

**Civil Aviation Authority**

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**UK Airlines**

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

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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 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.

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

**Table 1**

	Output in available tonne-kilometres (000 000)	Percentage of all available tonne- kilometres
British Airways	7 260	58.20
British Caledonian Airways	1 526	12.23
Britannia Airways	752	6.03
Dan-Air Services	598	4.80
British Airtours	440	3.52
Monarch Airlines	304	2.44
Air Europe	296	2.37
Orion Airways	264	2.12
British Midland	228	1.83
Tradewinds Airways	184	1.48
British Caledonian Charter	144	1.15
Virgin Atlantic Airways (c)	134	1.07
Air UK	60	0.48
Heavylift Cargo Airlines	45	0.36
British Island Airways	36	0.29
Anglo Cargo	30	0.24
Air Bridge Carriers	28	0.22
British Air Ferries	21	0.17
Bristow Helicopters	20	0.16
British Airways Helicopters	20	0.16
Airways International (Cymru)	15	0.12
Others (24 airlines)	68	0.55

(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>			
January 1984	13 055	9 019	3 036
January 1985	13 156	9 852	3 303
<b>Latest year's growth (percentages)</b>	<b>9.1</b>	<b>9.2</b>	<b>8.8</b>
<b>Mean rates of growth (percentages)</b>			
<b>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 January 1985

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 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	131	570	464	5 200	3 754	1 873	49.9	6	326	151	1	-	150	46.3
Air UK	1 118	3 566	3 721	55 663	48 882	21 792	44.6	124	5 094	1 901	4	45	1 851	37.3
Aurigny Air Services	67	1 184	331	9 701	1 071	529	49.4	99	89	48	-	5	42	54.0
Birmingham Executive Airways	171	185	485	1 042	2 051	1 063	51.8	1	180	86	-	1	85	47.6
British Air Ferries	7	40	29	370	223	126	56.6	-	25	10	-	-	10	41.4
British Airways	18 255	14 632	29 710	1 148 879	4 442 827	2 843 310	64.0	15 536	575 426	348 010	11 681	73 580	262 748	60.5
British Airways Helicopters	6	102	34	1 466	162	88	54.2	21	15	8	-	1	7	58.2
British Caledonian Airways	3 992	2 876	6 141	149 969	830 236	473 350	57.0	3 825	120 857	67 546	2 339	21 840	43 366	55.9
British Midland	1 076	2 850	3 139	101 610	82 278	42 714	51.9	270	8 678	3 463	87	45	3 332	39.9
Brown Air Services	40	40	98	80	280	80	28.6	-	26	6	-	-	6	24.6
Brymon Airways	157	810	697	8 538	5 155	2 581	50.1	8	497	214	-	2	212	43.1
Burnthills Hlnd Heli Sys	-	1	-	1	-	-	25.0	-	-	-	-	-	-	33.3
Cathay Pacific Airways (a)	726	124	961	15 467	291 752	164 807	56.5	819	40 275	24 490	174	8 390	15 926	60.8
Connectair	42	130	154	705	568	228	40.2	1	54	18	-	-	17	32.2
Dan Air Services	915	2 319	2 481	55 027	70 549	31 204	44.2	273	5 705	2 678	31	151	2 496	46.9
Euroflite	77	251	211	1 148	1 228	512	41.7	-	123	41	-	-	41	33.4
Guernsey Airlines	54	193	223	4 776	2 107	1 322	62.7	3	215	111	-	1	110	51.5
Jersey European Airways	76	426	335	2 871	1 843	628	34.1	1	175	47	-	-	47	27.1
Logenair	294	1 943	1 254	19 272	7 213	3 970	55.0	-	650	357	-	-	357	55.0
Manx Airlines	151	877	680	15 028	6 490	3 465	53.4	65	581	293	-	16	277	50.6
Metropolitan Airways	16	83	62	598	488	117	24.0	-	55	9	-	-	9	15.6
Spacegrand Aviation Services	42	330	187	2 285	807	417	51.6	2	61	31	-	-	31	52.0
Virgin Atlantic Airways	254	78	343	15 767	116 381	80 887	69.5	542	15 494	10 546	-	3 026	7 520	68.1
<b>Total Passenger Services</b>	<b>27 667</b>	<b>33 610</b>	<b>51 740</b>	<b>1 615 463</b>	<b>5 916 348</b>	<b>3 675 063</b>	<b>62.1</b>	<b>21 595</b>	<b>774 598</b>	<b>460 065</b>	<b>14 318</b>	<b>107 104</b>	<b>338 643</b>	<b>59.4</b>
<b>Cargo Services</b>														
Air Bridge Carriers	83	212	259	-	-	-	-	1 419	1 074	515	-	515	-	47.6
Air UK	25	60	86	-	-	-	-	198	126	83	-	83	-	66.0
British Air Ferries	5	8	15	-	-	-	-	28	37	18	-	18	-	49.1
British Airways	9	2	11	-	-	-	-	14	472	8	-	8	-	1.8
British Caledonian Airways	23	40	49	-	-	-	-	358	253	203	203	-	-	80.2
British Midland	22	42	65	-	-	-	-	195	147	103	-	103	-	70.4
Cathay Pacific Airways (a)	138	30	184	-	-	-	-	504	13 796	5 661	-	5 661	-	41.0
Channel Express (Air Svcs)	16	108	73	-	-	-	-	376	86	64	-	64	-	75.4
Tradewinds Airways	166	39	224	-	-	-	-	792	6 984	4 732	-	4 732	-	67.8
<b>Total Cargo Services</b>	<b>487</b>	<b>541</b>	<b>967</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3 882</b>	<b>22 973</b>	<b>11 388</b>	<b>203</b>	<b>11 185</b>	<b>-</b>	<b>49.6</b>
<b>Grand Total</b>	<b>28 154</b>	<b>34 151</b>	<b>52 707</b>	<b>1 615 463</b>	<b>5 916 348</b>	<b>3 675 063</b>	<b>62.1</b>	<b>25 477</b>	<b>797 571</b>	<b>471 453</b>	<b>14 520</b>	<b>118 290</b>	<b>338 643</b>	<b>59.1</b>

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

International Scheduled Services January 1985 (a)

Table 3.2

	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 (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<b>Passenger Services</b>														
Air UK	703	1 711	2 209	25 646	30 339	12 791	42.2	69	3 242	1 121	2	33	1 086	34.6
Aurigny Air Services	8	89	38	542	113	47	41.6	1	10	4	-	-	4	40.6
Birmingham Executive Airways	171	185	485	1 042	2 051	1 063	51.8	1	180	86	-	1	85	47.6
British Airways	16 408	9 958	25 003	845 188	4 221 344	2 710 381	64.2	14 722	553 042	336 811	11 556	73 389	251 866	60.9
British Caledonian Airways	3 677	1 691	5 257	109 801	799 148	457 715	57.3	3 701	117 818	66 230	2 309	21 824	42 098	56.2
British Midland	104	232	345	4 646	4 634	2 079	44.9	12	427	167	1	4	162	39.1
Brown Air Services	40	40	98	80	280	80	28.6	-	26	6	-	-	6	24.6
Brymon Airways	13	38	52	457	261	157	60.1	-	21	13	-	-	13	60.3
Cathay Pacific Airways (b)	726	124	961	15 467	291 752	164 807	56.5	819	40 275	24 490	174	8 390	15 926	60.8
Connectair	42	130	154	705	568	228	40.2	1	54	18	-	-	17	32.2
Den Air Services	448	890	1 089	22 028	36 052	14 530	40.3	151	2 921	1 267	14	91	1 162	43.4
Euroflite	77	251	211	1 148	1 228	512	41.7	-	123	41	-	-	41	33.4
Jersey European Airways	40	200	163	1 837	1 099	375	34.1	1	108	28	-	-	28	26.4
Manx Airlines	7	54	37	554	160	71	44.7	1	14	6	-	-	6	41.2
Virgin Atlantic Airways	254	78	343	15 767	116 381	80 887	69.5	542	15 494	10 546	-	3 026	7 520	68.1
<b>Total Passenger Services</b>	<b>22 719</b>	<b>15 671</b>	<b>36 445</b>	<b>1 044 908</b>	<b>5 505 410</b>	<b>3 445 724</b>	<b>62.6</b>	<b>20 020</b>	<b>733 752</b>	<b>440 834</b>	<b>14 056</b>	<b>106 757</b>	<b>320 021</b>	<b>60.1</b>
<b>Cargo Services</b>														
Air Bridge Carriers	41	77	133	-	-	-	-	269	392	148	-	148	-	37.0
Air UK	25	60	86	-	-	-	-	198	126	83	-	83	-	66.0
British Air Ferries	5	8	15	-	-	-	-	28	37	18	-	18	-	49.1
British Airways	9	2	11	-	-	-	-	12	472	8	-	8	-	1.8
British Caledonian Airways	-	-	-	-	-	-	-	4	-	-	-	-	-	0.0
British Midland	22	42	65	-	-	-	-	195	147	103	-	103	-	70.4
Cathay Pacific Airways (b)	138	30	184	-	-	-	-	504	13 796	5 661	-	5 661	-	41.0
Tradewinds Airways	166	39	224	-	-	-	-	792	6 984	4 732	-	4 732	-	67.8
<b>Total Cargo Services</b>	<b>407</b>	<b>258</b>	<b>719</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 000</b>	<b>21 953</b>	<b>10 754</b>	<b>-</b>	<b>10 754</b>	<b>-</b>	<b>49.0</b>
<b>Grand Total</b>	<b>23 126</b>	<b>15 929</b>	<b>37 164</b>	<b>1 044 908</b>	<b>5 505 410</b>	<b>3 445 724</b>	<b>62.6</b>	<b>22 020</b>	<b>755 705</b>	<b>451 588</b>	<b>14 056</b>	<b>117 511</b>	<b>320 021</b>	<b>59.7</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) Includes only operations of Cathay Pacific Airways performed under their UK Class 1 Air Transport Licence (London Hong-Kong route).

