

U
Civil Aviation Authority



CAP 521

STATISTICS BRANCH LIBRARY
PLEASE RETURN THIS BOOK,
AS SOON AS POSSIBLE,
TO ROOM T406/7

UK Airlines

**annual operating, traffic
and financial statistics 1985.**

CAP 521

UK Airlines

**annual operating, traffic
and financial statistics 1985**

© Civil Aviation Authority 1986

ISBN 0 86039 282 1

Printed and distributed by Civil Aviation Authority, Greville House, 37 Gratton Road, Cheltenham, England

FOREWORD

1. CONTENT

- 1.1 "UK Airlines - Annual Operating, Traffic and Financial Statistics" is published by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators.

2. CONVENTIONS

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

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

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

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

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 (5,280 feet) | = 1.6095 kilometres |
| 1 short ton mile | = 1.4600 tonne - kilometres |

The explanations of other terms used throughout the Tables are contained in the section on Definitions at the end of this booklet.

3. ENQUIRIES

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

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

Tel. 01 379 7311 Ext 2504
Ext 2223

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

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

Tel. Cheltenham (0242) 35151

4. OTHER CIVIL AVIATION STATISTICS

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

The series comprise:

| | | |
|-------|--|-----------------------------------|
| CA. 1 | Airport Activity | (Monthly and Annual) |
| CA. 2 | Air Passengers | " " " |
| CA. 3 | Air Freight & Mail | " " " |
| CA. 4 | Airline operations | " " " |
| CA. 5 | Airline operations | (Quarterly and Annual) |
| CA. 6 | Domestic passenger traffic | " " " |
| CA. 7 | Air passengers - international and cabotage | " " " |
| CA. 8 | Airline financial statistics | (Annually - 1968 to 1971 only) |

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

- 4.2 Statistics for the period January 1973 to December 1982 were published in CAA Monthly and Annual Statistics. Financial Statistics prior to 1975 were published in one document "Financial Resources of UK Airlines 1968-1974" CAP 379 and subsequently were incorporated into "CAA Annual Statistics".
- 4.3 With effect from 1983 data, CAA Monthly Statistics was published as two independent documents "UK Airlines - Monthly Operating and Traffic Statistics" and "UK Airports - Monthly Statements of Movements, Passengers and Cargo". With the exception of certain summary tables these broadly follow the data published in Chapters 1 and 2 of "CAA Monthly Statistics".
- 4.4 With effect from 1983 data, CAA Annual Statistics was published as two independent documents "UK Airlines - Annual Operating, Traffic and Financial Statistics" and "UK Airports - Annual Statements of Movements, Passengers and Cargo". The former contains information previously published in Chapters 1 and 3 and the latter, information previously published in Chapter 2 of "CAA Annual Statistics". Information previously published in Chapters 4 and 5 (ICAO and Aircraft Accident Data) is available from other sources and no longer included in CAA Annual Statistical publications.

CONTENTS

Foreword

Part 1 UK Airlines - Operating, Traffic and Personnel Statistics

Tables

- 1.1 Size of UK Airlines: Years ended 31 December 1980 and 1985
- 1.2 Main output of UK Airlines 1961-1985
- 1.3 Scheduled Passenger and Cargo Services by UK Airlines 1976-1985
- 1.4 Non-scheduled Passenger and Cargo Services by UK Airlines 1976-1985

Scheduled Services

- 1.5.1 All Scheduled Services 1985
- 1.5.2 International Scheduled Services 1985
- 1.5.3 Domestic Scheduled Services 1985

Non-Scheduled Services

- 1.6.1 All Non-scheduled Services 1985
- 1.6.2 International Non-scheduled Services 1985
- 1.6.3 Domestic Non-scheduled Services 1985
- 1.7.1 All Class 2 Licence Operations 1985
- 1.7.2 International Class 2 Licence Operations 1985
- 1.7.3 Domestic Class 2 Licence Operations 1985
- 1.8.1 All Class 3 Licence Operations 1985
- 1.8.2 International Class 3 Licence Operations 1985
- 1.8.3 Domestic Class 3 Licence Operations 1985
- 1.9.1 All Class 4 Licence Operations 1985
- 1.9.2 International Class 4 Licence Operations 1985
- 1.9.3 Domestic Class 4 Licence Operations 1985
- 1.10.1 All Class 6 Licence Operations 1985
- 1.10.2 International Class 6 Licence Operations 1985
- 1.10.3 Domestic Class 6 Licence Operations 1985
- 1.11.1 All Class 7 Licence Operations 1985
- 1.11.2 International Class 7 Operations 1985
- 1.11.3 Domestic Class 7 Licence Operations 1985
- 1.12.1 All Exempt Operations 1985
- 1.12.2 International Exempt Operations 1985
- 1.12.3 Domestic Exempt Operations 1985
- 1.13.1 Sub Charter Operations performed under Class 5 Licences 1985
- 1.13.2 Exempt Sub Charter Operations performed for UK Operators 1985
- 1.13.3 Exempt Sub Charter Operations performed for Non-UK Operators 1985

Aircraft Type and Utilisation

- 1.14.1 All Airlines 1985
- 1.14.2 Individual Airlines 1985

Miscellaneous Traffic Statistics

- 1.15 Passengers Uplifted on Domestic Routes 1985
- 1.16.1 Scheduled Passenger Analysis by Fare Groups 1985
- 1.16.2 Non-scheduled Passenger Analysis of Licences and Charter Categories 1985
- 1.17 Public Transport Air Taxi Operations 1985

Personnel

- 1.18 UK Airline Personnel Costs (UK and Overseas) 1985
- 1.19 UK Airline Personnel Employed in Great Britain 1985

CONTENTS continued

Part 2 UK Airlines - Financial Results

Introduction

- 2.1 Financial Resources of Major UK Airlines 1977-1984
- 2.2 Revenues Expenses and Profits of Major UK Airlines 1977-1984
- 2.3 Trends in Major UK Airlines' Operating Costs and Revenues 1977-1984
- 2.4.1 Major UK Airlines' Profit and loss Account Summary 1977-1979
- 2.4.2 Major UK Airlines' Profit and Loss Account Summary 1980-1984
- 2.5 Major UK Airlines' Appropriation Account Summary 1977-1984
- 2.6 Major UK Airlines' Balance Sheet Summary 1977-1984
- 2.7 Major UK Airlines' Individual Airline Profit and Loss Accounts 1984
- 2.8 Major UK Airlines' Individual Airline Appropriation Accounts 1984
- 2.9 Major UK Airlines' Individual Airline Balance Sheets 1984
- 2.10 Total Scheduled and Non-scheduled services. Operating and Traffic Statistics for the Financial Years of Reporting Airlines
- 2.11 All Scheduled Services. Operating and Traffic Statistics for the Financial Years of Reporting Airlines
- 2.12 All Non-scheduled Services. Operating and Traffic Statistics for the Financial Years of Reporting Airlines

Part 3 Miscellaneous Tables

- 3.1 Passengers Departing from UK Airports on Inclusive Tour Charter Flights 1984-1985

Appendix A Definitions - UK Airline Statistics

Appendix B Definitions - UK Airline Financial Results

Part 1

**UK Airlines:
Operating, traffic and personnel statistics**

SIZE OF UK AIRLINES BY AVAILABLE CAPACITY
YEARS ENDING 31 DECEMBER 1980 and 1985 (a)

Table 1.1

| | Output in available tonne-km (000 000) | Percentage of all available tonne-Km |
|----------------------------------|--|---|
| 1980 | | |
| British Airways | 7 962 | 60.26 |
| British Caledonian Airways | 1 169 | 8.85 |
| Laker Airways | 1 136 | 8.60 |
| Britannia Airways | 649 | 4.91 |
| Dan Air Services | 430 | 3.25 |
| Tradewinds Airways | 279 | 2.11 |
| British Airtours | 271 | 2.05 |
| British Midland Airways | 267 | 2.02 |
| Monarch Airlines | 243 | 1.84 |
| Air Europe | 145 | 1.10 |
| Pelican Air Transport | 116 | 0.88 |
| Air UK (b) | 116 | 0.88 |
| Orion Airways (c) | 107 | 0.81 |
| British Cargo Airlines (d) (e) | 76 | 0.58 |
| Scimitar Airlines | 69 | 0.52 |
| Redcoat Air Cargo | 31 | 0.23 |
| Air Bridge Carriers | 30 | 0.23 |
| Heavylift Cargo Airlines (f) (g) | 18 | 0.14 |
| British Airways Helicopters | 14 | 0.11 |
| British Air Ferries | 14 | 0.11 |
| Trans-Meridian Air Cargo (e) | 11 | 0.08 |
| Bristow Helicopters | 11 | 0.08 |
| Others (15 Airlines) | 49 | 0.37 |
| 1985 | | |
| British Airways | 7 930 | 59.14 |
| British Caledonian Airways | 1 786 | 13.32 |
| Britannia Airways | 721 | 5.38 |
| Dan Air Services | 676 | 5.04 |
| British Airtours | 454 | 3.38 |
| Monarch Airlines | 331 | 2.47 |
| Air Europe | 222 | 1.65 |
| Virgin Atlantic Airways | 213 | 1.59 |
| Orion Airways | 213 | 1.59 |
| Cal Air International | 168 | 1.25 |
| Tradewinds Airways | 161 | 1.20 |
| British Midland Airways | 123 | 0.92 |
| Air UK | 71 | 0.53 |
| British Island Airways | 50 | 0.37 |
| Anglo Cargo | 43 | 0.32 |
| Airways International (Cymru) | 34 | 0.26 |
| Heavylift Cargo Airlines | 33 | 0.25 |
| Air Bridge Carriers | 32 | 0.24 |
| British Air Ferries | 31 | 0.23 |
| British Airways Helicopters | 19 | 0.14 |
| Bristow Helicopters | 19 | 0.14 |
| Brymon Airways | 11 | 0.08 |
| Others (27 airlines) | 67 | 0.50 |

(a) Excludes air taxi operations

(b) Amalgamation of Air Anglia
and British Island Airways

(c) Commenced operations April 1980

(d) Formerly IAS Cargo Airlines

(e) Ceased operations March 1980

(f) Formerly TAC Heavylift

(g) Commenced operations March 1980

MAIN OUTPUT OF UK AIRLINES 1961-1985 (a)

Table 1.2

| | Total Available tonne-km (000 000) | Percentage growth on Prev. year | Scheduled services Available tonne-km (000 000) | Percentage growth on prev. year | Non-Scheduled services Available tonne-km (000 000) | Percentage growth on prev. year |
|------------------------------------|---|---------------------------------------|---|---------------------------------------|---|---------------------------------------|
| 1961 | 1 990 | .. | 1 575 | 32.2 | 415 | .. |
| 1962 | 2 215 | 11.3 | 1 784 | 13.3 | 431 | 3.9 |
| 1963 | 2 439 | 10.1 | 1 953 | 9.5 | 486 | 12.8 |
| 1964 | 2 879 | 18.0 | 2 275 | 16.5 | 604 | 24.3 |
| 1965 | 3 325 | 15.5 | 2 664 | 17.1 | 661 | 9.4 |
| 1966 | 3 851 | 15.8 | 2 993 | 12.4 | 858 | 29.8 |
| 1967 | 4 016 | 4.3 | 3 145 | 5.1 | 871 | 1.5 |
| 1968 | 4 214 | 4.9 | 3 256 | 3.5 | 958 | 10.0 |
| 1969 | 4 927 | 16.9 | 3 748 | 15.1 | 1 179 | 23.1 |
| 1970 | 5 782 | 17.4 | 4 129 | 10.2 | 1 653 | 40.2 |
| 1971 | 6 973 | 20.6 | 4 591 | 11.2 | 2 382 | 44.1 |
| 1972 | 8 249 | 18.3 | 5 399 | 17.6 | 2 850 | 19.7 |
| 1973 | 9 003 | 9.1 | 5 953 | 10.3 | 3 051 | 7.0 |
| 1974 | 8 283 | -8.0 | 5 745 | -3.5 | 2 538 | -16.8 |
| 1975 | 8 927 | 7.8 | 5 984 | 4.2 | 2 943 | 16.0 |
| 1976 | 9 727 | 9.0 | 6 602 | 10.3 | 3 125 | 6.2 |
| 1977 | 10 505 | 8.0 | 6 834 | 3.5 | 3 671 | 17.5 |
| 1978 | 11 970 | 13.9 | 8 095 | 18.5 | 3 875 | 5.6 |
| 1979 | 12 749 | 6.5 | 8 841 | 9.2 | 3 909 | 0.9 |
| 1980 | 13 212 | 3.6 | 9 829 | 11.2 | 3 383 | -13.5 |
| 1981 | 13 087 | -0.9 | 9 936 | 1.1 | 3 151 | -6.9 |
| 1982 | 11 848 | -9.5 | 9 068 | -8.7 | 2 780 | -11.8 |
| 1983 | 12 011 | 1.4 | 8 989 | -0.9 | 3 022 | 8.7 |
| 1984 | 13 155 | 9.5 | 9 854 | 9.6 | 3 301 | 9.2 |
| 1985 | 13 408 | 1.9 | 10 166 | 3.2 | 3 242 | -1.8 |
| Mean rates of growth (percentages) | | | | | | |
| 1961-65 | 13.8 | | 13.9 | | 13.5 | |
| 1966-70 | 10.8 | | 8.5 | | 17.5 | |
| 1971-75 | 5.1 | | 6.1 | | 3.1 | |
| 1976-80 | 8.4 | | 11.1 | | 2.3 | |
| 1981-85 | 1.5 | | 1.3 | | 2.3 | |
| Last 20 years | 7.1 | | 7.1 | | 7.1 | |
| 10 years | 2.6 | | 4.4 | | -1.7 | |
| 5 years | 1.5 | | 1.3 | | 2.3 | |

(a) Excludes air taxi operations

**SCHEDULED PASSENGER AND CARGO SERVICES BY UK
AIRLINES 1976-1985**

Table 1.3

| | Seat-km available (000 000) | Seat-km used (000 000) | As % of available | Tonne-km available (000 000) | Total (000 000) | Mail (000 000) | Tonne-Km used | | | As % of available |
|-------------------------------|-----------------------------------|------------------------------|-------------------------|------------------------------------|--------------------|-------------------|--------------------|------------------------|--|-------------------------|
| | | | | | | | Cargo (000 000) | Passenger (000 000) | | |
| All Services | | | | | | | | | | |
| 1976 | 51 668.2 | 31 078.1 | 60.1 | 6 602.4 | 3 725.6 | 144.8 | 774.9 | 2 806.0 | | 56.4 |
| 1977 | 53 162.0 | 31 871.1 | 60.0 | 6 833.9 | 3 928.1 | 159.0 | 861.1 | 2 908.0 | | 57.5 |
| 1978 | 64 170.3 | 40 441.6 | 63.0 | 8 094.8 | 4 872.0 | 173.2 | 988.5 | 3 710.3 | | 60.2 |
| 1979 | 71 591.1 | 47 084.8 | 65.8 | 8 841.4 | 5 549.9 | 178.7 | 1 070.3 | 4 300.9 | | 62.8 |
| 1980 | 80 319.9 | 50 163.8 | 62.5 | 9 829.3 | 5 894.9 | 176.8 | 1 214.8 | 4 503.2 | | 60.0 |
| 1981 | 80 325.2 | 52 209.6 | 65.0 | 9 936.2 | 6 188.4 | 170.5 | 1 343.5 | 4 674.5 | | 62.3 |
| 1982 | 70 869.3 | 46 404.3 | 65.5 | 9 068.1 | 5 593.2 | 169.1 | 1 200.4 | 4 223.7 | | 61.7 |
| 1983 | 68 847.5 | 43 887.4 | 63.7 | 8 988.6 | 5 521.8 | 179.7 | 1 338.1 | 4 004.0 | | 61.4 |
| 1984 | 73 193.2 | 48 235.3 | 65.9 | 9 853.9 | 6 337.3 | 196.0 | 1 736.2 | 4 405.1 | | 64.3 |
| 1985 | 76 650.1 | 51 436.9 | 67.1 | 10 166.3 | 6 466.5 | 202.8 | 1 563.1 | 4 700.6 | | 63.6 |
| International Services | | | | | | | | | | |
| 1976 | 47 845.0 | 28 751.6 | 60.1 | 6 214.6 | 3 513.4 | 142.1 | 761.3 | 2 610.1 | | 56.5 |
| 1977 | 49 807.4 | 29 790.0 | 59.8 | 6 508.4 | 3 738.3 | 156.4 | 849.9 | 2 732.0 | | 57.4 |
| 1978 | 60 234.8 | 37 997.0 | 63.1 | 7 714.8 | 4 651.2 | 170.2 | 977.1 | 3 503.8 | | 60.3 |
| 1979 | 67 224.2 | 44 320.9 | 65.9 | 8 425.0 | 5 301.2 | 175.4 | 1 060.1 | 4 065.7 | | 62.9 |
| 1980 | 75 713.8 | 47 393.5 | 62.6 | 9 379.7 | 5 652.2 | 173.0 | 1 207.7 | 4 271.5 | | 60.3 |
| 1981 | 76 212.1 | 49 608.9 | 65.1 | 9 525.0 | 5 958.7 | 166.2 | 1 336.2 | 4 456.3 | | 62.6 |
| 1982 | 66 660.2 | 43 651.6 | 65.5 | 8 645.7 | 5 355.9 | 164.0 | 1 193.0 | 3 998.9 | | 61.9 |
| 1983 | 64 240.2 | 41 096.1 | 64.0 | 8 529.3 | 5 281.1 | 173.8 | 1 330.4 | 3 776.9 | | 61.9 |
| 1984 | 67 935.3 | 44 997.5 | 66.2 | 9 324.9 | 6 058.9 | 190.6 | 1 726.0 | 4 142.3 | | 64.9 |
| 1985 | 71 038.8 | 47 942.7 | 67.5 | 9 594.9 | 6 166.6 | 196.9 | 1 552.9 | 4 416.8 | | 64.2 |
| Domestic Services | | | | | | | | | | |
| 1976 | 3 823.2 | 2 326.5 | 60.8 | 387.8 | 212.2 | 2.7 | 13.7 | 195.9 | | 54.7 |
| 1977 | 3 354.7 | 2 081.1 | 62.0 | 325.4 | 189.8 | 2.6 | 11.2 | 175.9 | | 58.3 |
| 1978 | 3 935.5 | 2 444.6 | 62.1 | 379.9 | 220.8 | 2.9 | 11.4 | 206.5 | | 58.1 |
| 1979 | 4 366.9 | 2 763.9 | 63.3 | 416.4 | 248.7 | 3.2 | 10.2 | 235.2 | | 59.7 |
| 1980 | 4 606.1 | 2 770.3 | 60.1 | 449.7 | 242.6 | 3.8 | 7.1 | 231.7 | | 54.0 |
| 1981 | 4 113.1 | 2 600.7 | 63.2 | 411.2 | 229.7 | 4.3 | 7.3 | 218.1 | | 55.9 |
| 1982 | 4 209.1 | 2 752.7 | 65.4 | 422.5 | 237.3 | 5.1 | 7.5 | 224.7 | | 56.2 |
| 1983 | 4 607.3 | 2 791.4 | 60.8 | 459.3 | 240.7 | 5.9 | 7.7 | 227.0 | | 52.3 |
| 1984 | 5 257.9 | 3 237.8 | 61.6 | 528.9 | 278.4 | 5.4 | 10.2 | 262.8 | | 52.6 |
| 1985 | 5 611.3 | 3 494.3 | 62.3 | 571.4 | 299.9 | 6.0 | 10.2 | 283.8 | | 52.4 |

NON-SCHEDULED PASSENGER AND CARGO SERVICES BY UK
AIRLINES 1976-1985

Table 1.4

By Main Type of Service (a)

| | Total | | (b) Inclusive Tours | | Other separate fare and advance booking charters | | Other charters | |
|------|------------------------------------|-------------------------------------|------------------------------------|-------------------------------------|---|-------------------------------------|------------------------------------|-------------------------------------|
| | Tonne-km available (000 000) | Percentage of all UK Services | Tonne-km available (000 000) | Percentage of all UK Services | Tonne-km available (000 000) | Percentage of all UK Services | Tonne-km available (000 000) | Percentage of all UK Services |
| 1976 | 3 125.3 | 32.1 | 1 145.6 | 11.8 | 631.4 | 6.5 | 1 348.3 | 13.9 |
| 1977 | 3 670.9 | 34.9 | 1 119.9 | 10.7 | 793.2 | 7.6 | 1 757.9 | 16.7 |
| 1978 | 3 875.2 | 32.4 | 1 234.7 | 10.3 | 616.1 | 5.1 | 2 024.4 | 16.9 |
| 1979 | 3 909.8 | 30.7 | 1 546.4 | 12.1 | 352.3 | 2.8 | 2 011.1 | 15.8 |
| 1980 | 3 383.4 | 25.6 | 1 813.2 | 13.7 | 344.9 | 2.6 | 1 225.3 | 9.3 |
| 1981 | 3 151.3 | 24.1 | 1 950.1 | 14.9 | 335.9 | 2.6 | 864.8 | 6.6 |
| 1982 | 2 780.0 | 23.5 | 2 180.1 | 18.4 | 184.5 | 1.6 | 415.4 | 3.5 |
| 1983 | 3 022.2 | 25.2 | 2 371.8 | 19.7 | 240.4 | 2.0 | 410.0 | 3.4 |
| 1984 | 3 301.1 | 25.1 | 2 635.6 | 20.0 | 291.1 | 2.2 | 374.3 | 2.8 |
| 1985 | 3 242.1 | 24.2 | 2 475.2 | 18.5 | 330.2 | 2.5 | 436.8 | 3.3 |

Inclusive Tours (b)

| | Seat-km available (000 000) | Seat-km used (000 000) | As percentage of available | Passengers Uplifted (000) | Stage flights (number) | Aircraft km (000) | Stage flights average distance (km) | Average distance per passenger (km) |
|------|-----------------------------------|------------------------------|----------------------------------|---------------------------------|------------------------------|----------------------|---|---|
| 1976 | 13 049.5 | 10 731.6 | 82.2 | 6 782.5 | 64 942 | 91 139 | 1 527 | 1 582 |
| 1977 | 12 818.9 | 10 795.7 | 84.2 | 6 825.4 | 64 678 | 97 398 | 1 506 | 1 582 |
| 1978 | 14 229.3 | 12 571.4 | 88.3 | 7 673.3 | 68 608 | 107 816 | 1 571 | 1 638 |
| 1979 | 17 634.5 | 14 920.6 | 84.6 | 8 749.7 | 80 441 | 130 798 | 1 626 | 1 705 |
| 1980 | 20 344.8 | 17 117.0 | 84.1 | 9 662.8 | 86 298 | 147 126 | 1 705 | 1 771 |
| 1981 | 21 709.9 | 18 515.8 | 85.3 | 10 155.6 | 87 689 | 154 291 | 1 760 | 1 823 |
| 1982 | 24 560.8 | 20 775.4 | 84.6 | 11 901.8 | 104 700 | 178 547 | 1 705 | 1 746 |
| 1983 | 26 479.9 | 22 731.0 | 85.8 | 13 037.6 | 108 173 | 181 912 | 1 682 | 1 743 |
| 1984 | 30 094.7 | 25 855.1 | 85.9 | 14 616.1 | 116 404 | 197 013 | 1 692 | 1 768 |
| 1985 | 28 046.0 | 24 973.6 | 89.0 | 13 610.1 | 102 564 | 177 538 | 1 731 | 1 835 |

Other Separate Fare and Advance Booking Charters

| | | | | | | | | |
|------|---------|---------|------|---------|--------|--------|-------|-------|
| 1976 | 6 446.9 | 5 199.5 | 80.7 | 1 466.7 | 19 552 | 34 643 | 1 772 | 3 545 |
| 1977 | 8 189.5 | 6 785.6 | 82.9 | 1 730.5 | 17 616 | 41 555 | 2 359 | 3 921 |
| 1978 | 6 312.2 | 5 068.2 | 80.3 | 1 534.6 | 15 143 | 33 212 | 2 193 | 3 303 |
| 1979 | 3 732.5 | 2 872.1 | 76.9 | 1 068.6 | 10 933 | 20 786 | 1 901 | 2 688 |
| 1980 | 3 729.5 | 2 942.9 | 78.9 | 1 161.2 | 12 655 | 21 815 | 1 724 | 2 534 |
| 1981 | 3 715.5 | 3 071.0 | 82.7 | 1 457.0 | 13 058 | 22 827 | 1 748 | 2 108 |
| 1982 | 2 104.1 | 1 758.8 | 83.6 | 685.2 | 6 353 | 12 134 | 1 910 | 2 567 |
| 1983 | 2 526.3 | 2 188.7 | 86.6 | 677.2 | 5 914 | 13 862 | 2 344 | 3 232 |
| 1984 | 3 203.3 | 2 789.4 | 87.1 | 917.0 | 7 938 | 15 754 | 1 985 | 3 042 |
| 1985 | 3 710.8 | 3 112.4 | 83.9 | 1 039.0 | 8 797 | 17 070 | 1 940 | 2 996 |

(a) Excludes air taxi operations

(b) Inclusive Tours performed under Class 4 Licences are
included with other Separate Fare and Advance Booking Charters.

