

Civil Aviation Authority



UK Airlines

monthly operating and traffic
statistics (up to
and including September 1983)

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FOREWORD

1 CONTENT

1.1 This publication is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators; the information is required under The Civil Aviation Act, 1982.

1.2 Some of the figures included in this publication may be provisional and revised in later issues.

2 CONVENTIONS

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

- .. = not available
- = nil or less than half the final digit shown
- a.t-km = available tonne-kilometres

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

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

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

- 1 short ton (2000 lbs) = 0.9072 tonnes
- 1 ton (2240 lbs) = 1.0160 tonnes
- 1 statute mile (5280 feet) = 1.6093 kilometres
- 1 short ton-mile = 1.4600 tonne-kilometres

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

3 ENQUIRIES

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

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

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

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4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS .

- 4.1 Statistics for the period from January 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's Business Monitors.

The series comprise:

| | | |
|-------|------------------------------------------------|-----------------------------------|
| CA. 1 | Airport activity | (Monthly) |
| CA. 2 | Air passengers | " |
| CA. 3 | Air freight & mail | " |
| CA. 4 | Airline operations | " |
| CA. 5 | Airline operations | (Quarterly) |
| CA. 6 | Domestic passenger traffic | " |
| CA. 7 | Air passengers - International and cabotage | " |
| CA. 8 | Airline financial statistics | (Annually - 1968 to 1971 only) |

Annual versions of CA. 1 to CA. 7 were also published.

- 4.2 Statistics for the period from January 1973 to December 1982 were published in CAA Monthly Statistics which also incorporated statistics of activity at UK airports.

5. OTHER MONTHLY STATISTICAL PUBLICATIONS .

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

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Size of UK Airlines by Available Capacity
Year ended September 1983(a)(b)

Table 1

| | Output in available tonne - kilometres (000 000) | Percentage of all available tonne - kilometres |
|-------------------------------|--------------------------------------------------------|------------------------------------------------------|
| British Airways | 6682 | 59.77 |
| British Caledonian Airways | 1439 | 12.87 |
| Britannia Airways | 771 | 6.90 |
| Dan Air Services | 470 | 4.20 |
| British Airtours | 434 | 3.88 |
| Air Europe | 262 | 2.34 |
| Monarch Airlines | 235 | 2.10 |
| British Midland Airways | 220 | 1.97 |
| Orion Airways | 206 | 1.84 |
| Tradewinds Airways | 130 | 1.16 |
| British Caledonian Charter(c) | 74 | 0.66 |
| Heavylift Cargo Airlines | 60 | 0.54 |
| Air UK | 45 | 0.40 |
| British Island Airways | 30 | 0.27 |
| British Airways Helicopters | 23 | 0.21 |
| Bristow Helicopters | 19 | 0.17 |
| British Air Ferries | 16 | 0.14 |
| Air Bridge Carriers | 12 | 0.11 |
| Others (26 airlines) | 52 | 0.47 |

(a) Excludes Air Taxi Operations

(b) Excludes Cathay Pacific Airways

(c) Commenced operations March 1983

Main Outputs of UK
Airlines(a) 1956-1983

Table 2

| | Total (000 000) | Available tonne-km | |
|-----------------------------------------------|--------------------|---------------------------------|-------------------------------------|
| | | Scheduled services (000 000) | Non-scheduled services (000 000) |
| 1956 | .. | 638 | .. |
| 1957 | .. | 729 | .. |
| 1958 | .. | 824 | .. |
| 1959 | .. | 941 | .. |
| 1960 | .. | 1 191 | .. |
| 1961 | 1 990 | 1 575 | 415 |
| 1962 | 2 215 | 1 784 | 431 |
| 1963 | 2 439 | 1 953 | 486 |
| 1964 | 2 879 | 2 275 | 604 |
| 1965 | 3 325 | 2 664 | 661 |
| 1966 | 3 851 | 2 993 | 858 |
| 1967 | 4 016 | 3 145 | 871 |
| 1968 | 4 214 | 3 256 | 958 |
| 1969 | 4 927 | 3 748 | 1 179 |
| 1970 | 5 782 | 4 129 | 1 653 |
| 1971 | 6 973 | 4 591 | 2 382 |
| 1972 | 8 249 | 5 399 | 2 850 |
| 1973 | 9 003 | 5 953 | 3 050 |
| 1974 | 8 287 | 5 747 | 2 540 |
| 1975 | 8 928 | 5 984 | 2 944 |
| 1976 | 9 727 | 6 602 | 3 125 |
| 1977 | 10 505 | 6 834 | 3 671 |
| 1978 | 11 970 | 8 095 | 3 875 |
| 1979 | 12 749 | 8 841 | 3 908 |
| 1980 | 13 215 | 9 829 | 3 386 |
| 1981 | 13 087 | 9 936 | 3 151 |
| 1982 | 11 848 | 9 068 | 2 780 |
| Year ended | | | |
| September 1982 | 11 978 | 9 169 | 2 921 |
| September 1983 | 11 913 | 8 958 | 2 955 |
| Latest year's growth (percentages) | -0.5 | -2.0 | 1.2 |
| Mean rates of growth (percentages) to 1982 | | | |
| 20 years | 9.4 | 8.7 | 11.4 |
| 10 years | 5.3 | 7.0 | 1.3 |
| 5 years | - | 3.4 | -8.3 |

(a) Excludes Air Taxi Operations.

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|---------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Passenger Services | | | | | | | | | | | | | | |
| British Airways | 18 407 | 14 607 | 29 100 | 1 375 189 | 4 774 488 | 3 361 293 | 70.4 | 16 704 | 590 662 | 397 035 | 12 478 | 77 273 | 307 283 | 67.2 |
| British Airways Helicopters | 23 | 446 | 130 | 7 098 | 603 | 438 | 72.7 | 9 | 50 | 36 | - | - | 36 | 73.0 |
| British Caledonian Airways | 4 153 | 3 365 | 6 430 | 211 048 | 851 621 | 613 507 | 72.0 | 4 135 | 124 165 | 81 844 | 1 226 | 24 475 | 56 143 | 65.9 |
| Air Commuter | 40 | 86 | 116 | 683 | 713 | 320 | 44.8 | - | 54 | 24 | - | - | 24 | 45.0 |
| Air Ecosse | 221 | 867 | 740 | 6 689 | 4 729 | 2 482 | 52.5 | 9 | 402 | 203 | - | 1 | 202 | 50.5 |
| Air UK | 1 023 | 3 446 | 3 598 | 80 761 | 39 714 | 25 458 | 64.1 | 168 | 3 863 | 2 219 | 8 | 48 | 2 163 | 57.4 |
| Aurigny Air Services | 130 | 2 312 | 628 | 25 956 | 2 165 | 1 504 | 69.4 | 108 | 180 | 126 | - | 6 | 120 | 70.4 |
| Birmingham Executive Airways | 90 | 94 | 257 | 644 | 1 194 | 619 | 51.8 | - | 86 | 50 | - | - | 49 | 57.5 |
| British Midland Airways | 1 243 | 3 324 | 3 850 | 134 714 | 86 544 | 55 366 | 64.0 | 98 | 8 368 | 4 358 | - | 39 | 4 319 | 52.1 |
| Brymon Airways | 200 | 1 190 | 888 | 15 801 | 6 279 | 4 102 | 65.3 | 10 | 599 | 338 | - | 2 | 336 | 56.5 |
| Burnthills High Hell Service | 6 | 110 | 33 | 124 | 23 | 8 | 32.8 | - | 2 | 1 | - | - | 1 | 34.8 |
| Cathay Pacific Airways (a) | 772 | 132 | 961 | 20 146 | 310 169 | 215 155 | 69.4 | 804 | 42 815 | 28 882 | 639 | 7 607 | 20 636 | 67.5 |
| Dan-Air Services | 930 | 2 392 | 2 626 | 84 754 | 67 329 | 42 932 | 63.8 | 207 | 5 579 | 3 569 | 14 | 122 | 3 433 | 64.0 |
| Euroflite | 33 | 120 | 105 | 575 | 499 | 227 | 45.6 | - | 43 | 18 | - | - | 18 | 42.0 |
| Guernsey Airlines | 89 | 309 | 352 | 11 265 | 4 027 | 3 299 | 81.9 | - | 389 | 280 | - | - | 280 | 72.2 |
| Jersey European Airways | 149 | 626 | 591 | 6 359 | 2 681 | 1 479 | 55.2 | 2 | 224 | 119 | 1 | - | 119 | 53.2 |
| Lease Air T/A Genair | 259 | 1 178 | 993 | 10 925 | 7 735 | 3 398 | 43.9 | - | 604 | 272 | - | - | 272 | 45.0 |
| Loganair | 272 | 1 875 | 1 181 | 19 101 | 5 571 | 3 757 | 67.4 | - | 502 | 336 | - | - | 336 | 66.9 |
| Manx Airlines | 192 | 1 026 | 800 | 23 590 | 8 504 | 5 379 | 63.3 | 46 | 783 | 436 | 1 | 8 | 427 | 55.7 |
| Metropolitan Airways | 18 | 166 | 90 | 1 030 | 231 | 137 | 59.1 | - | 21 | 11 | - | - | 11 | 51.6 |
| Spacegrand Aviation Services | 94 | 598 | 446 | 5 172 | 1 870 | 823 | 44.0 | 1 | 140 | 62 | - | - | 62 | 44.1 |
| Telair Manchester | 13 | 83 | 48 | 111 | 116 | 24 | 21.0 | - | 10 | 2 | - | - | 2 | 19.5 |
| TOTAL Passenger Services | 28 357 | 38 352 | 53 962 | 2 041 735 | 6 176 807 | 4 341 707 | 70.3 | 22 300 | 779 540 | 520 222 | 14 368 | 109 582 | 396 271 | 66.7 |
| Cargo Services | | | | | | | | | | | | | | |
| British Airways | 99 | 17 | 127 | - | - | - | - | 193 | 2 240 | 2 161 | - | 2 161 | - | 96.5 |
| British Caledonian Airways | 30 | 58 | 67 | - | - | - | - | 417 | 286 | 235 | 228 | 7 | - | 82.1 |
| Air Bridge Carriers | 17 | 64 | 68 | - | - | - | - | 618 | 211 | 163 | - | 163 | - | 76.9 |
| Air UK | 54 | 170 | 198 | - | - | - | - | 471 | 258 | 155 | 11 | 144 | - | 60.0 |
| British Air Ferries | 5 | 8 | 19 | - | - | - | - | 29 | 27 | 19 | - | 19 | - | 71.5 |
| British Midland Airways | 23 | 44 | 67 | - | - | - | - | 178 | 154 | 95 | - | 95 | - | 61.6 |
| Cathay Pacific Airways (a) | 196 | 43 | 254 | - | - | - | - | 338 | 19 592 | 3 797 | - | 3 797 | - | 19.4 |
| Channel Express (Air Services) | 24 | 162 | 110 | - | - | - | - | 692 | 134 | 114 | - | 114 | - | 84.6 |
| Nightflight | 35 | 90 | 121 | - | - | - | - | 35 | 27 | 14 | - | 14 | - | 50.7 |
| TOTAL Cargo Services | 485 | 656 | 1 030 | - | - | - | - | 2 971 | 22 929 | 6 751 | 239 | 6 512 | - | 29.4 |
| GRAND TOTAL | 28 842 | 39 008 | 54 992 | 2 041 735 | 6 176 807 | 4 341 707 | 70.3 | 25 271 | 802 468 | 526 973 | 14 607 | 116 095 | 396 271 | 65.6 |

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

International Scheduled Services September 1983 (a)

Table 3.2

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|---------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Passenger Services | | | | | | | | | | | | | | |
| British Airways | 16 605 | 10 144 | 24 607 | 1 044 709 | 4 559 593 | 3 215 829 | 70.5 | 15 696 | 569 084 | 384 668 | 12 273 | 77 061 | 295 334 | 67.6 |
| British Caledonian Airways | 3 781 | 1 940 | 5 318 | 146 809 | 814 988 | 590 100 | 72.4 | 3 966 | 120 325 | 79 876 | 1 183 | 24 452 | 54 241 | 66.4 |
| Air Commuter | 40 | 86 | 116 | 683 | 713 | 320 | 44.8 | - | 54 | 24 | - | - | 24 | 45.0 |
| Air Ecosse | 26 | 88 | 81 | 353 | 389 | 185 | 47.6 | - | 34 | 16 | - | - | 16 | 47.0 |
| Air UK | 625 | 1 678 | 2 110 | 29 117 | 21 676 | 12 088 | 55.8 | 83 | 2 126 | 1 062 | - | 35 | 1 027 | 50.0 |
| Aurigny Air Services | 130 | 2 312 | 628 | 25 956 | 2 165 | 1 504 | 69.4 | 108 | 180 | 126 | - | 6 | 120 | 70.4 |
| Birmingham Executive Airways | 90 | 94 | 257 | 644 | 1 194 | 619 | 51.8 | - | 86 | 50 | - | - | 49 | 57.5 |
| British Midland Airways | 129 | 300 | 431 | 8 004 | 6 306 | 3 459 | 54.8 | 14 | 593 | 275 | - | 6 | 269 | 46.4 |
| Brymon Airways | 20 | 79 | 81 | 1 035 | 500 | 326 | 65.2 | 1 | 45 | 27 | - | - | 27 | 59.7 |
| Cathay Pacific Airways (b) | 772 | 132 | 961 | 20 146 | 310 169 | 215 155 | 69.4 | 804 | 42 815 | 28 882 | 639 | 7 607 | 20 636 | 67.5 |
| Dan-Air Services | 433 | 802 | 1 034 | 29 900 | 34 021 | 19 681 | 57.8 | 121 | 2 824 | 1 654 | 3 | 78 | 1 573 | 58.6 |
| Euroflite | 33 | 120 | 105 | 575 | 499 | 227 | 45.6 | - | 43 | 18 | - | - | 18 | 42.0 |
| Jersey European Airways | 105 | 476 | 470 | 4 670 | 1 895 | 955 | 50.4 | 2 | 159 | 77 | 1 | - | 77 | 48.6 |
| Lease Air T/A Genair | 27 | 44 | 78 | 686 | 971 | 421 | 43.3 | - | 77 | 34 | - | - | 34 | 43.5 |
| Manx Airlines | 8 | 60 | 33 | 878 | 270 | 113 | 41.9 | - | 27 | 9 | - | - | 9 | 34.3 |
| Metropolitan Airways | 3 | 40 | 13 | 135 | 38 | 25 | 65.4 | - | 3 | 2 | - | - | 2 | 60.7 |
| Spacegrand Aviation Services | 22 | 101 | 101 | 522 | 434 | 112 | 25.8 | - | 33 | 8 | - | - | 8 | 25.7 |
| TOTAL Passenger Services | 22 849 | 18 496 | 36 423 | 1 314 822 | 5 755 823 | 4 061 119 | 70.6 | 20 795 | 738 509 | 496 809 | 14 100 | 109 245 | 373 464 | 67.3 |
| Cargo Services | | | | | | | | | | | | | | |
| British Airways | 99 | 16 | 126 | - | - | - | - | 193 | 2 239 | 2 161 | - | 2 161 | - | 96.5 |
| British Caledonian Airways | 5 | 14 | 16 | - | - | - | - | 18 | 8 | 7 | - | 7 | - | 80.8 |
| Air UK | 26 | 62 | 89 | - | - | - | - | 207 | 130 | 87 | - | 87 | - | 67.3 |
| British Air Ferries | 5 | 8 | 19 | - | - | - | - | 29 | 27 | 19 | - | 19 | - | 71.5 |
| British Midland Airways | 23 | 44 | 67 | - | - | - | - | 178 | 154 | 95 | - | 95 | - | 61.6 |
| Cathay Pacific Airways (b) | 196 | 43 | 254 | - | - | - | - | 338 | 19 592 | 3 797 | - | 3 797 | - | 19.4 |
| Nightflight | 35 | 90 | 121 | - | - | - | - | 35 | 27 | 14 | - | 14 | - | 50.7 |
| TOTAL Cargo Services | 390 | 277 | 692 | - | - | - | - | 999 | 22 176 | 6 179 | - | 6 179 | - | 27.9 |
| GRAND TOTAL | 23 239 | 18 773 | 37 115 | 1 314 822 | 5 755 823 | 4 061 119 | 70.6 | 21 794 | 760 686 | 502 988 | 14 100 | 115 424 | 373 464 | 66.1 |

