 | 169.6 |
| 15.0 | 7.9 | 7.1 | 6.4 | 3.5 | 2.9 | 66.0 | 64.3 | 1.7 | 34.3 | 23.8 | 10.5 |
| 96.2 | 30.5 | 65.7 | 116.2 | 30.2 | 86.0 | 114.1 | 21.1 | 93.0 | 124.1 | 32.8 | 91.3 |
| 47.6 | - | 47.6 | 46.0 | - | 46.0 | 92.6 | - | 92.6 | 83.0 | - | 83.0 |
| 1.1 | - | 1.1 | 0.3 | - | 0.3 | 4.7 | - | 4.7 | 14.2 | - | 14.2 |
| 762.4 | 509.5 | 252.9 | 807.1 | 511.0 | 296.1 | 1120.2 | 709.9 | 410.3 | 1008.6 | 593.2 | 415.4 |
| 532.8 | 388.9 | 143.9 | 642.0 | 461.4 | 180.6 | 766.8 | 556.6 | 210.2 | 797.5 | 559.5 | 238.0 |
| 333.4 | 279.2 | 54.2 | 359.1 | 293.8 | 65.3 | 476.8 | 404.4 | 72.4 | 454.4 | 386.4 | 68.0 |
| 7.1 | 3.2 | 3.9 | 4.9 | 3.0 | 1.9 | 11.1 | 5.0 | 6.1 | 35.1 | 3.6 | 31.5 |
| 1.0 | - | 1.0 | 12.0 | - | 12.0 | 3.1 | - | 3.1 | 2.0 | 0.2 | 1.8 |
| 11.0 | 2.1 | 8.9 | 18.5 | 0.1 | 18.4 | 19.3 | 1.1 | 18.2 | 26.7 | 0.3 | 26.4 |
| 105.3 | 78.9 | 26.4 | 100.2 | 61.5 | 38.7 | 139.6 | 81.2 | 58.4 | 126.0 | 67.6 | 58.4 |
| 22.6 | - | 22.6 | 17.5 | - | 17.5 | 80.4 | - | 80.4 | 58.0 | - | 58.0 |
| 3.9 | - | 3.9 | 38.3 | - | 38.3 | 33.6 | - | 33.6 | 74.1 | 6.2 | 67.9 |
| 1017.1 | 752.3 | 264.8 | 1192.4 | 819.8 | 372.6 | 1530.6 | 1048.3 | 482.3 | 1573.7 | 1023.7 | 550.0 |
| (254.7) | (242.8) | (11.9) | (385.3) | (308.7) | (76.6) | (410.4) | (338.3) | (72.1) | (565.2) | (430.5) | (134.7) |
| 3.6 | - | 3.6 | 3.5 | - | 3.5 | 5.2 | - | 5.2 | 9.0 | - | 9.0 |
| 0.2 | - | 0.2 | 6.8 | - | 6.8 | 6.3 | - | 6.3 | 6.2 | - | 6.2 |
| 16.9 | 15.0 | 1.9 | 16.9 | 16.9 | - | 0.7 | 0.6 | 0.1 | 1.3 | 1.2 | 0.1 |
| 1069.4 | 753.4 | 316.0 | 1382.5 | 974.0 | 408.5 | 1497.4 | 912.8 | 584.6 | 1544.4 | 889.8 | 654.6 |
| 211.5 | 180.0 | 31.5 | 211.5 | 180.0 | 31.5 | 213.1 | 180.1 | 33.0 | 213.4 | 180.1 | 33.3 |
| 2.4 | - | 2.4 | 2.4 | - | 2.4 | 3.0 | - | 3.0 | 3.0 | - | 3.0 |
| 11.9 | - | 11.9 | 21.2 | - | 21.2 | 29.4 | 1.3 | 28.1 | 29.1 | 1.6 | 27.5 |
| - | - | - | - | - | - | - | - | - | - | - | - |
| (9.0) | - | (9.0) | (44.6) | (54.3) | 9.7 | 111.0 | 81.0 | 30.0 | 319.2 | 278.0 | 41.2 |
| (389.9) | (401.3) | 11.4 | - | - | - | 29.6 | 23.4 | 6.2 | 20.7 | 20.2 | 0.5 |
| 85.3 | - | 85.3 | 85.8 | - | 85.8 | 38.6 | - | 38.6 | 48.1 | - | 48.1 |
|) | 623.1 |) |) | 571.2 |) |) | 450.9 |) |) | 230.2 |) |
| 1122.3 | 351.2 | 148.0 | 994.1 | 268.4 | 154.5 | 944.0 | 114.7 | 378.4 | 729.5 | 81.5 | 417.8 |
| 7.1 | - | 7.1 | 60.4 | - | 60.4 | - | - | - | - | - | - |
| 7.4 | - | 7.4 | 31.3 | 7.9 | 23.4 | 45.8 | 7.9 | 37.9 | 58.7 | 7.9 | 50.8 |
| 20.2 | 0.3 | 19.9 | 20.4 | 0.8 | 19.6 | 83.0 | 53.6 | 29.4 | 122.8 | 90.4 | 32.4 |
| 1069.4 | 753.4 | 316.0 | 1382.5 | 974.0 | 408.5 | 1497.4 | 912.8 | 584.6 | 1544.4 | 889.8 | 654.6 |

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Table 2.6 cont
(£ million)

