

Civil Aviation Authority



UK Airlines

monthly operating and traffic
statistics (up to
and including February 1984)

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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:

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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

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

Table 1

	Output in available tonne - kilometres (000 000)	Percentage of all available tonne - kilometres
British Airways	6 703	58.91
British Caledonian Airways	1 474	12.95
Britannia Airways	766	6.73
Dan Air Services	485	4.26
British Airtours	445	3.91
Air Europe	277	2.43
Monarch Airlines	257	2.26
British Midland Airways	229	2.01
Orion Airways	214	1.88
Tradewinds Airways	144	1.27
British Caledonian Charter	111	0.98
Heavylift Cargo Airlines	62	0.54
Air UK	47	0.41
British Island Airways	30	0.26
British Airways Helicopters	24	0.21
Bristow Helicopters	19	0.17
British Air Ferries	16	0.14
Air Bridge Carriers	14	0.12
Others (24 airlines)	62	0.54

(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
Year ended			
February 1983	11 777	9 020	2 757
February 1984	12 121	9 067	3 055
Latest year's growth (percentages)	2.9	0.5	10.8
Mean rates of growth (percentages)			
to 1983			
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.

	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)
Passenger Services														
British Airways	15 169	13 005	24 968	964 920	3 724 443	2 057 566	55.2	17 027	468 706	277 982	11 797	79 306	186 879	59.3
British Airways Helicopters	5	88	29	1 541	144	92	64.2	10	12	8	-	-	8	66.0
British Caledonian Airways	3 590	3 023	5 642	128 259	735 244	330 614	45.0	4 160	107 254	55 491	1 314	24 077	30 100	51.7
Air Commuter	36	77	94	610	1 730	285	16.5	-	130	23	-	-	23	17.8
Air Ecosse	210	916	745	7 756	5 674	2 724	48.0	16	495	226	-	3	223	45.6
Air UK	833	2 656	2 829	44 084	33 063	15 407	46.6	110	3 250	1 351	-	41	1 309	41.5
Aurigny Air Services	71	1 331	348	12 255	1 173	650	55.4	95	97	57	-	5	52	59.4
Birmingham Executive Airways	164	162	459	1 152	2 107	1 172	55.6	-	163	94	-	-	94	57.5
British Midland	843	2 368	2 592	79 377	61 087	32 364	53.0	241	6 151	2 645	78	42	2 524	43.0
Brymon Airways	140	833	617	8 480	4 540	2 432	53.6	7	481	201	-	2	199	41.8
Burnthills High Heli Service	3	64	21	92	13	6	45.6	-	1	-	-	-	-	47.8
Cathay Pacific Airways (a)	749	128	953	13 739	300 961	146 614	48.7	869	41 544	22 981	593	8 197	14 192	55.3
Dan-Air Services	758	1 869	2 113	47 033	55 429	26 193	47.3	208	4 488	2 234	19	121	2 093	49.8
Euroflite	29	102	94	590	444	234	52.9	-	38	19	-	-	19	48.8
Genair	252	1 190	1 008	10 544	7 353	3 098	42.1	8	585	251	-	3	248	42.9
Guernsey Airlines	43	156	167	3 249	1 283	876	68.3	-	145	73	-	-	73	50.1
Jersey European Airways	57	258	247	2 452	1 020	472	46.3	2	85	38	1	-	38	45.3
Loganair	243	1 725	1 053	17 625	6 378	3 512	55.1	-	561	316	-	-	316	56.4
Manx Airlines	129	729	554	13 625	5 674	3 246	57.2	75	489	277	-	17	260	56.6
Spacegrand Aviation Services	31	290	145	2 061	602	318	52.7	5	45	25	-	1	24	54.3
TOTAL Passenger Services	23 353	30 970	44 679	1 359 444	4 948 359	2 627 874	53.1	22 832	634 720	364 291	13 803	111 816	238 672	57.4
Cargo Services														
British Airways	101	17	129	-	-	-	-	325	2 490	1 948	1	1 947	-	78.3
British Caledonian Airways	22	38	45	-	-	-	-	320	239	187	183	4	-	78.4
Air Bridge Carriers	32	103	102	-	-	-	-	818	524	254	-	254	-	48.5
Air UK	25	60	87	-	-	-	-	200	126	84	-	84	-	66.6
British Air Ferries	5	8	18	-	-	-	-	31	30	21	-	21	-	69.4
British Midland	22	41	66	-	-	-	-	189	146	101	-	101	-	68.8
Cathay Pacific Airways (a)	195	42	263	-	-	-	-	308	19 529	3 409	2	3 407	-	17.5
Channel Express (Air Services)	23	149	100	-	-	-	-	644	129	108	-	108	-	84.2
Nightflight	34	88	119	-	-	-	-	38	23	15	-	15	-	64.2
Tradewinds Airways	149	41	201	-	-	-	-	771	6 254	4 786	-	4 786	-	76.5
TOTAL Cargo Services	609	587	1 128	-	-	-	-	3 643	29 489	10 913	186	10 727	-	37.0
GRAND TOTAL	23 961	31 557	45 807	1 359 444	4 948 359	2 627 874	53.1	26 475	664 209	375 205	13 990	122 543	238 672	56.4

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

International Scheduled Services February 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-km available (000)	Tonne-kilometres used			Passenger (000)	As percentage of available
										Total (000)	Mail (000)	Cargo (000)		
Passenger Services														
British Airways	13 488	8 804	20 709	689 021	3 526 164	1 935 132	54.9	16 194	448 843	267 753	11 667	79 109	176 976	59.7
British Caledonian Airways	3 255	1 667	4 681	87 301	702 182	315 388	44.9	4 015	103 759	54 199	1 277	24 057	28 865	52.2
Air Commuter	36	77	94	610	1 730	285	16.5	-	130	23	-	-	23	17.8
Air Ecosse	12	42	39	242	186	95	51.1	-	16	8	-	-	8	48.5
Air UK	451	1 102	1 485	16 032	17 335	7 403	42.7	63	1 718	658	-	28	629	38.3
Aurigny Air Services	8	99	41	699	140	72	51.5	-	12	6	-	-	6	50.5
Birmingham Executive Airways	164	162	459	1 152	2 107	1 172	55.6	-	163	94	-	-	94	57.5
British Midland	107	238	352	5 362	4 743	2 411	50.8	12	462	193	-	5	188	41.8
Brymon Airways	8	24	33	186	165	64	38.8	-	14	5	-	-	5	38.8
Cathay Pacific Airways (b)	749	128	953	13 739	300 961	146 614	48.7	869	41 544	22 981	593	8 197	14 192	55.3
Dan-Air Services	352	725	928	17 930	25 981	11 341	43.7	118	2 124	991	3	81	907	46.7
Euroflite	29	102	94	590	444	234	52.9	-	38	19	-	-	19	48.8
Genair	25	40	70	540	883	331	37.5	3	71	28	-	2	26	39.5
Jersey European Airways	45	220	201	2 193	806	389	48.2	2	67	32	1	-	31	47.4
Manx Airlines	4	28	14	248	78	32	40.8	1	7	3	-	-	3	38.8
TOTAL Passenger Services	18 733	13 458	30 153	835 845	4 583 903	2 420 964	52.8	21 276	598 966	346 992	13 540	111 479	221 972	57.9
Cargo Services														
British Airways	101	17	129	-	-	-	-	324	2 490	1 948	1	1 947	-	78.3
Air Bridge Carriers	2	4	7	-	-	-	-	13	25	6	-	6	-	25.9
Air UK	25	60	87	-	-	-	-	200	126	84	-	84	-	66.6
British Air Ferries	5	8	18	-	-	-	-	31	30	21	-	21	-	69.4
British Midland	22	41	66	-	-	-	-	189	146	101	-	101	-	68.8
Cathay Pacific Airways (b)	195	42	263	-	-	-	-	308	19 529	3 409	2	3 407	-	17.5
Nightflight	34	88	119	-	-	-	-	38	23	15	-	15	-	64.2
Tradewinds Airways	149	41	201	-	-	-	-	771	6 254	4 786	-	4 786	-	76.5
TOTAL Cargo Services	534	301	889	-	-	-	-	1 874	28 623	10 371	4	10 367	-	36.2
GRAND TOTAL	19 267	13 759	31 041	835 845	4 583 903	2 420 964	52.8	23 150	627 589	357 362	13 544	121 846	221 972	56.9