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | | |
|------------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|--|
| | | | | | | | | | | | Mail (000) | Cargo (000) | Passenger (000) | As % of Avail | |
| Passenger Services | | | | | | | | | | | | | | | |
| Air Ecosse | 1 857 | 8 408 | 6 491 | 66 118 | 46 289 | 23 282 | 50.3 | 106 | 4 059 | 1 924 | 13 | 5 | 1 907 | 47.4 | |
| Air Europe | 507 | 370 | 858 | 35 483 | 67 039 | 48 441 | 72.3 | 23 | 6 273 | 3 915 | 9 | 31 | 3 875 | 62.4 | |
| Air UK | 14 212 | 48 869 | 47 028 | 943 267 | 629 626 | 348 863 | 55.4 | 1 606 | 66 837 | 30 352 | 42 | 647 | 29 663 | 45.4 | |
| Aurigny Air Services | 1 445 | 25 049 | 7 109 | 257 604 | 23 259 | 14 351 | 61.7 | 1 460 | 1 920 | 1 231 | 7 | 76 | 1 148 | 64.1 | |
| Birmingham Executive Airways | 3 142 | 3 523 | 8 912 | 27 222 | 50 114 | 28 028 | 55.9 | 14 | 4 831 | 2 124 | - | 14 | 2 111 | 44.0 | |
| Britannia Airways | 272 | 172 | 437 | 18 399 | 35 329 | 29 070 | 82.3 | - | 3 005 | 2 471 | - | - | 2 471 | 82.2 | |
| British Air Ferries | 912 | 3 316 | 3 303 | 102 443 | 59 253 | 29 792 | 50.3 | 39 | 5 085 | 2 474 | - | 13 | 2 461 | 48.7 | |
| British Airways | 242 669 | 190 385 | 387 114 | 16 892 895 | 59 812 373 | 41 051 146 | 68.6 | 234 591 | 7 743 525 | 5 052 672 | 166 245 | 1 112 414 | 3 774 013 | 65.3 | |
| British Airways Helis | 221 | 3 669 | 1 223 | 79 207 | 6 173 | 4 777 | 77.4 | 204 | 519 | 404 | 3 | 9 | 392 | 77.9 | |
| British Caledonian Airways | 55 812 | 38 443 | 84 406 | 2 418 043 | 11 685 716 | 7 126 956 | 61.0 | 63 845 | 1 776 598 | 1 036 643 | 32 439 | 354 526 | 649 679 | 58.3 | |
| British Midland | 4 275 | 37 344 | 41 323 | 1 525 004 | 1 096 364 | 649 869 | 59.3 | 3 368 | 114 569 | 52 332 | 1 066 | 578 | 50 688 | 45.7 | |
| Brown Air Services | 770 | 827 | 1 855 | 2 936 | 5 404 | 2 755 | 51.0 | 2 | 530 | 213 | - | 2 | 212 | 40.2 | |
| Brymon Airways | 2 239 | 11 649 | 9 961 | 164 003 | 74 241 | 46 028 | 62.0 | 92 | 7 257 | 3 800 | - | 25 | 3 775 | 52.4 | |
| Burnthills Hlnd Heli Svcs | 1 | 18 | 5 | 32 | 3 | 1 | 44.4 | - | - | - | - | - | - | 44.4 | |
| Casair Aviation | 211 | 1 146 | 688 | 4 353 | 2 326 | 1 260 | 54.2 | - | 227 | 103 | - | - | 103 | 45.6 | |
| Connectair | 554 | 1 710 | 1 981 | 14 501 | 8 624 | 4 698 | 54.5 | 12 | 823 | 356 | - | 4 | 352 | 43.3 | |
| Dan Air Services | 13 472 | 31 532 | 34 793 | 1 099 118 | 1 080 131 | 597 138 | 55.3 | 3 873 | 87 368 | 50 268 | 421 | 2 163 | 47 684 | 57.5 | |
| Euroflite | 504 | 1 547 | 1 474 | 9 598 | 8 637 | 3 807 | 44.1 | 5 | 847 | 298 | - | 2 | 296 | 35.2 | |
| Guernsey Airlines | 1 429 | 4 580 | 5 136 | 166 878 | 84 279 | 61 685 | 73.2 | 46 | 7 452 | 5 131 | - | 12 | 5 119 | 68.8 | |
| Interlink Aviation | 45 | 333 | 244 | 967 | 402 | 130 | 32.3 | - | 33 | 10 | - | - | 10 | 29.1 | |
| Jersey European Airways | 1 918 | 10 947 | 8 385 | 117 440 | 46 229 | 25 875 | 56.0 | 60 | 4 151 | 1 950 | 1 | 10 | 1 939 | 47.0 | |
| Loganair | 3 466 | 23 030 | 14 519 | 258 017 | 87 809 | 52 476 | 59.8 | 295 | 7 932 | 4 758 | 15 | 20 | 4 723 | 60.0 | |
| London European Airways | 399 | 1 130 | 1 307 | 23 248 | 26 151 | 8 222 | 31.4 | 10 | 2 094 | 626 | - | 4 | 622 | 29.9 | |
| Malinair | 7 | 28 | 39 | 138 | 55 | 34 | 61.6 | - | 5 | 2 | - | - | 2 | 45.7 | |
| Manx Airlines | 2 125 | 11 465 | 9 254 | 308 364 | 99 289 | 67 383 | 67.9 | 756 | 9 018 | 5 548 | - | 161 | 5 387 | 61.5 | |
| Metropolitan Airways | 527 | 2 693 | 2 009 | 23 486 | 15 724 | 7 227 | 46.0 | 3 | 1 435 | 566 | - | 1 | 565 | 39.5 | |
| Peregrine Air Services | 16 | 88 | 69 | 377 | 176 | 69 | 38.9 | - | 16 | 6 | - | - | 6 | 34.5 | |
| Spacegrand Aviation | 120 | 944 | 536 | 6 862 | 2 345 | 1 218 | 51.9 | 9 | 176 | 92 | - | 1 | 91 | 52.4 | |
| Virgin Atlantic Airways | 3 562 | 1 241 | 4 917 | 245 314 | 1 596 719 | 1 202 359 | 75.3 | 6 297 | 212 041 | 146 495 | - | 35 174 | 111 321 | 69.1 | |
| Total Passenger Services | 366 687 | 464 456 | 685 374 | 24 811 317 | 76 650 077 | 51 436 937 | 67.1 | 316 714 | 10 068 627 | 6 406 765 | 200 260 | 1 505 890 | 4 700 615 | 63.6 | |
| Cargo Services | | | | | | | | | | | | | | | |
| Air Bridge Carriers | 1 064 | 2 609 | 3 110 | - | - | - | - | 18 844 | 14 863 | 7 406 | - | 7 406 | - | 49.8 | |
| Air UK | 312 | 744 | 1 114 | - | - | - | - | 2 509 | 1 588 | 1 054 | - | 1 054 | - | 66.3 | |
| British Air Ferries | 69 | 105 | 223 | - | - | - | - | 405 | 398 | 268 | - | 268 | - | 67.3 | |
| British Airways | 69 | 15 | 93 | - | - | - | - | 245 | 2 467 | 793 | 15 | 777 | - | 32.1 | |
| British Caledonian Airways | 285 | 499 | 594 | - | - | - | - | 4 437 | 3 192 | 2 538 | 2 538 | - | - | 79.5 | |
| British Midland | 89 | 168 | 258 | - | - | - | - | 811 | 588 | 431 | - | 431 | - | 73.4 | |
| Channel Express (Air Svcs) | 269 | 1 923 | 1 211 | - | - | - | - | 7 194 | 1 481 | 1 215 | - | 1 215 | - | 82.1 | |
| Guernsey Airlines | 11 | 44 | 48 | - | - | - | - | 60 | 38 | 15 | 15 | - | - | 39.8 | |
| Tradewinds Airways | 1 727 | 426 | 2 292 | - | - | - | - | 7 714 | 73 056 | 46 029 | - | 46 029 | - | 63.0 | |
| Total Cargo Services | 3 897 | 6 533 | 8 944 | - | - | - | - | 42 213 | 97 670 | 59 748 | 2 569 | 57 180 | - | 61.2 | |
| Grand Total | 370 583 | 470 989 | 694 318 | 24 811 317 | 76 650 077 | 51 436 937 | 67.1 | 358 927 | 10 166 297 | 6 466 513 | 202 828 | 1 563 069 | 4 700 615 | 63.6 | |

International Scheduled Services 1985 (a)

Table 1.5.2

| | Aircraft | Stage | A/C | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | | As | |
|------------------------------|--------------|---------|---------|------------|------------|------------|------|---------|-----------|-----------------------|---------|------------------------|--------------------|---------------|----|---------------|
| | -Km (000) | | | | | | | | | Flights | Hours | Passengers Uplifted | Available (000) | Used (000) | | % of Avail |
| Passenger Services | | | | | | | | | | | | | | | | |
| Air Europe | 507 | 370 | 858 | 35 483 | 67 039 | 48 441 | 72.3 | 23 | 6 273 | 3 915 | 9 | 31 | 3 875 | 62.4 | | |
| Air UK | 8 394 | 22 704 | 26 188 | 383 360 | 381 625 | 194 607 | 51.0 | 944 | 41 212 | 17 054 | 32 | 482 | 16 540 | 41.4 | | |
| Aurigny Air Services | 173 | 2 086 | 840 | 12 762 | 2 403 | 1 071 | 44.6 | 56 | 199 | 90 | - | 5 | 86 | 45.3 | | |
| Birmingham Executive Airways | 3 142 | 3 523 | 8 912 | 27 222 | 50 114 | 28 028 | 55.9 | 14 | 4 831 | 2 124 | - | 14 | 2 111 | 44.0 | | |
| Britannia Airways | 272 | 172 | 437 | 18 399 | 35 329 | 29 070 | 82.3 | - | 3 005 | 2 471 | - | - | 2 471 | 82.2 | | |
| British Air Ferries | 541 | 1 939 | 1 916 | 58 038 | 38 316 | 14 607 | 38.1 | 34 | 3 219 | 1 223 | - | 11 | 1 212 | 38.0 | | |
| British Airways | 218 976 | 130 275 | 327 457 | 12 697 986 | 56 900 491 | 39 196 269 | 68.9 | 223 179 | 7 444 968 | 4 896 138 | 164 608 | 1 109 563 | 3 621 967 | 65.8 | | |
| British Caledonian Airways | 1 503 | 21 873 | 71 867 | 1 746 589 | 11 261 592 | 6 869 937 | 61.0 | 62 180 | 1 735 443 | 1 015 120 | 31 978 | 354 307 | 628 834 | 58.5 | | |
| British Midland | 1 286 | 2 847 | 4 253 | 70 496 | 58 018 | 31 844 | 54.9 | 168 | 5 335 | 2 555 | 21 | 50 | 2 484 | 47.9 | | |
| Brown Air Services | 770 | 827 | 1 855 | 2 936 | 5 404 | 2 755 | 51.0 | 2 | 530 | 213 | - | 2 | 212 | 40.2 | | |
| Brymon Airways | 209 | 610 | 849 | 8 890 | 4 761 | 3 049 | 64.0 | 1 | 408 | 251 | - | - | 250 | 61.5 | | |
| Connectair | 554 | 1 710 | 1 981 | 14 501 | 8 624 | 4 698 | 54.5 | 12 | 823 | 356 | - | 4 | 352 | 43.3 | | |
| Dan Air Services | 6 988 | 12 992 | 16 376 | 426 184 | 574 033 | 293 258 | 51.1 | 2 304 | 46 623 | 25 017 | 195 | 1 431 | 23 391 | 53.7 | | |
| Euroflite | 504 | 1 547 | 1 474 | 9 598 | 8 637 | 3 807 | 44.1 | 5 | 847 | 298 | - | 2 | 296 | 35.2 | | |
| Interlink Aviation | 45 | 333 | 244 | 967 | 402 | 130 | 32.3 | - | 33 | 10 | - | - | 10 | 29.1 | | |
| Jersey European Airways | 543 | 2 970 | 2 188 | 37 708 | 14 899 | 7 472 | 50.1 | 3 | 1 463 | 561 | 1 | - | 560 | 38.3 | | |
| London European Airways | 399 | 1 130 | 1 307 | 23 248 | 26 151 | 8 222 | 31.4 | 10 | 2 094 | 626 | - | 4 | 622 | 29.9 | | |
| Malinair | 7 | 28 | 39 | 138 | 55 | 34 | 61.6 | - | 5 | 2 | - | - | 2 | 45.7 | | |
| Manx Airlines | 118 | 838 | 558 | 18 842 | 4 145 | 3 015 | 72.7 | 2 | 391 | 241 | - | - | 241 | 61.6 | | |
| Virgin Atlantic Airways | 3 562 | 1 241 | 4 917 | 245 314 | 1 596 719 | 1 202 359 | 75.3 | 6 297 | 212 041 | 146 495 | - | 35 174 | 111 321 | 69.1 | | |
| Total Passenger Services | 298 489 | 210 015 | 474 516 | 15 838 661 | 71 038 757 | 47 942 672 | 67.5 | 295 232 | 9 509 746 | 6 114 759 | 196 843 | 1 501 079 | 4 416 837 | 64.3 | | |
| Cargo Services | | | | | | | | | | | | | | | | |
| Air Bridge Carriers | 568 | 1 014 | 1 743 | - | - | - | - | 5 686 | 7 071 | 3 273 | - | 3 273 | - | 46.3 | | |
| Air UK | 312 | 744 | 1 114 | - | - | - | - | 2 509 | 1 588 | 1 054 | - | 1 054 | - | 66.3 | | |
| British Air Ferries | 69 | 105 | 223 | - | - | - | - | 405 | 398 | 268 | - | 268 | - | 67.3 | | |
| British Airways | 69 | 15 | 93 | - | - | - | - | 243 | 2 467 | 793 | 15 | 777 | - | 32.1 | | |
| British Midland | 89 | 168 | 258 | - | - | - | - | 811 | 588 | 431 | - | 431 | - | 73.4 | | |
| Tradewinds Airways | 1 727 | 426 | 2 292 | - | - | - | - | 7 714 | 73 056 | 46 029 | - | 46 029 | - | 63.0 | | |
| Total Cargo Services | 2 834 | 2 472 | 5 724 | - | - | - | - | 17 357 | 85 168 | 51 847 | 15 | 51 832 | - | 60.9 | | |
| Grand Total | 301 324 | 212 487 | 480 240 | 15 838 661 | 71 038 757 | 47 942 672 | 67.5 | 312 589 | 9 594 914 | 6 166 606 | 196 859 | 1 552 910 | 4 416 837 | 64.2 | | |

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

Domestic Scheduled Services 1985 (a)

Table 1.5.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Passenger Services | | | | | | | | | | | | | | | |
| Air Ecosse | 1 857 | 8 408 | 6 491 | 66 118 | 46 289 | 23 282 | 50.3 | 106 | 4 059 | 1 924 | 13 | 5 | 1 907 | 47.4 | |
| Air UK | 5 818 | 26 165 | 20 840 | 559 907 | 248 001 | 154 256 | 62.2 | 662 | 25 625 | 13 298 | 10 | 165 | 13 123 | 51.9 | |
| Aurigny Air Services | 1 272 | 22 963 | 6 269 | 244 842 | 20 856 | 13 280 | 63.7 | 1 404 | 1 721 | 1 140 | 7 | 71 | 1 062 | 66.3 | |
| British Air Ferries | 371 | 1 377 | 1 387 | 44 405 | 20 937 | 15 185 | 72.5 | 5 | 1 865 | 1 251 | - | 2 | 1 249 | 67.1 | |
| British Airways | 23 693 | 60 110 | 59 656 | 4 194 909 | 2 911 881 | 1 854 877 | 63.7 | 11 412 | 298 557 | 156 533 | 1 637 | 2 851 | 152 045 | 52.4 | |
| British Airways Helis | 221 | 3 669 | 1 223 | 79 207 | 6 173 | 4 777 | 77.4 | 204 | 519 | 404 | 3 | 9 | 392 | 77.9 | |
| British Caledonian Airways | 4 309 | 16 570 | 12 539 | 671 454 | 424 123 | 257 019 | 60.6 | 1 665 | 41 155 | 21 524 | 460 | 218 | 20 845 | 52.3 | |
| British Midland | 12 990 | 34 497 | 37 070 | 1 454 508 | 1 038 346 | 618 025 | 59.5 | 3 200 | 109 233 | 49 778 | 1 045 | 528 | 48 205 | 45.6 | |
| Brymon Airways | 2 030 | 11 039 | 9 113 | 155 113 | 69 480 | 42 979 | 61.9 | 91 | 6 850 | 3 549 | - | 24 | 3 525 | 51.8 | |
| Burnthills Hlnd Heli Svcs | 1 | 18 | 5 | 32 | 3 | 1 | 44.4 | - | - | - | - | - | - | 44.4 | |
| Casair Aviation | 211 | 1 146 | 688 | 4 353 | 2 326 | 1 260 | 54.2 | - | 227 | 103 | - | - | 103 | 45.6 | |
| Dan Air Services | 6 483 | 18 540 | 18 418 | 672 934 | 506 098 | 303 880 | 60.0 | 1 569 | 40 745 | 25 252 | 227 | 732 | 24 293 | 62.0 | |
| Guernsey Airlines | 1 429 | 4 580 | 5 136 | 166 878 | 84 279 | 61 685 | 73.2 | 46 | 7 452 | 5 131 | - | 12 | 5 119 | 68.8 | |
| Jersey European Airways | 1 376 | 7 977 | 6 197 | 79 732 | 31 330 | 18 403 | 58.7 | 57 | 2 689 | 1 389 | - | 10 | 1 379 | 51.7 | |
| Loganair | 3 466 | 23 030 | 14 519 | 258 017 | 87 809 | 52 476 | 59.8 | 295 | 7 932 | 4 758 | 15 | 20 | 4 723 | 60.0 | |
| Manx Airlines | 2 008 | 10 627 | 8 695 | 289 522 | 95 144 | 64 367 | 67.7 | 755 | 8 626 | 5 307 | - | 161 | 5 146 | 61.5 | |
| Metropolitan Airways | 527 | 2 693 | 2 009 | 23 486 | 15 724 | 7 227 | 46.0 | 3 | 1 435 | 566 | - | 1 | 565 | 39.5 | |
| Peregrine Air Services | 16 | 88 | 69 | 377 | 176 | 69 | 38.9 | - | 16 | 6 | - | - | 6 | 34.5 | |
| Spacegrand Aviation | 120 | 944 | 536 | 6 862 | 2 345 | 1 218 | 51.9 | 9 | 176 | 92 | - | 1 | 91 | 52.4 | |
| Total Passenger Services | 68 197 | 254 441 | 210 859 | 8 972 656 | 5 611 321 | 3 494 264 | 62.3 | 21 482 | 558 881 | 292 006 | 3 417 | 4 811 | 283 778 | 52.2 | |
| Cargo Services | | | | | | | | | | | | | | | |
| Air Bridge Carriers | 496 | 1 595 | 1 367 | - | - | - | - | 13 158 | 7 792 | 4 133 | - | 4 133 | - | 53.0 | |
| Air UK | - | - | - | - | - | - | - | - | - | - | - | - | - | 0.0 | |
| British Airways | - | - | - | - | - | - | - | 6 | - | - | - | - | - | 0.0 | |
| British Caledonian Airways | 285 | 499 | 594 | - | - | - | - | 4 437 | 3 192 | 2 538 | 2 538 | - | - | 79.5 | |
| Channel Express (Air Svcs) | 269 | 1 923 | 1 211 | - | - | - | - | 7 194 | 1 481 | 1 215 | - | 1 215 | - | 82.1 | |
| Guernsey Airlines | 11 | 44 | 48 | - | - | - | - | 60 | 38 | 15 | 15 | - | - | 39.8 | |
| Total Cargo Services | 1 062 | 4 061 | 3 220 | - | - | - | - | 24 856 | 12 502 | 7 901 | 2 553 | 5 348 | - | 63.2 | |
| Grand Total | 69 259 | 258 502 | 214 079 | 8 972 656 | 5 611 321 | 3 494 264 | 62.3 | 46 337 | 571 383 | 299 907 | 5 970 | 10 159 | 283 778 | 52.4 | |

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

All Non-Scheduled Services 1985 (a)

Table 1.6.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|------------------------------|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|--|--------------------------------|-----------------------|----------------|--------------------|---------|---------------------|
| | | | | | | | | Total (000) | | Mail (000) | Cargo (000) | Passenger (000) | | |
| Air Atlantique | 80 | 205 | 345 | - | 17 | 10 | 57.9 | 157 | 383 | 148 | 48 | 99 | 1 | 38.6 |
| Air Bridge Carriers | 972 | 1 309 | 2 176 | - | - | - | - | 6 365 | 17 570 | 9 624 | - | 9 624 | - | 54.8 |
| Air Ecosse | 459 | 1 880 | 2 064 | - | 13 622 | 6 521 | 47.9 | - | 1 370 | 536 | - | 5 | 530 | 39.1 |
| Air Europe | 13 396 | 6 734 | 20 906 | 999 198 | 2 275 957 | 2 036 401 | 89.5 | 74 | 215 268 | 163 035 | 4 | 144 | 162 887 | 75.7 |
| Air UK | 610 | 1 168 | 1 870 | 9 511 | 17 158 | 10 606 | 61.8 | - | 3 047 | 1 384 | 6 | 478 | 900 | 45.4 |
| Airways Intl Cymru | 3 755 | 2 609 | 6 101 | 174 173 | 381 506 | 331 763 | 87.0 | - | 34 371 | 24 886 | - | 11 | 24 875 | 72.4 |
| Anglo Cargo | 1 048 | 254 | 1 380 | - | - | - | - | 3 254 | 43 197 | 29 982 | - | 29 982 | - | 69.4 |
| Atlantic Air Transport | 37 | 90 | 157 | - | 5 | 3 | 47.5 | 66 | 185 | 91 | 3 | 88 | - | 49.3 |
| Aurigny Air Services | 3 | 27 | 13 | - | 48 | 25 | 51.7 | - | 4 | 2 | - | - | 2 | 50.5 |
| Birmingham Executive Airways | 618 | 1 542 | 1 933 | - | 11 722 | 7 669 | 65.4 | - | 1 090 | 579 | - | 1 | 577 | 53.1 |
| Bond Helicopters | 2 182 | 47 507 | 9 500 | 241 939 | 25 543 | 11 180 | 43.8 | 2 532 | 2 072 | 1 003 | - | 118 | 885 | 48.4 |
| Bristow Helicopters | 11 864 | 119 815 | 59 076 | 932 543 | 199 880 | 126 048 | 63.1 | 6 143 | 18 659 | 12 275 | - | 846 | 11 429 | 65.8 |
| Britannia Airways | 55 472 | 31 599 | 88 801 | 4 098 193 | 8 437 104 | 7 580 295 | 89.8 | 71 | 717 862 | 645 277 | 309 | 839 | 644 130 | 89.9 |
| British Air Ferries | 3 971 | 10 592 | 12 468 | 191 534 | 206 100 | 142 624 | 69.2 | 7 026 | 25 707 | 17 099 | 173 | 5 125 | 11 801 | 66.5 |
| British Airtours | 20 696 | 11 183 | 31 965 | 1 971 058 | 4 875 664 | 4 283 184 | 87.8 | - | 453 855 | 363 968 | - | - | 363 968 | 80.2 |
| British Airways | 7 951 | 3 753 | 11 216 | 393 940 | 1 625 976 | 1 207 745 | 74.3 | 864 | 183 985 | 120 552 | 2 034 | 7 696 | 110 821 | 65.5 |
| British Airways Helis | 6 709 | 48 834 | 28 959 | 532 105 | 166 008 | 107 663 | 64.9 | 5 311 | 18 432 | 9 099 | - | 480 | 8 619 | 49.4 |
| British Caledonian Airways | 596 | 508 | 1 068 | 47 627 | 67 869 | 56 894 | 83.8 | - | 6 420 | 4 894 | - | - | 4 894 | 76.2 |
| British Caledonian Helis | 1 901 | 7 577 | 8 292 | 75 680 | 33 687 | 19 172 | 56.9 | 698 | 3 570 | 1 928 | - | 177 | 1 751 | 54.0 |
| British Island Airways | 5 442 | 4 590 | 9 524 | 343 936 | 576 404 | 482 503 | 83.7 | - | 49 715 | 38 396 | 3 | 7 | 38 387 | 77.2 |
| British Midland | 848 | 949 | 1 714 | 34 902 | 73 354 | 59 121 | 80.6 | 1 085 | 7 887 | 5 114 | 6 | 496 | 4 612 | 64.8 |
| Bryan Aviation | - | 1 | 1 | 13 | 8 | 4 | 56.5 | - | 2 | - | - | - | - | 19.0 |
| Brymon Airways | 669 | 1 706 | 2 301 | 50 990 | 33 420 | 20 905 | 62.6 | 212 | 3 344 | 1 799 | - | 85 | 1 714 | 53.8 |
| Cal Air International | 4 796 | 1 861 | 6 590 | 526 468 | 1 820 756 | 1 613 058 | 88.6 | 224 | 167 874 | 128 780 | - | 705 | 128 075 | 76.7 |
| Casair Aviation | 1 | 3 | 3 | - | 9 | 8 | 85.1 | - | 1 | 1 | - | - | 1 | 80.3 |
| Channel Express (Air Svcs) | 221 | 1 078 | 846 | - | - | - | - | 1 895 | 1 021 | 599 | 455 | 144 | - | 58.7 |
| Connectair | 98 | 317 | 345 | - | 10 | 6 | 62.5 | - | 147 | 81 | 1 | 80 | 1 | 55.3 |
| Dan Air Services | 53 363 | 34 969 | 85 620 | 3 658 202 | 7 307 138 | 6 444 697 | 88.2 | 6 494 | 588 182 | 517 856 | 1 233 | 1 036 | 515 587 | 88.0 |
| Euroair Transport | 912 | 3 127 | 2 932 | 19 220 | 36 853 | 23 104 | 62.7 | 117 | 3 693 | 1 926 | 33 | 45 | 1 848 | 52.2 |
| Euroflite | 5 | 15 | 17 | - | 93 | 62 | 67.2 | - | 9 | 5 | - | - | 5 | 50.8 |
| Goodman Air Taxis+Mam Intl | 148 | 122 | 217 | 706 | 1 802 | 893 | 49.6 | - | 143 | 69 | - | - | 69 | 48.2 |
| Guernsey Airlines | 108 | 431 | 443 | - | 2 983 | 2 094 | 70.2 | 4 | 369 | 194 | 1 | 19 | 174 | 52.4 |
| Heavylift Cargo Airlines | 1 066 | 541 | 2 576 | - | - | - | - | 3 648 | 33 406 | 17 249 | - | 17 249 | - | 51.6 |
| Interflight Berrard Av | 100 | 528 | 397 | - | 1 001 | 564 | 56.4 | - | 90 | 44 | - | - | 44 | 48.7 |
| Jersey European Airways | 5 | 23 | 22 | 94 | 108 | 82 | 75.7 | - | 10 | 6 | - | - | 6 | 66.8 |
| Loganair | 15 | 53 | 51 | 157 | 585 | 396 | 67.7 | - | 53 | 35 | - | - | 35 | 66.5 |
| London European Airways | 2 | 2 | 3 | 94 | 161 | 107 | 66.2 | - | 13 | 8 | - | - | 8 | 61.4 |

