

---

**Civil Aviation Authority**



---

**UK Airlines**

**monthly operating and traffic  
statistics (up to  
and including April 1984)**

# **UK Airlines**

**monthly operating and traffic  
statistics (up to  
and including April 1984)**

© Civil Aviation Authority 1984

ISSN 0265-0266

*The Civil Aviation Authority has no objection to the reproduction of extracts of information contained in this document if the Authority is acknowledged as its source.*

## FOREWORD

### 1 CONTENT

- 1.1 This publication is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators; the information is required under The Civil Aviation Act, 1982.
- 1.2 Some of the figures included in this publication may be provisional and revised in later issues.

### 2 CONVENTIONS

- 2.1 **Symbols and Abbreviations** The following are used throughout:
- .. = not available
  - = nil or less than half the final digit shown
  - a.t-km = available tonne-kilometres
- 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.
- 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 (5280 feet) = 1.6093 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 immediately following the Tables.

### 3 ENQUIRIES

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

Civil Aviation Authority  
Room T414  
CAA House                      Tel. 01 379 7311 Ext. 2504 or 2223  
45/59 Kingsway  
London WC2B 6TE

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

Civil Aviation Authority  
Printing and Publication Services  
Greville House  
37 Gratton Road  
Cheltenham  
Glos GL50 2BN

Annual Subscription Rate 25.00  
Individual Copy Rate        2.50

#### 4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS

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)
CA. 2	Air passengers	"
CA. 3	Air freight & mail	"
CA. 4	Airline operations	"
CA. 5	Airline operations	(Quarterly)
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 from January 1973 to December 1982 were published in CAA Monthly Statistics which also incorporated statistics of activity at UK airports.

#### 5 OTHER MONTHLY STATISTICAL PUBLICATIONS

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

## CONTENTS

### UK Airlines - Operating and Traffic Statistics

#### Tables

1	Size of UK Airlines
2	Main Outputs of UK Airlines (1956-1981)
	Scheduled Services
3.1	All Services
3.2	International Services
3.3	Domestic Services
	Non-scheduled Services
4.1	All Services
4.2	International Services
4.3	Domestic Services
5.1	All Class 2 Licence Operations
5.2	International Class 2 Licence Operations
5.3	Domestic Class 2 Licence Operations
6.1	All Class 3 Licence Operations
6.2	International Class 3 Licence Operations
6.3	Domestic Class 3 Licence Operations
7.1	All Class 4 Licence Operations
7.2	International Class 4 Licence Operations
7.3	Domestic Class 4 Licence Operations
8.1	All Class 6 Licence Operations
8.2	International Class 6 Licence Operations
8.3	Domestic Class 6 Licence Operations
9.1	All Class 7 Licence Operations
9.2	International Class 7 Licence Operations
9.3	Domestic Class 7 Licence Operations
10.1	All Exempt Operations
10.2	International Exempt Operations
10.3	Domestic Exempt Operations
11.1	Sub Charter Operations performed under Class 5 Licences
11.2	Exempt Sub Charter Operations performed for UK operators
11.3	Exempt Sub Charter Operations performed for Non UK operators
	Aircraft Type and Utilisation
12.1	All Airlines
12.2	Individual Airlines

**Contents continued**

**Tables**

13	Passengers uplifted on Domestic Routes
14.1	Scheduled Passenger Analysis by Fare Groups
14.2	Non-Scheduled Passenger Analysis of Licences and Charter Categories
15	Public Transport Air Taxi Operations

<b>Appendix</b>	<b>Definitions</b>
-----------------	--------------------

**Size of UK Airlines by Available Capacity**  
**Year ended April 1984(a)(b)**

**Table 1**

	Output in available tonne - kilometres (000 000)	Percentage of all available tonne - kilometres
British Airways	6 767	58.73
British Caledonian Airways	1 488	12.91
Britannia Airways	763	6.62
Dan Air Services	498	4.32
British Airtours	442	3.84
Air Europe	284	2.46
Monarch Airlines	266	2.31
British Midland Airways	237	2.06
Orion Airways	218	1.89
Tradewinds Airways	158	1.37
British Caledonian Charter	123	1.07
Heavylift Cargo Airlines	60	0.52
Air UK	48	0.42
British Island Airways	30	0.26
British Airways Helicopters	24	0.21
Bristow Helicopters	19	0.16
British Air Ferries	17	0.15
Air Bridge Carriers	16	0.14
Others (26 airlines)	64	0.56

(a) Excludes Air Taxi Operations

(b) Excludes Cathay Pacific Airways



**Main Outputs of UK  
 Airlines(a) 1956-1983**

**Table 2**

	Total (000 000)	Available tonne-km	
		Scheduled services (000 000)	Non-scheduled services (000 000)
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
1980	13 215	9 829	3 386
1981	13 087	9 936	3 151
1982	11 848	9 068	2 780
1983	12 011	8 989	3 022
<b>Year ended</b>			
April 1983	11 765	9 016	2 749
April 1984	12 277	9 176	3 101
<b>Latest year's growth (percentages)</b>	<b>4.4</b>	<b>1.8</b>	<b>12.8</b>
<b>Mean rates of growth (percentages)</b>			
<b>to 1983</b>			
20 years	8.5	8.1	9.9
10 years	4.7	6.4	0.6
5 years	-2.3	-0.5	-6.9

(a) Excludes Air Taxi Operations.

All Scheduled Services April 1984

Table 3.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used	Mail (000)	Cargo (000)	Passenger (000)	As percentage of available
<b>Passenger Services</b>															
British Airways	18 341	14 626	29 089	1 254 953	4 571 312	2 888 605	63.2	18 971	578 578	368 445	12 401	93 810	262 234	63.7	
British Airways Helicopters	25	414	138	8 740	720	528	73.4	10	60	44	-	-	43	73.6	
British Caledonian Airways	3 836	3 409	6 105	176 958	788 650	474 956	60.2	4 482	115 246	71 658	1 332	26 999	43 326	62.2	
Air Commuter	40	86	104	592	2 146	277	12.9	1	161	21	-	1	20	12.9	
Air Ecosse	219	968	755	7 598	6 052	2 874	47.5	14	529	233	-	3	230	44.0	
Air UK	1 085	3 404	3 613	66 707	44 306	23 286	52.6	120	4 349	2 025	-	44	1 981	46.6	
Aurigny Air Services	140	2 351	676	22 220	2 252	1 277	56.7	125	186	110	-	7	102	59.3	
Birmingham Executive Airways	172	182	474	1 112	2 062	1 140	55.3	-	172	92	-	-	91	53.3	
British Midland	1 187	3 186	3 382	112 036	90 897	47 127	51.8	162	9 020	3 758	48	35	3 675	41.7	
Brymon Airways	166	1 001	724	11 915	5 524	3 385	61.3	7	533	279	-	2	277	52.3	
Cathay Pacific Airways (a)	772	132	979	16 813	310 169	179 753	58.0	840	42 817	25 874	666	7 888	17 320	60.4	
Dan-Air Services	874	2 264	2 456	71 858	63 533	37 410	58.9	208	5 152	3 130	20	117	2 993	60.8	
Euroflite	52	168	143	696	925	293	31.7	-	82	21	-	-	21	25.4	
Genair	240	1 219	907	11 280	6 821	3 327	48.8	8	548	268	-	3	265	49.0	
Guernsey Airlines	64	221	221	7 308	3 095	2 079	67.2	2	291	172	-	1	172	59.3	
Jersey European Airways	84	346	358	4 028	1 752	1 032	58.9	-	142	78	-	-	78	54.5	
Loganair	245	1 744	1 030	19 054	6 323	3 721	58.8	-	568	335	-	-	335	59.0	
Manx Airlines	166	951	728	21 742	7 312	4 690	64.1	65	613	390	-	15	375	63.6	
Spacegrand Aviation Services	33	294	158	2 928	665	448	67.3	1	50	34	-	-	34	67.3	
<b>TOTAL Passenger Services</b>	<b>27 741</b>	<b>36 966</b>	<b>52 039</b>	<b>1 818 538</b>	<b>5 914 515</b>	<b>3 676 208</b>	<b>62.2</b>	<b>25 016</b>	<b>759 097</b>	<b>476 967</b>	<b>14 467</b>	<b>128 926</b>	<b>333 573</b>	<b>62.8</b>	
<b>Cargo Services</b>															
British Airways	127	20	156	-	-	-	-	297	3 102	2 820	-	2 820	-	90.9	
British Caledonian Airways	22	38	43	-	-	-	-	283	239	162	162	-	-	67.8	
Air Bridge Carriers	54	158	163	-	-	-	-	1 106	909	364	-	364	-	40.1	
Air UK	24	58	83	-	-	-	-	170	124	71	-	71	-	57.5	
British Air Ferries	7	10	22	-	-	-	-	33	40	22	-	22	-	54.7	
British Midland	20	38	59	-	-	-	-	191	133	101	-	101	-	76.3	
Cathay Pacific Airways (a)	197	43	256	-	-	-	-	363	19 655	4 016	-	4 016	-	20.4	
Channel Express (Air Services)	30	213	134	-	-	-	-	752	167	126	-	126	-	75.2	
Nightflight	31	78	106	-	-	-	-	36	21	14	-	14	-	67.6	
Tradewinds Airways	206	49	272	-	-	-	-	928	8 671	5 693	-	5 693	-	65.7	
<b>TOTAL Cargo Services</b>	<b>718</b>	<b>705</b>	<b>1 293</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4 159</b>	<b>33 060</b>	<b>13 390</b>	<b>162</b>	<b>13 228</b>	<b>-</b>	<b>40.5</b>	
<b>GRAND TOTAL</b>	<b>28 459</b>	<b>37 671</b>	<b>53 332</b>	<b>1 818 538</b>	<b>5 914 515</b>	<b>3 676 208</b>	<b>62.2</b>	<b>29 175</b>	<b>792 156</b>	<b>490 356</b>	<b>14 629</b>	<b>142 154</b>	<b>333 573</b>	<b>61.9</b>	

(a) Only includes operations of Cathay Pacific Airways performed under their UK Class 1 Air Transport Licence (London-Hong Kong route)

International Scheduled Services April 1984 (a)