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

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

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | Passenger (000) | As percentage of available |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|-----|-----|--------------------|----------------------------------|
| | Total (000) | Mail (000) | Cargo (000) | | | | | | | | | | | |
| Passenger Services | | | | | | | | | | | | | | |
| British Airways | 1 802 | 4 463 | 4 493 | 330 480 | 214 895 | 145 464 | 67.7 | 1 007 | 21 578 | 12 367 | 205 | 212 | 11 949 | 57.3 |
| British Airways Helicopters | 23 | 446 | 130 | 7 098 | 603 | 438 | 72.7 | 9 | 50 | 36 | - | - | 36 | 73.0 |
| British Caledonian Airways | 372 | 1 425 | 1 112 | 64 239 | 36 633 | 23 408 | 63.9 | 169 | 3 840 | 1 968 | 43 | 23 | 1 902 | 51.3 |
| Air Ecosse | 195 | 779 | 659 | 6 336 | 4 340 | 2 297 | 52.9 | 9 | 368 | 187 | - | 1 | 186 | 50.8 |
| Air UK | 398 | 1 768 | 1 488 | 51 644 | 18 038 | 13 370 | 74.1 | 84 | 1 736 | 1 157 | 8 | 12 | 1 136 | 66.6 |
| British Midland Airways | 1 114 | 3 024 | 3 419 | 126 710 | 80 238 | 51 907 | 64.7 | 83 | 7 775 | 4 083 | - | 33 | 4 050 | 52.5 |
| Brymon Airways | 180 | 1 111 | 808 | 14 766 | 5 780 | 3 776 | 65.3 | 9 | 554 | 311 | - | 2 | 309 | 56.3 |
| Burnthills High Hell Service | 6 | 110 | 33 | 124 | 23 | 8 | 32.8 | - | 2 | 1 | - | - | 1 | 34.8 |
| Dan-Air Services | 497 | 1 590 | 1 592 | 54 854 | 33 308 | 23 251 | 69.8 | 87 | 2 754 | 1 915 | 10 | 44 | 1 860 | 69.5 |
| Guernsey Airlines | 89 | 309 | 352 | 11 265 | 4 027 | 3 299 | 81.9 | - | 389 | 280 | - | - | 280 | 72.2 |
| Jersey European Airways | 44 | 150 | 121 | 1 689 | 786 | 524 | 66.7 | - | 66 | 42 | - | - | 42 | 64.4 |
| Lease Air T/A Genair | 232 | 1 134 | 915 | 10 239 | 6 764 | 2 978 | 44.0 | - | 526 | 238 | - | - | 238 | 45.2 |
| Logenair | 272 | 1 875 | 1 181 | 19 101 | 5 571 | 3 757 | 67.4 | - | 502 | 336 | - | - | 336 | 66.9 |
| Manx Airlines | 184 | 966 | 767 | 22 712 | 8 234 | 5 266 | 64.0 | 45 | 756 | 427 | 1 | 8 | 418 | 56.5 |
| Metropolitan Airways | 15 | 126 | 78 | 895 | 194 | 112 | 57.9 | - | 18 | 9 | - | - | 9 | 49.9 |
| Spacegrand Aviation Services | 72 | 497 | 345 | 4 650 | 1 436 | 711 | 49.5 | 1 | 108 | 53 | - | - | 53 | 49.7 |
| Telair Manchester | 13 | 83 | 48 | 111 | 116 | 24 | 21.0 | - | 10 | 2 | - | - | 2 | 19.5 |
| TOTAL Passenger Services | 5 508 | 19 856 | 17 539 | 726 913 | 420 984 | 280 588 | 66.7 | 1 505 | 41 030 | 23 413 | 268 | 338 | 22 807 | 57.1 |
| Cargo Services | | | | | | | | | | | | | | |
| British Airways | - | 1 | 1 | - | - | - | - | - | 1 | - | - | - | - | 4.8 |
| British Caledonian Airways | 25 | 44 | 51 | - | - | - | - | 399 | 278 | 228 | 228 | - | - | 82.2 |
| Air Bridge Carriers | 17 | 64 | 68 | - | - | - | - | 618 | 211 | 163 | - | 163 | - | 76.9 |
| Air UK | 28 | 108 | 109 | - | - | - | - | 263 | 129 | 68 | 11 | 57 | - | 52.8 |
| Channel Express (Air Services) | 24 | 162 | 110 | - | - | - | - | 692 | 134 | 114 | - | 114 | - | 84.6 |
| TOTAL CARGO SERVICES | 94 | 379 | 338 | - | - | - | - | 1 973 | 752 | 572 | 239 | 333 | - | 76.0 |
| GRAND TOTAL | 5 603 | 20 235 | 17 876 | 726 913 | 420 984 | 280 588 | 66.7 | 3 478 | 41 783 | 23 985 | 507 | 671 | 22 807 | 57.4 |

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

| | (c) | | | | (c) | | | | Tonne-kilometres used | | | | | | As | |
|---------------------------------------------------------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------|----------------------------------|-----------------------------------------|--------------------------------|----------------|---------------|----------------|--------------------|----------------------------|----------------------------------|
| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | percentage of available | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | percentage of available | As percentage of available |
| British Airways | 373 | 245 | 563 | 18 034 | 45 480 | 42 652 | 93.8 | - | - | 4 862 | 3 756 | 1 | 15 | 3 741 | 77.3 | |
| British Airtours | 3 238 | 1 522 | 3 854 | 251 109 | 664 878 | 593 443 | 89.3 | - | - | 61 693 | 50 419 | 19 | 30 | 50 371 | 81.7 | |
| British Airways Helicopters | 522 | 3 000 | 2 405 | 42 655 | 16 342 | 11 569 | 70.8 | 138 | 1 921 | 950 | - | - | 26 | 924 | 49.5 | |
| British Caledonian Airways | 381 | 200 | 577 | 19 878 | 76 028 | 66 477 | 87.4 | - | - | 6 938 | 5 897 | - | - | 5 897 | 85.0 | |
| Air Bridge Carriers | 62 | 107 | 166 | - | - | - | - | 898 | 1 040 | 503 | - | - | 503 | - | 48.4 | |
| Air Ecosse | 37 | 184 | 155 | - | 1 323 | 836 | 63.2 | - | 130 | 68 | - | - | 1 | 67 | 52.2 | |
| Air Europe | 2 371 | 1 413 | 3 790 | 197 273 | 358 606 | 335 289 | 93.5 | - | 33 944 | 26 822 | - | - | - | 26 822 | 79.0 | |
| Air UK | 32 | 67 | 96 | 754 | 574 | 475 | 82.7 | 65 | 171 | 69 | - | - | 28 | 40 | 40.2 | |
| Birmingham Executive Airways | 28 | 55 | 91 | 33 | 509 | 343 | 67.3 | - | 33 | 27 | - | - | - | 27 | 82.2 | |
| Bristow Helicopters | 1 030 | 9 523 | 4 891 | 73 899 | 17 214 | 11 374 | 66.1 | 616 | 1 606 | 1 111 | - | - | 80 | 1 031 | 69.2 | |
| Britannia Airways | 8 368 | 4 612 | 13 289 | 544 305 | 1 090 938 | 985 185 | 90.3 | - | 92 973 | 83 674 | - | - | - | 83 674 | 90.0 | |
| British Air Ferries | 279 | 643 | 892 | 18 143 | 15 052 | 12 539 | 83.3 | 198 | 1 743 | 1 319 | - | - | 292 | 1 027 | 75.6 | |
| British Caledonian Charter | 403 | 220 | 529 | 76 337 | 152 970 | 141 730 | 92.7 | 3 | 14 089 | 11 329 | - | - | 8 | 11 320 | 80.4 | |
| British Caledonian Helicopters | 72 | 318 | 308 | 3 354 | 1 247 | 767 | 61.5 | 22 | 128 | 70 | - | - | 5 | 65 | 54.7 | |
| British Island Airways | 515 | 480 | 922 | 26 660 | 45 884 | 36 458 | 79.5 | - | 4 123 | 2 933 | - | - | - | 2 933 | 71.1 | |
| British Midland Airways | 696 | 313 | 968 | 51 300 | 137 595 | 127 469 | 92.6 | - | 20 684 | 9 948 | - | - | - | 9 948 | 48.1 | |
| Bryan Aviation | 5 | 4 | 9 | 27 | 123 | 42 | 34.1 | - | 31 | 4 | - | - | - | 4 | 11.5 | |
| Brymon Airways | 67 | 166 | 186 | 4 692 | 3 328 | 1 881 | 56.5 | 21 | 333 | 163 | - | - | 9 | 154 | 48.9 | |
| Channel Express (Air Services) | 13 | 84 | 54 | - | - | - | - | 138 | 55 | 35 | 35 | - | - | - | 63.6 | |
| Dan-Air Services | 5 043 | 3 576 | 8 363 | 373 881 | 682 697 | 617 785 | 90.5 | 531 | 54 942 | 49 625 | 72 | 131 | 49 422 | 90.3 | | |
| Euroair Transport | 9 | 27 | 29 | 282 | 278 | 231 | 83.1 | 7 | 36 | 26 | - | - | 8 | 18 | 72.2 | |
| Guernsey Airlines | 35 | 119 | 117 | 5 273 | 2 251 | 1 574 | 69.9 | 26 | 214 | 134 | - | - | 8 | 126 | 62.6 | |
| Heavylift Cargo Airlines | 189 | 67 | 448 | - | - | - | - | 353 | 5 938 | 2 558 | - | - | 2 558 | - | 43.1 | |
| Instone Airlines | 8 | 17 | 38 | - | - | - | - | 16 | 45 | 18 | - | - | 18 | - | 39.7 | |
| Lease Air T/A Genair | 17 | 41 | 61 | - | 518 | 267 | 51.5 | - | 41 | 21 | - | - | - | 21 | 51.4 | |
| Management Aviation | 90 | 1 669 | 424 | 3 648 | 831 | 211 | 25.4 | 76 | 68 | 21 | - | - | 3 | 18 | 30.9 | |
| Manx Airlines | - | 1 | 1 | 51 | 10 | 7 | 69.9 | - | 1 | 1 | - | - | - | 1 | 65.6 | |
| Metropolitan Airways | 49 | 274 | 239 | 284 | 973 | 643 | 66.1 | - | 82 | 52 | - | - | - | 51 | 62.8 | |
| Monarch Airlines | 2 292 | 1 296 | 3 591 | 179 276 | 362 069 | 328 585 | 90.8 | - | 32 982 | 29 496 | - | - | - | 29 496 | 89.4 | |
| North Scottish Helicopters | 269 | 4 641 | 1 098 | 14 761 | 2 837 | 1 453 | 51.2 | - | 233 | 122 | - | - | - | 122 | 52.4 | |
| Orion Airways | 1 830 | 1 104 | 2 977 | 114 829 | 237 991 | 209 442 | 88.0 | - | 22 512 | 16 741 | - | - | - | 16 741 | 74.4 | |
| Tradewinds Airways | 251 | 89 | 343 | - | - | - | - | 1 262 | 10 522 | 6 766 | - | - | 6 766 | - | 64.3 | |
| Total | 28 574 | 36 077 | 51 474 | 2 020 738 | 3 918 547 | 3 528 727 | 90.1 | 4 368 | 374 114 | 304 676 | 126 | 10 489 | 294 061 | 81.4 | | |
| Total sub-charter operations Performed on behalf of UK Airlines | 591 | 1 066 | 1 460 | .. | 58 880 | 49 801 | 84.6 | .. | 6 003 | 4 388 | 19 | 226 | 4 142 | 73.1 | | |
| Total excluding sub-charter operations performed on behalf of UK Airlines | 27 983 | 35 011 | 50 014 | 2 020 738 | 3 859 667 | 3 478 926 | 90.1 | 4 368 | 368 111 | 300 288 | 107 | 10 263 | 289 919 | 81.6 | | |