Domestic Scheduled Services January 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-Kilometres Used					
									Tonne-Km Available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
<b>Passenger Services</b>														
Air Ecosse	131	570	464	5 200	3 754	1 873	49.9	6	326	151	1	-	150	46.3
Air UK	415	1 855	1 511	30 017	18 542	9 001	48.5	55	1 852	780	2	13	765	42.1
Aurigny Air Services	59	1 095	293	9 159	958	482	50.3	98	79	44	-	5	39	55.6
British Air Ferries	7	40	29	370	223	126	56.6	-	25	10	-	-	10	41.4
British Airways	1 847	4 674	4 708	303 691	221 483	132 928	60.0	814	22 385	11 199	125	191	10 882	50.0
British Airways Helicopters	6	102	34	1 466	162	88	54.2	21	15	8	-	1	7	58.2
British Caledonian Airways	314	1 185	884	40 168	31 089	15 635	50.3	124	3 039	1 316	31	17	1 269	43.3
British Midland	972	2 618	2 795	96 964	77 644	40 634	52.3	258	8 251	3 296	86	41	3 169	39.9
Brymon Airways	144	772	645	8 081	4 894	2 424	49.5	8	475	201	-	2	199	42.3
Burnthills Hlnd Heli Svs	-	1	-	1	-	-	25.0	-	-	-	-	-	-	33.3
Dan Air Services	467	1 429	1 392	32 999	34 497	16 673	48.3	122	2 784	1 411	17	60	1 334	50.7
Guernsey Airlines	54	193	223	4 776	2 107	1 322	62.7	3	215	111	-	1	110	51.5
Jersey European Airways	35	226	172	1 034	744	254	34.1	-	67	19	-	-	19	28.3
Loganair	294	1 943	1 254	19 272	7 213	3 970	55.0	-	650	357	-	-	357	55.0
Manx Airlines	144	823	643	14 474	6 330	3 394	53.6	64	566	288	-	16	271	50.8
Metropolitan Airways	16	83	62	598	488	117	24.0	-	55	9	-	-	9	15.6
Spacegrand Aviation Services	42	330	187	2 285	807	417	51.6	2	61	31	-	-	31	52.0
<b>Total Passenger Services</b>	<b>4 948</b>	<b>17 939</b>	<b>15 295</b>	<b>570 555</b>	<b>410 938</b>	<b>229 339</b>	<b>55.8</b>	<b>1 575</b>	<b>40 845</b>	<b>19 231</b>	<b>262</b>	<b>347</b>	<b>18 622</b>	<b>47.1</b>
<b>Cargo Services</b>														
Air Bridge Carriers	42	135	126	-	-	-	-	1 150	682	367	-	367	-	53.8
British Airways	-	-	-	-	-	-	-	2	-	-	-	-	-	0.0
British Caledonian Airways	23	40	49	-	-	-	-	355	253	203	203	-	-	80.2
Channel Express (Air Svcs)	16	108	73	-	-	-	-	376	86	64	-	64	-	75.4
<b>Total Cargo Services</b>	<b>80</b>	<b>283</b>	<b>248</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 882</b>	<b>1 020</b>	<b>634</b>	<b>203</b>	<b>431</b>	<b>-</b>	<b>62.1</b>
<b>Grand Total</b>	<b>5 028</b>	<b>18 222</b>	<b>15 543</b>	<b>570 555</b>	<b>410 938</b>	<b>229 339</b>	<b>55.8</b>	<b>3 457</b>	<b>41 866</b>	<b>19 865</b>	<b>465</b>	<b>778</b>	<b>18 622</b>	<b>47.4</b>

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

All Non-Scheduled Services January 1985 (a)

Table 4.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)		Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted	Cargo & Mail Uplifted Tonnes				Tonne-Km Available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Air Atlantique	-	1	-	-	-	-	-	100.0	-	-	-	-	-	-	80.0
Air Bridge Carriers	68	90	157	-	-	-	-	-	440	1 233	714	-	714	-	57.9
Air Ecosse	23	73	66	-	-	683	349	51.0	-	55	29	-	-	29	52.3
Air Europe	908	434	1 423	56 797	139 737	124 185	88.9	-	3	13 218	9 942	3	2	9 936	75.2
Air UK	20	46	72	-	-	-	-	-	-	117	46	-	46	-	39.5
Airways Int (Cymru)	10	7	16	529	909	765	84.2	-	-	82	57	-	-	57	70.3
Anglo Cargo	39	9	49	-	-	-	-	-	115	1 625	1 422	-	1 422	-	87.5
Aurigny Air Services	-	2	1	-	2	2	91.2	-	-	-	-	-	-	-	89.3
Birmingham Executive Airways	71	191	224	-	-	1 272	834	65.6	-	111	67	-	-	67	60.5
Bond Helicopters	148	3 443	650	15 352	1 698	663	39.0	-	173	133	59	-	7	52	44.4
Bristow Helicopters	906	8 388	4 464	65 304	15 354	9 549	62.2	-	506	1 434	942	-	76	866	65.7
Britannia Airways	2 896	1 867	4 713	217 920	419 139	361 937	86.4	-	5	35 871	30 796	13	74	30 708	85.9
British Air Ferries	182	483	571	5 243	5 117	2 504	48.9	-	458	1 221	621	19	393	208	50.9
British Airtours	667	419	1 087	62 310	131 132	108 483	82.7	-	-	12 209	9 221	-	-	9 221	75.5
British Airways	191	122	298	13 882	33 405	27 971	83.7	-	4	3 867	2 676	-	132	2 544	69.2
British Airways Helicopters	550	3 896	2 399	45 537	14 031	9 233	65.8	-	189	1 352	769	-	27	742	56.8
British Caledonian Airways	26	30	51	2 637	2 964	2 295	77.4	-	-	278	198	-	-	198	71.0
British Caledonian Charter	307	126	440	38 257	116 659	103 457	88.7	-	42	10 793	8 380	-	131	8 249	77.6
British Caledonian Helis	128	453	562	4 575	2 309	1 298	56.2	-	51	245	118	-	14	104	48.2
British Island Airways	237	253	443	16 113	23 713	18 351	77.4	-	-	2 071	1 467	-	1	1 466	70.8
British Midland	9	27	32	163	430	311	72.2	-	10	48	28	-	4	24	58.9
Brymon Airways	58	147	198	4 239	2 908	1 673	57.5	-	17	291	144	-	7	137	49.5
Channel Express (Air Svcs)	17	88	67	-	-	-	-	-	146	83	57	37	20	-	68.1
Dan Air Services	2 168	1 695	3 769	158 124	284 750	245 502	86.2	-	548	23 054	19 838	105	94	19 638	86.0
Euroair Transport	8	13	23	67	205	64	31.4	-	15	58	19	-	14	5	33.2
Guernsey Airlines	7	40	29	-	223	126	56.6	-	-	25	10	-	-	10	41.4
Heavylift Cargo Airlines	75	34	174	-	-	-	-	-	206	2 404	1 353	-	1 353	-	56.3
Jersey European Airways	-	1	1	-	5	1	27.8	-	-	-	-	-	-	-	20.0
Manx Airlines	8	56	37	-	98	78	80.2	-	102	28	19	-	13	6	66.7
Metropolitan Airways	82	419	373	-	2 470	1 119	45.3	-	-	198	89	-	-	89	44.7
Monarch Airlines	964	504	1 497	73 007	178 261	147 537	82.8	-	36	16 355	13 276	1	152	13 122	81.2
North Scottish Helicopters	246	3 943	1 009	14 393	3 028	1 534	50.7	-	-	245	129	-	-	129	52.7
Orion Airways	911	551	1 488	52 196	118 384	96 703	81.7	-	-	11 201	7 720	-	-	7 720	68.9
Tradewinds Airways	158	45	205	-	-	-	-	-	905	6 655	4 549	-	4 549	-	68.3
<b>Total</b>	<b>12 092</b>	<b>27 896</b>	<b>26 588</b>	<b>846 645</b>	<b>1 498 888</b>	<b>1 266 526</b>	<b>84.5</b>	<b>3 970</b>	<b>146 562</b>	<b>114 755</b>	<b>180</b>	<b>9 245</b>	<b>105 330</b>	<b>78.3</b>	
Total sub-charter operations performed on behalf of UK airlines	492	1 147	1 385	..	33 336	25 632	76.9	..	3 711	2 494	14	333	2 148	67.2	
Total excluding sub-charter operations performed on behalf of UK airlines	11 600	26 749	25 203	846 645	1 465 552	1 240 894	84.7	3 970	142 851	112 261	166	8 912	103 182	78.6	