Table 3.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-kilometres used				As percentage of available	
									Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)		Passenger (000)
<b>Passenger Services</b>														
British Airways	16 504	10 045	24 598	936 057	4 349 073	2 764 847	63.2	18 113	556 341	356 477	12 290	93 586	250 600	64.1
British Caledonian Airways	3 477	1 930	5 063	123 545	753 362	455 548	60.5	4 362	111 504	70 035	1 308	26 976	41 751	62.8
Air Commuter	40	86	104	592	2 146	277	12.9	1	161	21	-	1	20	12.9
Air Ecosse	16	54	50	280	274	146	53.4	-	24	11	-	-	11	47.1
Air UK	563	1 393	1 823	23 211	22 073	11 392	51.6	67	2 177	998	-	30	968	45.8
Aurigny Air Services	19	238	93	1 816	263	151	57.5	5	22	12	-	-	12	57.5
Birmingham Executive Airways	172	182	474	1 112	2 062	1 140	55.3	-	172	92	-	-	91	53.3
British Midland	111	246	364	6 099	5 014	2 759	55.0	10	471	220	-	4	215	46.6
Brymon Airways	12	36	46	505	288	173	60.1	-	25	14	-	-	14	57.1
Cathay Pacific Airways (b)	772	132	979	16 813	310 169	179 753	58.0	840	42 817	25 874	666	7 888	17 320	60.4
Dan-Air Services	382	763	976	23 491	28 839	15 196	52.7	117	2 364	1 296	5	75	1 216	54.8
Euroflite	52	168	143	696	925	293	31.7	-	82	21	-	-	21	25.4
Genair	23	38	66	507	839	311	37.1	3	67	26	-	2	24	38.0
Jersey European Airways	57	256	252	2 873	1 182	676	57.2	-	96	51	-	-	51	52.9
Manx Airlines	8	61	38	1 014	251	131	52.2	-	21	11	-	-	10	50.0
<b>TOTAL Passenger Services</b>	<b>22 208</b>	<b>15 628</b>	<b>35 068</b>	<b>1 138 611</b>	<b>5 476 759</b>	<b>3 414 792</b>	<b>62.4</b>	<b>23 519</b>	<b>716 345</b>	<b>455 157</b>	<b>14 269</b>	<b>128 562</b>	<b>312 326</b>	<b>63.5</b>
<b>Cargo Services</b>														
British Airways	127	20	156	-	-	-	-	297	3 102	2 820	-	2 820	-	90.9
Air Bridge Carriers	18	36	58	-	-	-	-	119	222	61	-	61	-	27.4
Air UK	24	58	83	-	-	-	-	170	124	71	-	71	-	57.5
British Air Ferries	7	10	22	-	-	-	-	33	40	22	-	22	-	54.7
British Midland	20	38	59	-	-	-	-	191	133	101	-	101	-	76.3
Cathay Pacific Airways (b)	197	43	256	-	-	-	-	363	19 655	4 016	-	4 016	-	20.4
Nightflight	31	78	106	-	-	-	-	36	21	14	-	14	-	67.6
Tradewinds Airways	206	49	272	-	-	-	-	928	8 671	5 693	-	5 693	-	65.7
<b>TOTAL Cargo Services</b>	<b>630</b>	<b>332</b>	<b>1 011</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 137</b>	<b>31 966</b>	<b>12 798</b>	<b>-</b>	<b>12 798</b>	<b>-</b>	<b>40.0</b>
<b>GRAND TOTAL</b>	<b>22 839</b>	<b>15 960</b>	<b>36 079</b>	<b>1 138 611</b>	<b>5 476 759</b>	<b>3 414 794</b>	<b>62.4</b>	<b>25 656</b>	<b>748 311</b>	<b>467 955</b>	<b>14 269</b>	<b>141 360</b>	<b>312 326</b>	<b>62.5</b>

(a) When both international and domestic scheduled traffic is carried on the same flight, load figures only for the international traffic on these flights is included on this table.

(b) Includes only operations of Cathay Pacific Airways performed under their UK Class 1 Air Transport Licence (London - Hong Kong route)

Domestic Scheduled Services April 1984 (a)

Table 3.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-kilometres used				As percentage of available	
									Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)		Passenger (000)
<b>Passenger Services</b>														
British Airways	1 836	4 581	4 491	318 896	222 239	141 758	63.8	858	22 238	11 969	110	224	11 634	53.8
British Airways Helicopters	25	414	138	8 740	720	528	73.4	10	60	44	-	-	43	73.6
British Caledonian Airways	360	1 479	1 043	53 413	35 289	19 408	55.0	120	3 743	1 623	24	24	1 575	43.4
Air Ecosse	203	914	705	7 138	5 778	2 728	47.2	14	505	222	-	3	218	43.9
Air UK	522	2 011	1 790	43 496	22 233	11 894	53.5	54	2 172	1 027	-	14	1 012	47.3
Aurigny Air Services	121	2 113	583	20 404	1 989	1 126	56.6	120	164	98	-	7	90	59.5
British Midland	1 076	2 940	3 018	105 937	85 883	44 368	51.7	152	8 549	3 539	48	31	3 460	41.4
Brymon Airways	153	965	678	11 410	5 235	3 212	61.3	7	508	265	-	2	263	52.1
Dan-Air Services	492	1 501	1 480	48 367	34 695	22 214	64.0	91	2 788	1 834	15	42	1 777	65.8
Genair	217	1 181	841	10 773	5 982	3 016	50.4	4	480	243	-	1	241	50.5
Guernsey Airlines	64	221	221	7 308	3 095	2 079	67.2	2	291	172	-	1	172	59.3
Jersey European Airways	27	90	106	1 155	571	355	62.3	-	46	27	-	-	27	58.0
Loganair	245	1 744	1 030	19 054	6 323	3 721	58.8	-	568	335	-	-	335	59.0
Manx Airlines	158	890	689	20 728	7 061	4 559	64.6	61	592	379	-	15	365	64.1
Spacegrand Aviation Services	33	294	158	2 928	665	448	67.3	1	50	34	-	-	34	67.3
<b>TOTAL Passenger Services</b>	<b>5 532</b>	<b>21 338</b>	<b>16 971</b>	<b>679 927</b>	<b>437 756</b>	<b>261 414</b>	<b>59.7</b>	<b>1 497</b>	<b>42 752</b>	<b>21 810</b>	<b>198</b>	<b>364</b>	<b>21 247</b>	<b>51.0</b>
<b>Cargo Services</b>														
British Caledonian Airways	22	38	43	-	-	-	-	283	239	162	162	-	-	67.8
Air Bridge Carriers	36	122	105	-	-	-	-	987	687	303	-	303	-	44.1
Channel Express (Air Services)	30	213	134	-	-	-	-	752	167	126	-	126	-	75.2
<b>TOTAL CARGO SERVICES</b>	<b>88</b>	<b>373</b>	<b>282</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 023</b>	<b>1 094</b>	<b>591</b>	<b>162</b>	<b>429</b>	<b>-</b>	<b>54.1</b>
<b>GRAND TOTAL</b>	<b>5 620</b>	<b>21 711</b>	<b>17 253</b>	<b>679 927</b>	<b>437 756</b>	<b>261 414</b>	<b>59.7</b>	<b>3 520</b>	<b>43 846</b>	<b>22 401</b>	<b>360</b>	<b>794</b>	<b>21 247</b>	<b>51.0</b>

(a) Flights carrying both international and domestic scheduled traffic are regarded as domestic. However, load figures in respect of the international traffic on these flights are excluded from this table.

All Non-Scheduled Services April 1984

(a) (b)

Table 4.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(c)		Seat-km used (000)	As percentage of available	(c) Cargo and mail uplifted tonnes	Tonne-kilometres used				As percentage of available	
				Number of passengers uplifted	Seat-km available (000)				Tonne-km available (000)	Total (000)	Mall (000)	Cargo (000)		Passenger (000)
British Airways	338	187	497	19 265	53 004	44 420	83.8	7	5 865	3 980	1	76	3 903	67.9
British Airtours	1 404	834	2 230	112 584	275 048	224 195	81.5	-	25 605	19 048	-	-	19 048	74.4
British Airways Helicopters	471	3 167	2 239	43 039	14 843	10 856	73.1	128	1 772	891	-	23	868	50.3
British Caledonian Airways	185	77	259	3 773	47 485	35 585	74.9	-	4 456	3 768	-	580	3 188	84.6
Air Bridge Carriers	87	129	239	-	-	-	-	565	1 267	710	-	710	-	56.1
Air Ecosse	31	137	152	-	929	601	64.7	-	94	49	-	1	48	52.3
Air Europe	1 440	766	2 164	103 622	218 517	195 636	89.5	-	20 662	15 655	-	-	15 655	75.8
Air UK	35	70	104	876	709	546	77.0	81	185	82	-	35	46	44.3
Airways International (CYMRU)	73	50	108	3 171	6 536	4 611	70.5	-	588	346	-	-	346	58.9
Birmingham Executive Airways	43	95	128	-	766	491	64.1	-	51	39	-	-	39	77.0
Bristow Helicopters	977	8 735	4 582	66 500	16 198	9 657	59.6	496	1 517	946	-	71	875	62.4
Britannia Airways	4 651	2 762	7 558	321 002	647 465	551 544	85.2	5	55 070	46 980	38	66	46 876	85.3
British Air Ferries	231	650	745	14 232	11 830	7 262	61.4	478	1 527	978	11	365	602	64.0
British Caledonian Charter	276	138	364	45 606	103 828	89 961	86.6	45	9 601	7 311	-	128	7 183	76.1
British Caledonian Helicopters	152	821	701	9 775	2 743	1 759	64.1	54	298	160	-	10	150	53.7
British Island Airways	259	309	494	13 571	25 411	18 194	71.6	-	2 235	1 454	-	-	1 454	65.0
British Midland	381	142	537	18 330	75 041	66 121	88.1	-	7 106	5 162	-	-	5 162	72.6
Bryan Aviation	11	14	23	185	245	177	72.1	-	62	14	-	-	14	23.2
Brymon Airways	52	132	176	4 287	2 607	1 688	64.7	22	261	148	-	9	139	56.6
Channel Express (Air Services)	13	78	48	-	-	-	-	126	57	34	32	3	-	59.6
Dan Air Services	3 279	2 483	5 461	239 540	439 175	383 347	87.3	426	35 385	30 813	72	91	30 649	87.1
Euroair Transport	35	76	94	-	2 084	268	12.8	11	164	26	-	5	21	15.9
Genair	52	138	217	-	1 572	906	57.6	-	127	72	-	-	72	57.2
Guernsey Airlines	1	3	4	-	22	9	40.0	-	4	1	1	-	1	39.5
Heavylift Cargo Airlines	88	40	210	-	-	-	-	269	2 870	1 443	-	1 443	-	50.3
Loganair	1	3	2	-	15	13	88.4	-	1	1	-	-	1	73.9
Management Aviation	121	2 281	542	8 520	1 204	467	38.8	140	96	43	-	8	35	44.8
Metropolitan Airways	56	311	266	-	1 164	588	50.5	-	99	47	-	-	47	47.6
Monarch Airlines	1 296	697	2 014	90 192	214 316	185 913	86.7	-	19 616	16 697	1	-	16 696	85.1
North Scottish Helicopters	275	4 564	1 125	14 067	3 423	1 562	45.6	-	278	131	-	-	131	47.1
Orion Airways	1 767	990	2 838	107 836	230 008	199 252	86.6	-	21 746	15 919	-	-	15 919	73.2
Spacegrand Aviation Services	3	23	14	-	27	14	50.2	-	3	1	-	-	1	41.7
Tradewinds Airways	143	46	191	-	-	-	-	913	6 006	5 000	-	5 000	-	83.2
<b>Total</b>	<b>18 229</b>	<b>30 948</b>	<b>36 324</b>	<b>1 239 973</b>	<b>2 396 218</b>	<b>2 035 641</b>	<b>85.0</b>	<b>3 765</b>	<b>224 673</b>	<b>177 949</b>	<b>154</b>	<b>8 624</b>	<b>169 171</b>	<b>79.2</b>
Total sub-charter operations performed on behalf of UK Airlines	614	1 258	1 684	..	52 093	38 928	74.7	..	5 001	3 488	37	246	3 204	69.7
Total excluding sub-charter operations performed on behalf of UK Airlines	17 614	29 690	34 641	1 239 973	2 344 125	1 996 713	85.2	3 765	219 671	174 461	117	8 378	165 967	79.4

(a) Excludes Air Taxi Operations (see Table 15)

(b) Due to the method of reporting, when both scheduled licensed and exempt sub charter traffic is carried on the same flight only load figures for the sub-charter traffic will be included on this table

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

International Non-Scheduled Services April 1984

(a) (b)