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

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

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

| | Aircraft-km (000) | Stage flights | Aircraft hours | (c) Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | (c) Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|---------------------------------------------------------------------------------|----------------------|------------------|-------------------|--------------------------------------------|-------------------------------|--------------------------|----------------------------------|------------------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 370 | 234 | 555 | 17 271 | 45 280 | 42 469 | 93.8 | - | 4 843 | 3 741 | 1 | 15 | 3 726 | 77.3 |
| British Airtours | 3 238 | 1 522 | 3 854 | 251 109 | 664 878 | 593 443 | 89.3 | - | 61 693 | 50 419 | 19 | 30 | 50 371 | 81.7 |
| British Airways Helicopters | 519 | 2 983 | 2 393 | 42 640 | 16 283 | 11 566 | 71.0 | 138 | 1 915 | 950 | - | 26 | 924 | 49.6 |
| British Caledonian Airways | 381 | 200 | 577 | 19 878 | 76 028 | 66 477 | 87.4 | - | 6 938 | 5 897 | - | - | 5 897 | 85.0 |
| Air Bridge Carriers | 30 | 35 | 74 | - | - | - | - | 143 | 548 | 154 | - | 154 | - | 28.2 |
| Air Ecosse | 1 | 6 | 2 | - | 28 | 15 | 55.6 | - | 3 | 1 | - | - | 1 | 44.4 |
| Air Europe | 2 371 | 1 413 | 3 790 | 197 273 | 358 606 | 335 289 | 93.5 | - | 33 944 | 26 822 | - | - | 26 822 | 79.0 |
| Air UK | 32 | 67 | 96 | 754 | 574 | 475 | 82.7 | 65 | 171 | 69 | - | 28 | 40 | 40.2 |
| Bristol Helicopters | 1 030 | 9 523 | 4 891 | 73 899 | 17 214 | 11 374 | 66.1 | 616 | 1 606 | 1 111 | - | 80 | 1 031 | 69.2 |
| Britannia Airways | 8 335 | 4 560 | 13 222 | 538 543 | 1 086 549 | 981 466 | 90.3 | - | 92 600 | 83 358 | - | - | 83 358 | 90.0 |
| British Air Ferries | 149 | 275 | 459 | 6 941 | 6 895 | 5 450 | 79.0 | 5 | 939 | 622 | - | 187 | 436 | 66.3 |
| British Caledonian Charter | 403 | 220 | 529 | 76 337 | 152 970 | 141 730 | 92.7 | 3 | 14 089 | 11 329 | - | 8 | 11 320 | 80.4 |
| British Caledonian Helicopters | 72 | 318 | 308 | 3 354 | 1 247 | 767 | 61.5 | 22 | 128 | 70 | - | 5 | 65 | 54.7 |
| British Island Airways | 515 | 480 | 922 | 26 660 | 45 884 | 36 458 | 79.5 | - | 4 123 | 2 933 | - | - | 2 933 | 71.1 |
| British Midland Airways | 696 | 313 | 968 | 51 300 | 137 595 | 127 469 | 92.6 | - | 20 684 | 9 948 | - | - | 9 948 | 48.1 |
| Bryan Aviation | 5 | 4 | 9 | 27 | 123 | 42 | 34.1 | - | 31 | 4 | - | - | 4 | 11.5 |
| Dan Air Services | 4 911 | 3 196 | 7 896 | 367 485 | 678 450 | 615 290 | 90.7 | 117 | 54 335 | 49 262 | - | 39 | 49 222 | 90.7 |
| Euroair Transport | 6 | 15 | 21 | 282 | 205 | 189 | 92.2 | 7 | 29 | 23 | - | 8 | 14 | 79.3 |
| Heavylift Cargo Airlines | 189 | 67 | 448 | - | - | - | - | 353 | 5 938 | 2 558 | - | 2 558 | - | 43.1 |
| Instone Airlines | 8 | 14 | 35 | - | - | - | - | 16 | 41 | 15 | - | 15 | - | 35.8 |
| Lease Air T/A Genair | - | 1 | 1 | - | 4 | 4 | 88.9 | - | - | - | - | - | - | 81.3 |
| Management Aviation | 90 | 1 669 | 424 | 3 648 | 831 | 211 | 25.4 | 76 | 68 | 21 | - | 3 | 18 | 30.9 |
| Metropolitan Airways | 4 | 16 | 16 | 284 | 78 | 70 | 88.8 | - | 6 | 6 | - | - | 6 | 89.1 |
| Monarch Airlines | 2 292 | 1 296 | 3 591 | 179 276 | 362 069 | 328 585 | 90.8 | - | 32 982 | 29 496 | - | - | 29 496 | 89.4 |
| North Scottish Helicopters | 269 | 4 641 | 1 098 | 14 761 | 2 837 | 1 453 | 51.2 | - | 233 | 122 | - | - | 122 | 52.4 |
| Orion Airways | 1 828 | 1 096 | 2 969 | 114 829 | 237 625 | 209 283 | 88.1 | - | 22 477 | 16 728 | - | - | 16 728 | 74.4 |
| Tradewinds Airways | 251 | 89 | 343 | - | - | - | - | 1 262 | 10 522 | 6 766 | - | 6 766 | - | 64.3 |
| TOTAL | 27 995 | 34 253 | 49 489 | 1 986 551 | 3 892 253 | 3 509 575 | 90.2 | 2 821 | 370 887 | 302 425 | 20 | 9 923 | 292 483 | 81.5 |
| Total sub-charter operations performed on behalf of UK Airlines | 408 | 338 | 735 | .. | 51 809 | 44 891 | 86.6 | .. | 5 389 | 3 979 | 19 | 221 | 3 739 | 73.8 |
| Total excluding sub-charter operations performed on behalf of UK Airlines | 27 587 | 33 915 | 48 754 | 1 986 551 | 3 840 444 | 3 464 684 | 90.2 | 2 821 | 365 498 | 298 446 | 1 | 9 702 | 288 744 | 81.7 |

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

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

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

| | Aircraft-km (000) | Stage flights | Aircraft hours | (c) Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | (c) Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|---------------------------------------------------------------------------------|----------------------|------------------|-------------------|--------------------------------------------|-------------------------------|--------------------------|----------------------------------|------------------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 3 | 11 | 9 | 763 | 200 | 183 | 91.1 | - | 19 | 15 | - | - | 15 | 77.4 |
| British Airways Helicopters | 3 | 17 | 13 | 15 | 59 | 3 | 5.1 | - | 6 | - | - | - | - | - |
| Air-Bridge Carriers | 32 | 72 | 92 | - | - | - | - | 755 | 492 | 349 | - | 349 | - | 70.9 |
| Air Ecosse | 36 | 178 | 153 | - | 1 295 | 821 | 63.4 | - | 127 | 67 | - | 1 | 66 | 52.4 |
| Birmingham Executive Airways | 28 | 55 | 91 | 33 | 509 | 343 | 67.3 | - | 33 | 27 | - | - | 27 | 82.2 |
| Britannia Airways | 34 | 52 | 68 | 5 762 | 4 389 | 3 719 | 84.7 | - | 373 | 316 | - | - | 316 | 84.7 |
| British Air Ferries | 130 | 368 | 433 | 11 202 | 8 157 | 7 089 | 86.9 | 193 | 804 | 696 | - | 105 | 591 | 86.6 |
| Brymon Airways | 67 | 166 | 186 | 4 692 | 3 328 | 1 881 | 56.5 | 21 | 333 | 163 | - | 9 | 154 | 48.9 |
| Channel Express (Air Services) | 13 | 84 | 54 | - | - | - | - | 138 | 55 | 35 | 35 | - | - | 63.6 |
| Dan-Air Services | 132 | 380 | 467 | 6 396 | 4 248 | 2 495 | 58.7 | 414 | 607 | 363 | 72 | 92 | 200 | 59.8 |
| Euroair Transport | 2 | 12 | 8 | - | 72 | 42 | 58.3 | - | 7 | 3 | - | - | 3 | 42.9 |
| Guernsey Airlines | 35 | 119 | 117 | 5 273 | 2 251 | 1 574 | 69.9 | 26 | 214 | 134 | - | 8 | 126 | 62.6 |
| Instone Airlines | 1 | 3 | 3 | - | - | - | - | - | 3 | 3 | - | 3 | - | 91.5 |
| Lease Air T/A Genair | 17 | 40 | 60 | - | 514 | 263 | 51.2 | - | 41 | 21 | - | - | 21 | 51.1 |
| Manx Airlines | - | 1 | 1 | 51 | 10 | 7 | 69.9 | - | 1 | 1 | - | - | 1 | 65.6 |
| Metropolitan Airways | 45 | 258 | 223 | - | 895 | 574 | 64.1 | - | 76 | 46 | - | - | 46 | 60.6 |
| Orion Airways | 3 | 8 | 8 | - | 366 | 158 | 43.3 | - | 35 | 13 | - | - | 13 | 36.5 |
| TOTAL | 580 | 1 824 | 1 985 | 34 187 | 26 292 | 19 151 | 72.8 | 1 548 | 3 227 | 2 251 | 106 | 566 | 1 579 | 69.8 |
| TOTAL sub-charter operations performed on behalf of UK Airlines | 183 | 728 | 724 | .. | 7 071 | 4 910 | 69.4 | .. | 614 | 408 | - | 5 | 403 | 66.5 |
| TOTAL excluding sub-charter operations performed on behalf of UK Airlines | 397 | 1 096 | 1 261 | 34 187 | 19 221 | 14 241 | 74.1 | 1 548 | 2 613 | 1 843 | 106 | 561 | 1 176 | 70.5 |

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

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

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

All Class 2 Licence Operations September 1983

Table 5.1

| | Aircraft -km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | | | Available (000) | Seat-km | | As percentage of available |
|----------------------------|--------------------------|------------------|-------------------|----------------------------------|----------|--------|--------------------|---------------|-------|----------------------------------|
| | | | | ABC | Affinity | Other | | Used (000) | | |
| British Airways | 74 | 25 | 66 | - | - | 2 452 | 7 678 | 7 085 | 92.3 | |
| British Airtours | 689 | 129 | 877 | 19 361 | - | 2 342 | 169 333 | 145 190 | 85.7 | |
| British Caledonian Airways | 5 | 8 | 11 | - | - | 801 | 541 | 475 | 87.8 | |
| Air UK | 1 | 2 | 3 | - | - | 88 | 48 | 48 | 100.0 | |
| British Air Ferries | 20 | 39 | 59 | - | - | 2 267 | 1 444 | 1 118 | 77.4 | |
| British Island Airways | 1 | 2 | 2 | - | - | 133 | 100 | 75 | 74.7 | |
| British Midland Airways | 217 | 51 | 280 | 7 171 | - | 180 | 45 468 | 43 653 | 96.0 | |
| Dan-Air Services | 501 | 289 | 794 | - | - | 33 939 | 73 929 | 64 821 | 87.7 | |
| Orion Airways | 1 | 2 | 3 | - | - | 256 | 157 | 155 | 98.5 | |
| TOTAL | 1 509 | 547 | 2 096 | 26 532 | - | 42 458 | 298 700 | 262 619 | 87.9 | |

| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|----------------------------|-----------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | - | 774 | 655 | - | - | 655 | 84.6 |
| British Airtours | - | 15 620 | 12 279 | - | - | 12 279 | 78.6 |
| British Caledonian Airways | - | 51 | 41 | - | - | 41 | 80.5 |
| Air UK | - | 5 | 4 | - | - | 4 | 82.2 |
| British Air Ferries | - | 120 | 86 | - | - | 86 | 71.4 |
| British Island Airways | - | 9 | 6 | - | - | 6 | 66.9 |
| British Midland Airways | - | 6 992 | 3 410 | - | - | 3 410 | 48.8 |
| Dan-Air Services | - | 5 913 | 5 186 | - | - | 5 186 | 87.7 |
| Orion Airways | - | 15 | 12 | - | - | 12 | 82.9 |
| TOTAL | - | 29 500 | 21 679 | - | - | 21 679 | 73.5 |

| | Aircraft -km (000) | Stage flights | Aircraft hours | ABC | Number of passengers uplifted | | Available (000) | Seat-km Used (000) | As percentage of available |
|----------------------------|--------------------------|------------------|-------------------|--------|----------------------------------|--------|--------------------|--------------------------|----------------------------------|
| | | | | | Affinity | Other | | | |
| British Airways | 74 | 23 | 64 | - | - | 2 252 | 7 625 | 7 032 | 92.2 |
| British Airtours | 689 | 129 | 877 | 19 361 | - | 2 342 | 169 333 | 145 190 | 85.7 |
| British Caledonian Airways | 5 | 8 | 11 | - | - | 801 | 541 | 475 | 87.8 |
| Air UK | 1 | 2 | 3 | - | - | 88 | 48 | 48 | 100.0 |
| British Air Ferries | 18 | 33 | 52 | - | - | 1 949 | 1 327 | 1 012 | 76.3 |
| British Island Airways | 1 | 2 | 2 | - | - | 133 | 100 | 75 | 74.7 |
| British Midland Airways | 217 | 51 | 280 | 7 171 | - | 180 | 45 468 | 43 653 | 96.0 |
| Dan-Air Services | 501 | 289 | 794 | - | - | 33 939 | 73 929 | 64 821 | 87.7 |
| Orion Airways | 1 | 2 | 3 | - | - | 256 | 157 | 155 | 98.5 |
| TOTAL | 1 507 | 539 | 2 087 | 26 532 | - | 41 940 | 298 530 | 262 460 | 87.9 |

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| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|----------------------------|-----------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | - | 769 | 651 | - | - | 651 | 84.7 |
| British Airtours | - | 15 620 | 12 279 | - | - | 12 279 | 78.6 |
| British Caledonian Airways | - | 51 | 41 | - | - | 41 | 80.5 |
| Air UK | - | 5 | 4 | - | - | 4 | 82.2 |
| British Air Ferries | - | 110 | 77 | - | - | 77 | 70.1 |
| British Island Airways | - | 9 | 6 | - | - | 6 | 66.9 |
| British Midland Airways | - | 6 992 | 3 410 | - | - | 3 410 | 48.8 |
| Dan-Air Services | - | 5 913 | 5 186 | - | - | 5 186 | 87.7 |
| Orion Airways | - | 15 | 12 | - | - | 12 | 82.9 |
| TOTAL | - | 29 485 | 21 666 | - | - | 21 666 | 73.5 |

| | Aircraft -km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | | | Available (000) | Seat-km Used (000) | As percentage of available |
|---------------------|--------------------------|------------------|-------------------|----------------------------------|----------|-------|--------------------|--------------------------|----------------------------------|
| | | | | ABC | Affinity | Other | | | |
| British Airways | 1 | 2 | 2 | - | - | 200 | 53 | 53 | 100.0 |
| British Air Ferries | 2 | 6 | 7 | - | - | 318 | 117 | 106 | 90.3 |
| TOTAL | 3 | 8 | 9 | - | - | 518 | 170 | 159 | 93.3 |

| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-Kilometres used | | | As percentage of available |
|---------------------|-----------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | - | 5 | 4 | - | - | 4 | 74.3 |
| British Air Ferries | - | 10 | 9 | - | - | 9 | 85.4 |
| TOTAL | - | 15 | 13 | - | - | 13 | 81.5 |

All Class 3 Licence Operations September 1983

Table 6.1

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo & Mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-Mail (000) | Kilometres used Cargo (000) | Passenger (000) | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---------------------------------------|--------------------------------|----------------|---------------------|-----------------------------------|--------------------|----------------------------------|
| British Airways | 197 | 143 | 330 | 13 098 | 21 373 | 18 371 | 86.0 | - | 2 123 | 1 621 | - | - | 1 621 | 76.3 |
| British Airtours | 2 335 | 1 312 | 3 673 | 223 888 | 457 648 | 421 122 | 92.0 | - | 42 592 | 35 793 | - | - | 35 793 | 84.0 |
| British Caledonian Airways | 195 | 154 | 339 | 16 389 | 22 994 | 21 189 | 92.1 | - | 2 160 | 1 826 | - | - | 1 826 | 84.6 |
| Air Europe | 2 351 | 1 393 | 3 754 | 196 043 | 356 006 | 333 015 | 93.5 | - | 33 698 | 26 640 | - | - | 26 640 | 79.1 |
| Air UK | 11 | 18 | 31 | 560 | 487 | 398 | 81.6 | - | 50 | 34 | - | - | 34 | 67.8 |
| Britannia Airways | 8 221 | 4 430 | 13 015 | 525 291 | 1 071 785 | 969 817 | 90.5 | - | 91 344 | 82 367 | - | - | 82 367 | 90.2 |
| British Air Ferries | 114 | 225 | 345 | 14 203 | 8 663 | 7 540 | 87.0 | - | 718 | 617 | - | - | 617 | 86.0 |
| British Caledonian Charter | 398 | 218 | 522 | 76 337 | 151 159 | 140 206 | 92.8 | 3 | 13 923 | 11 207 | - | 8 | 11 199 | 80.5 |
| British Island Airways | 394 | 297 | 671 | 21 698 | 35 106 | 30 086 | 85.7 | - | 3 155 | 2 424 | - | - | 2 424 | 76.8 |
| British Midland Airways | 475 | 257 | 678 | 43 588 | 91 572 | 83 453 | 91.1 | - | 13 630 | 6 510 | - | - | 6 510 | 47.8 |
| Dan-Air Services | 4 201 | 2 735 | 6 725 | 326 329 | 577 255 | 526 950 | 91.3 | - | 46 181 | 42 154 | - | - | 42 154 | 91.3 |
| Metropolitan Airways | 4 | 16 | 16 | 284 | 78 | 70 | 88.8 | - | 6 | 6 | - | - | 6 | 89.1 |
| Monarch Airlines | 2 262 | 1 273 | 3 541 | 178 990 | 358 190 | 325 083 | 90.8 | - | 32 630 | 29 180 | - | - | 29 180 | 89.4 |
| Orion Airways | 1 764 | 1 047 | 2 860 | 114 315 | 229 354 | 202 205 | 88.2 | - | 21 694 | 16 163 | - | - | 16 163 | 74.5 |
| TOTAL | 22 921 | 13 518 | 36 501 | 1 751 013 | 3 381 671 | 3 079 504 | 91.1 | 3 | 303 904 | 256 543 | - | 8 | 256 535 | 84.4 |