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

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

International Non-Scheduled Services January 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 Atlantique	-	1	-	-	-	-	100.0	-	-	-	-	-	-	-	80.0	
Air Bridge Carriers	52	61	118	-	-	-	-	39	971	506	-	506	-	-	52.1	
Air Ecosse	22	67	61	-	659	336	50.9	-	53	28	-	-	-	28	52.5	
Air Europe	908	434	1 423	56 797	139 737	124 185	88.9	3	13 218	9 942	3	2	9 936	75.2	75.2	
Air UK	20	46	72	-	-	-	-	-	117	46	-	46	-	-	39.5	
Airways Int (Cymru)	10	7	16	529	909	765	84.2	-	82	57	-	-	57	70.3	70.3	
Anglo Cargo	39	9	49	-	-	-	-	115	1 625	1 422	-	1 422	-	-	87.5	
Aurigny Air Services	-	2	1	-	2	2	91.2	-	-	-	-	-	-	-	89.3	
Bond Helicopters	148	3 443	650	15 352	1 698	663	39.0	173	133	59	-	7	52	44.4	44.4	
Bristow Helicopters	906	8 388	4 464	65 304	15 354	9 549	62.2	506	1 434	942	-	76	866	65.7	65.7	
Britannia Airways	2 890	1 855	4 701	217 753	418 810	361 698	86.4	5	35 612	30 726	13	25	30 688	86.3	86.3	
British Air Ferries	82	153	251	792	967	467	48.2	27	547	272	-	233	39	49.8	49.8	
British Airtours	667	419	1 087	62 310	131 132	108 483	82.7	-	12 209	9 221	-	-	9 221	75.5	75.5	
British Airways	190	117	295	13 524	33 320	27 894	83.7	4	3 858	2 669	-	132	2 538	69.2	69.2	
British Airways Helicopters	549	3 869	2 393	45 537	14 031	9 233	65.8	148	1 349	766	-	24	742	56.8	56.8	
British Caledonian Airways	26	30	51	2 637	2 964	2 295	77.4	-	278	198	-	-	198	71.0	71.0	
British Caledonian Charter	307	126	440	38 257	116 659	103 457	88.7	42	10 793	8 380	-	131	8 249	77.6	77.6	
British Caledonian Helis	126	449	556	4 570	2 286	1 296	56.7	51	242	118	-	14	104	48.8	48.8	
British Island Airways	237	249	440	15 959	23 636	18 306	77.4	-	2 065	1 464	-	1	1 463	70.9	70.9	
British Midland	2	3	5	163	141	134	95.2	-	15	10	-	-	10	70.0	70.0	
Channel Express (Air Svcs)	5	8	14	-	-	-	-	7	28	20	-	20	-	-	71.6	71.6
Dan Air Services	2 092	1 473	3 506	156 896	283 335	244 943	86.4	16	22 679	19 601	-	7	19 594	86.4	86.4	
Euroair Transport	8	13	23	67	205	64	31.4	15	58	19	-	14	5	33.2	33.2	
Heavylift Cargo Airlines	75	34	174	-	-	-	-	206	2 404	1 353	-	1 353	-	-	56.3	56.3
Metropolitan Airways	3	8	9	-	79	36	45.8	-	7	3	-	-	3	35.2	35.2	
Monarch Airlines	962	500	1 492	72 755	177 885	147 218	82.8	36	16 320	13 246	-	152	13 094	81.2	81.2	
North Scottish Helicopters	246	3 943	1 009	14 393	3 028	1 534	50.7	-	245	129	-	-	129	52.7	52.7	
Orion Airways	910	546	1 485	51 552	118 248	96 568	81.7	-	11 188	7 710	-	-	7 710	68.9	68.9	
Tradewinds Airways	158	45	205	-	-	-	-	905	6 655	4 549	-	4 549	-	-	68.3	68.3
<b>Total</b>	<b>11 642</b>	<b>26 298</b>	<b>24 991</b>	<b>835 147</b>	<b>1 485 088</b>	<b>1 259 128</b>	<b>84.8</b>	<b>2 297</b>	<b>144 186</b>	<b>113 456</b>	<b>17</b>	<b>8 714</b>	<b>104 725</b>	<b>78.7</b>	<b>78.7</b>	
Total sub-charter operations performed on behalf of UK airlines	301	396	657	..	27 286	22 164	81.2	..	2 966	2 161	12	282	1 866	72.8	72.8	
Total excluding sub-charter operations performed on behalf of UK airlines	11 341	25 902	24 334	835 147	1 457 802	1 236 964	84.9	2 297	141 219	111 295	5	8 431	102 859	78.8	78.8	

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

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

Domestic Non-Scheduled Services January 1985 (a)

Table 4.3

				(b)				(b)		Tonne-Kilometres Used				
	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)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	15	29	39	-	-	-	-	401	262	208	-	208	-	79.4
Air Ecosse	1	6	4	-	24	13	55.1	-	2	1	-	-	1	47.2
Birmingham Executive Airways	71	191	224	-	1 272	834	65.6	-	111	67	-	-	67	60.5
Britannia Airways	6	12	12	167	329	238	72.5	-	259	70	-	50	20	27.0
British Air Ferries	100	330	321	4 451	4 149	2 037	49.1	431	674	349	19	160	169	51.7
British Airways	1	5	3	358	85	77	90.6	-	9	6	-	-	6	70.7
British Airways Helicopters	1	27	6	-	-	-	-	41	3	3	-	3	-	82.4
British Caledonian Helis	2	4	6	5	23	2	8.7	-	3	-	-	-	-	0.0
British Island Airways	1	4	2	154	77	45	57.9	-	6	4	-	-	4	55.4
British Midland	7	24	27	-	289	176	61.0	10	33	18	-	4	14	53.9
Brymon Airways	58	147	198	4 239	2 908	1 673	57.5	17	291	144	-	7	137	49.5
Channel Express (Air Svcs)	12	80	53	-	-	-	-	139	55	37	37	-	-	66.3
Dan Air Services	76	222	263	1 228	1 415	560	39.6	532	375	237	105	87	45	63.2
Guernsey Airlines	7	40	29	-	223	126	56.6	-	25	10	-	-	10	41.4
Jersey European Airways	-	1	1	-	5	1	27.8	-	-	-	-	-	-	20.0
Manx Airlines	8	56	37	-	98	78	80.2	102	28	19	-	13	6	66.7
Metropolitan Airways	80	411	364	-	2 391	1 082	45.3	-	191	86	-	-	86	45.1
Monarch Airlines	2	4	5	252	376	318	84.6	-	34	30	1	1	29	88.3
Orion Airways	1	5	3	644	136	135	99.1	-	13	11	-	-	11	83.6
∞ Total	449	1 598	1 597	11 498	13 800	7 397	53.6	1 673	2 377	1 299	163	531	605	54.7
Total sub-charter operations performed on behalf of UK airlines	190	751	728	..	6 049	3 468	57.3	..	745	334	1	51	282	44.8
Total excluding sub-charter operations performed on behalf of UK airlines	259	847	869	11 498	7 750	3 930	50.7	1 673	1 632	966	161	481	324	59.2

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

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

All Class 2 Licence Operations January 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 Airtours	4	4	8	-	-	425	583	477	81.7
British Airways	2	4	6	-	-	288	242	153	63.2
British Caledonian Airways	2	4	5	-	-	323	270	192	70.8
British Caledonian Charter	115	32	153	5 869	-	-	43 566	35 869	82.3
British Island Airways	3	2	5	-	-	148	268	223	83.1
Dan Air Services	358	137	531	-	571	14 652	55 466	44 909	81.0
Monarch Airlines	14	3	18	-	-	86	3 131	589	18.8
Orion Airways	2	2	4	-	-	247	324	308	95.0
<b>Total</b>	<b>501</b>	<b>188</b>	<b>731</b>	<b>5 869</b>	<b>571</b>	<b>16 169</b>	<b>103 851</b>	<b>82 719</b>	<b>79.7</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
British Airtours	-	54	41	-	-	41	74.6
British Airways	-	26	14	-	-	14	56.2
British Caledonian Airways	-	25	16	-	-	16	65.0
British Caledonian Charter	-	4 013	2 859	-	-	2 859	71.2
British Island Airways	-	24	18	-	-	18	73.8
Dan Air Services	-	4 436	3 591	-	-	3 591	80.9
Monarch Airlines	11	288	133	-	80	53	46.2
Orion Airways	-	31	25	-	-	25	80.1
<b>Total</b>	<b>11</b>	<b>8 898</b>	<b>6 697</b>	<b>-</b>	<b>80</b>	<b>6 617</b>	<b>75.3</b>

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International Class 2 Licence Operations January 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 Airtours	4	4	8	-	-	425	583	477	81.7
British Airways	2	4	6	-	-	288	242	153	63.2
British Caledonian Airways	2	4	5	-	-	323	270	192	70.8
British Caledonian Charter	115	32	153	5 869	-	-	43 566	35 869	82.3
British Island Airways	3	2	5	-	-	148	268	223	83.1
Dan Air Services	358	137	531	-	571	14 652	55 466	44 909	81.0
Monarch Airlines	14	3	18	-	-	86	3 131	589	18.8
Orion Airways	2	2	4	-	-	247	324	308	95.0
<b>Total</b>	<b>501</b>	<b>188</b>	<b>731</b>	<b>5 869</b>	<b>571</b>	<b>16 169</b>	<b>103 851</b>	<b>82 719</b>	<b>79.7</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
British Airtours	-	54	41	-	-	41	74.6
British Airways	-	26	14	-	-	14	56.2
British Caledonian Airways	-	25	16	-	-	16	65.0
British Caledonian Charter	-	4 013	2 859	-	-	2 859	71.2
British Island Airways	-	24	18	-	-	18	73.8
Dan Air Services	-	4 436	3 591	-	-	3 591	80.9
Monarch Airlines	11	288	133	-	80	53	46.2
Orion Airways	-	31	25	-	-	25	80.1
<b>Total</b>	<b>11</b>	<b>8 898</b>	<b>6 697</b>	<b>-</b>	<b>80</b>	<b>6 617</b>	<b>75.3</b>



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			

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 3 Licence Operations January 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	891	424	1 391	55 549	-	137 505	122 043	88.8
Airways Int (Cymru)	9	6	14	444	-	803	664	82.7
Britannia Airways	2 647	1 624	4 277	198 389	-	387 320	336 215	86.8
British Airtours	632	393	1 026	61 466	-	125 039	103 499	82.8
British Airways	151	94	230	12 046	-	23 771	19 637	82.6
British Caledonian Airways	24	26	46	2 314	-	2 694	2 104	78.1
British Caledonian Charter	192	94	287	32 388	-	73 093	67 588	92.5
British Island Airways	162	168	300	15 078	-	16 834	15 027	89.3
British Midland	1	1	2	82	-	101	98	96.5
Dan Air Services	1 597	1 202	2 717	128 883	-	209 965	183 793	87.5
Monarch Airlines	917	479	1 422	70 903	-	170 966	143 520	83.9
Orion Airways	828	488	1 346	47 740	-	107 606	87 268	81.1
<b>Total</b>	<b>8 051</b>	<b>4 999</b>	<b>13 058</b>	<b>625 282</b>	<b>-</b>	<b>1 255 697</b>	<b>1 081 455</b>	<b>86.1</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	-	13 007	9 765	-	-	9 765	75.1
Airways Int (Cymru)	-	72	50	-	-	50	69.0
Britannia Airways	-	32 933	28 522	-	-	28 522	86.6
British Airtours	-	11 642	8 798	-	-	8 798	75.6
British Airways	-	2 652	1 792	-	-	1 792	67.6
British Caledonian Airways	-	253	181	-	-	181	71.6
British Caledonian Charter	42	6 780	5 521	-	131	5 390	81.4
British Island Airways	-	1 457	1 202	-	-	1 202	82.5
British Midland	-	11	8	-	-	8	68.1
Dan Air Services	-	16 796	14 703	-	-	14 703	87.5
Monarch Airlines	24	15 688	12 832	-	72	12 760	81.8
Orion Airways	-	10 181	6 967	-	-	6 967	68.4
<b>Total</b>	<b>66</b>	<b>111 471</b>	<b>90 341</b>	<b>-</b>	<b>203</b>	<b>90 137</b>	<b>81.0</b>