Table 4.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(c)		Seat-km available (000)	Seat-km used (000)	As percentage of available	(c) Cargo and mail uplifted tonnes	Tonne-kilometres used				As percentage of available
				Number of passengers uplifted	Seat-km available (000)					Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	
British Airways	337	183	494	19 198	52 963	44 405	83.8	7	5 862	3 978	1	76	3 901	67.9
British Airtrous	1 404	832	2 228	112 344	274 991	224 142	81.5	-	25 600	19 044	-	-	19 044	74.4
British Airways Helicopters	471	3 167	2 239	43 039	14 843	10 856	73.1	128	1 772	891	-	23	868	50.3
British Caledonian Airways	184	73	256	2 972	47 276	35 408	74.9	-	4 438	3 752	-	580	3 172	84.6
Air Bridge Carriers	71	100	201	-	-	-	-	85	986	462	-	462	-	46.8
Air Europe	1 440	766	2 164	103 622	218 517	195 636	89.5	-	20 662	15 655	-	-	15 655	75.8
Air UK	35	66	100	746	667	508	76.2	81	181	79	-	35	43	43.6
Airways International (CYMRU)	73	48	107	2 995	6 464	4 539	70.2	-	581	341	-	-	341	58.7
Bristol Helicopters	977	8 735	4 582	66 500	16 198	9 657	59.6	496	1 517	946	-	71	875	62.4
Britannia Airways	4 634	2 735	7 523	318 625	645 256	550 045	85.2	5	54 882	46 860	38	66	46 756	85.4
British Air Ferries	98	212	330	7 034	3 799	3 054	80.4	27	677	448	-	194	253	66.1
British Caledonian Charter	276	138	364	45 606	103 828	89 961	86.6	45	9 601	7 311	-	128	7 183	76.1
British Caledonian Helicopters	152	821	701	9 775	2 743	1 759	64.1	54	298	160	-	10	150	53.7
British Island Airways	259	309	494	13 571	25 411	18 194	71.6	-	2 235	1 454	-	-	1 454	65.0
British Midland	381	141	535	18 330	75 026	66 111	88.1	-	7 105	5 161	-	-	5 161	72.6
Bryan Aviation	11	14	23	185	245	177	72.1	-	62	14	-	-	14	23.2
Channel Express (Air Services)	1	2	3	-	-	-	-	-	5	3	-	3	-	56.4
Dan-Air Services	3 170	2 140	5 085	234 727	435 384	380 972	87.5	19	34 848	30 469	-	10	30 459	87.4
Euroair Transport	34	73	91	-	2 084	268	12.8	-	157	21	-	-	21	13.6
Genair	21	63	95	-	620	357	57.6	-	50	29	-	-	29	57.7
Guernsey Airlines	1	2	3	-	22	9	40.0	-	2	1	-	-	1	27.9
Heavylift Cargo Airlines	88	39	209	-	-	-	-	269	2 852	1 434	-	1 434	-	50.3
Management Aviation	121	2 281	542	8 520	1 204	467	38.8	140	96	43	-	8	35	44.8
Monarch Airlines	1 295	695	2 012	90 192	214 172	185 859	86.8	-	19 603	16 692	-	-	16 692	85.1
North Scottish Helicopters	275	4 564	1 125	14 067	3 423	1 562	45.6	-	278	131	-	-	131	47.1
Orion Airways	1 767	990	2 838	107 836	230 008	199 252	86.6	-	21 746	15 919	-	-	15 919	73.2
Tradewinds Airways	143	46	191	-	-	-	-	913	6 006	5 000	-	5 000	-	83.2
<b>TOTAL</b>	<b>17 718</b>	<b>29 235</b>	<b>34 532</b>	<b>1 219 884</b>	<b>2 375 146</b>	<b>2 023 198</b>	<b>85.2</b>	<b>2 267</b>	<b>222 099</b>	<b>176 295</b>	<b>38</b>	<b>8 100</b>	<b>168 157</b>	<b>79.3</b>
Total sub-charter operations performed on behalf of UK Airlines	388	405	805	..	43 282	33 840	78.2	..	4 247	3 062	36	235	2 792	72.1
Total excluding sub-charter operations performed on behalf of UK Airlines	17 330	28 830	33 727	1 219 884	2 331 864	1 989 358	85.3	2 267	217 852	173 233	3	7 865	165 366	79.5

(a) Excludes Air Taxi Operations (see Table 15)

(b) Due to the method of reporting, when both International scheduled licensed and exempt sub charter traffic is carried on the same flight only load figures for the sub-charter traffic will be included on this table

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

Domestic Non-Scheduled Services April 1984

(a) (b)

Table 4.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(c)		Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	(c)					As percentage of available
				Number of passengers uplifted	Seat-km available (000)				Tonne-km available (000)	Tonne-kilometres used			Passenger (000)	
									Total (000)	Mail (000)	Cargo (000)			
British Airways	1	4	3	67	41	15	37.3	-	4	1	-	-	1	37.1
British Airtours	-	2	2	240	57	53	92.3	-	5	5	-	-	5	84.3
British Caledonian Airways	1	4	3	801	209	177	84.7	-	19	16	-	-	16	84.7
Air-Bridge Carriers	15	29	38	-	-	-	-	480	281	249	-	249	-	88.5
Air Ecosse	31	137	152	-	929	601	64.7	-	94	49	-	1	48	52.3
Air UK	1	4	4	130	42	38	89.3	-	4	3	-	-	3	75.1
Airways International (CYMRU)	1	2	1	176	72	72	100.0	-	7	5	-	-	5	82.5
Birmingham Executive Airways	43	95	128	-	766	491	64.1	-	51	39	-	-	39	77.0
Britannia Airways	17	27	35	2 377	2 209	1 499	67.9	-	188	120	-	-	120	63.8
British Air Ferries	132	438	415	7 198	8 031	4 208	52.4	451	850	530	11	170	349	62.4
British Midland	-	1	2	-	15	10	69.4	-	1	1	-	-	1	66.7
Brymon Airways	52	132	176	4 287	2 607	1 688	64.7	22	261	148	-	9	139	56.6
Channel Express (Air Services)	12	76	46	-	-	-	-	126	53	32	32	-	-	59.9
Dan-Air Services	109	343	376	4 813	3 791	2 375	62.6	407	537	343	72	81	190	63.9
Euroair Transport	1	3	3	-	-	-	-	11	7	5	-	5	-	70.4
Genair	32	75	123	-	952	548	57.6	-	77	44	-	-	44	56.9
Guernsey Airlines	-	1	1	-	-	-	-	-	1	1	1	-	-	64.7
Heavylift Cargo Airlines	1	1	2	-	-	-	-	-	18	9	-	9	-	48.8
Loganair	1	3	2	-	15	13	88.4	-	1	1	-	-	1	73.9
Metropolitan Airways	56	311	266	-	1 164	588	50.5	-	99	47	-	-	47	47.6
Monarch Airlines	1	2	2	-	144	53	36.9	-	13	5	1	-	4	38.6
Spaceground Aviation Services	3	23	14	-	27	14	50.2	-	3	1	-	-	1	41.7
<b>TOTAL</b>	<b>511</b>	<b>1 713</b>	<b>1 793</b>	<b>20 089</b>	<b>21 072</b>	<b>12 443</b>	<b>59.0</b>	<b>1 498</b>	<b>2 574</b>	<b>1 654</b>	<b>116</b>	<b>524</b>	<b>1 013</b>	<b>64.3</b>
TOTAL sub-charter operations performed on behalf of UK Airlines	227	853	879	..	8 812	5 088	57.7	..	755	425	1	11	413	56.3
TOTAL excluding sub-charter operations performed on behalf of UK Airlines	284	860	914	20 089	12 261	7 355	60.0	1 498	1 819	1 228	115	513	601	67.5

(a) Excludes Air Taxi Operations (see Table 15)

(b) Due to the method of reporting, when both domestic scheduled licensed and exempt sub-charter traffic is carried on the same flight only load figures for the sub-charter traffic will be included on this table

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

All Class 2 Licence Operations April 1984

Table 5.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat-km		As percentage of available
				ABC	Affinity	Other	Available (000)	Used (000)	
British Airways	34	20	40	-	-	1 607	3 431	2 923	85.2
British Airtours	45	15	61	1 564	-	1 136	17 660	15 162	85.9
Air UK	8	12	22	-	-	489	344	323	93.7
Britannia Airways	3	2	4	-	-	260	355	355	100.0
British Air Ferries	1	4	3	-	-	234	78	60	77.0
British Island Airways	1	2	2	-	-	110	91	56	61.9
British Midland	257	57	340	7 484	-	262	53 947	50 068	92.8
Dan Air Services	423	196	625	-	-	23 523	65 233	57 803	88.6
Monarch Airlines	1	2	3	-	-	170	164	117	71.4
Orion Airways	63	55	108	-	-	6 215	8 201	7 208	87.9
<b>TOTAL</b>	<b>837</b>	<b>365</b>	<b>1 208</b>	<b>9 048</b>	<b>-</b>	<b>34 006</b>	<b>149 503</b>	<b>134 075</b>	<b>89.7</b>

6

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	350	266	-	-	266	75.9
British Airtours	-	1 646	1 289	-	-	1 289	78.3
Air UK	-	35	27	-	-	27	78.0
Britannia Airways	-	30	28	-	-	28	93.7
British Air Ferries	-	6	5	-	-	5	77.0
British Island Airways	-	8	4	-	-	4	55.1
British Midland	-	5 114	3 910	-	-	3 910	76.4
Dan Air Services	-	5 219	4 618	-	-	4 618	88.5
Monarch Airlines	-	15	11	-	-	11	71.3
Orion Airways	-	776	575	-	-	575	74.1
<b>TOTAL</b>	<b>-</b>	<b>13 200</b>	<b>10 734</b>	<b>-</b>	<b>-</b>	<b>10 734</b>	<b>81.3</b>



International Class 2 Licence Operations April 1984

Table 5.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Available (000)	Seat-km		As percentage of available
				ABC	Affinity	Other		Used (000)		
British Airways	34	20	40	-	-	1 607	3 431	2 923	85.2	
British Airtours	45	15	61	1 564	-	1 136	17 660	15 162	85.9	
Air UK	8	12	22	-	-	489	344	323	93.7	
Britannia Airways	3	2	4	-	-	260	355	355	100.0	
British Air Ferries	1	4	3	-	-	234	78	60	77.0	
British Island Airways	1	2	2	-	-	110	91	56	61.9	
British Midland	257	57	340	7 484	-	262	53 947	50 068	92.8	
Dan-Air Services	423	196	625	-	-	23 523	65 233	57 803	88.6	
Monarch Airlines	1	2	3	-	-	170	164	117	71.4	
Orion Airways	63	55	108	-	-	6 215	8 201	7 208	87.9	
<b>TOTAL</b>	<b>837</b>	<b>365</b>	<b>1 208</b>	<b>9 048</b>	<b>-</b>	<b>34 006</b>	<b>149 503</b>	<b>134 075</b>	<b>89.7</b>	

10

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	350	266	-	-	266	75.9
British Airtours	-	1 646	1 289	-	-	1 289	78.3
Air UK	-	35	27	-	-	27	78.0
Britannia Airways	-	30	28	-	-	28	93.7
British Air Ferries	-	6	5	-	-	5	77.0
British Island Airways	-	8	4	-	-	4	55.1
British Midland	-	5 114	3 910	-	-	3 910	76.4
Dan-Air Services	-	5 219	4 618	-	-	4 618	88.5
Monarch Airlines	-	15	11	-	-	11	71.3
Orion Airways	-	776	575	-	-	575	74.1
<b>TOTAL</b>	<b>-</b>	<b>13 200</b>	<b>10 734</b>	<b>-</b>	<b>-</b>	<b>10 734</b>	<b>81.3</b>

Domestic Class 2 Licence Operations April 1984

Table 5.3

Aircraft -km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
				Affinity	Other			

N I L O P E R A T I O N S

Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-Kilometres used			As percentage of available
			Mail (000)	Cargo (000)	Passenger (000)	