(a) Due to the method of reporting, when both international and domestic scheduled traffic is carried on the same flight, only load figures for these operations may be 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 February 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-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Passenger Services														
British Airways	1 681	4 201	4 259	275 899	198 279	122 434	61.7	833	19 864	10 230	130	197	9 903	51.5
British Airways Helicopters	5	88	29	1 541	144	92	64.2	10	12	8	-	-	8	66.0
British Caledonian Airways	335	1 356	961	40 958	33 062	15 226	46.1	145	3 496	1 292	37	21	1 235	37.0
Air Ecosse	198	874	706	7 514	5 488	2 629	47.9	16	479	218	-	3	215	45.5
Air UK	382	1 554	1 344	28 052	15 728	8 004	50.9	47	1 532	693	-	12	680	45.2
Aurigny Air Services	62	1 232	307	11 556	1 033	578	55.9	95	85	52	-	5	46	60.7
British Midland	736	2 130	2 240	74 015	56 343	29 953	53.2	229	5 690	2 452	78	37	2 336	43.1
Brymon Airways	132	809	585	8 294	4 375	2 368	54.1	7	467	196	-	2	194	41.9
Burnthills High Hell Service	3	64	21	92	13	6	45.6	-	1	-	-	-	-	47.8
Dan-Air Services	405	1 144	1 186	29 103	29 449	14 852	50.4	89	2 364	1 243	17	40	1 186	52.6
Genair	227	1 150	938	10 004	6 471	2 767	42.8	5	514	223	-	2	221	43.3
Guernsey Airlines	43	156	167	3 249	1 283	876	68.3	-	145	73	-	-	73	50.1
Jersey European Airways	12	38	46	259	214	83	38.8	-	18	7	-	-	7	37.4
Loganair	243	1 725	1 053	17 625	6 378	3 512	55.1	-	561	316	-	-	316	56.4
Manx Airlines	125	701	540	13 377	5 595	3 214	57.4	74	482	274	-	17	257	56.8
Spacegrand Aviation Services	31	290	145	2 061	602	318	52.7	5	45	25	-	1	24	54.3
TOTAL Passenger Services	4 620	17 512	14 526	523 599	364 456	206 910	56.8	1 556	35 754	17 300	263	337	16 700	48.4
Cargo Services														
British Caledonian Airways	22	38	45	-	-	-	-	320	239	187	183	4	-	78.4
Air Bridge Carriers	30	99	95	-	-	-	-	805	499	247	-	247	-	49.6
Channel Express (Air Services)	23	149	100	-	-	-	-	644	129	108	-	108	-	84.2
TOTAL CARGO SERVICES	75	286	240	-	-	-	-	1 769	866	543	183	360	-	62.7
GRAND TOTAL	4 695	17 798	14 766	523 599	364 456	206 910	56.8	3 325	36 620	17 842	445	697	16 700	48.7

(a) Due to the method of reporting when both international and domestic scheduled traffic is carried on the same flight, only load figures for these operations may be included on this table.

All Non-Scheduled Services February 1984 (a) (b)

Table 4.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(c)	Seat-km available (000)	Seat-km used (000)	As percentage of available	(c)	Tonne-kilometres used				As percentage of available	
				Number of passengers uplifted				Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)		Passenger (000)
British Airways	162	75	218	7 453	27 555	22 252	80.8	2	3 153	2 085	1	39	2 045	66.1
British Airtours	704	404	1 111	65 733	143 288	128 191	89.5	8	13 329	10 918	1	23	10 894	81.9
British Airways Helicopters	554	4 370	2 698	49 782	16 054	11 069	68.9	185	2 484	925	-	37	888	37.2
British Caledonian Airways	145	55	201	1 608	39 636	20 961	52.9	-	3 576	2 027	-	246	1 781	56.7
Air Bridge Carriers	71	135	253	-	-	-	-	693	586	400	-	400	-	68.2
Air Europe	831	432	1 306	58 989	121 447	112 373	92.5	2	11 482	8 994	3	1	8 990	78.3
Air UK	32	61	99	498	811	389	47.9	58	159	58	-	26	33	36.5
Birmingham Executive Airways	43	96	137	-	767	519	67.7	-	50	39	-	-	39	78.8
Bristow Helicopters	997	8 417	4 609	65 712	16 815	11 169	66.4	490	1 571	1 087	-	75	1 012	69.2
Britannia Airways	3 125	1 979	5 134	222 888	410 912	352 528	85.8	34	35 010	29 983	12	69	29 902	85.6
British Air Ferries	176	569	577	5 151	6 816	3 264	47.9	461	1 146	640	10	359	271	55.9
British Caledonian Charter	160	80	211	26 193	60 663	55 538	91.6	38	5 645	4 545	-	108	4 436	80.5
British Caledonian Helicopters	131	619	617	7 906	2 415	1 660	68.7	57	267	151	-	11	140	56.6
British Island Airways	105	138	211	4 361	9 368	6 092	65.0	-	842	488	-	-	488	57.9
British Midland	53	43	86	3 629	6 960	5 695	81.8	-	878	444	-	-	444	50.6
Bryan Aviation	10	5	16	92	237	202	85.1	-	60	16	-	-	16	26.9
Brymon Airways	59	146	196	4 328	2 927	1 736	59.3	24	293	152	-	10	142	51.9
Channel Express (Air Services)	11	70	47	-	-	-	-	113	48	29	29	-	-	60.4
Dan Air Services	1 772	1 529	3 143	133 540	230 315	204 166	88.6	381	18 692	16 487	64	90	16 333	88.2
Euroair Transport	25	51	74	152	1 896	370	19.5	-	187	29	-	-	29	15.5
Genair	49	126	198	-	1 481	752	50.8	-	118	60	-	-	60	51.2
Guernsey Airlines	1	4	5	-	24	12	51.6	-	4	1	-	-	1	36.7
Heavylift Cargo Airlines	120	48	280	-	-	-	-	352	3 739	1 850	-	1 850	-	49.5
Jersey European Airways	6	12	24	-	-	-	-	-	10	5	-	5	-	48.3
Management Aviation	110	1 973	510	9 906	1 132	578	51.1	56	90	49	-	3	46	54.4
Manx Airlines	19	111	71	-	-	-	-	222	78	38	-	38	-	48.1
Metropolitan Airways	44	250	224	-	870	524	60.1	-	74	42	-	-	42	56.8
Monarch Airlines	705	364	1 079	52 988	123 286	110 987	90.0	-	11 304	9 947	-	-	9 947	88.0
North Scottish Helicopters	275	3 955	1 107	12 328	3 170	1 411	44.5	-	258	119	-	-	119	46.1
Orion Airways	891	518	1 438	53 674	115 924	99 362	85.7	-	10 970	7 939	-	-	7 939	72.4
Spacegrand Aviation Services	1	3	3	-	2	2	70.0	-	1	1	-	1	-	85.3
Tradewinds Airways	172	59	232	-	-	-	-	989	7 229	5 805	-	5 805	-	80.3
Total	11 558	26 697	26 112	786 911	1 344 770	1 151 801	85.6	4 163	133 329	105 353	120	9 195	96 038	79.0
Total sub-charter operations performed on behalf of UK Airlines	472	979	1 335	..	35 674	27 978	78.4	..	3 489	2 532	14	208	2 310	72.6
Total excluding sub-charter operations performed on behalf of UK Airlines	11 086	25 718	24 777	786 911	1 309 096	1 123 823	85.8	4 163	129 840	102 821	106	8 987	93 728	79.2

(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 these operations will be included on this table

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

	(a)			(b)					(c)					
	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	161	73	217	7 270	27 511	22 219	80.8	2	3 148	2 082	1	39	2 042	66.1
British Airtours	704	404	1 111	65 733	143 288	128 191	89.5	8	13 329	10 918	1	23	10 894	81.9
British Airways Helicopters	554	4 370	2 698	49 782	16 054	11 069	68.9	185	2 484	925	-	37	888	37.2
British Caledonian Airways	145	55	201	1 608	39 636	20 961	52.9	-	3 576	2 027	-	246	1 781	56.7
Air Bridge Carriers	49	88	181	-	-	-	-	224	283	162	-	162	-	57.1
Air Europe	830	430	1 304	58 731	121 334	112 260	92.5	2	11 472	8 985	3	1	8 981	78.3
Air UK	33	61	99	498	811	389	47.9	58	159	58	-	26	33	36.8
Bristow Helicopters	997	8 417	4 609	65 712	16 815	11 169	66.4	490	1 571	1 087	-	75	1 012	69.2
Britannia Airways	3 124	1 976	5 131	222 888	410 912	352 528	85.8	14	34 986	29 965	12	52	29 902	85.6
British Air Ferries	69	149	220	317	1 009	543	53.8	23	421	241	-	196	45	57.1
British Caledonian Charter	160	80	211	26 193	60 663	55 538	91.6	38	5 645	4 545	-	108	4 436	80.5
British Caledonian Helicopters	131	619	617	7 906	2 415	1 660	68.7	57	267	151	-	11	140	56.6
British Island Airways	105	138	211	4 361	9 368	6 092	65.0	-	842	488	-	-	488	57.9
British Midland	52	41	83	3 543	6 923	5 659	81.8	-	874	441	-	-	441	50.5
Bryan Aviation	10	5	16	92	237	202	85.1	-	60	16	-	-	16	26.9
Dan-Air Services	1 676	1 235	2 795	129 289	227 700	202 763	89.0	32	18 260	16 244	-	23	16 221	89.0
Euroair Transport	25	51	74	152	1 896	370	19.5	-	187	30	-	-	29	16.0
Genair	14	42	63	-	413	186	44.9	-	33	15	-	-	15	45.3
Guernsey Airlines	1	1	2	-	17	11	66.7	-	2	1	-	-	1	50.0
Heavylift Cargo Airlines	120	48	280	-	-	-	-	352	3 739	1 850	-	1 850	-	49.5
Jersey European Airways	6	12	24	-	-	-	-	-	10	5	-	5	-	48.3
Management Aviation	110	1 973	510	9 906	1 132	578	51.1	56	90	49	-	3	46	54.4
Manx Airlines	-	2	1	-	-	-	-	5	1	1	-	1	-	66.3
Monarch Airlines	704	362	1 077	52 988	123 148	110 946	90.1	-	11 291	9 944	-	-	9 944	88.1
North Scottish Helicopters	275	3 955	1 107	12 328	3 170	1 411	44.5	-	258	119	-	-	119	46.1
Orion Airways	891	518	1 438	53 674	115 924	99 362	85.7	-	10 970	7 939	-	-	7 939	72.4
Spaceground Aviation Services	1	1	2	-	-	-	-	-	1	1	-	1	-	86.7
Tradewinds Airways	172	59	232	-	-	-	-	989	7 229	5 805	-	5 805	-	80.3
TOTAL	11 119	25 165	24 511	772 971	1 330 375	1 144 107	86.0	2 534	131 188	104 092	17	8 662	95 413	79.3
Total sub-charter operations performed on behalf of UK Airlines	309	349	681	..	30 243	25 020	82.7	..	3 041	2 284	13	200	2 071	75.1
Total excluding sub-charter operations performed on behalf of UK Airlines	10 810	24 816	23 830	772 971	1 300 132	1 119 087	86.1	2 534	128 147	101 808	3	8 462	93 342	79.4

