

## **Civil Aviation Authority**

---



## **UK Airlines**

**monthly operating and traffic  
statistics (up to  
and including February 1985)**

# **UK Airlines**

**monthly operating and traffic  
statistics (up to  
and including February 1985)**

© Civil Aviation Authority 1985

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 "UK Airlines - Operating and Traffic Statistics" is published by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators.
- 1.2 Some of the figures included in this publication may be provisional and revised in later issues.

### 2 CONVENTIONS

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

.. = not available  
- = nil or too small to register

- 2.2 **Rounding of Figures** in tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

- 2.3 **Units of Measurement** Metric measurements are used throughout.

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) = 1.6095 kilometres

1 short ton mile = 1.4600 tonne-kilometres

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

### 3 ENQUIRIES

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

Civil Aviation Authority  
Room T404  
CAA House  
45-59 Kingsway  
London WC2B 6TE

Tel. 01 379 7311 Ext. 2504 or 2223

- 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

Tel. Cheltenham (0242) 35151

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 and Annual)
CA. 2	Air Passengers	" " "
CA. 3	Air freight & mail	" " "
CA. 4	Airline operations	" " "
CA. 5	Airline operations	(Quarterly and Annual)
CA. 6	Domestic passenger traffic	" " "
CA. 7	Air passengers - international and cabotage	" " "
CA. 8	Airline financial statistics	(Annually - 1968 to 1971 only)

- 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 Statements of Movements, Passenger and Cargo" obtainable 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 (1956-1985)

#### 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

#### Miscellaneous Traffic Statistics

- 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

#### Appendix Definitions

**Size of UK Airlines by Available Capacity  
 Year ended February 1985 (a)(b)**

**Table 1**

	Output in available tonne-kilometres (000 000)	Percentage of all available tonne- kilometres
British Airways	7 297	58.29
British Caledonian Airways	1 518	12.13
Britannia Airways	751	6.00
Dan-Air Services	601	4.80
British Airtours	438	3.50
Monarch Airlines	307	2.45
Air Europe	296	2.36
Orion Airways	262	2.09
British Midland	229	1.83
Tradewinds Airways	186	1.49
British Caledonian Charter	146	1.17
Virgin Atlantic Airways (c)	140	1.12
Air UK	61	0.49
Heavylift Cargo Airlines	44	0.35
British Island Airways	37	0.30
Anglo Cargo	33	0.26
Air Bridge Carriers	29	0.23
British Air Ferries	22	0.18
Bristow Helicopters	20	0.16
British Airways Helicopters	19	0.15
Airways International (Cymru)	15	0.12
Others (25 airlines)	68	0.54

- (a) Excludes Air Taxi Operations
- (b) Excludes Cathay Pacific Airways
- (c) Commenced June 1984

**Main Outputs of UK  
 Airlines(a) 1956-1984**

**Table 2**

	Available tonne-km		
	Total (000 000)	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	8 386
1981	13 087	9 936	3 151
1982	11 848	9 068	2 780
1983	12 011	8 989	3 022
1984	13 155	9 854	3 301
<b>Year ended</b>			
February 1984	12 121	9 067	3 055
February 1985	13 141	9 833	3 308
<b>Latest year's growth (percentages)</b>	8.4	8.4	8.3
<b>Mean rates of growth (percentages) to 1984</b>			
20 years	7.8	7.5	8.5
10 years	3.6	5.4	-0.8
5 years	-1.0	-1.1	-0.9

(a) Excludes Air Taxi Operations.



All Scheduled Services February 1985 (a)

Table 3.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<b>Passenger Services</b>														
Air Ecosse	137	593	476	5 297	3 970	1 985	50.0	7	347	166	1	-	164	47.7
Air UK	1 025	3 277	3 349	55 547	44 913	21 517	47.9	106	4 683	1 871	3	38	1 829	39.9
Aurigny Air Services	73	1 332	362	12 656	1 141	651	57.1	113	95	58	-	6	52	61.6
Birmingham Executive Airways	259	286	733	1 903	4 031	1 966	48.8	-	389	158	-	-	157	40.5
British Air Ferries	6	27	23	533	266	180	67.7	-	25	15	-	-	15	58.7
British Airways	16 343	13 553	26 899	1 065 733	3 865 303	2 354 269	60.9	17 125	507 474	309 169	11 873	81 986	215 310	60.9
British Airways Helicopters	6	96	32	1 709	147	103	69.8	15	13	9	-	1	8	72.0
British Caledonian Airways	3 436	2 508	5 276	130 332	698 528	366 645	52.5	4 145	102 130	59 525	2 161	23 965	33 399	58.3
British Midland	940	2 491	2 780	89 162	72 310	37 672	52.1	253	7 600	3 066	83	45	2 939	40.3
Brown Air Services	34	34	81	109	238	109	45.8	-	25	10	-	-	10	39.2
Brymon Airways	141	725	630	8 283	4 693	2 430	51.8	6	453	201	-	2	199	44.4
Burnthills Hnd Heli Svcs	-	1	-	1	-	-	25.0	-	-	-	-	-	-	33.3
Connectair	33	101	114	742	458	240	52.4	-	49	18	-	-	18	36.7
Dan Air Services	841	2 116	2 253	52 177	64 693	29 240	45.2	246	5 235	2 495	30	132	2 333	47.7
Euroflite	66	213	172	1 117	1 056	487	46.1	-	106	39	-	-	39	36.9
Guernsey Airlines	47	166	185	4 666	1 805	1 275	70.7	2	184	106	-	1	106	57.7
Jersey European Airways	65	355	284	2 976	1 618	651	40.2	3	154	50	-	1	49	32.3
Loganair	285	1 896	1 196	19 982	6 995	4 063	58.1	-	631	366	-	-	366	57.9
London European Airways	4	10	10	60	251	21	8.5	-	20	2	-	-	2	8.2
Manx Airlines	134	771	613	14 108	5 695	3 239	56.9	54	510	272	-	13	259	53.4
Metropolitan Airways	14	71	53	448	417	88	21.0	-	47	7	-	-	7	13.8
Spacegrand Aviation Services	37	298	165	1 898	718	346	48.3	4	54	26	-	-	26	49.1
Virgin Atlantic Airways	102	47	148	7 074	43 970	27 986	63.6	231	5 813	3 705	-	1 289	2 416	63.7
<b>Total Passenger Services</b>	<b>24 026</b>	<b>30 967</b>	<b>45 835</b>	<b>1 476 513</b>	<b>4 823 214</b>	<b>2 855 162</b>	<b>59.2</b>	<b>22 312</b>	<b>636 038</b>	<b>381 334</b>	<b>14 152</b>	<b>107 479</b>	<b>259 703</b>	<b>60.0</b>
<b>Cargo Services</b>														
Air Bridge Carriers	79	198	258	-	-	-	-	1 317	952	466	-	466	-	49.0
Air UK	24	58	86	-	-	-	-	199	124	83	-	83	-	67.2
British Air Ferries	5	8	17	-	-	-	-	37	32	25	-	25	-	76.7
British Airways	2	1	3	-	-	-	-	65	23	16	5	11	-	70.5
British Caledonian Airways	22	38	45	-	-	-	-	316	241	181	181	-	-	75.1
British Midland	19	36	55	-	-	-	-	184	126	98	-	98	-	77.6
Channel Express (Air Svcs)	19	129	86	-	-	-	-	502	104	85	-	85	-	82.0
Tradewinds Airways	168	38	227	-	-	-	-	847	7 060	5 081	-	5 081	-	72.0
<b>Total Cargo Services</b>	<b>338</b>	<b>506</b>	<b>776</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3 466</b>	<b>8 661</b>	<b>6 034</b>	<b>186</b>	<b>5 848</b>	<b>-</b>	<b>69.7</b>
<b>Grand Total</b>	<b>24 364</b>	<b>31 473</b>	<b>46 611</b>	<b>1 476 513</b>	<b>4 823 214</b>	<b>2 855 162</b>	<b>59.2</b>	<b>25 779</b>	<b>644 699</b>	<b>387 368</b>	<b>14 338</b>	<b>113 327</b>	<b>259 703</b>	<b>60.1</b>

(a) Now excludes all operations of Cathay Pacific Airways who no longer require a UK Class 1 Air Transport Licence for their London-Hong Kong route

International Scheduled Services February 1985 (a) (b)

Table 3.2

	Aircraft		A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Passenger Services</b>														
Air UK	643	1 571	1 982	24 960	27 839	12 412	44.6	62	2 977	1 085	2	28	1 055	36.4
Aurigny Air Services	9	105	45	690	140	59	42.4	4	12	5	-	-	5	43.3
Birmingham Executive Airways	259	286	733	1 903	4 031	1 966	48.8	-	389	158	-	-	157	40.5
British Airways	14 599	9 135	22 440	769 657	3 657 257	2 223 941	60.8	16 337	486 449	298 317	11 755	81 803	204 759	61.3
British Caledonian Airways	3 140	1 483	4 410	92 291	668 849	351 568	52.6	4 025	99 213	58 256	2 131	23 949	32 176	58.7
British Midland	90	201	298	4 567	3 941	2 036	51.7	15	367	165	1	5	159	45.0
Brown Air Services	34	34	81	109	238	109	45.8	-	25	10	-	-	10	39.2
Brymon Airways	12	34	47	345	233	118	50.7	-	19	10	-	-	10	50.9
Connectair	33	101	114	742	458	240	52.4	-	49	18	-	-	18	36.7
Dan Air Services	424	834	1 014	21 772	34 252	14 163	41.4	141	2 781	1 227	14	83	1 130	44.1
Euroflite	66	213	172	1 117	1 056	487	46.1	-	106	39	-	-	39	36.9
Jersey European Airways	36	177	145	2 015	973	401	41.2	-	95	30	-	-	30	31.8
London European Airways	4	10	10	60	251	21	8.5	-	20	2	-	-	2	8.2
Manx Airlines	6	44	30	309	114	40	35.1	-	10	3	-	-	3	33.0
Virgin Atlantic Airways	102	47	148	7 074	43 970	27 986	63.6	231	5 813	3 705	-	1 289	2 416	63.7
<b>Total Passenger Services</b>	<b>19 455</b>	<b>14 275</b>	<b>31 667</b>	<b>927 611</b>	<b>4 443 602</b>	<b>2 635 548</b>	<b>59.3</b>	<b>20 815</b>	<b>598 324</b>	<b>363 029</b>	<b>13 903</b>	<b>107 157</b>	<b>241 969</b>	<b>60.7</b>
<b>† Cargo Services</b>														
Air Bridge Carriers	39	70	129	-	-	-	-	253	408	140	-	140	-	34.3
Air UK	24	58	86	-	-	-	-	199	124	83	-	83	-	67.2
British Air Ferries	5	8	17	-	-	-	-	37	32	25	-	25	-	76.7
British Airways	2	1	3	-	-	-	-	65	23	16	5	11	-	70.5
British Midland	19	36	55	-	-	-	-	184	126	98	-	98	-	77.6
Tradewinds Airways	168	38	227	-	-	-	-	847	7 060	5 081	-	5 081	-	72.0
<b>Total Cargo Services</b>	<b>258</b>	<b>211</b>	<b>516</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 584</b>	<b>7 773</b>	<b>5 442</b>	<b>5</b>	<b>5 437</b>	<b>-</b>	<b>70.0</b>
<b>Grand Total</b>	<b>19 713</b>	<b>14 486</b>	<b>32 183</b>	<b>927 611</b>	<b>4 443 602</b>	<b>2 635 548</b>	<b>59.3</b>	<b>22 400</b>	<b>606 097</b>	<b>368 471</b>	<b>13 909</b>	<b>112 594</b>	<b>241 969</b>	<b>60.8</b>

- (a) With flights carrying both international and domestic traffic only the international load data are included on this table. Load factors may therefore be distorted  
 (b) Now excludes all operations of Cathay Pacific Airways who no longer require a UK Class 1 Air Transport Licence for their London-Hong Kong route.