N I L O P E R A T I O N S

All Class 3 Licence Operations April 1984

Table 6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-Kilometres used Mail (000)	Cargo (000)	Passenger (000)	As percentage of available
British Airways	269	149	404	16 600	38 117	30 639	80.4	-	4 207	2 724	-	-	2 724	64.7
British Airtours	1 223	707	1 932	107 666	236 224	192 620	81.5	-	21 989	16 364	-	-	16 364	74.4
British Caledonian Airways	39	31	67	2 972	4 428	3 723	84.1	-	416	320	-	-	320	77.0
Air Europe	1 414	749	2 122	102 405	214 942	192 409	89.5	-	20 323	15 397	-	-	15 397	75.8
Air UK	1	1	3	39	41	36	88.6	-	4	3	-	-	3	73.3
Airways International (CYMRU)	73	48	107	2 995	6 464	4 539	70.2	-	581	341	-	-	341	58.7
Britannia Airways	4 400	2 510	7 104	299 839	614 828	524 298	85.3	-	52 292	44 599	-	-	44 599	85.3
British Air Ferries	50	127	155	7 619	3 777	3 009	79.7	-	313	249	-	-	249	79.6
British Caledonian Charter	276	138	364	45 606	103 828	89 961	86.6	45	9 601	7 311	-	128	7 183	76.1
British Island Airways	186	180	335	13 295	18 545	14 700	79.3	-	1 625	1 174	-	-	1 174	72.2
British Midland	99	72	160	8 954	16 188	13 496	83.4	-	1 525	1 053	-	-	1 053	69.0
Dan-Air Services	2 538	1 718	4 070	192 741	343 672	300 826	87.5	-	27 496	24 054	-	-	24 054	87.5
Monarch Airlines	1 206	640	1 870	86 760	198 530	172 352	86.8	-	18 170	15 475	-	-	15 475	85.2
Orion Airways	1 643	902	2 633	100 687	213 884	185 280	86.6	-	20 221	14 804	-	-	14 804	73.2
<b>TOTAL</b>	<b>13 415</b>	<b>7 972</b>	<b>21 324</b>	<b>988 178</b>	<b>2 013 469</b>	<b>1 727 889</b>	<b>85.8</b>	<b>45</b>	<b>178 763</b>	<b>143 869</b>	<b>-</b>	<b>128</b>	<b>143 741</b>	<b>80.5</b>

International Class 3 Licence Operations April 1984

Table 6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-kilometres used				As percentage of available	
									Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)		Passenger (000)
British Airways	269	149	404	16 600	38 117	30 639	80.4	-	4 207	2 724	-	-	2 724	64.7
British Airtrains	1 223	707	1 932	107 666	236 224	192 620	81.5	-	21 989	16 364	-	-	16 364	74.4
British Caledonian Airways	39	31	67	2 972	4 428	3 723	84.1	-	416	320	-	-	320	77.0
Air Europe	1 414	749	2 122	102 405	214 942	192 409	89.5	-	20 323	15 397	-	-	15 397	75.8
Air UK	1	1	3	39	41	36	88.6	-	4	3	-	-	3	73.3
Airways International (CYMRU)	73	48	107	2 995	6 464	4 539	70.2	-	581	341	-	-	341	58.7
Britannia Airways	4 400	2 510	7 104	299 839	614 828	524 298	85.3	-	52 292	44 599	-	-	44 599	85.3
British Air Ferries	36	89	110	5 606	2 709	2 256	83.3	-	225	187	-	-	187	83.2
British Caledonian Charter	276	138	364	45 606	103 828	89 961	86.6	45	9 601	7 311	-	128	7 183	76.1
British Island Airways	186	180	335	13 295	18 545	14 700	79.3	-	1 625	1 174	-	-	1 174	72.2
British Midland	99	72	160	8 954	16 188	13 496	83.4	-	1 525	1 053	-	-	1 053	69.0
Dan-Air Services	2 538	1 718	4 070	192 741	343 672	300 826	87.5	-	27 496	24 054	-	-	24 054	87.5
Monarch Airlines	1 206	640	1 870	86 760	198 530	172 352	86.8	-	18 170	15 475	-	-	15 475	85.2
Orion Airways	1 643	902	2 633	100 687	213 884	185 280	86.6	-	20 221	14 804	-	-	14 804	73.2
<b>TOTAL</b>	<b>13 401</b>	<b>7 934</b>	<b>21 279</b>	<b>986 165</b>	<b>2 012 401</b>	<b>1 727 135</b>	<b>85.8</b>	<b>45</b>	<b>178 675</b>	<b>143 806</b>	<b>-</b>	<b>128</b>	<b>143 678</b>	<b>80.5</b>

Domestic Class 3 Licence Operations April 1984

Table 6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Passenger (000)	As percentage of available
										Total (000)	Mail (000)	Cargo (000)		
British Air Ferries	14	38	45	2 013	1 068	753	70.5	-	89	62	-	-	62	70.5
TOTAL	14	38	45	2 013	1 068	753	70.5	-	89	62	-	-	62	70.5

All Class 4 Licence Operations April 1984

Table 7.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km		As percentage of available
				ABC	Affinity	IT	Other	Available (000)	Used (000)	
Air Europe	17	10	28	-	-	1 137	80	2 232	2 090	93.6
Britannia Airways	12	19	24	-	-	1 833	4	1 561	1 170	74.9
British Island Airways	2	2	3	24	-	142	-	134	125	93.3
Dan Air Services	142	152	255	252	-	7 997	7 958	19 401	16 902	87.1
Monarch Airlines	28	22	48	-	-	2 605	209	4 063	3 486	85.8
Orion Airways	4	4	6	-	-	174	265	520	446	85.8
<b>TOTAL</b>	<b>205</b>	<b>209</b>	<b>366</b>	<b>276</b>	<b>-</b>	<b>13 888</b>	<b>8 516</b>	<b>27 911</b>	<b>24 219</b>	<b>86.8</b>

51

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	211	167	-	-	167	79.2
Britannia Airways	-	133	94	-	-	94	70.5
British Island Airways	-	12	10	-	-	10	83.1
Dan Air Services	-	1 551	1 352	-	-	1 352	87.2
Monarch Airlines	-	371	314	-	-	314	84.7
Orion Airways	-	49	36	-	-	36	72.3
<b>TOTAL</b>	<b>-</b>	<b>2 327</b>	<b>1 973</b>	<b>-</b>	<b>-</b>	<b>1 973</b>	<b>84.8</b>

International Class 4 Licence Operations April 1984

Table 7.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Available (000)	Seat-km Used (000)	As percentage of available
				ABC	Affinity	IT	Other			
Air Europe	17	10	28	-	-	1 137	80	2 232	2 090	93.6
British Island Airways	2	2	3	24	-	142	-	134	125	93.3
Dan Air Services	142	152	255	252	-	7 997	7 958	19 401	16 902	87.1
Monarch Airlines	28	22	48	-	-	2 605	209	4 063	3 486	85.8
Orion Airways	4	4	6	-	-	174	265	520	446	85.8
<b>TOTAL</b>	<b>193</b>	<b>190</b>	<b>342</b>	<b>276</b>	<b>-</b>	<b>12 055</b>	<b>8 512</b>	<b>26 350</b>	<b>23 049</b>	<b>87.5</b>

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	211	167	-	-	167	79.2
British Island Airways	-	12	10	-	-	10	83.1
Dan Air Services	-	1 551	1 352	-	-	1 352	87.2
Monarch Airlines	-	371	314	-	-	314	84.7
Orion Airways	-	49	36	-	-	36	72.3
<b>TOTAL</b>	<b>-</b>	<b>2 195</b>	<b>1 879</b>	<b>-</b>	<b>-</b>	<b>1 879</b>	<b>85.6</b>

Domestic Class 4 Licence Operations April 1984

Table 7.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Other	Available (000)	Seat-km		As percentage of available
				ABC	Affinity	IT			Used (000)		
Britannia Airways	12	19	24	-	-	1 833	4	1 561	1 170	74.9	
TOTAL	12	19	24	-	-	1 833	4	1 561	1 170	74.9	

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
Britannia Airways	-	133	94	-	-	94	70.5
TOTAL	-	133	94	-	-	94	70.5



All Class 6 Licence Operations April 1984

Table 8.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	39	74	138	565	412	290	-	290	70.5
British Air Ferries	28	91	87	440	208	181	11	171	87.2
Dan Air Services	1	4	5	17	6	5	-	5	79.8
Euroair Transport	1	2	2	11	6	4	-	4	70.7
Heavylift Cargo Airlines	71	33	168	269	2 366	1 155	-	1 155	48.8
Tradewinds Airways	125	39	166	913	5 234	4 042	-	4 042	77.2
<b>TOTAL</b>	<b>265</b>	<b>243</b>	<b>565</b>	<b>2 214</b>	<b>8 232</b>	<b>5 677</b>	<b>11</b>	<b>5 667</b>	<b>69.0</b>

International Class 6 Licence Operations April 1984

Table 8.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	24	45	100	85	131	41	-	41	31.6
British Air Ferries	2	3	5	13	12	8	-	8	66.3
Dan Air Services	1	4	5	17	6	5	-	5	79.8
Heavylift Cargo Airlines	71	33	168	269	2 366	1 155	-	1 155	48.8
Tradewinds Airways	125	39	166	913	5 234	4 042	-	4 042	77.2
<b>TOTAL</b>	<b>223</b>	<b>124</b>	<b>443</b>	<b>1 297</b>	<b>7 749</b>	<b>5 251</b>	<b>-</b>	<b>5 251</b>	<b>67.8</b>

Domestic Class 6 Licence Operations April 1984

Table 8.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	15	29	38	480	281	249	-	249	88.5
British Air Ferries	26	88	82	426	196	173	11	163	88.4
Euroair Transport	1	2	2	11	6	4	-	4	70.7
<b>TOTAL</b>	<b>42</b>	<b>119</b>	<b>122</b>	<b>917</b>	<b>483</b>	<b>426</b>	<b>11</b>	<b>416</b>	<b>88.3</b>



All Exempt Operations April 1984 (a)(b)

Table 10.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	2	5	5	115	180	74	41.0	-	18	10	-	-	10	55.1
British Airtours	12	13	23	2 182	2 058	2 040	99.1	-	192	173	-	-	173	90.4
British Caledonian Airways	1	4	3	801	209	177	84.7	-	19	16	-	-	16	84.7
Air UK	27	56	78	326	320	185	57.8	81	145	51	-	35	16	35.3
Airways International (Cymru)	1	2	1	176	72	72	100.0	-	7	5	-	-	5	82.5
Britannia Airways	123	163	244	19 066	16 017	14 007	87.4	5	1 362	1 192	2	6	1 183	87.5
British Air Ferries	68	183	205	6 379	4 320	2 322	53.8	39	396	214	-	21	193	54.0
British Midland	24	12	35	1 630	4 892	2 546	52.0	-	465	199	-	-	199	42.7
Bryan Aviation	11	14	23	185	245	177	72.1	-	62	14	-	-	14	23.2
Brymon Airways	52	132	176	4 287	2 607	1 688	64.7	22	261	148	-	9	139	56.6
Channel Express (Air Services)	12	76	46	-	-	-	-	126	53	32	32	-	-	59.9
Dan-Air Services	133	351	427	7 069	5 786	3 661	63.3	410	705	451	72	85	293	63.9
Monarch Airlines	2	2	4	448	456	448	98.2	-	42	40	-	-	40	96.2
Orion Airways	9	7	17	414	1 213	600	49.5	-	115	47	-	-	47	41.3
<b>TOTAL</b>	<b>478</b>	<b>1 020</b>	<b>1 285</b>	<b>43 078</b>	<b>38 375</b>	<b>27 997</b>	<b>73.0</b>	<b>682</b>	<b>3 841</b>	<b>2 592</b>	<b>106</b>	<b>157</b>	<b>2 329</b>	<b>67.5</b>

- (a) Excludes Air Taxi Operations (See Table 15)  
 (b) Excludes exempt sub charter operations.