(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 these operations will be included on this table

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

Domestic Non-Scheduled Services February 1984 (a) (b)

Table 4.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(c)	Seat-km available (000)	Seat-km used (000)	As percentage of available	(c)	Tonne-kilometres used				As percentage of available	
				Number of passengers uplifted				Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)		Passenger (000)
British Airways	-	2	1	183	44	32	73.2	-	5	3	-	-	3	60.2
Air-Bridge Carriers	22	47	72	-	-	-	-	470	303	238	-	238	-	78.6
Air Europe	1	2	3	258	113	112	99.2	-	11	9	-	-	9	83.7
Birmingham Executive Airways	43	96	137	-	767	519	67.7	-	50	39	-	-	39	78.8
Britannia Airways	2	3	3	-	-	-	-	20	24	17	-	17	-	72.9
British Air Ferries	107	420	357	4 834	5 806	2 721	46.9	437	724	400	10	164	226	55.2
British Midland	1	2	3	86	37	36	97.7	-	4	3	-	-	3	77.3
Brymon Airways	59	146	196	4 328	2 927	1 736	59.3	24	293	152	-	10	142	51.9
Channel Express (Air Services)	11	70	46	-	-	-	-	113	48	29	-	-	-	60.4
Dan-Air Services	96	294	348	4 251	2 615	1 403	53.7	349	431	244	64	68	112	56.5
Genair	36	84	135	-	1 067	566	53.1	-	85	45	-	-	45	53.4
Guernsey Airlines	1	3	3	-	6	1	12.1	-	2	-	-	-	-	22.9
Manx Airlines	18	109	69	-	-	-	-	217	77	37	-	37	-	47.8
Metropolitan Airways	44	250	224	-	870	524	60.1	-	74	42	-	-	42	56.8
Monarch Airlines	1	2	2	-	139	41	29.2	-	13	4	-	-	4	29.2
Spacground Aviation Services	-	2	1	-	2	2	70.0	-	-	-	-	-	-	82.4
TOTAL	439	1 532	1 600	13 940	14 395	7 693	53.4	1 629	2 142	1 262	103	533	625	58.9
∞ TOTAL sub-charter operations performed on behalf of UK Airlines	163	630	654	..	5 431	2 959	54.5	..	448	247	-	8	239	55.2
TOTAL excluding sub-charter operations performed on behalf of UK Airlines	276	902	946	13 940	8 964	4 734	52.8	1 629	1 694	1 015	103	525	386	59.9

(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 these operations will be included on this table

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

All Class 2 Licence Operations February 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	33	8	31	-	-	535	3 277	2 944	89.8
British Airtours	3	2	5	-	-	88	417	141	33.8
Air Europe	1	2	3	-	-	258	113	112	99.2
Air UK	6	8	15	-	-	258	247	181	73.3
Britannia Airways	7	6	12	-	-	447	878	452	51.5
Dan Air Services	266	106	383	-	-	13 265	43 341	39 247	90.6
Monarch Airlines	10	8	17	-	213	594	1 187	1 027	86.5
Orion Airways	19	18	33	-	-	2 169	2 479	2 324	93.8
TOTAL	344	158	498	-	213	17 614	51 939	46 429	89.4

	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	-	334	277	-	-	277	82.9
British Airtours	-	39	12	-	-	12	31.0
Air Europe	-	11	9	-	-	9	83.7
Air UK	-	25	15	-	-	15	61.1
Britannia Airways	-	75	38	-	-	38	51.1
Dan-Air Services	-	3 468	3 141	-	-	3 141	90.6
Monarch Airlines	-	108	93	-	-	93	86.0
Orion Airways	-	235	186	-	-	186	79.1
TOTAL	-	4 294	3 771	-	-	3 771	87.8

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International Class 2 Licence Operations February 1984

Table 5.2

	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	33	8	31	-	-	535	3 277	2 944	89.8
British Airtours	3	2	5	-	-	88	417	141	33.8
Air UK	6	8	15	-	-	258	247	181	73.3
Britannia Airways	7	6	12	-	-	447	878	452	51.5
Dan-Air Services	266	106	383	-	-	13 265	43 341	39 247	90.6
Monarch Airlines	10	8	17	-	213	594	1 187	1 027	86.5
Orion Airways	19	18	33	-	-	2 169	2 479	2 324	93.8
TOTAL	343	156	495	-	213	17 356	51 826	46 316	89.4

	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	-	334	277	-	-	277	82.9
British Airtours	-	39	12	-	-	12	31.0
Air UK	-	25	15	-	-	15	61.1
Britannia Airways	-	75	38	-	-	38	51.1
Dan-Air Services	-	3 468	3 141	-	-	3 141	90.6
Monarch Airlines	-	108	93	-	-	93	86.0
Orion Airways	-	235	186	-	-	186	79.1
TOTAL	-	4 283	3 762	-	-	3 762	87.8

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Available (000)	Seat-km		As percentage of available
				ABC	Affinity	Other		Used (000)		
Air Europe	1	2	3	-	-	258	113	112	99.2	
TOTAL	1	2	3	-	-	258	113	112	99.2	

	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	-	11	9	-	-	9	83.7
TOTAL	-	11	9	-	-	9	83.7

All Class 3 Licence Operations February 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			As percentage of available
											Mail (000)	Cargo (000)	Passenger (000)	
British Airways	85	49	124	5 504	11 576	9 475	81.8	-	1 276	883	-	-	883	69.2
British Airtrous	613	350	965	65 159	131 476	117 549	89.4	8	12 229	10 015	-	22	9 993	81.9
British Caledonian Airways	13	16	25	1 608	1 524	1 346	88.4	-	143	116	-	-	116	81.0
Air Europe	810	418	1 271	57 550	118 697	109 802	92.5	-	11 222	8 784	-	-	8 784	78.3
Air UK	1	1	8	44	40	40	100.0	-	4	3	-	-	3	82.2
Britannia Airways	2 977	1 816	4 849	208 596	391 830	337 202	86.1	-	33 318	28 617	-	-	28 617	85.9
British Air Ferries	1	3	3	193	62	38	62.1	-	5	3	-	-	3	62.1
British Caledonian Charter	157	76	206	26 193	59 834	54 857	91.7	38	5 569	4 490	-	108	4 382	80.6
British Island Airways	46	40	81	2 982	4 088	3 465	84.7	-	369	277	-	-	277	75.4
British Midland	46	35	73	3 049	6 404	5 216	81.5	-	831	407	-	-	407	49.0
Dan-Air Services	1 232	938	2 057	102 993	163 612	146 154	89.3	-	13 090	11 691	-	-	11 691	89.3
Euroair Transport	2	2	5	152	135	135	100.0	-	13	11	-	-	11	81.3
Monarch Airlines	638	323	972	50 633	112 800	102 919	91.2	-	10 345	9 221	-	-	9 221	89.1
Orion Airways	845	490	1 366	51 505	109 871	93 718	85.3	-	10 397	7 488	-	-	7 488	72.0
TOTAL	7 466	4 557	12 004	576 161	1 111 948	981 916	88.3	46	98 810	82 006	-	131	81 875	83.0