International Class 3 Licence Operations September 1983

Table 6.2

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 197 | 143 | 330 | 13 098 | 21 373 | 18 371 | 86.0 | - | 2 123 | 1 621 | - | - | 1 621 | 76.3 |
| British Airtours | 2 335 | 1 312 | 3 673 | 223 888 | 457 648 | 421 122 | 92.0 | - | 42 592 | 35 793 | - | - | 35 793 | 84.0 |
| British Caledonian Airways | 195 | 154 | 339 | 16 389 | 22 994 | 21 189 | 92.1 | - | 2 160 | 1 826 | - | - | 1 826 | 84.6 |
| Air Europe | 2 351 | 1 393 | 3 754 | 196 043 | 356 006 | 333 015 | 93.5 | - | 33 698 | 26 640 | - | - | 26 640 | 79.1 |
| Air UK | 11 | 18 | 31 | 560 | 487 | 398 | 81.6 | - | 50 | 34 | - | - | 34 | 67.8 |
| Britannia Airways | 8 187 | 4 378 | 12 947 | 519 529 | 1 067 396 | 966 098 | 90.5 | - | 90 971 | 82 051 | - | - | 82 051 | 90.2 |
| British Air Ferries | 57 | 76 | 164 | 4 163 | 4 362 | 3 548 | 81.3 | - | 362 | 286 | - | - | 286 | 79.1 |
| British Caledonian Charter | 398 | 28 | 522 | 76 337 | 151 159 | 140 206 | 92.8 | 3 | 13 923 | 11 207 | - | 8 | 11 199 | 80.5 |
| British Island Airways | 394 | 297 | 671 | 21 698 | 35 106 | 30 086 | 85.7 | - | 3 155 | 2 424 | - | - | 2 424 | 76.8 |
| British Midland Airways | 475 | 257 | 678 | 43 588 | 91 572 | 83 453 | 91.1 | - | 13 630 | 6 510 | - | - | 6 510 | 47.8 |
| Dan-Air Services | 4 195 | 2 725 | 6 709 | 325 572 | 576 765 | 526 488 | 91.3 | - | 46 142 | 42 117 | - | - | 42 117 | 91.3 |
| Metropolitan Airways | 4 | 16 | 16 | 284 | 78 | 70 | 88.8 | - | 6 | 6 | - | - | 6 | 89.1 |
| Monarch Airlines | 2 262 | 1 273 | 3 541 | 178 990 | 358 190 | 325 083 | 90.8 | - | 32 630 | 29 180 | - | - | 29 180 | 89.4 |
| Orion Airways | 1 764 | 1 047 | 2 860 | 114 315 | 229 354 | 202 205 | 88.2 | - | 21 694 | 16 163 | - | - | 16 163 | 74.5 |
| TOTAL | 22 825 | 13 307 | 36 237 | 1 734 454 | 3 372 492 | 3 071 331 | 91.1 | 3 | 303 135 | 255 858 | - | 8 | 255 850 | 84.4 |

Domestic Class 3 Licence Operations September 1983

Table 6.3

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | | As percentage of available |
|---------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Britannia Airways | 34 | 52 | 68 | 5 762 | 4 389 | 3 719 | 84.7 | - | 373 | 316 | - | - | 316 | 84.7 | |
| British Air Ferries | 57 | 149 | 181 | 10 040 | 4 301 | 3 992 | 92.8 | - | 357 | 331 | - | - | 331 | 93.0 | |
| Dan Air Services | 6 | 10 | 15 | 757 | 490 | 462 | 94.4 | - | 39 | 37 | - | - | 37 | 94.5 | |
| TOTAL | 97 | 211 | 264 | 16 559 | 9 179 | 8 173 | 89.0 | - | 769 | 684 | - | - | 684 | 89.0 | |

| | Aircraft -km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | | | | Seat-km | | As percentage of available |
|----------------------------|--------------------------|------------------|-------------------|----------------------------------|----------|-------|-------|--------------------|---------------|----------------------------------|
| | | | | ABC | Affinity | IT | Other | Available (000) | Used (000) | |
| British Airtours | 30 | 24 | 51 | - | - | 4 009 | 961 | 6 937 | 5 951 | 85.8 |
| British Caledonian Airways | 69 | 8 | 82 | 2 240 | - | 110 | - | 20 758 | 20 325 | 97.9 |
| Air Europe | 16 | 16 | 29 | - | - | 963 | 17 | 2 080 | 1 820 | 87.5 |
| British Island Airways | 53 | 58 | 98 | 449 | 1 309 | 2 699 | - | 4 738 | 3 977 | 83.9 |
| Dan Air Services | 45 | 28 | 68 | 692 | - | 1 390 | 1 388 | 7 249 | 6 316 | 87.1 |
| TOTAL | 213 | 134 | 330 | 3 381 | 1 309 | 9 171 | 2 366 | 41 763 | 38 388 | 91.9 |

| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|----------------------------|-----------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airtours | - | 646 | 506 | - | - | 506 | 78.3 |
| British Caledonian Airways | - | 1 868 | 1 829 | - | - | 1 829 | 97.9 |
| Air Europe | - | 197 | 146 | - | - | 146 | 74.0 |
| British Island Airways | - | 426 | 318 | - | - | 318 | 74.7 |
| Dan Air Services | - | 580 | 506 | - | - | 506 | 87.2 |
| TOTAL | - | 3 716 | 3 304 | - | - | 3 304 | 88.9 |

| | Aircraft -km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | | | | Available (000) | Seat-km Used (000) | As percentage of available |
|----------------------------|--------------------------|------------------|-------------------|----------------------------------|----------|-------|-------|--------------------|--------------------------|----------------------------------|
| | | | | ABC | Affinity | IT | Other | | | |
| British Airtours | 30 | 24 | 51 | - | - | 4 009 | 961 | 6 937 | 5 951 | 85.8 |
| British Caledonian Airways | 69 | 8 | 82 | 2 240 | - | 110 | - | 20 758 | 20 325 | 97.9 |
| Air Europe | 16 | 16 | 29 | - | - | 963 | 17 | 2 080 | 1 820 | 87.5 |
| British Island Airways | 53 | 58 | 98 | 449 | 1 309 | 2 699 | - | 4 738 | 3 977 | 83.9 |
| Dan Air Services | 45 | 28 | 68 | 692 | - | 1 390 | 1 388 | 7 249 | 6 316 | 87.1 |
| TOTAL | 213 | 134 | 330 | 3 381 | 1 309 | 9 171 | 2 366 | 41 763 | 38 388 | 91.9 |

| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|----------------------------|-----------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airtours | - | 646 | 506 | - | - | 506 | 78.3 |
| British Caledonian Airways | - | 1 868 | 1 829 | - | - | 1 829 | 97.9 |
| Air Europe | - | 197 | 146 | - | - | 146 | 74.0 |
| British Island Airways | - | 426 | 318 | - | - | 318 | 74.7 |
| Dan Air Services | - | 580 | 506 | - | - | 506 | 87.2 |
| TOTAL | - | 3 716 | 3 304 | - | - | 3 304 | 88.9 |

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

NIL

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

NIL

All Class 6 Licence Operations September 1983

Table 8.1

| | Aircraft -km (000) | Stage flights | Aircraft hours | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|--------------------------|--------------------------|------------------|-------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|----------------------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air-Bridge Carriers | 62 | 107 | 166 | 898 | 1 040 | 503 | - | 503 | 48.4 |
| British Air Ferries | 16 | 29 | 48 | 193 | 118 | 104 | - | 104 | 88.2 |
| Dan Air Services | 24 | 53 | 84 | 226 | 123 | 105 | - | 105 | 85.1 |
| Heavylift Cargo Airlines | 177 | 63 | 415 | 353 | 5 538 | 2 462 | - | 2 462 | 44.4 |
| Tradewinds Airways | 188 | 68 | 260 | 1 262 | 7 900 | 5 344 | - | 5 344 | 67.7 |
| TOTAL | 467 | 320 | 974 | 2 932 | 14 719 | 8 518 | - | 8 518 | 57.9 |

International Class 6 Licence Operations September 1983

Table 8.2

| | Aircraft -km (000) | Stage flights | Aircraft hours | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|--------------------------|--------------------------|------------------|-------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|----------------------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air-Bridge Carriers | 30 | 35 | 74 | 143 | 548 | 154 | - | 154 | 28.2 |
| Dan Air Services | 8 | 27 | 32 | 102 | 43 | 31 | - | 31 | 72.7 |
| Heavylift Cargo Airlines | 177 | 63 | 415 | 353 | 5 538 | 2 462 | - | 2 462 | 44.4 |
| Tradewinds Airways | 188 | 68 | 260 | 1 262 | 7 900 | 5 344 | - | 5 344 | 67.7 |
| TOTAL | 404 | 193 | 781 | 1 860 | 14 029 | 7 992 | - | 7 992 | 57.0 |

Domestic Class 6 Licence Operations September 1983

Table 8.3

| | Aircraft -km (000) | Stage flights | Aircraft hours | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|---------------------|--------------------------|------------------|-------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|----------------------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air Bridge Carriers | 32 | 72 | 92 | 755 | 492 | 349 | - | 349 | 70.9 |
| British Air Ferries | 16 | 29 | 48 | 193 | 118 | 104 | - | 104 | 88.2 |
| Dan Air Services | 15 | 26 | 52 | 124 | 80 | 74 | - | 74 | 91.8 |
| TOTAL | 63 | 127 | 192 | 1 072 | 690 | 526 | - | 526 | 76.3 |

All Class 7 Licence Operations September 1983

Table 9.1

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 5 | 4 | 8 | 634 | 783 | 757 | 96.6 | - | 85 | 66 | - | - | 66 | 78.0 |
| British Airways Helicopters | 521 | 2 996 | 2 401 | 42 655 | 16 339 | 11 566 | 70.8 | 138 | 1 920 | 950 | - | 26 | 924 | 49.5 |
| Birmingham Executive Airways | 1 | 2 | 2 | 33 | 10 | 9 | 91.7 | - | 1 | 1 | - | - | 1 | 75.0 |
| Bristow Helicopters | 1 030 | 9 523 | 4 891 | 73 899 | 17 214 | 11 374 | 66.1 | 616 | 1 606 | 1 111 | - | 80 | 1 031 | 69.2 |
| British Caledonian Helicopters | 72 | 318 | 308 | 3 354 | 1 247 | 767 | 61.5 | 22 | 128 | 70 | - | 5 | 65 | 54.7 |
| Dan Air Services | 3 | 5 | 8 | 340 | 250 | 146 | 58.4 | - | 20 | 12 | - | - | 12 | 58.2 |
| Management Aviation | 90 | 1 669 | 424 | 3 648 | 831 | 211 | 25.4 | 76 | 68 | 21 | - | 3 | 18 | 30.9 |
| North Scottish Helicopters | 269 | 4 641 | 1 098 | 14 761 | 2 837 | 1 453 | 51.2 | - | 233 | 122 | - | - | 122 | 52.4 |
| TOTAL | 1 990 | 19 158 | 9 141 | 139 324 | 39 511 | 26 282 | 66.5 | 852 | 4 061 | 2 353 | - | 114 | 2 239 | 57.9 |

International Class 7 Licence Operations September 1983

Table 9.2

61

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-Km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 5 | 4 | 8 | 634 | 783 | 757 | 96.6 | - | 85 | 66 | - | - | 66 | 78.0 |
| British Airways Helicopters | 518 | 2 979 | 2 389 | 42 640 | 16 280 | 11 563 | 71.0 | 138 | 1 914 | 950 | - | 26 | 924 | 49.6 |
| Bristow Helicopters | 1 030 | 9 523 | 4 891 | 73 899 | 17 214 | 11 374 | 66.1 | 616 | 1 606 | 1 111 | - | 80 | 1 031 | 69.2 |
| British Caledonian Helicopters | 72 | 318 | 308 | 3 354 | 1 247 | 767 | 61.5 | 22 | 128 | 70 | - | 5 | 65 | 54.7 |
| Dan Air Services | 2 | 3 | 4 | 267 | 200 | 111 | 55.5 | - | 16 | 9 | - | - | 9 | 55.3 |
| Management Aviation | 90 | 1 669 | 424 | 3 648 | 831 | 211 | 25.4 | 76 | 68 | 21 | - | 3 | 18 | 30.9 |
| North Scottish Helicopters | 269 | 4 641 | 1 098 | 14 761 | 2 837 | 1 453 | 51.2 | - | 233 | 122 | - | - | 122 | 52.4 |
| TOTAL | 1 985 | 19 137 | 9 123 | 139 203 | 39 392 | 26 235 | 66.6 | 852 | 4 050 | 2 349 | - | 114 | 2 235 | 58.0 |

Domestic Class 7 Licence Operations September 1983

Table 9.3

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-Km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways Helicopters | 3 | 17 | 13 | 15 | 59 | 3 | 5.1 | - | 6 | - | - | - | - | 5.1 |
| Birmingham Executive Airways | 1 | 2 | 2 | 33 | 10 | 9 | 91.7 | - | 1 | 1 | - | - | 1 | 75.0 |
| Dan Air Services | 1 | 2 | 4 | 73 | 50 | 35 | 69.7 | - | 4 | 3 | - | - | 3 | 69.7 |
| TOTAL | 5 | 21 | 19 | 121 | 119 | 47 | 39.5 | - | 11 | 4 | - | - | 4 | 32.1 |

All Exempt Operations September 1983 (a)(b)

Table 10.1

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 13 | 22 | 27 | 1 850 | 1 426 | 1 284 | 90.0 | - | 143 | 112 | - | - | 112 | 78.7 |
| British Airtours | 10 | 5 | 15 | 548 | 1 734 | 801 | 46.2 | - | 158 | 68 | - | - | 68 | 43.0 |
| British Caledonian Airways | 4 | 4 | 7 | 338 | 511 | 352 | 68.8 | - | 47 | 31 | - | - | 31 | 64.4 |
| Air Europe | 4 | 4 | 7 | 250 | 520 | 455 | 87.4 | - | 49 | 36 | - | - | 36 | 73.9 |
| Air UK | 20 | 47 | 61 | 106 | 38 | 28 | 74.9 | 65 | 116 | 31 | - | 28 | 2 | 26.6 |
| Britannia Airways | 138 | 175 | 259 | 19 014 | 17 903 | 14 436 | 80.6 | - | 1 523 | 1 227 | - | - | 1 227 | 80.6 |
| British Air Ferries | 18 | 38 | 59 | 1 673 | 1 037 | 861 | 83.0 | 5 | 112 | 77 | - | 5 | 71 | 68.5 |
| British Island Airways | 12 | 12 | 22 | 372 | 1 111 | 458 | 41.2 | - | 100 | 37 | - | - | 37 | 36.6 |
| British Midland Airways | 5 | 5 | 9 | 361 | 555 | 363 | 65.4 | - | 62 | 28 | - | - | 28 | 45.4 |
| Bryan Aviation | 5 | 4 | 9 | 27 | 123 | 42 | 34.1 | - | 31 | 4 | - | - | 4 | 11.5 |
| Brymon Airways | 67 | 166 | 186 | 4 692 | 3 328 | 1 881 | 56.5 | 21 | 333 | 163 | - | 9 | 154 | 48.9 |
| Channel Express (Air Services) | 13 | 84 | 54 | - | - | - | - | 138 | 55 | 35 | 35 | - | - | 63.6 |
| Dan-Air Services | 164 | 406 | 523 | 9 803 | 8 852 | 6 009 | 67.9 | 304 | 911 | 579 | 72 | 26 | 481 | 63.6 |
| Euroair Transport | 3 | 5 | 9 | 282 | 205 | 189 | 92.2 | 7 | 24 | 18 | - | 4 | 14 | 75.0 |
| Guernsey Airlines | 35 | 119 | 117 | 5 273 | 2 251 | 1 574 | 69.9 | 26 | 214 | 134 | - | 8 | 126 | 62.6 |
| Instone Airlines | 6 | 10 | 26 | - | - | - | - | 16 | 31 | 9 | - | 9 | - | 28.9 |
| Manx Airlines | - | 1 | 1 | 51 | 10 | 7 | 69.9 | - | 1 | 1 | - | - | 1 | 65.6 |
| Monarch Airlines | 2 | 3 | 4 | 286 | 253 | 196 | 77.5 | - | 23 | 18 | - | - | 18 | 76.7 |
| Orion Airways | 3 | 2 | 4 | 258 | 331 | 329 | 99.2 | - | 31 | 26 | - | - | 26 | 83.7 |
| TOTAL | 521 | 1 112 | 1 400 | 45 184 | 40 189 | 29 265 | 72.8 | 582 | 3 965 | 2 633 | 106 | 89 | 2 436 | 66.4 |

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

(b) Excludes exempt sub charter operations.