International Exempt Operations April 1984 (a)(b)

Table 10.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	1	1	2	48	140	59	42.1	-	15	9	-	-	9	59.5
British Airtoours	12	11	21	1 942	2 000	1 987	99.3	-	186	169	-	-	169	90.6
Air UK	26	53	76	218	282	149	53.0	81	141	48	-	35	13	34.1
Britannia Airways	118	155	233	18 526	15 369	13 677	89.0	5	1 307	1 165	2	6	1 157	89.2
British Air Ferries	25	37	76	1 194	1 012	739	73.0	13	134	75	-	14	61	56.0
British Midland	24	12	35	1 630	4 892	2 546	52.0	-	465	199	-	-	199	42.7
Bryan Aviation	11	14	23	185	245	177	72.1	-	62	14	-	-	14	23.2
Dan Air Services	34	45	78	2 256	3 139	2 185	69.6	3	260	179	-	5	175	69.0
Monarch Airlines	2	2	4	448	456	448	98.2	-	42	40	-	-	40	96.2
Orion Airways	9	7	17	414	1 213	600	49.5	-	115	47	-	-	47	41.3
<b>TOTAL</b>	<b>262</b>	<b>337</b>	<b>564</b>	<b>26 861</b>	<b>28 747</b>	<b>22 566</b>	<b>78.5</b>	<b>101</b>	<b>2 727</b>	<b>1 946</b>	<b>2</b>	<b>60</b>	<b>1 884</b>	<b>71.4</b>

(a) Excludes Air Taxi Operations (see Table 15).

(b) Excludes exempt sub-charter operations.

Domestic Exempt Operations April 1984 (a)(b)

Table 10.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	1	4	3	67	41	15	37.3	-	4	1	-	-	1	37.1
British Airtours	-	2	2	240	57	53	92.3	-	5	5	-	-	5	84.3
British Caledonian Airways	1	4	3	801	209	177	84.7	-	19	16	-	-	16	84.7
Air UK	1	3	3	108	38	36	93.1	-	4	3	-	-	3	78.4
Airways International (Cymru)	1	2	1	176	72	72	100.0	-	7	5	-	-	5	82.5
Britannia Airways	5	8	11	540	648	330	50.8	-	55	26	-	-	26	47.6
British Air Ferries	44	146	129	5 185	3 308	1 583	47.9	25	262	139	-	8	131	53.0
Brymon Airways	52	132	176	4 287	2 607	1 688	64.7	22	261	148	-	9	139	56.6
Channel Express (Air Services)	12	76	46	-	-	-	-	126	53	32	32	-	-	59.9
Dan Air Services	99	306	348	4 813	2 648	1 476	55.8	407	445	271	72	81	118	60.9
<b>TOTAL</b>	<b>216</b>	<b>683</b>	<b>722</b>	<b>16 217</b>	<b>9 629</b>	<b>5 430</b>	<b>56.4</b>	<b>581</b>	<b>1 114</b>	<b>646</b>	<b>104</b>	<b>97</b>	<b>445</b>	<b>58.0</b>

(a) Excludes Air Taxi Operations (See Table 15).  
 (b) Excludes exempt sub-charter operations.

Sub Charter Operations Performed under Class 5 Licences April 1984

Table 11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Birmingham Executive Airways	43	95	128	..	766	491	64.0	..	51	39	-	-	39	77.0
Britannia Airways	48	28	78	..	6 250	4 514	72.0	..	531	474	36	60	378	89.0
British Air Ferries	34	77	133	..	-	-	-	..	293	171	-	171	-	58.0
Euroair Transport	34	73	91	..	2 084	268	13.0	..	157	21	-	-	21	14.0
Metropolitan Airways	42	238	209	..	878	516	59.0	..	76	42	-	-	41	54.0
<b>TOTAL</b>	<b>201</b>	<b>511</b>	<b>640</b>	<b>..</b>	<b>9 977</b>	<b>5 789</b>	<b>58.0</b>	<b>..</b>	<b>1 108</b>	<b>747</b>	<b>36</b>	<b>231</b>	<b>481</b>	<b>67.0</b>

Exempt Sub Charter Operations Performed for UK Operators (a) April 1984

Table 11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	12	8	20	..	3 710	2 894	78.0	..	469	233	-	-	233	50.0
British Airtours	55	36	91	..	7 164	5 633	79.0	..	667	478	-	-	478	72.0
British Caledonian Airways	5	6	9	..	999	666	67.0	..	92	60	-	-	60	65.0
Air Ecosse	31	137	152	..	929	610	65.0	..	94	49	-	1	48	52.0
Air Europe	7	6	11	..	1 124	919	82.0	..	106	73	-	-	73	69.0
Britannia Airways	65	40	104	..	8 455	7 201	85.0	..	722	593	-	-	593	82.0
British Air Ferries	49	168	161	..	3 656	1 871	51.0	..	311	158	-	2	155	51.0
British Island Airways	15	10	24	..	1 537	1 343	87.0	..	133	107	-	-	107	80.0
British Midland	-	1	2	..	15	10	69.0	..	1	1	-	-	1	67.0
Channel Express (Air Services)	1	2	3	..	-	-	-	..	5	3	-	3	-	56.0
Dan Air Services	38	60	75	..	4 756	3 848	81.0	..	381	308	-	1	308	81.0
Euroair Transport	-	1	1	..	-	-	-	..	1	-	-	-	-	67.0
Genair	52	138	217	..	1 572	906	58.0	..	127	72	-	-	72	57.0
Guernsey Airlines	1	3	4	..	22	9	40.0	..	4	1	1	-	1	39.0
Heavylift Cargo Airlines	1	1	2	..	-	-	-	..	18	9	-	9	-	49.0
Loganair	1	3	2	..	15	13	88.0	..	1	1	-	-	1	74.0
Metropolitan Airways	14	73	57	..	286	71	25.0	..	23	6	-	-	6	25.0
Monarch Airlines	14	10	23	..	1 762	1 486	84.0	..	160	134	1	-	133	84.0
Orion Airways	47	21	72	..	6 088	5 654	93.0	..	576	452	-	-	452	78.0
Spaceground Aviation Services	3	23	14	..	27	14	50.0	..	3	1	-	-	1	42.0
<b>TOTAL</b>	<b>413</b>	<b>747</b>	<b>1 044</b>	<b>..</b>	<b>42 116</b>	<b>33 139</b>	<b>79.0</b>	<b>..</b>	<b>3 893</b>	<b>2 741</b>	<b>1</b>	<b>16</b>	<b>2 724</b>	<b>70.0</b>

(a) Due to the method of reporting when both licensed and exempt sub-charter traffic is carried on the same flight, only load figures for the sub-charter traffic will be included on this Table.

Exempt Sub Charter Operations Performed for Non UK Operators (a) April 1984

Table 11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	-	-	..	-	1 161	-	..	-	113	1	13	99	-
British Airtours	66	62	119	..	11 622	8 652	74.0	..	1 082	735	-	-	735	68.0
British Airways Helicopters	15	83	76	..	329	94	29.0	..	34	7	-	-	7	21.0
British Caledonian Airways	139	36	179	..	41 849	31 019	74.0	..	3 930	3 372	-	580	2 793	86.0
Air Bridge Carriers	48	55	102	..	-	-	-	..	855	420	-	420	-	49.0
Air Europe	2	1	3	..	219	218	99.0	..	21	17	-	-	17	84.0
British Island Airways	56	115	130	..	5 105	1 971	39.0	..	457	158	-	-	158	35.0
Dan-Air Services	3	2	4	..	328	307	94.0	..	26	24	-	-	24	93.0
Heavylift Cargo Airlines	17	6	41	..	-	-	-	..	485	279	-	279	-	58.0
Monarch Airlines	45	21	66	..	9 341	8 023	86.0	..	859	723	-	-	723	84.0
Tradewinds Airways	18	7	25	..	-	-	-	..	772	957	-	957	-	..
<b>TOTAL</b>	<b>409</b>	<b>388</b>	<b>745</b>	<b>..</b>	<b>68 793</b>	<b>51 444</b>	<b>75.0</b>	<b>..</b>	<b>8 521</b>	<b>6 806</b>	<b>1</b>	<b>2 250</b>	<b>4 556</b>	<b>80.0</b>

(a) Due to the method of reporting when both licensed and exempt sub-charter traffic is carried on the same flight, only load figures for the sub charter traffic will be included on this Table.



**Aircraft Type and Utilisation - All Airlines  
 April 1984 (a)**

**Table 12.1**

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Aerospatiale AS332 Super Puma	665	-	1 966	-	2 556	-	22 138	7 455	24	3.6
Aerospatiale SA330 Puma	-	-	-	-	-	-	-	-	1	2.4
Aerospatiale SA-365 Dauphin	149	2	4 253	47	626	10	15 871	609	9	2.2
Airbus A310-202	260	-	148	-	382	-	8 337	22 938	2	2.9
Armstrong Whitworth Argosy	-	17	-	33	-	54	-	-	1	1.6
BAC/Aerospatiale Concorde	868	-	179	-	607	-	8 033	43 034	6	2.7
BAC1-11 500 Series	3 960	22	6 176	38	8 061	43	401 082	299 132	46	4.7
BAE 146 Series 100	214	-	330	-	445	-	15 165	12 581	2	5.8
BAE (BAC)1-11-200 Series	185	-	329	-	393	-	15 200	10 144	2	6.1
BAE (BAC)1-11-300/400/475	833	-	1 310	-	1 681	-	60 318	47 543	12	3.5
BAE (HS) 125	-	-	-	-	-	-	-	-	1	-
BAE(HS) 748	504	48	1 973	136	1 844	164	46 168	13 606	22	2.8
Bell Model 214ST	57	-	226	-	230	-	2 357	594	3	2.1
Bell 206B Jet Ranger	1	-	12	-	6	-	-	1	10	0.4
Bell 212	111	-	4 503	-	741	-	23 787	586	10	3.4
Boeing 707-320C/336	447	347	166	94	622	458	19 213	71 001	9	4.0
Boeing 727-100/100C	556	-	343	-	837	-	39 699	68 203	5	2.3
Boeing 727-200/200 Advanced	680	-	322	-	969	-	50 907	113 810	4	5.2
Boeing 737-200	12 067	-	8 577	-	20 078	-	825 853	1 260 460	81	6.7
Boeing 747-100/100F	4 230	-	1 066	-	5 476	-	140 456	1 022 150	16	10.4
Boeing 747-200	3 727	-	770	-	4 765	-	125 350	922 382	13	11.6
Boeing 757-200	2 094	-	1 983	-	3 625	-	268 144	325 468	17	5.7
Boeing 767-200	297	-	143	-	464	-	30 622	63 197	2	5.0
Boeing Vertol Model 234 Chinook	214	-	510	-	824	-	19 622	8 234	6	4.5
Canadair CL44	-	-	-	-	-	-	-	-	1	-
Cessna 500 Citation 1	3	-	6	-	6	-	15	-	7	0.2
De Havilland DHC-6 Twin Otter	355	-	2 278	-	1 675	-	18 873	3 946	17	3.0
De Havilland DHC-7 DASH-7	126	-	527	-	455	-	11 937	4 100	3	4.7
Embraer EMB110 Bandeirante	258	-	962	1	908	1	7 508	2 179	18	1.8
Fokker F27 100-600	969	-	2 756	-	3 061	-	54 455	22 646	21	3.9
Handley Page Herald 200	177	70	879	345	673	272	24 202	5 575	11	2.4
Handley Page Jetstream 31/200	263	-	431	-	733	-	1 755	1 900	3	6.7
Hawker Siddeley Trident 2E	180	-	370	-	380	-	23 089	11 449	7	1.5
Hawker Siddeley Trident 3B	1 145	-	2 098	-	2 432	-	196 681	106 772	18	4.2
Lockheed L-1011-1/100 Tristar	569	-	384	-	902	-	79 860	112 720	6	3.9
Lockheed L1011-200 Tristar	2 226	-	757	-	3 069	-	95 244	364 042	10	7.7
MBB B0105	70	-	2 021	-	353	-	2 689	92	9	1.2
McDonnell Douglas DC9 SRS 30/F	149	-	302	-	337	-	17 330	8 638	1	2.7
McDonnell Douglas DC-10-30	2 464	-	470	-	3 122	-	43 555	377 752	8	13.0
McDonnell Douglas DC-9-10/15	569	-	1 072	-	1 247	-	49 453	26 644	6	6.4
McDonnell Douglas DC-10-10	272	-	136	-	357	-	45 400	89 470	2	3.7
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
Pilatus BN-2A Islander	51	-	900	-	238	-	3 386	199	9	0.7
Pilatus BN-2A MK111 Trislander	124	-	2 103	-	595	-	21 248	1 213	7	1.7
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	3	-
Piper PA31/31P Navajo Chieftn	3	31	23	78	14	106	-	14	2	1.7
Short Belfast	-	73	-	33	-	174	-	-	3	2.6
Shorts 330	458	1	1 834	2	1 763	3	17 317	7 160	11	5.3