International Class 3 Licence Operations February 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-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	85	49	124	5 504	11 576	9 475	81.8	-	1 276	883	-	-	883	69.2
British Airtours	613	350	965	65 159	131 476	117 549	89.4	8	12 229	10 015	-	22	9 993	81.9
British Caledonian Airways	13	16	25	1 608	1 524	1 346	88.4	-	143	116	-	-	116	81.0
Air Europe	810	418	1 271	57 550	118 697	109 802	92.5	-	11 222	8 784	-	-	8 784	78.3
Air UK	1	1	8	44	40	40	100.0	-	4	3	-	-	3	82.2
Britannia Airways	2 977	1 816	4 849	208 596	391 830	337 202	86.1	-	33 318	28 617	-	-	28 617	85.9
British Air Ferries	1	3	3	193	62	38	62.1	-	5	3	-	-	3	62.1
British Caledonian Charter	157	76	206	26 193	59 834	54 857	91.7	38	5 569	4 490	-	108	4 382	80.6
British Island Airways	46	40	81	2 982	4 088	3 465	84.7	-	367	277	-	-	277	75.4
British Midland	46	35	73	3 049	6 404	5 216	81.5	-	831	407	-	-	407	49.0
Dan-Air Services	1 232	938	2 057	102 993	163 612	146 154	89.3	-	13 090	11 691	-	-	11 691	89.3
Euroair Transport	2	2	5	152	135	135	100.0	-	13	11	-	-	11	81.3
Monarch Airlines	638	323	972	50 633	112 800	102 919	91.2	-	10 345	9 221	-	-	9 221	89.1
Orion Airways	845	490	1 366	51 505	109 871	93 718	85.3	-	10 397	7 488	-	-	7 488	72.0
TOTAL	7 466	4 557	12 004	576 161	1 111 948	981 916	88.3	46	98 810	82 006	-	131	81 875	83.0

Domestic Class 3 Licence Operations February 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				As percentage of available
									Total (000)	Mail (000)	Cargo (000)	Passenger (000)	

Nil Operations

All Class 4 Licence Operations February 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	14	8	21	-	-	898	61	1 786	1 647	92.2
British Island Airways	9	12	18	56	-	820	-	804	660	82.0
Dan Air Services	102	108	184	204	-	5 633	5 542	13 586	12 449	91.6
Monarch Airlines	18	17	33	-	-	1 124	80	2 162	1 605	74.2
TOTAL	143	145	257	260	-	8 475	5 683	18 337	16 360	89.2

	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	2	169	135	3	1	132	80.2
British Island Airways	-	72	53	-	-	53	73.0
Dan Air Services	-	1 087	996	-	-	996	91.7
Monarch Airlines	-	196	144	-	-	144	73.6
TOTAL	2	1 524	1 329	3	1	1 325	87.2

International Class 4 Licence Operations February 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	14	8	21	-	-	898	61	1 786	1 647	92.2
British Island Airways	9	12	18	56	-	820	-	804	660	82.0
Dan Air Services	102	108	184	204	-	5 633	5 542	13 586	12 449	91.6
Monarch Airlines	18	17	33	-	-	1 124	80	2 162	1 605	74.2
TOTAL	143	145	257	260	-	8 475	5 683	18 337	16 360	89.2

	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	2	169	135	3	1	132	80.2
British Island Airways	-	72	53	-	-	53	73.0
Dan Air Services	-	1 087	996	-	-	996	91.7
Monarch Airlines	-	196	144	-	-	144	73.6
TOTAL	2	1 524	1 329	3	1	1 325	87.2

Domestic Class 4 Licence Operations February 1984

Table 7.3

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			

Nil Operations

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

Nil Operations

All Class 6 Licence Operations February 1984

Table 8.1

	Aircraft		Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
	-km (000)	Stage flights				Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	71	135	253	693	586	400	-	400	68.2
Britannia Airways	4	3	7	28	60	34	-	34	57.2
British Air Ferries	30	92	100	429	220	183	10	173	83.3
Dan Air Services	12	21	41	90	65	53	-	53	82.4
Heavylift Cargo Airlines	120	48	280	352	3 739	1 850	-	1 850	49.5
Tradewinds Airways	146	50	195	989	6 131	4 834	-	4 834	78.8
TOTAL	384	349	875	2 580	10 801	7 354	10	7 344	68.1

International Class 6 Licence Operations February 1984

Table 8.2

	Aircraft		Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
	-km (000)	Stage flights				Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	49	88	181	224	283	162	-	162	57.1
Britannia Airways	3	1	4	8	44	24	-	24	54.7
British Air Ferries	5	6	15	20	31	18	-	18	58.2
Heavylift Cargo Airlines	120	48	280	352	3 739	1 850	-	1 850	49.5
Tradewinds Airways	146	50	195	989	6 131	4 834	-	4 834	78.8
TOTAL	323	193	675	1 593	10 228	6 887	-	6 887	67.3

Domestic Class 6 Licence Operations February 1984

Table 8.3

	Aircraft		Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
	-km (000)	Stage flights				Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	22	47	72	470	303	238	-	238	78.6
Britannia Airways	1	2	2	20	16	10	-	10	64.1
British Air Ferries	25	86	85	409	189	165	10	155	87.3
Dan Air Services	12	21	41	90	65	53	-	53	82.4
TOTAL	61	156	199	988	573	467	10	457	81.5

All Class 7 Licence Operations February 1984

Table 9.1

	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				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As percentage of available
British Airways	35	11	49	1 071	11 675	8 518	73.0	2	1 435	803	-	28	775	55.9
British Airways Helicopters	518	3 911	2 523	49 782	15 617	10 974	70.3	185	2 444	917	-	37	880	37.5
Bristow Helicopters	997	8 417	4 609	65 712	16 815	11 169	66.4	490	1 571	1 087	-	75	1 012	69.2
British Caledonian Helicopters	131	619	617	7 906	2 415	1 660	68.7	57	267	151	-	11	140	56.6
British Island Airways	2	2	5	172	205	198	96.6	-	18	16	-	-	16	86.3
British Midland	4	2	6	138	315	242	76.7	-	26	19	-	-	19	72.0
Management Aviation	110	1 973	510	9 906	1 132	578	51.1	56	90	49	-	3	46	54.4
North Scottish Helicopters	275	3 955	1 107	12 328	3 170	1 411	44.5	-	258	119	-	-	119	46.1
TOTAL	2 072	18 890	9 426	147 015	51 344	34 750	67.7	790	6 110	3 160	-	154	3 006	51.7

International Class 7 Licence Operations February 1984

Table 9.2

	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				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As percentage of available
British Airways	35	11	49	1 071	11 675	8 518	73.0	2	1 435	803	-	28	775	55.9
British Airways Helicopters	518	3 911	2 523	49 782	15 617	10 974	70.3	185	2 444	917	-	37	880	37.5
Bristow Helicopters	997	8 417	4 609	65 712	16 815	11 169	66.4	490	1 571	1 087	-	75	1 012	69.2
British Caledonian Helicopters	131	619	617	7 906	2 415	1 660	68.7	57	267	151	-	11	140	56.6
British Island Airways	2	2	5	172	205	198	96.6	-	18	16	-	-	16	86.3
British Midland	4	2	6	138	315	242	76.7	-	26	19	-	-	19	72.0
Management Aviation	110	1 973	510	9 906	1 132	578	51.1	56	90	49	-	3	46	54.4
North Scottish Helicopters	275	3 955	1 107	12 328	3 170	1 411	44.5	-	258	119	-	-	119	46.1
TOTAL	2 072	18 890	9 426	147 015	51 344	34 750	67.7	790	6 110	3 160	-	154	3 006	51.7

Domestic Class 7 Licence Operations February 1984

Table 9.3

	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				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As percentage of available

NII Operations

All Exempt Operations February 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	7	5	11	343	695	336	48.3	-	74	29	-	-	29	39.1
British Airtours	7	4	10	486	856	800	93.5	-	80	68	-	-	68	85.1
Air Europe	1	2	2	222	95	81	85.4	-	9	6	-	-	6	72.4
Air UK	21	42	63	196	318	142	44.5	58	114	38	-	26	12	33.3
Britannia Airways	93	121	184	13 845	12 425	10 155	81.7	6	1 056	874	-	11	863	82.8
British Air Ferries	47	149	136	4 958	3 443	1 533	44.5	32	345	138	-	11	127	40.1
British Island Airways	10	6	16	331	879	545	62.0	-	79	44	-	-	44	55.2
British Midland	3	6	7	442	241	237	98.7	-	21	19	-	-	19	88.0
Bryan Aviation	10	5	16	92	237	202	85.1	-	60	16	-	-	16	26.9
Brymon Airways	59	146	196	4 328	2 927	1 736	59.3	24	293	152	-	10	142	51.9
Channel Express (Air Services)	11	70	47	-	-	-	-	113	48	29	29	-	-	60.4
Dan-Air Services	123	328	409	5 903	5 458	2 566	47.0	291	632	302	64	33	205	47.9
Manx Airlines	19	111	71	-	-	-	-	222	78	38	-	38	-	48.1
Monarch Airlines	4	4	8	344	505	421	83.2	-	46	38	-	-	38	82.3
TOTAL	413	999	1 176	31 490	28 078	18 752	66.8	745	2 933	1 790	93	128	1 569	61.0

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

(b) Excludes exempt sub charter operations.