| | 1986 | | | 1987 | | |
|---|----------------|------------------------|--------------------------|----------------|------------------------|--------------------------|
| | Total | British Airways (a) | Other UK Airlines (b) | Total | British Airways (a) | Other UK Airlines (c) |
| ASSETS EMPLOYED | | | | | | |
| 1 Operating Equipment and Property | | | | | | |
| Aircraft fleet (including spares) | 2851.8 | 2067.9 | 783.9 | 3823.6 | 2765.5 | 1058.1 |
| Less: amortisation and depreciation | 1355.2 | 1202.4 | 152.8 | 1433.0 | 1228.8 | 204.2 |
| Aircraft fleet after depreciation | 1496.6 | 865.5 | 631.1 | 2390.7 | 1536.7 | 854.0 |
| Property and other equipment | 663.7 | 531.0 | 132.7 | 834.2 | 686.8 | 147.4 |
| Less: amortisation and depreciation | 286.4 | 247.6 | 38.8 | 332.6 | 285.0 | 47.6 |
| Property after depreciation | 377.2 | 283.3 | 93.9 | 501.7 | 401.9 | 99.8 |
| Payments on account of aircraft under construction | 161.1 | 150.6 | 10.5 | 263.2 | 226.4 | 36.8 |
| 2 Interests in Group Companies | | | | | | |
| Shares | 5.3 | - | 5.3 | 1.7 | - | 1.7 |
| Advances and debts not currently receivable | 4.3 | - | 4.3 | 5.0 | - | 5.0 |
| 3 Trade Investments | | | | | | |
| Shares | 4.7 | 3.9 | 0.8 | 24.7 | 23.5 | 1.2 |
| Advances and debts not currently receivable | - | - | - | 0.5 | 0.5 | - |
| 4 Current Assets | | | | | | |
| Stocks and work in progress | 108.3 | 22.8 | 85.5 | 85.9 | 27.9 | 58.0 |
| Debtors and prepayments | 769.6 | 582.1 | 187.5 | 930.0 | 706.0 | 224.0 |
| Short-term loans and deposits | 155.5 | 153.0 | 2.5 | 135.5 | 117.3 | 18.2 |
| Bank balance and cash | 100.4 | 19.1 | 81.3 | 171.3 | 50.1 | 121.2 |
| Group companies advances and debts currently receivable | 118.2 | - | 118.2 | 71.3 | - | 71.3 |
| Other items | 6.2 | - | 6.2 | 8.4 | - | 8.4 |
| Total current Assets | 1258.1 | 777.0 | 481.1 | 1402.3 | 901.2 | 501.1 |
| 5 Less: Current Liabilities | | | | | | |
| Creditors and accruals | 833.4 | 574.9 | 258.5 | 1119.6 | 815.9 | 303.7 |
| Traffic revenue received in advance | 492.0 | 416.2 | 75.8 | 559.6 | 478.0 | 81.6 |
| Taxation | 53.3 | 31.9 | 21.4 | 120.2 | 96.8 | 23.4 |
| Dividends | 31.0 | 29.6 | 1.4 | 38.4 | 33.5 | 4.9 |
| Bank overdrafts | 44.3 | 2.6 | 41.7 | 27.9 | 8.5 | 19.4 |
| Instalments of borrowings and hire purchase liabilities repayable within one year | 130.8 | 71.1 | 59.7 | 132.9 | 29.4 | 103.5 |
| Group companies advances and debts currently payable | 54.5 | - | 54.5 | 66.0 | - | 66.0 |
| Other items | 68.2 | 13.6 | 54.6 | 89.8 | 8.8 | 81.0 |
| Total Current Liabilities | 1707.3 | 1139.8 | 567.5 | 2154.3 | 1470.9 | 683.4 |
| Total Net Current Assets | (449.3) | (362.8) | (86.5) | (752.0) | (569.7) | (182.3) |
| 6 Unamortised Costs | | | | | | |
| Pre-operational training and development | 6.6 | - | 6.6 | 5.3 | - | 5.3 |
| Other items | 7.6 | - | 7.6 | 3.5 | - | 3.5 |
| 7 Other Assets | 1.8 | 1.7 | 0.1 | 15.8 | 15.7 | 0.1 |
| TOTAL ASSETS | 1616.0 | 942.2 | 673.8 | 2460.1 | 1635.0 | 825.1 |
| FINANCED BY: | | | | | | |
| 8 Shareholders Funds | | | | | | |
| Share Capital | 213.5 | 180.1 | 33.4 | 199.0 | 180.1 | 18.9 |
| Share Premium Account | 3.4 | - | 3.4 | 3.7 | 0.3 | 3.4 |
| Reserves: Capital | 36.1 | - | 36.1 | 46.6 | - | 46.6 |
| Self-Insurance | - | - | - | - | - | - |
| Revenue | 468.1 | 413.5 | 54.6 | 368.2 | 247.5 | 120.7 |
| Other | 12.1 | 11.6 | 0.5 | 210.2 | 204.7 | 5.5 |
| 9 Borrowings etc. Repayable more than one year ahead | | | | | | |
| Advances from other Group companies | 72.7 | - | 72.7 | 79.9 | - | 79.9 |
| Bank Loans |) | 132.1 |) |) | 127.0 |) |
| Other Loans | 605.9 | 93.7 | 380.1 | 1291.3 | 691.5 | 472.8 |
| Hire Purchase Liabilities |) | - |) |) | - |) |
| 10 Deferred Liabilities | | | | | | |
| Taxation | 53.0 | 2.2 | 50.8 | 34.3 | (8.9) | 43.2 |
| Other | 151.3 | 109.1 | 42.2 | 226.8 | 192.8 | 34.0 |
| TOTAL LIABILITIES | 1616.0 | 942.2 | 673.8 | 2460.1 | 1635.0 | 825.1 |

MAJOR UNITED KINGDOM AIRLINES
INDIVIDUAL AIRLINE PROFIT AND LOSS ACCOUNT 1987

Table 2.7
(£000)