Table 12.1 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Shorts 360	366	-	1 960	-	1 584	-	35 598	7 652	9	5.0
Sikorsky S61N	562	-	5 219	-	3 143	-	61 148	6 465	42	2.6
Sikorsky S76 Spirit	195	-	1 098	-	900	-	5 561	958	20	1.9
Vickers Viscount 800	384	52	1 148	135	1 240	180	39 255	15 637	13	2.6
V953C Merchantman	-	84	-	145	-	198	-	-	3	1.6
Westland 30 SRS 100	19	-	725	-	137	-	4 614	121	3	3.0
<b>TOTAL</b>	<b>44 074</b>	<b>746</b>	<b>65 744</b>	<b>1 087</b>	<b>84 553</b>	<b>1 662</b>	<b>2 998 535</b>	<b>5 490 478</b>	<b>572</b>	<b>4.4</b>

(a) Excludes Air Taxi Operations (see Table 15)

(b) Excludes passengers uplifted on sub charter operations

**Aircraft Type and Utilisation - Individual Airlines  
 April 1984 (a)**

**Table 12.2**

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft In service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>British Airways and Airtours</b>										
BAE(HS) 748	183	-	874	-	682	-	19 559	4 671	5	4.4
BAE(BAC) 1-11-300/400/475	249	-	566	-	566	-	23 740	12 148	4	4.6
BAC 1-11 500 series	1 599	-	2 935	-	3 431	-	176 889	99 032	21	4.9
Boeing 737-200	3 930	-	3 936	-	7 084	-	314 580	340 521	31	7.1
Hawker Siddeley Trident 2E	180	-	370	-	380	-	23 089	11 449	7	1.5
Hawker Siddeley Trident 3B	1 145	-	2 098	-	2 432	-	196 681	106 772	18	4.2
Lockheed L1011-1/100 Tristar	569	-	384	-	902	-	79 860	112 720	6	3.9
Boeing 707-320C/336	-	-	-	-	-	-	-	-	1	2.0
Boeing 757-200	1 279	-	1 550	-	2 415	-	186 050	162 557	12	5.4
Boeing 747-100/100F	4 230	-	1 066	-	5 476	-	140 456	1 022 150	16	10.4
Boeing 747-200	3 492	-	701	-	4 455	-	115 260	872 037	12	11.7
Lockheed L-1011-200 Tristar	2 226	-	757	-	3 069	-	95 244	364 042	10	7.7
BAC/Aerospatiale Concorde	868	-	179	-	607	-	8 033	43 034	6	2.7
<b>TOTAL</b>	<b>19 948</b>	<b>-</b>	<b>15 416</b>	<b>-</b>	<b>31 499</b>	<b>-</b>	<b>1 379 441</b>	<b>3 151 131</b>	<b>149</b>	<b>6.3</b>
<b>British Airways Helicopters</b>										
Sikorsky S61N	228	-	1 868	-	1 143	-	24 654	2 796	15	2.5
Bell 206B Jet Ranger	1	-	12	-	6	-	-	1	1	2.3
Sikorsky S76 Spirit	28	-	424	-	221	-	2 316	152	4	1.6
Boeing-Vertol Model Z34 Chinook	214	-	510	-	824	-	19 622	8 234	6	4.5
Westland 30 SRS 100	19	-	725	-	137	-	4 614	121	3	3.0
Aerospatiale AS332 Super Puma	6	-	42	-	45	-	573	80	3	0.4
<b>TOTAL</b>	<b>496</b>	<b>-</b>	<b>3 581</b>	<b>-</b>	<b>2 377</b>	<b>-</b>	<b>51 779</b>	<b>11 384</b>	<b>32</b>	<b>2.6</b>
<b>British Caledonian Airways</b>										
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	3.8
BAC 1-11 500 Series	881	22	1 965	38	2 040	43	103 669	49 913	12	5.6
Boeing 707-320C/336	110	-	57	-	161	-	3 167	7 989	2	7.1
McDonnell-Douglas DC-10-30	2 464	-	470	-	3 122	-	43 555	377 752	8	13.0
Airbus A310-202	260	-	148	-	382	-	8 337	22 938	2	2.9
Boeing 747-200	235	-	69	-	310	-	10 090	50 346	1	10.3
Sikorsky S61N	24	-	598	-	199	-	7 146	286	1	6.4
<b>TOTAL</b>	<b>3 973</b>	<b>22</b>	<b>3 307</b>	<b>38</b>	<b>6 214</b>	<b>43</b>	<b>175 964</b>	<b>509 222</b>	<b>26</b>	<b>8.3</b>
<b>Air Bridge Carriers</b>										
Armstrong Whitworth Argosy	-	17	-	33	-	54	-	-	1	1.6
V953C Merchantman	-	84	-	145	-	198	-	-	3	1.6
<b>TOTAL</b>	<b>-</b>	<b>101</b>	<b>-</b>	<b>178</b>	<b>-</b>	<b>252</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>1.6</b>

**Table 12.2 cont.**

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>Air Commuter</b>										
Cessna 500 Citation 1	3	-	6	-	6	-	15	7	1	0.2
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	2	-
Piper PA31/31P Navajo Chieftn	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>3</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0.1</b>
<b>Air Ecosse</b>										
Embraer EMB110 Bandeirante	58	-	275	-	180	-	1 596	462	6	1.2
Shorts 360	54	-	216	-	220	-	2 022	1 012	2	3.7
Shorts 330	138	-	613	1	505	1	3 980	2 001	2	5.5
<b>TOTAL</b>	<b>250</b>	<b>-</b>	<b>1 104</b>	<b>1</b>	<b>905</b>	<b>1</b>	<b>7 598</b>	<b>3 475</b>	<b>10</b>	<b>2.4</b>
<b>Air Europe</b>										
Boeing 737-200	1 040	-	543	-	1 575	-	62 304	120 611	4	9.3
Boeing 757-200	321	-	178	-	467	-	36 448	66 383	2	8.1
<b>TOTAL</b>	<b>1 360</b>	<b>-</b>	<b>721</b>	<b>-</b>	<b>2 041</b>	<b>-</b>	<b>98 752</b>	<b>186 994</b>	<b>6</b>	<b>9.1</b>
<b>Air UK</b>										
Fokker F27 100-600	689	-	1 892	-	2 123	-	35 712	15 687	14	4.0
Handley Page Herald 200	167	-	861	-	636	-	23 741	5 254	7	2.0
Embraer EMB110 Bandeirante	103	-	272	-	358	-	2 077	777	2	5.4
Shorts 330	111	-	323	-	434	-	5 025	1 711	2	7.0
<b>TOTAL</b>	<b>1 070</b>	<b>-</b>	<b>3 348</b>	<b>-</b>	<b>3 551</b>	<b>-</b>	<b>66 555</b>	<b>23 429</b>	<b>25</b>	<b>3.8</b>
<b>Airways International (Cymru)</b>										
BAE(BAC) 1-11-300/400/475	73	-	50	-	108	-	3 171	4 611	-	-
<b>TOTAL</b>	<b>73</b>	<b>-</b>	<b>50</b>	<b>-</b>	<b>108</b>	<b>-</b>	<b>3 171</b>	<b>4 611</b>	<b>-</b>	<b>-</b>
<b>Aurigny Air Services</b>										
Pilatus BN-2A Mk111 Trislander	124	-	2 103	-	595	-	21 248	1 213	7	1.7
Pilatus BN-2A Islander	17	-	248	-	81	-	972	64	2	0.4
<b>TOTAL</b>	<b>140</b>	<b>-</b>	<b>2 351</b>	<b>-</b>	<b>676</b>	<b>-</b>	<b>22 220</b>	<b>1 277</b>	<b>9</b>	<b>1.6</b>
<b>Birmingham Executive Airways</b>										
Handley Page Jetstream 31/200	214	-	277	-	601	-	1 112	1 631	3	6.7
<b>TOTAL</b>	<b>214</b>	<b>-</b>	<b>277</b>	<b>-</b>	<b>601</b>	<b>-</b>	<b>1 112</b>	<b>1 631</b>	<b>3</b>	<b>6.7</b>

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft In	Avg. Daily
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	used (000)	service at Qtr ended Mar 1984	Utilisation per A/C (Hours) Qtr ended Mar 1984
<b>Bristow Helicopters</b>										
Sikorsky S61N	226	-	2 214	-	1 371	-	22 143	2 260	21	2.4
Bell 206B Jet Ranger	-	-	-	-	-	-	-	-	7	-
MBB B0105	1	-	10	-	6	-	11	1	1	-
Sikorsky S76 Spirit	87	-	400	-	380	-	1 968	428	10	1.6
Bell 212	111	-	4 503	-	741	-	23 787	586	10	3.4
Aerospatiale SA330 Puma	-	-	-	-	-	-	-	-	1	2.4
Aerospatiale AS332 Super Puma	552	-	1 608	-	2 085	-	18 591	6 382	17	4.4
<b>TOTAL</b>	<b>977</b>	<b>-</b>	<b>8 735</b>	<b>-</b>	<b>4 582</b>	<b>-</b>	<b>66 500</b>	<b>9 657</b>	<b>67</b>	<b>2.8</b>
<b>Britannia Airways</b>										
Boeing 737-200	4 325	-	2 591	-	7 038	-	286 824	484 799	29	6.2
Boeing 767-200	297	-	143	-	464	-	30 662	63 197	2	5.0
<b>TOTAL</b>	<b>4 622</b>	<b>-</b>	<b>2 734</b>	<b>-</b>	<b>7 502</b>	<b>-</b>	<b>317 486</b>	<b>547 997</b>	<b>31</b>	<b>6.2</b>
<b>British Air Ferries</b>										
Handley Page Herald 200	10	27	18	54	36	90	461	321	2	3.2
Vickers Viscount 800	149	51	454	133	462	178	13 771	6 942	7	1.8
<b>TOTAL</b>	<b>159</b>	<b>78</b>	<b>472</b>	<b>187</b>	<b>499</b>	<b>267</b>	<b>14 232</b>	<b>7 262</b>	<b>9</b>	<b>2.1</b>
<b>British Caledonian Charter</b>										
McDonnell-Douglas DC-10-10	272	-	136	-	357	-	45 400	89 470	2	3.7
<b>TOTAL</b>	<b>272</b>	<b>-</b>	<b>136</b>	<b>-</b>	<b>357</b>	<b>-</b>	<b>45 400</b>	<b>89 470</b>	<b>2</b>	<b>3.7</b>
<b>British Caledonian Helicopters</b>										
Sikorsky S61N	84	-	539	-	430	-	7 205	1 123	5	3.0
Sikorsky S76 Spirit	11	-	56	-	42	-	213	42	1	1.3
Bell Model 214ST	57	-	226	-	230	-	2 357	594	3	2.1
<b>TOTAL</b>	<b>152</b>	<b>-</b>	<b>821</b>	<b>-</b>	<b>701</b>	<b>-</b>	<b>9 775</b>	<b>1 759</b>	<b>9</b>	<b>2.5</b>
<b>British Island Airways</b>										
BAE(BAC) 1-11-300/400/475	202	-	268	-	396	-	10 242	12 454	3	2.0
BAC1-11 500 Series	52	-	35	-	88	-	2 622	5 114	-	-
<b>TOTAL</b>	<b>254</b>	<b>-</b>	<b>303</b>	<b>-</b>	<b>484</b>	<b>-</b>	<b>12 864</b>	<b>17 568</b>	<b>3</b>	<b>2.0</b>
<b>British Midland</b>										
Fokker F27 100-600	280	-	864	-	938	-	18 743	6 959	7	3.5
Shorts 360	78	-	514	-	411	-	10 625	1 601	2	6.0
Short 330	-	-	-	-	-	-	-	-	-	6.6
Vickers Viscount 800	150	-	463	-	517	-	17 906	6 045	4	3.6
McDonnell Douglas DC-9-10/15	569	-	1 072	-	1 247	-	49 453	26 644	6	6.4
McDonnell-Douglas DC9 SRS 30/F	149	-	302	-	337	-	17 330	8 638	1	2.7
Boeing 707-320C/336	337	-	109	-	461	-	16 046	63 013	3	1.2
<b>TOTAL</b>	<b>1 564</b>	<b>-</b>	<b>3 324</b>	<b>-</b>	<b>3 911</b>	<b>-</b>	<b>130 103</b>	<b>112 900</b>	<b>23</b>	<b>4.2</b>