All Non-Scheduled Services 1985 (a)

Table 1.6.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo & Mail & Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | | As % of Avail |
|---|--------------------------|------------------|--------------|-------------------------------------|--|-------------------------------|--------------------------|---------------------|--|--------------------------------|-----------------------|---------------|----------------|--------------------|--|---------------------|
| | | | | Number of Passengers Uplifted | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Manx Airlines | 109 | 738 | 460 | 679 | | 788 | 584 | 74.1 | 1 430 | 401 | 239 | - | 193 | 46 | | 59.7 |
| Metropolitan Airways | 304 | 1 422 | 1 301 | 60 | | 9 124 | 4 934 | 54.1 | - | 756 | 390 | - | 2 | 388 | | 51.6 |
| Monarch Airlines | 20 025 | 10 305 | 30 330 | 1 539 013 | | 3 602 858 | 3 152 411 | 87.5 | 276 | 330 656 | 284 180 | 1 | 880 | 283 299 | | 85.9 |
| North Scottish Helicopters | 3 950 | 61 812 | 16 187 | 229 796 | | 49 564 | 23 677 | 47.8 | - | 3 986 | 1 943 | - | - | 1 943 | | 48.7 |
| Orion Airways | 16 549 | 9 602 | 26 751 | 1 029 769 | | 2 256 543 | 1 922 048 | 85.2 | 25 | 213 282 | 153 576 | - | 47 | 153 529 | | 72.0 |
| Peregrine Air Services | 351 | 821 | 1 118 | - | | 6 014 | 3 969 | 66.0 | - | 487 | 317 | - | - | 317 | | 65.1 |
| Spacegrand Aviation | - | 1 | 1 | - | | - | - | - | - | - | - | - | - | - | | 88.9 |
| Tradewinds Airways | 2 099 | 574 | 2 764 | - | | - | - | - | 9 343 | 88 178 | 58 301 | 29 | 58 272 | - | | 66.1 |
| Virgin Atlantic Airways | 23 | 14 | 35 | - | | 11 027 | 8 080 | 73.3 | - | 1 386 | 709 | - | - | 709 | | 51.1 |
| Total | 243 533 | 432 791 | 480 835 | 17 101 600 | | 34 128 468 | 29 691 109 | 87.0 | 57 314 | 3 242 140 | 2 618 180 | 4 341 | 134 974 | 2 478 865 | | 80.8 |
| Total sub-charter operations performed on behalf of UK airlines | 9 247 | 19 046 | 24 708 | .. | | 857 123 | 661 076 | 77.1 | .. | 85 649 | 58 758 | 368 | 3 876 | 54 514 | | 68.6 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 234 286 | 413 745 | 456 127 | 17 101 600 | | 33 271 344 | 29 030 032 | 87.3 | 57 314 | 3 156 491 | 2 559 422 | 3 973 | 131 098 | 2 424 351 | | 81.1 |

(a) Excludes air taxi operations (see Table 1.17)

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

International Non-Scheduled Services 1985 (a)

Table 1.6.2

| | Aircraft | | | (b) | | | | (b) | | Tonne-Kilometres Used | | | | | |
|------------------------------|----------|---------|--------|------------|-----------|-----------|-------|----------|-----------|-----------------------|-------|--------|-----------|-------|--|
| | -Km | Stage | A/C | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Total | Mail | Cargo | Passenger | As | |
| | (000) | Flights | Hours | Passengers | Available | Used | % of | & Mail | Available | (000) | (000) | (000) | (000) | % of | |
| | | | | Uplifted | (000) | (000) | Avail | Uplifted | (000) | | | | | Avail | |
| | | | | | | | | Tonnes | | | | | | | |
| Air Atlantique | 54 | 111 | 234 | - | 8 | 5 | 61.7 | 155 | 277 | 95 | - | 94 | - | 34.2 | |
| Air Bridge Carriers | 794 | 950 | 1 746 | - | - | - | - | 1 156 | 14 299 | 7 020 | - | 7 020 | - | 49.1 | |
| Air Ecosse | 188 | 547 | 672 | - | 5 505 | 2 380 | 43.2 | - | 486 | 193 | - | 3 | 190 | 39.7 | |
| Air Europe | 13 395 | 6 733 | 20 905 | 999 104 | 2 275 924 | 2 036 377 | 89.5 | 74 | 215 265 | 163 033 | 4 | 144 | 162 885 | 75.7 | |
| Air UK | 564 | 973 | 1 702 | 9 047 | 15 117 | 9 579 | 63.4 | - | 2 838 | 1 286 | - | 473 | 813 | 45.3 | |
| Airways Intl Cymru | 3 649 | 2 274 | 5 802 | 171 759 | 372 745 | 326 093 | 87.5 | - | 33 521 | 24 448 | - | - | 24 448 | 72.9 | |
| Anglo Cargo | 1 048 | 254 | 1 380 | - | - | - | - | 3 254 | 43 197 | 29 982 | - | 29 982 | - | 69.4 | |
| Atlantic Air Transport | 29 | 52 | 122 | - | - | - | - | 66 | 148 | 68 | - | 68 | - | 46.0 | |
| Aurigny Air Services | 1 | 11 | 4 | - | 12 | 9 | 71.9 | - | 1 | 1 | - | - | 1 | 69.7 | |
| Birmingham Executive Airways | 187 | 404 | 575 | - | 3 177 | 1 861 | 58.6 | - | 298 | 140 | - | 1 | 140 | 47.1 | |
| Bond Helicopters | 2 182 | 47 507 | 9 500 | 241 939 | 25 543 | 11 180 | 43.8 | 2 532 | 2 072 | 1 003 | - | 118 | 885 | 48.4 | |
| Bristow Helicopters | 11 864 | 119 815 | 59 076 | 932 543 | 199 880 | 126 048 | 63.1 | 6 143 | 18 659 | 12 275 | - | 846 | 11 429 | 65.8 | |
| Britannia Airways | 55 289 | 31 225 | 88 370 | 4 073 104 | 8 415 656 | 7 564 858 | 89.9 | 52 | 715 572 | 643 696 | 309 | 570 | 642 818 | 90.0 | |
| British Air Ferries | 1 370 | 3 156 | 4 271 | 43 493 | 51 019 | 31 423 | 61.6 | 832 | 8 878 | 5 221 | 7 | 2 618 | 2 596 | 58.8 | |
| British Airtours | 20 695 | 11 181 | 31 963 | 1 971 058 | 4 875 590 | 4 283 154 | 87.8 | - | 453 848 | 363 965 | - | - | 363 965 | 80.2 | |
| British Airways | 7 935 | 3 683 | 11 154 | 387 394 | 1 624 097 | 1 206 176 | 74.3 | 864 | 183 794 | 120 426 | 2 034 | 7 696 | 110 696 | 65.5 | |
| British Airways Helis | 6 656 | 48 262 | 28 717 | 529 930 | 165 006 | 107 448 | 65.1 | 5 140 | 18 331 | 9 071 | - | 469 | 8 602 | 49.5 | |
| British Caledonian Airways | 596 | 507 | 1 067 | 47 526 | 67 839 | 56 868 | 83.8 | - | 6 418 | 4 891 | - | - | 4 891 | 76.2 | |
| British Caledonian Helis | 1 891 | 7 539 | 8 263 | 75 458 | 33 540 | 19 113 | 57.0 | 697 | 3 554 | 1 924 | - | 177 | 1 747 | 54.1 | |
| British Island Airways | 5 398 | 4 471 | 9 409 | 342 514 | 571 820 | 479 547 | 83.9 | - | 49 315 | 38 159 | 2 | 6 | 38 152 | 77.4 | |
| British Midland | 809 | 813 | 1 575 | 34 348 | 70 975 | 57 582 | 81.1 | 1 069 | 7 670 | 4 985 | 6 | 487 | 4 492 | 65.0 | |
| Bryan Aviation | - | 1 | 1 | 13 | 8 | 4 | 56.5 | - | 2 | - | - | - | - | 19.0 | |
| Brymon Airways | 2 | 3 | 7 | - | 112 | 91 | 81.3 | - | 11 | 8 | - | - | 8 | 67.0 | |
| Cal Air International | 4 796 | 1 861 | 6 590 | 526 468 | 1 820 756 | 1 613 058 | 88.6 | 224 | 167 874 | 128 780 | - | 705 | 128 075 | 76.7 | |
| Casair Aviation | - | 1 | 1 | - | 4 | 3 | 81.8 | - | - | - | - | - | - | 80.0 | |
| Channel Express (Air Svcs) | 70 | 95 | 216 | - | - | - | - | 130 | 337 | 140 | - | 140 | - | 41.7 | |
| Connectair | 97 | 313 | 342 | - | 10 | 6 | 62.5 | - | 146 | 80 | - | 80 | 1 | 55.1 | |
| Dan Air Services | 52 469 | 32 311 | 82 525 | 3 634 758 | 7 286 811 | 6 433 213 | 88.3 | 740 | 583 842 | 514 974 | - | 303 | 514 671 | 88.2 | |
| Euroair Transport | 374 | 967 | 1 129 | 18 853 | 23 781 | 15 843 | 66.6 | 20 | 2 427 | 1 302 | - | 35 | 1 267 | 53.6 | |
| Euroflite | 5 | 15 | 17 | - | 93 | 62 | 67.2 | - | 9 | 5 | - | - | 5 | 50.8 | |
| Goodman Air Taxis+Mam Intl | 139 | 100 | 199 | 524 | 1 704 | 808 | 47.4 | - | 135 | 62 | - | - | 62 | 46.0 | |
| Guernsey Airlines | 21 | 64 | 84 | - | 636 | 419 | 65.9 | - | 72 | 35 | - | - | 35 | 48.3 | |
| Heavylift Cargo Airlines | 1 053 | 516 | 2 537 | - | - | - | - | 3 308 | 32 976 | 17 032 | - | 17 032 | - | 51.7 | |
| Jersey European Airways | - | 2 | 1 | - | 7 | 4 | 53.8 | - | 1 | - | - | - | - | 50.0 | |
| Loganair | 1 | 4 | 3 | - | 36 | 31 | 87.5 | - | 3 | 3 | - | - | 3 | 87.8 | |
| London European Airways | 2 | 2 | 3 | 94 | 161 | 107 | 66.2 | - | 13 | 8 | - | - | 8 | 61.4 | |

International Non-Scheduled Services 1985 (a)

Table 1.6.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|--|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Manx Airlines | 2 | 12 | 6 | 679 | 118 | 88 | 74.5 | - | 10 | 7 | - | - | 7 | 70.7 |
| Metropolitan Airways | 37 | 100 | 131 | 60 | 1 105 | 762 | 69.0 | - | 102 | 58 | - | - | 58 | 57.1 |
| Monarch Airlines | 20 001 | 10 252 | 30 272 | 1 537 981 | 3 599 729 | 3 150 648 | 87.5 | 276 | 330 360 | 283 992 | - | 854 | 283 139 | 86.0 |
| North Scottish Helicopters | 3 950 | 61 812 | 16 187 | 229 796 | 49 564 | 23 677 | 47.8 | - | 3 986 | 1 943 | - | - | 1 943 | 48.7 |
| Orion Airways | 16 530 | 9 541 | 26 700 | 1 027 686 | 2 254 156 | 1 920 771 | 85.2 | 25 | 213 047 | 153 473 | - | 46 | 153 427 | 72.0 |
| Peregrine Air Services | 12 | 22 | 34 | - | 210 | 105 | 50.0 | - | 18 | 8 | - | - | 8 | 48.0 |
| Tradewinds Airways | 2 099 | 574 | 2 764 | - | - | - | - | 9 343 | 88 178 | 58 301 | 29 | 58 272 | - | 66.1 |
| Virgin Atlantic Airways | 23 | 14 | 35 | - | 11 027 | 8 080 | 73.3 | - | 1 386 | 709 | - | - | 709 | 51.1 |
| Total | 236 278 | 409 050 | 456 293 | 16 836 129 | 33 823 480 | 29 487 480 | 87.2 | 36 097 | 3 203 374 | 2 592 805 | 2 392 | 128 240 | 2 462 173 | 80.9 |
| Total sub-charter operations performed on behalf of UK airlines | 5 859 | 7 213 | 12 756 | .. | 709 934 | 564 720 | 79.5 | .. | 72 014 | 50 442 | 306 | 3 450 | 46 687 | 70.0 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 230 419 | 401 837 | 443 537 | 16 836 129 | 33 113 546 | 28 922 760 | 87.3 | 36 097 | 3 131 359 | 2 542 362 | 2 086 | 124 790 | 2 415 486 | 81.2 |

(a) Excludes air taxi operations (see Table 1.17)

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

Domestic Non-Scheduled Services 1985 (a)

Table 1.6.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | (b) Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | (b) Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|---|--------------------------|------------------|--------------|--|-------------------------------|--------------------------|---------------------|--|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Atlantique | 26 | 94 | 111 | - | 9 | 5 | 54.4 | 2 | 106 | 53 | 48 | 5 | - | 49.9 |
| Air Bridge Carriers | 178 | 359 | 430 | - | - | - | - | 5 208 | 3 271 | 2 604 | - | 2 604 | - | 79.6 |
| Air Ecosse | 272 | 1 333 | 1 392 | - | 8 117 | 4 141 | 51.0 | - | 884 | 343 | - | 3 | 340 | 38.8 |
| Air Europe | - | 1 | 1 | 94 | 34 | 24 | 72.3 | - | 3 | 2 | - | - | 2 | 61.0 |
| Air UK | 46 | 195 | 168 | 464 | 2 041 | 1 027 | 50.3 | - | 209 | 97 | 6 | 4 | 87 | 46.6 |
| Airways Intl Cymru | 106 | 335 | 298 | 2 414 | 8 760 | 5 670 | 64.7 | - | 851 | 438 | - | 11 | 427 | 51.5 |
| Atlantic Air Transport | 8 | 38 | 35 | - | 5 | 3 | 47.5 | - | 38 | 24 | 3 | 21 | - | 62.7 |
| Aurigny Air Services | 2 | 16 | 9 | - | 36 | 16 | 44.8 | - | 3 | 1 | - | - | 1 | 44.0 |
| Birmingham Executive Airways | 432 | 1 138 | 1 358 | - | 8 545 | 5 808 | 68.0 | - | 792 | 438 | - | 1 | 438 | 55.4 |
| Britannia Airways | 183 | 374 | 431 | 25 089 | 21 448 | 15 437 | 72.0 | 19 | 2 290 | 1 581 | - | 269 | 1 312 | 69.0 |
| British Air Ferries | 2 601 | 7 436 | 8 197 | 148 041 | 155 082 | 111 201 | 71.7 | 6 195 | 16 829 | 11 879 | 166 | 2 507 | 9 206 | 70.6 |
| British Airtours | 1 | 2 | 2 | - | 74 | 29 | 40.0 | - | 7 | 3 | - | - | 3 | 36.8 |
| British Airways | 16 | 70 | 61 | 6 546 | 1 878 | 1 570 | 83.6 | - | 191 | 126 | - | - | 126 | 65.7 |
| British Airways Helis | 53 | 572 | 242 | 2 175 | 1 002 | 215 | 21.5 | 171 | 101 | 28 | - | 11 | 17 | 27.8 |
| British Caledonian Airways | - | 1 | 1 | 101 | 30 | 26 | 88.6 | - | 3 | 2 | - | - | 2 | 81.3 |
| British Caledonian Helis | 10 | 38 | 29 | 222 | 147 | 59 | 40.1 | 1 | 16 | 4 | - | - | 4 | 25.0 |
| British Island Airways | 45 | 119 | 115 | 1 422 | 4 584 | 2 955 | 64.5 | - | 400 | 237 | 1 | 1 | 235 | 59.3 |
| British Midland | 39 | 136 | 139 | 554 | 2 379 | 1 539 | 64.7 | 17 | 217 | 129 | - | 9 | 120 | 59.2 |
| Brymon Airways | 667 | 1 703 | 2 294 | 50 990 | 33 308 | 20 813 | 62.5 | 212 | 3 333 | 1 791 | - | 85 | 1 707 | 53.7 |
| Casair Aviation | - | 2 | 2 | - | 5 | 4 | 87.8 | - | - | - | - | - | - | 80.6 |
| Channel Express (Air Svcs) | 152 | 983 | 630 | - | - | - | - | 1 766 | 685 | 459 | 455 | 4 | - | 67.0 |
| Connectair | 1 | 4 | 3 | - | - | - | - | - | 1 | 1 | 1 | - | - | 78.7 |
| Dan Air Services | 894 | 2 658 | 3 096 | 23 444 | 20 327 | 11 484 | 56.5 | 5 753 | 4 340 | 2 882 | 1 233 | 733 | 916 | 66.4 |
| Euroair Transport | 538 | 2 160 | 1 803 | 367 | 13 072 | 7 261 | 55.6 | 97 | 1 266 | 624 | 33 | 10 | 581 | 49.3 |
| Goodman Air Taxis+Mam Intl | 10 | 22 | 18 | 182 | 98 | 85 | 86.4 | - | 8 | 7 | - | - | 7 | 86.2 |
| Guernsey Airlines | 87 | 367 | 359 | - | 2 347 | 1 675 | 71.4 | 4 | 297 | 159 | 1 | 19 | 139 | 53.5 |
| Heavylift Cargo Airlines | 13 | 25 | 38 | - | - | - | - | 341 | 430 | 217 | - | 217 | - | 50.4 |
| Interflight Berrard Av | 100 | 528 | 397 | - | 1 001 | 564 | 56.4 | - | 90 | 44 | - | - | 44 | 48.7 |
| Jersey European Airways | 5 | 21 | 20 | 94 | 101 | 78 | 77.2 | - | 9 | 6 | - | - | 6 | 67.8 |
| Loganair | 14 | 49 | 47 | 157 | 549 | 365 | 66.4 | - | 50 | 33 | - | - | 32 | 65.2 |
| Manx Airlines | 107 | 726 | 454 | - | 671 | 497 | 74.1 | 1 430 | 391 | 232 | - | 193 | 39 | 59.4 |
| Metropolitan Airways | 267 | 1 322 | 1 170 | - | 8 019 | 4 172 | 52.0 | - | 654 | 332 | - | 2 | 330 | 50.8 |
| Monarch Airlines | 24 | 53 | 58 | 1 032 | 3 129 | 1 763 | 56.4 | 1 | 297 | 187 | 1 | 26 | 160 | 63.2 |
| Orion Airways | 19 | 61 | 50 | 2 083 | 2 386 | 1 277 | 53.5 | - | 235 | 103 | - | 1 | 101 | 43.7 |
| Peregrine Air Services | 340 | 799 | 1 085 | - | 5 804 | 3 864 | 66.6 | - | 469 | 309 | - | - | 309 | 65.8 |
| Spacegrand Aviation | - | 1 | 1 | - | - | - | - | - | - | - | - | - | - | 88.9 |
| Total | 7 255 | 23 741 | 24 542 | 265 471 | 304 988 | 203 629 | 66.8 | 21 217 | 38 767 | 25 375 | 1 949 | 6 734 | 16 692 | 65.5 |
| Total sub-charter operations performed on behalf of UK airlines | 3 388 | 11 833 | 11 952 | .. | 147 189 | 96 356 | 65.5 | .. | 13 635 | 8 316 | 62 | 426 | 7 828 | 61.0 |
| Total excluding sub-charter operations performed on behalf of UK airlines | 3 867 | 11 908 | 12 590 | 265 471 | 157 799 | 107 272 | 68.0 | 21 217 | 25 132 | 17 059 | 1 887 | 6 308 | 8 864 | 67.9 |

(a) Excludes air taxi operations (see Table 1.17)

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

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|----------------------------|--------------------------|------------------|-------------------|---------------------------|----------|---------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | Other | | | |
| Air Europe | 5 | 5 | 9 | - | - | 542 | 654 | 494 | 75.6 |
| Air UK | 2 | 2 | 6 | - | - | 66 | 86 | 64 | 75.0 |
| Airways Intl Cymru | 34 | 48 | 62 | - | - | 2 662 | 3 034 | 1 907 | 62.9 |
| Britannia Airways | 132 | 107 | 229 | - | - | 11 469 | 17 174 | 14 025 | 81.7 |
| British Air Ferries | 51 | 128 | 160 | - | - | 8 059 | 3 778 | 3 311 | 87.6 |
| British Airtours | 3 205 | 942 | 4 238 | 135 031 | - | 30 287 | 1 201 779 | 1 001 129 | 83.3 |
| British Airways | 1 269 | 572 | 1 454 | - | - | 48 888 | 134 058 | 109 112 | 81.4 |
| British Caledonian Airways | 42 | 70 | 88 | - | - | 6 405 | 4 708 | 3 798 | 80.7 |
| British Island Airways | 28 | 27 | 53 | - | - | 1 850 | 2 469 | 1 985 | 80.4 |
| British Midland | 13 | 18 | 29 | - | - | 1 343 | 1 485 | 960 | 64.7 |
| Cal Air International | 2 310 | 608 | 2 968 | 118 843 | - | - | 878 117 | 772 483 | 88.0 |
| Dan Air Services | 6 460 | 3 251 | 9 902 | - | 5 647 | 326 800 | 952 901 | 765 655 | 80.3 |
| Jersey European Airways | 1 | 2 | 2 | - | - | 58 | 20 | 20 | 96.7 |
| Metropolitan Airways | 1 | 2 | 3 | - | - | 60 | 21 | 21 | 100.0 |
| Monarch Airlines | 27 | 12 | 40 | - | - | 972 | 4 772 | 1 815 | 38.0 |
| Orion Airways | 138 | 166 | 256 | - | - | 19 317 | 18 695 | 15 881 | 84.9 |
| Total | 13 716 | 5 960 | 19 500 | 253 874 | 5 647 | 458 778 | 3 223 753 | 2 692 661 | 83.5 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|----------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | - | 62 | 40 | - | - | 40 | 64.1 |
| Air UK | - | 9 | 5 | - | - | 5 | 62.2 |
| Airways Intl Cymru | - | 273 | 143 | - | - | 143 | 52.5 |
| Britannia Airways | - | 1 461 | 1 192 | - | - | 1 192 | 81.6 |
| British Air Ferries | - | 314 | 275 | - | - | 275 | 87.5 |
| British Airtours | - | 111 701 | 85 009 | - | - | 85 009 | 76.1 |
| British Airways | - | 13 688 | 9 921 | - | - | 9 921 | 72.5 |
| British Caledonian Airways | - | 444 | 326 | - | - | 326 | 73.5 |
| British Island Airways | - | 222 | 158 | - | - | 158 | 71.2 |
| British Midland | - | 166 | 75 | - | - | 75 | 45.0 |
| Cal Air International | - | 80 883 | 61 198 | - | - | 61 198 | 75.7 |
| Dan Air Services | - | 76 313 | 61 251 | - | - | 61 251 | 80.3 |
| Jersey European Airways | - | 2 | 2 | - | - | 2 | 73.3 |
| Metropolitan Airways | - | 2 | 2 | - | - | 2 | 81.5 |
| Monarch Airlines | 11 | 437 | 245 | - | 80 | 165 | 55.9 |
| Orion Airways | - | 1 762 | 1 267 | - | - | 1 267 | 71.9 |
| Total | 12 | 287 740 | 221 110 | - | 80 | 221 029 | 76.8 |

International Class 2 Licence Operations 1985

Table 1.7.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|----------------------------|--------------------------|------------------|-------------------|---------------------------|----------|---------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | Other | | | |
| Air Europe | 5 | 5 | 9 | - | - | 542 | 654 | 494 | 75.6 |
| Air UK | 2 | 2 | 6 | - | - | 66 | 86 | 64 | 75.0 |
| Airways Intl Cymru | 34 | 48 | 62 | - | - | 2 662 | 3 034 | 1 907 | 62.9 |
| Britannia Airways | 132 | 107 | 229 | - | - | 11 469 | 17 174 | 14 025 | 81.7 |
| British Air Ferries | 45 | 110 | 141 | - | - | 6 814 | 3 340 | 2 896 | 86.7 |
| British Airtours | 3 205 | 940 | 4 237 | 135 031 | - | 30 287 | 1 201 705 | 1 001 099 | 83.3 |
| British Airways | 1 263 | 545 | 1 426 | - | - | 46 023 | 133 365 | 108 460 | 81.3 |
| British Caledonian Airways | 42 | 70 | 88 | - | - | 6 405 | 4 708 | 3 798 | 80.7 |
| British Island Airways | 28 | 27 | 53 | - | - | 1 850 | 2 469 | 1 985 | 80.4 |
| British Midland | 13 | 18 | 29 | - | - | 1 343 | 1 485 | 960 | 64.7 |
| Cal Air International | 2 310 | 608 | 2 968 | 118 843 | - | - | 878 117 | 772 483 | 88.0 |
| Dan Air Services | 6 459 | 3 246 | 9 896 | - | 5 647 | 326 545 | 952 795 | 765 565 | 80.3 |
| Metropolitan Airways | 1 | 2 | 3 | - | - | 60 | 21 | 21 | 100.0 |
| Monarch Airlines | 26 | 10 | 38 | - | - | 811 | 4 678 | 1 751 | 37.4 |
| Orion Airways | 138 | 166 | 256 | - | - | 19 317 | 18 695 | 15 881 | 84.9 |
| Total | 13 701 | 5 904 | 19 440 | 253 874 | 5 647 | 454 194 | 3 222 328 | 2 691 392 | 83.5 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|----------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | - | 62 | 40 | - | - | 40 | 64.1 |
| Air UK | - | 9 | 5 | - | - | 5 | 62.2 |
| Airways Intl Cymru | - | 273 | 143 | - | - | 143 | 52.5 |
| Britannia Airways | - | 1 461 | 1 192 | - | - | 1 192 | 81.6 |
| British Air Ferries | - | 278 | 240 | - | - | 240 | 86.6 |
| British Airtours | - | 111 694 | 85 007 | - | - | 85 007 | 76.1 |
| British Airways | - | 13 616 | 9 871 | - | - | 9 871 | 72.5 |
| British Caledonian Airways | - | 444 | 326 | - | - | 326 | 73.5 |
| British Island Airways | - | 222 | 158 | - | - | 158 | 71.2 |
| British Midland | - | 166 | 75 | - | - | 75 | 45.0 |
| Cal Air International | - | 80 883 | 61 198 | - | - | 61 198 | 75.7 |
| Dan Air Services | - | 76 305 | 61 244 | - | - | 61 244 | 80.3 |
| Metropolitan Airways | - | 2 | 2 | - | - | 2 | 81.5 |
| Monarch Airlines | 11 | 429 | 238 | - | 80 | 158 | 55.5 |
| Orion Airways | - | 1 762 | 1 267 | - | - | 1 267 | 71.9 |
| Total | 12 | 287 606 | 221 007 | - | 80 | 220 927 | 76.8 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------|--------------------------|------------------|-------------------|---------------------------|----------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | Other | | | |
| British Air Ferries | 6 | 18 | 19 | - | - | 1 245 | 438 | 415 | 94.6 |
| British Airtours | 1 | 2 | 2 | - | - | - | 74 | 29 | 40.0 |
| British Airways | 6 | 27 | 28 | - | - | 2 865 | 693 | 652 | 94.2 |
| Dan Air Services | 2 | 5 | 6 | - | - | 255 | 106 | 90 | 84.4 |
| Jersey European Airways | 1 | 2 | 2 | - | - | 58 | 20 | 20 | 96.7 |
| Monarch Airlines | 1 | 2 | 2 | - | - | 161 | 94 | 63 | 67.1 |
| Total | 16 | 56 | 60 | - | - | 4 584 | 1 425 | 1 269 | 89.0 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Air Ferries | - | 36 | 34 | - | - | 34 | 94.2 |
| British Airtours | - | 7 | 3 | - | - | 3 | 36.8 |
| British Airways | - | 72 | 50 | - | - | 50 | 69.5 |
| Dan Air Services | - | 8 | 7 | - | - | 7 | 85.2 |
| Jersey European Airways | - | 2 | 2 | - | - | 2 | 73.3 |
| Monarch Airlines | - | 9 | 7 | - | - | 7 | 78.8 |
| Total | - | 134 | 102 | - | - | 102 | 76.2 |