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International Class 3 Licence Operations January 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	891	424	1 391	55 549	-	137 505	122 043	88.8
Airways Int (Cymru)	9	6	14	444	-	803	664	82.7
Britannia Airways	2 647	1 624	4 277	198 389	-	387 320	336 215	86.8
British Airtours	632	393	1 026	61 466	-	125 039	103 499	82.8
British Airways	151	94	230	12 046	-	23 771	19 637	82.6
British Caledonian Airways	24	26	46	2 314	-	2 694	2 104	78.1
British Caledonian Charter	192	94	287	32 388	-	73 093	67 588	92.5
British Island Airways	162	168	300	15 078	-	16 834	15 027	89.3
British Midland	1	1	2	82	-	101	98	96.5
Dan Air Services	1 597	1 202	2 717	128 883	-	209 965	183 793	87.5
Monarch Airlines	917	479	1 422	70 903	-	170 966	143 520	83.9
Orion Airways	828	488	1 346	47 740	-	107 606	87 268	81.1
<b>Total</b>	<b>8 051</b>	<b>4 999</b>	<b>13 058</b>	<b>625 282</b>	<b>-</b>	<b>1 255 697</b>	<b>1 081 455</b>	<b>86.1</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail	
			Total (000)	Mail (000)	Cargo (000)		Passenger (000)
Air Europe	-	13 007	9 765	-	-	9 765	75.1
Airways Int (Cymru)	-	72	50	-	-	50	69.0
Britannia Airways	-	32 933	28 522	-	-	28 522	86.6
British Airtours	-	11 642	8 798	-	-	8 798	75.6
British Airways	-	2 652	1 792	-	-	1 792	67.6
British Caledonian Airways	-	253	181	-	-	181	71.6
British Caledonian Charter	42	6 780	5 521	-	131	5 390	81.4
British Island Airways	-	1 457	1 202	-	-	1 202	82.5
British Midland	-	11	8	-	-	8	68.1
Dan Air Services	-	16 796	14 703	-	-	14 703	87.5
Monarch Airlines	24	15 688	12 832	-	72	12 760	81.8
Orion Airways	-	10 181	6 967	-	-	6 967	68.4
<b>Total</b>	<b>66</b>	<b>111 471</b>	<b>90 341</b>	<b>-</b>	<b>203</b>	<b>90 137</b>	<b>81.0</b>

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Domestic Class 3 Operations January 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 January 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	17	10	32	-	-	1 234	14	2 232	2 143	96.0
Britannia Airways	2	2	3	165	-	2	-	197	126	64.2
Dan Air Services	109	100	193	-	-	5 845	5 855	15 352	14 358	93.5
Monarch Airlines	32	18	52	-	-	1 682	84	3 788	3 109	82.1
Orion Airways	18	24	36	-	-	1 731	850	2 392	1 868	78.1
<b>Total</b>	<b>178</b>	<b>154</b>	<b>316</b>	<b>165</b>	<b>-</b>	<b>10 494</b>	<b>6 803</b>	<b>23 961</b>	<b>21 605</b>	<b>90.2</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	3	211	177	3	2	172	83.9
Britannia Airways	-	17	11	-	-	11	64.0
Dan Air Services	-	1 229	1 149	-	-	1 149	93.5
Monarch Airlines	-	344	280	-	-	280	81.4
Orion Airways	-	226	149	-	-	149	65.9
<b>Total</b>	<b>3</b>	<b>2 027</b>	<b>1 766</b>	<b>3</b>	<b>2</b>	<b>1 760</b>	<b>87.1</b>

International Class 4 Licence Operations January 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	17	10	32	-	-	1 234	14	2 232	2 143	96.0
Dan Air Services	109	100	193	-	-	5 845	5 855	15 352	14 358	93.5
Monarch Airlines	32	18	52	-	-	1 682	84	3 788	3 109	82.1
Orion Airways	18	24	36	-	-	1 731	850	2 392	1 868	78.1
<b>Total</b>	<b>176</b>	<b>152</b>	<b>313</b>	<b>-</b>	<b>-</b>	<b>10 492</b>	<b>6 803</b>	<b>23 764</b>	<b>21 478</b>	<b>90.4</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	3	211	177	3	2	172	83.9
Dan Air Services	-	1 229	1 149	-	-	1 149	93.5
Monarch Airlines	-	344	280	-	-	280	81.4
Orion Airways	-	226	149	-	-	149	65.9
<b>Total</b>	<b>3</b>	<b>2 010</b>	<b>1 755</b>	<b>3</b>	<b>2</b>	<b>1 749</b>	<b>87.3</b>

**Domestic Class 4 Licence Operations January 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			
Britannia Airways	2	2	3	165	-	2	-	197	126	64.2
<b>Total</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>165</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>197</b>	<b>126</b>	<b>64.2</b>

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Britannia Airways	-	17	11	-	-	11	64.0
<b>Total</b>	<b>-</b>	<b>17</b>	<b>11</b>	<b>-</b>	<b>-</b>	<b>11</b>	<b>64.0</b>

All Class 6 Licence Operations January 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	19	35	49	440	330	231	-	231	70.1
Anglo Cargo	25	5	30	115	1 027	932	-	932	90.7
British Air Ferries	46	124	136	435	340	198	19	179	58.2
British Airways Helicopters	1	27	6	41	3	3	-	3	82.4
British Midland	1	2	3	10	6	4	-	4	73.9
Channel Express (Air Svcs)	-	1	2	1	2	1	-	1	25.5
Dan Air Services	18	35	58	158	95	82	-	82	86.3
Euroair Transport	5	8	13	15	38	14	-	14	37.4
Heavylift Cargo Airlines	64	25	146	206	2 041	1 081	-	1 081	53.0
Manx Airlines	5	48	28	102	19	13	-	13	65.4
Tradewinds Airways	142	41	183	905	5 957	4 326	-	4 326	72.6
<b>Total</b>	<b>327</b>	<b>351</b>	<b>652</b>	<b>2 427</b>	<b>9 858</b>	<b>6 884</b>	<b>19</b>	<b>6 865</b>	<b>69.8</b>



International Class 6 Licence Operations January 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	4	6	10	39	67	23	-	23	34.0
Anglo Cargo	25	5	30	115	1 027	932	-	932	90.7
British Air Ferries	11	12	27	27	77	26	-	26	33.2
Channel Express (Air Svcs)	-	1	2	1	2	1	-	1	25.5
Dan Air Services	1	4	4	14	6	4	-	4	65.9
Euroair Transport	5	8	13	15	38	14	-	14	37.4
Heavylift Cargo Airlines	64	25	146	206	2 041	1 081	-	1 081	53.0
Tradewinds Airways	142	41	183	905	5 957	4 326	-	4 326	72.6
<b>Total</b>	<b>253</b>	<b>102</b>	<b>414</b>	<b>1 321</b>	<b>9 216</b>	<b>6 406</b>	<b>-</b>	<b>6 406</b>	<b>69.5</b>

Domestic Class 6 Licence Operations January 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	15	29	39	401	262	208	-	208	79.4
British Air Ferries	35	112	109	408	263	172	19	153	65.6
British Airways Helicopters	1	27	6	41	3	3	-	3	82.4
British Midland	1	2	3	10	6	4	-	4	73.9
Dan Air Services	17	31	54	144	89	78	-	78	87.7
Manx Airlines	5	48	28	102	19	13	-	13	65.4
<b>Total</b>	<b>74</b>	<b>249</b>	<b>238</b>	<b>1 106</b>	<b>642</b>	<b>478</b>	<b>19</b>	<b>458</b>	<b>74.4</b>

All Class 7 Licence Operations January 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-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Bond Helicopters	148	3 443	650	15 352	1 698	663	39.0	173	133	59	-	7	52	44.4
Bristow Helicopters	906	8 388	4 464	65 304	15 354	9 549	62.2	506	1 434	942	-	76	866	65.7
British Airways	11	3	15	780	4 526	3 912	86.4	3	588	378	-	18	360	64.3
British Airways Helicopters	527	3 747	2 292	45 537	13 524	9 045	66.9	148	1 301	749	-	23	726	57.6
British Caledonian Helis	128	453	562	4 575	2 309	1 298	56.2	51	245	118	-	14	104	48.2
North Scottish Helicopters	246	3 943	1 009	14 393	3 028	1 534	50.7	-	245	129	-	-	129	52.7
<b>Total</b>	<b>1 966</b>	<b>19 977</b>	<b>8 992</b>	<b>145 941</b>	<b>40 439</b>	<b>26 001</b>	<b>64.3</b>	<b>881</b>	<b>3 946</b>	<b>2 375</b>	<b>-</b>	<b>138</b>	<b>2 237</b>	<b>60.2</b>