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft In service at Qtr ended Mar 1984	Avg. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>Bryan Aviation</b>										
BAE (BAC) 1-11-300/400/475	11	-	14	-	23	-	185	177	1	0.3
<b>TOTAL</b>	<b>11</b>	<b>-</b>	<b>14</b>	<b>-</b>	<b>23</b>	<b>-</b>	<b>185</b>	<b>177</b>	<b>1</b>	<b>0.3</b>
<b>Brymon Airways</b>										
De Havilland DHO-7 Dash 7	126	-	527	-	455	-	11 937	4 100	3	4.7
De Havilland DHO-6 Twin Otter	92	-	606	-	445	-	4 265	973	2	6.8
<b>TOTAL</b>	<b>218</b>	<b>-</b>	<b>1 133</b>	<b>-</b>	<b>900</b>	<b>-</b>	<b>16 202</b>	<b>5 072</b>	<b>5</b>	<b>5.5</b>
<b>Burnthills High Hell Service</b>										
Bell 206B Jet Ranger	-	-	-	-	-	-	-	-	2	0.3
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>0.3</b>
<b>Channel Express (Air Services)</b>										
Handley Page Herald 200	-	43	-	291	-	182	-	-	2	3.0
De Havilland DHO-6 Twin Otter	-	-	-	-	-	-	-	-	1	-
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>-</b>	<b>43</b>	<b>-</b>	<b>291</b>	<b>-</b>	<b>182</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>1.4</b>
<b>Dan-Air Services</b>										
BAE(HS) 748	321	48	1 099	136	1 162	164	26 609	8 935	17	2.4
BAE(BAC) 1-11-200 Series	185	-	329	-	393	-	15 200	10 144	2	6.1
BAE(BAC) 1-11-300/400/475	298	-	412	-	589	-	22 980	18 153	4	4.8
BAC 1-11 500 Series	1 162	-	1 058	-	2 056	-	100 190	17 974	11	3.6
Boeing 727-200/200 Advanced	680	-	322	-	969	-	50 907	113 810	4	5.2
Boeing 737-200	615	-	344	-	955	-	36 667	69 838	6	5.0
Boeing 727-100/100C	556	-	343	-	837	-	39 699	68 203	5	2.3
BAE 146 Series 100	214	-	330	-	445	-	15 165	12 581	2	5.8
<b>TOTAL</b>	<b>4 032</b>	<b>48</b>	<b>4 237</b>	<b>136</b>	<b>7 406</b>	<b>164</b>	<b>307 417</b>	<b>419 639</b>	<b>51</b>	<b>3.6</b>
<b>Euroair Transport</b>										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	1	-
BAE (HS) 125	-	-	-	-	-	-	-	-	1	-
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	1	-
Embraer EMB 110 Bandeirante	-	-	-	1	-	1	-	-	3	-
Vickers Viscount 800	34	1	73	2	91	2	-	268	1	2.5
<b>TOTAL</b>	<b>34</b>	<b>1</b>	<b>73</b>	<b>3</b>	<b>91</b>	<b>3</b>	<b>-</b>	<b>268</b>	<b>7</b>	<b>0.4</b>
<b>Euroflite</b>										
Embraer EMB 110 Bandeirante	4	-	13	-	11	-	53	24	1	2.6
Handley Page Jetstream 31/200	48	-	154	-	132	-	643	269	-	-
<b>TOTAL</b>	<b>52</b>	<b>-</b>	<b>167</b>	<b>-</b>	<b>143</b>	<b>-</b>	<b>696</b>	<b>293</b>	<b>1</b>	<b>2.6</b>

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Genair										
Embraer EMB110 Bandeirante	43	-	187	-	154	-	1 379	342	3	1.9
Shorts 360	93	-	430	-	342	-	5 538	1 719	2	6.5
Shorts 330	146	-	689	-	588	-	4 170	2 126	5	4.1
TOTAL	282	-	1 306	-	1 084	-	11 087	4 187	10	3.9
Guernsey Airlines										
Shorts 330	39	-	133	1	140	1	3 133	906	1	5.5
TOTAL	39	-	133	1	140	1	3 133	906	1	5.5
Heavylift Cargo Airlines										
CanadaIr CL44	-	-	-	-	-	-	-	-	1	-
Short Belfast	-	73	-	33	-	174	-	-	3	2.6
TOTAL	-	73	-	33	-	174	-	-	4	1.9
Jersey European Airways										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	-	-
De Havilland DHC-6 Twin Otter	35	-	194	-	166	-	2 037	357	3	1.3
Embraer EMB110 Bandeirante	29	-	92	-	114	-	982	332	1	5.0
Shorts 330	20	-	60	-	78	-	1 009	343	-	-
TOTAL	84	-	346	-	358	-	4 028	1 032	4	1.9
LoganaIr										
Pilatus BN-2A Islander	34	-	652	-	157	-	2 414	135	6	0.9
De Havilland DHC-6 Twin Otter	109	-	630	-	485	-	6 709	1 280	5	3.2
Embraer EMB110 Bandeirante	21	-	123	-	91	-	1 421	243	2	1.0
Shorts 360	59	-	266	-	226	-	6 183	1 387	1	3.3
Shorts 330	-	-	-	-	-	-	-	-	-	5.6
TOTAL	224	-	1 671	-	958	-	16 727	3 045	14	2.2
Management Aviation										
MBB BO 105	28	-	598	-	140	-	774	36	4	1.0
Aerospatiale SA-365 Dauphin	91	2	1 636	47	392	10	7 746	431	6	2.0
TOTAL	119	2	2 234	47	532	10	8 520	467	10	1.6
Manx Airlines										
Fokker F27 100-600	-	-	-	-	-	-	-	-	-	4.9
De Havilland DHC-6 Twin Otter	34	-	259	-	173	-	2 934	373	1	5.0
Shorts 360	81	-	534	-	385	-	11 230	1 933	2	5.1
Vickers Viscount 800	51	-	158	-	170	-	7 578	2 383	1	4.3
TOTAL	166	-	951	-	728	-	21 742	4 690	4	4.8

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft In service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>Metropolitan Airways</b>										
De Havilland DHC-6 Twin Otter	53	-	295	-	249	-	-	515	2	3.8
Shorts 330	4	-	16	-	18	-	-	72	1	-
<b>TOTAL</b>	<b>56</b>	<b>-</b>	<b>311</b>	<b>-</b>	<b>266</b>	<b>-</b>	<b>-</b>	<b>588</b>	<b>3</b>	<b>3.7</b>
<b>Monarch Airlines</b>										
BAC 1-11-500 Series	265	-	183	-	447	-	17 712	27 099	2	3.4
Boeing 737-200	499	-	243	-	767	-	25 605	57 775	2	7.7
Boeing 757-200	495	-	255	-	743	-	45 646	96 528	3	6.0
<b>TOTAL</b>	<b>1 259</b>	<b>-</b>	<b>681</b>	<b>-</b>	<b>1 957</b>	<b>-</b>	<b>88 963</b>	<b>181 401</b>	<b>7</b>	<b>5.7</b>
<b>Nightflight</b>										
Piper PA31/31P Navajo Chieftn	-	31	-	78	-	106	-	-	1	4.0
<b>TOTAL</b>	<b>-</b>	<b>31</b>	<b>-</b>	<b>78</b>	<b>-</b>	<b>106</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>4.0</b>
<b>North Scottish Helicopters</b>										
MBB BO105	41	-	1 413	-	207	-	1 904	55	4	1.7
Sikorsky S76 Spirit	69	-	218	-	257	-	1 064	336	5	2.5
Aerospatiale SA365 Dauphin	58	-	2 617	-	234	-	8 125	178	3	2.6
Aerospatiale AS332 Super Puma	107	-	316	-	427	-	2 974	993	4	2.7
<b>TOTAL</b>	<b>275</b>	<b>-</b>	<b>4 564</b>	<b>-</b>	<b>1 125</b>	<b>-</b>	<b>14 067</b>	<b>1 562</b>	<b>16</b>	<b>2.4</b>
<b>Orion Airways</b>										
Boeing 737-200	1 659	-	920	-	2 659	-	99 873	186 916	9	6.0
<b>TOTAL</b>	<b>1 659</b>	<b>-</b>	<b>920</b>	<b>-</b>	<b>2 659</b>	<b>-</b>	<b>99 873</b>	<b>186 916</b>	<b>9</b>	<b>6.0</b>
<b>Spacegrand Aviation Services</b>										
De Havilland DHC-6 Twin Otter	33	-	294	-	158	-	2 928	448	3	1.7
Piper PA31/31P Navajo Chieftn	3	-	23	-	14	-	-	14	1	0.2
<b>TOTAL</b>	<b>37</b>	<b>-</b>	<b>317</b>	<b>-</b>	<b>172</b>	<b>-</b>	<b>2 928</b>	<b>461</b>	<b>4</b>	<b>1.3</b>
<b>Tradewinds Airways</b>										
Boeing 707-320C/336	-	347	-	94	-	458	-	-	3	5.7
<b>TOTAL</b>	<b>-</b>	<b>347</b>	<b>-</b>	<b>94</b>	<b>-</b>	<b>458</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>5.7</b>
<b>GRAND TOTAL</b>	<b>44 074</b>	<b>746</b>	<b>65 744</b>	<b>1 087</b>	<b>84 553</b>	<b>1 662</b>	<b>2 998 535</b>	<b>5 490 478</b>	<b>572</b>	<b>4.4</b>

(a) Excludes Air Taxi Operations (See Table 15)

(b) Excludes Passengers Uplifted on Sub Charter Operations



Passengers Uplifted on Domestic Routes for April 1984

(a) (b)