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 11 | 13 | 21 | 1 287 | 1 278 | 1 154 | 90.3 | - | 129 | 101 | - | - | 101 | 78.7 |
| British Airtours | 10 | 5 | 15 | 548 | 1 734 | 801 | 46.2 | - | 158 | 68 | - | - | 68 | 43.0 |
| British Caledonian Airways | 4 | 4 | 7 | 338 | 511 | 352 | 68.8 | - | 47 | 31 | - | - | 31 | 64.4 |
| Air Europe | 4 | 4 | 7 | 250 | 520 | 455 | 87.4 | - | 49 | 36 | - | - | 36 | 73.9 |
| Air UK | 20 | 47 | 61 | 106 | 38 | 28 | 74.9 | 65 | 116 | 31 | - | 28 | 2 | 26.6 |
| Britannia Airways | 138 | 175 | 259 | 19 014 | 17 903 | 14 436 | 80.6 | - | 1 523 | 1 227 | - | - | 1 227 | 80.6 |
| British Air Ferries | 11 | 23 | 36 | 829 | 514 | 413 | 80.4 | 5 | 69 | 40 | - | 5 | 34 | 58.0 |
| British Island Airways | 12 | 12 | 22 | 372 | 1 111 | 458 | 41.2 | - | 100 | 37 | - | - | 37 | 36.6 |
| British Midland Airways | 5 | 5 | 9 | 361 | 555 | 363 | 65.4 | - | 62 | 28 | - | - | 28 | 45.4 |
| Bryan Aviation | 5 | 4 | 9 | 27 | 123 | 42 | 34.1 | - | 31 | 4 | - | - | 4 | 11.5 |
| Dan-Air Services | 56 | 71 | 134 | 4 237 | 5 359 | 4 187 | 78.1 | 15 | 444 | 343 | - | 8 | 335 | 77.3 |
| Euroair Transport | 3 | 5 | 9 | 282 | 205 | 189 | 92.2 | 7 | 24 | 18 | - | 4 | 14 | 75.0 |
| Instone Airlines | 6 | 10 | 26 | - | - | - | - | 16 | 31 | 9 | - | 9 | - | 28.9 |
| Monarch Airlines | 2 | 3 | 4 | 286 | 253 | 196 | 77.5 | - | 23 | 18 | - | - | 18 | 76.7 |
| Orion Airways | 3 | 2 | 4 | 258 | 331 | 329 | 99.2 | - | 31 | 26 | - | - | 26 | 83.7 |
| TOTAL | 290 | 383 | 624 | 28 195 | 30 435 | 23 402 | 76.9 | 107 | 2 837 | 2 017 | - | 55 | 1 962 | 71.1 |

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

(b) Excludes exempt sub-charter operations.

Domestic Exempt Operations September 1983 (a)(b)

Table 10.3

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | As percentage of available |
| British Airways | 2 | 9 | 6 | 563 | 147 | 130 | 87.9 | - | 14 | 11 | - | - | 11 | 78.5 |
| British Air Ferries | 7 | 15 | 23 | 844 | 524 | 448 | 85.6 | - | 44 | 37 | - | - | 37 | 85.0 |
| Brymon Airways | 67 | 166 | 186 | 4 692 | 3 328 | 1 881 | 56.5 | 21 | 333 | 163 | - | 9 | 154 | 48.9 |
| Channel Express (Air Services) | 13 | 84 | 54 | - | - | - | - | 138 | 55 | 35 | 35 | - | - | 63.6 |
| Dan Air Services | 107 | 335 | 389 | 5 566 | 3 493 | 1 822 | 52.2 | 290 | 467 | 236 | 72 | 18 | 146 | 50.5 |
| Guernsey Airlines | 35 | 119 | 117 | 5 273 | 2 251 | 1 574 | 69.9 | 26 | 214 | 134 | - | 8 | 126 | 62.6 |
| Manx Airlines | - | 1 | 1 | 51 | 10 | 7 | 69.9 | - | 1 | 1 | - | - | 1 | 65.6 |
| TOTAL | 231 | 729 | 776 | 16 989 | 9 754 | 5 862 | 60.1 | 475 | 1 128 | 616 | 106 | 35 | 475 | 54.6 |

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

(b) Excludes exempt sub-charter operations.

Sub Charter Operations Performed under Class 5 Licences September 1983

Table 11.1

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airtours | 58 | 34 | 91 | .. | 7 589 | 5 045 | 66.0 | .. | 706 | 494 | 19 | 30 | 446 | 70.0 |
| Birmingham Executive Airways | 28 | 52 | 88 | .. | 495 | 332 | 67.0 | .. | 32 | 27 | - | - | 27 | 83.0 |
| British Air Ferries | 49 | 107 | 159 | .. | - | - | - | .. | 340 | 181 | - | 181 | - | 53.0 |
| Metropolitan Airways | 45 | 258 | 223 | .. | 895 | 574 | 64.0 | .. | 76 | 46 | - | - | 46 | 61.0 |
| TOTAL | 179 | 451 | 561 | .. | 8 979 | 5 950 | 66.0 | .. | 1 154 | 748 | 19 | 211 | 519 | 65.0 |

Exempt Sub Charter Operations Performed for UK Operators (a) September 1983

Table 11.2

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | | As percentage of available |
|------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| British Airways | 82 | 47 | 128 | .. | 14 013 | 13 190 | 94.0 | .. | 1 716 | 1 117 | - | - | 1 117 | 65.0 | |
| British Airtours | 5 | 2 | 8 | .. | 619 | 598 | 97.0 | .. | 58 | 51 | - | - | 51 | 88.0 | |
| British Caledonian Airways | 5 | 4 | 9 | .. | 580 | 580 | 100.0 | .. | 54 | 50 | - | - | 50 | 92.0 | |
| Air Ecosse | 37 | 184 | 155 | .. | 1 323 | 836 | 63.0 | .. | 130 | 68 | - | 1 | 67 | 52.0 | |
| Birmingham Executive Airways | - | 1 | 1 | .. | 4 | 2 | 44.0 | .. | - | - | - | - | - | 50.0 | |
| Britannia Airways | 10 | 7 | 16 | .. | 1 250 | 933 | 75.0 | .. | 107 | 79 | - | - | 79 | 74.0 | |
| British Air Ferries | 49 | 169 | 174 | .. | 3 215 | 2 543 | 79.0 | .. | 276 | 215 | - | 1 | 214 | 78.0 | |
| British Caledonian Charter | 5 | 2 | 6 | .. | 1 810 | 1 524 | 84.0 | .. | 167 | 122 | - | - | 122 | 73.0 | |
| British Island Airways | 6 | 4 | 10 | .. | 538 | 317 | 59.0 | .. | 48 | 25 | - | - | 25 | 52.0 | |
| Dan Air Services | 102 | 58 | 155 | .. | 14 833 | 13 283 | 90.0 | .. | 1 187 | 1 063 | - | - | 1 063 | 90.0 | |
| Euroair Transport | 6 | 22 | 20 | .. | 72 | 42 | 58.0 | .. | 12 | 8 | - | 5 | 3 | 63.0 | |
| Instone Airlines | 2 | 7 | 12 | .. | - | - | - | .. | 14 | 9 | - | 9 | - | 64.0 | |
| Lease Air T/A Genair | 17 | 41 | 61 | .. | 518 | 267 | 51.0 | .. | 41 | 21 | - | - | 21 | 51.0 | |
| Monarch Airlines | 28 | 20 | 45 | .. | 3 626 | 3 306 | 91.0 | .. | 329 | 298 | - | - | 298 | 91.0 | |
| Orion Airways | 58 | 47 | 100 | .. | 7 500 | 6 431 | 86.0 | .. | 710 | 513 | - | - | 513 | 72.0 | |
| TOTAL | 411 | 615 | 899 | .. | 49 901 | 43 851 | 88.0 | .. | 4 849 | 3 639 | - | 15 | 3 624 | 75.0 | |

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

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|-----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 2 | 4 | 4 | .. | 207 | 1 966 | .. | .. | 21 | 185 | 1 | 15 | 169 | .. |
| British Airtours | 111 | 16 | 139 | .. | 21 017 | 14 737 | 70.0 | .. | 1 913 | 1 228 | - | - | 1 228 | 64.0 |
| British Airways Helicopters | 1 | 4 | 4 | .. | 3 | 3 | 100.0 | .. | 1 | - | - | - | - | 100.0 |
| British Caledonian Airways | 103 | 22 | 128 | .. | 30 645 | 23 557 | 77.0 | .. | 2 758 | 2 120 | - | - | 2 120 | 77.0 |
| British Air Ferries | 14 | 36 | 48 | .. | 693 | 477 | 69.0 | .. | 59 | 38 | - | - | 38 | 65.0 |
| British Island Airways | 48 | 107 | 118 | .. | 4 291 | 1 545 | 36.0 | .. | 386 | 124 | - | - | 124 | 32.0 |
| Dan-Air Services | 4 | 2 | 6 | .. | 329 | 261 | 79.0 | .. | 26 | 21 | - | - | 21 | 80.0 |
| Heavylift Cargo Airlines | 12 | 4 | 33 | .. | - | - | - | .. | 400 | 96 | - | 96 | - | 24.0 |
| Orion Airways | 5 | 6 | 10 | .. | 649 | 322 | 50.0 | .. | 61 | 26 | - | - | 26 | 42.0 |
| Tradewinds Airways | 62 | 21 | 83 | .. | - | - | - | .. | 2 622 | 1 422 | - | 1 422 | - | 54.0 |
| TOTAL | 362 | 222 | 572 | .. | 57 833 | 42 867 | 74.0 | .. | 8 246 | 5 259 | 1 | 1 533 | 3 726 | 64.0 |

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

Aircraft Type and Utilisation - All Airlines
September 1983 (a)

Table 12.1

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km used (000) | Aircraft in service at Qtr ended Sep 1983 | Avge. Daily Utilisation per A/C (Hours) Qtr ended Sep 1983 |
|---------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|----------------------------------------------------|---------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Passengers Uplifted | | | |
| Aerospatiale AS332 Super Puma | 646 | - | 1 815 | - | 2 415 | - | 23 462 | 8 374 | 20 | 4.5 |
| Aerospatiale SA330 Puma | 5 | - | 27 | - | 25 | - | 312 | 58 | 1 | 0.6 |
| Aerospatiale SA-365 Dauphin | 129 | 2 | 3 756 | 42 | 552 | 8 | 12 258 | 413 | 6 | 2.9 |
| Armstrong Whitworth Argosy | - | 28 | - | 93 | - | 108 | - | - | 2 | 1.8 |
| BAC/Aerospatiale Concorde | 849 | - | 155 | - | 577 | - | 9 519 | 51 720 | 6 | 2.8 |
| BAC1-11 500 Series | 4 683 | 25 | 6 666 | 44 | 9 455 | 51 | 484 364 | 397 110 | 46 | 6.9 |
| BAE 146 Series 100 | 261 | - | 368 | - | 537 | - | 19 771 | 16 044 | 2 | 9.1 |
| BAE (BAC) 1-11-200 series | 175 | - | 287 | - | 377 | - | 15 669 | 10 640 | 2 | 6.6 |
| BAE (BAC) 1-11-300/400/475 | 1 426 | - | 1 943 | - | 2 800 | - | 101 234 | 90 409 | 17 | 5.1 |
| BAE(HS) 748 | 584 | 63 | 2 303 | 179 | 2 192 | 227 | 59 721 | 16 997 | 22 | 3.6 |
| Bell Model 214ST | 41 | - | 168 | - | 162 | - | 2 065 | 504 | 3 | 1.9 |
| Bell 206B Jet Ranger | 7 | - | 114 | - | 37 | - | 124 | 11 | 8 | 0.2 |
| Bell 212 | 154 | - | 5 579 | - | 1 027 | - | 29 260 | 808 | 11 | 3.0 |
| Boeing 707-320C/336 | 1 503 | 215 | 481 | 79 | 1 996 | 295 | 66 195 | 236 496 | 11 | 6.9 |
| Boeing 727-100/100C | 865 | - | 529 | - | 1 309 | - | 63 613 | 110 766 | 5 | 8.4 |
| Boeing 727-200/200 Advanced | 1 167 | - | 618 | - | 1 705 | - | 102 735 | 198 738 | 5 | 11.0 |
| Boeing 737-200 | 18 299 | - | 12 000 | - | 29 928 | - | 1 271 053 | 2 074 740 | 87 | 11.6 |
| Boeing 747-100/100F | 4 746 | - | 1 208 | - | 6 103 | - | 189 811 | 1 331 093 | 16 | 12.9 |
| Boeing 747-200 | 3 787 | - | 7 090 | - | 4 705 | - | 132 934 | 1 026 591 | 12 | 13.0 |
| Boeing 757-200 | 1 649 | - | 1 354 | - | 2 749 | - | 235 376 | 310 445 | 10 | 9.7 |
| Boeing-Vertol Model 234 Chinook | 224 | - | 555 | - | 832 | - | 19 885 | 8 056 | 6 | 4.5 |
| Bristol 170 Freighter | - | 8 | - | 17 | - | 38 | - | - | 2 | 0.6 |
| Canadair CL 44 | - | - | - | - | - | - | - | - | 1 | - |
| Cessna 404 Titan | - | - | - | - | - | - | - | - | 1 | 0.8 |
| Cessna 500 Citation 1 | - | - | - | - | - | - | - | - | 1 | 0.2 |
| De Havilland DHC-6 Twin Otter | 489 | - | 2 912 | - | 2 225 | - | 26 321 | 5 509 | 18 | 4.5 |
| De Havilland DHC-7 Dash-7 | 142 | - | 562 | - | 480 | - | 13 937 | 4 524 | 3 | 5.3 |
| Embraer EMB110 Bandeirante | 483 | 4 | 1 882 | 10 | 1 735 | 12 | 13 541 | 4 013 | 22 | 2.3 |
| Fokker F27 100-400, 600 | 946 | - | 2 821 | - | 3 214 | - | 69 668 | 26 716 | 22 | 4.9 |
| Handley Page Herald 200 | 232 | 93 | 1 090 | 416 | 936 | 374 | 39 386 | 9 888 | 13 | 3.4 |
| Handley Page Jetstream 31/200 | 118 | - | 149 | - | 348 | - | 677 | 961 | 3 | 5.3 |
| Hawker Siddeley Trident 2E | 260 | - | 481 | - | 551 | - | 30 510 | 16 803 | 8 | 2.2 |
| Hawker Siddeley Trident 3B | 1 631 | - | 2 674 | - | 3 398 | - | 262 274 | 164 416 | 23 | 5.0 |
| Lockheed L-1011-1/100 TriStar | 830 | - | 494 | - | 1 262 | - | 118 149 | 197 576 | 6 | 6.5 |
| Lockheed L1011-200 TriStar | 2 106 | - | 813 | - | 2 957 | - | 167 927 | 485 800 | 11 | 9.3 |
| Lockheed L1011-500 TriStar | 305 | - | 53 | - | 381 | - | 11 737 | 80 223 | 1 | 13.0 |
| MBB B0105 | 74 | 2 | 2 003 | 35 | 372 | 10 | 2 475 | 91 | 9 | 1.3 |
| McDonnell Douglas DC-10-30 | 2 748 | - | 524 | - | 3 374 | - | 57 386 | 479 993 | 8 | 14.3 |
| McDonnell Douglas DC-9-10/15 | 605 | - | 1 145 | - | 1 336 | - | 65 910 | 35 157 | 6 | 6.8 |
| McDonnell Douglas DC-10-10 | 403 | - | 220 | - | 529 | - | 76 337 | 141 730 | 2 | 8.8 |
| Partenavia P68B/C | - | - | - | - | - | - | - | - | 1 | - |
| Pilatus BN-2A Islander | 86 | - | 1 227 | - | 413 | - | 5 687 | 408 | 13 | 1.0 |
| Pilatus BN-2A MK111 Trislander | 86 | - | 1 799 | - | 427 | - | 20 921 | 981 | 5 | 3.0 |