International Class 7 Licence Operations January 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-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Bond Helicopters	148	3 443	650	15 352	1 698	663	39.0	173	133	59	-	7	52	44.4
Bristow Helicopters	906	8 388	4 464	65 304	15 354	9 549	62.2	506	1 434	942	-	76	866	65.7
British Airways	11	2	14	704	4 507	3 898	86.5	3	586	377	-	18	359	64.4
British Airways Helicopters	527	3 747	2 292	45 537	13 524	9 045	66.9	148	1 301	749	-	23	726	57.6
British Caledonian Helis	126	449	556	4 570	2 286	1 296	56.7	51	242	118	-	14	104	48.8
North Scottish Helicopters	246	3 943	1 009	14 393	3 028	1 534	50.7	-	245	129	-	-	129	52.7
<b>Total</b>	<b>1 964</b>	<b>19 972</b>	<b>8 985</b>	<b>145 860</b>	<b>40 397</b>	<b>25 985</b>	<b>64.3</b>	<b>881</b>	<b>3 941</b>	<b>2 374</b>	<b>-</b>	<b>138</b>	<b>2 236</b>	<b>60.2</b>

Domestic Class 7 Licence Operations January 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				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	1	1	76	18	13	73.1	-	2	1	-	-	1	56.5
British Caledonian Helis	2	4	6	5	23	2	8.7	-	3	-	-	-	-	-
<b>Total</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>81</b>	<b>41</b>	<b>15</b>	<b>37.3</b>	<b>-</b>	<b>5</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>22.8</b>

All Exempt Operations January 1985 (a) (b)

Table 10.1

	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-Kilometres Used				As % of Avail	
									Tonne-Km Available	Total (000)	Mail (000)	Cargo (000)		Passenger (000)
Airways Int (Cymru)	1	1	2	85	106	101	95.5	-	10	8	-	-	8	80.0
Britannia Airways	156	179	283	19 364	20 241	16 135	79.7	5	1 721	1 381	2	8	1 371	80.3
British Air Ferries	68	196	220	5 243	4 012	1 811	45.1	23	403	158	-	7	151	39.1
British Airtours	6	4	10	419	828	667	80.6	-	77	57	-	-	57	73.6
British Airways	9	13	22	768	839	643	76.7	-	85	58	-	-	57	67.4
British Island Airways	45	33	75	887	3 992	1 695	42.4	-	358	135	-	-	135	37.7
British Midland	1	2	3	81	40	37	92.0	-	4	3	-	-	3	75.9
Brymon Airways	58	147	198	4 239	2 908	1 673	57.5	17	291	144	-	7	137	49.5
Channel Express (Air Svcs)	14	83	59	-	-	-	-	144	64	45	37	9	-	70.4
Dan Air Services	77	204	250	2 318	2 786	1 625	58.3	389	403	247	105	11	130	61.2
Euroair Transport	3	3	7	67	193	53	27.5	-	19	4	-	-	4	21.6
Monarch Airlines	1	2	2	252	133	129	96.9	-	12	12	-	-	12	95.8
Orion Airways	12	13	21	1 628	1 531	1 454	94.9	-	145	116	-	-	116	79.9
<b>Total</b>	<b>451</b>	<b>880</b>	<b>1 154</b>	<b>35 351</b>	<b>37 610</b>	<b>26 023</b>	<b>69.2</b>	<b>580</b>	<b>3 592</b>	<b>2 366</b>	<b>143</b>	<b>42</b>	<b>2 180</b>	<b>65.9</b>

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

(b) Excludes exempt sub charter operations

International Exempt Operations January 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)	1	1	2	85	106	101	95.5	-	10	8	-	-	8	80.0
Britannia Airways	156	179	283	19 364	20 241	16 135	79.7	5	1 721	1 381	2	8	1 371	80.3
British Air Ferries	17	28	61	792	967	467	48.2	-	84	39	-	-	39	46.7
British Airtours	6	4	10	419	828	667	80.6	-	77	57	-	-	57	73.6
British Airways	9	9	20	486	772	580	75.1	-	78	52	-	-	52	66.7
British Island Airways	44	29	73	733	3 915	1 650	42.1	-	352	132	-	-	132	37.4
British Midland	1	2	3	81	40	37	92.0	-	4	3	-	-	3	75.9
Channel Express (Air Svcs)	2	3	6	-	-	-	-	5	9	9	-	9	-	94.5
Dan Air Services	20	23	49	1 090	1 639	1 226	74.8	2	138	101	-	3	98	72.9
Euroair Transport	3	3	7	67	193	53	27.5	-	19	4	-	-	4	21.6
Orion Airways	11	8	18	984	1 395	1 319	94.5	-	132	105	-	-	105	79.5
<b>Total</b>	<b>269</b>	<b>289</b>	<b>532</b>	<b>24 101</b>	<b>30 097</b>	<b>22 235</b>	<b>73.9</b>	<b>13</b>	<b>2 624</b>	<b>1 890</b>	<b>2</b>	<b>20</b>	<b>1 868</b>	<b>72.0</b>

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

(b) Excludes exempt sub charter operations

Domestic Exempt Operations January 1985 (a) (b)

Table 10.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % Of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Air Ferries	51	168	160	4 451	3 044	1 344	44.2	23	320	119	-	7	112	37.1
British Airways	1	4	2	282	67	64	95.4	-	7	5	-	-	5	74.8
British Island Airways	1	4	2	154	77	45	57.9	-	6	4	-	-	4	55.4
Brymon Airways	58	147	198	4 239	2 908	1 673	57.5	17	291	144	-	7	137	49.5
Channel Express (Air Svcs)	12	80	53	-	-	-	-	139	55	37	37	-	-	66.3
Dan Air Services	57	181	201	1 228	1 148	399	34.8	387	265	146	105	9	32	55.0
Monarch Airlines	1	2	2	252	133	129	96.9	-	12	12	-	-	12	95.8
Orion Airways	1	5	3	644	136	135	99.1	-	13	11	-	-	11	83.6
<b>Total</b>	<b>181</b>	<b>591</b>	<b>622</b>	<b>11 250</b>	<b>7 512</b>	<b>3 788</b>	<b>50.4</b>	<b>567</b>	<b>968</b>	<b>476</b>	<b>142</b>	<b>22</b>	<b>312</b>	<b>49.1</b>

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

(b) Excludes exempt sub charter operations



Sub Charter Operations Performed Under Class 5 Licences January 1985

Table 11.1

	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				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Britannia Airways	34	20	55	..	4 464	3 774	84.5	..	379	349	12	17	321	92.1
British Air Ferries	55	134	174	..	662	407	61.6	..	388	215	-	181	34	55.4
British Island Airways	14	34	35	..	1 290	584	45.3	..	115	47	-	-	47	40.5
Metropolitan Airways	80	411	364	..	2 391	1 082	45.3	..	191	86	-	-	86	45.1
<b>Total</b>	<b>184</b>	<b>599</b>	<b>628</b>	<b>..</b>	<b>8 806</b>	<b>5 848</b>	<b>66.4</b>	<b>..</b>	<b>1 074</b>	<b>697</b>	<b>12</b>	<b>198</b>	<b>488</b>	<b>64.9</b>

Exempt Sub Charter Operations Performed For UK Operators January 1985

Table 11.2

	Aircraft		Number of Aircraft	Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
	-Km (000)	Stage Flights								Hours	Total (000)	Mail (000)	Cargo (000)	Passenger (000)
Air Atlantique	-	1	-	..	-	-	100.0	..	-	-	-	-	-	80.0
Air Ecosse	23	73	66	..	683	349	51.0	..	55	29	-	-	29	52.3
Air UK	20	46	72	..	-	-	-	..	117	46	-	46	-	39.5
Aurigny Air Services	-	2	1	..	2	2	91.2	..	-	-	-	-	-	89.3
Birmingham Executive Airways	71	191	224	..	1 272	834	65.6	..	111	67	-	-	67	60.5
Britannia Airways	53	40	88	..	6 405	5 285	82.5	..	777	499	-	50	449	64.2
British Air Ferries	13	29	40	..	444	286	64.4	..	90	51	-	27	24	56.3
British Airtours	24	18	43	..	4 682	3 840	82.0	..	436	326	-	-	326	74.9
British Airways	10	6	16	..	1 304	1 304	100.0	..	134	134	-	-	134	100.0
British Island Airways	11	14	23	..	1 075	643	59.8	..	94	51	-	1	51	54.6
British Midland	7	22	24	..	289	176	61.0	..	28	14	-	-	14	49.8
Channel Express (Air Svcs)	3	4	6	..	-	-	-	..	17	11	-	11	-	64.8
Dan Air Services	9	17	20	..	1 181	816	69.1	..	94	66	-	-	65	69.5
Euroair Transport	1	2	3	..	12	11	94.4	..	1	1	-	-	1	93.3
Guernsey Airlines	7	40	29	..	223	126	56.6	..	25	10	-	-	10	41.4
Jersey European Airways	-	1	1	..	5	1	27.8	..	-	-	-	-	-	20.0
Manx Airlines	2	8	9	..	98	78	80.2	..	9	6	-	-	6	69.5
Metropolitan Airways	3	8	9	..	79	36	45.8	..	7	3	-	-	3	35.2
Monarch Airlines	1	2	2	..	243	189	77.9	..	22	19	1	1	17	84.3
Orion Airways	50	24	81	..	6 531	5 805	88.9	..	618	464	-	-	464	75.0
<b>Total</b>	<b>308</b>	<b>548</b>	<b>757</b>	<b>..</b>	<b>24 529</b>	<b>19 784</b>	<b>80.7</b>	<b>..</b>	<b>2 637</b>	<b>1 797</b>	<b>2</b>	<b>135</b>	<b>1 660</b>	<b>68.1</b>

Exempt Sub Charter Operations Performed For Non UK Operators January 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				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	49	55	108	..	-	-	-	..	903	483	-	483	-	53.5
Anglo Cargo	15	4	19	..	-	-	-	..	598	490	-	490	-	81.9
Britannia Airways	4	2	7	..	512	401	78.5	..	44	34	-	-	34	78.4
British Airways	7	2	10	..	2 723	2 323	85.3	..	382	299	-	113	186	78.1
British Airways Helicopters	22	122	102	..	507	188	37.1	..	48	17	-	1	16	35.4
British Island Airways	3	2	5	..	253	179	70.8	..	23	14	-	-	14	63.1
Heavylift Cargo Airlines	11	9	28	..	-	-	-	..	363	272	-	272	-	75.0
Tradewinds Airways	17	4	23	..	-	-	-	..	698	222	-	222	-	31.9
<b>Total</b>	<b>126</b>	<b>200</b>	<b>301</b>	<b>..</b>	<b>3 995</b>	<b>3 092</b>	<b>77.4</b>	<b>..</b>	<b>3 059</b>	<b>1 832</b>	<b>-</b>	<b>1 581</b>	<b>251</b>	<b>59.9</b>