| | | (a) British Airways Consolidated | (b) British Airways Consolidated | Air Bridge Carriers | Air Europe | Air UK | Britannia Airways |
|----------|---|---|---|---------------------------|---------------|-----------|----------------------|
| REVENUES | Financial year ending | 31.3.88 | 31.3.88 | 31.12.87 | 31.3.88 | 31.12.87 | 31.12.87 |
| 1 | Scheduled passenger (a) First class | | | - | - | - | - |
| | (b) Normal economy | 2 749 498 | | - | - | - | 9 638 |
| | (c) Other scheduled service passengers | | | - | 10 383 | 55 526 | - |
| 2 | Scheduled Excess Baggage | 13 360 | | - | 63 | 79 | - |
| 3 | Scheduled cargo and diplomatic bags | 229 344 | | 11 985 | 382 | 1 581 | 146 |
| 4 | Scheduled and non-scheduled Mail | 41 611 | | - | - | 51 | - |
| 5 | Non-scheduled flights (a) Inclusive Tours | | | - | 76 940 | - | 292 964 |
| | (b) ABC Other than part-charter | 164 588 | | - | - | 242 | - |
| | (c) Cargo | | | 3 099 | 4 | - | 130 |
| | (d) Other | | | - | - | - | - |
| 6 | Incidental Revenue | 9 147 | | - | 12 957 | 1 177 | 18 775 |
| 7 | Total Operating Revenues | 3 207 548 | | 15 084 | 100 729 | 58 656 | 321 653 |
| EXPENSES | | | | | | | |
| 8 | Flight crew salaries | 124 904 | | 640 | 3 814 | 3 134 | 18 140 |
| 9 | Flight crew allowances and expenses | 25 761 | | 372 | 840 | 622 | 2 570 |
| 10 | Cabin crew salaries (including training) | 104 044 | | - | 2 496 | 1 163 | 7 953 |
| 11 | Cabin crew allowances and expenses | 66 165 | | - | 149 | 366 | 4 779 |
| 12 | Aircraft fuel and oil | 377 263 | | 1 755 | 13 849 | 4 444 | 49 754 |
| 13 | Flight equipment insurance and uninsured losses | 19 720 | | 390 | 2 080 | 689 | 2 431 |
| 14 | Rental of flight equipment | 92 891 | | 433 | 20 915 | 1 388 | 40 655 |
| 15 | Flight crew training (when not amortised) | 8 439 | | - | 368 | 470 | 1 347 |
| 16 | Flight expenses other than items 8 to 15 | 990 | | 133 | 1 792 | 220 | 3 535 |
| 17 | Maintenance and overhaul (a) Fixed | 154 245 | | 1 114 | - | 1 783 | 6 566 |
| | (b) Variable | 140 054 | | 4 251 | 2 034 | 4 868 | 28 235 |
| 18 | Depreciation of aircraft fleet (including spares) | 140 993 | | 135 | 9 198 | 3 046 | 2 952 |
| 19 | Depreciation of ground property and equipment | (e) | | 424 | 543 | (e) | 882 |
| 20 | Amortisation of development and pre-operating costs | - | | - | 255 | - | - |
| 21 | Flight crew training (when amortised) | - | | - | - | - | - |
| 22 | Landing and departure fees | 85 183 | | 2 579 | 3 649 | 5 069 | 13 922 |
| 23 | En route, and other Navigation service charges | 82 924 | | 486 | 7 969 | 3 343 | 32 083 |
| 24 | Handling charges and parking fees | 108 291 | | - | 10 575 | 8 201 | 31 357 |
| 25 | Station costs | 232 144 | | 154 | 217 | 1 572 | - |
| 26 | Passenger services (a) Fixed | 36 599 | | - | 42 | - | - |
| | (b) Variable | 149 857 | | - | 5 781 | 1 861 | 17 426 |
| 27 | Passenger embarkation fees | 73 813 | | - | 200 | 4 310 | 30 105 |
| 28 | Passenger insurance | 13 002 | | - | - | 257 | 2 260 |
| 29 | Sales | - | | - | 794 | 531 | 342 |
| 30 | Reservations | 170 597 | | - | 462 | 1 518 | - |
| 31 | Advertising and promotion | 108 172 | | 68 | 296 | 1 064 | 466 |
| 32 | Commission | 268 874 | | - | 539 | 5 056 | - |
| 33 | General and administrative | 258 897 | | 1 303 | 4 843 | 2 956 | 11 674 |
| 34 | Specific cargo costs | 103 542 | | - | - | 7 | - |
| 35 | Other operating expenses | - | | - | 2 251 | - | - |
| 36 | Total Operating Expenses | 2 947 364 | | 14 237 | 95 951 | 57 938 | 309 434 |
| 37 | Operating Profit (or Loss) | 260 184 | 241 927 | 847 | 4 778 | 718 | 12 219 |
| 38 | Profit or loss on disposal of fixed assets | | (3 754) | - | (9) | 432 | - |
| 39 | Interest payable less receivable (net) | | (7 571) | (273) | 958 | 253 | 3 821 |
| 40 | Direct subsidies from public funds | | - | - | - | - | - |
| 41 | Other payments from public funds | | - | - | - | - | - |
| 42 | Dividends receivable | | 779 | - | - | 150 | - |
| 43 | Other non-operating items | | (3 835) | - | - | 1 030 | - |
| 44 | Non-operating Items (Net) | | (14 381) | (273) | 949 | 1 865 | 3 821 |
| 45 | Profit or Loss (-) before Taxation | | 227 546 | 574 | 5 727 | 2 583 | 16 040 |

(a) British Airways and British Airtours only.

(b) British Airways and British Airtours for the year ended March 1988, and British Caledonian Airways for the months of January 1988-March 1988.

(c) Audited accounts not yet available.

(d) 11 months November 1986-September 1987.

(e) Included under appropriate cost items.

Table 2.7 cont'd

| (c) British Air Ferries | British Caledonian Airways | British Island Airways | British Midland Airways | Cal Air International | Dan-Air Services | Heavylift Cargo Airlines | Monarch Airlines | Orion Airways | Virgin Atlantic Airways |
|----------------------------------|----------------------------------|------------------------------|-------------------------------|--------------------------|---------------------|--------------------------------|---------------------|------------------|-------------------------------|
| 31.12.87 | 31.10.87 | 31.12.87 | 31.12.87 | 31.10.87 | 31.12.87 | 30.9.87 | 30.11.87 | (d) | 31.7.87 |
| | 34 756 | - | - | - | - | - | - | - | - |
| |) | - | 93 397 | - | 58 269 | - | 1 443 | - | - |
| | 371 101) | - | - | - | - | - | - | 3 450) | 60 505) |
| | 5 166 | - | - | - | 126 | - | - | - | 100 |
| | 61 520 | - | 1 163 | - | 1 729 | - | - | - | 3 527 |
| | 8 874 | - | 327 | - | 1 294 | - | - | - | - |
| | - | 31 315 | 5 882 | 48 766 | 226 295 | - | 111 880 | 71 853 | - |
| | - | - | - | - | - | - | - | - | - |
| | - | - | - | 67 | 249 | 7 983 | - | - | - |
| | 219 | - | 836 | - | 4 529 | - | - | - | 349 |
| | 2 120 | 1 384 | 8 165 | 3 208 | 33 384 | 170 | 6 781 | 8 706 | 258 |
| | 483 756 | 32 699 | 109 770 | 52 041 | 325 875 | 8 153 | 120 104 | 84 009 | 64 739 |
| | 15 583 | 1 962 | 4 200 | 1 621 | 17 149 | 350 | 5 564 | 4 127 | 1 195 |
| | 2 890 | 445 | 867 | 679 | 1 755 | 197 | 521 | 672 | 195 |
| | 12 889 | 933 | 1 509 | 1 299 | 7 024 | 16 | 2 397 | 2 181 | 1 433 |
| | 7 861 | 436 | 904 | 527 | 2 633 | - | 428 | 1 343 | 978 |
| | 77 152 | 6 220 | 11 115 | 8 749 | 50 767 | 1 188 | 16 669 | 11 568 | 9 893 |
| | 2 893 | 420 | 1 141 | 484 | 3 648 | 258 | 2 549 | 1 674 | 2 506 |
| | 16 692 | 248 | 4 381 | 6 256 | 14 073 | 1 125 | 23 821 | 10 419 | 968 |
| | 2 939 | - | 488 | 172 | 1 996 | - | 307 | 928 | - |
| | 5 940 | 53 | 112 | 361 | 1 521 | 50 | 472 | 1 881 | 495 |
| | 20 931 |) | 6 391 |) | 5 753 |) |) |) |) |
| | 25 133 | 4 986) | 6 159 | 7 817) | 34 215 | 2 192) | 10 254) | 5 256) | 8 273) |
| | 29 164 | 1 206 | 4 091 | 83 | 5 887 | 26 | 6 402 | 2 830 | 1 471 |
| | 6 895 | 57 | 554 | 105 | 419 | 9 | 58 | 188 | 303 |
| | 6 | - | - | 419 | 997 | - | - | - | - |
| | 805 | - | - | - | - | - | 187 | - | 273 |
| |) | 1 206 | 9 820 | 2 139 | 13 922 | 238 | 4 698 | 3 482 | 1 867 |
| | 47 520) | 3 108 | 5 413 | 3 994 | 24 750 | 233 | 12 546 | 6 957 | 1 679 |
| |) | 4 910 | 6 650 | 5 916 | 32 296 | 390 | 12 197 | 7 630 | 3 419 |
| | 26 061 | 215 | 4 824 | - | - | - | 602 | - | - |
| |) |) | 286 |) | 226 | - |) |) |) |
| | 32 068) |) | 5 941 | 2 496) | 12 985 | - | 6 327) | 5 263) | 4 487) |
| | 7 771 | 2 349) | 8 786 | - | 21 625 | - | 15 | 6 877 | - |
| | 2 298 |) | 570 | 828 | 2 841 | - | 1 188 | - | - |
| | 32 837 | 134 | 880 | - | 1 733 | - | 129 | - | - |
| | 1 105 | - | 1 731 | - | 1 830 | - | - | - | - |
| | 17 124 | 74 | 3 433 | 17 | 1 236 | 160 | 45 | - | 5 589 |
| | 42 642 | 101 | 5 481 | - | 6 600 | 447 | 113 | - | 4 740 |
| | 31 864 | 1 560 | 5 712 | - | 46 540 | 1 382 | 3 397 | 5 086 | 6 812 |
| | 9 332 | - | 1 805 | - | - | - | - | - | - |
| | (12 952) | - | 566 | 4 984 | 2 831 | 5 | 2 394 | - | - |
| | 465 443 | 30 623 | 103 810 | 48 946 | 317 252 | 8 266 | 113 280 | 78 362 | 56 576 |
| | 18 313 | 2 076 | 5 960 | 3 095 | 8 623 | (113) | 6 824 | 5 647 | 8 163 |
| | 28 220 | (3) | 4 374 | - | - | - | 5 | - | - |
| | (27 545) | (90) | (3 001) | 271 | (1 951) | (35) | (3 282) | (1 407) | (3 196) |
| | - | - | - | - | - | - | - | - | - |
| | 88 | - | - | - | 2 755 | - | - | - | - |
| | - | 2 | - | - | - | - | - | (202) | - |
| | 763 | (91) | 1 373 | 271 | 804 | (35) | (3 277) | (1 609) | (3 196) |
| | 19 076 | 1 985 | 7 333 | 3 366 | 9 427 | (148) | 3 547 | 4 038 | 4 967 |