All Class 3 Licence Operations 1985

Table 1.8.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|----------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|-------------------------------|--------------------------|---------------------|
| | | | | IT | Seat Only | | | |
| Air Europe | 12 942 | 6 469 | 20 166 | 971 310 | - | 2 213 573 | 1 980 813 | 89.5 |
| Air UK | 233 | 358 | 650 | 8 724 | - | 10 303 | 7 550 | 73.3 |
| Airways Intl Cymru | 3 471 | 2 116 | 5 497 | 166 406 | - | 352 531 | 309 243 | 87.7 |
| Britannia Airways | 52 046 | 28 483 | 82 860 | 3 887 199 | - | 7 971 073 | 7 201 010 | 90.3 |
| British Air Ferries | 748 | 1 717 | 2 295 | 107 365 | - | 56 613 | 47 935 | 84.7 |
| British Airtours | 17 028 | 9 943 | 26 979 | 1 779 739 | - | 3 566 866 | 3 196 801 | 89.6 |
| British Airways | 4 288 | 2 313 | 6 379 | 300 459 | - | 689 641 | 595 746 | 86.4 |
| British Caledonian Airways | 548 | 432 | 968 | 40 758 | - | 61 961 | 52 119 | 84.1 |
| British Island Airways | 4 841 | 3 770 | 8 326 | 329 069 | - | 517 390 | 445 284 | 86.1 |
| British Midland | 541 | 315 | 858 | 29 085 | - | 60 640 | 50 496 | 83.3 |
| Cal Air International | 2 405 | 1 212 | 3 505 | 407 625 | - | 912 124 | 816 628 | 89.5 |
| Dan Air Services | 43 965 | 27 000 | 68 746 | 3 135 021 | - | 6 066 498 | 5 435 327 | 89.6 |
| Euroair Transport | 100 | 276 | 301 | 16 958 | - | 7 604 | 6 253 | 82.2 |
| Jersey European Airways | - | 2 | 1 | 36 | - | 7 | 7 | 100.0 |
| Monarch Airlines | 19 667 | 10 039 | 29 734 | 1 527 002 | - | 3 553 224 | 3 115 116 | 87.7 |
| Orion Airways | 14 714 | 8 119 | 23 626 | 903 364 | - | 2 005 930 | 1 713 275 | 85.4 |
| Total | 177 538 | 102 564 | 280 891 | 13 610 120 | - | 28 045 978 | 24 973 603 | 89.0 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|----------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | 16 | 209 374 | 158 487 | - | 47 | 158 440 | 75.7 |
| Air UK | - | 1 060 | 640 | - | - | 640 | 60.4 |
| Airways Intl Cymru | - | 31 702 | 23 183 | - | - | 23 183 | 73.1 |
| Britannia Airways | - | 677 716 | 612 008 | - | - | 612 008 | 90.3 |
| British Air Ferries | - | 4 703 | 3 977 | - | - | 3 977 | 84.6 |
| British Airtours | - | 332 189 | 271 711 | - | - | 271 711 | 81.8 |
| British Airways | 3 | 75 988 | 53 260 | - | 12 | 53 247 | 70.1 |
| British Caledonian Airways | - | 5 865 | 4 480 | - | - | 4 480 | 76.4 |
| British Island Airways | - | 44 536 | 35 429 | - | - | 35 429 | 79.6 |
| British Midland | - | 5 731 | 3 939 | - | - | 3 939 | 68.7 |
| Cal Air International | 223 | 84 180 | 65 681 | - | 705 | 64 976 | 78.0 |
| Dan Air Services | - | 485 664 | 434 839 | - | - | 434 839 | 89.5 |
| Euroair Transport | - | 751 | 501 | - | - | 501 | 66.7 |
| Jersey European Airways | - | 1 | 1 | - | - | 1 | 93.3 |
| Monarch Airlines | 264 | 326 123 | 280 716 | - | 774 | 279 942 | 86.1 |
| Orion Airways | 24 | 189 584 | 136 910 | - | 46 | 136 864 | 72.2 |
| Total | 532 | 2 475 167 | 2 085 761 | - | 1 584 | 2 084 177 | 84.3 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|----------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|-------------------------------|--------------------------|---------------------|
| | | | | IT | Seat Only | | | |
| Air Europe | 12 942 | 6 469 | 20 166 | 971 310 | - | 2 213 573 | 1 980 813 | 89.5 |
| Air UK | 233 | 358 | 650 | 8 648 | - | 10 303 | 7 550 | 73.3 |
| Airways Intl Cymru | 3 471 | 2 116 | 5 497 | 166 406 | - | 352 531 | 309 243 | 87.7 |
| Britannia Airways | 52 029 | 28 437 | 82 793 | 3 883 301 | - | 7 968 909 | 7 199 599 | 90.3 |
| British Air Ferries | 180 | 534 | 580 | 29 200 | - | 13 366 | 10 044 | 75.1 |
| British Airtours | 17 028 | 9 943 | 26 979 | 1 779 739 | - | 3 566 866 | 3 196 801 | 89.6 |
| British Airways | 4 288 | 2 312 | 6 377 | 300 459 | - | 689 634 | 595 739 | 86.4 |
| British Caledonian Airways | 548 | 432 | 968 | 40 758 | - | 61 961 | 52 119 | 84.1 |
| British Island Airways | 4 841 | 3 770 | 8 326 | 329 069 | - | 517 390 | 445 284 | 86.1 |
| British Midland | 541 | 315 | 858 | 29 085 | - | 60 640 | 50 496 | 83.3 |
| Cal Air International | 2 405 | 1 212 | 3 505 | 407 625 | - | 912 124 | 816 628 | 89.5 |
| Dan Air Services | 43 936 | 26 950 | 68 687 | 3 130 855 | - | 6 063 944 | 5 432 956 | 89.6 |
| Euroair Transport | 100 | 276 | 301 | 16 958 | - | 7 604 | 6 253 | 82.2 |
| Monarch Airlines | 19 667 | 10 039 | 29 734 | 1 527 002 | - | 3 553 224 | 3 115 116 | 87.7 |
| Orion Airways | 14 714 | 8 119 | 23 626 | 903 364 | - | 2 005 930 | 1 713 275 | 85.4 |
| Total | 176 924 | 101 282 | 279 046 | 13 523 779 | - | 27 997 998 | 24 931 915 | 89.0 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|----------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | 16 | 209 374 | 158 487 | - | 47 | 158 440 | 75.7 |
| Air UK | - | 1 060 | 640 | - | - | 640 | 60.4 |
| Airways Intl Cymru | - | 31 702 | 23 183 | - | - | 23 183 | 73.1 |
| Britannia Airways | - | 677 532 | 611 888 | - | - | 611 888 | 90.3 |
| British Air Ferries | - | 1 114 | 833 | - | - | 833 | 74.8 |
| British Airtours | - | 332 189 | 271 711 | - | - | 271 711 | 81.8 |
| British Airways | 3 | 75 987 | 53 259 | - | 12 | 53 247 | 70.1 |
| British Caledonian Airways | - | 5 865 | 4 480 | - | - | 4 480 | 76.4 |
| British Island Airways | - | 44 536 | 35 429 | - | - | 35 429 | 79.6 |
| British Midland | - | 5 731 | 3 939 | - | - | 3 939 | 68.7 |
| Cal Air International | 223 | 84 180 | 65 681 | - | 705 | 64 976 | 78.0 |
| Dan Air Services | - | 485 461 | 434 649 | - | - | 434 649 | 89.5 |
| Euroair Transport | - | 751 | 501 | - | - | 501 | 66.7 |
| Monarch Airlines | 264 | 326 123 | 280 716 | - | 774 | 279 942 | 86.1 |
| Orion Airways | 24 | 189 584 | 136 910 | - | 46 | 136 864 | 72.2 |
| Total | 532 | 2 471 189 | 2 082 307 | - | 1 584 | 2 080 723 | 84.3 |

Domestic Class 3 Licence Operations 1985

Table 1.8.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------------|--------------------------|------------------|-------------------|---------------------------|-----------|-------------------------------|--------------------------|---------------------|
| | | | | IT | Seat Only | | | |
| Air UK | - | - | - | 76 | - | - | - | 89.0 |
| Britannia Airways | 17 | 46 | 67 | 3 898 | - | 2 165 | 1 411 | 65.2 |
| British Air Ferries | 568 | 1 183 | 1 715 | 78 165 | - | 43 247 | 37 891 | 87.6 |
| British Airways | - | 1 | 2 | - | - | 7 | 7 | 100.0 |
| Dan Air Services | 28 | 50 | 59 | 4 166 | - | 2 554 | 2 372 | 92.9 |
| Jersey European Airways | - | 2 | 1 | 36 | - | 7 | 7 | 100.0 |
| Total | 614 | 1 282 | 1 844 | 86 341 | - | 47 979 | 41 687 | 86.9 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | As % of Avail |
|-------------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air UK | - | - | - | - | - | - | |
| Britannia Airways | - | 184 | 120 | - | - | 120 | 65.2 |
| British Air Ferries | - | 3 589 | 3 144 | - | - | 3 144 | 87.6 |
| British Airways | - | 1 | 1 | - | - | 1 | 69.8 |
| Dan Air Services | - | 203 | 189 | - | - | 189 | 93.2 |
| Jersey European Airways | - | 1 | 1 | - | - | 1 | 93.3 |
| Total | - | 3 978 | 3 454 | - | - | 3 454 | 86.8 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|------------------------|--------------------------|------------------|-------------------|---------------------------|----------|---------|---------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | IT | Other | | | |
| Air Europe | 385 | 216 | 625 | - | - | 25 035 | 1 086 | 51 137 | 46 428 | 90.8 |
| Britannia Airways | 121 | 206 | 252 | 165 | - | 20 456 | 204 | 15 682 | 12 321 | 78.6 |
| British Airtours | 128 | 92 | 213 | - | - | 20 633 | 588 | 34 981 | 29 247 | 83.6 |
| British Airways | 18 | 5 | 16 | - | - | 381 | 67 | 1 819 | 1 484 | 81.6 |
| British Island Airways | 4 | 2 | 6 | - | - | 103 | 42 | 331 | 269 | 81.5 |
| Dan Air Services | 1 572 | 1 405 | 2 667 | 52 | - | 76 750 | 76 668 | 228 749 | 203 017 | 88.8 |
| Monarch Airlines | 142 | 82 | 231 | - | - | 7 460 | 348 | 16 899 | 13 847 | 81.9 |
| Orion Airways | 985 | 829 | 1 676 | - | - | 68 682 | 21 939 | 137 489 | 113 076 | 82.2 |
| Total | 3 354 | 2 837 | 5 685 | 217 | - | 219 500 | 100 942 | 487 086 | 419 690 | 86.2 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | 58 | 4 831 | 3 815 | 4 | 97 | 3 714 | 79.0 |
| Britannia Airways | - | 1 333 | 1 047 | - | - | 1 047 | 78.5 |
| British Airtours | - | 3 257 | 2 487 | - | - | 2 487 | 76.4 |
| British Airways | - | 184 | 120 | - | - | 120 | 65.2 |
| British Island Airways | - | 30 | 21 | - | - | 21 | 71.9 |
| Dan Air Services | - | 18 308 | 16 245 | - | - | 16 245 | 88.7 |
| Monarch Airlines | - | 1 534 | 1 247 | - | - | 1 247 | 81.3 |
| Orion Airways | - | 12 991 | 9 032 | - | - | 9 032 | 69.5 |
| Total | 58 | 42 469 | 34 015 | 4 | 97 | 33 915 | 80.1 |

International Class 4 Licence Operations 1985

Table 1.9.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|------------------------|--------------------------|------------------|-------------------|---------------------------|----------|---------|---------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | IT | Other | | | |
| Air Europe | 385 | 216 | 625 | - | - | 25 035 | 1 086 | 51 137 | 46 428 | 90.8 |
| British Airtours | 128 | 92 | 213 | - | - | 20 633 | 588 | 34 981 | 29 247 | 83.6 |
| British Airways | 18 | 5 | 16 | - | - | 381 | 67 | 1 819 | 1 484 | 81.6 |
| British Island Airways | 4 | 2 | 6 | - | - | 103 | 42 | 331 | 269 | 81.5 |
| Dan Air Services | 1 572 | 1 405 | 2 667 | 52 | - | 76 750 | 76 668 | 228 749 | 203 017 | 88.8 |
| Monarch Airlines | 142 | 82 | 231 | - | - | 7 460 | 348 | 16 899 | 13 847 | 81.9 |
| Orion Airways | 985 | 829 | 1 676 | - | - | 68 682 | 21 939 | 137 489 | 113 076 | 82.2 |
| Total | 3 234 | 2 631 | 5 434 | 52 | - | 199 044 | 100 738 | 471 404 | 407 369 | 86.4 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|------------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | 58 | 4 831 | 3 815 | 4 | 97 | 3 714 | 79.0 |
| British Airtours | - | 3 257 | 2 487 | - | - | 2 487 | 76.4 |
| British Airways | - | 184 | 120 | - | - | 120 | 65.2 |
| British Island Airways | - | 30 | 21 | - | - | 21 | 71.9 |
| Dan Air Services | - | 18 308 | 16 245 | - | - | 16 245 | 88.7 |
| Monarch Airlines | - | 1 534 | 1 247 | - | - | 1 247 | 81.3 |
| Orion Airways | - | 12 991 | 9 032 | - | - | 9 032 | 69.5 |
| Total | 58 | 41 136 | 32 968 | 4 | 97 | 32 867 | 80.1 |

Domestic Class 4 Licence Operations 1985

Table 1.9.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | No of Passengers Uplifted | | | | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail |
|-------------------|--------------------------|------------------|-------------------|---------------------------|----------|--------|-------|-------------------------------|--------------------------|---------------------|
| | | | | ABC | Affinity | IT | Other | | | |
| Britannia Airways | 121 | 206 | 252 | 165 | - | 20 456 | 204 | 15 682 | 12 321 | 78.6 |
| Total | 121 | 206 | 252 | 165 | - | 20 456 | 204 | 15 682 | 12 321 | 78.6 |

| | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Total (000) | Tonne-Kilometres Used | | | As % of Avail |
|-------------------|---------------------------------------|--------------------------------|----------------|-----------------------|----------------|--------------------|---------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Britannia Airways | - | 1 333 | 1 047 | - | - | 1 047 | 78.5 |
| Total | - | 1 333 | 1 047 | - | - | 1 047 | 78.5 |

All Class 6 Licence Operations 1985

Table 1.10.1

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|----------------------------|--------------------------|------------------|-------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air Bridge Carriers | 334 | 586 | 840 | 6 365 | 5 499 | 3 413 | - | 3 413 | 62.1 |
| Anglo Cargo | 650 | 157 | 855 | 3 254 | 26 784 | 18 345 | - | 18 345 | 68.5 |
| Britannia Airways | 1 | 2 | 2 | 29 | 22 | 16 | - | 16 | 70.0 |
| British Air Ferries | 571 | 1 426 | 1 710 | 6 671 | 4 232 | 3 217 | 164 | 3 052 | 76.0 |
| British Airways Helis | 4 | 106 | 24 | 166 | 12 | 10 | - | 10 | 82.7 |
| British Midland | 178 | 396 | 539 | 1 085 | 1 028 | 492 | 1 | 490 | 47.8 |
| Channel Express (Air Svcs) | 59 | 81 | 182 | 125 | 277 | 94 | - | 94 | 34.0 |
| Dan Air Services | 197 | 441 | 676 | 1 986 | 1 033 | 902 | - | 902 | 87.4 |
| Euroair Transport | 8 | 13 | 21 | 32 | 63 | 30 | - | 30 | 47.3 |
| Heavylift Cargo Airlines | 857 | 393 | 2 034 | 3 648 | 26 878 | 14 091 | - | 14 091 | 52.4 |
| Manx Airlines | 94 | 684 | 406 | 1 430 | 331 | 193 | - | 193 | 58.1 |
| Monarch Airlines | - | 1 | 1 | 1 | 1 | - | - | - | 5.6 |
| Tradewinds Airways | 1 497 | 424 | 1 976 | 9 343 | 62 894 | 41 760 | 29 | 41 731 | 66.4 |
| Total | 4 450 | 4 710 | 9 265 | 34 135 | 129 056 | 82 563 | 195 | 82 367 | 64.0 |

International Class 6 Licence Operations 1985

Table 1.10.2

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|----------------------------|--------------------------|------------------|-------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air Bridge Carriers | 156 | 227 | 410 | 1 156 | 2 228 | 809 | - | 809 | 36.3 |
| Anglo Cargo | 650 | 157 | 855 | 3 254 | 26 784 | 18 345 | - | 18 345 | 68.5 |
| Britannia Airways | - | 1 | 1 | 10 | 7 | 4 | - | 4 | 61.3 |
| British Air Ferries | 153 | 189 | 388 | 817 | 1 133 | 675 | - | 675 | 59.6 |
| British Midland | 177 | 393 | 534 | 1 069 | 1 018 | 484 | 1 | 482 | 47.5 |
| Channel Express (Air Svcs) | 57 | 74 | 174 | 112 | 267 | 91 | - | 91 | 33.9 |
| Dan Air Services | 52 | 158 | 194 | 659 | 279 | 214 | - | 214 | 76.7 |
| Euroair Transport | 7 | 10 | 17 | 20 | 50 | 22 | - | 22 | 44.7 |
| Heavylift Cargo Airlines | 846 | 373 | 2 003 | 3 308 | 26 520 | 13 911 | - | 13 911 | 52.5 |
| Tradewinds Airways | 1 497 | 424 | 1 976 | 9 343 | 62 894 | 41 760 | 29 | 41 731 | 66.4 |
| Total | 3 595 | 2 006 | 6 550 | 19 745 | 121 180 | 76 315 | 31 | 76 285 | 63.0 |

Domestic Class 6 Licence Operations 1985

Table 1.10.3

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | As % of Avail |
|----------------------------|--------------------------|------------------|-------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|---------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air Bridge Carriers | 178 | 359 | 430 | 5 208 | 3 271 | 2 604 | - | 2 604 | 79.6 |
| Britannia Airways | 1 | 1 | 1 | 19 | 15 | 11 | - | 11 | 73.8 |
| British Air Ferries | 418 | 1 237 | 1 322 | 5 854 | 3 099 | 2 542 | 164 | 2 377 | 82.0 |
| British Airways Helis | 4 | 106 | 24 | 166 | 12 | 10 | - | 10 | 82.7 |
| British Midland | 1 | 3 | 4 | 17 | 10 | 8 | - | 8 | 83.6 |
| Channel Express (Air Svcs) | 2 | 7 | 8 | 14 | 10 | 4 | - | 4 | 35.2 |
| Dan Air Services | 145 | 283 | 482 | 1 328 | 754 | 689 | - | 689 | 91.3 |
| Euroair Transport | 2 | 3 | 4 | 13 | 13 | 7 | - | 7 | 57.3 |
| Heavylift Cargo Airlines | 11 | 20 | 32 | 341 | 359 | 180 | - | 180 | 50.1 |
| Manx Airlines | 94 | 684 | 406 | 1 430 | 331 | 193 | - | 193 | 58.1 |
| Monarch Airlines | - | 1 | 1 | 1 | 1 | - | - | - | 5.6 |
| Total | 855 | 2 704 | 2 714 | 14 390 | 7 876 | 6 247 | 164 | 6 083 | 79.3 |

All Class 7 Licence Operations 1985

Table 1.11.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|----------------------------|--------------------------|------------------|----------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|----------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Bond Helicopters | 2 182 | 47 507 | 9 500 | 241 939 | 25 543 | 11 180 | 43.8 | 2 532 | 2 072 | 1 003 | - | 118 | 885 | 48.4 |
| Bristow Helicopters | 11 864 | 119 815 | 59 076 | 932 543 | 199 880 | 126 048 | 63.1 | 6 143 | 18 659 | 12 275 | - | 846 | 11 429 | 65.8 |
| Britannia Airways | 6 | 2 | 8 | 244 | 753 | 707 | 93.8 | - | 64 | 60 | - | - | 60 | 93.7 |
| British Air Ferries | 1 | 5 | 6 | 307 | 94 | 83 | 87.9 | - | 8 | 7 | - | - | 7 | 86.0 |
| British Airways | 191 | 98 | 275 | 12 002 | 42 187 | 30 166 | 71.5 | 14 | 4 757 | 2 795 | 4 | 78 | 2 712 | 58.7 |
| British Airways Helis | 6 489 | 47 170 | 27 958 | 532 105 | 161 811 | 106 257 | 65.7 | 2 013 | 17 825 | 8 818 | - | 313 | 8 505 | 49.5 |
| British Caledonian Helis | 1 901 | 7 577 | 8 292 | 75 680 | 33 687 | 19 172 | 56.9 | 698 | 3 570 | 1 928 | - | 177 | 1 751 | 54.0 |
| British Midland | 26 | 22 | 45 | 1 367 | 2 630 | 1 857 | 70.6 | - | 239 | 145 | - | - | 145 | 60.6 |
| Dan Air Services | 3 | 6 | 8 | 252 | 230 | 97 | 42.4 | - | 18 | 8 | - | - | 8 | 42.4 |
| Euroair Transport | 4 | 8 | 11 | 192 | 295 | 138 | 46.7 | - | 29 | 11 | - | - | 11 | 37.6 |
| Monarch Airlines | 1 | 1 | 2 | 228 | 237 | 237 | 100.0 | - | 22 | 21 | - | - | 21 | 97.6 |
| North Scottish Helicopters | 3 950 | 61 812 | 16 187 | 229 796 | 49 564 | 23 677 | 47.8 | - | 3 986 | 1 943 | - | - | 1 943 | 48.7 |
| Orion Airways | 3 | 1 | 4 | 130 | 326 | 326 | 100.0 | - | 31 | 26 | - | - | 26 | 84.6 |
| Total | 26 620 | 284 024 | 121 371 | 2 026 785 | 517 237 | 319 945 | 61.9 | 11 401 | 51 281 | 29 040 | 4 | 1 532 | 27 504 | 56.6 |

International Class 7 Licence Operations 1985

Table 1.11.2

| | Aircraft | | Stage | A/C | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|----------------------------|--------------|---------|-------|---------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|----------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | -Km (000) | Flights | | Hours | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Bond Helicopters | 2 182 | 47 507 | | 9 500 | 241 939 | 25 543 | 11 180 | 43.8 | 2 532 | 2 072 | 1 003 | - | 118 | 885 | 48.4 |
| Bristow Helicopters | 11 864 | 119 815 | | 59 076 | 932 543 | 199 880 | 126 048 | 63.1 | 6 143 | 18 659 | 12 275 | - | 846 | 11 429 | 65.8 |
| Britannia Airways | 6 | 2 | | 8 | 244 | 753 | 707 | 93.8 | - | 64 | 60 | - | - | 60 | 93.7 |
| British Air Ferries | - | 2 | | 2 | 129 | 27 | 23 | 84.9 | - | 2 | 2 | - | - | 2 | 84.9 |
| British Airways | 188 | 91 | | 268 | 11 378 | 41 831 | 29 926 | 71.5 | 14 | 4 722 | 2 776 | 4 | 78 | 2 693 | 58.8 |
| British Airways Helis | 6 440 | 46 704 | | 27 740 | 529 930 | 160 809 | 106 042 | 65.9 | 2 008 | 17 736 | 8 800 | - | 312 | 8 488 | 49.6 |
| British Caledonian Helis | 1 891 | 7 539 | | 8 263 | 75 458 | 33 540 | 19 113 | 57.0 | 697 | 3 554 | 1 924 | - | 177 | 1 747 | 54.1 |
| British Midland | 25 | 20 | | 43 | 1 318 | 2 530 | 1 831 | 72.4 | - | 230 | 143 | - | - | 143 | 62.1 |
| Dan Air Services | 1 | 1 | | 2 | 14 | 124 | 15 | 11.8 | - | 10 | 1 | - | - | 1 | 11.6 |
| Euroair Transport | 4 | 8 | | 11 | 192 | 295 | 138 | 46.7 | - | 29 | 11 | - | - | 11 | 37.6 |
| Monarch Airlines | 1 | 1 | | 2 | 228 | 237 | 237 | 100.0 | - | 22 | 21 | - | - | 21 | 97.6 |
| North Scottish Helicopters | 3 950 | 61 812 | | 16 187 | 229 796 | 49 564 | 23 677 | 47.8 | - | 3 986 | 1 943 | - | - | 1 943 | 48.7 |
| Orion Airways | 3 | 1 | | 4 | 130 | 326 | 326 | 100.0 | - | 31 | 26 | - | - | 26 | 84.6 |
| Total | 26 554 | 283 503 | | 121 104 | 2 023 299 | 515 459 | 319 262 | 61.9 | 11 395 | 51 117 | 28 985 | 4 | 1 531 | 27 450 | 56.7 |