International Exempt Operations February 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	6	3	10	160	651	304	46.7	-	69	26	-	-	26	37.7
British Airtours	7	4	10	486	856	800	93.5	-	80	68	-	-	68	85.1
Air Europe	1	2	2	222	95	81	85.4	-	9	6	-	-	6	72.4
Air UK	21	42	63	196	318	142	44.5	58	114	38	-	26	12	32.9
Britannia Airways	93	121	184	13 845	12 425	10 155	81.7	6	1 056	874	-	11	863	82.8
British Air Ferries	4	6	13	124	216	86	40.1	3	25	10	-	2	7	38.2
British Island Airways	10	6	16	331	879	545	62.0	-	79	44	-	-	44	55.2
British Midland	2	4	4	356	204	201	98.9	-	17	16	-	-	16	90.3
Bryan Aviation	10	5	16	92	237	202	85.1	-	60	16	-	-	16	26.9
Dan-Air Services	39	56	102	1 652	2 843	1 194	42.0	32	266	115	-	20	95	43.4
Manx Airlines	-	2	1	-	-	-	-	5	1	1	-	1	-	66.3
Monarch Airlines	4	4	8	344	505	421	83.2	-	46	38	-	-	38	82.3
TOTAL	198	255	429	17 808	19 227	14 130	73.5	104	1 823	1 251	-	60	1 191	68.6

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

(b) Excludes exempt sub-charter operations.

Domestic Exempt Operations February 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	-	2	1	183	44	32	73.2	-	5	3	-	-	3	60.2
British Air Ferries	43	143	122	4 834	3 228	1 447	44.8	29	320	129	-	9	120	40.2
British Midland	1	2	3	86	37	36	97.7	-	4	3	-	-	3	77.3
Brymon Airways	59	146	196	4 328	2 927	1 736	59.3	24	293	152	-	10	142	51.9
Channel Express (Air Services)	11	70	47	-	-	-	-	113	48	29	29	-	-	60.4
Dan Air Services	83	272	307	4 251	2 615	1 371	52.4	259	366	187	64	14	110	51.1
Manx Airlines	18	109	69	-	-	-	-	217	77	37	-	37	-	47.8
TOTAL	215	744	745	13 682	8 851	4 622	52.2	642	1 111	539	93	68	378	48.5

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

Sub Charter Operations Performed under Class 5 Licences February 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	96	137	.	767	519	68.0	..	50	39	-	-	39	79.0
Britannia Airways	27	16	52	..	3 571	2 656	74.0	..	304	241	12	16	212	79.0
British Air Ferries	44	96	142	..	-	-	-	..	296	175	-	175	-	59.0
Euroair Transport	23	49	69	..	1 761	235	13.0	..	174	19	-	-	19	11.0
Metropolitan Airways	44	250	224	..	870	524	60.0	..	74	42	-	-	42	57.0
TOTAL	181	507	623	..	6 970	3 935	56.0	..	897	516	12	192	313	58.0

Exempt Sub Charter Operations Performed for UK Operators (a) February 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	2	2	4	..	332	223	67.0	..	33	18	-	-	18	53.0
British Airtours	81	48	131	..	10 539	9 701	92.0	..	981	823	1	1	821	84.0
British Caledonian Airways	7	8	14	..	802	630	79.0	..	75	54	-	-	54	72.0
Air Europe	6	2	9	..	757	731	97.0	..	72	59	-	-	59	82.0
Air UK	5	10	13	..	206	26	13.0	..	15	2	-	-	2	14.0
Britannia Airways	18	17	31	..	2 208	2 063	93.0	..	196	178	-	7	171	91.0
British Air Ferries	39	191	150	..	2 579	1 275	49.0	..	216	106	-	-	106	49.0
British Caledonian Charter	2	4	5	..	829	682	82.0	..	76	54	-	-	54	71.0
British Island Airways	3	3	6	..	290	252	87.0	..	26	20	-	-	20	77.0
Dan Air Services	30	26	60	..	3 372	2 840	84.0	..	275	231	-	3	227	84.0
Genair	49	126	198	..	1 481	752	51.0	..	118	60	-	-	60	51.0
Guernsey Airlines	1	4	5	..	24	12	52.0	..	4	1	-	-	1	37.0
Jersey European Airways	6	12	24	..	-	-	-	..	10	5	-	5	-	48.0
Monarch Airlines	13	6	20	..	1 710	1 536	90.0	..	155	138	-	-	138	89.0
Orion Airways	27	10	39	..	3 574	3 319	93.0	..	338	265	-	-	265	78.0
Spaceground Aviation Services	1	3	3	..	2	2	70.0	..	1	1	-	1	-	85.0
TOTAL	290	472	712	..	28 704	24 044	84.0	..	2 591	2 015	2	17	1 997	78.0

² (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 these operations will be included on this Table.

Exempt Sub Charter Operations Performed for Non UK Operators (a) February 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	-	-	-	..	-	756	-	..	-	76	1	11	64	-
British Airways Helicopters	36	459	175	..	437	95	22.0	..	40	8	-	-	8	20.0
British Caledonian Airways	124	31	161	..	37 310	18 985	51.0	..	3 358	1 857	-	246	1 611	55.0
British Air Ferries	15	38	48	..	732	418	57.0	..	64	35	-	-	35	54.0
British Island Airways	35	75	85	..	3 102	973	31.0	..	279	78	-	-	78	28.0
Dan-Air Services	7	2	9	..	947	911	96.0	..	76	73	-	-	73	96.0
Monarch Airlines	22	6	29	..	4 922	3 479	71.0	..	453	313	-	-	313	69.0
Tradewinds Airways	26	9	37	..	-	-	-	..	1 098	971	-	971	-	88.0
TOTAL	265	620	544	..	47 451	25 617	54.0	..	5 368	3 411	1	1 228	2 183	64.0

(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 these operations will be included on this Table.

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

Table 12.1

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	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Aerospatiale AS332 Super Puma	686	-	1 819	-	2 628	-	23 051	8 671	20	4.2
Aerospatiale SA330 Puma	11	-	45	-	54	-	540	132	1	2.5
Aerospatiale SA-365 Dauphin	149	1	3 768	6	645	3	16 869	754	8	2.4
Armstrong Whitworth Argosy	-	11	-	32	-	45	-	-	1	1.7
BAC/Aerospatiale Concorde	630	-	127	-	449	-	6 124	34 267	6	3.0
BAC1-11 500 Series	2 775	22	4 969	38	6 011	45	271 717	171 355	46	4.9
BAE 146 Series 100	142	-	241	-	310	-	11 300	8 061	2	5.2
BAE (BAC) 1-11-200 series	174	-	291	-	372	-	11 555	8 018	2	4.5
BAE (BAC) 1-11-300/400/475	617	1	1 032	1	1 304	1	41 216	29 144	14	3.7
BAE (HS) 125	-	-	-	-	-	-	-	-	1	-
BAE (HS) 748	464	50	1 694	136	1 709	176	33 987	10 569	22	2.8
Bell Model 214ST	42	-	130	-	168	-	1 616	522	3	1.9
Bell 206B Jet Ranger	23	-	449	-	119	-	92	11	9	0.4
Bell 212	119	-	4 465	-	796	-	20 506	548	9	2.9
Boeing 707-320C/336	366	321	142	100	507	434	9 790	31 666	9	5.3
Boeing 727-100/100C	199	-	119	-	299	-	13 877	25 185	5	4.2
Boeing 727-200/200 Advanced	407	-	174	-	576	-	28 966	70 148	4	5.1
Boeing 737-200	8 428	6	6 797	5	14 557	10	595 766	825 472	79	7.3
Boeing 747-100/100F	3 296	-	891	-	4 336	-	89 631	686 807	16	11.3
Boeing 747-200	3 160	-	688	-	4 066	-	83 726	670 169	12	11.4
Boeing 757-200	1 203	-	1 188	-	2 146	-	154 889	178 128	12	6.4
Boeing 767-200	34	-	26	-	58	-	5 257	7 128	-	-
Boeing-Vertol Model 234 Chinook	200	-	457	-	771	-	17 211	7 532	6	4.5
Bristol 170 Freighter	-	-	-	-	-	-	-	-	-	0.7
Canadair CL 44	-	-	-	-	-	-	1	-	-	-
Cessna 404 Titan	-	-	-	-	-	-	-	-	-	0.1
Cessna 500 Citation I	1	-	2	-	2	-	5	2	1	-
De Havilland DHC-6 Twin Otter	315	7	2 092	14	1 542	27	15 428	3 287	17	3.2
De Havilland DHC-7 Dash-7	117	-	466	-	415	-	9 430	3 387	3	5.2
Embraer EMB110 Bandeirante	291	-	1 012	-	1 035	-	6 606	2 050	22	1.9
Fokker F27 100-400, 600	737	18	2 186	108	2 432	69	42 534	16 160	23	4.8
Handley Page Herald 200	144	61	749	275	554	239	11 720	3 470	13	2.2
Handley Page Jetstream 31/200	202	-	254	-	581	-	1 073	1 607	3	5.4
Hawker Siddeley Trident 2E	132	-	263	-	285	-	15 912	7 964	7	1.6
Hawker Siddeley Trident 3B	1 030	-	2 000	-	2 298	-	180 378	91 929	19	4.2
Lockheed L-1011-1/100 Tristar	458	-	291	-	716	-	54 214	64 173	6	4.9
Lockheed L1011-200 Tristar	1 727	-	613	-	2 410	-	78 258	276 839	11	7.3
Lockheed L1011-500 Tristar	-	-	-	-	-	-	-	-	-	7.3
MBB B0105	57	-	1 602	5	287	1	1 831	63	9	1.2
McDonnell Douglas DC-10-30	2 310	-	447	-	2 927	-	29 663	252 869	8	13.4
McDonnell Douglas DC-9-10/15	485	-	930	-	1 114	-	43 892	23 493	6	6.4
McDonnell Douglas DC-10-10	160	-	80	-	211	-	26 193	55 538	2	5.2
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	0.3
Ilatus BN-2A Islander	36	-	691	-	163	-	2 625	149	11	0.7
Ilatus BN-2A MK111 Trislander	67	-	1 260	-	333	-	11 968	634	7	2.2