Domestic Scheduled Services February 1985 (a)

Table 3.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % Of Avail
<b>Passenger Services</b>														
Air Ecosse	137	593	476	5 297	3 970	1 985	50.0	7	347	166	1	-	164	47.7
Air UK	382	1 706	1 367	30 587	17 073	9 106	53.3	45	1 706	786	1	11	774	46.1
Aurigny Air Services	64	1 227	318	11 966	1 001	592	59.1	110	83	53	-	6	47	64.2
British Air Ferries	6	27	23	533	266	180	67.7	-	25	15	-	-	15	58.7
British Airways	1 744	4 418	4 459	296 076	208 046	130 328	62.6	788	21 026	10 852	118	183	10 551	51.6
British Airways Helicopters	6	96	32	1 709	147	103	69.8	15	13	9	-	1	8	72.0
British Caledonian Airways	297	1 025	867	38 041	29 678	15 077	50.8	120	2 917	1 269	30	16	1 223	43.5
British Midland	850	2 290	2 482	84 595	68 369	35 636	52.1	238	7 233	2 901	81	40	2 780	40.1
Brymon Airways	129	691	583	7 938	4 460	2 311	51.8	6	434	191	-	2	190	44.1
Burnthills Hlnd Heli Svcs	-	1	-	1	-	-	25.0	-	-	-	-	-	-	33.3
Dan Air Services	417	1 282	1 239	30 405	30 441	15 077	49.5	105	2 453	1 269	17	50	1 202	51.7
Guernsey Airlines	47	166	185	4 666	1 805	1 275	70.7	2	184	106	-	1	106	57.7
Jersey European Airways	29	178	140	961	645	249	38.7	2	59	20	-	1	19	33.2
Loganair	285	1 896	1 196	19 982	6 995	4 063	58.1	-	631	366	-	-	366	57.9
Manx Airlines	128	727	584	13 799	5 581	3 199	57.3	54	500	269	-	13	256	53.7
Metropolitan Airways	14	71	53	448	417	88	21.0	-	47	7	-	-	7	13.8
Spacegrand Aviation Services	37	298	165	1 898	718	346	48.3	4	54	26	-	-	26	49.1
<b>Total Passenger Services</b>	<b>4 571</b>	<b>16 692</b>	<b>14 168</b>	<b>548 902</b>	<b>379 613</b>	<b>219 615</b>	<b>57.9</b>	<b>1 497</b>	<b>37 715</b>	<b>18 305</b>	<b>249</b>	<b>322</b>	<b>17 734</b>	<b>48.5</b>
<b>Cargo Services</b>														
Air Bridge Carriers	40	128	129	-	-	-	-	1 064	543	326	-	326	-	60.0
British Caledonian Airways	22	38	45	-	-	-	-	316	241	181	181	-	-	75.1
Channel Express (Air Svcs)	19	129	86	-	-	-	-	502	104	85	-	85	-	82.0
<b>Total Cargo Services</b>	<b>80</b>	<b>295</b>	<b>261</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 882</b>	<b>888</b>	<b>592</b>	<b>181</b>	<b>411</b>	<b>-</b>	<b>66.7</b>
<b>Grand Total</b>	<b>4 651</b>	<b>16 987</b>	<b>14 429</b>	<b>548 902</b>	<b>379 613</b>	<b>219 615</b>	<b>57.9</b>	<b>3 379</b>	<b>38 602</b>	<b>18 897</b>	<b>429</b>	<b>733</b>	<b>17 734</b>	<b>48.9</b>

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

All Non-Scheduled Services February 1985 (a)

Table 4.1

				(b)				(b)		Tonne-Kilometres Used					As % of Avail
	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonne..	Tonne-Km Available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Air Atlantique	-	1	2	-	-	-	-	-	2	1	-	1	-	75.0	
Air Bridge Carriers	76	105	180	-	-	-	-	528	1 389	791	-	791	-	56.9	
Air Ecosse	20	64	57	-	595	278	46.8	-	48	23	-	-	23	47.9	
Air Europe	771	371	1 239	51 301	117 527	109 839	93.5	7	11 113	8 799	1	11	8 787	79.2	
Air UK	18	42	64	84	58	49	84.1	-	103	45	-	41	4	44.2	
Airways Int (Cymru)	42	38	74	2 709	3 727	3 024	81.1	-	335	227	-	-	227	67.7	
Anglo Cargo	74	16	95	-	-	-	-	85	3 064	2 373	-	2 373	-	77.4	
Birmingham Executive Airways	53	147	179	-	1 002	668	66.6	-	91	53	-	-	53	58.6	
Bond Helicopters	119	2 915	524	14 818	1 410	615	43.6	158	112	53	-	6	47	47.3	
Bristow Helicopters	808	7 773	3 997	59 163	13 589	8 547	62.9	448	1 269	837	-	63	774	66.0	
Britannia Airways	2 829	1 820	4 614	218 533	407 198	362 097	88.9	-	34 722	30 913	18	119	30 777	89.0	
British Air Ferries	179	459	559	4 506	3 919	1 886	48.1	522	1 228	646	10	480	156	52.7	
British Airtours	636	398	1 030	62 679	122 562	106 906	87.2	-	11 411	9 085	-	-	9 085	79.6	
British Airways	258	155	373	16 505	34 986	29 361	83.9	1	3 946	2 687	-	1	2 686	68.1	
British Airways Helicopters	534	3 631	2 296	39 717	12 954	8 403	64.9	232	1 425	699	-	27	672	49.0	
British Caledonian Airways	27	31	54	3 092	3 173	2 801	88.3	-	300	241	-	-	241	80.5	
British Caledonian Charter	233	106	338	33 875	88 662	78 427	88.5	38	8 190	6 357	-	119	6 238	77.6	
British Caledonian Helis	110	392	481	3 930	1 986	1 122	56.5	40	215	103	-	10	93	47.9	
British Island Airways	215	230	402	15 308	21 236	16 904	79.6	-	1 860	1 358	-	-	1 358	73.0	
British Midland	7	9	14	413	519	414	79.7	-	54	32	-	-	32	59.4	
Bryan Aviation	-	1	1	13	8	4	56.5	-	2	-	-	-	-	19.0	
Brymon Airways	53	132	175	3 886	2 627	1 541	58.7	17	263	133	-	7	126	50.7	
Channel Express (Air Svcs)	12	75	54	-	-	-	-	130	57	37	33	3	-	63.8	
Dan Air Services	1 969	1 556	3 415	149 277	255 382	229 477	89.9	553	20 710	18 570	96	119	18 355	89.7	
Euroair Transport	11	43	31	86	574	260	45.3	5	68	30	-	9	21	43.5	
Guernsey Airlines	4	20	16	-	112	83	74.2	-	13	7	-	-	7	54.2	
Heavylift Cargo Airlines	99	46	239	-	-	-	-	259	3 127	1 620	-	1 620	-	51.8	
Manx Airlines	10	68	49	-	76	60	78.5	108	35	19	-	14	5	55.5	
Metropolitan Airways	79	389	350	-	2 384	1 161	48.7	-	197	92	-	-	92	46.7	
Monarch Airlines	837	445	1 289	69 687	159 991	140 802	88.0	37	14 713	12 784	-	109	12 675	86.9	
North Scottish Helicopters	224	3 559	915	12 426	2 712	1 359	50.1	-	220	116	-	-	116	52.7	
Orion Airways	710	479	1 190	43 433	92 504	80 259	86.8	1	8 752	6 407	-	1	6 405	73.2	
Spacegrand Aviation Services	-	1	1	-	-	-	-	-	-	-	-	-	-	88.9	
Tradewinds Airways	207	57	273	-	-	-	-	1 543	8 699	6 917	-	6 917	-	79.5	
Virgin Atlantic Airways	4	4	8	-	2 133	1 574	73.8	-	198	146	-	-	146	73.9	
<b>Total</b>	<b>11 230</b>	<b>25 578</b>	<b>24 574</b>	<b>805 441</b>	<b>1 353 607</b>	<b>1 187 922</b>	<b>87.8</b>	<b>4 710</b>	<b>137 932</b>	<b>112 203</b>	<b>158</b>	<b>12 841</b>	<b>99 204</b>	<b>81.3</b>	
Total Sub-Charter Operations Performed on Behalf of UK Airlines	484	1 053	1 322	..	35 741	27 581	77.2	..	4 078	2 734	15	442	2 276	67.0	
Total Excluding Sub-Charter Operations Performed on Behalf of UK Airlines	10 746	24 525	23 252	805 441	1 317 865	1 160 341	88.0	4 710	133 854	109 470	143	12 399	96 928	81.8	

(a) Excludes air taxi operations (see Table 15)

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

International Non-Scheduled Services February 1985 (a)

Table 4.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	Tonne-Km Available (000)	Tonne-Kilometres Used				
				Number of Passengers Uplifted				Cargo & Mail Uplifted Tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	61	75	140	-	-	-	-	104	1 127	571	-	571	-	50.7
Air Ecosse	19	58	53	-	571	263	46.1	-	46	22	-	-	22	47.5
Air Europe	771	371	1 239	51 301	117 527	109 839	93.5	7	11 113	8 799	1	11	8 787	79.2
Air UK	17	40	61	-	27	19	70.5	-	100	43	-	41	2	43.0
Airways Int (Cymru)	38	30	64	2 010	3 368	2 671	79.3	-	303	200	-	-	200	66.1
Anglo Cargo	74	16	95	-	-	-	-	85	3 064	2 373	-	2 373	-	77.4
Bond Helicopters	119	2 915	524	14 818	1 410	615	43.6	158	112	53	-	6	47	47.3
Bristow Helicopters	808	7 773	3 997	59 163	13 589	8 547	62.9	448	1 269	837	-	63	774	66.0
Britannia Airways	2 819	1 795	4 591	218 533	406 794	361 932	89.0	-	34 590	30 814	18	33	30 763	89.1
British Air Ferries	88	153	262	66	152	66	43.4	73	615	313	-	308	5	50.9
British Airtours	636	398	1 030	62 679	122 562	106 906	87.2	-	11 411	9 085	-	-	9 085	79.6
British Airways	257	152	371	16 312	34 906	29 310	84.0	1	3 939	2 683	-	1	2 682	68.1
British Airways Helicopters	532	3 574	2 283	39 717	12 954	8 403	64.9	137	1 418	693	-	21	672	48.9
British Caledonian Airways	27	31	54	3 092	3 173	2 801	88.3	-	300	241	-	-	241	80.5
British Caledonian Charter	233	106	338	33 875	88 662	78 427	88.5	38	8 190	6 357	-	119	6 238	77.6
British Caledonian Helis	110	392	481	3 930	1 986	1 122	56.5	40	215	103	-	10	93	47.9
British Island Airways	215	230	402	15 308	21 236	16 904	79.6	-	1 860	1 358	-	-	1 358	73.0
British Midland	6	5	10	360	479	394	82.2	-	51	31	-	-	31	60.8
Bryan Aviation	-	1	1	13	8	4	56.5	-	2	-	-	-	-	19.0
Channel Express (Air Svcs)	1	2	4	-	-	-	-	-	6	3	-	3	-	44.7
Dan Air Services	1 903	1 362	3 188	147 536	253 993	228 781	90.1	54	20 374	18 336	-	37	18 300	90.0
Euroair Transport	4	4	9	86	140	79	56.6	5	26	15	-	8	6	55.5
Heavylift Cargo Airlines	98	44	236	-	-	-	-	221	3 091	1 600	-	1 600	-	51.7
Metropolitan Airways	3	10	12	-	99	46	46.7	-	11	3	-	-	3	27.6
Monarch Airlines	834	439	1 282	69 351	159 560	140 475	88.0	37	14 674	12 753	-	109	12 645	86.9
North Scottish Helicopters	224	3 559	915	12 426	2 712	1 359	50.1	-	220	116	-	-	116	52.7
Orion Airways	709	474	1 187	42 823	92 368	80 132	86.8	1	8 739	6 396	-	1	6 395	73.2
Tradewinds Airways	207	57	273	-	-	-	-	1 543	8 699	6 917	-	6 917	-	79.5
Virgin Atlantic Airways	4	4	8	-	2 133	1 574	73.8	-	198	146	-	-	146	73.9
<b>Total</b>	<b>10 817</b>	<b>24 070</b>	<b>23 107</b>	<b>793 399</b>	<b>1 340 408</b>	<b>1 180 669</b>	<b>88.1</b>	<b>2 952</b>	<b>135 763</b>	<b>110 863</b>	<b>19</b>	<b>12 232</b>	<b>98 612</b>	<b>81.7</b>
Total Sub-Charter Operations Performed on Behalf of UK Airlines	318	383	688	..	30 266	24 547	81.1	..	3 507	2 398	15	354	2 029	68.4
Total Excluding Sub-Charter Operations Performed on Behalf of UK Airlines	10 499	23 687	22 419	793 399	1 310 141	1 156 122	88.2	2 952	132 256	108 465	4	11 878	96 583	82.0