Domestic Class 7 Licence Operations 1985

Table 1.11.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Avail (000) | Tonne-Kilometres Used | | | | As % of Avail |
|--------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|----------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Air Ferries | 1 | 3 | 4 | 178 | 67 | 60 | 89.2 | - | 6 | 5 | - | - | 5 | 86.4 |
| British Airways | 3 | 7 | 7 | 624 | 356 | 240 | 67.3 | - | 35 | 19 | - | - | 19 | 53.4 |
| British Airways Helis | 49 | 466 | 218 | 2 175 | 1 002 | 215 | 21.5 | 5 | 89 | 18 | - | 1 | 17 | 20.2 |
| British Caledonian Helis | 10 | 38 | 29 | 222 | 147 | 59 | 40.1 | 1 | 16 | 4 | - | - | 4 | 25.0 |
| British Midland | 1 | 2 | 3 | 49 | 100 | 26 | 26.1 | - | 9 | 2 | - | - | 2 | 22.1 |
| Dan Air Services | 2 | 5 | 6 | 238 | 106 | 83 | 78.1 | - | 8 | 7 | - | - | 7 | 78.3 |
| Total | 65 | 521 | 267 | 3 486 | 1 779 | 683 | 38.4 | 6 | 164 | 54 | - | 1 | 53 | 33.3 |

All Exempt Operations 1985 (a) (b)

Table 1.12.1

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available | Tonne-Kilometres Used | | | | As % of Avail |
|----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|-----------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Atlantique | 45 | 95 | 197 | - | - | - | - | 157 | 250 | 77 | - | 77 | - | 30.8 |
| Air Europe | 14 | 13 | 25 | 1 225 | 2 385 | 1 573 | 65.9 | - | 224 | 126 | - | - | 126 | 56.1 |
| Air UK | 9 | 19 | 28 | 721 | 389 | 331 | 85.0 | - | 40 | 28 | - | - | 28 | 70.6 |
| Airways Intl Cymru | 61 | 75 | 113 | 5 105 | 5 909 | 4 548 | 77.0 | - | 531 | 341 | - | - | 341 | 64.2 |
| Atlantic Air Transport | 19 | 34 | 78 | - | - | - | - | 66 | 102 | 39 | - | 39 | - | 38.5 |
| Britannia Airways | 1 246 | 1 564 | 2 315 | 178 456 | 162 396 | 136 535 | 84.1 | 43 | 13 811 | 11 708 | 16 | 88 | 11 604 | 84.8 |
| British Air Ferries | 759 | 2 327 | 2 349 | 75 803 | 46 699 | 25 290 | 54.2 | 355 | 4 737 | 2 211 | 1 | 112 | 2 098 | 46.7 |
| British Airtours | 57 | 34 | 87 | 4 780 | 16 097 | 8 687 | 54.0 | - | 1 499 | 738 | - | - | 738 | 49.2 |
| British Airways | 1 426 | 304 | 1 812 | 32 143 | 568 244 | 312 214 | 54.9 | 845 | 69 304 | 41 231 | 2 030 | 7 484 | 31 718 | 59.5 |
| British Airways Helis | 34 | 695 | 135 | - | - | - | - | 3 132 | 200 | 153 | - | 153 | - | 76.5 |
| British Caledonian Airways | 3 | 4 | 7 | 464 | 426 | 389 | 91.5 | - | 41 | 34 | - | - | 34 | 83.2 |
| British Island Airways | 263 | 253 | 478 | 12 872 | 24 966 | 13 432 | 53.8 | - | 2 207 | 1 067 | - | - | 1 067 | 48.4 |
| British Midland | 26 | 43 | 64 | 3 107 | 2 494 | 2 120 | 85.0 | - | 233 | 165 | - | - | 165 | 71.0 |
| Bryan Aviation | - | 1 | 1 | 13 | 8 | 4 | 56.5 | - | 2 | - | - | - | - | 19.0 |
| Brymon Airways | 648 | 1 643 | 2 227 | 50 990 | 32 374 | 20 104 | 62.1 | 212 | 3 240 | 1 733 | - | 84 | 1 648 | 53.5 |
| Channel Express (Air Svcs) | 157 | 987 | 647 | - | - | - | - | 1 770 | 711 | 485 | 455 | 30 | - | 68.2 |
| Dan Air Services | 958 | 2 539 | 3 161 | 37 012 | 34 502 | 21 903 | 63.5 | 4 507 | 4 901 | 3 105 | 1 233 | 122 | 1 750 | 63.4 |
| Euroair Transport | 43 | 84 | 122 | 2 070 | 1 983 | 1 214 | 61.2 | 85 | 273 | 130 | 33 | - | 97 | 47.6 |
| Goodman Air Taxis+Mam Intl | 148 | 122 | 217 | 706 | 1 802 | 893 | 49.6 | - | 143 | 69 | - | - | 69 | 48.2 |
| Guernsey Airlines | 1 | 2 | 3 | - | - | - | - | 4 | 3 | 1 | 1 | - | - | 38.4 |
| Loganair | 1 | 4 | 3 | 157 | 42 | 35 | 83.0 | - | 4 | 3 | - | - | 3 | 82.3 |
| London European Airways | 2 | 2 | 3 | 94 | 161 | 107 | 66.2 | - | 13 | 8 | - | - | 8 | 61.4 |
| Manx Airlines | 2 | 12 | 6 | 679 | 118 | 88 | 74.5 | - | 10 | 7 | - | - | 7 | 70.7 |
| Monarch Airlines | 28 | 29 | 49 | 3 003 | 3 813 | 3 168 | 83.1 | - | 347 | 285 | - | - | 285 | 82.1 |
| Orion Airways | 160 | 152 | 285 | 16 337 | 21 351 | 18 106 | 84.8 | - | 2 021 | 1 444 | - | - | 1 444 | 71.4 |
| Total | 6 109 | 11 037 | 14 411 | 425 737 | 926 157 | 570 741 | 61.6 | 11 176 | 104 846 | 65 189 | 3 769 | 8 189 | 53 231 | 62.2 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes exempt sub-charter operations

International Exempt Operations 1985 (a) (b)

Table 1.12.2

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available | Tonne-Kilometres Used | | | | As % of Avail |
|----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|-----------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Atlantique | 45 | 93 | 193 | - | - | - | - | 155 | 245 | 76 | - | 76 | - | 31.1 |
| Air Europe | 14 | 12 | 24 | 1 131 | 2 351 | 1 548 | 65.9 | - | 221 | 124 | - | - | 124 | 56.1 |
| Air UK | 5 | 9 | 16 | 333 | 233 | 193 | 82.7 | - | 24 | 16 | - | - | 16 | 68.9 |
| Airways Intl Cymru | 41 | 33 | 69 | 2 691 | 4 056 | 3 404 | 83.9 | - | 365 | 256 | - | - | 256 | 70.1 |
| Atlantic Air Transport | 19 | 34 | 78 | - | - | - | - | 66 | 102 | 39 | - | 39 | - | 38.5 |
| Britannia Airways | 1 244 | 1 560 | 2 311 | 178 090 | 162 204 | 136 410 | 84.1 | 43 | 13 794 | 11 698 | 16 | 88 | 11 594 | 84.8 |
| British Air Ferries | 110 | 181 | 336 | 7 350 | 7 493 | 4 431 | 59.1 | 15 | 653 | 377 | - | 10 | 367 | 57.8 |
| British Airtours | 57 | 34 | 87 | 4 780 | 16 097 | 8 687 | 54.0 | - | 1 499 | 738 | - | - | 738 | 49.2 |
| British Airways | 1 418 | 270 | 1 789 | 29 086 | 567 461 | 311 577 | 54.9 | 845 | 69 225 | 41 178 | 2 030 | 7 484 | 31 664 | 59.5 |
| British Airways Helis | 34 | 695 | 135 | - | - | - | - | 3 132 | 200 | 153 | - | 153 | - | 76.5 |
| British Caledonian Airways | 3 | 3 | 6 | 363 | 396 | 363 | 91.7 | - | 38 | 32 | - | - | 32 | 83.3 |
| British Island Airways | 254 | 231 | 456 | 11 450 | 24 074 | 12 853 | 53.4 | - | 2 130 | 1 022 | - | - | 1 022 | 48.0 |
| British Midland | 23 | 31 | 52 | 2 602 | 2 280 | 1 974 | 86.6 | - | 215 | 154 | - | - | 154 | 71.6 |
| Bryan Aviation | - | 1 | 1 | 13 | 8 | 4 | 56.5 | - | 2 | - | - | - | - | 19.0 |
| Channel Express (Air Svcs) | 7 | 11 | 25 | - | - | - | - | 18 | 37 | 30 | - | 30 | - | 80.7 |
| Dan Air Services | 292 | 400 | 799 | 18 227 | 20 542 | 15 396 | 75.0 | 82 | 1 832 | 1 316 | - | 85 | 1 231 | 71.8 |
| Euroair Transport | 23 | 32 | 59 | 1 703 | 1 762 | 1 067 | 60.6 | - | 174 | 85 | - | - | 85 | 49.0 |
| Goodman Air Taxis+Mam Intl | 139 | 100 | 199 | 524 | 1 704 | 808 | 47.4 | - | 135 | 62 | - | - | 62 | 46.0 |
| London European Airways | 2 | 2 | 3 | 94 | 161 | 107 | 66.2 | - | 13 | 8 | - | - | 8 | 61.4 |
| Manx Airlines | 2 | 12 | 6 | 679 | 118 | 88 | 74.5 | - | 10 | 7 | - | - | 7 | 70.7 |
| Monarch Airlines | 25 | 21 | 42 | 2 132 | 3 465 | 2 860 | 82.6 | - | 315 | 257 | - | - | 257 | 81.6 |
| Orion Airways | 156 | 133 | 273 | 14 254 | 20 819 | 17 658 | 84.8 | - | 1 971 | 1 408 | - | - | 1 408 | 71.4 |
| Total | 3 912 | 3 898 | 6 958 | 275 502 | 835 223 | 519 429 | 62.2 | 4 355 | 93 200 | 59 035 | 2 046 | 7 965 | 49 024 | 63.3 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes exempt sub-charter operations

Domestic Exempt Operations 1985 (a) (b)

Table 1.12.3

| | Aircraft -Km (000) | Stage Flights | A/C Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available | Tonne-Kilometres Used | | | | As % of Avail |
|----------------------------|--------------------------|------------------|--------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|-----------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Atlantique | 1 | 2 | 4 | - | - | - | - | 2 | 5 | 1 | - | 1 | - | 13.7 |
| Air Europe | - | 1 | 1 | 94 | 34 | 24 | 72.3 | - | 3 | 2 | - | - | 2 | 61.0 |
| Air UK | 4 | 10 | 12 | 388 | 156 | 138 | 88.5 | - | 16 | 12 | - | - | 12 | 73.2 |
| Airways Intl Cymru | 20 | 42 | 43 | 2 414 | 1 853 | 1 144 | 61.7 | - | 167 | 86 | - | - | 86 | 51.5 |
| Britannia Airways | 1 | 4 | 4 | 366 | 192 | 125 | 65.2 | - | 16 | 11 | - | - | 11 | 65.0 |
| British Air Ferries | 649 | 2 146 | 2 013 | 68 453 | 39 205 | 20 859 | 53.2 | 340 | 4 084 | 1 834 | 1 | 102 | 1 731 | 44.9 |
| British Airways | 7 | 34 | 23 | 3 057 | 783 | 636 | 81.2 | - | 79 | 54 | - | - | 53 | 67.6 |
| British Caledonian Airways | - | 1 | 1 | 101 | 30 | 26 | 88.6 | - | 3 | 2 | - | - | 2 | 81.3 |
| British Island Airways | 9 | 22 | 22 | 1 422 | 891 | 579 | 65.0 | - | 78 | 46 | - | - | 46 | 59.0 |
| British Midland | 3 | 12 | 12 | 505 | 214 | 146 | 68.4 | - | 18 | 11 | - | - | 11 | 63.2 |
| Brymon Airways | 648 | 1 643 | 2 227 | 50 990 | 32 374 | 20 104 | 62.1 | 212 | 3 240 | 1 733 | - | 84 | 1 648 | 53.5 |
| Channel Express (Air Svcs) | 150 | 976 | 623 | - | - | - | - | 1 752 | 675 | 455 | 455 | - | - | 67.5 |
| Dan Air Services | 666 | 2 139 | 2 363 | 18 785 | 13 960 | 6 507 | 46.6 | 4 426 | 3 068 | 1 789 | 1 233 | 37 | 519 | 58.3 |
| Euroair Transport | 20 | 52 | 64 | 367 | 221 | 147 | 66.5 | 85 | 99 | 45 | 33 | - | 12 | 45.1 |
| Goodman Air Taxis+Mam Intl | 10 | 22 | 18 | 182 | 98 | 85 | 86.4 | - | 8 | 7 | - | - | 7 | 86.2 |
| Guernsey Airlines | 1 | 2 | 3 | - | - | - | - | 4 | 3 | 1 | 1 | - | - | 38.4 |
| Loganair | 1 | 4 | 3 | 157 | 42 | 35 | 83.0 | - | 4 | 3 | - | - | 3 | 82.3 |
| Monarch Airlines | 3 | 8 | 7 | 871 | 348 | 308 | 88.4 | - | 32 | 28 | - | - | 28 | 87.5 |
| Orion Airways | 4 | 19 | 12 | 2 083 | 532 | 448 | 84.2 | - | 50 | 36 | - | - | 36 | 70.9 |
| Total | 2 197 | 7 139 | 7 453 | 150 235 | 90 934 | 51 312 | 56.4 | 6 821 | 11 647 | 6 154 | 1 723 | 224 | 4 207 | 52.8 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes exempt sub-charter operations

| | Aircraft | | Aircraft | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | |
|------------------------------|----------|---------|----------|---------------------|-----------------|------------|------------|------------------------|-----------------|-----------------------|-------|-------|-----------|------------|
| | -Km | Stage | | | | | | | | Total | Mail | Cargo | Passenger | As |
| | (000) | Flights | Hours | Passengers Uplifted | Available (000) | Used (000) | % of Avail | & Mail Uplifted Tonnes | Available (000) | (000) | (000) | (000) | (000) | % of Avail |
| Air Ecosse | 136 | 754 | 772 | .. | 4 072 | 1 721 | 42.3 | .. | 443 | 141 | - | - | 141 | 31.9 |
| Air UK | 87 | 84 | 245 | .. | 3 831 | 1 475 | 38.5 | .. | 392 | 128 | - | 2 | 125 | 32.5 |
| Airways Intl Cymru | 35 | 123 | 107 | .. | 2 729 | 1 673 | 61.3 | .. | 276 | 131 | - | 5 | 125 | 47.3 |
| Birmingham Executive Airways | 504 | 1 230 | 1 561 | .. | 9 643 | 6 285 | 65.2 | .. | 906 | 468 | - | 1 | 466 | 51.6 |
| Britannia Airways | 965 | 562 | 1 546 | .. | 125 444 | 98 595 | 78.6 | .. | 10 684 | 8 890 | 280 | 350 | 8 260 | 83.2 |
| British Air Ferries | 1 409 | 3 791 | 4 527 | .. | 68 102 | 48 904 | 71.8 | .. | 8 982 | 5 898 | - | 1 861 | 4 037 | 65.7 |
| British Island Airways | 43 | 102 | 105 | .. | 3 937 | 2 720 | 69.1 | .. | 351 | 218 | - | - | 218 | 62.2 |
| Euroair Transport | 492 | 1 847 | 1 623 | .. | 15 208 | 8 490 | 55.8 | .. | 1 397 | 679 | - | 2 | 677 | 48.6 |
| Guernsey Airlines | 92 | 347 | 378 | .. | 2 525 | 1 805 | 71.5 | .. | 314 | 169 | - | 19 | 150 | 53.6 |
| Interflight Berrard Av | 100 | 528 | 397 | .. | 1 001 | 564 | 56.4 | .. | 90 | 44 | - | - | 44 | 48.7 |
| Metropolitan Airways | 233 | 1 193 | 1 046 | .. | 7 003 | 3 441 | 49.1 | .. | 560 | 276 | - | 2 | 274 | 49.3 |
| Orion Airways | 4 | 3 | 7 | .. | 500 | 252 | 50.3 | .. | 47 | 20 | - | - | 20 | 42.2 |
| Peregrine Air Services | 330 | 771 | 1 056 | .. | 5 627 | 3 731 | 66.3 | .. | 454 | 298 | - | - | 298 | 65.6 |
| Virgin Atlantic Airways | 21 | 12 | 32 | .. | 10 147 | 7 411 | 73.0 | .. | 1 305 | 646 | - | - | 646 | 49.5 |
| Total | 4 450 | 11 347 | 13 401 | .. | 259 769 | 187 067 | 72.0 | .. | 26 202 | 18 006 | 280 | 2 242 | 15 484 | 68.7 |

Exempt Sub Charter Operations Performed For UK Operators 1985

Table 1.13.2

| | Aircraft | | Aircraft | Number of | Seat-Km | Seat-Km | As | Cargo | Tonne-Km | Tonne-Kilometres Used | | | | |
|------------------------------|----------|---------|----------|---------------------|-----------|---------|-------|-----------------|-----------|-----------------------|-------|-------|-----------|------------|
| | -Km | Stage | | | Available | Used | % of | & Mail | Available | Total | Mail | Cargo | Passenger | As |
| | (000) | Flights | Hours | Passengers Uplifted | (000) | (000) | Avail | Uplifted Tonnes | (000) | (000) | (000) | (000) | (000) | % of Avail |
| Air Atlantique | 35 | 110 | 148 | .. | 17 | 10 | 57.9 | .. | 133 | 71 | 48 | 22 | 1 | 53.3 |
| Air Ecosse | 324 | 1 126 | 1 292 | .. | 9 551 | 4 800 | 50.3 | .. | 927 | 395 | - | 5 | 389 | 42.6 |
| Air Europe | 49 | 30 | 80 | .. | 8 107 | 7 028 | 86.7 | .. | 768 | 562 | - | - | 562 | 73.3 |
| Air UK | 279 | 703 | 939 | .. | 2 522 | 1 167 | 46.3 | .. | 1 544 | 580 | 6 | 476 | 99 | 37.6 |
| Airways Intl Cymru | 151 | 243 | 315 | .. | 16 827 | 13 936 | 82.8 | .. | 1 546 | 1 053 | - | 6 | 1 048 | 68.1 |
| Atlantic Air Transport | 19 | 56 | 79 | .. | 5 | 3 | 47.5 | .. | 83 | 52 | 3 | 49 | - | 62.7 |
| Aurigny Air Services | 3 | 27 | 13 | .. | 48 | 25 | 51.7 | .. | 4 | 2 | - | - | 2 | 50.5 |
| Birmingham Executive Airways | 114 | 312 | 373 | .. | 2 079 | 1 384 | 66.6 | .. | 184 | 111 | - | - | 111 | 60.5 |
| Britannia Airways | 785 | 563 | 1 312 | .. | 110 728 | 87 783 | 79.3 | .. | 9 885 | 7 863 | 13 | 386 | 7 465 | 79.5 |
| British Air Ferries | 430 | 1 196 | 1 416 | .. | 30 742 | 17 085 | 55.6 | .. | 2 724 | 1 514 | 8 | 100 | 1 406 | 55.6 |
| British Airtours | 271 | 164 | 436 | .. | 55 143 | 46 741 | 84.8 | .. | 5 134 | 3 973 | - | - | 3 973 | 77.4 |
| British Airways | 680 | 383 | 1 137 | .. | 178 061 | 150 733 | 84.7 | .. | 18 743 | 12 396 | - | - | 12 396 | 66.1 |
| British Caledonian Airways | 3 | 2 | 5 | .. | 774 | 588 | 76.0 | .. | 70 | 53 | - | - | 53 | 75.9 |
| British Island Airways | 215 | 373 | 460 | .. | 22 194 | 14 751 | 66.5 | .. | 1 926 | 1 178 | 3 | 7 | 1 169 | 61.2 |
| British Midland | 54 | 149 | 163 | .. | 4 293 | 2 933 | 68.3 | .. | 397 | 238 | 4 | 5 | 229 | 60.1 |
| Brymon Airways | 21 | 63 | 75 | .. | 1 047 | 800 | 76.4 | .. | 105 | 66 | - | - | 66 | 62.9 |
| Cal Air International | 80 | 41 | 117 | .. | 30 514 | 23 946 | 78.5 | .. | 2 811 | 1 901 | - | - | 1 901 | 67.6 |
| Casair Aviation | 1 | 3 | 3 | .. | 9 | 8 | 85.1 | .. | 1 | 1 | - | - | 1 | 80.3 |
| Channel Express (Air Svcs) | 6 | 10 | 17 | .. | - | - | - | .. | 33 | 20 | - | 20 | - | 60.8 |
| Connectair | 98 | 317 | 345 | .. | 10 | 6 | 62.5 | .. | 147 | 81 | 1 | 80 | 1 | 55.3 |
| Dan Air Services | 192 | 307 | 428 | .. | 22 183 | 17 295 | 78.0 | .. | 1 791 | 1 394 | - | 12 | 1 382 | 77.8 |
| Euroair Transport | 153 | 590 | 499 | .. | 6 484 | 4 193 | 64.7 | .. | 648 | 351 | - | 14 | 337 | 54.1 |
| Euroflite | 5 | 15 | 17 | .. | 93 | 62 | 67.2 | .. | 9 | 5 | - | - | 5 | 50.8 |
| Guernsey Airlines | 15 | 82 | 62 | .. | 458 | 290 | 63.3 | .. | 52 | 24 | - | - | 24 | 46.3 |
| Heavylift Cargo Airlines | 12 | 8 | 28 | .. | - | - | - | .. | 389 | 116 | - | 116 | - | 29.7 |
| Jersey European Airways | 4 | 19 | 18 | .. | 81 | 55 | 68.4 | .. | 7 | 4 | - | - | 4 | 62.8 |
| Loganair | 13 | 47 | 45 | .. | 518 | 338 | 65.2 | .. | 47 | 30 | - | - | 30 | 63.7 |
| Manx Airlines | 13 | 42 | 48 | .. | 671 | 497 | 74.1 | .. | 60 | 40 | - | - | 39 | 66.4 |
| Metropolitan Airways | 70 | 227 | 252 | .. | 2 100 | 1 471 | 70.1 | .. | 194 | 112 | - | - | 112 | 58.1 |
| Monarch Airlines | 129 | 116 | 223 | .. | 19 518 | 14 807 | 75.9 | .. | 1 791 | 1 359 | 1 | 26 | 1 331 | 75.8 |
| Orion Airways | 539 | 320 | 882 | .. | 71 312 | 60 368 | 84.7 | .. | 6 757 | 4 816 | - | 1 | 4 815 | 71.3 |
| Peregrine Air Services | 21 | 50 | 63 | .. | 386 | 238 | 61.5 | .. | 32 | 19 | - | - | 19 | 59.2 |
| Spacegrand Aviation | - | 1 | 1 | .. | - | - | - | .. | - | - | - | - | - | 88.9 |
| Tradewinds Airways | 10 | 2 | 13 | .. | - | - | - | .. | 425 | 310 | - | 310 | - | 72.9 |
| Virgin Atlantic Airways | 2 | 2 | 3 | .. | 879 | 669 | 76.1 | .. | 82 | 62 | - | - | 62 | 76.2 |
| Total | 4 796 | 7 699 | 11 307 | .. | 597 354 | 474 010 | 79.4 | .. | 59 447 | 40 752 | 88 | 1 634 | 39 031 | 68.6 |

| | Aircraft -Km (000) | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-Km Available (000) | Seat-Km Used (000) | As % of Avail | Cargo & Mail Uplifted Tonnes | Tonne-Km Available (000) | Tonne-Kilometres Used | | | | |
|--------------------------|--------------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|---------------------|---------------------------------------|--------------------------------|-----------------------|---------------|----------------|--------------------|---------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | As % of Avail |
| Air Bridge Carriers | 638 | 723 | 1 337 | .. | - | - | - | .. | 12 071 | 6 211 | - | 6 211 | - | 51.5 |
| Air Europe | - | 1 | 1 | .. | 102 | 64 | 62.3 | .. | 10 | 5 | - | - | 5 | 52.8 |
| Air UK | 1 | 2 | 2 | .. | 27 | 19 | 70.5 | .. | 3 | 2 | - | - | 2 | 57.8 |
| Airways Intl Cymru | 4 | 4 | 7 | .. | 476 | 457 | 96.1 | .. | 43 | 34 | - | - | 34 | 80.0 |
| Anglo Cargo | 398 | 97 | 526 | .. | - | - | - | .. | 16 413 | 11 637 | - | 11 637 | - | 70.9 |
| Britannia Airways | 171 | 110 | 278 | .. | 33 853 | 29 318 | 86.6 | .. | 2 886 | 2 492 | - | - | 2 492 | 86.4 |
| British Air Ferries | 1 | 2 | 4 | .. | 72 | 16 | 22.0 | .. | 6 | 1 | - | - | 1 | 20.5 |
| British Airtours | 6 | 8 | 12 | .. | 798 | 579 | 72.5 | .. | 74 | 49 | - | - | 49 | 66.2 |
| British Airways | 80 | 78 | 143 | .. | 11 965 | 8 290 | 69.3 | .. | 1 321 | 829 | - | 122 | 707 | 62.8 |
| British Airways Helis | 182 | 863 | 841 | .. | 4 197 | 1 406 | 33.5 | .. | 395 | 118 | - | 4 | 114 | 29.9 |
| British Island Airways | 50 | 63 | 96 | .. | 5 118 | 4 062 | 79.4 | .. | 444 | 323 | - | - | 323 | 72.9 |
| British Midland | 10 | 6 | 16 | .. | 942 | 754 | 80.1 | .. | 93 | 59 | - | - | 59 | 64.1 |
| Dan Air Services | 17 | 20 | 31 | .. | 1 924 | 1 402 | 72.9 | .. | 154 | 112 | - | - | 112 | 73.0 |
| Euroair Transport | 112 | 309 | 355 | .. | 5 279 | 2 817 | 53.4 | .. | 532 | 225 | - | - | 225 | 42.3 |
| Heavylift Cargo Airlines | 198 | 140 | 514 | .. | - | - | - | .. | 6 139 | 3 043 | - | 3 043 | - | 49.6 |
| Loganair | 1 | 2 | 2 | .. | 24 | 23 | 94.4 | .. | 2 | 2 | - | - | 2 | 100.0 |
| Monarch Airlines | 31 | 25 | 51 | .. | 4 396 | 3 422 | 77.8 | .. | 400 | 308 | - | - | 308 | 76.9 |
| Orion Airways | 7 | 12 | 15 | .. | 938 | 765 | 81.5 | .. | 89 | 61 | - | - | 61 | 68.8 |
| Tradewinds Airways | 592 | 148 | 776 | .. | - | - | - | .. | 24 859 | 16 231 | - | 16 231 | - | 65.3 |
| Total | 2 498 | 2 613 | 5 005 | .. | 70 112 | 53 392 | 76.2 | .. | 65 932 | 41 744 | - | 37 249 | 4 495 | 63.3 |