Table 12.1 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1983	Avg. Daily Utilisation per A/C (Hours) Qtr ended Dec 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Piper PA 23 Aztec (and apache)	-	-	-	-	-	-	-	-	3	-
Piper PA31/31P Navajo Chieftain	1	34	8	88	4	119	34	4	3	1.3
Short Belfast	-	81	-	38	-	201	-	-	3	3.6
Shorts 330	472	-	1 976	1	1 925	2	21 804	6 676	12	5.0
Shorts 360	248	-	1 276	-	1 057	-	20 436	4 820	5	5.8
Sikorsky S61N	578	-	4 483	-	3 172	-	50 560	6 609	42	2.4
Sikorsky S76 Spirit	196	-	1 099	-	869	-	6 018	1 072	20	1.3
Vickers Viscount 800	241	53	752	140	785	167	21 762	8 478	12	3.1
V953C Merchantman	-	48	-	117	-	133	-	-	3	1.7
Westland 30 SRS 100	36	-	1 718	-	265	-	15 120	317	3	1.5
TOTAL	33 165	716	55 762	1 104	67 260	1 669	2 105 150	3 605 878	563	4.5

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

(b) Excludes passengers uplifted on sub charter operations

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

Table 12.2

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
British Airways and Airtours										
BAE (HS) 748	172	-	822	-	673	-	17 669	4 045	5	4.3
BAE (BAC) 1-11+300/400/475	218	-	481	-	502	-	18 952	9 219	4	4.5
BAC 1-11 500 series	1 307	-	2 510	-	2 900	-	133 580	69 144	21	5.1
Boeing 737-200	3 273	2	3 700	1	6 192	3	254 926	240 397	31	7.0
Hawker Siddeley Trident 2E	132	-	263	-	285	-	15 912	7 964	7	1.6
Hawker Siddeley Trident 3B	1 030	-	2 000	-	2 298	-	180 378	91 929	19	4.2
Lockheed L1011-1/100 Tristar	458	-	291	-	716	-	54 214	64 173	6	4.9
Boeing 707-320C/336	30	-	6	-	39	-	937	5 011	2	4.2
Boeing 757-200	734	-	946	-	1 441	-	106 277	82 473	8	5.8
Lockheed L-1011-500 Tristar	-	-	-	-	-	-	-	-	-	7.3
Boeing 747-100/100F	3 296	-	891	-	4 336	-	89 631	686 807	16	11.3
Boeing 747-200	2 915	-	616	-	3 753	-	76 204	632 553	11	11.7
Lockheed L-1011-200 Tristar	1 727	-	613	-	2 410	-	78 258	276 839	11	7.3
BAC/Aerospatiale Concorde	630	-	127	-	449	-	6 124	34 267	6	3.0
TOTAL	15 922	2	13 266	1	25 992	3	1 033 062	2 204 821	147	6.4
British Airways Helicopters										
Sikorsky S61N	273	-	1 421	-	1 356	-	16 083	3 093	18	2.4
Bell 206B Jet Ranger	20	-	385	-	98	-	-	5	1	2.6
Sikorsky S76 Spirit	24	-	439	-	192	-	2 376	130	4	1.7
Boeing-Vertol Model 234 Chinook	200	-	457	-	771	-	17 211	7 532	6	4.5
Westland 30 SRS 100	36	-	1 718	-	265	-	15 120	317	3	1.5
Aerospatiale AS332 Super Puma	6	-	38	-	46	-	533	84	-	-
TOTAL	559	-	4 458	-	2 727	-	51 323	11 161	32	2.6
British Caledonian Airways										
BAE (BAC) 1-11-300/400/475	-	-	-	-	-	-	-	-	1	2.9
BAC 1-11 500 Series	828	22	1 836	38	1 942	45	80 006	37 974	12	5.6
Boeing 707-320C/336	312	-	114	-	429	-	5 298	22 480	2	7.9
McDonnell-Douglas DC-10-30	2 310	-	447	-	2 927	-	29 663	252 869	8	13.4
Boeing 747-200	245	-	72	-	313	-	7 522	37 616	1	8.2
Sikorsky S61N	22	-	560	-	187	-	6 147	246	1	6.1
TOTAL	3 719	22	3 029	38	5 798	45	128 636	351 184	25	8.3
Air Bridge Carriers										
Armstrong Whitworth Argosy	-	11	-	32	-	45	-	-	1	1.7
V953C Merchantman	-	48	-	117	-	133	-	-	3	1.7
TOTAL	-	59	-	149	-	177	-	-	4	1.7

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b) Passengers Up/ifted	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
Air Commuter										
Cessna 500 Citation 1	1	-	2	-	2	-	5	2	1	-
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	2	-
Cessna 404 Titan	-	-	-	-	-	-	-	-	-	0.1
Piper PA31/31P Navajo Chieftain	-	-	-	-	-	-	-	-	1	-
TOTAL	1	-	2	-	2	-	5	2	4	-
Air Ecosse										
Embraer EMB110 Bandeirante	64	-	258	-	203	-	1 615	477	7	1.4
Shorts 360	53	-	210	-	217	-	1 777	879	2	5.9
Shorts 330	93	-	448	-	326	-	4 364	1 369	1	0.1
TOTAL	210	-	916	-	745	-	7 756	2 724	10	2.2
Air Europe										
Boeing 737 200	603	-	304	-	955	-	36 665	73 335	4	12.0
Boeing 757-200	136	-	78	-	211	-	16 352	27 889	1	9.2
TOTAL	739	-	382	-	1 166	-	53 017	101 224	5	11.4
Air UK										
Fokker F27 100-600	512	-	1 478	-	1 611	-	26 340	10 807	14	3.7
Handley Page Herald 200	114	-	602	-	434	-	11 652	2 641	9	1.9
Embraer EMB110 Bandeirante	99	-	249	-	348	-	1 514	603	4	3.2
Shorts 330	106	-	302	-	419	-	4 275	1 432	2	7.4
TOTAL	831	-	2 631	-	2 813	-	43 781	15 483	29	3.3
Aurigny Air Services										
Pilatus BN-2A MK111 Trislander	67	-	1 260	-	333	-	11 968	634	7	2.2
Pilatus BN-2A Islander	4	-	71	-	16	-	287	16	1	0.9
De Havilland DHC-6 Twin Otter	-	-	-	-	-	-	-	-	-	3.2
TOTAL	71	-	1 331	-	348	-	12 255	650	8	2.1

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Birmingham Executive Airways										
Handley Page Jetstream 31/200	202	-	254	-	581	-	1 073	1 607	3	5.4
TOTAL	202	-	254	-	581	-	1 073	1 607	3	5.4
Bristow Helicopters										
Sikorsky S61N	197	-	2 031	-	1 196	-	22 111	2 148	20	2.3
Bell 206B Jet Ranger	-	-	-	-	-	-	-	-	6	-
MBB B0105	-	-	-	-	-	-	-	-	1	0.1
Sikorsky S76 Spirit	61	-	279	-	266	-	1 596	350	10	0.8
Bell 212	119	-	4 465	-	796	-	20 506	548	9	2.9
Aerospatiale SA330 Puma	11	-	45	-	54	-	540	132	1	2.5
Aerospatiale AS332 Super Puma	609	-	1 597	-	2 298	-	20 959	7 991	17	4.3
TOTAL	997	-	8 417	-	4 609	-	65 712	11 169	64	2.5
Britannia Airways										
Boeing 737-200	3 074	5	1 939	4	5 046	8	216 078	343 632	29	7.3
Boeing 767-200	34	-	26	-	58	-	5 257	7 128	-	-
TOTAL	3 108	5	1 965	4	5 104	8	221 335	350 761	29	7.3
British Air Ferries										
Handley Page Herald 200	30	27	147	57	120	94	68	829	2	3.2
Vickers Viscount 800	70	53	231	140	210	167	5 063	2 424	7	1.9
TOTAL	100	81	378	197	330	261	5 131	3 253	9	2.2
British Caledonian Charter										
McDonnell-Douglas DC-10-10	160	-	80	-	211	-	26 193	55 538	2	5.2
TOTAL	160	-	80	-	211	-	26 193	55 538	2	5.2
British Caledonian Helicopters										
Sikorsky S61N	85	-	471	-	435	-	6 219	1 122	3	1.4
Sikorsky S76 Spirit	4	-	18	-	14	-	71	16	1	1.0
Bell Model 214ST	42	-	130	-	168	-	1 616	522	3	1.9
TOTAL	131	-	619	-	617	-	7 906	1 660	7	1.6
British Island Airways										
BAE(BAC) 1-11-300/400/475	105	-	138	-	211	-	4 361	6 092	4	2.9
TOTAL	105	-	138	-	211	-	4 361	6 092	4	2.9