(a) Excludes air taxi operations (see Table 15)

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

Domestic Non-Scheduled Services February 1985 (a)

Table 4.3

				(b)	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted				Cargo & Mail Uplifted Tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Atlantique	-	1	2	-	-	-	-	-	2	1	-	1	-	75.0
Air Bridge Carriers	16	30	40	-	-	-	-	424	262	220	-	220	-	83.9
Air Ecosse	1	6	4	-	24	15	62.7	-	2	1	-	-	1	56.4
Air UK	1	2	3	84	32	30	95.5	-	3	3	-	-	3	80.0
Airways Int (Cymru)	4	8	9	699	359	353	98.2	-	32	26	-	-	26	81.9
Birmingham Executive Airways	53	147	179	-	1 002	668	66.6	-	91	53	-	-	53	58.6
Britannia Airways	9	25	23	-	404	165	40.9	-	132	99	-	86	14	75.6
British Air Ferries	91	306	297	4 440	3 767	1 820	48.3	449	612	333	10	172	151	54.4
British Airways	1	3	2	193	79	50	63.3	-	8	4	-	-	4	50.6
British Airways Helicopters	2	57	13	-	-	-	-	95	7	6	-	6	-	83.2
British Midland	1	4	4	53	41	20	49.8	-	4	2	-	-	2	40.6
Brymon Airways	53	132	175	3 886	2 627	1 541	58.7	17	263	133	-	7	126	50.7
Channel Express (Air Svcs)	11	73	50	-	-	-	-	130	51	34	33	1	-	66.0
Dan Air Services	67	194	228	1 741	1 390	696	50.1	499	336	233	96	82	56	69.6
Euroair Transport	8	39	22	-	434	181	41.7	-	42	15	-	1	14	36.0
Guernsey Airlines	4	20	16	-	112	83	74.2	-	13	7	-	-	7	54.2
Heavylift Cargo Airlines	1	2	3	-	-	-	-	38	36	20	-	20	-	55.9
Manx Airlines	10	68	49	-	76	60	78.5	108	35	19	-	14	5	55.5
Metropolitan Airways	76	379	337	-	2 284	1 115	48.8	-	186	89	-	-	89	47.8
Monarch Airlines	3	6	7	336	432	327	75.9	-	39	31	-	-	31	77.3
Orion Airways	1	5	3	610	136	127	93.8	-	13	10	-	-	10	79.0
Spacegrand Aviation Services	-	1	1	-	-	-	-	-	-	-	-	-	-	88.9
<b>Total</b>	<b>412</b>	<b>1 508</b>	<b>1 467</b>	<b>12 042</b>	<b>13 199</b>	<b>7 252</b>	<b>54.9</b>	<b>1 758</b>	<b>2 169</b>	<b>1 341</b>	<b>139</b>	<b>609</b>	<b>592</b>	<b>61.8</b>
Total Sub-Charter Operations Performed on Behalf of UK Airlines	166	670	634	..	5 475	3 034	55.4	..	571	335	-	89	247	58.8
Total Excluding Sub-Charter Operations Performed on Behalf of UK Airlines	247	838	833	12 042	7 724	4 219	54.6	1 758	1 598	1 005	139	521	345	62.9

(a) Excludes air taxi operations (see Table 15)

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

All Class 2 Licence Operations February 1985

Table 5.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
British Airways	21	22	35	-	-	2 407	2 640	2 333	88.4
British Caledonian Airways	2	4	5	-	-	222	259	132	50.9
British Caledonian Charter	59	16	79	2 513	-	-	22 572	16 524	73.2
British Island Airways	5	3	8	-	-	234	401	352	87.6
Dan Air Services	315	120	465	-	-	13 519	48 837	42 312	86.6
Monarch Airlines	5	4	8	-	-	421	628	597	95.1
Orion Airways	14	20	28	-	-	2 019	1 766	1 379	78.1
<b>Total</b>	<b>421</b>	<b>189</b>	<b>630</b>	<b>2 513</b>	<b>-</b>	<b>18 822</b>	<b>77 103</b>	<b>63 629</b>	<b>82.5</b>

6

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	269	194	-	-	194	72.3
British Caledonian Airways	-	25	11	-	-	11	44.6
British Caledonian Charter	-	2 078	1 314	-	-	1 314	63.2
British Island Airways	-	36	28	-	-	28	77.5
Dan Air Services	-	3 907	3 385	-	-	3 385	86.6
Monarch Airlines	-	57	55	-	-	55	96.1
Orion Airways	-	167	110	-	-	110	65.8
<b>Total</b>	<b>-</b>	<b>6 540</b>	<b>5 097</b>	<b>-</b>	<b>-</b>	<b>5 097</b>	<b>77.9</b>

**International Class 2 Licence Operations February 1985**

**Table 5.2**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
British Airways	20	20	34	-	-	2 288	2 578	2 296	89.1
British Caledonian Airways	2	4	5	-	-	222	259	132	50.9
British Caledonian Charter	59	16	79	2 513	-	-	22 572	16 524	73.2
British Island Airways	5	3	8	-	-	234	401	352	87.6
Dan Air Services	315	120	465	-	-	13 519	48 837	42 312	86.6
Monarch Airlines	4	2	6	-	-	260	534	534	100.0
Orion Airways	14	20	28	-	-	2 019	1 766	1 379	78.1
<b>Total</b>	<b>419</b>	<b>185</b>	<b>626</b>	<b>2 513</b>	<b>-</b>	<b>18 542</b>	<b>76 947</b>	<b>63 529</b>	<b>82.6</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	263	192	-	-	191	72.9
British Caledonian Airways	-	25	11	-	-	11	44.6
British Caledonian Charter	-	2 078	1 314	-	-	1 314	63.2
British Island Airways	-	36	28	-	-	28	77.5
Dan Air Services	-	3 907	3 385	-	-	3 385	86.6
Monarch Airlines	-	48	48	-	-	48	99.2
Orion Airways	-	167	110	-	-	110	65.8
<b>Total</b>	<b>-</b>	<b>6 525</b>	<b>5 088</b>	<b>-</b>	<b>-</b>	<b>5 087</b>	<b>78.0</b>



**Domestic Class 2 Licence Operations February 1985**

**Table 5.3**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
British Airways	1	2	2	-	-	119	62	37	60.1
Monarch Airlines	1	2	2	-	-	161	94	63	67.1
<b>Total</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>280</b>	<b>156</b>	<b>100</b>	<b>64.3</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	6	3	-	-	3	46.9
Monarch Airlines	-	9	7	-	-	7	78.8
<b>Total</b>	<b>-</b>	<b>15</b>	<b>10</b>	<b>-</b>	<b>-</b>	<b>10</b>	<b>65.6</b>

All Class 3 Licence Operations February 1985

Table 6.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air Europe	742	353	1 187	49 355	-	113 714	106 318	93.5
Airways Int (Cymru)	33	26	56	1 715	-	2 953	2 347	79.5
Britannia Airways	2 664	1 649	4 322	207 532	-	386 678	345 443	89.3
British Airtours	617	381	995	61 832	-	119 165	104 282	87.5
British Airways	208	112	279	13 520	-	29 948	25 877	86.4
British Caledonian Airways	22	24	43	2 507	-	2 518	2 306	91.6
British Caledonian Charter	173	90	259	31 362	-	66 090	61 903	93.7
British Island Airways	157	166	294	14 361	-	16 120	14 075	87.3
Dan Air Services	1 445	1 092	2 443	121 057	-	187 549	170 524	90.9
Monarch Airlines	822	431	1 262	68 636	-	158 116	139 076	88.0
Orion Airways	602	396	1 004	39 878	-	78 482	68 020	86.7
<b>Total</b>	<b>7 486</b>	<b>4 720</b>	<b>12 144</b>	<b>611 755</b>	<b>-</b>	<b>1 161 335</b>	<b>1 040 172</b>	<b>89.6</b>

12

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	10 759	8 505	-	-	8 505	79.1
Airways Int (Cymru)	-	265	176	-	-	176	66.3
Britannia Airways	-	32 876	29 364	-	-	29 364	89.3
British Airtours	-	11 095	8 863	-	-	8 863	79.9
British Airways	-	3 310	2 389	-	-	2 389	72.2
British Caledonian Airways	-	236	198	-	-	198	83.9
British Caledonian Charter	38	6 111	5 043	-	119	4 924	82.5
British Island Airways	-	1 401	1 132	-	-	1 132	80.8
Dan Air Services	-	15 003	13 640	-	-	13 640	90.9
Monarch Airlines	37	14 543	12 628	-	109	12 519	86.8
Orion Airways	-	7 425	5 430	-	1	5 429	73.1
<b>Total</b>	<b>76</b>	<b>103 025</b>	<b>87 369</b>	<b>-</b>	<b>229</b>	<b>87 139</b>	<b>84.8</b>

International Class 3 Licence Operations February 1985

Table 6.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air Europe	742	353	1 187	49 355	-	113 714	106 318	93.5
Airways Int (Cymru)	33	26	56	1 715	-	2 953	2 347	79.5
Britannia Airways	2 664	1 649	4 322	207 532	-	386 678	345 443	89.3
British Airtours	617	381	995	61 832	-	119 165	104 282	87.5
British Airways	208	112	279	13 520	-	29 948	25 877	86.4
British Caledonian Airways	22	24	43	2 507	-	2 518	2 306	91.6
British Caledonian Charter	173	90	259	31 362	-	66 090	61 903	93.7
British Island Airways	157	166	294	14 361	-	16 120	14 075	87.3
Dan Air Services	1 445	1 092	2 443	121 057	-	187 549	170 524	90.9
Monarch Airlines	822	431	1 262	68 636	-	158 116	139 076	88.0
Orion Airways	602	396	1 004	39 878	-	78 482	68 020	86.7
<b>Total</b>	<b>7 486</b>	<b>4 720</b>	<b>12 144</b>	<b>611 755</b>	<b>-</b>	<b>1 161 335</b>	<b>1 040 172</b>	<b>89.6</b>