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

Table 1.14.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1985 |
|---------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|---------------|--------------------------------------|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Passengers Uplifted | Used (000) | Service At Year Ended Dec 1985 | |
| Aerospatiale AS332 Super Puma | 9 627 | - | 32 081 | - | 39 669 | - | 382 278 | 114 744 | 33 | 3.6 |
| Aerospatiale SA330 Puma | 37 | - | 178 | - | 179 | - | 785 | 169 | 1 | 0.3 |
| Aerospatiale SA365 Dauphin | 3 011 | 26 | 82 945 | 754 | 12 762 | 123 | 372 030 | 13 991 | 13 | 3.0 |
| Airbus A310-202 | 5 823 | - | 1 977 | - | 7 830 | - | 137 177 | 657 457 | 2 | 10.7 |
| Armstrong Whitworth Argosy | - | 417 | - | 757 | - | 1 345 | - | - | 2 | 2.1 |
| BAC/Aerospatiale Concorde | 10 382 | - | 2 257 | - | 7 366 | - | 118 178 | 622 327 | 7 | 3.0 |
| BAE 146 Series 100 | 3 528 | - | 7 198 | - | 7 790 | - | 296 619 | 200 749 | 3 | 5.9 |
| BAE(BAC)1-11-200 Series | 2 445 | - | 4 422 | - | 5 253 | - | 190 494 | 127 428 | 2 | 7.2 |
| BAE(BAC)1-11-300/400/475 | 15 170 | - | 22 661 | - | 29 974 | - | 1 019 273 | 872 046 | 16 | 5.2 |
| BAE(BAC)1-11-500 Series | 46 041 | 287 | 66 681 | 502 | 92 765 | 597 | 4 647 678 | 3 729 272 | 48 | 5.2 |
| BAE(HS) 125 | - | - | - | - | - | - | - | - | 2 | - |
| BAE(HS) 748 | 6 282 | 627 | 24 626 | 1 840 | 23 292 | 2 226 | 573 725 | 173 907 | 24 | 3.0 |
| Beechcraft 200 Super King Air | 3 | - | 6 | - | 7 | - | - | 14 | 1 | - |
| Bell Model 214ST | 1 160 | - | 3 856 | - | 4 815 | - | 41 534 | 12 438 | 4 | 4.3 |
| Bell 206B Jet Ranger | 1 | - | 18 | - | 5 | - | 32 | 1 | 3 | - |
| Bell 212 | 1 711 | - | 64 065 | - | 11 396 | - | 320 360 | 8 579 | 7 | 3.9 |
| Boeing 707-320C/336 | - | 4 838 | - | 1 245 | - | 6 388 | - | - | 4 | 4.6 |
| Boeing 727-100/100C | 5 887 | - | 3 312 | - | 8 659 | - | 400 144 | 749 892 | 3 | 6.1 |
| Boeing 727-200/200 Advanced | 10 701 | - | 5 210 | - | 15 154 | - | 837 962 | 1 785 612 | 5 | 8.3 |
| Boeing 737-200 | 147 752 | 23 | 119 142 | 46 | 253 377 | 51 | 10 786 412 | 15 154 233 | 78 | 8.1 |
| Boeing 737-300 | 9 375 | - | 5 265 | - | 14 905 | - | 624 919 | 1 164 428 | 5 | 10.5 |
| Boeing 747-100/100F | 56 080 | 18 | 13 324 | 3 | 72 414 | 23 | 2 017 638 | 14 786 694 | 16 | 12.4 |
| Boeing 747-200 | 50 108 | 28 | 10 086 | 5 | 63 866 | 36 | 1 832 542 | 13 843 908 | 14 | 12.5 |
| Boeing 747-200B Combi | 4 077 | 11 | 683 | 2 | 5 053 | 16 | 123 708 | 763 397 | 3 | 11.1 |
| Boeing 757-200 | 37 915 | 7 | 35 245 | 3 | 65 554 | 11 | 4 912 140 | 6 038 016 | 27 | 7.9 |
| Boeing 767-200 | 8 531 | 1 | 4 649 | 2 | 13 624 | 2 | 1 126 874 | 2 117 815 | 4 | 10.5 |
| Boeing-Vertol Model 234 Chinook | 1 389 | 34 | 3 976 | 695 | 5 531 | 135 | 154 682 | 53 789 | 4 | 4.3 |
| Bristol 170 Freighter | - | 75 | - | 155 | - | 320 | - | - | 1 | 1.1 |
| Canadair CL44 | - | - | - | - | - | - | - | - | 1 | - |
| Cessna 310 | 3 | - | 27 | - | 13 | - | - | 9 | 2 | - |
| Cessna 404 Titan | 329 | - | 1 767 | - | 1 159 | - | 4 730 | 1 906 | 5 | 0.9 |
| Cessna 441 Conquest | 756 | - | 813 | - | 1 817 | - | 2 893 | 2 712 | 1 | 5.0 |
| De Havilland DHC-6 Twin Otter | 3 606 | - | 22 689 | 1 | 17 005 | 1 | 201 009 | 39 011 | 9 | 4.2 |
| De Havilland DHC-7 Dash-7 | 1 588 | - | 5 918 | 1 | 5 708 | 2 | 139 285 | 50 412 | 3 | 5.2 |
| Douglas DC3/C47 Dakota | - | 39 | 1 | 105 | 1 | 167 | - | 3 | 3 | 0.2 |
| Embraer EMB110 Bandeirante | 1 209 | 99 | 4 554 | 320 | 4 300 | 347 | 23 449 | 10 707 | 11 | 1.5 |
| Fokker F27 100-600 | 12 465 | 60 | 41 158 | 135 | 41 790 | 197 | 874 270 | 318 690 | 20 | 5.9 |
| Fokker F28 Fellowship MK1000 | - | - | - | - | - | - | - | - | - | - |
| Gulf American Gulfstream II | 148 | - | 122 | - | 217 | - | 706 | 893 | 1 | 0.8 |
| Handley Page Herald 200 | 657 | 994 | 3 468 | 4 086 | 2 590 | 3 755 | 96 832 | 21 562 | 6 | 2.5 |
| Handley Page Jetstream 31/200 | 3 735 | - | 6 378 | - | 10 987 | - | 26 721 | 31 855 | 5 | 5.2 |
| Hawker Siddeley Trident 2E | 126 | - | 240 | - | 269 | - | 16 715 | 8 704 | - | 1.8 |
| Hawker Siddeley Trident 3B | 7 550 | - | 14 039 | - | 16 232 | - | 1 385 856 | 741 010 | - | 4.2 |

Aircraft Type and Utilisation: All Airlines
1985

Table 1.14.1

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) | Seat-Km | Aircraft in | Avg Daily |
|--------------------------------|--------------------|----------------|---------------|--------|----------------|--------|------------------------|---------------|--------------------------------------|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Passengers Uplifted | Used (000) | Service At Year Ended Dec 1985 | Utilisation Per A/C (Hours) Year Ended Dec 1985 |
| Lockheed L-1011-1/100 Tristar | 14 431 | - | 7 535 | - | 21 654 | - | 1 746 844 | 3 339 349 | 9 | 7.4 |
| Lockheed L1011-200 Tristar | 24 332 | - | 7 712 | - | 32 906 | - | 886 321 | 4 311 427 | 8 | 10.6 |
| Lockheed L1011-500 Tristar | 5 413 | - | 1 359 | - | 7 011 | - | 146 298 | 783 441 | 2 | 11.2 |
| MBB B0105 | 604 | - | 16 045 | - | 3 027 | - | 24 994 | 897 | 9 | 1.0 |
| McDonnell-Douglas DC9 SRS 30/F | 2 519 | - | 4 291 | - | 5 452 | - | 261 144 | 167 545 | 2 | 7.5 |
| McDonnell-Douglas DC-10-30 | 35 171 | - | 5 644 | - | 43 692 | - | 649 069 | 4 944 912 | 9 | 13.8 |
| McDonnell-Douglas DC-9-10/15 | 6 735 | - | 13 729 | - | 15 475 | - | 698 475 | 345 939 | 6 | 7.1 |
| McDonnell-Douglas DC-10-10 | 4 733 | - | 1 831 | - | 6 500 | - | 518 434 | 1 595 696 | 2 | 8.9 |
| Partenavia P68B/C | - | - | - | - | - | - | - | - | - | - |
| Pilatus BN-2A Islander | 586 | - | 10 132 | - | 2 789 | - | 42 350 | 2 474 | 12 | 0.8 |
| Pilatus BN-2A Mk111 Trislander | 1 289 | - | 22 633 | - | 6 346 | - | 247 502 | 13 737 | 7 | 2.6 |
| Piper PA23 Aztec/Apache | - | - | - | - | - | - | - | - | 3 | - |
| Piper PA31/31P Navajo Chieftn | 5 | - | 23 | - | 18 | - | 81 | 24 | 5 | - |
| Piper PA34 Seneca II | - | - | - | - | - | - | - | - | 1 | - |
| Saab-Fairchild 340 | 673 | - | 815 | - | 1 878 | - | 6 780 | 8 665 | - | 6.5 |
| Shorts Belfast | - | 748 | - | 431 | - | 1 880 | - | - | 3 | 1.7 |
| Shorts 330 | 4 340 | 22 | 18 967 | 75 | 17 747 | 91 | 202 601 | 70 217 | 10 | 4.2 |
| Shorts 360 | 6 112 | 94 | 28 310 | 680 | 25 894 | 404 | 537 459 | 118 192 | 12 | 6.1 |
| Sikorsky S61N | 6 740 | 4 | 62 077 | 106 | 36 472 | 24 | 710 883 | 76 753 | 36 | 3.0 |
| Sikorsky S76 Spirit | 2 014 | 3 | 14 315 | 17 | 7 981 | 11 | 69 955 | 9 757 | 21 | 1.4 |
| Vickers Viscount 800 | 6 441 | 853 | 18 853 | 2 011 | 20 944 | 2 502 | 634 036 | 306 332 | 22 | 3.1 |
| V953C Merchantman | - | 1 365 | - | 2 632 | - | 3 121 | - | - | 4 | 2.1 |
| Westland 30 SRS 100 | 726 | - | 14 588 | - | 3 272 | - | 88 029 | 4 366 | 4 | 2.7 |
| Total | 592 073 | 10 674 | 863 896 | 16 609 | 1 122 380 | 23 774 | 41 160 905 | 80 318 102 | 586 | 5.4 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes passengers uplifted on sub-charter operations

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

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

Table 1.14.2

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1985 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1985 |
|------------------------------|--------------------|----------------|---------------|--------------|----------------|--------------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| Air Atlantique | | | | | | | | | | |
| Douglas DC3/C47 Dakota | - | 29 | 1 | 83 | 1 | 126 | - | 3 | - | 0.2 |
| Bristol 170 Freighter | - | 48 | - | 103 | - | 208 | - | - | - | 1.1 |
| Cessna 310 | 3 | - | 18 | - | 10 | - | - | 7 | - | - |
| Total | 3 | 77 | 19 | 186 | 10 | 334 | - | 10 | - | 0.3 |
| Air Bridge Carriers | | | | | | | | | | |
| Handley Page Herald 200 | - | 178 | - | 372 | - | 576 | - | - | 1 | 1.6 |
| Armstrong Whitworth Argosy | - | 417 | - | 757 | - | 1 345 | - | - | 2 | 2.1 |
| V953C Merchantman | - | 1 365 | - | 2 632 | - | 3 121 | - | - | 4 | 2.1 |
| Total | - | 1 960 | - | 3 761 | - | 5 041 | - | - | 7 | 2.1 |
| Air Ecosse | | | | | | | | | | |
| Embraer EMB110 Bandeirante | 2 | - | 7 | - | 7 | - | - | 23 | - | - |
| Shorts 360 | 342 | - | 1 171 | - | 1 351 | - | 11 923 | 5 676 | - | 3.0 |
| Shorts 330 | 1 223 | 2 | 5 620 | 4 | 4 950 | 8 | 35 572 | 17 797 | 5 | 3.0 |
| Total | 1 566 | 2 | 6 798 | 4 | 6 308 | 8 | 47 495 | 23 496 | 5 | 2.8 |
| Air Europe | | | | | | | | | | |
| Boeing 737-200 | 7 940 | - | 4 251 | - | 12 689 | - | 487 521 | 920 902 | 1 | 11.5 |
| Boeing 757-200 | 5 360 | - | 2 527 | - | 8 121 | - | 509 233 | 1 092 195 | 2 | 12.6 |
| Total | 13 300 | - | 6 778 | - | 20 810 | - | 996 754 | 2 013 097 | 3 | 11.9 |
| Air UK | | | | | | | | | | |
| Fokker F27 100-600 | 9 165 | - | 31 301 | - | 29 793 | - | 618 438 | 229 270 | 15 | 5.6 |
| Handley Page Herald 200 | 495 | - | 2 808 | - | 1 944 | - | 77 134 | 16 050 | - | 3.4 |
| Fokker F28 Fellowship MK1000 | - | - | - | - | - | - | - | - | - | - |
| Shorts 360 | 2 678 | - | 9 222 | - | 10 262 | - | 134 545 | 42 784 | 5 | 6.7 |
| Shorts 330 | 637 | - | 1 880 | - | 2 546 | - | 24 719 | 8 424 | - | 6.8 |
| BAE(BAC)1-11-300/400/475 | 710 | - | 1 764 | - | 1 494 | - | 44 483 | 32 492 | 2 | 5.6 |
| Total | 13 686 | - | 46 975 | - | 46 039 | - | 899 319 | 329 020 | 22 | 5.5 |
| Airways Intl Cymru | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 2 577 | - | 1 958 | - | 4 265 | - | 117 186 | 196 170 | 2 | 5.9 |
| Boeing 737-200 | 1 152 | - | 638 | - | 1 796 | - | 55 607 | 132 911 | - | 8.5 |
| Total | 3 730 | - | 2 596 | - | 6 062 | - | 172 793 | 329 081 | 2 | 6.5 |
| Anglo Cargo | | | | | | | | | | |
| Boeing 707-320C/336 | - | 1 033 | - | 251 | - | 1 361 | - | - | 1 | 3.7 |
| Total | - | 1 033 | - | 251 | - | 1 361 | - | - | 1 | 3.7 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 Cont

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1985 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1985 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| Atlantic Air Transport | | | | | | | | | | |
| Douglas DC3/C47 Dakota | - | 10 | - | 22 | - | 41 | - | - | 3 | 0.2 |
| Bristol 170 Freighter | - | 27 | - | 52 | - | 112 | - | - | 1 | 1.1 |
| Cessna 310 | 1 | - | 9 | - | 3 | - | - | 2 | 2 | - |
| Piper PA31/31P Navajo Chieftn | - | - | 7 | - | 2 | - | - | 1 | 2 | - |
| Total | 1 | 36 | 16 | 74 | 4 | 153 | - | 3 | 8 | 0.3 |
| Aurigny Air Services | | | | | | | | | | |
| Pilatus BN-2A MkIII Trislander | 1 289 | - | 22 633 | - | 6 346 | - | 247 502 | 13 737 | 7 | 2.6 |
| Pilatus BN-2A Islander | 159 | - | 2 443 | - | 777 | - | 10 102 | 639 | 2 | 1.1 |
| Total | 1 448 | - | 25 076 | - | 7 122 | - | 257 604 | 14 376 | 9 | 2.3 |
| Birmingham Executive Airways | | | | | | | | | | |
| Handley Page Jetstream 31/200 | 2 902 | - | 4 069 | - | 8 481 | - | 17 765 | 24 264 | 3 | 7.8 |
| Saab-Fairchild 340 | 673 | - | 815 | - | 1 878 | - | 6 780 | 8 665 | - | 6.5 |
| Total | 3 575 | - | 4 884 | - | 10 358 | - | 24 545 | 32 929 | 3 | 7.5 |
| Bond Helicopters | | | | | | | | | | |
| MBB BO105 | 36 | - | 678 | - | 179 | - | 1 028 | 54 | 4 | 0.1 |
| Sikorsky S76 Spirit | 176 | 3 | 1 208 | 17 | 704 | 11 | 6 728 | 985 | 2 | 1.9 |
| Aerospatiale SA365 Dauphin | 1 941 | 26 | 44 850 | 754 | 8 483 | 123 | 234 183 | 10 141 | 8 | 3.0 |
| Total | 2 153 | 29 | 46 736 | 771 | 9 366 | 134 | 241 939 | 11 180 | 14 | 2.1 |
| Bristow Helicopters | | | | | | | | | | |
| Sikorsky S61N | 2 789 | - | 30 482 | - | 16 907 | - | 313 524 | 28 745 | 16 | 2.8 |
| Bell 2068 Jet Ranger | - | - | - | - | - | - | - | - | 3 | - |
| Sikorsky S76 Spirit | 371 | - | 1 999 | - | 1 607 | - | 9 737 | 1 774 | 11 | 0.6 |
| Bell 212 | 1 711 | - | 64 065 | - | 11 396 | - | 320 360 | 8 579 | 7 | 3.9 |
| Aerospatiale SA330 Puma | 37 | - | 178 | - | 179 | - | 785 | 169 | 1 | 0.3 |
| Aerospatiale AS332 Super Puma | 6 956 | - | 23 091 | - | 28 987 | - | 288 137 | 86 781 | 24 | 3.7 |
| Total | 11 864 | - | 119 815 | - | 59 076 | - | 932 543 | 126 048 | 62 | 2.8 |
| Britannia Airways | | | | | | | | | | |
| Boeing 737-200 | 46 619 | 18 | 26 794 | 41 | 74 661 | 40 | 2 955 638 | 5 421 713 | 22 | 8.6 |
| Boeing 767-200 | 8 531 | 1 | 4 649 | 2 | 13 624 | 2 | 1 126 874 | 2 117 815 | 4 | 10.5 |
| Total | 55 150 | 19 | 31 443 | 43 | 88 285 | 43 | 4 082 512 | 7 539 528 | 26 | 8.8 |
| British Air Ferries | | | | | | | | | | |
| Handley Page Herald 200 | 162 | 326 | 660 | 720 | 646 | 1 127 | 19 698 | 5 511 | 3 | 2.0 |
| Vickers Viscount 800 | 3 407 | 840 | 9 892 | 1 987 | 10 925 | 2 468 | 257 011 | 160 940 | 16 | 2.8 |
| Total | 3 569 | 1 166 | 10 552 | 2 707 | 11 571 | 3 595 | 276 709 | 166 452 | 19 | 2.7 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 Cont

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1985 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1985 |
|---------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| British Airways and Airtours | | | | | | | | | | |
| BAE(HS) 748 | 2 696 | - | 12 315 | - | 9 947 | - | 269 291 | 68 510 | 6 | 4.4 |
| BAE(BAC)1-11-300/400/475 | 4 145 | - | 8 814 | - | 9 165 | - | 383 738 | 205 385 | 5 | 5.0 |
| BAE(BAC)1-11-500 Series | 13 340 | - | 25 840 | - | 29 269 | - | 1 526 387 | 802 008 | 21 | 3.8 |
| Boeing 737-200 | 61 706 | 5 | 71 291 | 3 | 116 860 | 9 | 5 584 131 | 5 213 380 | 46 | 7.1 |
| Hawker Siddeley Trident 2E | 126 | - | 240 | - | 269 | - | 16 715 | 8 704 | - | 1.8 |
| Hawker Siddeley Trident 3B | 7 550 | - | 14 039 | - | 16 232 | - | 1 385 856 | 741 010 | - | 4.2 |
| Lockheed L-1011-1/100 Tristar | 14 431 | - | 7 535 | - | 21 654 | - | 1 746 844 | 3 339 349 | 9 | 7.4 |
| Boeing 757-200 | 22 259 | 7 | 27 867 | 2 | 42 368 | 10 | 3 446 597 | 2 895 410 | 21 | 6.7 |
| Lockheed L1011-500 Tristar | 5 413 | - | 1 359 | - | 7 011 | - | 146 298 | 783 441 | 2 | 11.2 |
| Boeing 747-100/100F | 56 080 | 18 | 13 324 | 3 | 72 414 | 23 | 2 017 638 | 14 786 694 | 16 | 12.4 |
| Boeing 747-200B Combi | 2 185 | 11 | 343 | 2 | 2 699 | 16 | 68 311 | 455 112 | 2 | 10.1 |
| Boeing 747-200 | 44 490 | 28 | 8 813 | 5 | 56 792 | 36 | 1 505 967 | 12 078 502 | 12 | 13.0 |
| Lockheed L1011-200 Tristar | 24 332 | - | 7 712 | - | 32 906 | - | 886 321 | 4 311 427 | 8 | 10.6 |
| BAC/Aerospatiale Concorde | 10 382 | - | 2 257 | - | 7 366 | - | 118 178 | 622 327 | 7 | 3.0 |
| Total | 269 134 | 69 | 201 749 | 15 | 424 952 | 93 | 19 102 272 | 46 311 257 | 155 | 7.3 |
| British Airways Helis | | | | | | | | | | |
| Sikorsky S61N | 3 110 | 4 | 22 162 | 106 | 14 547 | 24 | 292 312 | 39 000 | 16 | 2.9 |
| Sikorsky S76 Spirit | 657 | - | 7 702 | - | 2 632 | - | 36 858 | 3 130 | 4 | 2.0 |
| Boeing-Vertol Model 234 Chinook | 1 389 | 34 | 3 976 | 695 | 5 531 | 135 | 154 682 | 53 789 | 4 | 4.3 |
| Westland 30 SRS 100 | 726 | - | 14 588 | - | 3 272 | - | 88 029 | 4 366 | 4 | 2.7 |
| Aerospatiale AS332 Super Puma | 1 009 | - | 3 254 | - | 4 034 | - | 39 212 | 12 141 | 3 | 3.4 |
| Total | 6 891 | 38 | 51 682 | 801 | 30 016 | 159 | 611 093 | 112 426 | 31 | 3.0 |
| British Caledonian Airways | | | | | | | | | | |
| BAE(BAC)1-11-500 Series | 10 364 | 285 | 22 588 | 499 | 25 034 | 594 | 1 381 184 | 649 176 | 13 | 5.4 |
| McDonnell-Douglas DC-10-30 | 35 171 | - | 5 644 | - | 43 692 | - | 649 069 | 4 944 912 | 9 | 13.8 |
| Boeing 747-200B Combi | 1 892 | - | 340 | - | 2 354 | - | 55 397 | 308 284 | 1 | 12.4 |
| Airbus A310-202 | 5 823 | - | 1 977 | - | 7 830 | - | 137 177 | 657 457 | 2 | 10.7 |
| Boeing 747-200 | 2 316 | - | 668 | - | 2 984 | - | 114 372 | 572 166 | 1 | 8.2 |
| Sikorsky S61N | 260 | - | 6 504 | - | 2 168 | - | 74 479 | 2 979 | 1 | 5.9 |
| Total | 55 827 | 285 | 37 721 | 499 | 84 061 | 594 | 2 411 678 | 7 134 975 | 27 | 8.9 |
| British Caledonian Helis | | | | | | | | | | |
| Sikorsky S61N | 581 | - | 2 929 | - | 2 851 | - | 30 568 | 6 028 | 3 | 3.2 |
| Sikorsky S76 Spirit | 160 | - | 792 | - | 626 | - | 3 578 | 706 | 1 | 1.8 |
| Bell Model 214ST | 1 160 | - | 3 856 | - | 4 815 | - | 41 534 | 12 438 | 4 | 4.3 |
| Total | 1 901 | - | 7 577 | - | 8 292 | - | 75 680 | 19 172 | 8 | 3.5 |
| British Island Airways | | | | | | | | | | |
| BAE(BAC)1-11-300/400/475 | 2 403 | - | 2 222 | - | 4 290 | - | 133 784 | 169 422 | 2 | 3.5 |
| BAE(BAC)1-11-500 Series | 2 969 | - | 2 308 | - | 5 109 | - | 205 818 | 305 854 | 3 | 5.5 |
| Total | 5 372 | - | 4 530 | - | 9 399 | - | 339 602 | 475 276 | 5 | 4.4 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 Cont