**Aircraft Type and Utilisation: All Airlines  
 January 1985 (a)**

**Table 12.1**

	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				
Aerospatiale AS332 Super Puma	716	-	2 405	-	2 959	-	28 410	8 514	29	3.9
Aerospatiale SA330 Puma	11	-	54	-	54	-	250	51	3	0.9
Aerospatiale SA365 Dauphin	190	1	4 976	35	811	5	20 821	815	10	3.5
Airbus A310-202	518	-	172	-	699	-	10 056	51 896	2	10.6
Armstrong Whitworth Argosy	-	17	-	34	-	61	-	-	1	2.1
BAC/Aerospatiale Concorde	679	-	146	-	481	-	5 709	31 983	6	3.2
BAE 146 Series 100	238	-	515	-	544	-	16 251	10 843	3	5.5
BAE(BAC)1-11-200 Series	177	-	301	-	381	-	11 704	8 218	2	5.7
BAE(BAC)1-11-300/400/475	779	-	1 310	-	1 644	-	52 163	36 852	16	3.8
BAE(BAC)1-11-500 Series	2 930	23	4 908	41	6 323	51	292 058	197 271	50	4.7
BAE(HS) 125	-	-	-	-	-	-	-	-	-	-
BAE(HS) 748	387	52	1 593	149	1 431	182	29 008	8 411	24	2.5
Bell Model 214ST	77	-	227	-	320	-	2 400	811	3	4.2
Bell 206B Jet Ranger	-	-	1	-	-	-	1	-	6	-
Bell 212	116	-	4 324	-	773	-	19 808	531	9	3.4
Boeing 707-320C/336	-	364	-	93	-	479	-	-	4	5.4
Boeing 727-100/100	147	-	127	-	246	-	16 273	19 337	4	3.7
Boeing 727-200/200 Advanced	413	-	166	-	583	-	26 353	68 285	5	6.2
Boeing 737-200	9 325	4	8 208	7	16 566	7	669 128	866 124	87	6.8
Boeing 747-100/100F	3 996	-	994	-	5 204	-	128 836	987 904	16	10.9
Boeing 747-200	3 922	9	824	2	5 066	11	135 556	1 025 974	14	12.3
Boeing 757-200	1 784	-	1 804	-	3 206	-	232 739	270 366	17	7.1
Boeing 767-200	302	-	157	-	475	-	37 867	74 661	2	8.7
Boeing-Vertol Model 234 Chinook	117	-	328	-	470	-	12 470	4 448	4	3.7
Bristol 170 Freighter	-	-	-	-	-	-	-	-	1	0.2
Canadair CL44	-	-	-	-	-	-	-	-	1	-
Cessna 310	-	-	1	-	-	-	-	-	3	-
Cessna 441 Conquest	40	-	40	-	98	-	80	80	1	2.3
De Havilland DHC-6 Twin Otter	328	-	2 126	-	1 586	-	16 137	2 990	13	3.9
De Havilland DHC-7 Dash-7	125	-	462	-	444	-	9 180	3 424	3	5.0
Douglas DC3/C47 Dakota	-	-	-	-	-	-	-	-	5	-
Embraer EMB110 Bandeirante	36	-	118	-	131	-	693	216	8	1.7
Fokker F27 100-600	965	-	2 852	-	3 148	-	49 294	20 232	23	5.1
Fokker F28 Fellowship MK1000	-	-	-	-	-	-	-	-	1	-
Handley Page Herald 200	107	63	536	260	419	242	11 732	2 835	10	3.0
Handley Page Jetstream 31/200	318	-	627	-	921	-	2 190	2 409	5	5.7
Hawker Siddeley Trident 2E	59	-	115	-	130	-	7 792	4 054	4	1.6
Hawker Siddeley Trident 3B	665	-	1 304	-	1 490	-	119 870	59 851	15	3.6
Lockheed L-1011-1/100 Tristar	986	-	487	-	1 475	-	80 956	157 854	6	7.3
Lockheed L1011-200 Tristar	2 176	-	706	-	3 001	-	82 936	330 761	11	9.3
MBB BO105	51	-	1 686	-	252	-	3 188	96	7	1.3
McDonnell-Douglas DC9 SRS 30/F	155	-	296	-	355	-	16 047	8 358	2	7.2
McDonnell Douglas DC-10-30	2 443	-	407	-	3 080	-	40 251	327 831	8	12.3
McDonnell Douglas DC-9-10/15	520	-	1 038	-	1 196	-	45 830	22 813	6	5.9
McDonnell-Douglas DC-10-10	307	-	126	-	440	-	38 257	103 457	2	7.1

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**Aircraft Type and Utilisation: All Airlines  
 January 1985 (a)**

**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			
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
Pilatus BN-2A Islander	40	-	724	-	184	-	2 588	154	9	0.8
Pilatus BN-2A MK111 Trislander	60	-	1 074	-	296	-	9 329	508	7	2.1
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	2	-
Piper PA31/31P Navajo Chieftn	2	-	8	-	8	-	33	10	1	0.4
Shorts Belfast	-	58	-	28	-	138	-	-	3	2.5
Shorts 330	339	-	1 383	-	1 340	-	10 151	4 710	12	4.6
Shorts 360	446	5	2 067	48	1 930	28	33 501	7 483	9	5.3
Sikorsky S61N	532	1	4 584	27	2 835	6	52 746	6 277	42	2.7
Sikorsky S76 Spirit	123	-	811	-	484	-	4 017	608	17	1.7
Vickers Viscount 800	221	97	709	228	761	286	23 583	8 688	18	2.5
V953C Merchantman	-	101	-	205	-	258	-	-	4	2.4
Westland 30 SRS 100	68	-	1 238	-	308	-	7 596	417	4	2.8
<b>Total</b>	<b>37 935</b>	<b>797</b>	<b>59 065</b>	<b>1 157</b>	<b>74 544</b>	<b>1 752</b>	<b>2 415 838</b>	<b>4 749 411</b>	<b>581</b>	<b>4.8</b>

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

(b) Excludes passengers uplifted on sub charter operations

**Aircraft Type and Utilisation: Individual Airlines  
 January 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	-	-	-	-	-	-	-	-	5	-
Bristol 170 Freighter	-	-	-	-	-	-	-	-	1	0.2
Cessna 310	-	-	1	-	-	-	-	-	3	-
<b>Total</b>	-	-	1	-	-	-	-	-	9	-
<b>Air Bridge Carriers</b>										
Handley Page Herald 200	-	19	-	39	-	61	-	-	1	2.1
Armstrong Whitworth Argosy	-	17	-	34	-	61	-	-	1	2.1
V953C Merchantman	-	101	-	205	-	258	-	-	4	2.4
<b>Total</b>	-	137	-	278	-	379	-	-	6	2.3
<b>Air Ecosse</b>										
Embraer EMB110 Bandeirante	-	-	-	-	-	-	-	-	2	0.9
Shorts 360	43	-	146	-	172	-	1 310	644	1	6.7
Shorts 330	87	-	377	-	277	-	3 280	1 413	4	2.7
<b>Total</b>	130	-	523	-	449	-	4 590	2 058	7	3.2
<b>Air Europe</b>										
Boeing 737-200	663	-	322	-	1 056	-	35 572	74 793	4	10.9
Boeing 757-200	206	-	85	-	302	-	17 700	43 768	1	11.4
<b>Total</b>	870	-	407	-	1 358	-	53 272	118 561	5	11.0
<b>Air UK</b>										
Fokker F27 100-600	706	-	2 070	-	2 205	-	31 881	14 066	16	5.3
Handley Page Herald 200	94	-	512	-	370	-	11 058	2 486	5	4.2
Fokker F28 Fellowship Mk1000	-	-	-	-	-	-	-	-	1	-
Embraer EMB110 Bandeirante	-	-	-	-	-	-	-	-	-	4.7
Shorts 360	180	-	586	-	714	-	7 117	2 313	2	2.0
Shorts 330	61	-	181	-	253	-	1 948	669	3	6.7
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	1 041	-	3 349	-	3 541	-	52 004	19 534	27	4.8
<b>Airways Int (Cymru)</b>										
BAE(BAC)1-11-300/400/475	10	-	7	-	16	-	529	765	2	4.1
<b>Total</b>	10	-	7	-	16	-	529	765	2	4.1
<b>Anglo Cargo</b>										
Boeing 707-320C/336	-	39	-	9	-	49	-	-	1	5.5
<b>Total</b>	-	39	-	9	-	49	-	-	1	5.5