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Major United Kingdom Airlines
Individual Appropriation Accounts 1987

Table 2.8

(£000)

| | (a) British Airways Consolidated | Air Bridge Carriers | Air Europe | Air UK | Britannia Airways | (b) British Air Ferries | British Caledonian Airways | British Island Airways |
|--|---|---------------------------|---------------|-----------|----------------------|----------------------------------|----------------------------------|------------------------------|
| Financial Year Ending | 31.3.88 | 31.12.87 | 31.3.88 | 31.12.87 | 31.12.87 | 31.12.87 | 31.10.87 | 31.12.87 |
| 1 Profit or loss before taxation | 227 546 | 574 | 5 727 | 2 583 | 16 040 | | 19 076 | 1 985 |
| 2 Taxation | (76 533) | 194 | 17 884 | (826) | (4 542) | | (3 896) | (426) |
| 3 Profit or loss after Taxation | 151 013 | 768 | 23 611 | 1 757 | 11 498 | | 15 180 | 1 559 |
| 4 Exceptional items and prior year adjustments | - | - | (779) | 14 600 | - | | (2 409) | - |
| 5 Transfers from reserves | (277) | - | - | - | - | | 1 630 | - |
| 6 Available for appropriation | 150 736 | 768 | 22 832 | 16 357 | 11 498 | | 14 401 | 1 559 |
| 7 Dividends | 49 706 | - | - | - | 4 000 | | 2 000 | 198 |
| 8 Transfers to reserves | 101 030 | 768 | 22 832 | 16 357 | 7 498 | | 12 401 | 1 361 |

| | British Midland Airways | Cal Air International | Dan-Air Services | Heavylift Cargo Airlines | Monarch Airlines | Orion Airways | Virgin Atlantic Airways |
|--|-------------------------------|--------------------------|---------------------|--------------------------------|---------------------|------------------|-------------------------------|
| Financial Year Ending | 31.12.87 | 31.10.87 | 31.12.87 | 30.9.87 | 30.11.87 | (c) | 31.7.87 |
| 1 Profit or loss before Taxation | 7 333 | 3 366 | 9 427 | (148) | 3 547 | 4 038 | 4 967 |
| 2 Taxation | (1 378) | (426) | (2 697) | - | (1 406) | 75 | (1 774) |
| 3 Profit or loss after Taxation | 5 955 | 2 940 | 6 730 | (148) | 2 141 | 4 113 | 3 193 |
| 4 Exceptional items and prior year adjustments | - | - | - | - | - | (11 901) | - |
| 5 Transfers from reserves | 281 | - | - | - | - | - | - |
| 6 Available for appropriation | 6 236 | 2 940 | 6 730 | (148) | 2 141 | (7 788) | 3 193 |
| 7 Dividends | - | 3 000 | 2 494 | - | - | - | - |
| 8 Transfers to reserves | 6 236 | (60) | 4 236 | (148) | 2 141 | (7 788) | 3 193 |

(a) British Airways and British Airtours for the year ended March 1988,
and British Caledonian Airways for the months of January 1988-March 1988.

(b) Audited Accounts not yet available.

(c) 11 months November 1986-September 1987.

Major United Kingdom Airlines
Individual Airlines Balance Sheet 1987

Table 2.9
(£000)