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1985 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1985 |
|--------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| British Midland | | | | | | | | | | |
| Fokker F27 100-600 | 2 812 | 60 | 8 137 | 135 | 10 186 | 197 | 209 155 | 75 618 | 4 | 7.1 |
| Shorts 360 | 911 | - | 5 952 | - | 4 952 | - | 131 988 | 20 028 | 2 | 6.8 |
| Vickers Viscount 800 | 1 744 | 1 | 5 127 | 3 | 5 772 | 4 | 224 154 | 87 588 | 4 | 3.2 |
| McDonnell-Douglas DC-9-10/15 | 6 735 | - | 13 729 | - | 15 475 | - | 698 475 | 345 939 | 6 | 7.1 |
| McDonnell-Douglas DC9 SRS 30/F | 2 519 | - | 4 291 | - | 5 452 | - | 261 144 | 167 545 | 2 | 7.5 |
| Total | 14 721 | 62 | 37 236 | 138 | 41 837 | 201 | 1 524 916 | 696 717 | 18 | 6.1 |
| Brown Air Services | | | | | | | | | | |
| Cessna 441 Conquest | 756 | - | 813 | - | 1 817 | - | 2 893 | 2 712 | 1 | 5.0 |
| Total | 756 | - | 813 | - | 1 817 | - | 2 893 | 2 712 | 1 | 5.0 |
| Bryan Aviation | | | | | | | | | | |
| BAE(HS) 125 | - | - | - | - | - | - | - | - | - | - |
| BAE(BAC)1-11-300/400/475 | - | - | 1 | - | 1 | - | 13 | 4 | - | - |
| Total | - | - | 1 | - | 1 | - | 13 | 4 | - | - |
| Brymon Airways | | | | | | | | | | |
| De Havilland DHC-7 Dash-7 | 1 588 | - | 5 918 | 1 | 5 708 | 2 | 139 285 | 50 412 | 3 | 5.2 |
| De Havilland DHC-6 Twin Otter | 1 128 | - | 6 364 | - | 5 477 | - | 62 127 | 14 076 | 2 | 7.5 |
| Total | 2 716 | - | 12 282 | 1 | 11 185 | 2 | 201 412 | 64 489 | 5 | 6.1 |
| Burnthills Hlnd Heli Svcs | | | | | | | | | | |
| Bell 206B Jet Ranger | 1 | - | 18 | - | 5 | - | 32 | 1 | - | - |
| Total | 1 | - | 18 | - | 5 | - | 32 | 1 | - | - |
| Cal Air International | | | | | | | | | | |
| McDonnell-Douglas DC-10-10 | 4 733 | - | 1 831 | - | 6 500 | - | 518 434 | 1 595 696 | 2 | 8.9 |
| Total | 4 733 | - | 1 831 | - | 6 500 | - | 518 434 | 1 595 696 | 2 | 8.9 |
| Casair Aviation | | | | | | | | | | |
| Piper PA23 Aztec/Apache | - | - | - | - | - | - | - | - | 1 | - |
| Cessna 404 Titan | 212 | - | 1 149 | - | 691 | - | 4 353 | 1 267 | 2 | 1.6 |
| Total | 212 | - | 1 149 | - | 691 | - | 4 353 | 1 267 | 3 | 1.1 |
| Channel Express (Air Svcs) | | | | | | | | | | |
| Handley Page Herald 200 | - | 490 | - | 2 994 | - | 2 053 | - | - | 2 | 2.9 |
| Partenavia P68B/C | - | - | - | - | - | - | - | - | - | - |
| Total | - | 490 | - | 2 994 | - | 2 053 | - | - | 2 | 2.7 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 Cont

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1985 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1985 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| Connectair | | | | | | | | | | |
| Embraer EMB110 Bandeirante | 517 | 97 | 1 597 | 315 | 1 849 | 343 | 13 600 | 4 412 | 1 | 6.0 |
| Total | 517 | 97 | 1 597 | 315 | 1 849 | 343 | 13 600 | 4 412 | 1 | 6.0 |
| Dan Air Services | | | | | | | | | | |
| BAE(HS) 748 | 3 453 | 610 | 11 923 | 1 796 | 12 923 | 2 170 | 304 425 | 102 145 | 16 | 2.5 |
| BAE(BAC)1-11-200 Series | 2 445 | - | 4 422 | - | 5 253 | - | 190 494 | 127 428 | 2 | 7.2 |
| BAE(BAC)1-11-300/400/475 | 5 333 | - | 7 902 | - | 10 758 | - | 340 069 | 268 573 | 5 | 6.3 |
| BAE(BAC)1-11-500 Series | 17 673 | 1 | 14 695 | 2 | 30 475 | 3 | 1 411 943 | 1 800 122 | 11 | 7.2 |
| Boeing 727-200/200 Advanced | 10 701 | - | 5 210 | - | 15 154 | - | 837 962 | 1 785 612 | 5 | 8.3 |
| Boeing 737-200 | 14 063 | - | 7 129 | - | 21 547 | - | 765 905 | 1 625 411 | 6 | 9.8 |
| Boeing 727-100/100c | 5 887 | - | 3 312 | - | 8 659 | - | 400 144 | 749 892 | 3 | 6.1 |
| BAE 146 Series 100 | 3 528 | - | 7 198 | - | 7 790 | - | 296 619 | 200 749 | 3 | 5.9 |
| Boeing 737-300 | 1 915 | - | 1 012 | - | 2 936 | - | 129 548 | 254 420 | 1 | 12.3 |
| Total | 64 999 | 611 | 62 803 | 1 798 | 115 493 | 2 173 | 4 677 109 | 6 914 352 | 52 | 6.0 |
| Euroair Transport | | | | | | | | | | |
| Pilatus BN-2A Islander | - | - | - | - | - | - | - | - | - | - |
| BAE(HS) 748 | 133 | 17 | 388 | 44 | 422 | 56 | 9 | 3 252 | 2 | 4.9 |
| Piper PA23 Aztec/Apache | - | - | - | - | - | - | - | - | - | - |
| Embraer EMB110 Bandeirante | 446 | 1 | 1 878 | 5 | 1 545 | 4 | - | 3 949 | 6 | 0.7 |
| Vickers Viscount 800 | 301 | 11 | 785 | 18 | 872 | 28 | 19 211 | 15 882 | - | 1.9 |
| Total | 880 | 30 | 3 051 | 67 | 2 839 | 88 | 19 220 | 23 083 | 8 | 0.9 |
| Euroflite | | | | | | | | | | |
| Handley Page Jetstream 31/200 | 486 | - | 1 496 | - | 1 398 | - | 8 956 | 3 642 | - | 3.2 |
| Total | 486 | - | 1 496 | - | 1 398 | - | 8 956 | 3 642 | - | 3.2 |
| Goodman Air Taxis+Mam Intl | | | | | | | | | | |
| BAE(HS) 125 | - | - | - | - | - | - | - | - | 2 | - |
| Gulf American Gulfstream II | 148 | - | 122 | - | 217 | - | 706 | 893 | 1 | 0.8 |
| Total | 148 | - | 122 | - | 217 | - | 706 | 893 | 3 | 0.3 |
| Guernsey Airlines | | | | | | | | | | |
| Shorts 330 | 579 | 20 | 2 208 | 69 | 2 424 | 82 | 36 578 | 13 336 | 2 | 5.7 |
| Total | 579 | 20 | 2 208 | 69 | 2 424 | 82 | 36 578 | 13 336 | 2 | 5.7 |
| Heavylift Cargo Airlines | | | | | | | | | | |
| Canadair CL44 | - | - | - | - | - | - | - | - | 1 | - |
| Shorts Belfast | - | 748 | - | 431 | - | 1 880 | - | - | 3 | 1.7 |
| Total | - | 748 | - | 431 | - | 1 880 | - | - | 4 | 1.3 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 Cont

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1985 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1985 |
|-------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| Interflight Berrard Av | | | | | | | | | | |
| Piper PA23 Aztec/Apache | - | - | - | - | - | - | - | - | 2 | - |
| Cessna 404 Titan | 100 | - | 528 | - | 397 | - | - | 564 | 2 | 1.4 |
| Piper PA31/31P Navajo Chieftn | - | - | - | - | - | - | - | - | 3 | - |
| Total | 100 | - | 528 | - | 397 | - | - | 564 | 7 | 0.4 |
| Interlink Aviation | | | | | | | | | | |
| Pilatus BN-2A Islander | 45 | - | 333 | - | 244 | - | 967 | 130 | 2 | 0.8 |
| Piper PA34 Seneca II | - | - | - | - | - | - | - | - | 1 | - |
| Total | 45 | - | 333 | - | 244 | - | 967 | 130 | 3 | 0.5 |
| Jersey European Airways | | | | | | | | | | |
| De Havilland DHC-6 Twin Otter | 718 | - | 5 677 | - | 3 553 | - | 42 204 | 7 142 | 2 | 2.9 |
| Embraer EMB110 Bandeirante | 198 | - | 804 | - | 717 | - | 7 861 | 1 966 | 4 | 1.7 |
| Shorts 330 | 961 | - | 4 277 | - | 3 954 | - | 65 543 | 16 327 | 3 | 4.5 |
| Total | 1 877 | - | 10 758 | - | 8 224 | - | 115 608 | 25 435 | 9 | 3.2 |
| Loganair | | | | | | | | | | |
| Pilatus BN-2A Islander | 375 | - | 7 328 | - | 1 729 | - | 31 143 | 1 672 | 6 | 0.8 |
| Fokker F27 100-600 | 488 | - | 1 720 | - | 1 811 | - | 46 677 | 13 802 | 1 | 5.0 |
| De Havilland DHC-6 Twin Otter | 1 536 | - | 8 929 | - | 6 891 | - | 81 908 | 15 494 | 5 | 3.8 |
| Embraer EMB110 Bandeirante | 46 | - | 268 | - | 182 | - | 1 988 | 357 | - | 3.4 |
| Shorts 360 | 959 | - | 4 480 | - | 3 680 | - | 92 662 | 20 594 | 2 | 5.0 |
| Total | 3 404 | - | 22 725 | - | 14 293 | - | 254 378 | 51 920 | 14 | 2.8 |
| London European Airways | | | | | | | | | | |
| Vickers Viscount 800 | 349 | - | 985 | - | 1 104 | - | 21 994 | 7 853 | 1 | 3.5 |
| Total | 349 | - | 985 | - | 1 104 | - | 21 994 | 7 853 | 1 | 3.5 |
| Malinair | | | | | | | | | | |
| Pilatus BN-2A Islander | 7 | - | 28 | - | 39 | - | 138 | 34 | 2 | 1.6 |
| Total | 7 | - | 28 | - | 39 | - | 138 | 34 | 2 | 1.6 |
| Manx Airlines | | | | | | | | | | |
| De Havilland DHC-6 Twin Otter | 108 | - | 791 | - | 564 | - | 7 989 | 1 103 | - | 5.0 |
| Shorts 360 | 1 223 | 94 | 7 485 | 680 | 5 649 | 404 | 166 341 | 29 110 | 3 | 6.7 |
| Shorts 330 | 119 | - | 922 | 2 | 602 | 1 | 16 691 | 2 293 | - | 4.6 |
| Vickers Viscount 800 | 640 | - | 2 064 | 3 | 2 271 | 2 | 111 666 | 34 069 | 1 | 5.7 |
| Total | 2 090 | 95 | 11 262 | 685 | 9 086 | 407 | 302 687 | 66 574 | 4 | 6.1 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 Cont

| | Aircraft-Km | | Stage Flights | | Aircraft Hours | | (b) Passengers Uplifted | Seat-Km Used (000) | Aircraft in Service At Year Ended Dec 1985 | Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1985 |
|------------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|---|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| Metropolitan Airways Shorts 330 | 821 | - | 4 060 | - | 3 271 | - | 23 498 | 12 040 | - | 4.5 |
| Total | 821 | - | 4 060 | - | 3 271 | - | 23 498 | 12 040 | - | 4.5 |
| Monarch Airlines | | | | | | | | | | |
| BAE(BAC)11-11-500 Series | 1 695 | - | 1 250 | 1 | 2 878 | 1 | 122 346 | 172 112 | - | 6.7 |
| Boeing 737-200 | 7 341 | - | 3 821 | - | 11 321 | - | 415 929 | 845 021 | 1 | 11.8 |
| Boeing 757-200 | 10 296 | - | 4 851 | 1 | 15 065 | 1 | 956 310 | 2 050 411 | 4 | 10.9 |
| Total | 19 333 | 1 | 9 922 | 2 | 29 264 | 2 | 1 494 585 | 3 067 543 | 5 | 10.6 |
| North Scottish Helicopters | | | | | | | | | | |
| MBB BO105 | 568 | - | 15 367 | - | 2 849 | - | 23 966 | 843 | 5 | 1.6 |
| Sikorsky S76 Spirit | 650 | - | 2 614 | - | 2 412 | - | 13 054 | 3 162 | 3 | 2.2 |
| Aerospatiale SA365 Dauphin | 1 070 | - | 38 095 | - | 4 279 | - | 137 847 | 3 850 | 5 | 2.9 |
| Aerospatiale AS332 Super Puma | 1 662 | - | 5 736 | - | 6 648 | - | 54 929 | 15 822 | 6 | 3.2 |
| Total | 3 950 | - | 61 812 | - | 16 187 | - | 229 796 | 23 677 | 19 | 2.5 |
| Orion Airways | | | | | | | | | | |
| Boeing 737-200 | 8 931 | 1 | 5 218 | 2 | 14 502 | 2 | 521 681 | 994 897 | 2 | 8.2 |
| Boeing 737-300 | 7 459 | - | 4 253 | - | 11 970 | - | 495 371 | 910 008 | 4 | 10.1 |
| Total | 16 390 | 1 | 9 471 | 2 | 26 472 | 2 | 1 017 052 | 1 904 904 | 6 | 8.9 |
| Peregrine Air Services | | | | | | | | | | |
| Beechcraft 200 Super King Air | 3 | - | 6 | - | 7 | - | - | 14 | 1 | - |
| Cessna 404 Titan | 17 | - | 90 | - | 72 | - | 377 | 75 | 1 | 0.1 |
| Handley Page Jetstream 31/200 | 348 | - | 813 | - | 1 108 | - | - | 3 949 | 2 | 1.9 |
| Total | 367 | - | 909 | - | 1 187 | - | 377 | 4 038 | 4 | 0.8 |
| Spacegrand Aviation | | | | | | | | | | |
| De Havilland DHC-6 Twin Otter | 115 | - | 928 | 1 | 520 | 1 | 6 781 | 1 195 | - | 2.9 |
| Piper PA31/31P Navajo Chieftn | 5 | - | 16 | - | 16 | - | 81 | 23 | - | 0.2 |
| Total | 120 | - | 944 | 1 | 536 | 1 | 6 862 | 1 218 | - | 2.1 |
| Tradewinds Airways | | | | | | | | | | |
| Boeing 707-320C/336 | - | 3 804 | - | 994 | - | 5 027 | - | - | 3 | 4.8 |
| Total | - | 3 804 | - | 994 | - | 5 027 | - | - | 3 | 4.8 |

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 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) | Year Ended | Per A/C |
| | | | | | | | | | Dec 1985 | (Hours) |
| | | | | | | | | | | Year Ended |
| | | | | | | | | | | Dec 1985 |
| Virgin Atlantic Airways | | | | | | | | | | |
| Boeing 747-200 | 3 303 | - | 605 | - | 4 091 | - | 212 203 | 1 193 240 | 1 | 11.2 |
| Total | 3 303 | - | 605 | - | 4 091 | - | 212 203 | 1 193 240 | 1 | 11.2 |
| Grand Total | 592 073 | 10 674 | 863 896 | 16 609 | 1 122 380 | 23 774 | 41 160 905 | 80 318 102 | 586 | 5.4 |

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes passengers uplifted on sub-charter operations

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

Passengers Uplifted on Domestic Routes For 1985

(a) (b)

Table 1.15

94

| | | | | | |
|----------|---------------------|---------|-----------------|---------------------------|---------|
| Heathrow | Gatwick | 74 784 | Aberdeen | Belfast | 1 379 |
| | Aberdeen | 383 816 | | Birmingham | 20 953 |
| | Belfast | 787 038 | | Channel Islands (c) | 4 861 |
| | Birmingham | 82 289 | | Dundee | 178 |
| | Carlisle | 7 741 | | East Midlands | 3 877 |
| | Channel Islands (c) | 291 972 | | Edinburgh | 17 994 |
| | Dundee | 6 718 | | Glasgow | 39 492 |
| | East Midlands | 61 644 | | Humberside | 8 059 |
| | Edinburgh | 893 938 | | Inverness | 355 |
| | Glasgow | 933 500 | | Kirkwall | 19 354 |
| | Humberside | 13 910 | | Leeds/Bradford | 4 446 |
| | Inverness | 91 765 | | Manchester | 43 295 |
| | Isle of Man | 70 195 | | Newcastle | 17 037 |
| | Leeds/Bradford | 123 626 | | Newquay | 1 535 |
| | Liverpool | 61 768 | | Norwich | 29 520 |
| | Manchester | 700 330 | | Other Scottish Aerodromes | 71 737 |
| | Newcastle | 259 616 | | Plymouth | 1 107 |
| | Newquay | 36 595 | | Southampton | 87 |
| | Norwich | 15 670 | | Sumburgh | 107 995 |
| | Plymouth | 37 212 | | Tees-side | 15 367 |
| | Prestwick | 190 | Belfast | Birmingham | 83 788 |
| Gatwick | Tees-side | 141 140 | | Bristol | 11 081 |
| | Aberdeen | 76 546 | | Cardiff Wales | 8 583 |
| | Belfast | 109 426 | | Channel Islands (c) | 24 386 |
| | Birmingham | 20 694 | | East Midlands | 32 706 |
| | Bristol | 3 252 | | Glasgow | 47 447 |
| | Cardiff Wales | 4 447 | | Leeds/Bradford | 43 248 |
| | Channel Islands (c) | 296 478 | | Manchester | 112 937 |
| | Edinburgh | 140 388 | | Newcastle | 18 238 |
| | Exeter | 6 279 | | Prestwick | 28 |
| | Glasgow | 147 296 | | Tees-side | 982 |
| | Inverness | 2 303 | Belfast Harbour | Blackpool | 29 781 |
| | Leeds/Bradford | 4 836 | | Edinburgh | 41 913 |
| | Manchester | 168 967 | | Exeter | 1 970 |
| | Newcastle | 53 641 | | Glasgow | 27 771 |
| | Plymouth | 9 681 | | Isle of Man | 24 509 |
| | Tees-side | 2 620 | | Liverpool | 28 580 |
| Luton | Channel Islands (c) | 20 357 | Birmingham | Manchester | 23 852 |
| | | | | Tees-side | 5 989 |
| Southend | Channel Islands (c) | 51 740 | | Bournemouth | 355 |
| | | | | Channel Islands (c) | 77 205 |
| Stansted | Aberdeen | 1 298 | | Edinburgh | 55 758 |
| | Channel Islands (c) | 20 025 | | Glasgow | 66 557 |
| | Edinburgh | 19 801 | | Isle of Man | 832 |
| | Leeds/Bradford | 2 633 | | Manchester | 1 910 |
| | | | | Newcastle | 1 344 |
| | | | | Southampton | 524 |

Passengers Uplifted on Domestic Routes For 1985

(a) (b)

Table 1.15 Cont'd

| | | | | | |
|---------------------|--------------------------|---------|--------------------------|---------------------------|--------|
| Blackpool | Channel Islands (c) | 2 894 | East Midlands | Edinburgh | 6 320 |
| | Isle of Man | 32 308 | | Glasgow | 42 222 |
| | Londonderry | 367 | | Other Scottish Aerodromes | 775 |
| | Tees-side | 295 | | | |
| Bournemouth | Cardiff Wales | 136 | Edinburgh | Glasgow | 739 |
| | Channel Islands (c) | 93 214 | | Humberside | 3 148 |
| | Glasgow | 301 | | Inverness | 1 606 |
| | Manchester | 5 109 | | Isle of Man | 1 334 |
| | Newcastle | 862 | | Kirkwall | 6 500 |
| Bristol | Cardiff Wales | 2 479 | Exeter | Leeds/Bradford | 17 627 |
| | Channel Islands (c) | 27 191 | | Manchester | 33 160 |
| | Glasgow | 1 513 | | Norwich | 12 078 |
| | Isle of Man | 1 005 | | Other Scottish Aerodromes | 12 724 |
| | Isles of Scilly-St Marys | 1 896 | | Southampton | 76 |
| | Leeds/Bradford | 508 | | Sumburgh | 1 354 |
| | Newquay | 68 | | | |
| Cambridge | Channel Islands (c) | 10 549 | Glasgow | Isles of Scilly-St Marys | 1 354 |
| Cardiff Wales | Channel Islands (c) | 45 224 | | Plymouth | 110 |
| | Glasgow | 1 898 | | Southampton | 756 |
| | Isle of Man | 367 | | | |
| | Leeds/Bradford | 1 691 | | Humberside | 2 814 |
| | Manchester | 1 128 | | Inverness | 21 442 |
| | Newcastle | 1 640 | | Isle of Man | 14 448 |
| Carlisle | Dundee | 108 | Humberside | Kirkwall | 3 831 |
| | | | | Leeds/Bradford | 9 149 |
| Channel Islands (c) | Channel Islands (c) | 216 262 | | Londonderry | 9 019 |
| | Coventry | 11 064 | | Manchester | 63 856 |
| | East Midlands | 86 645 | | Newcastle | 3 420 |
| | Edinburgh | 7 141 | Inverness | Other Scottish Aerodromes | 80 337 |
| | Exeter | 33 565 | | Sumburgh | 4 023 |
| | Glasgow | 41 348 | | Tees-side | 3 815 |
| | Gloucester/Cheltenham | 2 218 | | | |
| | Humberside | 5 443 | | Norwich | 4 955 |
| | Leeds/Bradford | 30 005 | | Tees-side | 467 |
| | Liverpool | 6 703 | Isle of Man | Kirkwall | 8 080 |
| | Manchester | 101 686 | | Manchester | 5 942 |
| | Manston | 4 632 | | Other Scottish Aerodromes | 23 773 |
| | Newcastle | 29 344 | | Sumburgh | 230 |
| | Norwich | 12 085 | | | |
| | Plymouth | 33 529 | Isles of Scilly-St Marys | Leeds/Bradford | 949 |
| | Shoreham | 7 074 | | Liverpool | 87 176 |
| | Southampton | 244 728 | | Londonderry | 237 |
| | Tees-side | 10 119 | | Manchester | 41 868 |
| | | | | Newcastle | 784 |
| Dundee | Manchester | 6 989 | | Newquay | 882 |
| | | | | Penzance Heliport | 67 257 |
| | | | | Plymouth | 2 476 |

Passengers Uplifted on Domestic Routes For 1985

(a) (b)

Table 1.15 Cont'd

| | | |
|---------------------------|---------------------------|--------|
| Isles of Scilly-Tresco | Penzance Heliport | 11 950 |
| Kirkwall | Manchester | 2 |
| | Other Scottish Aerodromes | 27 980 |
| | Sumburgh | 12 368 |
| Leeds/Bradford | Norwich | 37 |
| | Tees-side | 96 |
| Manchester | Newcastle | 4 854 |
| | Prestwick | 116 |
| | Southampton | 112 |
| | Sumburgh | 7 |
| Newquay | Plymouth | 1 791 |
| Norwich | Tees-side | 2 425 |
| Other Scottish Aerodromes | Other Scottish Aerodromes | 13 613 |
| Other Routes (d) | Other Routes (d) | 15 137 |

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

(b) Excludes passengers uplifted on air taxi operations.

(c) Comprises Alderney, Guernsey and Jersey.

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

Note: Passengers are counted in both directions.