Table 12.1 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) Passengers Uplifted | Seat-km used (000) | service at Qtr ended Sep 1983 | (Hours) Qtr ended Sep 1983 |
|---------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|-------------------------------------|----------------------------------|
| | Passenger (000) | Cargo (000) | | | | | | | | |
| Piper PA 23 Aztec (and apache) | - | - | - | - | - | - | - | - | 3 | 0.1 |
| Piper PA31/31P Navajo Chieftain | - | 35 | - | 88 | - | 117 | - | - | 3 | 1.4 |
| Short Belfast | - | 134 | - | 50 | - | 331 | - | - | 3 | 3.4 |
| Shorts 330 | 460 | - | 1 896 | - | 1 882 | - | 26 299 | 7 399 | 11 | 5.7 |
| Shorts 360 | 238 | - | 1 020 | - | 947 | - | 15 337 | 4 890 | 6 | 6.0 |
| Sikorsky S61N | 555 | - | 4 514 | - | 3 097 | - | 54 589 | 6 685 | 44 | 2.8 |
| Sikorsky S76 Spirit | 171 | - | 1 000 | - | 724 | - | 5 437 | 1 010 | 21 | 1.4 |
| Vickers Viscount 700 | 27 | - | 91 | - | 90 | - | 3 726 | 1 107 | - | 5.1 |
| Vickers Viscount 800 | 479 | 45 | 1 246 | 86 | 1 560 | 133 | 56 753 | 25 325 | 13 | 4.8 |
| V953C Merchantman | - | 51 | - | 78 | - | 126 | - | - | 3 | 1.1 |
| Westland 30 SRS 100 | 25 | - | 667 | - | 183 | - | 3 442 | 121 | 3 | 1.7 |
| TOTAL | 54 698 | 705 | 71 909 | 1 217 | 101 938 | 1 828 | 3 987 787 | 7 591 339 | 587 | 6.0 |

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

(b) Excludes passengers uplifted on sub charter operations

Aircraft Type and Utilisation - Individual Airlines
September 1983 (a)