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
British Midland										
Fokker F27 100-600	204	-	590	-	733	-	13 006	4 756	8	6.7
Shorts 360	35	-	250	-	197	-	6 247	881	1	6.4
Shorts 330	39	-	241	-	214	-	3 497	571	1	6.8
Vickers Viscount 800	108	-	376	-	379	-	12 739	4 145	3	6.4
McDonnell-Douglas DC9-10/15	485	-	930	-	1 114	-	43 892	23 493	6	6.4
Boeing 707-320C/336	24	-	22	-	38	-	3 555	4 175	3	3.5
TOTAL	895	-	2 409	-	2 675	-	82 936	38 022	22	6.1
Bryan Aviation										
BAE (BAC) 1-11-300/400/475	10	-	5	-	16	-	92	202	1	0.3
TOTAL	10	-	5	-	16	-	92	202	1	0.3
Brymon Airways										
De Havilland DHC-7 Dash 7	117	-	466	-	415	-	9 430	3 387	3	5.2
De Havilland DHC-6 Twin Otter	82	-	513	-	399	-	3 378	781	2	4.3
TOTAL	198	-	979	-	814	-	12 808	4 167	5	4.7
Burnthills High Hell Service										
Bell 206B Jet Ranger	3	-	64	-	21	-	92	6	2	0.3
TOTAL	3	-	64	-	21	-	92	6	2	0.3
Channel Express (Air Services)										
Handley Page Herald 200	-	34	-	218	-	145	-	-	2	2.7
De Havilland DHC-6 Twin Otter	-	-	-	-	-	-	-	-	1	-
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	0.3
TOTAL	-	34	-	218	-	145	-	-	4	1.4
Dan-Air Services										
BAE (HS) 748	292	50	872	136	1 037	176	16 318	6 524	17	2.3
BAE (BAC) 1-11-200 Series	174	-	291	-	372	-	11 555	8 018	2	4.5
BAE (BAC) 1-11-300/400/475	283	1	408	1	575	1	17 811	13 632	4	4.7
BAC 1-11 500 Series	567	-	565	-	1 041	-	52 898	56 634	11	4.0
Boeing 727-200/200 Advanced	407	-	174	-	576	-	28 966	70 148	4	5.1
Boeing 737-200	354	-	234	-	574	-	23 410	40 826	4	4.8
Boeing 727-100/100C	199	-	119	-	299	-	13 877	25 185	5	4.2
BAE 146 Series 100	142	-	241	-	310	-	11 300	8 061	2	5.2
TOTAL	2 417	51	2 904	137	4 783	177	176 135	229 028	49	3 8
Euroair Transport										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	1	-
BAE (HS) 125	-	-	-	-	-	-	-	-	1	-
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	1	-
Embraer EMB 110 Bandeirante	-	-	-	-	-	-	-	-	3	0.2
Vickers Viscount 800	25	-	51	-	74	-	152	370	1	0.6
TOTAL	25	-	51	-	74	-	152	370	7	0.2

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b) Passengers Up/ifted	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
Euroflite										
Embraer EMB110 Bandeirante	28	-	99	-	91	-	555	222	1	2.8
TOTAL	28	-	99	-	91	-	555	222	1	2.8
Genair										
Embraer EMB110 Bandeirante	51	-	230	-	202	-	1 441	344	4	1.8
Shorts 360	97	-	420	-	365	-	5 131	1 598	1	6.6
Shorts 330	150	-	648	-	629	-	3 919	1 898	5	4.5
TOTAL	298	-	1 298	-	1 195	-	10 491	3 841	10	3.6
Guernsey Airlines										
Shorts 330	43	-	158	1	169	2	3 237	885	1	5.7
Vickers Viscount 800	-	-	-	-	-	-	-	-	-	3.6
TOTAL	43	-	158	1	169	2	3 237	885	1	5.2
Heavylift Cargo Airlines										
Canadair CL44	-	-	-	-	-	-	-	-	1	-
Short Belfast	-	81	-	38	-	201	-	-	3	3.6
TOTAL	-	81	-	38	-	201	-	-	4	2.7
Instone Airlines										
Bristol 170 Freighter	-	-	-	-	-	-	-	-	-	0.7
TOTAL	-	-	-	-	-	-	-	-	-	0.7
Jersey European Airways										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	1	-
De Havilland DHC-6 Twin Otter	21	6	154	12	109	24	1 608	186	3	1.8
Embraer EMB110 Bandeirante	35	-	104	-	138	-	844	286	1	5.3
TOTAL	57	6	258	12	247	24	2 452	472	5	2.1
Loganair										
Pilatus BN-2A Islander	32	-	620	-	147	-	2 338	133	6	1.1
De Havilland DHC-6 Twin Otter	106	-	646	-	496	-	5 903	1 141	5	3.5
Embraer EMB110 Bandeirante	13	-	72	-	53	-	637	119	2	1.4
Shorts 360	27	-	126	-	107	-	3 178	693	1	4.5
Shorts 330	40	-	179	-	168	-	2 512	521	1	4.2
TOTAL	219	-	1 643	-	971	-	14 568	2 607	15	2.4
Management Aviation										
MBB BO 105	22	-	496	5	110	1	636	28	4	1.1
Aerospatiale SA-365 Dauphin	87	1	1 466	6	396	3	9 270	550	5	1.9
TOTAL	109	1	1 962	11	506	4	9 906	578	9	1.5

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Up/lfited			
Manx Airlines										
Fokker F27 100-600	22	18	118	108	88	69	3 188	596	1	5.0
De Havilland DHC-6 Twin Otter	33	-	246	-	172	-	2 512	341	1	3.6
Shorts 360	36	-	270	-	172	-	4 103	768	1	5.8
Shorts 330	-	-	-	-	-	-	-	-	-	2.3
Vickers Viscount 800	38	-	94	-	122	-	3 808	1 538	1	3.4
TOTAL	128	18	728	108	554	69	13 611	3 244	4	4.2
Metropolitan Airways										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	-	0.6
De Havilland DHC-6 Twin Otter	44	-	250	-	224	-	-	524	2	3.5
TOTAL	44	-	250	-	224	-	-	524	2	3.2
Monarch Airlines										
BAC 1-11-500 Series	73	-	58	-	128	-	5 233	7 603	2	4.6
Boeing 737-200	255	-	122	-	392	-	13 469	30 614	2	8.7
Boeing 757-200	333	-	164	-	494	-	32 260	67 766	3	6.6
TOTAL	661	-	344	-	1 014	-	50 962	105 983	7	6.9
Nightflight										
Piper PA31/31P Navajo Chieftn	-	34	-	88	-	119	-	-	1	3.8
TOTAL	-	34	-	88	-	119	-	-	1	3.8
North Scottish Helicopters										
MBB BO105	35	-	1 106	-	177	-	1 195	35	4	1.7
Sikorsky S76 Spirit	107	-	363	-	396	-	1 975	576	5	2.1
Aerospatiale SA365 Dauphin	62	-	2 302	-	249	-	7 599	204	3	3.0
Aerospatiale AS332 Super Puma	71	-	184	-	285	-	1 559	596	3	3.2
TOTAL	275	-	3 955	-	1 107	-	12 328	1 411	15	2.4
Orion Airways										
Boeing 737-200	870	-	498	-	1 398	-	51 218	96 669	9	6.7
TOTAL	870	-	498	-	1 398	-	51 218	96 669	9	6.7
Spacegrand Aviation Services										
De Havilland DHC-6 Twin Otter	30	1	283	2	142	3	2 027	315	3	3.9
Piper PA31/31P Navajo Chieftn	1	-	8	-	4	-	34	4	1	0.1
TOTAL	31	1	291	2	146	3	2 061	319	4	2.9

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b) Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1983	Avge. Daily Utilisation per A/C (Hours) tr ended Dec 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
Telair Manchester										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	2	-
TOTAL	-	-	-	-	-	-	-	-	2	-
Tradewinds Airways										
Boeing 707-320C/336	-	321	-	100	-	434	-	-	2	6.4
TOTAL	-	321	-	100	-	434	-	-	2	6.4
GRAND TOTAL	33 165	715	55 762	1 104	67 260	1 669	2 105 150	3 605 878	563	4.5