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**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	60	-	1 074	-	296	-	9 329	508	7	2.1
Pilatus BN-2A Islander	7	-	112	-	36	-	372	24	2	1.0
<b>Total</b>	<b>67</b>	<b>-</b>	<b>1 186</b>	<b>-</b>	<b>332</b>	<b>-</b>	<b>9 701</b>	<b>531</b>	<b>9</b>	<b>1.9</b>
<b>Birmingham Executive Airways</b>										
Handley Page Jetstream 31/200	242	-	376	-	709	-	1 042	1 897	3	7.5
<b>Total</b>	<b>242</b>	<b>-</b>	<b>376</b>	<b>-</b>	<b>709</b>	<b>-</b>	<b>1 042</b>	<b>1 897</b>	<b>3</b>	<b>7.5</b>
<b>Bond Helicopters</b>										
MBB BO105	8	-	196	-	38	-	381	15	3	0.4
Aerospatiale SA365 Dauphin	139	1	3 212	35	608	5	14 971	648	7	3.9
<b>Total</b>	<b>147</b>	<b>1</b>	<b>3 408</b>	<b>35</b>	<b>646</b>	<b>5</b>	<b>15 352</b>	<b>663</b>	<b>10</b>	<b>2.8</b>
<b>Bristow Helicopters</b>										
Sikorsky S61N	203	-	2 057	-	1 231	-	23 065	2 276	23	2.8
Bell 206B Jet Ranger	-	-	-	-	-	-	-	-	4	-
Sikorsky S76 Spirit	31	-	183	-	135	-	1 007	171	9	1.3
Bell 212	116	-	4 324	-	773	-	19 808	531	9	3.4
Aerospatiale SA330 Puma	11	-	54	-	54	-	250	51	3	0.9
Aerospatiale AS332 Super Puma	545	-	1 770	-	2 272	-	21 174	6 520	21	4.2
<b>Total</b>	<b>906</b>	<b>-</b>	<b>8 388</b>	<b>-</b>	<b>4 464</b>	<b>-</b>	<b>65 304</b>	<b>9 549</b>	<b>69</b>	<b>3.0</b>
<b>Britannia Airways</b>										
Boeing 737-200	2 590	4	1 703	7	4 230	7	180 053	287 275	27	6.5
Boeing 767-200	302	-	157	-	475	-	37 867	74 661	2	8.7
<b>Total</b>	<b>2 892</b>	<b>4</b>	<b>1 860</b>	<b>7</b>	<b>4 706</b>	<b>7</b>	<b>217 920</b>	<b>361 937</b>	<b>29</b>	<b>6.6</b>
<b>British Air Ferries</b>										
Handley Page Herald 200	13	12	24	25	49	41	674	349	2	1.5
Vickers Viscount 800	69	91	222	218	223	271	4 569	2 155	9	2.0
<b>Total</b>	<b>83</b>	<b>103</b>	<b>246</b>	<b>243</b>	<b>272</b>	<b>311</b>	<b>5 243</b>	<b>2 504</b>	<b>11</b>	<b>1.9</b>

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**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	182	-	871	-	680	-	17 746	4 079	7	3.9
BAE(BAC)1-11-300/400/475	310	-	700	-	719	-	27 088	13 425	5	4.7
BAE(BAC)1-11-500 Series	1 143	-	2 197	-	2 558	-	113 923	59 240	21	4.9
Boeing 737-200	4 330	-	5 203	-	8 479	-	357 760	315 292	41	6.2
Hawker Siddeley Trident 2E	59	-	115	-	130	-	7 792	4 054	4	1.6
Hawker Siddeley Trident 3B	665	-	1 304	-	1 490	-	119 870	59 851	15	3.6
Lockheed L-1011-1/100 Tristar	986	-	487	-	1 475	-	80 956	157 854	6	7.3
Boeing 757-200	1 021	-	1 468	-	2 085	-	167 845	121 834	13	6.1
Boeing 747-100/100F	3 996	-	994	-	5 204	-	128 836	987 904	16	10.9
Boeing 747-200	3 452	9	712	2	4 457	11	110 055	890 093	12	12.6
Lockheed L1011-200 Tristar	2 176	-	706	-	3 001	-	82 936	330 761	11	9.3
BAC/Aerospatiale Concorde	679	-	146	-	481	-	5 709	31 983	6	3.2
<b>Total</b>	<b>18 999</b>	<b>9</b>	<b>14 903</b>	<b>2</b>	<b>30 758</b>	<b>11</b>	<b>1 220 516</b>	<b>2 976 370</b>	<b>157</b>	<b>6.6</b>
<b>British Airways Helicopters</b>										
Sikorsky S61N	264	1	1 852	27	1 223	6	22 479	3 322	15	2.2
Sikorsky S76 Spirit	32	-	340	-	129	-	1 636	154	4	1.6
Boeing-Vertol Model 234 Chinook	117	-	328	-	470	-	12 470	4 448	4	3.7
Westland 30 SRS 100	68	-	1 238	-	308	-	7 596	417	4	2.8
Aerospatiale AS332 Super Puma	74	-	213	-	298	-	2 822	980	3	3.8
<b>Total</b>	<b>555</b>	<b>1</b>	<b>3 971</b>	<b>27</b>	<b>2 427</b>	<b>6</b>	<b>47 003</b>	<b>9 321</b>	<b>30</b>	<b>2.5</b>
<b>British Caledonian Airways</b>										
BAE(BAC)1-11-500 Series	781	23	1 705	40	1 879	49	84 239	39 554	13	5.0
McDonnell Douglas DC-10-30	2 443	-	407	-	3 080	-	40 251	327 831	8	12.3
Airbus A310-202	518	-	172	-	699	-	10 056	51 896	2	10.6
Boeing 747-200	230	-	68	-	301	-	11 131	55 579	1	9.6
Sikorsky S61N	19	-	470	-	157	-	5 079	203	1	5.7
<b>Total</b>	<b>3 991</b>	<b>23</b>	<b>2 822</b>	<b>40</b>	<b>6 116</b>	<b>49</b>	<b>150 756</b>	<b>475 064</b>	<b>25</b>	<b>8.0</b>
<b>British Caledonian Charter</b>										
McDonnell-Douglas DC-10-10	307	-	126	-	440	-	38 257	103 457	2	7.1
<b>Total</b>	<b>307</b>	<b>-</b>	<b>126</b>	<b>-</b>	<b>440</b>	<b>-</b>	<b>38 257</b>	<b>103 457</b>	<b>2</b>	<b>7.1</b>
<b>British Caledonian Helis</b>										
Sikorsky S61N	46	-	205	-	225	-	2 123	476	3	3.6
Sikorsky S76 Spirit	5	-	21	-	17	-	52	11	1	1.2
Bell Model 214ST	77	-	227	-	320	-	2 400	811	3	4.2
<b>Total</b>	<b>128</b>	<b>-</b>	<b>453</b>	<b>-</b>	<b>562</b>	<b>-</b>	<b>4 575</b>	<b>1 298</b>	<b>7</b>	<b>3.5</b>

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**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	151	-	161	-	283	-	7 087	8 967	4	2.9
BAE(BAC)1-11-500 Series	86	-	92	-	160	-	9 026	9 384	2	1.9
<b>Total</b>	<b>237</b>	<b>-</b>	<b>253</b>	<b>-</b>	<b>443</b>	<b>-</b>	<b>16 113</b>	<b>18 351</b>	<b>6</b>	<b>2.5</b>
<b>British Midland</b>										
Fokker F27 100-600	224	-	663	-	809	-	14 279	5 227	6	4.6
Shorts 360	76	-	498	-	412	-	10 613	1 595	2	6.2
Vickers Viscount 800	108	1	370	2	386	3	14 354	4 765	5	3.6
McDonnell Douglas DC-9-10/15	520	-	1 038	-	1 196	-	45 830	22 813	6	5.9
McDonnell-Douglas DC9 SRS 30/F	155	-	296	-	355	-	16 047	8 358	2	7.2
Boeing 707-320C/336	-	-	-	-	-	-	-	-	-	5.3
<b>Total</b>	<b>1 081</b>	<b>1</b>	<b>2 865</b>	<b>2</b>	<b>3 157</b>	<b>3</b>	<b>101 123</b>	<b>42 757</b>	<b>21</b>	<b>5.2</b>
<b>Brown Air Services</b>										
Cessna 441 Conquest	40	-	40	-	98	-	80	80	1	2.3
<b>Total</b>	<b>40</b>	<b>-</b>	<b>40</b>	<b>-</b>	<b>98</b>	<b>-</b>	<b>80</b>	<b>80</b>	<b>1</b>	<b>2.3</b>
<b>Bryan Aviation</b>										
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	1	0.2
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>0.2</b>
<b>Brymon Airways</b>										
De Havilland DHC-7 Dash-7	125	-	462	-	444	-	9 180	3 424	3	5.0
De Havilland DHC-6 Twin Otter	90	-	495	-	451	-	3 597	831	2	7.0
<b>Total</b>	<b>215</b>	<b>-</b>	<b>957</b>	<b>-</b>	<b>895</b>	<b>-</b>	<b>12 777</b>	<b>4 254</b>	<b>5</b>	<b>5.8</b>
<b>Burnthills Hlnd Heli Svs</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	-	33	-	196	-	141	-	-	2	2.6
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
<b>Total</b>	<b>-</b>	<b>33</b>	<b>-</b>	<b>196</b>	<b>-</b>	<b>141</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>1.8</b>
<b>Connectair</b>										
Embraer EMB110 Bandeirante	33	-	102	-	120	-	576	187	1	4.3
<b>Total</b>	<b>33</b>	<b>-</b>	<b>102</b>	<b>-</b>	<b>120</b>	<b>-</b>	<b>576</b>	<b>187</b>	<b>1</b>	<b>4.3</b>