Table 12.2

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km | Aircraft in | Avg. Daily |
|--------------------------------------|---------------|-----------|---------------|------------|----------------|------------|------------------|------------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | used | service at | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr ended | per A/C |
| | | | | | | | | | Sep 1983 | (Hours) |
| | | | | | | | | | Sep 1983 | |
| British Airways and Airtrains | | | | | | | | | | |
| BAE(HS) 748 | 183 | - | 884 | 1 | 684 | 1 | 20 922 | 4 657 | 5 | 4.6 |
| BAE(BAC) 1-11-300/400/475 | 306 | - | 638 | - | 680 | - | 28 536 | 15 613 | 5 | 4.6 |
| BAC 1-11 500 series | 1 734 | - | 3 179 | - | 3 785 | - | 206 952 | 117 010 | 21 | 5.9 |
| Boeing 737-200 | 4 382 | - | 4 163 | - | 7 783 | - | 372 739 | 432 713 | 30 | 8.6 |
| Hawker Siddley Trident 2E | 260 | - | 481 | - | 551 | - | 30 510 | 16 803 | 8 | 2.2 |
| Hawker Siddley Trident 3B | 1 631 | - | 2 674 | - | 3 398 | - | 262 274 | 164 416 | 23 | 5.0 |
| Lockheed L1011-1/100 Tristar | 830 | - | 494 | - | 1 262 | - | 118 149 | 197 576 | 6 | 6.5 |
| Boeing 707-320C/336 | 499 | - | 100 | - | 642 | - | 11 326 | 78 170 | 4 | 5.3 |
| Boeing 757-200 | 502 | - | 691 | - | 982 | - | 89 224 | 68 662 | 5 | 6.5 |
| Lockheed L-1011-500 Tristar | 305 | - | 53 | - | 381 | - | 11 737 | 80 223 | 1 | 13.0 |
| Boeing 747-100/100F | 4 746 | - | 1 208 | - | 6 103 | - | 189 811 | 1 331 093 | 16 | 12.9 |
| Boeing 747-200 | 3 522 | - | 623 | - | 4 367 | - | 115 674 | 941 397 | 11 | 13.2 |
| Lockheed L-1011-200 Tristar | 2 106 | - | 813 | - | 2 957 | - | 167 927 | 485 800 | 11 | 9.3 |
| BAC/Aerospatiale Concorde | 849 | - | 155 | - | 577 | - | 9 519 | 51 720 | 6 | 2.8 |
| TOTAL | 21 854 | - | 16 156 | 1 | 34 151 | 1 | 1 635 300 | 3 985 853 | 152 | 7.5 |
| British Airways Helicopters | | | | | | | | | | |
| Sikorsky S61N | 281 | - | 1 791 | - | 1 403 | - | 24 401 | 3 761 | 20 | 2.6 |
| Bell 206B Jet Ranger | 1 | - | 4 | - | 4 | - | - | 3 | 1 | 0.6 |
| Sikorsky S76 Spirit | 14 | - | 429 | - | 113 | - | 2 025 | 66 | 4 | 1.4 |
| Bell 212 | - | - | - | - | - | - | - | - | - | 0.1 |
| Boeing-Vertol Model 234 Chinook | 224 | - | 555 | - | 832 | - | 19 885 | 8 056 | 6 | 4.5 |
| Westland 30 SRS 100 | 25 | - | 667 | - | 183 | - | 3 442 | 121 | 3 | 1.7 |
| TOTAL | 545 | - | 3 446 | - | 2 535 | - | 49 753 | 12 007 | 34 | 2.6 |
| British Caledonian Airways | | | | | | | | | | |
| BAE (BAC) 1-11-300/400/475 | 78 | - | 183 | - | 191 | - | 7 941 | 3 393 | 1 | 2.4 |
| BAC 1-11 500 Series | 1 024 | 25 | 2 086 | 44 | 2 387 | 51 | 132 448 | 72 982 | 12 | 6.7 |
| Boeing 707-320C/336 | 396 | - | 127 | - | 528 | - | 8 121 | 38 203 | 2 | 9.1 |
| McDonnell-Douglas DC-10-30 | 2 748 | - | 524 | - | 3 374 | - | 57 386 | 479 993 | 8 | 14.3 |
| Boeing 747-200 | 265 | - | 77 | - | 338 | - | 17 260 | 85 193 | 1 | 11.3 |
| Sikorsky S61N | 23 | - | 568 | - | 189 | - | 7 770 | 311 | 1 | 6.4 |
| TOTAL | 4 534 | 25 | 3 565 | 44 | 7 007 | 51 | 230 926 | 679 984 | 25 | 8.9 |
| Air Bridge Carriers | | | | | | | | | | |
| Armstrong Whitworth Argosy | - | 28 | - | 93 | - | 108 | - | - | 2 | 1.8 |
| V953C Merchantman | - | 51 | - | 78 | - | 126 | - | - | 3 | 1.1 |
| TOTAL | - | 79 | - | 171 | - | 234 | - | - | 5 | 1.4 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km | Aircraft In | Avge. Daily |
|---------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | used | service at | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr ended | per A/C |
| | | | | | | | | | Sep 1983 | (Hours) |
| | | | | | | | | | Sep 1983 | Qtr ended |
| Air Commuter | | | | | | | | | | Sep 1983 |
| Cessna 500 Citation 1 | - | - | - | - | - | - | - | - | 1 | 0.2 |
| Piper PA23 Aztec/Apache | - | - | - | - | - | - | - | - | 2 | 0.1 |
| Cessna 404 Titan | - | - | - | - | - | - | - | - | 1 | 0.8 |
| Piper PA31/31P Navajo Chieftain | - | - | - | - | - | - | - | - | 1 | 0.8 |
| TOTAL | - | - | - | - | - | - | - | - | 5 | 0.4 |
| Air Ecosse | | | | | | | | | | |
| Embraer EMB110 Bandeirante | 151 | - | 642 | - | 475 | - | 4 287 | 1 260 | 7 | 2.0 |
| Shorts 360 | 103 | - | 379 | - | 399 | - | 2 334 | 2 029 | 2 | 6.0 |
| TOTAL | 254 | - | 1 021 | - | 874 | - | 6 621 | 3 289 | 9 | 2.9 |
| Air Europe | | | | | | | | | | |
| Boeing 737-200 | 1 832 | - | 1 084 | - | 2 946 | - | 129 482 | 222 947 | 7 | 13.9 |
| Boeing 757-200 | 514 | - | 308 | - | 800 | - | 65 412 | 109 301 | 2 | 13.5 |
| TOTAL | 2 346 | - | 1 392 | - | 3 746 | - | 194 894 | 332 247 | 9 | 13.8 |
| Air UK | | | | | | | | | | |
| Fokker F27 100-600 | 521 | - | 1 471 | - | 1 631 | - | 32 063 | 13 987 | 14 | 3.8 |
| Handley Page Herald 200 | 195 | 28 | 971 | 108 | 795 | 109 | 38 980 | 8 441 | 9 | 3.4 |
| Embraer EMB110 Bandeirante | 191 | - | 670 | - | 706 | - | 5 273 | 1 620 | 4 | 5.4 |
| Shorts 330 | 123 | - | 334 | - | 487 | - | 4 809 | 1 793 | 2 | 7.4 |
| TOTAL | 1 031 | 28 | 3 446 | 108 | 3 619 | 109 | 81 125 | 25 841 | 29 | 4.2 |
| Aurigny Air Services | | | | | | | | | | |
| Pilatus BN-2A Mk111 Trislander | 86 | - | 1 799 | - | 427 | - | 20 921 | 981 | 5 | 3.0 |
| Pilatus BN-2A Islander | 13 | - | 248 | - | 64 | - | 1 325 | 66 | 2 | 1.0 |
| De Havilland DHC-6 Twin Otter | 31 | - | 265 | - | 138 | - | 3 710 | 456 | 1 | 5.0 |
| TOTAL | 130 | - | 2 312 | - | 628 | - | 25 956 | 1 504 | 8 | 2.7 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) Passengers Uplifted | Seat-km used (000) | Aircraft in service at Qtr ended Sept 1983 | Avge. Daily Utilisation per A/C (Hours) Qtr ended Sept 1983 |
|---------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|-----------------------------------------------------|----------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| Birmingham Executive Airways | | | | | | | | | | |
| Handley Page Jetstream 31/200 | 118 | - | 149 | - | 348 | - | 667 | 961 | 3 | 5.3 |
| TOTAL | 118 | - | 149 | - | 348 | - | 667 | 961 | 3 | 5.3 |
| Bristow Helicopters | | | | | | | | | | |
| Sikorsky S61N | 230 | - | 2 051 | - | 1 396 | - | 21 313 | 2 390 | 20 | 3.0 |
| Bell 206B Jet Ranger | - | - | - | - | - | - | - | - | 5 | - |
| MBB B0105 | - | - | - | - | - | - | - | - | 1 | - |
| Sikorsky S76 Spirit | 46 | - | 221 | - | 198 | - | 1 348 | 281 | 10 | 1.0 |
| Bell 212 | 154 | - | 5 579 | - | 1 027 | - | 29 260 | 808 | 11 | 3.2 |
| Aerospatiale SA330 Puma | 5 | - | 27 | - | 25 | - | 312 | 58 | 1 | 0.6 |
| Aerospatiale AS332 Super Puma | 595 | - | 1 645 | - | 2 245 | - | 21 666 | 7 837 | 17 | 4.7 |
| TOTAL | 1 030 | - | 9 523 | - | 4 891 | - | 73 899 | 11 374 | 65 | 2.8 |
| Britannia Airways | | | | | | | | | | |
| Boeing 737-200 | 8 149 | - | 4 492 | - | 12 935 | - | 528 626 | 956 045 | 32 | 13.7 |
| TOTAL | 8 149 | - | 4 492 | - | 12 935 | - | 528 626 | 956 045 | 32 | 13.7 |
| British Air Ferries | | | | | | | | | | |
| Handley Page Herald 200 | 37 | 28 | 119 | 62 | 141 | 101 | 406 | 1 446 | 2 | 3.9 |
| Vickers Viscount 800 | 174 | 45 | 383 | 85 | 532 | 132 | 17 737 | 11 093 | 7 | 3.3 |
| TOTAL | 211 | 72 | 502 | 147 | 673 | 232 | 18 143 | 12 539 | 9 | 3.4 |
| British Caledonian Charter | | | | | | | | | | |
| McDonnell-Douglas DC-10-10 | 403 | - | 220 | - | 529 | - | 76 337 | 141 730 | 2 | 8.8 |
| TOTAL | 403 | - | 220 | - | 529 | - | 76 337 | 141 730 | 2 | 8.8 |
| British Caledonian Helicopters | | | | | | | | | | |
| Sikorsky S61N | 21 | - | 104 | - | 109 | - | 1 105 | 223 | 3 | 1.7 |
| Sikorsky S76 Spirit | 10 | - | 46 | - | 37 | - | 184 | 40 | 1 | 1.6 |
| Bell Model 214ST | 41 | - | 168 | - | 162 | - | 2 065 | 504 | 3 | 1.9 |
| TOTAL | 72 | - | 318 | - | 308 | - | 3 345 | 767 | 7 | 1.8 |
| British Island Airways | | | | | | | | | | |
| BAE(BAC) 1-11-300/400/475 | 513 | - | 479 | - | 919 | - | 26 585 | 36 321 | 5 | 6.7 |
| TOTAL | 513 | - | 479 | - | 919 | - | 26 585 | 36 321 | 5 | 6.7 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km | Aircraft In | Avge. Daily |
|---------------------------------------|--------------|-----------|---------------|------------|----------------|------------|----------------|----------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | used | service at | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr ended | per A/C |
| | | | | | | | | | Sept 1983 | (Hours) |
| | | | | | | | | | | Qtr ended |
| | | | | | | | | | | Sept 1983 |
| British Midland Airways | | | | | | | | | | |
| Fokker F27 100-600 | 374 | - | 1 037 | - | 1 367 | - | 29 251 | 11 304 | 7 | 7.1 |
| Shorts 360 | 32 | - | 224 | - | 178 | - | 5 824 | 830 | 1 | 6.8 |
| Shorts 330 | 37 | - | 228 | - | 202 | - | 3 771 | 614 | 1 | 7.1 |
| Vickers Viscount 800 | 251 | - | 717 | - | 851 | - | 31 785 | 11 473 | 4 | 7.6 |
| McDonnell-Douglas DC9-10/15 | 605 | - | 1 145 | - | 1 336 | - | 65 910 | 35 157 | 6 | 6.8 |
| Boeing 707-320C/336 | 608 | - | 254 | - | 826 | - | 46 748 | 120 123 | 3 | 9.2 |
| TOTAL | 1 907 | - | 3 605 | - | 4 760 | - | 183 289 | 179 501 | 22 | 7.4 |
| Bryan Aviation | | | | | | | | | | |
| BAE (BAC) 1-11-300/400/475 | 5 | - | 4 | - | 9 | - | 27 | 42 | 1 | 0.5 |
| TOTAL | 5 | - | 4 | - | 9 | - | 27 | 42 | 1 | 0.5 |
| Brymon Airways | | | | | | | | | | |
| De Havilland DHC-7 Dash 7 | 142 | - | 562 | - | 480 | - | 13 937 | 4 524 | 3 | 5.3 |
| De Havilland DHC-6 Twin Otter | 78 | - | 541 | - | 385 | - | 4 302 | 937 | 3 | 4.6 |
| TOTAL | 221 | - | 1 103 | - | 865 | - | 18 239 | 5 461 | 6 | 5.0 |
| Burnthills High Hell Service | | | | | | | | | | |
| Bell 206B Jet Ranger | 6 | - | 110 | - | 33 | - | 124 | 8 | 2 | 0.7 |
| TOTAL | 6 | - | 110 | - | 33 | - | 124 | 8 | 2 | 0.7 |
| Channel Express (Air Services) | | | | | | | | | | |
| Handley Page Herald 200 | - | 37 | - | 246 | - | 165 | - | - | 2 | 2.9 |
| De Havilland DHC-6 Twin Otter | - | - | - | - | - | - | - | - | 1 | - |
| Partenavia P68B/C | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | - | 37 | - | 246 | - | 165 | - | - | 4 | 1.4 |
| Dan-Air Services | | | | | | | | | | |
| BAE(HS) 748 | 401 | 63 | 1 419 | 178 | 1 507 | 226 | 38 799 | 12 340 | 17 | 3.3 |
| BAE(BAC) 1-11-200 Series | 175 | - | 287 | - | 377 | - | 15 669 | 10 640 | 2 | 6.6 |
| BAE(BAC) 1-11-300/400/475 | 523 | - | 639 | - | 1 001 | - | 38 145 | 35 041 | 5 | 6.6 |
| BAC 1-11 500 Series | 1 582 | - | 1 161 | - | 2 704 | - | 119 929 | 171 018 | 11 | 8.6 |
| Boeing 727-200/200 Advanced | 1 167 | - | 618 | - | 1 705 | - | 102 735 | 198 738 | 5 | 11.0 |
| Boeing 737-200 | 881 | - | 503 | - | 1 379 | - | 57 327 | 104 480 | 4 | 11.6 |
| Boeing 727-100/100C | 865 | - | 529 | - | 1 309 | - | 63 613 | 110 766 | 5 | 8.4 |
| BAE 146 Series 100 | 261 | - | 368 | - | 537 | - | 19 771 | 16 044 | 2 | 9.1 |
| TOTAL | 5 853 | 63 | 5 524 | 178 | 10 519 | 226 | 455 988 | 659 067 | 51 | 7.0 |
| Euroair Transport | | | | | | | | | | |
| Pilatus BN-2A Islander | - | - | - | - | - | - | - | - | 1 | - |
| Piper PA23 Aztec/Apache | - | - | - | - | - | - | - | - | 1 | - |
| Embraer EMB 110 Bandeirante | 2 | 4 | 10 | 10 | 7 | 12 | .. | 17 | 3 | 0.1 |
| Vickers Viscount 800 | 3 | 1 | 6 | 1 | 9 | 2 | 282 | 214 | 1 | 0.4 |
| TOTAL | 5 | 5 | 16 | 11 | 16 | 14 | 282 | 231 | 6 | 0.1 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km | Aircraft in | Avg. Daily |
|---------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | used | service at | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr ended | per A/C |
| | | | | | | | | | Sept 1983 | (Hours) |
| | | | | | | | | | Sept 1983 | |
| Euroflite | | | | | | | | | | |
| Embraer EMB110 Bandeirante | 33 | - | 120 | - | 105 | - | 575 | 227 | 1 | 3.1 |
| TOTAL | 33 | - | 120 | - | 105 | - | 575 | 227 | 1 | 3.1 |
| Guernsey Airlines | | | | | | | | | | |
| Shorts 330 | 50 | - | 170 | - | 207 | - | 4 185 | 1 239 | 1 | 8.0 |
| Vickers Viscount 700 | 27 | - | 91 | - | 90 | - | 3 726 | 1 107 | - | 5.1 |
| TOTAL | 76 | - | 261 | - | 297 | - | 7 911 | 2 345 | 1 | 7.3 |
| Heavylift Cargo Airlines | | | | | | | | | | |
| Canadair CL44 | - | - | - | - | - | - | - | - | 1 | - |
| Short Belfast | - | 134 | - | 50 | - | 331 | - | - | 3 | 3.4 |
| TOTAL | - | 134 | - | 50 | - | 331 | - | - | 4 | 2.6 |
| Instone Airlines | | | | | | | | | | |
| Bristol 170 Freighter | - | 8 | - | 17 | - | 38 | - | - | 2 | 0.6 |
| TOTAL | - | 8 | - | 17 | - | 38 | - | - | 2 | 0.6 |
| Jersey European Airways | | | | | | | | | | |
| Pilatus BN-2A Islander | - | - | - | - | - | - | - | - | 1 | - |
| De Havilland DHC-6 Twin Otter | 106 | - | 480 | - | 417 | - | 4 872 | 1 055 | 3 | 6.1 |
| Embraer EMB110 Bandeirante | 43 | - | 146 | - | 174 | - | 1 487 | 424 | 1 | 7.4 |
| TOTAL | 149 | - | 626 | - | 591 | - | 6 359 | 1 479 | 5 | 5.2 |
| Lease Air T/A Genair | | | | | | | | | | |
| Embraer EMB110 Bandeirante | 51 | - | 234 | - | 219 | - | 1 144 | 314 | 4 | 1.3 |
| Shorts 360 | 60 | - | 246 | - | 206 | - | 3 203 | 1 039 | 1 | 6.6 |
| Shorts 330 | 166 | - | 739 | - | 629 | - | 6 578 | 2 311 | 5 | 4.1 |
| TOTAL | 277 | - | 1 219 | - | 1 054 | - | 10 925 | 3 665 | 10 | 3.2 |
| Logenair | | | | | | | | | | |
| Pilatus BN-2A Islander | 50 | - | 802 | - | 244 | - | 3 942 | 274 | 6 | 1.1 |
| De Havilland DHC-6 Twin Otter | 125 | - | 682 | - | 567 | - | 7 260 | 1 501 | 5 | 4.1 |
| Embraer EMB110 Bandeirante | 12 | - | 60 | - | 48 | - | 775 | 150 | 2 | 0.9 |
| Shorts 360 | 43 | - | 171 | - | 164 | - | 3 976 | 991 | 1 | 5.7 |
| Shorts 330 | 42 | - | 158 | - | 156 | - | 3 041 | 815 | 1 | 5.3 |
| TOTAL | 271 | - | 1 873 | - | 1 180 | - | 18 994 | 3 732 | 15 | 2.6 |
| Management Aviation | | | | | | | | | | |
| MBB BO 105 | 26 | 2 | 604 | 35 | 132 | 10 | 701 | 31 | 4 | 1.0 |
| Aerospatiale SA-365 Dauphin | 60 | 2 | 988 | 42 | 275 | 8 | 2 947 | 180 | 3 | 3.0 |
| TOTAL | 86 | 4 | 1 592 | 77 | 407 | 18 | 3 648 | 211 | 7 | 1.8 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) Passengers Uplifted | Seat-km used (000) | Aircraft in service at Qtr ended Sept 1983 | Avge. Daily Utilisation per A/C (Hours) Qtr ended Sept 1983 |
|-------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|-----------------------------------------------------|----------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| Manx Airlines | | | | | | | | | | |
| Fokker F27 100-600 | 51 | - | 313 | - | 216 | - | 8 354 | 1 425 | 1 | 5.0 |
| Shorts 360 | - | - | - | - | - | - | - | - | 1 | - |
| Shorts 330 | 42 | - | 267 | - | 201 | - | 3 915 | 628 | 1 | 6.2 |
| Vickers Viscount 800 | 51 | - | 140 | - | 169 | - | 6 949 | 2545 | 1 | 5.8 |
| TOTAL | 144 | - | 720 | - | 586 | - | 19 218 | 4 598 | 4 | 5.2 |
| Metropolitan Airways | | | | | | | | | | |
| Pilatus BN-2A Islander | 11 | - | 94 | - | 57 | - | 309 | 43 | 1 | 1.9 |
| De Havilland DHC-6 Twin Otter | 56 | - | 346 | - | 272 | - | 1 005 | 737 | 2 | 4.5 |
| TOTAL | 67 | - | 440 | - | 330 | - | 1 314 | 780 | 3 | 3.7 |
| Monarch Airlines | | | | | | | | | | |
| BAC 1-11-500 Series | 344 | - | 240 | - | 579 | - | 25 035 | 36 191 | 2 | 9.4 |
| Boeing 737-200 | 1 233 | - | 658 | - | 1 920 | - | 68 468 | 149 849 | 5 | 12.7 |
| Boeing 757-200 | 633 | - | 355 | - | 967 | - | 80 740 | 132 482 | 3 | 11.7 |
| TOTAL | 2 211 | - | 1 253 | - | 3 466 | - | 174 243 | 318 522 | 10 | 11.8 |
| Nightflight | | | | | | | | | | |
| Piper PA31/31P Navajo Chieftn | - | 35 | - | 88 | - | 117 | - | - | 1 | 3.4 |
| TOTAL | - | 35 | - | 88 | - | 117 | - | - | 1 | 3.4 |
| North Scottish Helicopters | | | | | | | | | | |
| MBB BO105 | 48 | - | 1 399 | - | 240 | - | 1 774 | 60 | 4 | 1.8 |
| Sikorsky S76 Spirit | 101 | - | 304 | - | 375 | - | 1 880 | 623 | 6 | 2.2 |
| Aerospatiale SA365 Dauphin | 69 | - | 2 768 | - | 278 | - | 9 311 | 233 | 3 | 2.9 |
| Aerospatiale AS332 Super Puma | 51 | - | 170 | - | 205 | - | 1 796 | 537 | 3 | 2.9 |
| TOTAL | 269 | - | 4 641 | - | 1 098 | - | 14 761 | 1 453 | 16 | 2.3 |
| Orion Airways | | | | | | | | | | |
| Boeing 737-200 | 1 823 | - | 1 100 | - | 2 966 | - | 114 411 | 208 706 | 9 | 11.6 |
| TOTAL | 1 823 | - | 1 100 | - | 2 966 | - | 114 411 | 208 706 | 9 | 11.6 |
| Spacegrand Aviation Services | | | | | | | | | | |
| De Havilland DHC-6 Twin Otter | 94 | - | 598 | - | 446 | - | 5 172 | 823 | 3 | 4.6 |
| Piper PA31/31P Navajo Chieftn | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 94 | - | 598 | - | 446 | - | 5 172 | 823 | 4 | 3.5 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km used (000) | Aircraft in service at Qtr ended Sept 1983 | Avge. Daily Utilisation per A/C (Hours) Qtr ended Sept 1983 |
|---------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|-----------------------------------------------------|----------------------------------------------------------------------------|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Passengers Uplifted | | | |
| Telair Manchester | | | | | | | | | | |
| Pilatus BN-2A Islander | 13 | - | 83 | - | 48 | - | 111 | 24 | 2 | 1.1 |
| TOTAL | 13 | - | 83 | - | 48 | - | 111 | 24 | 2 | 1.1 |
| Tradewinds Airways | | | | | | | | | | |
| Boeing 707-320C/336 | - | 215 | - | 79 | - | 295 | - | - | 2 | 4.6 |
| TOTAL | - | 215 | - | 79 | - | 295 | - | - | 2 | 4.6 |
| GRAND TOTAL | 54 698 | 705 | 71 909 | 1 217 | 101 938 | 1 828 | 3 987 787 | 7 591 339 | 587 | 6.0 |

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

(b) Excludes Passengers Uplifted on Sub Charter Operations

Passengers Uplifted on Domestic Routes for September 1983

(a) (b)

Table 13

| | | | | | |
|----------|---------------------|--------|-----------------|---------------------------|--------|
| Heathrow | Gatwick | 7 770 | Aberdeen | Belfast | 323 |
| | Aberdeen | 30 008 | | Birmingham | 1 639 |
| | Belfast | 57 581 | | Carlisle | 21 |
| | Birmingham | 6 944 | | Channel Islands (c) | 11 809 |
| | Carlisle | 346 | | Dundee | 16 |
| | Channel Islands (c) | 24 284 | | East Midlands | 156 |
| | Dundee | 1 539 | | Edinburgh | 1 075 |
| | East Midlands | 4 474 | | Glasgow | 4 213 |
| | Edinburgh | 68 966 | | Humberside | 419 |
| | Glasgow | 71 656 | | Inverness | 162 |
| | Humberside | 1 499 | | Isle of Man | 11 |
| | Inverness | 6 682 | | Kirkwall | 1 839 |
| | Isle of Man | 6 021 | | Leeds/Bradford | 1 194 |
| | Leeds/Bradford | 10 628 | | Liverpool | 738 |
| | Liverpool | 6 170 | | Manchester | 2 938 |
| | Manchester | 49 032 | | Newcastle | 1 900 |
| | Newcastle | 20 217 | | Norwich | 2 259 |
| Gatwick | Norwich | 1 434 | Belfast | Other Scottish Aerodromes | 2 126 |
| | Tees-side | 11 337 | | Prestwick | 240 |
| | Aberdeen | 7 567 | | Sumburgh | 9 303 |
| | Belfast | 6 203 | | Tees-side | 1 341 |
| | Bournemouth | 126 | | Birmingham | 5 808 |
| | Channel Islands (c) | 31 502 | | Blackpool | 1 112 |
| | Edinburgh | 12 615 | | Bristol | 1 086 |
| | Exeter | 232 | | Cardiff | 570 |
| | Glasgow | 12 337 | | Channel Islands (c) | 1 524 |
| | Humberside | 426 | | East Midlands | 2 794 |
| | Inverness | 1 021 | | Edinburgh | 3 168 |
| | Isle of Man | 6 | | Glasgow | 3 815 |
| | Leeds/Bradford | 1 584 | | Leeds/Bradford | 3 182 |
| | Liverpool | 947 | | Manchester | 10 895 |
| | Manchester | 12 336 | | Newcastle | 1 044 |
| | Newcastle | 4 987 | | Prestwick | 155 |
| | Norwich | 552 | Belfast Harbour | Blackpool | 2 092 |
| Luton | Southampton | 65 | | Glasgow | 1 409 |
| | Tees-side | 711 | | Isle of Man | 3 202 |
| Southend | Channel Islands (c) | 2 686 | | Liverpool | 2 482 |
| | Channel Islands (c) | 6 898 | | Tees-side | 472 |
| Stansted | Channel Islands (c) | 1 781 | Birmingham | Bournemouth | 73 |
| | | | | Channel Islands (c) | 11 809 |
| | | | | Edinburgh | 3 918 |
| | | | | Glasgow | 4 768 |
| | | | | Isle of Man | 180 |
| | | | | Manchester | 114 |
| | | | | Newcastle | 182 |
| | | | Blackpool | Channel Islands (c) | 333 |
| | | | | Isle of Man | 4 057 |
| | | | | Londonderry | 40 |