13

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	10 759	8 505	-	-	8 505	79.1
Airways Int (Cymru)	-	265	176	-	-	176	66.3
Britannia Airways	-	32 876	29 364	-	-	29 364	89.3
British Airtours	-	11 095	8 863	-	-	8 863	79.9
British Airways	-	3 310	2 389	-	-	2 389	72.2
British Caledonian Airways	-	236	198	-	-	198	83.9
British Caledonian Charter	38	6 111	5 043	-	119	4 924	82.5
British Island Airways	-	1 401	1 132	-	-	1 132	80.8
Dan Air Services	-	15 003	13 640	-	-	13 640	90.9
Monarch Airlines	37	14 543	12 628	-	109	12 519	86.8
Orion Airways	-	7 425	5 430	-	1	5 429	73.1
<b>Total</b>	<b>76</b>	<b>103 025</b>	<b>87 369</b>	<b>-</b>	<b>229</b>	<b>87 139</b>	<b>84.8</b>

**Domestic Class 3 Licence Operations February 1985**

**Table 6.3**

Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
			IT	Seat Only			

NIL

Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
		Total (000)	Mail (000)	Cargo (000)	

NIL

All Class 4 Licence Operations February 1985

Table 7.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	27	16	49	-	-	1 928	18	3 626	3 341	92.1
Dan Air Services	109	104	194	-	-	5 932	5 913	15 159	14 194	93.6
Monarch Airlines	8	6	13	-	-	428	27	909	865	95.1
Orion Airways	2	8	6	-	-	645	281	260	232	89.0
<b>Total</b>	<b>146</b>	<b>134</b>	<b>262</b>	<b>-</b>	<b>-</b>	<b>8 933</b>	<b>6 239</b>	<b>19 955</b>	<b>18 631</b>	<b>93.4</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	7	336	279	1	11	267	83.2
Dan Air Services	-	1 214	1 136	-	-	1 136	93.6
Monarch Airlines	-	83	78	-	-	78	94.2
Orion Airways	-	25	19	-	-	19	75.2
<b>Total</b>	<b>7</b>	<b>1 657</b>	<b>1 511</b>	<b>1</b>	<b>11</b>	<b>1 499</b>	<b>91.2</b>

International Class 4 Licence Operations February 1985

Table 7.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	27	16	49	-	-	1 928	18	3 626	3 341	92.1
Dan Air Services	109	104	194	-	-	5 932	5 913	15 159	14 194	93.6
Monarch Airlines	8	6	13	-	-	428	27	909	865	95.1
Orion Airways	2	8	6	-	-	645	281	260	232	89.0
<b>Total</b>	<b>146</b>	<b>134</b>	<b>262</b>	<b>-</b>	<b>-</b>	<b>8 933</b>	<b>6 239</b>	<b>19 955</b>	<b>18 631</b>	<b>93.4</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	7	336	279	1	11	267	83.2
Dan Air Services	-	1 214	1 136	-	-	1 136	93.6
Monarch Airlines	-	83	78	-	-	78	94.2
Orion Airways	-	25	19	-	-	19	75.2
<b>Total</b>	<b>7</b>	<b>1 657</b>	<b>1 511</b>	<b>1</b>	<b>11</b>	<b>1 499</b>	<b>91.2</b>

**Domestic Class 4 Licence Operations February 1985**

**Table 7.3**

Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
			ABC	Affinity	IT	Other			
NIL									
Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail			
			Mail (000)	Cargo (000)	Passenger (000)				
NIL									

All Class 6 Licence Operations February 1985

Table 8.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	25	45	64	528	431	288	-	288	66.8
Anglo Cargo	27	6	32	85	1 097	833	-	833	75.9
British Air Ferries	62	138	184	494	462	260	10	250	56.3
British Airways Helicopters	2	57	13	95	7	6	-	6	83.2
Channel Express (Air Svcs)	-	1	1	3	1	1	-	1	54.5
Dan Air Services	17	33	56	163	90	85	-	85	94.5
Euroair Transport	2	2	4	5	13	8	-	8	66.7
Heavylift Cargo Airlines	56	27	132	259	1 694	861	-	861	50.8
Manx Airlines	8	60	40	108	27	14	-	14	53.0
Tradewinds Airways	189	51	247	1 543	7 922	6 569	-	6 569	82.9
<b>Total</b>	<b>387</b>	<b>420</b>	<b>772</b>	<b>3 283</b>	<b>11 745</b>	<b>8 926</b>	<b>10</b>	<b>8 916</b>	<b>76.0</b>



**International Class 6 Licence Operations February 1985**

**Table 8.2**

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	9	15	24	104	169	68	-	68	40.3
Anglo Cargo	27	6	32	85	1 097	833	-	833	75.9
British Air Ferries	31	37	84	69	229	85	-	85	37.1
Dan Air Services	2	5	5	26	11	10	-	10	86.6
Euroair Transport	2	2	4	5	13	8	-	8	66.7
Heavylift Cargo Airlines	55	25	128	221	1 658	841	-	841	50.7
Tradewinds Airways	189	51	247	1 543	7 922	6 569	-	6 569	82.9
<b>Total</b>	<b>313</b>	<b>141</b>	<b>526</b>	<b>2 053</b>	<b>11 098</b>	<b>8 414</b>	<b>-</b>	<b>8 414</b>	<b>75.8</b>

Domestic Class 6 Licence Operations February 1985

Table 8.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	16	30	40	424	262	220	-	220	83.9
British Air Ferries	31	101	100	425	233	175	10	165	75.1
British Airways Helicopters	2	57	13	95	7	6	-	6	83.2
Channel Express (Air Svcs)	-	1	1	3	1	1	-	1	54.5
Dan Air Services	15	28	50	137	79	76	-	76	95.6
Heavylift Cargo Airlines	1	2	3	38	36	20	-	20	55.9
Manx Airlines	8	60	40	108	27	14	-	14	53.0
<b>Total</b>	<b>73</b>	<b>279</b>	<b>247</b>	<b>1 230</b>	<b>646</b>	<b>512</b>	<b>10</b>	<b>502</b>	<b>79.2</b>

All Class 7 Licence Operations February 1985

Table 9.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					As % of Avail
									Tonne-Km Avail (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Bond Helicopters	119	2 915	524	14 818	1 410	615	43.6	158	112	53	-	6	47	47.3
Bristow Helicopters	808	7 773	3 997	59 163	13 589	8 547	62.9	448	1 269	837	-	63	774	66.0
Britannia Airways	6	2	8	244	753	707	93.8	-	64	60	-	-	60	93.7
British Air Ferries	-	2	2	132	37	32	86.8	-	3	3	-	-	3	86.5
British Airways	17	8	26	396	1 435	549	38.2	-	275	53	-	-	53	19.1
British Airways Helicopters	489	3 455	2 085	39 717	11 965	8 109	67.8	137	1 325	669	-	20	649	50.5
British Caledonian Helis	110	392	481	3 930	1 986	1 122	56.5	40	215	103	-	10	93	47.9
British Midland	4	3	7	193	355	274	77.0	-	37	21	-	-	21	57.9
North Scottish Helicopters	224	3 559	915	12 426	2 712	1 359	50.1	-	220	116	-	-	116	52.7
<b>Total</b>	<b>1 778</b>	<b>18 109</b>	<b>8 043</b>	<b>131 019</b>	<b>34 242</b>	<b>21 313</b>	<b>62.2</b>	<b>782</b>	<b>3 520</b>	<b>1 915</b>	<b>-</b>	<b>99</b>	<b>1 816</b>	<b>54.4</b>

**International Class 7 Licence Operations February 1985**

**Table 9.2**

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Kilometres Used					
									Tonne-Km Avail (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Bond Helicopters	119	2 915	524	14 818	1 410	615	43.6	158	112	53	-	6	47	47.3
Bristow Helicopters	808	7 773	3 997	59 163	13 589	8 547	62.9	448	1 269	837	-	63	774	66.0
Britannia Airways	6	2	8	244	753	707	93.8	-	64	60	-	-	60	93.7
British Airways	17	7	26	322	1 418	536	37.8	-	273	51	-	-	51	18.9
British Airways Helicopters	489	3 455	2 085	39 717	11 965	8 109	67.8	137	1 325	669	-	20	649	50.5
British Caledonian Helis	110	392	481	3 930	1 986	1 122	56.5	40	215	103	-	10	93	47.9
British Midland	4	3	7	193	355	274	77.0	-	37	21	-	-	21	57.9
North Scottish Helicopters	224	3 559	915	12 426	2 712	1 359	50.1	-	220	116	-	-	116	52.7
<b>Total</b>	<b>1 777</b>	<b>18 106</b>	<b>8 040</b>	<b>130 813</b>	<b>34 188</b>	<b>21 268</b>	<b>62.2</b>	<b>782</b>	<b>3 515</b>	<b>1 911</b>	<b>-</b>	<b>99</b>	<b>1 812</b>	<b>54.4</b>

Domestic Class 7 Licence Operations February 1985

Table 9.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
British Air Ferries	-	2	2	132	37	32	86.8	-	3	3	-	-	3	86.5
British Airways	-	1	1	74	18	13	74.7	-	2	1	-	-	1	63.0
<b>Total</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>206</b>	<b>54</b>	<b>45</b>	<b>83.0</b>	<b>-</b>	<b>5</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>77.9</b>

All Exempt Operations February 1985 (a) (b)

Table 10.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air UK	1	2	3	84	32	30	95.5	-	3	3	-	-	3	80.0
Airways Int (Cymru)	9	12	18	994	774	677	87.5	-	70	51	-	-	51	72.9
Britannia Airways	73	95	138	10 757	9 537	7 826	82.1	-	811	681	3	16	662	84.0
British Air Ferries	53	170	170	4 374	3 178	1 367	43.0	27	335	123	-	10	113	36.9
British Airtours	8	7	13	847	1 005	938	93.4	-	94	79	-	-	79	84.9
British Airways	4	6	14	182	202	132	65.0	1	19	11	-	-	11	61.9
British Caledonian Airways	3	3	6	363	396	363	91.7	-	38	32	-	-	32	83.3
British Island Airways	40	31	69	713	3 557	1 515	42.6	-	320	121	-	-	121	37.9
British Midland	2	6	7	220	164	140	85.4	-	17	11	-	-	11	62.5
Bryan Aviation	-	1	1	13	8	4	56.5	-	2	-	-	-	-	19.0
Brymon Airways	53	132	175	3 886	2 627	1 541	58.7	17	263	133	-	7	126	50.7
Channel Express (Air Svcs)	11	72	49	-	-	-	-	127	50	33	33	-	-	66.4
Dan Air Services	69	191	231	2 856	1 995	1 168	58.5	390	348	221	96	31	93	63.3
Euroair Transport	2	2	5	86	140	79	56.6	-	14	6	-	-	6	45.3
Monarch Airlines	1	2	2	175	94	69	72.8	-	9	6	-	-	6	72.4
Orion Airways	1	5	3	610	136	127	93.8	-	13	10	-	-	10	79.0
<b>Total</b>	<b>330</b>	<b>737</b>	<b>903</b>	<b>26 160</b>	<b>23 844</b>	<b>15 978</b>	<b>67.0</b>	<b>562</b>	<b>2 404</b>	<b>1 522</b>	<b>132</b>	<b>64</b>	<b>1 326</b>	<b>63.3</b>

(a) Excludes air taxi operations (see Table 15)

(b) Excludes exempt sub charter operations

International Exempt Operations February 1985 (a) (b)