Table 13

Heathrow	Gatwick	7 146	Aberdeen	Belfast	395	
	Aberdeen	27 573		Birmingham	1 436	
	Belfast	82 305		Carlisle	22	
	Birmingham	6 476		Channel Islands (c)	156	
	Carlisle	854		Dundee	42	
	Channel Islands (c)	23 297		East Midlands	351	
	Dundee	1 101		Edinburgh	878	
	East Midlands	4 386		Glasgow	4 099	
	Edinburgh	58 825		Humberside	762	
	Glasgow	66 251		Inverness	111	
	Humberside	1 606		Kirkwall	1 402	
	Inverness	5 507		Leeds/Bradford	1 004	
	Isle of Man	5 097		Liverpool	265	
	Leeds/Bradford	8 847		Manchester	3 201	
	Liverpool	5 177		Newcastle	1 629	
	Manchester	47 769		Norwich	2 156	
	Newcastle	17 842		Other Scottish Aerodromes	1 886	
	Norwich	1 562		Preswick	50	
	Tees-Side	10 230		Sumburgh	8 678	
		Tees-Side	3 016			
Gatwick	Aberdeen	6 052	Belfast	Birmingham	5 420	
	Belfast	10 213		Bristol	822	
	Blackpool	236		Cardiff	892	
	Bristol	183		Channel Islands (c)	591	
	Cardiff	1 814		East Midlands	2 614	
	Channel Islands (c)	21 372		Glasgow	3 555	
	Edinburgh	10 002		Leeds/Bradford	2 956	
	Glasgow	10 616		Manchester	9 127	
	Inverness	823		Newcastle	1 249	
	Leeds/Bradford	1 431		Prestwick	71	
	Liverpool	726		Belfast Harbour	Blackpool	1 294
	Manchester	11 840			Edinburgh	3 475
	Newcastle	3 822			Glasgow	1 918
	Norwich	647			Isle of Man	1 830
	Tees-Side	681			Liverpool	2 756
		Manchester	1 403			
		Tees-Side	639			
Luton	Channel Islands (c)	596				
Southend	Channel Islands (c)	2 483				
Stansted	Channel Islands (c)	805	Birmingham	Bournemouth	27	
	Edinburgh	1 107		Channel Islands (c)	4 563	
	Humberside	130		Edinburgh	3 342	
		Glasgow		4 500		
		Kirkwall		3		
		Manchester		68		
		Newcastle		240		
		Sumburgh		7		
		Blackpool		Channel Islands (c)	100	
				Isle of Man	3 170	
				Tees-Side	70	

Passengers Uplifted on Domestic Routes for April 1984

(a) (b)

Table 13 cont'd

Bournemouth	Cardiff	8	Exeter	Southampton	262
	Channel Islands (c)	7 701	Glasgow	Humberside	549
	Manchester	487		Inverness	1 920
	Newcastle	92		Isle of Man	915
Bristol	Cardiff	687		Kirkwall	282
	Channel Islands (c)	764		Leeds/Bradford	1 158
	Glasgow	155		Londonderry	727
	Leeds/Bradford	73		Manchester	3 824
Cambridge	Channel Islands (c)	423		Newcastle	363
				Norwich	466
Cardiff	Channel Islands (c)	3 139		Other Scottish Aerodromes	6 230
	Glasgow	233		Southampton	443
	Leeds/Bradford	191		Sumburgh	392
	Manchester	84		Tees-Side	485
	Newcastle	184	Humberside	Norwich	703
Carlisle	Dundee	14		Tees-Side	184
			Inverness	Kirkwall	674
Channel Islands (c)	Channel Islands (c)	17 821		Other Scottish Aerodromes	1 960
	Coventry	434			
	East Midlands	6 343	Isle of Man	Liverpool	5 026
	Edinburgh	49		Manchester	3 468
	Exeter	2 399			
	Glasgow	1 810	Isles of Scilly	Penzance	8 740
	Leeds/Bradford	907			
	Liverpool	110	Kirkwall	Other Scottish Aerodromes	2 780
	Manchester	5 125		Sumburgh	981
	Newcastle	1 111			
	Norwich	566	Leeds/Bradford	Norwich	307
	Shoreham	350			
	Southampton	21 301	Manchester	Newcastle	453
	Tees-Side	201			
Dundee	Manchester	556	Norwich	Tees-Side	339
East Midlands	Edinburgh	571	Other Scottish Aerodromes	Other Scottish Aerodromes	1 192
	Glasgow	3 326			
	Other Scottish Aerodromes	61	Other routes (d)	Other routes (d)	732
Edinburgh	Glasgow	14			
	Inverness	119			
	Kirkwall	457			
	Leeds/Bradford	1 070			
	Manchester	2 327			
	Norwich	629			
	Other Scottish Aerodromes	1 066			
	Sumburgh	135			

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

(b) Excludes passengers uplifted on air taxi operations and traffic carried by Brymon Airways.

(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 of Licences and Fare Groups (a) (b) April 1984**

**Table 14.1**

Class 1	Fare groups									Class Fares	Total Passengers
	First	Premium	Economy	Advance Purchase	Off-Peak	Discount	Part Charter	Inclusive Tour	Standby		
All	32 848	183 279	662 714	237 942	13 173	408 236	96 136	82 898	24 974	76 338	1 818 538
International	32 134	177 632	282 344	197 440	8 385	243 496	86 339	54 641	2 403	53 797	1 138 611
Domestic	714	5 647	380 370	40 502	4 788	164 740	9 797	28 257	22 571	22 541	679 927

(a) Includes passengers carried by Cathay Pacific Airways (London - Hong Kong route).

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

**Non-Scheduled Passenger Analysis of Licences and Charter Categories (a) April 1984**

**Table 14.2**

	Charter categories				Total Passengers	
	ABC	Affinity	ITC	Other		
Class 2	All	9 048	-	-	34 006	43 054
	International	9 048	-	-	34 006	43 054
	Domestic	-	-	-	-	-
Class 3	All	-	-	988 178	-	988 178
	International	-	-	986 165	-	986 165
	Domestic	-	-	2 013	-	2 013
Class 4	All	276	-	13 888	8 516	22 680
	International	276	-	12 055	8 512	20 843
	Domestic	-	-	1 833	4	1 837
Class 7	All	-	-	-	142 983	142 983
	International	-	-	-	142 961	142 961
	Domestic	-	-	-	22	22
Exempt (b)	All	-	-	-	43 078	43 078
	International	-	-	-	26 861	26 861
	Domestic	-	-	-	16 217	16 217
TOTAL	All	9 324	-	1 002 066	228 583	1 239 973
	International	9 324	-	998 220	212 340	1 219 884
	Domestic	-	-	3 846	16 243	20 089

(a) Excludes Air Taxi operations (see Table 15)

(b) Excludes Exempt Subcharter passengers

Public Transport Air-Taxi Operations (a)

Quarter Ended  
 March 1984

Table 15

	Stage flights	Aircraft Hours
Aerospatiale AS355 Ecureuil 2	44	72
Aerospatiale SA350 Ecureuil	625	356
Aerospatiale SA365 Dauphin	31	37
BAE (HS) 125	642	795
Beech Kingair 90/100	947	1 502
Beechcraft Baron Mod.55/58/58P	79	80
Beechcraft Queen-Air 65/80	275	193
Beechcraft 200 Super King Air	526	668
Beechcraft 76 Duchess	13	18
Beechcraft 95 Travel Air	26	23
Bell 206B Jet Ranger	2 099	1 294
Bell 206L Long Ranger	254	204
Bell 47G	5	4
Cessna T303 Crusader	32	37
Cessna 150	1	1
Cessna 172 Skyhawk	86	73
Cessna 180 Skywagon	42	18
Cessna 310	462	347
Cessna 337 Super Skymaster	28	7
Cessna 401/402/411/421	246	263
Cessna 404 Titan	2 075	2 243
Cessna 414A Chancellor	76	9
Cessna 425 Corsair	81	135
Cessna 441 Conquest	422	472
Cessna 500 Citation I	73	91
Cessna 500 Citation II	380	515
Dessault Mystere-Falcon 20	75	89
De Havilland DHC-6 Twin Otter	1 059	1 389
Douglas DC3/C47 Dakota	539	759
Embraer EMB110 Bandeirante	1 473	3 439
Enstorm F28A/F280 Shark	100	97
Gates Learjet 35A	87	119
Grumman GA-7 Cougar	17	54
Handley Page Jet Stream 31/200	569	567
Hawker Siddeley DH114 Heron	20	66
Hughes 500	147	132
MBB B0105	580	512
Partenavia P68B/C	402	420
Pilatus BN-2A Islander	1 383	1 137
Pilatus BN-2A MK111 Trislander	304	309
Piper PA-23 Aztec/Apache	2 286	2 675
Piper PA-34 Seneca II	174	261
Piper PA28 Cherokee SRS/PA32	24	8
Piper PA30/PA39 Twin Comanche	314	343
Piper PA31/31P Navajo Chieftn	2 001	2 377
RO Turbo Commander 680T/690	152	163
Shorts 330	479	2 228
Shorts 360	1 083	1 739
Sikorsky S61N	472	1 397
Sikorsky S76 Spirit	112	50
Swearingen Merlin IIA/IIB/IIIB	25	24
Westland Wessex MK60	93	36
Westland Whirlwind	3	1
<b>TOTAL</b>	<b>23 543</b>	<b>29 847</b>

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

## Appendix Definitions - UK Airline Statistics (a)

(a) There are some differences between the definitions of UK airline statistics and those used for UK airport statistics (published in UK Airports) - Monthly Statistics of Movements Passengers and Cargo. These arise mainly because UK airlines are not asked to report non-revenue passengers cargo or flights.

### 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 flights;

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

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

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

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

**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 is 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 (3) 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 used or intended to be used in connection with oil or gas exploration or production under the sea, not being a vessel or installation still in the course of construction;
- (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 21 (2) of the said Act may also specify in an instrument published in its Official Record, Series 11 an exemption for a particular flight or series of flights.

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

#### TYPES OF SERVICES

- International services** are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands.
- Domestic services** are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.
- Cabotage** here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands other than domestic services. (For the purposes of these statistics Cabotage is shown under International Services.)
- Scheduled services** are those performed according to a published timetable, including those supplementary thereto, and available for use by members of 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.
- 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 at large, 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 a aircraft operates one hour, aircraft hours are measured on the basis of block-to-block times i.e. the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.

<b>Average daily Utilisation per A/C (Hours)</b>	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.
<b>Aircraft kilometres</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. cargo, baggage, mail.
<b>Cargo (or mail) tonne-kilometres used</b>	A metric tonne of revenue cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained 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.
<b>Cargo</b>	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.
<b>Cargo (or mail) tonnes uplifted</b>	The number of tonnes of revenue cargo uplifted is obtained by counting each tonne of cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that journey.
<b>Distance flown per passenger</b>	The average distance flown per passenger is computed by dividing the seat kilometres used by the number of passengers carried.
<b>Passenger load factor</b>	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
<b>Passenger Tonne Kilometres Used</b>	A metric tonne of revenue passengers carried one kilometre. Passenger tonne-kilometres equal the sum of the products obtained by multiplying the weight of passengers uplifted on each stage flight by the stage distance.
<b>Passengers uplifted</b>	The number of passengers uplifted is 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.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
<b>Revenue passengers</b>	Those who pay 25% or more of the normal applicable fare.
<b>Seat-kilometres available</b>	A seat-kilometre is available when a seat is flown one kilometre. Seat-kilometres available are equal to the sum of the products obtained 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.
<b>Seat-kilometres used</b>	A seat-kilometre is used when a revenue passenger is carried one kilometre. Calculation of seat-kilometres used equals the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance. The resultant figure is equal to the number of kilometres travelled by all revenue passengers.
<b>Stage flight</b>	Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).

<b>Stage flights</b>	This is computed by dividing the aircraft kilometres flown by the related number of stage flights.
<b>Average Distance</b>	
<b>Tonne</b>	1000 kilogrammes.
<b>Tonne-kilometres available</b>	A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained 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.
<b>Tonne-kilometres used</b>	A metric tonne of revenue load carried one kilometre. Tonne-kilometres used equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
<b>Tonnes available</b>	The capacity of the aircraft for the carriage of payload measured in tonnes.
<b>Weight load factor</b>	Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.