| | | (a) British Airways Consolidated | Air Bridge Carriers | Air Europe | Air UK | Britannia Airways | (b) British Air Ferries |
|---------------------|--|---|---------------------------|-----------------|----------------|----------------------|----------------------------------|
| ASSETS EMPLOYED | Financial Year Ending | 31.3.88 | 31.12.87 | 31.3.88 | 31.12.87 | 31.12.87 | 31.12.87 |
| 1 | Operating Equipment and Property | | | | | | |
| | Aircraft fleet (including spares) | 2 765 479 | 9 615 | 192 570 | 22 036 | 59 972 | |
| | Less: amortisation and depreciation | 1 228 772 | 3 433 | 23 728 | 4 409 | 29 849 | |
| | Aircraft fleet after depreciation | 1 536 707 | 6 182 | 168 842 | 17 627 | 30 123 | |
| | Property and other equipment | 686 848 | 608 | 3 257 | 3 605 | 18 279 | |
| | Less: amortisation and depreciation | 284 958 | 406 | 1 174 | 1 846 | 7 418 | |
| | Property after depreciation | 401 890 | 202 | 2 083 | 1 759 | 10 861 | |
| | Payments on account of aircraft under construction | 226 395 | - | - | - | 15 951 | |
| 2 | Interests in Group Companies | | | | | | |
| | Shares | - | - | 21 | 265 | - | |
| | Advances and debts not currently receivable | - | - | - | - | - | |
| 3 | Trade Investments | | | | | | |
| | Shares | 23 510 | 150 | - | - | - | |
| | Advances and debts not currently receivable | 544 | - | - | - | - | |
| 4 | Current Assets | | | | | | |
| | Stocks and work in progress | 27 915 | 1 090 | 2 065 | 4 230 | 9 676 | |
| | Debtors and prepayments | 705 958 | 2 269 | 9 971 | 10 226 | 6 889 | |
| | Short term loans and deposits | 117 268 | - | - | - | - | |
| | Bank Balance and cash | 50 101 | 46 | 18 569 | 239 | 3 874 | |
| | Group Companies advances and debts currently receivable | - | - | 2 520 | 1 776 | 42 063 | |
| | Other Items | - | - | 7 376 | - | - | |
| | Total Current Assets | 901 242 | 3 405 | 40 501 | 16 471 | 62 502 | |
| 5 | Less Current Liabilities | | | | | | |
| | Creditors and accruals | 815 873 | 3 055 | 20 009 | 11 896 | 30 910 | |
| | Traffic revenue received in advance | 478 032 | - | 8 017 | 3 192 | 1 097 | |
| | Taxation | 96 829 | - | - | - | 20 882 | |
| | Dividends | 33 519 | - | - | - | - | |
| | Bank Overdrafts | 8 467 | - | - | 234 | 733 | |
| | Instalments of borrowings and hire purchase liabilities repayable within one year | 29 401 | - | 6 027 | - | 2 114 | |
| | Group Companies advances and debts currently payable | - | 261 | 33 546 | 3 932 | 3 415 | |
| | Other Items | 8 791 | - | - | 7 211 | - | |
| | Total Current Liabilities | 1 470 912 | 3 316 | 67 599 | 26 465 | 59 151 | |
| | Total Net Current Assets | (569 670) | 89 | (27 098) | (9 994) | 3 351 | |
| 6 | Unamortised Costs | | | | | | |
| | Pre-Operational training and development | - | - | - | - | - | |
| | Other Items | - | - | - | - | - | |
| 7 | Other Assets | 15 651 | - | - | - | - | |
| | TOTAL ASSETS | 1 635 027 | 6 623 | 143 848 | 9 657 | 60 286 | |
| FINANCED BY: | | | | | | | |
| 8 | Shareholders' Funds | | | | | | |
| | Share Capital | 180 113 | 192 | 10 | 7 900 | 115 | |
| | Share Premium account | 322 | - | - | - | - | |
| | Reserves: Capital | - | - | - | - | - | |
| | Self Insurance | - | - | - | - | - | |
| | Revenue | 247 476 | 3 176 | 35 789 | 1 757 | 10 593 | |
| | Other | 204 724 | - | - | - | - | |
| 9 | Borrowings etc. (Repayable more than one year ahead) | | | | | | |
| | Advances from other Group Companies | - | 3 255 | - | - | 12 000 | |
| | Bank Loans | 126 960 | - | - | - | 6 776 | |
| | Other Loans | 691 455 | - | - | - | - | |
| | Hire Purchase Liabilities | - | - | 105 049 | - | - | |
| 10 | Deferred Liabilities | | | | | | |
| | Taxation | (8 851) | - | 3 000 | - | 9 787 | |
| | Other | 192 828 | - | - | - | 21 015 | |
| | TOTAL LIABILITIES | 1 635 027 | 6 623 | 143 848 | 9 657 | 60 286 | |

- (a) British Airways and British Airtours for the year ended 1988, and
British Caledonian Airways for the months of January 1988-March 1988.
(b) Audited Accounts not yet available.
(c) 11 months November 1986-September 1987

Table 2.9 cont'd

| British Caledonian Airways | British Island Airways | British Midland Airways | Cal Air International | Dan-Air Services | Heavylift Cargo Airlines | Monarch Airlines | Orion Airways | Virgin Atlantic Airways |
|----------------------------------|------------------------------|-------------------------------|--------------------------|---------------------|--------------------------------|---------------------|------------------|-------------------------------|
| 31.10.87 | 31.12.87 | 31.12.87 | 31.10.87 | 31.12.87 | 30.9.87 | 30.11.87 | (c) | 31.7.87 |
| 407 447 | 12 596 | 45 793 | 2 775 | 82 162 | 346 | 113 628 | 60 561 | 48 647 |
| 57 349 | 3 795 | 16 567 | 510 | 29 228 | 26 | 20 120 | 13 978 | 1 195 |
| 350 098 | 8 801 | 29 226 | 2 265 | 52 934 | 320 | 93 508 | 46 583 | 47 452 |
| 94 231 | 481 | 4 850 | 2 998 | 11 558 | 657 | 1 618 | 2 635 | 2 598 |
| 25 638 | 140 | 2 022 | 970 | 5 751 | 22 | 544 | 639 | 1 031 |
| 68 593 | 341 | 2 828 | 2 028 | 5 807 | 635 | 1 074 | 1 996 | 1 567 |
| 11 268 | - | - | 4 027 | - | - | - | 5 545 | - |
| - | 18 | 361 | - | 56 | - | 61 | 914 | - |
| - | - | - | 1 600 | 2 270 | - | - | 1 146 | - |
| 1 051 | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - |
| 13 780 | 241 | 4 186 | - | 21 264 | - | 366 | 1 045 | 30 |
| 109 813 | 7 381 | 17 506 | 2 918 | 21 556 | 851 | 8 025 | 13 611 | 12 978 |
| - | 1 630 | - | - | 8 093 | - | - | 5 505 | 2 972 |
| 74 023 | 751 | 524 | 3 959 | 4 430 | 102 | 14 380 | 339 | - |
| 164 | 756 | 13 956 | - | 8 599 | 1 277 | - | 229 | - |
| 197 780 | 10 759 | 36 172 | 6 877 | 63 942 | 2 230 | 22 771 | 20 729 | 1 000 |
| 97 239 | 6 137 | 17 605 | 10 079 | 47 925 | 2 122 | 26 785 | 23 603 | 6 291 |
| 46 667 | 1 686 | - | - | 8 759 | - | 3 198 | 1 207 | 7 748 |
| 2 026 | 4 | - | 426 | - | - | - | 86 | - |
| - | 198 | - | 3 000 | 1 750 | - | - | - | - |
| 10 209 | - | 5 942 | 1 007 | - | 53 | - | - | 1 173 |
| 77 649 | 1 065 | 5 192 | - | 6 464 | - | - | 1 904 | 3 066 |
| 14 960 | - | 1 300 | - | 863 | - | 712 | 7 008 | - |
| - | - | - | - | - | 1 005 | 72 765 | - | - |
| 248 750 | 9 090 | 30 039 | 14 512 | 65 761 | 3 180 | 103 460 | 33 808 | 18 278 |
| (50 970) | 1 669 | 6 133 | (7 635) | (1 819) | (950) | (80 689) | (13 079) | (1 298) |
| 2 372 | - | 270 | - | 1 485 | - | 1 167 | - | - |
| 3 500 | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | 112 | - |
| 385 912 | 10 829 | 38 818 | 2 285 | 60 733 | 5 | 15 121 | 43 217 | 47 721 |
| 511 | 1 800 | 5 080 | 1 482 | 1 000 | 510 | 100 | 100 | 100 |
| 2 440 | 350 | - | 607 | - | - | - | - | - |
| 42 543 | - | 4 106 | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - |
| 9 126 | 3 717 | 6 236 | 196 | 22 386 | (505) | 11 720 | 15 787 | 746 |
| - | 373 | - | - | - | - | - | - | 5 137 |
| 57 000 | - | - | - | - | - | - | - | 7 596 |
|) | 3 840 | 16 548 | - | - | - | - | - | - |
| 270 205) | - | - | - | 19 697 | - | - | 800 | 28 914 |
|) | - | - | - | 6 093 | - | - | 14 911 | 3 |
| - | 749 | 6 848 | - | 11 557 | - | 3 301 | 3 289 | 4 698 |
| 4 087 | - | - | - | - | - | - | 8 330 | 527 |
| 385 912 | 10 829 | 38 818 | 2 285 | 60 733 | 5 | 15 121 | 43 217 | 47 721 |