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**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>Dan Air Services</b>										
BAE(HS) 748	205	52	722	149	751	182	11 262	4 332	17	2.1
BAE(BAC)1-11-200 Series	177	-	301	-	381	-	11 704	8 218	2	5.7
BAE(BAC)1-11-300/400/475	308	-	442	-	626	-	17 459	13 695	4	4.9
BAE(BAC)1-11-500 Series	757	1	781	1	1 433	1	71 555	72 799	12	4.6
Boeing 727-200/200 Advanced	413	-	166	-	583	-	26 353	68 285	5	6.2
Boeing 737-200	682	-	364	-	1 083	-	37 179	76 375	6	6.5
Boeing 727-100/100C	147	-	127	-	246	-	16 273	19 337	4	3.7
BAE 146 Series 100	238	-	515	-	544	-	16 251	10 843	3	5.5
<b>Total</b>	<b>2 925</b>	<b>53</b>	<b>3 418</b>	<b>150</b>	<b>5 646</b>	<b>183</b>	<b>208 036</b>	<b>273 885</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	1	-	2	-	3	-	-	11	4	0.7
Vickers Viscount 800	3	5	3	8	7	13	67	53	3	1.2
<b>Total</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>10</b>	<b>13</b>	<b>67</b>	<b>64</b>	<b>10</b>	<b>0.5</b>
<b>Euroflite</b>										
Handley Page Jetstream 31/200	77	-	251	-	211	-	1 148	512	2	3.0
<b>Total</b>	<b>77</b>	<b>-</b>	<b>251</b>	<b>-</b>	<b>211</b>	<b>-</b>	<b>1 148</b>	<b>512</b>	<b>2</b>	<b>3.0</b>
<b>Guernsey Airlines</b>										
Shorts 330	51	-	195	-	215	-	3 090	999	1	5.3
<b>Total</b>	<b>51</b>	<b>-</b>	<b>195</b>	<b>-</b>	<b>215</b>	<b>-</b>	<b>3 090</b>	<b>999</b>	<b>1</b>	<b>5.3</b>
<b>Heavylift Cargo Airlines</b>										
Canadair CL44	-	-	-	-	-	-	-	-	1	-
Shorts Belfast	-	58	-	28	-	138	-	-	3	2.5
<b>Total</b>	<b>-</b>	<b>58</b>	<b>-</b>	<b>28</b>	<b>-</b>	<b>138</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>1.9</b>
<b>Jersey European Airways</b>										
De Havilland DHC-6 Twin Otter	31	-	271	-	160	-	1 450	214	3	2.0
Embraer EMB110 Bandeirante	2	-	14	-	8	-	117	18	1	0.1
Shorts 330	41	-	128	-	161	-	1 235	393	1	3.4
<b>Total</b>	<b>75</b>	<b>-</b>	<b>413</b>	<b>-</b>	<b>329</b>	<b>-</b>	<b>2 802</b>	<b>625</b>	<b>5</b>	<b>2.3</b>

**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>Loganair</b>										
Pilatus BN-2A Islander	32	-	612	-	148	-	2 216	130	6	0.9
Fokker F27 100-600	36	-	119	-	134	-	3 134	939	1	4.9
De Havilland DHC-6 Twin Otter	131	-	764	-	600	-	6 329	1 191	5	3.7
Embraer EMB110 Bandeirante	-	-	-	-	-	-	-	-	-	3.4
Shorts 360	74	-	346	-	288	-	6 615	1 463	2	4.7
<b>Total</b>	<b>273</b>	<b>-</b>	<b>1 841</b>	<b>-</b>	<b>1 170</b>	<b>-</b>	<b>18 294</b>	<b>3 723</b>	<b>14</b>	<b>2.7</b>
<b>Manx Airlines</b>										
De Havilland DHC-6 Twin Otter	37	-	274	-	196	-	2 509	347	1	6.1
Shorts 360	73	5	491	48	345	28	7 846	1 468	2	5.5
Vickers Viscount 800	42	-	114	-	145	-	4 593	1 715	1	4.6
<b>Total</b>	<b>152</b>	<b>5</b>	<b>879</b>	<b>48</b>	<b>685</b>	<b>28</b>	<b>14 948</b>	<b>3 530</b>	<b>4</b>	<b>5.4</b>
<b>Metropolitan Airways</b>										
De Havilland DHC-6 Twin Otter	-	-	-	-	-	-	-	-	-	4.5
Shorts 330	99	-	502	-	436	-	598	1 236	3	4.6
<b>Total</b>	<b>99</b>	<b>-</b>	<b>502</b>	<b>-</b>	<b>436</b>	<b>-</b>	<b>598</b>	<b>1 236</b>	<b>3</b>	<b>4.6</b>
<b>Monarch Airlines</b>										
BAE(BAC)1-11-500 Series	163	-	133	-	293	-	13 315	16 294	2	4.5
Boeing 737-200	156	-	73	-	244	-	7 192	16 531	1	8.5
Boeing 757-200	557	-	251	-	819	-	47 194	104 764	3	9.3
<b>Total</b>	<b>876</b>	<b>-</b>	<b>457</b>	<b>-</b>	<b>1 356</b>	<b>-</b>	<b>67 701</b>	<b>137 588</b>	<b>6</b>	<b>7.8</b>
<b>North Scottish Helicopters</b>										
MBB B0105	43	-	1 490	-	214	-	2 807	81	4	2.0
Sikorsky S76 Spirit	55	-	267	-	204	-	1 322	272	3	2.6
Aerospatiale SA365 Dauphin	51	-	1 764	-	202	-	5 850	167	3	2.6
Aerospatiale AS332 Super Puma	97	-	422	-	389	-	4 414	1 014	5	2.9
<b>Total</b>	<b>246</b>	<b>-</b>	<b>3 943</b>	<b>-</b>	<b>1 009</b>	<b>-</b>	<b>14 393</b>	<b>1 534</b>	<b>15</b>	<b>2.5</b>
<b>Orion Airways</b>										
Boeing 737-200	903	-	543	-	1 474	-	51 372	95 857	8	7.5
<b>Total</b>	<b>903</b>	<b>-</b>	<b>543</b>	<b>-</b>	<b>1 474</b>	<b>-</b>	<b>51 372</b>	<b>95 857</b>	<b>8</b>	<b>7.5</b>
<b>Spacegrand Aviation Services</b>										
De Havilland DHC-6 Twin Otter	39	-	322	-	179	-	2 252	407	2	2.8
Piper PA31/31P Navajo Chief	2	-	8	-	8	-	33	10	1	0.4
<b>Total</b>	<b>42</b>	<b>-</b>	<b>330</b>	<b>-</b>	<b>187</b>	<b>-</b>	<b>2 285</b>	<b>417</b>	<b>3</b>	<b>2.0</b>

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**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				
Tradewinds Airways										
Boeing 707-320C/336	-	325	-	84	-	430	-	-	3	5.4
<b>Total</b>	-	325	-	84	-	430	-	-	3	5.4
Virgin Atlantic Airways										
Boeing 747-200	240	-	44	-	308	-	14 370	80 303	1	11.2
<b>Total</b>	240	-	44	-	308	-	14 370	80 303	1	11.2
<b>Grand Total</b>	<b>37 935</b>	<b>797</b>	<b>59 065</b>	<b>1 157</b>	<b>74 544</b>	<b>1 752</b>	<b>2 415 838</b>	<b>4 749 411</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 conducted by the airlines' own aircraft and therefore are inconsistent with data presented elsewhere in this publication.



Passengers Uplifted on Domestic Routes For January 1985

(a) (b)

Table 13 Cont'd

	Channel Islands (c)	107		Tees-Side	43
	Glasgow	387			
	Leeds/Bradford	44	Inverness	Kirkwall	566
Cardiff Wales	Channel Islands (c)	1 029		Other Scottish Aerodromes	1 877
	Glasgow	122	Isle of Man	Liverpool	3 353
	Leeds/Bradford	174		Manchester	2 542
	Manchester	136			
	Newcastle	194	Isles of Scilly-St.marys	Penzance Heliport	1 466
Carlisle	Dundee	5	Kirkwall	Other Scottish Aerodromes	1 793
Channel Islands (c)	Channel Islands (c)	8 183		Sumburgh	697
	East Midlands	1 412	Leeds/Bradford	Norwich	2
	Exeter	639	Manchester	Newcastle	736
	Glasgow	543			
	Manchester	1 932	Newquay	Plymouth	15
	Plymouth	726	Norwich	Tees-Side	226
	Shoreham	151			
	Southampton	8 934	Other Scottish Aerodromes	Other Scottish Aerodromes	1 042
Dundee	Manchester	563	Other Routes (d)	Other Routes (d)	922
East Midlands	Edinburgh	483			
	Glasgow	3 501			
	Other Scottish Aerodromes	54			
Or	Edinburgh				
	Glasgow	58			
	Humberside	243			
	Inverness	384			
	Kirkwall	400			
	Leeds/Bradford	1 347			
	Manchester	2 659			
	Norwich	833			
	Other Scottish Aerodromes	950			
	Sumburgh	64			
Exeter	Plymouth	2			
Glasgow	Humberside	165			
	Inverness	1 786			
	Isle of Man	581			
	Kirkwall	223			
	Leeds/Bradford	1 113			
	Londonderry	481			
	Manchester	5 691			
	Newcastle	598			
	Other Scottish Aerodromes	5 640			
	Sumburgh	313			
	Tees-Side	402			
Humberside	Norwich	464			

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

(b) Excludes passengers uplifted on air taxi operations.

(c) Comprises Alderney, Guernsey and Jersey.

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

Note: Passengers are counted in both directions.

**Scheduled Passenger Analysis by  
 Fare Groups (a) (b) January 1985**

**Table 14.1**

	First	Premium	Economy	Advance Purchase	Fare Groups Off-Peak	Discount	Part Charter	Inclusive Tour	Standby	Class Fares	Total Passengers
<b>Class 1</b>											
All	25 428	192 400	630 398	201 913	15 109	338 809	44 728	75 625	27 036	64 017	1 615 463
International	24 714	186 097	286 146	164 405	10 043	211 105	42 334	67 284	6 936	45 844	1 044 908
Domestic	714	6 303	344 252	37 508	5 066	127 704	2 394	8 341	20 100	18 173	570 555

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

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

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

**Table 14.2**

		Charter Categories				Total Passengers
		ABC	Affinity	ITC	Other	
Class 2	All	5 869	571	-	16 169	22 609
	International	5 869	571	-	16 169	22 609
	Domestic	-	-	-	-	-
Class 3	All	-	-	625 282	-	625 282
	International	-	-	625 282	-	625 282
	Domestic	-	-	-	-	-
Class 4	All	165	-	10 494	6 803	17 462
	International	-	-	10 492	6 803	17 295
	Domestic	165	-	2	-	167
Class 7	All	-	-	-	145 941	145 941
	International	-	-	-	145 860	145 860
	Domestic	-	-	-	81	81
(b) Exempt	All	-	-	-	35 351	35 351
	International	-	-	-	24 101	24 101
	Domestic	-	-	-	11 250	11 250
Total Non-Scheduled	All	6 034	571	635 776	204 264	846 645
	International	5 869	571	635 774	192 933	835 147
	Domestic	165	-	2	11 331	11 498

(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 BO105	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 Chieftrn	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 576 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.