Table 10.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Airways Int (Cymru)	5	4	9	295	415	325	78.2	-	37	24	-	-	24	65.1
Britannia Airways	73	95	138	10 757	9 537	7 826	82.1	-	811	681	3	16	662	84.0
British Air Ferries	3	3	8	66	152	66	43.4	4	17	8	-	3	5	48.2
British Airtours	8	7	13	847	1 005	938	93.4	-	94	79	-	-	79	84.9
British Airways	4	6	14	182	202	132	65.0	1	19	11	-	-	11	61.9
British Caledonian Airways	3	3	6	363	396	363	91.7	-	38	32	-	-	32	83.3
British Island Airways	40	31	69	713	3 557	1 515	42.6	-	320	121	-	-	121	37.9
British Midland	1	2	3	167	124	120	97.1	-	14	9	-	-	9	68.6
Bryan Aviation	-	1	1	13	8	4	56.5	-	2	-	-	-	-	19.0
Dan Air Services	19	31	58	1 115	796	536	67.4	29	107	69	-	26	43	64.3
Euroair Transport	2	2	5	86	140	79	56.6	-	14	6	-	-	6	45.3
<b>Total</b>	<b>159</b>	<b>185</b>	<b>323</b>	<b>14 604</b>	<b>16 330</b>	<b>11 905</b>	<b>72.9</b>	<b>33</b>	<b>1 472</b>	<b>1 042</b>	<b>3</b>	<b>45</b>	<b>994</b>	<b>70.8</b>

(a) Excludes air taxi operations (see Table 15)

(b) Excludes exempt sub charter operations

Domestic Exempt Operations February 1985 (a) (b)

Table 10.3

	Aircraft -Km (000)	Stage Flights	Number of A/C Hours	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air UK	1	2	3	84	32	30	95.5	-	3	3	-	-	3	80.0
Airways Int (Cymru)	4	8	9	699	359	353	98.2	-	32	26	-	-	26	81.9
British Air Ferries	50	167	162	4 308	3 026	1 301	43.0	24	318	115	-	7	108	36.2
British Midland	1	4	4	53	41	20	49.8	-	4	2	-	-	2	40.6
Brymon Airways	53	132	175	3 886	2 627	1 541	58.7	17	263	133	-	7	126	50.7
Channel Express (Air Svcs)	11	72	49	-	-	-	-	127	50	33	33	-	-	66.4
Dan Air Services	50	160	173	1 741	1 199	631	52.7	362	241	152	96	5	50	62.9
Monarch Airlines	1	2	2	175	94	69	72.8	-	9	6	-	-	6	72.4
Orion Airways	1	5	3	610	136	127	93.8	-	13	10	-	-	10	79.0
<b>Total</b>	<b>171</b>	<b>552</b>	<b>581</b>	<b>11 556</b>	<b>7 514</b>	<b>4 073</b>	<b>54.2</b>	<b>529</b>	<b>932</b>	<b>480</b>	<b>129</b>	<b>19</b>	<b>332</b>	<b>51.5</b>

(a) Excludes air taxi operations (see Table 15)

(b) Excludes exempt sub charter operations



Sub Charter Operations Performed Under Class 5 Licences February 1985

Table 11.1

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km		Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
	-Km (000)	Stage Flights				Used (000)	As % of Avail			Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Birmingham Executive Airways	10	26	31	..	195	118	60.4	..	18	9	-	-	9	51.4
Britannia Airways	34	20	55	..	4 464	3 673	82.3	..	379	342	15	15	312	90.2
British Air Ferries	51	127	168	..	662	447	67.6	..	335	220	-	183	37	65.5
British Island Airways	13	30	31	..	1 158	962	83.1	..	104	78	-	-	78	75.2
Euroair Transport	5	23	12	..	388	155	40.1	..	38	13	-	1	12	34.2
Metropolitan Airways	73	369	326	..	2 191	1 093	49.9	..	175	87	-	-	87	49.8
Virgin Atlantic Airways	3	2	4	..	1 254	905	72.1	..	117	84	-	-	84	72.2
<b>Total</b>	<b>189</b>	<b>597</b>	<b>628</b>	<b>..</b>	<b>10 312</b>	<b>7 353</b>	<b>71.3</b>	<b>..</b>	<b>1 167</b>	<b>834</b>	<b>15</b>	<b>199</b>	<b>620</b>	<b>71.5</b>

Exempt Sub Charter Operations Performed For UK Operators February 1985

Table 11.2

	Aircraft		Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
	-Km (000)	Stage Flights								Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Atlantique	-	1	2	..	-	-	..	2	1	-	1	-	75.0	
Air Ecosse	20	64	57	..	595	278	46.8	48	23	-	-	23	47.9	
Air Europe	1	2	3	..	186	179	96.5	18	14	-	-	14	81.7	
Air UK	17	38	59	..	-	-	..	97	41	-	41	-	42.6	
Birmingham Executive Airways	44	121	149	..	807	550	68.1	73	44	-	-	44	60.5	
Britannia Airways	48	52	87	..	5 396	4 143	76.8	559	440	-	87	352	78.6	
British Air Ferries	12	22	35	..	43	40	93.4	92	40	-	37	3	44.1	
British Airtours	12	10	22	..	2 392	1 686	70.5	223	143	-	-	143	64.3	
British Airways	8	7	19	..	760	470	61.8	75	39	-	-	39	52.2	
Channel Express (Air Svcs)	1	2	4	..	-	-	..	6	3	-	3	-	44.7	
Dan Air Services	15	16	27	..	1 842	1 280	69.5	147	103	-	2	101	69.9	
Euroair Transport	3	16	10	..	47	26	55.1	4	2	-	-	2	53.6	
Guernsey Airlines	4	20	16	..	112	83	74.2	13	7	-	-	7	54.2	
Heavylift Cargo Airlines	9	2	20	..	-	-	..	300	72	-	72	-	23.8	
Manx Airlines	2	8	10	..	76	60	78.5	7	5	-	-	5	64.6	
Metropolitan Airways	6	20	23	..	193	68	35.5	22	5	-	-	5	21.8	
Monarch Airlines	1	2	2	..	243	196	80.5	22	18	-	-	18	78.6	
Orion Airways	91	50	148	..	11 860	10 501	88.5	1 122	838	-	-	838	74.6	
Spacegrand Aviation Services	-	1	1	..	-	-	..	-	-	-	-	-	88.9	
Virgin Atlantic Airways	2	2	3	..	879	669	76.1	82	62	-	-	62	76.2	
<b>28</b> Total	295	456	694	..	25 429	20 228	79.5	2 911	1 900	-	244	1 656	65.3	

Exempt Sub Charter Operations Performed For Non UK Operators February 1985

Table 11.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	52	60	116	..	-	-	-	..	958	503	-	503	-	52.5
Air UK	1	2	2	..	27	19	70.5	..	3	2	-	-	2	57.8
Anglo Cargo	48	10	63	..	-	-	-	..	1 967	1 540	-	1 540	-	78.3
Britannia Airways	3	2	5	..	371	305	82.3	..	32	26	-	-	26	82.0
British Airways Helicopters	43	119	198	..	989	294	29.7	..	93	24	-	1	23	25.8
Heavylift Cargo Airlines	34	17	88	..	-	-	-	..	1 133	687	-	687	-	60.6
Tradewinds Airways	19	6	26	..	-	-	-	..	777	348	-	348	-	44.7
<b>Total</b>	<b>199</b>	<b>216</b>	<b>497</b>	<b>..</b>	<b>1 386</b>	<b>618</b>	<b>44.6</b>	<b>..</b>	<b>4 963</b>	<b>3 130</b>	<b>-</b>	<b>3 079</b>	<b>51</b>	<b>63.1</b>

Aircraft Type and Utilization: All Airlines  
 February 1985 (a) (b) (c)

Table 12.1

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1984	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Aerospatiale AS332 Super Puma	624	-	2 060	-	2 576	-	24 965	7 594	29	3.9
Aerospatiale SA330 Puma	9	-	37	-	42	-	196	48	3	0.9
Aerospatiale SA365 Dauphin	162	1	4 300	59	688	7	19 538	757	10	3.5
Airbus A310-202	398	-	133	-	538	-	8 054	37 612	2	10.6
Armstrong Whitworth Argosy	-	25	-	46	-	88	-	-	1	2.1
BAC/Aerospatiale Concorde	739	-	162	-	522	-	6 527	39 189	6	3.2
BAE 146 Series 100	198	-	437	-	445	-	15 020	9 691	3	5.5
BAE(BAC)1-11-200 Series	165	-	278	-	348	-	11 228	7 859	2	5.7
BAE(BAC)1-11-300/400/475	812	-	1 290	-	1 666	-	54 765	41 487	16	3.8
BAE(BAC)1-11-500 Series	2 599	22	4 410	39	5 631	46	272 494	181 893	50	4.7
BAE(HS) 125	-	-	-	-	-	-	-	-	-	-
BAE(HS) 748	356	53	1 471	141	1 307	184	28 064	8 049	24	2.5
Bell Model 214ST	77	-	228	-	320	-	2 465	832	3	4.2
Bell 206B Jet Ranger	-	-	1	-	-	-	1	-	6	-
Bell 212	109	-	4 098	-	724	-	18 845	501	9	3.4
Boeing 707-320C/336	-	450	-	111	-	594	-	-	4	5.4
Boeing 727-100/100C	120	-	105	-	198	-	13 600	15 892	4	3.7
Boeing 727-200/200 Advanced	339	-	143	-	482	-	21 778	57 464	5	6.2
Boeing 737-200	8 693	8	7 815	18	15 549	18	657 692	834 456	87	6.8
Boeing 737-300	15	-	9	-	24	-	928	1 500	-	-
Boeing 747-100/100F	3 497	-	905	-	4 600	-	103 798	804 818	16	10.9
Boeing 747-200	3 204	-	682	-	4 148	-	94 792	743 479	14	12.3
Boeing 757-200	1 708	-	1 759	-	3 114	-	238 548	268 810	17	7.1
Boeing 767-200	282	-	159	-	453	-	40 237	72 301	2	8.7
Boeing-Vertol Model 234 Chinook	107	-	284	-	402	-	11 401	4 055	4	3.7
Bristol 170 Freighter	-	-	-	-	-	-	-	-	1	0.2
Canadair CL44	-	-	-	-	-	-	-	-	1	-
Cessna 310	-	-	-	-	-	-	-	-	3	-
Cessna 441 Conquest	34	-	34	-	81	-	109	109	1	2.3
De Havilland DHC-6 Twin Otter	296	-	1 908	1	1 419	1	15 479	2 828	13	3.9
De Havilland DHC-7 Dash-7	115	-	427	-	411	-	8 695	3 187	3	5.0
Douglas DC3/C47 Dakota	-	-	-	1	-	2	-	-	5	-
Embraer EMB110 Bandeirante	36	-	125	-	126	-	814	271	8	1.7
Fokker F27 100-600	882	-	2 635	-	2 868	-	47 580	19 378	23	5.1
Fokker F28 Fellowship MK1000	-	-	-	-	-	-	-	-	1	-
Handley Page Herald 200	85	71	469	299	331	276	11 855	2 588	10	3.0
Handley Page Jetstream 31/200	295	-	558	-	862	-	2 337	2 320	5	5.7
Hawker Siddeley Trident 2E	26	-	44	-	53	-	2 696	1 527	4	1.6
Hawker Siddeley Trident 3B	599	-	1 165	-	1 343	-	112 488	56 724	15	3.6
Lockheed L-1011-1/100 Tristar	788	-	434	-	1 215	-	74 080	111 455	6	7.3
Lockheed L1011-200 Tristar	1 874	-	624	-	2 622	-	72 184	272 169	11	9.3
MBB B0105	40	-	1 474	-	201	-	2 574	69	7	1.3
McDonnell-Douglas DC9 SRS 30/F	144	-	283	-	334	-	14 815	7 547	2	7.2
McDonnell Douglas DC-10-30	2 166	-	370	-	2 659	-	33 202	272 178	8	12.3
McDonnell Douglas DC-9-10/15	451	-	885	-	1 035	-	40 142	20 513	6	5.9
McDonnell-Douglas DC-10-10	228	-	102	-	329	-	32 746	77 095	2	7.1