TOTAL SCHEDULED AND NON-SCHEDULED SERVICES (a)

Table 2.10

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

| | Financial Year Ending | Aircraft - km (000) | Stage Flights | Aircraft Hours | (b) | | Seat-km Available (000) | Seat-km Used (000) | (b) | | Tonne-km Available (000) | Tonne-km Used | Total (000) | Mail (000) | Cargo (000) | Passenger (000) |
|--------------------------------------|-----------------------|---------------------|---------------|----------------|-------------------------------|--|-------------------------|--------------------|------------------------------|--|--------------------------|---------------|-------------|------------|-------------|-----------------|
| | | | | | Number of Passengers Uplifted | | | | Cargo + Mail Uplifted Tonnes | | | | | | | |
| British Airways and British Airtours | 31.3.88 | 297 217 | 224 167 | 474 040 | 22 442 463 | | 73 456 362 | 53 370 040 | 277 460 | | 9 426 745 | 6 502 967 | 160 453 | 1 437 514 | 4 904 970 | |
| Air Bridge Carriers | 31.12.87 | 2 096 | 4 169 | 4 915 | - | | - | - | 32 119 | | 37 112 | 21 327 | - | 21 327 | - | |
| Air Europe | 31.3.88 | 23 077 | 12 824 | 36 141 | 1 825 787 | | 3 978 869 | 3 457 512 | 849 | | 384 414 | 277 889 | 55 | 1 212 | 276 621 | |
| Air UK | 31.12.87 | 13 362 | 45 615 | 44 936 | 1 001 786 | | 609 156 | 344 864 | 3 776 | | 63 061 | 30 933 | 57 | 1 569 | 29 306 | |
| Britannia Airways | 31.12.87 | 84 298 | 45 718 | 134 259 | 6 218 202 | | 12 907 508 | 11 881 854 | 75 | | 1 097 968 | 1 010 886 | 303 | 573 | 1 010 011 | |
| British Air Ferries | 31.12.87 | 5 193 | 15 222 | 17 441 | 253 286 | | 265 117 | 192 466 | 9 486 | | 30 892 | 20 994 | 336 | 4 736 | 15 922 | |
| British Caledonian Airways | 31.10.87 | 56 625 | 33 995 | 84 874 | 2 528 672 | | 12 724 446 | 7 945 199 | 75 547 | | 1 968 256 | 1 168 587 | 35 692 | 410 673 | 722 222 | |
| British Island Airways | 31.12.87 | 11 435 | 9 209 | 19 812 | 778 422 | | 1 249 731 | 1 077 016 | - | | 107 103 | 86 157 | 2 | 21 | 86 135 | |
| British Midland Airways | 31.12.87 | 18 255 | 42 770 | 48 951 | 1 935 706 | | 1 547 466 | 981 318 | 6 213 | | 158 883 | 79 466 | 1 192 | 1 721 | 76 552 | |
| Cal Air International | 31.10.87 | 6 778 | 3 245 | 9 402 | 1 016 427 | | 2 566 233 | 2 306 068 | 199 | | 236 725 | 185 196 | - | 669 | 184 527 | |
| Dan Air Services | 31.12.87 | 69 518 | 58 070 | 119 142 | 5 262 404 | | 9 666 675 | 8 324 954 | 6 226 | | 775 328 | 669 065 | 1 150 | 1 996 | 665 918 | |
| Heavylift Cargo Airlines | 30.9.87 | 1 297 | 597 | 3 074 | - | | - | - | 3 615 | | 40 716 | 18 336 | - | 18 336 | - | |
| Monarch Airlines | 30.11.87 | 28 487 | 14 348 | 42 394 | 2 408 728 | | 5 431 241 | 4 890 524 | 339 | | 497 461 | 411 778 | - | 981 | 410 797 | |
| Orion Airways | (c) | 18 486 | 10 217 | 29 546 | 1 424 773 | | 3 059 408 | 2 719 818 | 15 | | 288 138 | 217 631 | - | 38 | 217 593 | |
| Virgin Atlantic Airways | 31.7.87 | 7 000 | 2 202 | 9 701 | 406 821 | | 2 825 014 | 2 120 868 | 12 327 | | 420 870 | 269 178 | - | 72 214 | 196 963 | |