Passengers Uplifted on Domestic Routes for September 1983

(a) (b)

Table 13 cont'd

| | | | | | |
|-----------------|---------------------------|--------|---------------------------|---------------------------|-------|
| Bournemouth | Cardiff | 30 | Exeter | Southampton | 260 |
| | Channel Islands (c) | 10 484 | Glasgow | Humberside | 610 |
| | Manchester | 620 | | Inverness | 3 800 |
| | Newcastle | 112 | | Isle of Man | 1 402 |
| Bristol | Cardiff | 937 | | Kirkwall | 369 |
| | Channel Islands (c) | 1 773 | | Leeds/Bradford | 1 423 |
| | Glasgow | 288 | | Liverpool | 4 |
| | Isle of Man | 132 | | Londonderry | 775 |
| | Leeds/Bradford | 71 | | Manchester | 4 320 |
| Cambridge | Channel Islands (c) | 1 073 | | Newcastle | 627 |
| Cardiff | Channel Islands (c) | 4 761 | | Norwich | 368 |
| | Glasgow | 454 | | Other Scottish Aerodromes | 6 206 |
| | Hawarden | 62 | | Tees-side | 599 |
| | Isle of Man | 91 | Hawarden | Swansea | 4 |
| | Leeds/Bradford | 441 | Humberside | Norwich | 448 |
| | Liverpool | 27 | | Tees-side | 263 |
| | Manchester | 115 | Inverness | Kirkwall | 701 |
| | Newcastle | 249 | | Other Scottish Aerodromes | 2 091 |
| Carlisle | Dundee | 5 | Isle of Man | Leeds/Bradford | 154 |
| Channel Islands | Channel Islands (c) | 21 470 | | Liverpool | 2 510 |
| (c) | Coventry | 2 329 | | Manchester | 5 031 |
| | East Midlands | 13 787 | | Newcastle | 338 |
| | Exeter | 2 891 | | Tees-side | 184 |
| | Glasgow | 4 996 | Isles of Scilly | Penzance | 7 098 |
| | Gloucester | 772 | Kirkwall | Other Scottish Aerodromes | 2 565 |
| | Leeds/Bradford | 3 384 | | Sumburgh | 1 100 |
| | Liverpool | 1 615 | Leeds/Bradford | Norwich | 323 |
| | Manchester | 9 339 | | Tees-side | 3 |
| | Newcastle | 2 947 | Liverpool | Swansea | 18 |
| | Norwich | 1 615 | Manchester | Newcastle | 580 |
| | Shoreham | 480 | Newcastle | Norwich | 6 |
| | Southampton | 30 878 | Norwich | Tees-side | 138 |
| | Tees-side | 1 755 | Other Scottish Aerodromes | Other Scottish Aerodromes | 1 173 |
| Dundee | Isle of Man | 54 | Other routes (d) | Other routes (d) | 3 092 |
| | Manchester | 340 | | | |
| East Midlands | Edinburgh | 113 | | | |
| | Glasgow | 3 454 | | | |
| Edinburgh | Glasgow | 2 | | | |
| | Isle of Man | 283 | | | |
| | Kirkwall | 395 | | | |
| | Leeds/Bradford | 1 194 | | | |
| | Manchester | 2 865 | | | |
| | Norwich | 786 | | | |
| | Other Scottish Aerodromes | 1 032 | | | |

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

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

(c) Comprises Alderney, Guernsey and Jersey.

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

NOTE: Passengers are counted in both directions.

Scheduled Passenger Analysis of Licences and
Fare Groups (a) (b) September 1983

Table 14.1

| Class 1 | Fare groups | | | | | | | | | Class Fares | Total Passengers |
|---------------|-------------|---------|---------|---------------------|--------------|----------|-----------------|-------------------|---------|----------------|---------------------|
| | First | Premium | Economy | Advance Purchase | Off- Peak | Discount | Part Charter | Inclusive Tour | Standby | | |
| All | 48 355 | 246 139 | 858 130 | 207 212 | 3 977 | 387 579 | 78 733 | 111 408 | 24 945 | 75 257 | 2 041 735 |
| International | 48 168 | 244 777 | 375 105 | 164 239 | 3 882 | 276 618 | 63 459 | 68 770 | 9 079 | 60 725 | 1 314 822 |
| Domestic | 187 | 1 362 | 483 025 | 42 973 | 95 | 110 961 | 15 274 | 42 638 | 15 866 | 14 532 | 726 913 |

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

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

Non-Scheduled Passenger Analysis of Licences
and Charter Categories (a) September 1983

Table 14.2

| | | | Charter categories | | | | Total Passengers |
|------------|---------------|--|--------------------|----------|-----------|---------|---------------------|
| | | | ABC | Affinity | ITC | Other | |
| Class 2 | All | | 26 532 | - | - | 42 458 | 68 990 |
| | International | | 26 532 | - | - | 41 940 | 68 472 |
| | Domestic | | - | - | - | 518 | 518 |
| Class 3 | All | | - | - | 1 751 013 | - | 1 751 013 |
| | International | | - | - | 1 734 454 | - | 1 734 454 |
| | Domestic | | - | - | 16 559 | - | 16 559 |
| Class 4 | All | | 3 381 | 1 309 | 9 171 | 2 366 | 16 227 |
| | International | | 3 381 | 1 309 | 9 171 | 2 366 | 16 227 |
| | Domestic | | - | - | - | - | - |
| Class 7 | All | | - | - | - | 139 324 | 139 324 |
| | International | | - | - | - | 139 203 | 139 203 |
| | Domestic | | - | - | - | 121 | 121 |
| Exempt (b) | All | | - | - | - | 45 184 | 45 158 |
| | International | | - | - | - | 28 195 | 28 195 |
| | Domestic | | - | - | - | 16 989 | 16 989 |
| TOTAL | All | | 29 913 | 1 309 | 1 760 184 | 229 332 | 2 020 738 |
| | International | | 29 913 | 1 309 | 1 743 625 | 211 704 | 1 986 551 |
| | Domestic | | - | - | 16 559 | 17 628 | 34 187 |

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

(b) Excludes Exempt Subcharter passengers

Public Transport Air-Taxi Operations (a)

Table 15
July - Sept 1983

| | Stage flights | Aircraft Hours |
|--------------------------------|---------------|----------------|
| Aerospatiale AS355 Ecureuil 2 | 67 | 78 |
| Aerospatiale SA341 Gazelle | 2 | 1 |
| Aerospatiale SA350 Ecureuil | 821 | 504 |
| Aerospatiale SA365 Dauphin | 77 | 18 |
| Agusta A109A | 153 | 68 |
| BAE (HS) 125 | 820 | 944 |
| Beech Kingair 90/100 | 1 126 | 2 044 |
| Beechcraft Baron Mod.55/58/58P | 86 | 87 |
| Beechcraft Queen-Air 65/80 | 104 | 108 |
| Beechcraft 200 Super King Air | 891 | 1 088 |
| Beechcraft 76 Duchess | 3 | 8 |
| Beechcraft 95 Travel Air | 15 | 18 |
| Bell 206B Jet Ranger | 5 479 | 3 212 |
| Bell 206L Long Ranger | 617 | 269 |
| Bell 47G | 68 | 42 |
| Cessna 1303 Crusader | 14 | 12 |
| Cessna 150 | 1 | 1 |
| Cessna 172 Skyhawk | 1 268 | 344 |
| Cessna 180 Skywagon | 155 | 68 |
| Cessna 310 | 1 061 | 277 |
| Cessna 337 Super Skymaster | 57 | 31 |
| Cessna 401/402/411/421 | 233 | 238 |
| Cessna 404 Titan | 1 654 | 1 770 |
| Cessna 414A Chancellor | 90 | 106 |
| Cessna 425 Corsair | 150 | 219 |
| Cessna 441 Conquest | 396 | 527 |
| Cessna 500 Citation 1 | 132 | 131 |
| Cessna 550 Citation 2 | 442 | 696 |
| Dassault Mystere-Falcon 20 | 119 | 182 |
| De Havilland DHC-6 Twin Otter | 782 | 960 |
| Douglas DC3/C47 Dakota | 876 | 1 006 |
| Embraer EMB110 Bandeirante | 2 028 | 3 509 |
| Enstrom F28A/F280 Shark | 578 | 112 |
| Gates Learjet 35A | 211 | 392 |
| Grumman GA-7 Cougar | 18 | 38 |
| Handley Page Jet Stream 31/200 | 450 | 572 |
| Hughes 269A | 75 | 21 |
| Hughes 500 | 508 | 155 |
| MBB BO105 | 1 000 | 414 |
| Partenavia P68B/C | 393 | 415 |
| Pilatus BN-2A Islander | 2 256 | 1 662 |
| Pilatus BN-2A MK111 Trislander | 259 | 237 |
| Piper Aerostar 600/601/601P | 11 | 10 |
| Piper PA23 Aztec (and Apache) | 3 536 | 3 711 |
| Piper PA 34 Seneca II | 205 | 260 |
| Piper PA28 Cherokee SRS/PA32 | 105 | 102 |
| Piper PA 30/PA39 Twin Comanche | 421 | 436 |
| Piper PA 31/31P Navajo Chieftn | 2 879 | 3 167 |
| Shorts 330 | 570 | 600 |
| Shorts 360 | 558 | 544 |
| Sikorsky S61N | 118 | 55 |
| Sikorsky S76 Spirit | 572 | 210 |
| Swearingen Merlin IIA/IIB/IIIB | 50 | 51 |
| Westland Whirlwind | 34 | 54 |
| TOTAL | 34 594 | 31 780 |

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

Appendix Definitions - UK Airline Statistics (a)

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

CLASSES OF LICENCE

- Licence** means an air transport licence granted under Section 65 of the Civil Aviation Act 1982.
- Class 1** authorises scheduled service flights;
- Class 2** authorises the carriage of charter categories other than ITC's and sole use;
- Class 3** authorises inclusive tour charter flights;
- Class 4** authorises the carriage, on the same aircraft, of ITC's and other categories, other than sole use;
- Class 5** authorises substitute charter flights (except exempted operations) for other UK airlines using UK registered aircraft;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.

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

Exempt operations are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under Section 64(2)(a) and (3) of the Civil Aviation Act 1982 has by an Instrument dated 2 June 1980 and later Instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than;

- (a) flights to or from a vessel or installation used or intended to be used in connection with oil or gas exploration or production under the sea, not being a vessel or installation still in the course of construction;
- (b) flights for the carriage of cargo or passengers and cargo to, from or within the United Kingdom, Channel Islands and Isle of Man by aircraft having a maximum total weight authorised of more than 25000 Kg;
- (c) flights beginning or ending at London (Heathrow) Airport, being flights for the carriage of passengers by aircraft having more than 10 seats available for occupation by passengers.

The Authority in pursuance of its powers under paragraph (b) of Section 21 (2) of the said Act may also specify in an instrument published in its Official Record, Series 11 an exemption for a particular flight or series of flights.

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

TYPES OF SERVICES

| | |
|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| International services | are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands. |
| Domestic services | are services flown entirely within the United Kingdom, Isle of Man and Channel Islands. |
| Cabotage | here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands other than domestic services. (For the purposes of these statistics Cabotage is shown under International Services.) |
| Scheduled services | are those performed according to a published timetable, including those supplementary thereto, and available for use by members of the public. |
| Non-scheduled or charter services | include all air transport flights other than scheduled services. |
| Inclusive Tour Charter | means a charter flight for the carriage only of passengers as part of a tour, the charge for which includes carriage by air and accommodation on the surface for the whole or part of the trip. |
| Advance Booking Charter | means a flight operated between the UK and countries overseas complying with all the conditions set out in Schedule 5, Schedule 5A, Schedule 6, Schedule 7 or Schedule 9 to Series 1 of the Authority's Official Record. |
| Affinity Group Charter | means a charter flight for the carriage of passengers travelling as members of an Affinity Group which meets the conditions specified in Category 1(b) of Annex B to Section 1 of the Authority's Official Record Series 1. |
| Sole-use Charters | are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward. |
| Separate Fare Charters | are those where the charterer resells part of the capacity of the aircraft to the public at large, an organisation etc. |

MEASURES AND THEIR COMPUTATION

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

Aircraft days available The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies.

Aircraft hours An aircraft hour is said to be performed when a aircraft operates one hour, aircraft hours are measured on the basis of block-to-block times i.e the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.

| | |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Average daily Utilisation per A/C (Hours) | This is the total number of aircraft hours flown (passenger and cargo) divided by the number of aircraft days available for the period in question. |
| Aircraft kilometres | Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance. |
| All cargo services | Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail. |
| Cargo (or mail) tonne-kilometres used | A metric tonne of revenue cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo and diplomatic bags carried on each stage flight by the stage distance. Mail tonne-kilometres used are computed in a similar way. |
| Cargo | The weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags but excluding passengers' and crews' permitted baggage and mail. |
| Cargo (or mail) tonnes uplifted | The number of tonnes of revenue cargo uplifted is obtained by counting each tonne of cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that journey. |
| Distance flown per passenger | The average distance flown per passenger is computed by dividing the seat kilometres used by the number of passengers carried. |
| Passenger load factor | Seat-kilometres used divided by seat-kilometres available and expressed as a percentage. |
| Passenger Tonne Kilometres Used | A metric tonne of revenue passengers carried one kilometre. Passenger tonne-kilometres equal the sum of the products obtained by multiplying the weight of passengers uplifted on each stage flight by the stage distance. |
| Passengers uplifted | The number of passengers uplifted is obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight. |
| Payload capacity | Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes. |
| Payload carried | The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes. |
| Revenue passengers | Those who pay 25% or more of the normal applicable fare. |
| Seat-kilometres available | A seat-kilometre is available when a seat is flown one kilometre. Seat-kilometres available are equal to the sum of the products obtained by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations. |
| Seat-kilometres used | A seat-kilometre is used when a revenue passenger is carried one kilometre. Calculation of seat-kilometres used equals the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance. The resultant figure is equal to the number of kilometres travelled by all revenue passengers. |
| Stage flight | Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops). |

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