30

**Aircraft Type and Utilisation: All Airlines  
 February 1985 (a) (b) (c)**

**Table 12.1 Cont**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1984	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
Pilatus BN-2A Islander	43	-	799	-	202	-	3 153	173	9	0.8
Pilatus BN-2A MK111 Trislander	62	-	1 155	-	311	-	11 943	611	7	2.1
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	2	-
Piper PA31/31P Navajo Chieftn	2	-	6	-	6	-	33	10	1	0.4
Saab-Fairchild 340	49	-	55	-	139	-	408	499	-	-
Shorts Belfast	-	73	-	36	-	184	-	-	3	2.5
Shorts 330	321	-	1 300	-	1 241	-	10 411	4 812	12	4.6
Shorts 360	408	8	1 873	60	1 762	40	32 614	7 391	9	5.3
Sikorsky S61N	476	2	3 896	57	2 530	13	43 344	5 326	42	2.7
Sikorsky S76 Spirit	147	-	1 136	-	582	-	5 907	762	17	1.7
Vickers Viscount 800	199	98	641	204	690	290	20 038	7 303	18	2.5
V953C Merchantman	-	95	-	176	-	242	-	-	4	2.4
Westland 30 SR5 100	61	-	1 083	-	273	-	6 363	358	4	2.8
<b>Total</b>	<b>34 038</b>	<b>907</b>	<b>54 247</b>	<b>1 248</b>	<b>67 401</b>	<b>1 985</b>	<b>2 250 946</b>	<b>4 015 490</b>	<b>581</b>	<b>4.8</b>

(a) Excludes air taxi operations (see Table 15)

(b) Excludes passengers uplifted on sub charter operations

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

Aircraft Type and Utilisation: Individual Airlines  
 February 1985 (a) (b) (c)

Table 12.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1984	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>Air Atlantique</b>										
Douglas DC3/C47 Dakota	-	-	-	1	-	2	-	-	5	-
Bristol 170 Freighter	-	-	-	-	-	-	-	-	1	0.2
Cessna 310	-	-	-	-	-	-	-	-	3	-
<b>Total</b>	-	-	-	1	-	2	-	-	9	-
<b>Air Bridge Carriers</b>										
Handley Page Herald 200	-	14	-	37	-	49	-	-	1	2.1
Armstrong Whitworth Argosy	-	25	-	46	-	88	-	-	1	2.1
V953C Merchantman	-	95	-	176	-	242	-	-	4	2.4
<b>Total</b>	-	135	-	259	-	378	-	-	6	2.3
<b>Air Ecosse</b>										
Embraer EMB110 Bandeirante	-	-	-	-	-	-	-	-	2	0.9
Shorts 360	43	-	148	-	169	-	1 432	700	1	6.7
Shorts 330	92	-	404	-	294	-	3 406	1 437	4	2.7
<b>Total</b>	135	-	552	-	463	-	4 838	2 137	7	3.2
<b>Air Europe</b>										
Boeing 737-200	528	-	255	-	843	-	29 896	63 293	4	10.9
Boeing 757-200	177	-	78	-	285	-	16 919	38 633	1	11.4
<b>Total</b>	704	-	333	-	1 128	-	46 815	101 926	5	11.0
<b>Air UK</b>										
Fokker F27 100-600	653	-	1 924	-	2 016	-	30 856	13 636	16	5.3
Handley Page Herald 200	85	-	469	-	331	-	11 855	2 588	5	4.2
Fokker F28 Fellowship MK1000	-	-	-	-	-	-	-	-	1	-
Embraer EMB110 Bandeirante	-	-	-	-	-	-	-	-	-	4.7
Shorts 360	161	-	524	-	619	-	6 938	2 268	2	2.0
Shorts 330	56	-	165	-	225	-	2 214	760	3	6.7
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	955	-	3 082	-	3 190	-	51 863	19 252	27	4.8
<b>Airways Int (Cymru)</b>										
BAE(BAC)1-11-300/400/475	42	-	38	-	74	-	2 709	3 024	2	4.1
<b>Total</b>	42	-	38	-	74	-	2 709	3 024	2	4.1
<b>Anglo Cargo</b>										
Boeing 707-320C/336	-	74	-	16	-	95	-	-	1	5.5
<b>Total</b>	-	74	-	16	-	95	-	-	1	5.5

32

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2 Cont**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1984	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>Aurigny Air Services</b>										
Pilatus BN-2A MK111 Trislander	62	-	1 155	-	311	-	11 943	611	7	2.1
Pilatus BN-2A Islander	11	-	177	-	52	-	713	40	2	1.0
<b>Total</b>	<b>73</b>	<b>-</b>	<b>1 332</b>	<b>-</b>	<b>362</b>	<b>-</b>	<b>12 656</b>	<b>651</b>	<b>9</b>	<b>1.9</b>
<b>Birmingham Executive Airways</b>										
Handley Page Jetstream 31/200	229	-	345	-	690	-	1 220	1 833	3	7.5
Saab-Fairchild 340	49	-	55	-	139	-	408	499	-	-
<b>Total</b>	<b>277</b>	<b>-</b>	<b>400</b>	<b>-</b>	<b>829</b>	<b>-</b>	<b>1 628</b>	<b>2 332</b>	<b>3</b>	<b>7.5</b>
<b>Bond Helicopters</b>										
MBB BO105	1	-	38	-	7	-	52	2	3	0.4
Aerospatiale SA365 Dauphin	117	1	2 818	59	510	7	14 766	613	7	3.9
<b>Total</b>	<b>118</b>	<b>1</b>	<b>2 856</b>	<b>59</b>	<b>517</b>	<b>7</b>	<b>14 818</b>	<b>615</b>	<b>10</b>	<b>2.8</b>
<b>Bristow Helicopters</b>										
Sikorsky S61N	183	-	1 905	-	1 111	-	19 857	1 908	23	2.8
Bell 206B Jet Ranger	-	-	-	-	-	-	-	-	4	-
Sikorsky S76 Spirit	34	-	185	-	147	-	838	154	9	1.3
Bell 212	109	-	4 098	-	724	-	18 845	501	9	3.4
Aerospatiale SA330 Puma	9	-	37	-	42	-	196	48	3	0.9
Aerospatiale AS332 Super Puma	473	-	1 548	-	1 973	-	19 427	5 936	21	4.2
<b>Total</b>	<b>808</b>	<b>-</b>	<b>7 773</b>	<b>-</b>	<b>3 997</b>	<b>-</b>	<b>59 163</b>	<b>8 547</b>	<b>69</b>	<b>3.0</b>
<b>Britannia Airways</b>										
Boeing 737-200	2 535	6	1 640	17	4 136	15	178 045	289 396	27	6.5
Boeing 767-200	282	-	159	-	453	-	40 237	72 301	2	8.7
<b>Total</b>	<b>2 817</b>	<b>6</b>	<b>1 799</b>	<b>17</b>	<b>4 589</b>	<b>15</b>	<b>218 282</b>	<b>361 697</b>	<b>29</b>	<b>6.6</b>
<b>British Air Ferries</b>										
Handley Page Herald 200	-	25	-	58	-	87	-	-	2	1.5
Vickers Viscount 800	64	97	214	202	211	286	4 796	1 983	9	2.0
<b>Total</b>	<b>64</b>	<b>122</b>	<b>214</b>	<b>260</b>	<b>211</b>	<b>373</b>	<b>4 796</b>	<b>1 983</b>	<b>11</b>	<b>1.9</b>

22

Aircraft Type and Utilisation: Individual Airlines

Table 12.2 (Cont)

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1984	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>British Airways and Airtours</b>										
BAE(HS) 748	174	-	832	-	639	-	17 208	4 025	7	3.9
BAE(BAC)1-11-300/400/475	285	-	618	-	652	-	25 476	13 233	5	4.7
BAE(BAC)1-11-500 Series	984	-	1 933	-	2 193	-	102 235	52 180	21	4.9
Boeing 737-200	4 187	2	5 071	1	8 224	3	365 567	315 419	41	6.2
Hawker Siddeley Trident 2E	26	-	44	-	53	-	2 696	1 527	4	1.6
Hawker Siddeley Trident 3B	599	-	1 165	-	1 343	-	112 488	56 724	15	3.6
Lockheed L-1011-1/100 Tristar	788	-	434	-	1 215	-	74 080	111 455	6	7.3
Boeing 757-200	997	-	1 436	-	2 041	-	172 984	122 059	13	6.1
Boeing 747-100/100F	3 497	-	905	-	4 600	-	103 798	804 818	16	10.9
Boeing 747-200	2 987	-	625	-	3 869	-	86 192	695 962	12	12.6
Lockheed L1011-200 Tristar	1 874	-	624	-	2 622	-	72 184	272 169	11	9.3
BAC/Aerospatiale Concorde	739	-	162	-	522	-	6 527	39 189	6	3.2
<b>Total</b>	<b>17 137</b>	<b>2</b>	<b>13 849</b>	<b>1</b>	<b>27 974</b>	<b>3</b>	<b>1 141 435</b>	<b>2 488 760</b>	<b>157</b>	<b>6.6</b>
<b>British Airways Helicopters</b>										
Sikorsky S61N	250	2	1 498	57	1 157	13	18 231	2 985	15	2.2
Sikorsky S76 Spirit	51	-	621	-	205	-	3 171	260	4	1.6
Boeing-Vertol Model 234 Chinook	107	-	284	-	402	-	11 401	4 055	4	3.7
Westland 30 SRS 100	61	-	1 083	-	273	-	6 363	358	4	2.8
Aerospatiale AS332 Super Puma	69	-	184	-	277	-	2 260	848	3	3.8
<b>Total</b>	<b>538</b>	<b>2</b>	<b>3 670</b>	<b>57</b>	<b>2 315</b>	<b>13</b>	<b>41 426</b>	<b>8 506</b>	<b>30</b>	<b>2.5</b>
<b>British Caledonian Airways</b>										
BAE(BAC)1-11-500 Series	742	22	1 587	38	1 803	45	83 454	40 244	13	5.0
McDonnell Douglas DC-10-30	2 166	-	370	-	2 659	-	33 202	272 178	8	12.3
Airbus A310-202	398	-	133	-	538	-	8 054	37 612	2	10.6
Boeing 747-200	123	-	36	-	154	-	3 760	18 907	1	9.6
Sikorsky S61N	14	-	346	-	115	-	3 835	153	1	5.7
<b>Total</b>	<b>3 442</b>	<b>22</b>	<b>2 472</b>	<b>38</b>	<b>5 269</b>	<b>45</b>	<b>132 305</b>	<b>369 094</b>	<b>25</b>	<b>8.0</b>
<b>British Caledonian Charter</b>										
McDonnell-Douglas DC-10-10	228	-	102	-	329	-	32 746	77 095	2	7.1
<b>Total</b>	<b>228</b>	<b>-</b>	<b>102</b>	<b>-</b>	<b>329</b>	<b>-</b>	<b>32 746</b>	<b>77 095</b>	<b>2</b>	<b>7.1</b>
<b>British Caledonian Helis</b>										
Sikorsky S61N	29	-	147	-	146	-	1 421	280	3	3.6
Sikorsky S76 Spirit	4	-	17	-	15	-	44	10	1	1.2
Bell Model 214ST	77	-	228	-	320	-	2 465	832	3	4.2
<b>Total</b>	<b>110</b>	<b>-</b>	<b>392</b>	<b>-</b>	<b>481</b>	<b>-</b>	<b>3 930</b>	<b>1 122</b>	<b>7</b>	<b>3.5</b>