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

(b) Excludes Passengers Uplifted on Sub Charter Operations

Passengers Uplifted on Domestic Routes for February 1984 (a) (b)

Table 13

Heathrow	Gatwick	6 147	Aberdeen	Belfast	290
	Aberdeen	23 503		Birmingham	1 402
	Belfast	47 376		Carlisle	16
	Birmingham	6 415		Dundee	30
	Blackpool	641		East Midlands	361
	Carlisle	854		Edinburgh	988
	Channel Islands (c)	15 153		Glasgow	4 372
	Dundee	882		Humberside	670
	East Midlands	3 477		Inverness	149
	Edinburgh	55 925		Kirkwall	1 394
	Glasgow	64 317		Leeds/Bradford	984
	Humberside	1 515		Liverpool	324
	Inverness	5 285		Manchester	3 356
	Isle of Man	4 022		Newcastle	1 787
	Leeds/Bradford	7 367		Norwich	2 079
	Liverpool	4 471		Other Scottish Aerodromes	2 123
	Manchester	43 495		Preswick	27
	Newcastle	16 529		Sumburgh	8 081
	Norwich	1 388		Tees-side	3 153
	Tees-side	9 987			
Gatwick	Aberdeen	5 787	Belfast	Birmingham	4 897
	Belfast	4 079		Bristol	583
	Bristol	119		Cardiff	394
	Cardiff	136		East Midlands	1 955
	Channel Islands (c)	9 816		Glasgow	3 422
	Edinburgh	7 956		Leeds/Bradford	2 539
	Glasgow	9 514		Manchester	7 629
	Inverness	347		Newcastle	1 239
	Leeds/Bradford	1 080	Prestwick	16	
	Liverpool	625	Belfast Harbour	Blackpool	920
	Manchester	9 882		Edinburgh	3 178
	Newcastle	3 982		Glasgow	1 731
	Norwich	605		Isle of Man	784
	Tees-side	460		Liverpool	2 063
				Manchester	944
				Tees-side	477
		Birmingham	Bournemouth	26	
			Channel Islands (c)	1 318	
			Edinburgh	3 931	
			Glasgow	4 929	
			Manchester	87	
		Newcastle	127		
Stansted	Channel Islands (c)	208	Blackpool	Isle of Man	2 325
	Humberside	155		Tees-side	207

Passengers Uplifted on Domestic Routes for February 1984 (a) (b)

Table 13 cont'd

Bournemouth	Cardiff	41	Exeter	Southampton	149
	Channel Islands (c)	1 842			
	Manchester	618	Glasgow	Humberside	632
	Newcastle	92		Inverness	2 712
Bristol	Cardiff	282		Isle of Man	471
	Channel Islands (c)	8		Kirkwall	215
	Glasgow	202		Leeds/Bradford	1 635
	Leeds/Bradford	32		Londonderry	474
Cardiff	Channel Islands (c)	976		Manchester	4 782
	Glasgow	366		Newcastle	643
	Leeds/Bradford	172		Norwich	398
	Manchester	119		Other Scottish Aerodromes	5 206
	Newcastle	199		Southampton	418
Carlisle	Dundee	13	Humberside	Sumburgh	382
				Tees-Side	625
Channel Islands (c)	Channel Islands (c)	10 610		Norwich	607
	East Midlands	948		Tees-Side	204
	Exeter	533	Inverness	Kirkwall	586
	Manchester	1 233		Other Scottish Aerodromes	1 811
	Shoreham	51	Isle of Man	Liverpool	1 916
	Southampton	10 739		Manchester	2 937
Dundee	Manchester	619	Isles of Scilly	Penzance	1 541
East Midlands	Edinburgh	529			
	Glasgow	3 622	Kirkwall	Other Scottish Aerodromes	1 924
	Other Scottish Aerodromes	24		Sumburgh	790
Edinburgh	Glasgow	94	Leeds/Bradford	Norwich	386
	Kirkwall	284			
	Leeds/Bradford	1 258	Manchester	Newcastle	598
	Manchester	3 057			
	Norwich	650	Norwich	Tees-Side	235
	Other Scottish Aerodromes	886	Other Scottish Aerodromes	Other Scottish Aerodromes	1 270
			Other routes (d)	Other routes (d)	464

(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) February 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	26 341	160 346	588 632	107 103	9 041	281 152	66 568	47 969	20 576	51 716	1 359 444
International	25 812	154 890	244 130	91 430	5 463	176 374	61 715	37 779	1 706	36 546	835 845
Domestic	529	5 456	344 502	15 673	3 578	104 778	4 853	10 190	18 870	15 170	523 599

(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) February 1984

Table 14.2

	Charter categories				Total Passengers
	ABC	Affinity	ITC	Other	
Class 2 All	-	213	-	17 614	17 827
	-	213	-	17 356	17 569
	-	-	-	258	258
Class 3 All	-	-	576 161	-	576 161
	-	-	576 161	-	576 161
	-	-	-	-	-
Class 4 All	260	-	8 475	5 683	14 418
	260	-	8 475	5 683	14 418
	-	-	-	-	-
Class 7 All	-	-	-	147 015	147 015
	-	-	-	147 015	147 015
	-	-	-	-	-
Exempt (b) All	-	-	-	31 490	31 490
	-	-	-	17 808	17 808
	-	-	-	13 682	13 682
TOTAL	260	213	584 636	201 802	786 911
	260	213	584 636	187 862	772 971
	-	-	-	13 940	13 940

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

(b) Excludes Exempt Subcharter passengers

Public Transport Air-Taxi Operations (a)

**Quarter Ended
December 1983**

Table 15

	Stage flights	Aircraft Hours
Aerospatiale AS355 Ecureuil 2	53	67
Aerospatiale SA350 Ecureuil	549	319
Aerospatiale SA365 Dauphin	18	32
Agusta A109A	130	45
BAE (HS) 125	748	799
Beech Kingair 90/100	1 293	1 913
Beechcraft Baron Mod.55/58/58P	78	67
Beechcraft Queen-Air 65/80	89	58
Beechcraft 200 Super King Air	454	594
Beechcraft 76 Duchess	7	19
Beechcraft 95 Travel Air	27	32
Bell 206B Jet Ranger	2 362	1 189
Bell 206L Long Ranger	206	64
Bell 47G	24	11
Cessna T303 Crusader	14	19
Cessna 150	5	3
Cessna 172 Skyhawk	112	97
Cessna 180 Skywagon	43	15
Cessna 310	412	269
Cessna 337 Super Skymaster	94	47
Cessna 401/402/411/421	230	240
Cessna 404 Titan	1 513	2 067
Cessna 414A Chancellor	50	50
Cessna 425 Corsair	92	129
Cessna 441 Conquest	301	341
Cessna 500 Citation 1	113	135
Cessna 550 Citation 2	417	547
Dassault Mystere-Falcon 20	74	107
De Havilland DHC-6 Twin Otter	977	1 221
Douglas DC3/C47 Dakota	569	881
Embraer EMB110 Bandeirante	1 630	3 563
Enstrom F28A/F280 Shark	117	80
Gates Learjet 35A	158	265
Grumman GA-7 Cougar	26	53
Handley Page Jet Stream 31/200	622	711
Hawke Siddeley DH114 Heron	21	55
Hughes 269A	6	2
Hughes 500	38	16
MBB BO105	685	482
Partenavia P68B/C	241	335
Pilatus BN-2A Islander	1 659	1 358
Pilatus BN-2A MK111 Trislander	357	318
Piper PA23 Aztec (and Apache)	2 794	3 090
Piper PA 34 Seneca II	99	108
Piper PA28 Cherokee SRS/PA32	16	13
Piper PA 30/PA39 Twin Comanche	373	400
Piper PA 31/31P Navajo Chieftn	2 026	2 223
RO Turbo Commander 680T/690	136	160
Shorts 330	949	2 508
Shorts 360	1 377	1 171
Sikorsky S61N	695	1 065
Sikorsky S76 Spirit	319	37
Swearingen Merlin IIA/IIB/IIIB	33	32
Westland Whirlwind	6	3
TOTAL	25 437	29 422

(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.

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 equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
All cargo services	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
Cargo (or mail) tonne-kilometres used	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.
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	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.
Distance flown per passenger	The average distance flown per passenger is computed by dividing the seat kilometres used by the number of passengers carried.
Passenger load factor	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
Passenger Tonne Kilometres Used	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.
Passengers uplifted	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.
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 as measured in metric tonnes.
Revenue passengers	Those who pay 25% or more of the normal applicable fare.
Seat-kilometres available	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.
Seat-kilometres used	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.
Stage flight	Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).

Stage flights	This is computed by dividing the aircraft kilometres flown by the related number of stage flights.
Average Distance	
Tonne	1000 kilogrammes.
Tonne-kilometres available	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.
Tonne-kilometres used	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.
Tonnes available	The capacity of the aircraft for the carriage of payload measured in tonnes.
Weight load factor	Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.