(a) Excludes Air Taxi operations

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

(c) 11 months November 1986-September 1987

ALL SCHEDULED SERVICES

Table 2.11

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

| | Financial Year Ending | Aircraft - km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-km Available (000) | Seat-km Used (000) | Cargo + Mail Uplifted Tonnes | Tonne-km Available (000) | Tonne-km Used | | | |
|---|-----------------------------|---------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------------------------|--------------------------------|----------------|---------------|----------------|--------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) |
| British Airways and British Airtours | 31.3.88 | 268 939 | 208 469 | 430 990 | 19 507 036 | 66 505 293 | 47 267 997 | 275 841 | 8 763 450 | 5 979 930 | 160 453 | 1 436 279 | 4 383 168 |
| Air Bridge Carriers | 31.12.87 | 1 156 | 2 697 | 2 859 | - | - | - | 27 606 | 19 615 | 11 806 | - | 11 806 | - |
| Air Europe | 31.3.88 | 2 632 | 1 927 | 4 441 | 195 102 | 386 196 | 282 395 | 793 | 37 872 | 23 691 | 55 | 1 044 | 22 592 |
| Air UK | 31.12.87 | 13 309 | 45 440 | 44 756 | 1 000 671 | 606 563 | 343 188 | 3 773 | 62 795 | 30 789 | 57 | 1 568 | 29 164 |
| Britannia Airways | 31.12.87 | 3 013 | 1 217 | 4 548 | 160 862 | 502 844 | 404 034 | 19 | 42 770 | 34 409 | - | 54 | 34 355 |
| British Air Ferries | 31.12.87 | 660 | 2 481 | 2 529 | 56 424 | 31 197 | 16 375 | 405 | 3 122 | 1 618 | - | 265 | 1 353 |
| British Caledonian Airways | 31.10.87 | 56 599 | 33 968 | 84 830 | 2 527 937 | 12 721 176 | 7 943 130 | 75 547 | 1 967 963 | 1 168 408 | 35 692 | 410 673 | 722 043 |
| British Midland Airways | 31.12.87 | 15 833 | 40 787 | 44 621 | 1 832 176 | 1 326 551 | 794 221 | 4 104 | 136 681 | 63 922 | 1 192 | 772 | 61 959 |
| Dan Air Services | 31.12.87 | 11 984 | 22 414 | 29 085 | 1 006 853 | 970 288 | 607 052 | 3 296 | 77 518 | 50 755 | 357 | 1 888 | 48 510 |
| Monarch Airlines | 30.11.87 | 412 | 262 | 638 | 27 066 | 63 666 | 43 474 | 29 | 5 801 | 3 697 | - | 50 | 3 647 |
| Orion Airlines | (a) | 963 | 600 | 1 572 | 68 859 | 132 862 | 111 104 | 4 | 12 538 | 8 895 | - | 7 | 8 888 |
| Virgin Atlantic Airways | 31.7.87 | 6 973 | 2 181 | 9 657 | 402 294 | 2 812 137 | 2 111 043 | 12 327 | 419 243 | 268 278 | - | 72 214 | 196 063 |

(a) 11 months November 1986-September 1987

ALL NON-SCHEDULED SERVICES (a)

Table 2.12

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

| | Financial Year Ending | Aircraft - km (000) | Stage Flights | Aircraft Hours | (b) | | Seat-km Used (000) | (b) | | Tonne-km Used | | | |
|----------------------------|-----------------------------|---------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------------------------|--------------------------------|----------------|---------------|----------------|--------------------|
| | | | | | Number of Passengers Uplifted | Seat-km Available (000) | | Cargo + Mail Uplifted Tonnes | Tonne-km Available (000) | Total (000) | Mail (000) | Cargo (000) | Passenger (000) |
| British Airways | | | | | | | | | | | | | |
| and British Airtours | 31.3.88 | 28 277 | 15 698 | 43 050 | 2 935 427 | 6 951 069 | 6 102 043 | 1 619 | 663 295 | 523 037 | - | 1 235 | 521 802 |
| Air Bridge Carriers | 31.12.87 | 941 | 1 472 | 2 056 | - | - | - | 4 513 | 17 498 | 9 521 | - | 9 521 | - |
| Air Europe | 31.3.88 | 20 444 | 10 897 | 31 700 | 1 630 685 | 3 592 673 | 3 175 116 | 56 | 346 542 | 254 198 | - | 168 | 254 029 |
| Air UK | 31.12.87 | 53 | 175 | 180 | 1 115 | 2 593 | 1 676 | 3 | 265 | 144 | - | 2 | 142 |
| Britannia Airways | 31.12.87 | 81 286 | 44 501 | 129 712 | 6 057 340 | 12 404 664 | 11 477 819 | 56 | 1 055 198 | 976 478 | 303 | 519 | 975 656 |
| British Air Ferries | 31.12.87 | 4 533 | 12 741 | 14 912 | 196 862 | 233 919 | 176 091 | 9 082 | 27 770 | 19 375 | 336 | 4 471 | 14 568 |
| British Caledonian Airways | 31.10.87 | 25 | 27 | 44 | 735 | 3 270 | 2 069 | - | 292 | 179 | - | - | 179 |
| British Island Airways | 31.12.87 | 11 435 | 9 209 | 19 812 | 778 422 | 1 249 731 | 1 077 016 | - | 107 103 | 86 157 | 2 | 21 | 86 135 |
| British Midland Airways | 31.12.87 | 2 422 | 1 983 | 4 330 | 103 530 | 220 915 | 187 097 | 2 109 | 22 202 | 15 543 | - | 950 | 14 594 |
| Cal Air International | 31.10.87 | 6 778 | 3 245 | 9 402 | 1 016 427 | 2 566 233 | 2 306 068 | 199 | 236 725 | 185 196 | - | 669 | 184 527 |
| Dan Air Services | 31.12.87 | 57 534 | 35 656 | 90 057 | 4 255 551 | 8 696 387 | 7 717 902 | 2 930 | 697 810 | 618 310 | 794 | 108 | 617 408 |
| Heavylift Cargo Airlines | 30.9.87 | 1 297 | 597 | 3 074 | - | - | - | 3 615 | 40 716 | 18 336 | - | 18 336 | - |
| Monarch Airlines | 30.11.87 | 28 075 | 14 086 | 41 756 | 2 381 662 | 5 367 575 | 4 847 050 | 309 | 491 660 | 408 081 | - | 931 | 407 150 |
| Orion Airways | (c) | 17 524 | 9 617 | 27 975 | 1 355 914 | 2 926 546 | 2 608 715 | 11 | 275 600 | 208 736 | - | 32 | 208 704 |
| Virgin Atlantic Airways | 31.7.87 | 27 | 21 | 43 | 4 527 | 12 877 | 9 825 | - | 1 627 | 900 | - | - | 900 |

(a) Excludes Air Taxi operations

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

(c) 11 months November 1986-September 1987

Part 3

Miscellaneous tables

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**Passengers Departing from UK Airports on Inclusive Tour
Charter Flights**