34



**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2 Cont**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1984	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>British Island Airways</b>										
BAE(BAC)1-11-300/400/475	144	-	155	-	269	-	7 454	9 154	4	2.9
BAE(BAC)1-11-500 Series	69	-	73	-	130	-	7 619	7 571	2	1.9
<b>Total</b>	<b>213</b>	<b>-</b>	<b>228</b>	<b>-</b>	<b>399</b>	<b>-</b>	<b>15 073</b>	<b>16 725</b>	<b>6</b>	<b>2.5</b>
<b>British Midland</b>										
Fokker F27 100-600	190	-	581	-	704	-	13 047	4 642	6	4.6
Shorts 360	67	-	435	-	374	-	9 366	1 420	2	6.2
Vickers Viscount 800	89	-	299	-	328	-	11 234	3 564	5	3.6
McDonnell Douglas DC-9-10/15	451	-	885	-	1 035	-	40 142	20 513	6	5.9
McDonnell-Douglas DC9 SRS 30/F	144	-	283	-	334	-	14 815	7 547	2	7.2
Boeing 707 320C/336	-	-	-	-	-	-	-	-	-	5.3
<b>Total</b>	<b>941</b>	<b>-</b>	<b>2 483</b>	<b>-</b>	<b>2 775</b>	<b>-</b>	<b>88 604</b>	<b>37 687</b>	<b>21</b>	<b>5.2</b>
<b>Brown Air Services</b>										
Cessna 441 Conquest	34	-	34	-	81	-	109	109	1	2.3
<b>Total</b>	<b>34</b>	<b>-</b>	<b>34</b>	<b>-</b>	<b>81</b>	<b>-</b>	<b>109</b>	<b>109</b>	<b>1</b>	<b>2.3</b>
<b>Bryan Aviation</b>										
BAE(BAC)1-11-300/400/475	-	-	1	-	1	-	13	4	1	0.2
<b>Total</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0.2</b>
<b>Brymon Airways</b>										
De Havilland DHC-7 Dash-7	115	-	427	-	411	-	8 695	3 187	3	5.0
De Havilland DHC-6 Twin Otter	78	-	430	-	394	-	3 474	784	2	7.0
<b>Total</b>	<b>193</b>	<b>-</b>	<b>857</b>	<b>-</b>	<b>805</b>	<b>-</b>	<b>12 169</b>	<b>3 971</b>	<b>5</b>	<b>5.8</b>
<b>Burnhills Hlnd Heli Svcs</b>										
Bell 206B Jet Ranger	-	-	1	-	-	-	1	-	2	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>-</b>
<b>Channel Express (Air Svcs)</b>										
Handley Page Herald 200	-	31	-	204	-	140	-	-	2	2.6
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
<b>Total</b>	<b>-</b>	<b>31</b>	<b>-</b>	<b>204</b>	<b>-</b>	<b>140</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>1.8</b>
<b>Connectair</b>										
Embraer EMB110 Bandeirante	33	-	101	-	114	-	742	240	1	4.3
<b>Total</b>	<b>33</b>	<b>-</b>	<b>101</b>	<b>-</b>	<b>114</b>	<b>-</b>	<b>742</b>	<b>240</b>	<b>1</b>	<b>4.3</b>

55

Aircraft Type and Utilisation: Individual Airlines

Table 12.1 Cont

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1984	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>Dan Air Services</b>										
BAE(HS) 748	182	53	639	141	668	184	10 856	4 024	17	2.1
BAE(BAC)1-11-200 Series	165	-	278	-	348	-	11 228	7 859	2	5.7
BAE(BAC)1-11-300/400/475	341	-	478	-	670	-	19 113	16 071	4	4.9
BAE(BAC)1-11-500 Series	699	-	721	1	1 314	1	68 910	70 392	12	4.6
Boeing 727-200/200 Advanced	339	-	143	-	482	-	21 778	57 464	5	6.2
Boeing 737-200	626	-	321	-	990	-	35 826	74 644	6	6.5
Boeing 727-100/100C	120	-	105	-	198	-	13 600	15 892	4	3.7
BAE 146 Series 100	198	-	437	-	445	-	15 020	9 691	3	5.5
<b>Total</b>	<b>2 668</b>	<b>53</b>	<b>3 122</b>	<b>142</b>	<b>5 115</b>	<b>185</b>	<b>196 331</b>	<b>256 037</b>	<b>53</b>	<b>4.2</b>
<b>Euroair Transport</b>										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	1	-
BAE(HS) 125	-	-	-	-	-	-	-	-	-	-
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	2	-
Embraer EMB110 Bandeirante	3	-	16	-	10	-	-	26	4	0.7
Vickers Viscount 800	7	2	25	2	17	4	86	235	3	1.2
<b>Total</b>	<b>10</b>	<b>2</b>	<b>41</b>	<b>2</b>	<b>26</b>	<b>4</b>	<b>86</b>	<b>260</b>	<b>10</b>	<b>0.5</b>
<b>Euroflite</b>										
Handley Page Jetstream 31/200	66	-	213	-	172	-	1 117	487	2	3.0
<b>Total</b>	<b>66</b>	<b>-</b>	<b>213</b>	<b>-</b>	<b>172</b>	<b>-</b>	<b>1 117</b>	<b>487</b>	<b>2</b>	<b>3.0</b>
<b>Guernsey Airlines</b>										
Shorts 330	42	-	152	-	169	-	2 920	911	1	5.3
<b>Total</b>	<b>42</b>	<b>-</b>	<b>152</b>	<b>-</b>	<b>169</b>	<b>-</b>	<b>2 920</b>	<b>911</b>	<b>1</b>	<b>5.3</b>
<b>Heavylift Cargo Airlines</b>										
Canadair CL44	-	-	-	-	-	-	-	-	1	-
Shorts Belfast	-	73	-	36	-	184	-	-	3	2.5
<b>Total</b>	<b>-</b>	<b>73</b>	<b>-</b>	<b>36</b>	<b>-</b>	<b>184</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>1.9</b>
<b>Jersey European Airways</b>										
De Havilland DHC-6 Twin Otter	25	-	222	-	129	-	1 450	187	3	2.0
Embraer EMB110 Bandeirante	1	-	8	-	2	-	72	5	1	0.4
Shorts 330	38	-	119	-	150	-	1 423	455	1	5.4
<b>Total</b>	<b>64</b>	<b>-</b>	<b>349</b>	<b>-</b>	<b>281</b>	<b>-</b>	<b>2 945</b>	<b>647</b>	<b>5</b>	<b>2.3</b>

36

**Aircraft Type and Utilisation: Individual Airlines**

**Table 12.2 Cont**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1984	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>Loganair</b>										
Pilatus BN-2A Islander	33	-	622	-	151	-	2 440	133	6	0.9
Fokker F27 100-600	39	-	130	-	148	-	3 677	1 099	1	4.9
De Havilland DHC-6 Twin Otter	125	-	721	-	560	-	6 413	1 203	5	3.7
Embraer EMB110 Bandeirante	-	-	-	-	-	-	-	-	-	3.4
Shorts 360	72	-	336	-	289	-	7 025	1 540	2	4.7
<b>Total</b>	<b>268</b>	<b>-</b>	<b>1 809</b>	<b>-</b>	<b>1 147</b>	<b>-</b>	<b>19 555</b>	<b>3 975</b>	<b>14</b>	<b>2.7</b>
<b>London European Airways</b>										
Vickers Viscount 800	4	-	10	-	10	-	60	21	-	-
<b>Total</b>	<b>4</b>	<b>-</b>	<b>10</b>	<b>-</b>	<b>10</b>	<b>-</b>	<b>60</b>	<b>21</b>	<b>-</b>	<b>-</b>
<b>Manx Airlines</b>										
De Havilland DHC-6 Twin Otter	33	-	243	-	177	-	2 277	318	1	6.1
Shorts 360	65	8	430	60	312	40	7 853	1 464	2	5.5
Vickers Viscount 800	36	-	93	-	124	-	3 862	1 500	1	4.6
<b>Total</b>	<b>134</b>	<b>8</b>	<b>766</b>	<b>60</b>	<b>613</b>	<b>40</b>	<b>13 992</b>	<b>3 281</b>	<b>4</b>	<b>5.4</b>
<b>Metropolitan Airways</b>										
De Havilland DHC-6 Twin Otter	-	-	-	-	-	-	-	-	-	4.5
Shorts 330	93	-	460	-	403	-	448	1 249	3	4.6
<b>Total</b>	<b>93</b>	<b>-</b>	<b>460</b>	<b>-</b>	<b>403</b>	<b>-</b>	<b>448</b>	<b>1 249</b>	<b>3</b>	<b>4.6</b>
<b>Monarch Airlines</b>										
BAE(BAC)1-11-500 Series	105	-	96	-	191	-	10 276	11 506	2	4.5
Boeing 737-200	122	-	58	-	190	-	5 853	12 945	1	8.5
Boeing 757-200	535	-	245	-	789	-	48 645	108 119	3	9.3
<b>Total</b>	<b>762</b>	<b>-</b>	<b>399</b>	<b>-</b>	<b>1 169</b>	<b>-</b>	<b>64 774</b>	<b>132 570</b>	<b>6</b>	<b>7.8</b>
<b>North Scottish Helicopters</b>										
MBB BO105	39	-	1 436	-	194	-	2 522	67	4	2.0
Sikorsky S76 Spirit	58	-	313	-	216	-	1 854	338	3	2.6
Aerospatiale SA365 Dauphin	45	-	1 482	-	178	-	4 772	144	3	2.6
Aerospatiale AS332 Super Puma	82	-	328	-	326	-	3 278	810	5	2.9
<b>Total</b>	<b>224</b>	<b>-</b>	<b>3 559</b>	<b>-</b>	<b>915</b>	<b>-</b>	<b>12 426</b>	<b>1 359</b>	<b>15</b>	<b>2.5</b>
<b>Orion Airways</b>										
Boeing 737-200	695	-	470	-	1 166	-	42 505	78 759	8	7.5
Boeing 737-300	15	-	9	-	24	-	928	1 500	-	-
<b>Total</b>	<b>710</b>	<b>-</b>	<b>479</b>	<b>-</b>	<b>1 190</b>	<b>-</b>	<b>43 433</b>	<b>80 259</b>	<b>8</b>	<b>7.5</b>

**Aircraft Type and Utilization: Individual Airlines**

**Table 12.2 Cont**

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Qtr Ended Dec 1984	Avge Daily Utilisation Per A/C (Hours) Qtr Ended Dec 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
Spacegrand Aviation Services										
De Havilland DHC-6 Twin Otter	35	-	292	1	159	1	1 865	337	2	2.8
Piper PA31/31P Navajo Chief	2	-	6	-	6	-	33	10	1	0.4
<b>Total</b>	<b>37</b>	<b>-</b>	<b>298</b>	<b>1</b>	<b>165</b>	<b>1</b>	<b>1 898</b>	<b>346</b>	<b>3</b>	<b>2.0</b>
Tradewinds Airways										
Boeing 707-320C/336	-	375	-	95	-	499	-	-	3	5.4
<b>Total</b>	<b>-</b>	<b>375</b>	<b>-</b>	<b>95</b>	<b>-</b>	<b>499</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>5.4</b>
Virgin Atlantic Airways										
Boeing 747-200	94	-	21	-	125	-	4 840	28 610	1	11.2
<b>Total</b>	<b>94</b>	<b>-</b>	<b>21</b>	<b>-</b>	<b>125</b>	<b>-</b>	<b>4 840</b>	<b>28 610</b>	<b>1</b>	<b>11.2</b>
<b>Grand Total</b>	<b>34 038</b>	<b>907</b>	<b>54 247</b>	<b>1 248</b>	<b>67 401</b>	<b>1 985</b>	<b>2 250 946</b>	<b>4 015 490</b>	<b>581</b>	<b>4.8</b>

- (a) Excludes air taxi operations (see Table 15)
- (b) Excludes passengers uplifted on sub charter operations
- (c) The figures in this table relate only to operations performed by each airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication.