Table 3.1

| | Spain incl Canaries and Balearics | Italy incl Sicily | Federal Republic of Germany | Greece | Switzerland | North Africa | Yugoslavia | Portugal incl Madeira | France | Other Countries | Total |
|--|---|-------------------------|--------------------------------------|-----------|-------------|-----------------|------------|-----------------------------|---------|--------------------|-----------|
| Winter (November to March) 1987/8 | | | | | | | | | | | |
| All Airlines | 1 248 715 | 173 423 | 120 729 | 22 979 | 172 139 | 93 173 | 6 041 | 156 827 | 140 002 | 399 431 | 2 533 459 |
| of which UK Airlines | 1 169 628 | 164 498 | 116 139 | 22 979 | 169 538 | 93 173 | - | 135 005 | 131 769 | 243 254 | 2 245 983 |
| of which Foreign Airlines | 79 087 | 8 925 | 4 590 | - | 2 601 | - | 6 041 | 21 822 | 8 233 | 156 177 | 287 476 |
| UK Originating Traffic | 1 223 045 | 140 922 | 100 787 | 22 979 | 163 444 | 92 913 | 5 625 | 153 207 | 129 208 | 332 064 | 2 364 194 |
| of which UK Airlines | 1 161 933 | 136 459 | 96 197 | 22 979 | 163 444 | 92 913 | - | 134 810 | 128 178 | 225 384 | 2 162 297 |
| of which Foreign Airlines | 61 112 | 4 463 | 4 590 | - | - | - | 5 625 | 18 397 | 1 030 | 106 680 | 201 897 |
| Non UK Originating Traffic | 25 670 | 32 501 | 19 942 | - | 8 695 | 260 | 416 | 3 620 | 10 794 | 67 367 | 169 265 |
| of which UK Airlines | 7 695 | 28 039 | 19 942 | - | 6 094 | 260 | - | 195 | 3 591 | 17 870 | 83 686 |
| of which Foreign Airlines | 17 975 | 4 462 | - | - | 2 601 | - | 416 | 3 425 | 7 203 | 49 497 | 85 579 |
| Summer (April to October) 1988 | | | | | | | | | | | |
| All Airlines | 4 871 449 | 512 314 | 114 359 | 1 618 286 | 62 672 | 175 470 | 372 189 | 661 702 | 129 870 | 1 113 093 | 9 631 404 |
| of which UK Airlines | 4 647 618 | 459 857 | 113 784 | 1 618 286 | 50 919 | 152 394 | 12 457 | 554 050 | 118 379 | 699 007 | 8 426 751 |
| of which Foreign Airlines | 223 831 | 52 457 | 575 | - | 11 753 | 23 076 | 359 732 | 107 652 | 11 491 | 414 086 | 1 204 653 |
| UK Originating Traffic | 4 809 512 | 421 779 | 71 485 | 1 618 286 | 50 163 | 175 470 | 372 189 | 654 270 | 121 874 | 990 157 | 9 285 185 |
| of which UK Airlines | 4 611 813 | 394 956 | 71 485 | 1 618 286 | 44 505 | 152 394 | 12 457 | 554 050 | 117 950 | 668 213 | 8 246 109 |
| of which Foreign Airlines | 197 699 | 26 823 | - | - | 5 658 | 23 076 | 359 732 | 100 220 | 3 924 | 321 944 | 1 039 076 |
| Non UK Originating Traffic | 61 937 | 90 535 | 42 874 | - | 12 509 | - | - | 7 432 | 7 996 | 122 936 | 346 219 |
| of which UK Airlines | 35 805 | 64 901 | 42 299 | - | 6 414 | - | - | - | 429 | 30 794 | 180 642 |
| of which Foreign Airlines | 26 132 | 25 634 | 575 | - | 6 095 | - | - | 7 432 | 7 567 | 92 142 | 165 577 |

Sources: UK Airlines - CAA Airline Statistics
Foreign Airlines - Estimated from Department of Transport Charter Permits

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APPENDIX A DEFINITIONS - UK AIRLINE STATISTICS

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

CLASSES OF LICENCE

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

Class 1 authorises scheduled service flights;

Class 2 authorises the carriage of charter categories other than ITC's and sole use;

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

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

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

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

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

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

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

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

(i) a vessel or installation in transit, or

(ii) a vessel or installation which is located within twelve nautical miles of the United Kingdom coastline,

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

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

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

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

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 | all services where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by the public. |
| Non-scheduled or charter services | include all air transport flights other than scheduled services. |
| Inclusive Tour Charter | means a charter flight for the carriage only of passengers as part of a tour, the charge for which includes carriage by air and accommodation on the surface for the whole or part of the trip. |
| Travel Only Charter | means a charter flight made in accordance with the conditions set out in Schedule 10 of the Authority's Official Record Series 1. |
| Advance Booking Charter | means a flight operated between the UK and countries overseas complying with all the conditions set out in Schedule 5, Schedule 5A, Schedule 6, Schedule 7 or Schedule 9 to Series 1 of the Authority's Official Record. |
| Affinity Group Charter | means a charter flight for the carriage of passengers travelling as members of an Affinity Group which meets the conditions specified in Category 1(b) of Annex B to Section 1 of the Authority's Official Record Series 1. |
| Sole-use Charters | are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward. |
| Separate Fare Charters | are those where the charterer resells part of the capacity of the aircraft to the public, an organisation etc. |

MEASURES AND THEIR COMPUTATION

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

| | |
|--|---|
| Aircraft days available | The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of 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 A/C (Hours) | This is the total number of aircraft hours flown (passenger and cargo) divided by the number of aircraft days available for the period in question. |
| Aircraft kilometres | Aircraft kilometres are calculated by multiplying the number of flights performed by the stage distance. |
| All cargo services | are scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail. |
| Cargo (or mail) tonne-kilometres used | are calculated by multiplying the number of tonnes of cargo and diplomatic bags carried on 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 vehicles, excess baggage and diplomatic bags but excluding passengers' and crews' permitted baggage and mail. |
| Cargo (or mail) tonnes uplifted | are calculated by counting each tonne of revenue cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that flight. |
| Distance flown per passenger | The average distance flown per passenger is calculated by dividing the seat kilometres used by the number of passengers carried. |
| Passenger load factor | is calculated by dividing seat-kilometres used by seat-kilometres available and expressing it as a percentage. |
| Passenger Tonne Kilometres Used | are calculated by multiplying the weight of passengers uplifted on each stage flight by the stage distance. |
| Passengers uplifted | are calculated obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight. |
| Payload capacity | Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes. |
| Payload carried | The revenue load of passengers, baggage, cargo and mail carried in the aircraft measured in metric tonnes. |
| Revenue passengers | Those who pay 25% or more of the normal applicable fare. |

| | |
|---------------------------------------|---|
| Seat-kilometres available | are calculated by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations. |
| Seat-kilometres used | are calculated by multiplying the number of revenue passengers carried on each stage flight by the stage distance. |
| Stage flight | is operated from when an aircraft takes off to when it next lands (including technical stops). |
| Stage flights Average Distance | is calculated by dividing the aircraft kilometres flown by the related number of stage flights. |
| Tonne | 1000 kilogrammes. |
| Tonne-kilometres available | are calculated by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance. |
| Tonne-kilometres used | are calculated by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance. |
| Tonnes available | The capacity of the aircraft available for the carriage of payload measured in tonnes. |
| Weight load factor | is calculated by dividing tonne-kilometres used by tonne-kilometres available and expressing it as a percentage. |

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 revenues 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 outstations 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 premiums 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 heading 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.