Passengers Uplifted on Domestic Routes February 1985 (a) (b)

Table 13

Heathrow	Gatwick	3 835	Aberdeen	Birmingham	1 339
	Aberdeen	26 209		Dundee	10
	Belfast	50 258		East Midlands	318
	Birmingham	5 933		Edinburgh	1 120
	Carlisle	785		Glasgow	3 067
	Channel Islands (c)	17 058		Humberside	691
	Dundee	634		Inverness	83
	East Midlands	4 111		Kirkwall	1 117
	Edinburgh	62 330		Leeds/Bradford	545
	Glasgow	70 726		Manchester	3 176
	Humberside	950		Newcastle	1 307
	Inverness	4 516		Newquay	29
	Isle of Man	3 849		Norwich	2 304
	Leeds/Bradford	7 667		Other Scottish Aerodromes	5 354
	Liverpool	4 603	Plymouth	22	
	Manchester	52 843	Sumburgh	7 235	
	Newcastle	19 056	Tees-Side	1 079	
	Newquay	2 329			
	Norwich	1 166	Belfast	Birmingham	5 185
	Plymouth	2 458		Bristol	796
Tees-Side	9 553		Cardiff Wales	523	
			Channel Islands (c)	54	
Gatwick	Aberdeen	4 969		East Midlands	1 987
	Belfast	6 195		Glasgow	3 758
	Birmingham	1 269		Leeds/Bradford	2 394
	Bristol	190		Manchester	7 729
	Cardiff Wales	319		Newcastle	969
	Channel Islands (c)	11 332		Prestwick	28
	Edinburgh	8 102		Tees-Side	305
	Exeter	400			
	Glasgow	9 460	Belfast Harbour	Blackpool	942
	Inverness	629		Edinburgh	3 486
	Manchester	10 617		Glasgow	2 308
	Newcastle	3 415		Isle of Man	832
	Plymouth	575		Liverpool	1 913
			Manchester	1 589	
Southend	Channel Islands (c)	533		Tees-Side	247
Stansted	Aberdeen	131	Birmingham	Bournemouth	31
	Channel Islands (c)	368		Channel Islands (c)	964
	Edinburgh	1 793		Edinburgh	3 883
	Leeds/Bradford	96		Glasgow	4 992
			Manchester	117	
			Newcastle	163	
			Blackpool	Isle of Man	1 749
			Bournemouth	Cardiff Wales	4
				Channel Islands (c)	2 077
				Manchester	558
				Newcastle	118

Passengers Uplifted on Domestic Routes February 1985 (a) (b)

Table 13 Cont'd

Bristol	Cardiff Wales	485	Humberside	Norwich	398	
	Channel Islands (c)	83		Tees-Side	22	
	Glasgow	127		Inverness	Kirkwall	528
	Leeds/Bradford	68			Other Scottish Aerodromes	1 642
Cardiff Wales	Channel Islands (c)	965	Isle of Man	Sumburgh	15	
	Glasgow	181		Liverpool	3 228	
	Leeds/Bradford	148		Manchester	2 443	
	Manchester	119		Isles of Scilly-St. Marys	Penzance Heliport	1 709
	Newcastle	225			Kirkwall	Other Scottish Aerodromes
Carlisle	Dundee	13	Sumburgh	631		
	Channel Islands (c)	Channel Islands (c)	11 097	Leeds/Bradford	Norwich	1
East Midlands		1 023	Manchester	Newcastle	655	
Exeter		712		Plymouth	27	
Glasgow		164	Newquay	Tees-Side	190	
Manchester		1 623		Other Scottish Aerodromes	Other Scottish Aerodromes	1 050
Plymouth		828	Other Routes (d)	Other Routes (d)	2 128	
Shoreham		84	Other Routes (d)			
Southampton		9 782				
Dundee	Manchester	597				
East Midlands	Edinburgh	584				
	Glasgow	2 485				
	Other Scottish Aerodromes	69				
Edinburgh	Glasgow	26				
	Humberside	199				
	Inverness	350				
	Kirkwall	377				
	Leeds/Bradford	1 180				
	Manchester	2 713				
	Norwich	842				
	Other Scottish Aerodromes	1 023				
	Sumburgh	111				
	Exeter	Plymouth	1			
Glasgow	Humberside	138				
	Inverness	2 026				
	Isle of Man	494				
	Kirkwall	238				
	Leeds/Bradford	1 113				
	Londonderry	517				
	Manchester	5 219				
	Newcastle	448				
	Other Scottish Aerodromes	5 202				
	Sumburgh	325				
	Tees-Side	299				

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

(b) Excludes passengers uplifted on air taxi operations.

(c) Comprises Alderney, Guernsey and Jersey.

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

Note: Passengers are counted in both directions.

**Scheduled Passenger Analysis By Fare Groups (a) February 1985**

**Table 14.1**

	First	Premium	Economy	Fare Groups		Discount	Part Charter	Inclusive Tour	Standby	Class Fares	Total Passengers
				Advance Purchase	Off-Peak						
<b>Class 1</b>											
All	22 328	196 395	592 500	160 594	12 090	301 262	42 692	70 705	26 745	51 202	1 476 513
International	21 662	189 161	254 566	130 347	7 793	182 425	39 055	62 095	6 065	34 442	927 611
Domestic	666	7 234	337 934	30 247	4 297	118 837	3 637	8 610	20 680	16 760	548 902

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

**Non-Scheduled Passenger Analysis of Licences  
 and Charter Categories (a) February 1985**

**Table 14.2**

		Charter Categories			Total Passengers
		ABC	ITC	Other	
Class 2	All	2 513	-	18 822	21 335
	International	2 513	-	18 542	21 055
	Domestic	-	-	280	280
Class 3	All	-	611 755	-	611 755
	International	-	611 755	-	611 755
	Domestic	-	-	-	-
Class 4	All	-	8 933	6 239	15 172
	International	-	8 933	6 239	15 172
	Domestic	-	-	-	-
Class 7	All	-	-	131 019	131 019
	International	-	-	130 813	130 813
	Domestic	-	-	206	206
(b) Exempt	All	-	-	26 160	26 160
	International	-	-	14 604	14 604
	Domestic	-	-	11 556	11 556
Total Non-Scheduled	All	2 513	620 688	182 240	805 441
	International	2 513	620 688	170 198	793 399
	Domestic	-	-	12 042	12 042

(a) Excludes air taxi operations (see Table 15)

(b) Excludes exempt sub-charter passengers



Public Transport Air Taxi Operations (a) October-December 1984

Table 15

	Stage Flights	Aircraft Hours
Aerospatiale AS355 Ecureuil 2	86	177
Aerospatiale SA330 Puma	37	47
Aerospatiale SA341 Gazelle	75	49
Aerospatiale SA350 Ecureuil	230	174
Aerospatiale SA365 Dauphin	100	79
Agusta A109A	150	58
BAE(HS) 125	680	711
Beech Kingair 90/100	1 101	2 071
Beechcraft Baron Mod.55/58/58P	93	79
Beechcraft Queen Air 65/80	162	293
Beechcraft 200 Super King Air	493	611
Beechcraft 76 Duchess	22	31
Beechcraft 95 Travel Air	70	50
Bell Model 214ST	3	2
Bell 206B Jet Ranger	2 012	1 559
Bell 206L Long Ranger	281	209
Bell 47G	15	5
Cessna T303 Crusader	27	351
Cessna 150	5	4
Cessna 172 Skyhawk	95	56
Cessna 180 Skywagon	34	13
Cessna 310	433	349
Cessna 337 Super Skymaster	59	32
Cessna 401/402/411/421	427	456
Cessna 404 Titan	1 962	2 010
Cessna 414A Chancellor	67	61
Cessna 425 Corsair	99	137
Cessna 441 Conquest	597	700
Cessna 500 Citation I	32	41
Cessna 550 Citation II	292	417
Dassault Mystere-Falcon 20	124	156
De Havilland DHC-6 Twin Otter	2 055	2 324
Douglas DC3/C47 Dakota	316	437
Embraer EMB110 Bandeirante	1 951	1 283
Enstrom F28A/F280 Shark	33	42
Gates Learjet 35A	135	215
Grumman GA-7 Cougar	18	52
Handley Page Jetstream 31/200	1 408	1 347
Hawker Siddeley DH114 Heron	44	120
Hughes 500	245	404
MBB 80105	882	533
Mitsubishi Diamond 1	26	36
Partenavia P68B/C	742	949
Pilatus BN-2A Islander	1 242	821
Pilatus BN-2A MKIII Trislander	474	455
Piper PA-23 Aztec/Apache	2 296	2 448
Piper PA-34 Seneca II	164	155
Piper PA28 Cherokee SRS/PA32	57	41
Piper PA30/PA39 Twin Comanche	238	244
Piper PA31/31P Navajo Chieftn	2 387	2 733
RO Turbo Commander 680T/690	143	166
Shorts 330	677	605
Shorts 360	709	723
Sikorsky S61N	921	1 193
Sikorsky S76 Spirit	524	189
Westland Whirlwind	36	53
<b>Total</b>	<b>27 586</b>	<b>28 553</b>

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

## 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 Statements of Movements Passengers and Cargo". These arise mainly because UK airline statistics do not include details of non-revenue activity but cover worldwide operations by the carriers.

### CLASSES OF LICENCE

**Licence** means an air transport licence granted under Section 65 of the Civil Aviation Act 1982.

**Class 1** authorises scheduled service flights;

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

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

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

**Class 5** authorises substitute 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 (b) of the Civil Aviation Act 1982 has by an instrument dated 2 June 1980 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than;

- (a) flights to or from a vessel or installation 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 SERVICE

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

## MEASURES AND THEIR COMPUTATION

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

<b>Aircraft days available</b>	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.
<b>Aircraft hours</b>	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 ie 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 are calculated by multiplying the number of flights performed by the stage distance.
<b>All cargo services</b>	are scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
<b>Cargo (or mail) tonne-kilometres used</b>	are calculated by multiplying the number of tonnes of cargo and diplomatic bags carried on each stage flight by the stage distance. Mail tonne-kilometres used are computed in a similar way.
<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>	are calculated 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>Passenger load factor</b>	is calculated by dividing seat-kilometres used by seat-kilometres available and expressing it as a percentage.
<b>Passenger Tonne Kilometres Used</b>	are calculated by multiplying the weight of passengers uplifted on each stage flight by the stage distance.
<b>Passenger uplifted</b>	are calculated by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight.
<b>Payload capacity</b>	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** are calculated by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations.
- Seat-kilometres used** are calculated by multiplying the number of revenue passengers carried on each stage flight by the stage distance.
- Stage flight** Is operated from when an aircraft takes off to when it next lands (including technical stops).
- Tonne** 1000 kilogrammes.
- Tonne-kilometres available** are calculated by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.
- Tonne-kilometres used** are calculated by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
- Tonnes available** The capacity of the aircraft for the carriage of payload measured in tonnes.
- Weight load factor** is calculated by dividing tonne-kilometres used by tonne-kilometres available and expressing it as a percentage.