Scheduled Passenger Analysis By
Fare Groups (a) 1985

Table 1.16.1

| | First | Premium | Economy | Advance Purchase | Fare Groups Off-Peak | Discount | Part Charter | Inclusive Tour | Standby | Class Fares | Total Passengers |
|---------------|---------|-----------|-----------|---------------------|-------------------------|-----------|-----------------|-------------------|---------|----------------|---------------------|
| Class 1 | | | | | | | | | | | |
| All | 355 906 | 2 839 456 | 8 875 887 | 3 585 110 | 611 710 | 5 005 961 | 792 310 | 1 363 399 | 415 998 | 965 580 | 24 811 317 |
| International | 345 720 | 2 742 025 | 4 001 119 | 2 815 158 | 534 425 | 3 081 427 | 631 153 | 893 019 | 131 291 | 663 324 | 15 838 661 |
| Domestic | 10 186 | 97 431 | 4 874 768 | 769 952 | 77 285 | 1 924 534 | 161 157 | 470 380 | 284 707 | 302 256 | 8 972 656 |

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

Charter Categories

| | | ABC | Affinity | ITC | Other | Total Passengers |
|---------------------|---------------|---------|----------|------------|-----------|---------------------|
| Class 2 | All | 253 874 | 5 647 | - | 458 778 | 718 299 |
| | International | 253 874 | 5 647 | - | 454 194 | 713 715 |
| | Domestic | - | - | - | 4 584 | 4 584 |
| Class 3 | All | - | - | 13 610 120 | - | 13 610 120 |
| | International | - | - | 13 523 779 | - | 13 523 779 |
| | Domestic | - | - | 86 341 | - | 86 341 |
| Class 4 | All | 217 | - | 219 500 | 100 942 | 320 659 |
| | International | 52 | - | 199 044 | 100 738 | 299 834 |
| | Domestic | 165 | - | 20 456 | 204 | 20 825 |
| Class 7 | All | - | - | - | 2 026 785 | 2 026 785 |
| | International | - | - | - | 2 023 299 | 2 023 299 |
| | Domestic | - | - | - | 3 486 | 3 486 |
| (b) Exempt | All | - | - | - | 393 090 | 393 090 |
| | International | - | - | - | 243 015 | 243 015 |
| | Domestic | - | - | - | 150 075 | 150 075 |
| Total Non-Scheduled | | | | | | |
| | All | 254 091 | 5 647 | 13 829 620 | 2 979 595 | 17 068 953 |
| | International | 253 926 | 5 647 | 13 722 823 | 2 821 246 | 16 803 642 |
| | Domestic | 165 | - | 106 797 | 158 349 | 265 311 |

(a) Excludes air taxi operations (see Table 1.18)

(b) Excludes exempt sub-charter operations

Public Transport Air Taxi Operations (a) 1985

Table 1.17

| | Stage Flights | Aircraft Hours |
|--------------------------------|------------------|-------------------|
| Aerospatiale AS332 Super Puma | 2 | 1 |
| Aerospatiale AS355 Ecureuil 2 | 488 | 879 |
| Aerospatiale SA330 Puma | 108 | 161 |
| Aerospatiale SA341 Gazelle | 1 319 | 771 |
| Aerospatiale SA350 Ecureuil | 2 340 | 1 047 |
| Aerospatiale SA365 Dauphin | 683 | 463 |
| Agusta Al09A | 1 182 | 478 |
| Airship Industries Skyship 500 | 115 | 472 |
| BAE(HS) 125 | 3 035 | 3 579 |
| Beech Kingair 90/100 | 4 263 | 7 206 |
| Beechcraft Baron Mod.55/58/58P | 602 | 585 |
| Beechcraft Queen Air 65/80 | 397 | 489 |
| Beechcraft 200 Super King Air | 3 211 | 4 778 |
| Beechcraft 76 Duchess | 68 | 96 |
| Beechcraft 95 Travel Air | 198 | 144 |
| Bell Model 214ST | 3 | 4 |
| Bell 206B Jet Ranger | 13 384 | 10 455 |
| Bell 206L Long Ranger | 1 663 | 1 215 |
| Bell 222 | 341 | 144 |
| Bell 47G | 132 | 103 |
| Cessna T303 Crusader | 8 | 111 |
| Cessna 150 | 100 | 86 |
| Cessna 172 Skyhawk | 584 | 505 |
| Cessna 180 Skywagon | 196 | 67 |
| Cessna 310 | 1 872 | 1 415 |
| Cessna 336/337 Skymaster | 20 | 37 |
| Cessna 337 Super Skymaster | 204 | 126 |
| Cessna 401/402/411/421 | 1 924 | 1 880 |
| Cessna 404 Titan | 9 018 | 9 490 |
| Cessna 414A Chancellor | 389 | 380 |
| Cessna 425 Corsair | 314 | 483 |
| Cessna 441 Conquest | 1 326 | 1 916 |
| Cessna 500 Citation I | 373 | 415 |
| Cessna 550 Citation II | 1 116 | 1 451 |
| Dassault Mystere-Falcon 20 | 489 | 687 |
| De Havilland DHC-6 Twin Otter | 5 038 | 6 144 |
| Douglas DC3/C47 Dakota | 527 | 954 |
| Embraer Emb110 Bandeirante | 5 652 | 5 239 |
| Enstrom F28A/F280 Shark | 205 | 455 |
| Gates Learjet 35A | 737 | 1 066 |
| Grob G109B | 84 | 119 |
| Grumman GA-7 Cougar | 99 | 222 |
| Handley Page Jetstream 31/200 | 3 958 | 4 009 |
| Hawker Siddeley DH114 Heron | 475 | 503 |
| Hughes 269A | 3 | 2 |
| Hughes 500 | 1 293 | 1 817 |
| MBB B0105 | 2 694 | 2 059 |
| Partenavia P68B/C | 3 629 | 4 184 |
| Pilatus BN-2A Islander | 4 217 | 3 006 |
| Pilatus BN-2A Mk111 Trislander | 3 030 | 3 117 |
| Piper PA-23 Aztec/Apache | 9 111 | 9 856 |
| Piper PA-34 Seneca II | 1 021 | 995 |
| Piper PA-42 Cheyenne III/IV | 659 | 507 |
| Piper PA28 Cherokee SRs/PA32 | 542 | 237 |
| Piper PA30/PA39 Twin Comanche | 1 476 | 1 630 |
| Piper PA31/31P Navajo Chieftn | 12 067 | 13 085 |
| RO Turbo Commander 680T/690 | 290 | 329 |
| Robinson R22 | 13 | 11 |
| Saab-Fairchild 340 | 74 | 140 |
| Shorts 330 | 2 521 | 2 819 |
| Shorts 360 | 2 715 | 2 825 |
| Sikorsky S61N | 2 761 | 4 776 |
| Sikorsky S76 Spirit | 1 782 | 676 |
| Socata TB10 Tobago | 3 | 3 |
| Westland Whirlwind | 10 | 8 |
| Westland WS51 | 91 | 160 |
| Westland 30 SRS 100 | 16 | 4 |
| Total | 118 260 | 123 076 |

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

AIRLINE PERSONNEL COSTS (UK AND OVERSEAS) 1985

Table 1.18

| | PILOTS AND CO-PILOTS | | | OTHER COCKPIT PERSONNEL | | | CABIN ATTENDANTS | | |
|----------------------------|-----------------------------|---------|-----------------------------------|-----------------------------|---------|-----------------------------------|-----------------------------|---------|-----------------------------------|
| | Average number of Personnel | | Average Expenditure a head (£000) | Average number of Personnel | | Average Expenditure a head (£000) | Average number of Personnel | | Average Expenditure a head (£000) |
| | Males | Females | | Males | Females | | Males | Females | |
| Air Europe | 70 | 1 | 22.13 | - | - | - | 23 | 145 | 6.07 |
| Air UK | 171 | 11 | 14.07 | - | - | - | 1 | 167 | 5.27 |
| Britannia Airways | 404 | 1 | 28.19 | - | - | - | 55 | 575 | 8.40 |
| British Airways (a) | 2 213 | - | 28.92 | 387 | - | 21.83 | 2 476 | 3 579 | 11.20 |
| British Caledonian Airways | 350 | 2 | 29.76 | 99 | - | 21.13 | 105 | 1 146 | 9.66 |
| British Midland Airways | 150 | - | 20.89 | - | - | - | 37 | 141 | 8.80 |
| Dan Air Services | 425 | 4 | 23.05 | 47 | - | 18.82 | - | 727 | 6.78 |
| Monarch Airlines | 117 | 1 | 22.76 | - | - | - | 32 | 216 | 6.20 |
| Orion Airways | 117 | 2 | 22.91 | - | - | - | 34 | 158 | 8.38 |
| Tradewinds Airways | 28 | - | 20.21 | 14 | - | 15.71 | 10 | - | 7.70 |
| Others (b) | 866 | 9 | 18.32 | 29 | - | 16.45 | 58 | 483 | 6.45 |

| | MAINTENANCE AND OVERHAUL PERSONNEL | | | TICKETING AND SALES PERSONNEL | | | ALL OTHER PERSONNEL | | |
|----------------------------|------------------------------------|---------|-----------------------------------|-------------------------------|---------|-----------------------------------|-----------------------------|---------|-----------------------------------|
| | Average number of Personnel | | Average Expenditure a head (£000) | Average number of Personnel | | Average Expenditure a head (£000) | Average number of Personnel | | Average Expenditure a head (£000) |
| | Males | Females | | Males | Females | | Males | Females | |
| Air Europe | 26 | - | 12.04 | - | 1 | 11.00 | 37 | 42 | 9.86 |
| Air UK | 313 | 4 | 10.89 | 37 | 87 | 6.25 | 99 | 101 | 8.02 |
| Britannia Airways | 668 | 76 | 13.15 | 27 | 70 | 10.61 | 106 | 181 | 10.78 |
| British Airways (a) | 7 008 | 284 | 12.35 | 1 668 | 1 856 | 15.28 | 13 655 | 5 115 | 12.10 |
| British Caledonian Airways | 1 450 | 134 | 10.25 | 1 106 | 1 121 | 16.58 | 935 | 500 | 12.67 |
| British Midland Airways | 291 | 21 | 10.63 | 87 | 104 | 5.85 | 248 | 276 | 9.27 |
| Dan Air Services | 1 162 | 103 | 11.89 | 56 | 97 | 7.56 | 257 | 297 | 7.43 |
| Monarch Airlines | - | - | - | 20 | 49 | 7.10 | 47 | 50 | 8.23 |
| Orion Airways | 42 | 8 | 12.72 | - | - | - | 65 | 51 | 9.39 |
| Tradewinds Airways | 10 | - | 12.90 | 3 | 4 | 9.14 | 59 | 21 | 8.70 |
| Others (b) | 897 | 15 | 11.70 | 219 | 241 | 8.65 | 796 | 194 | 8.39 |

(a) Includes British Airtours and British Airways Helicopters.

(b) Excludes Cathay Pacific Airways and companies performing solely air taxi operations.

UK AIRLINE PERSONNEL EMPLOYED IN GREAT BRITAIN (a) 1985

Table 1.19

| Region | Number of Personnel at end of June 1985 | | | (c) | Number of personnel at end of December 1985 | | | of which: Part time Male (b) |
|--------------------------|--|--------|--------------------------------------|-----|--|--------|--------------------------------------|------------------------------------|
| | Male | Female | of which: Part time Female (b) | | Male | Female | of which: Part time Female (b) | |
| North | 190 | 177 | - | | 112 | 136 | 7 | 1 |
| Yorkshire and Humberside | 96 | 59 | - | | 96 | 60 | 2 | 2 |
| East Midlands | 894 | 573 | 14 | | 794 | 462 | 13 | 3 |
| East Anglia | 681 | 274 | 6 | | 824 | 267 | 6 | 1 |
| South East | 29 572 | 13 499 | 62 | | 29 900 | 13 198 | 222 | 41 |
| South West | 377 | 110 | 6 | | 353 | 78 | 5 | - |
| West Midlands | 377 | 254 | 7 | | 391 | 228 | 2 | 1 |
| North West | 1 239 | 883 | 1 | | 1 317 | 658 | 1 | - |
| Wales | 72 | 110 | - | | 51 | 54 | - | - |
| Scotland | 2 196 | 733 | 35 | | 2 210 | 746 | 49 | 12 |
| Total | 35 694 | 16 672 | 131 | | 36 048 | 15 887 | 307 | 61 |

(a) Excludes personnel employed by Cathay Pacific Airways and companies performing solely Air Taxi operations.

(b) Part-time employment is defined as being not more than 30 hours per week.

(c) Part-time male data is not available for this period

Part 2

UK Airlines: Financial results

PART 2 UK Airlines - Financial Results

With effect from data relating to 1981, the number of UK airlines required to submit financial data has been reduced in order to lessen the burden of statistical reporting placed upon the smaller operators. Financial returns are now collected only from those holders of class 1-6 Air Transport Licences whose fleet has an aggregated maximum take-off weight exceeding 200 tonnes. No estimates have been made for those, therefore, not included.

For comparability tables 2.1 to 2.6 inclusive which show time-series of data have been recalculated to include only those carriers who met the revised criteria during the years presented. Annual summaries result from the addition of figures for individual financial years closest to the year involved. They are not representative of calendar years.

The standardised profit and loss account return was revised with effect from 1980. It is unfortunately not possible to convert the historic data to the new format and table 2.4 is therefore presented in two parts; table 2.4.1 presents results for 1977-1979 inclusive and table 2.4.2 presents results for 1980 -1984. Please note that overall industry estimates for the latest year (1985) have not been made.

Tables 2.7 to 2.9 inclusive give the individual financial results for individual major airlines in 1984. The figures are supplied by airlines on the standard returns and may not correspond with published company accounts.

Details of the operating and traffic statistics reported by each airline for the period of their 1984 financial year are included in tables 2.10 to 2.12 inclusive.

Definition of terms contained in the tables of financial statistics may be found in Appendix B - UK Airlines Financial Results - Definitions.

FINANCIAL RESOURCES OF MAJOR UNITED KINGDOM
AIRLINES 1977-1984

Table 2.1

| | (£million) | | | | | | | |
|------------------------------------|------------|--------|---------|---------|---------|---------|---------|---------|
| | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 |
| Private Sector | | | | | | | | |
| Total assets employed | 121.6 | 161.6 | 280.3 | 422.7 | 276.1 | 316.0 | 408.5 | 584.6 |
| of which | | | | | | | | |
| Operating equipment and Property | 133.2 | 184.1 | 302.6 | 454.0 | 292.4 | 303.4 | 451.5 | 636.8 |
| Payments on account of Aircraft | | | | | | | | |
| under construction | 3.0 | 4.9 | 13.2 | 1.9 | 2.3 | 17.0 | 19.8 | 3.5 |
| Other non-current assets | 4.4 | 4.8 | 7.5 | 5.8 | 7.8 | 7.6 | 13.7 | 16.6 |
| Total net current assets | (18.9) | (32.4) | (43.0) | (39.1) | (26.5) | (11.9) | (76.6) | (72.1) |
| Total liabilities | 121.6 | 161.5 | 280.3 | 422.7 | 276.1 | 316.0 | 408.5 | 584.6 |
| of which | | | | | | | | |
| Shareholders' Funds | 27.8 | 39.9 | 58.2 | 67.3 | 42.3 | 48.2 | 64.8 | 100.3 |
| Operating Profit (or loss) | 29.9 | 29.7 | 23.8 | 33.2 | 19.9 | 54.0 | 62.8 | 43.9 |
| Operating Profit (or loss) as a | | | | | | | | |
| percentage of total assets | | | | | | | | |
| employed | 24.6 | 18.4 | 8.5 | 7.9 | 7.2 | 17.1 | 15.4 | 7.5 |
| Shareholders funds as a percentage | | | | | | | | |
| of total liabilities | 22.9 | 24.7 | 20.8 | 15.9 | 15.3 | 15.3 | 15.9 | 17.2 |
| Public Sector | | | | | | | | |
| Total assets employed | 755.5 | 768.6 | 934.3 | 1069.2 | 706.6 | 753.4 | 974.0 | 912.8 |
| of which | | | | | | | | |
| Operating equipment and Property | 724.5 | 677.0 | 892.0 | 1097.4 | 938.0 | 948.3 | 1237.0 | 1234.5 |
| Payments on account of Aircraft | | | | | | | | |
| under construction | 94.4 | 150.9 | 144.9 | 84.7 | 34.6 | 29.2 | 25.6 | 12.4 |
| Other non-current assets | 14.1 | 18.9 | 24.0 | 17.8 | 21.2 | 18.6 | 20.2 | 4.2 |
| Total net current assets | (77.6) | (78.1) | (126.6) | (130.6) | (287.1) | (242.8) | (308.7) | (338.3) |
| Total liabilities | 755.5 | 768.6 | 934.3 | 1069.2 | 707.6 | 753.4 | 974.0 | 912.8 |
| of which | | | | | | | | |
| Public Dividend Capital | 435.9 | 453.9 | 471.4 | 334.3 | (306.7) | (221.3) | 125.7 | 285.8 |
| Operating Profit (or loss) | 42.0 | 76.1 | 16.0 | (106.6) | 5.9 | 174.0 | 273.5 | 303.0 |
| Operating Profit (or loss) as a | | | | | | | | |
| percentage of total assets | | | | | | | | |
| employed | 5.6 | 9.9 | 1.7 | (10.0) | 0.8 | 23.1 | 28.1 | 33.2 |
| Public Dividend Capital as a | | | | | | | | |
| percentage of total liabilities | 57.7 | 59.1 | 50.5 | 31.1 | (43.4) | (29.4) | 12.9 | 31.3 |

REVENUES, EXPENSES AND PROFITS OF MAJOR
UNITED KINGDOM AIRLINES 1977-1984

Table 2.2

| | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 |
|-----------------------------|-------------|--------|--------|---------|---------|---------|---------|---------|
| | (£ million) | | | | | | | |
| PRIVATE SECTOR | | | | | | | | |
| Total Operating Revenues | 446.6 | 526.7 | 629.8 | 853.0 | 880.7 | 1018.3 | 1126.4 | 1316.3 |
| Total Operating Expenses | 416.7 | 497.0 | 606.0 | 819.8 | 860.8 | 964.3 | 1063.6 | 1272.4 |
| Operating profit (or loss) | 29.9 | 29.7 | 23.8 | 33.2 | 19.9 | 54.0 | 62.8 | 43.9 |
| Non-operating items (net) | (11.9) | (2.2) | (9.5) | (18.6) | (12.1) | (14.6) | (15.0) | 2.0 |
| Profit (or loss) before Tax | 18.0 | 27.4 | 14.3 | 14.6 | 7.8 | 39.4 | 47.8 | 45.9 |
| PUBLIC SECTOR | | | | | | | | |
| Total Operating Revenues | 1161.7 | 1409.7 | 1662.1 | 1763.5 | 1875.3 | 2052.2 | 2225.2 | 2636.9 |
| Total Operating Expenses | 1119.7 | 1333.6 | 1646.1 | 1870.2 | 1869.4 | 1878.2 | 1951.7 | 2333.8 |
| Operating profit (or loss) | 42.0 | 76.1 | 16.0 | (106.6) | 5.9 | 174.0 | 273.5 | 303.0 |
| Non-operating items (net) | (2.4) | 14.3 | 3.5 | (34.1) | (119.6) | (112.1) | (88.4) | (134.9) |
| Profit (or loss) before Tax | 39.6 | 90.4 | 19.5 | (140.7) | (113.7) | 61.9 | 185.1 | 168.1 |
| ALL MAJOR AIRLINES | | | | | | | | |
| Total Operating Revenues | 1608.3 | 1936.4 | 2291.9 | 2616.5 | 2756.0 | 3070.5 | 3351.6 | 3953.2 |
| Total Operating Expenses | 1536.4 | 1830.6 | 2252.1 | 2690.0 | 2730.2 | 2842.5 | 3015.3 | 3606.2 |
| Operating profit (or loss) | 71.9 | 105.8 | 39.8 | (73.4) | 25.8 | 228.0 | 336.3 | 346.9 |
| Non-operating items (net) | (14.3) | 12.1 | (6.0) | (52.7) | (131.7) | (126.7) | (103.4) | (132.9) |
| Profit (or loss) before Tax | 57.6 | 117.8 | 33.8 | (126.1) | (105.9) | 101.3 | 232.9 | 214.0 |

INTENTIONALLY BLANK

**TRENDS IN MAJOR UNITED KINGDOM AIRLINES'
OPERATING COSTS AND REVENUES 1977-1984**

Table 2.3

| ALL AIRLINES | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| COSTS | | | | | | | | |
| Comparison with 1975 (1975=100) | | | | | | | | |
| Aircraft fuel and oil | 139.6 | 147.3 | 238.3 | 318.9 | 336.4 | 349.2 | 339.5 | 402.4 |
| Crew salaries and expenses | 134.5 | 158.2 | 165.1 | 288.1 | 215.1 | 201.5 | 213.9 | 236.0 |
| Aircraft depreciation and rental | 153.6 | 162.9 | 178.2 | 196.2 | 223.2 | 196.8 | 209.4 | 292.9 |
| Other costs | 149.2 | 187.3 | 215.7 | 248.4 | 241.9 | 259.0 | 285.9 | 340.1 |
| Total Operating Costs | 146.3 | 174.3 | 214.5 | 256.2 | 260.0 | 270.7 | 287.2 | 343.4 |
| Comparison with Total - Percentage distribution | | | | | | | | |
| Aircraft fuel and oil | 21.6 | 19.1 | 25.2 | 28.2 | 29.3 | 29.2 | 26.8 | 26.5 |
| Crew salaries and expenses | 6.3 | 6.2 | 5.3 | 5.0 | 5.7 | 5.1 | 5.1 | 4.7 |
| Aircraft depreciation and rental | 8.1 | 7.2 | 6.4 | 5.9 | 6.6 | 5.6 | 5.6 | 6.5 |
| Other costs | 64.0 | 67.5 | 63.2 | 60.9 | 58.4 | 60.1 | 62.5 | 62.2 |
| Total Operating costs | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| REVENUES | | | | | | | | |
| Comparison with 1975 (1975=100) | | | | | | | | |
| Scheduled services | 150.9 | 188.3 | 222.6 | 251.5 | 260.5 | 287.8 | 312.9 | 370.5 |
| Non-Scheduled services | 156.6 | 162.8 | 191.7 | 237.1 | 272.3 | 317.3 | 349.2 | 404.4 |
| Incidental Revenues | 120.4 | 138.0 | 174.4 | 150.3 | 130.2 | 119.8 | 146.0 | 180.9 |
| Total Operating Revenues | 151.0 | 181.8 | 215.2 | 245.7 | 258.8 | 288.3 | 314.7 | 371.2 |
| Comparison with Total - Percentage distribution | | | | | | | | |
| Scheduled services | 77.7 | 80.6 | 80.5 | 79.7 | 78.3 | 77.7 | 77.4 | 77.7 |
| Non-Scheduled services | 19.8 | 17.1 | 17.0 | 18.5 | 20.1 | 21.1 | 21.2 | 20.8 |
| Incidental Revenues | 2.4 | 2.3 | 2.5 | 1.9 | 1.5 | 1.3 | 1.4 | 1.5 |
| Total Operating Revenues | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

MAJOR UNITED KINGDOM AIRLINES - PROFIT AND LOSS
ACCOUNT SUMMARY 1977-1979

Table 2.4.1
(£million)

| | | 1977 | | | 1978 | | |
|-----------------|---|---------|---------------|----------------|----------|---------------|----------------|
| | | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector |
| REVENUES | | | | | | | |
| 1 | Scheduled Passenger (individually booked seats direct to passenger) | 1076.8) | 956.5) | 120.3) | 1355.5) | 1181.3) | 174.2) |
| 2 | Scheduled Passenger (all block-booked seats including part-charter) |) |) |) |) |) |) |
| 3 | Scheduled Excess baggage | 10.7 | 8.7 | 2.0 | 12.6 | 10.1 | 2.5 |
| 4 | Scheduled Freight and Diplomatic bags | 126.9 | 115.3 | 11.6 | 152.8 | 131.4 | 21.4 |
| 5 | Scheduled Mail | 35.7 | 33.0 | 2.7 | 39.2 | 36.2 | 3.0 |
| 6 | Non-scheduled flights (a) Inclusive tours | 172.3 | 21.6 | 150.7 | 216.5 | 26.2 | 190.3 |
| | (b) ABC other than part-charter | 66.4 | 21.1 | 45.3 | 44.8 | 18.1 | 26.7 |
| | (c) Affinity groups | 2.7 | - | 2.7 | 6.4 | - | 6.4 |
| | (d) Cargo | 58.1 | - | 58.1 | 48.5 | - | 48.5 |
| | (e) Other | 19.7 | - | 19.7 | 15.5 | - | 15.5 |
| 7 | Incidental Revenue | 39.0 | 5.5 | 33.5 | 44.7 | 6.4 | 38.3 |
| 8 | Total Operating Revenues | 1608.3 | 1161.7 | 446.6 | 1936.4 | 1409.7 | 526.7 |
| EXPENSES | | | | | | | |
| 9 | Flight crew salaries and expenses | 97.1 | 71.1 | 26.0 | 114.2 | 80.4 | 33.8 |
| 10 | Aircraft fuel and oil | 332.0 | 221.2 | 110.8 | 350.2 | 239.0 | 111.2 |
| 11 | Flight equipment insurance | 10.0 | 6.9 | 3.1 | 9.3 | 5.4 | 3.9 |
| 12 | Uninsured losses | - | - | - | 0.3 | 0.3 | - |
| 13 | Rental of flight equipment | 46.2 | 21.3 | 24.9 | 56.9 | 25.3 | 31.6 |
| 14 | Flight crew training (when not amortised) | 12.0 | 9.2 | 2.8 | 12.1 | 8.7 | 3.4 |
| 15 | Flight expenses other than items 9 to 14 | 8.2 | 0.7 | 7.5 | 14.5 | 3.4 | 11.1 |
| 16 | Maintenance and overhaul | 204.1 | 149.5 | 54.6 | 246.4 | 181.1 | 65.3 |
| 17 | Depreciation of aircraft fleet (including spares) | 77.6 | 61.8 | 15.8 | 74.4 | 57.4 | 17.0 |
| 18 | Depreciation of ground property and equipment | 15.7 | 15.0 | 0.7 | 14.0 | 12.5 | 1.5 |
| 19 | Amortisation of development and pre-operating costs | 0.7 | - | 0.7 | 0.7 | - | 0.7 |
| 20 | Flight crew training (when amortised) | 0.8 | - | 0.8 | 1.1 | - | 1.1 |
| 21(a) | Landing and departure fees | 95.1 | 59.0 | 36.1 | 122.9 | 77.5 | 45.4 |
| (b) | Aerodrome, En-route, and other Navigation service charges | 37.7 | 22.8 | 14.9 | 44.9 | 27.0 | 17.9 |
| 22 | Station and ground expenses other than Item 21 | 172.3 | 142.8 | 29.5 | 217.3 | 180.1 | 37.2 |
| 23(a) | Passenger services - cabin staff and other flight expenses | 144.1 | 110.8 | 33.3 |) 223.4) | 142.0 |) 47.2) |
| (b) | Passenger services - other passenger service costs | 21.5 | 16.6 | 4.9 |) 34.2 |) |) |
| 24 | Ticketing, sales and promotion | 206.8 | 185.0 | 21.8 | 244.5 | 214.8 | 29.7 |
| 25 | General and administrative | 39.4 | 22.9 | 16.5 | 55.6 | 34.3 | 21.3 |
| 26 | Other operating expenses | 15.1 | 3.1 | 12.0 | 28.1 | 10.2 | 17.9 |
| 27 | Total Operating Expenses | 1536.4 | 1119.7 | 416.7 | 1830.6 | 1333.6 | 497.0 |
| 28 | Operating Profit or (Loss) | 71.9 | 42.0 | 29.9 | 105.8 | 76.1 | 29.7 |
| 29 | Profit or loss on disposal of fixed assets | 3.5 | 0.6 | 2.9 | 5.4 | 0.7 | 4.7 |
| 30 | Interest payable less receivable (Net) | 0.8 | 7.1 | (6.3) | 5.0 | 10.8 | (5.8) |
| 31 | Direct subsidies from public funds | - | - | - | - | - | - |
| 32 | Other payments from public funds | (0.1) | - | (0.1) | - | - | - |
| 33 | Dividends receivable | 14.5 | 14.5 | - | 22.3 | 22.3 | - |
| 34 | Other non-operating items | (33.0) | (24.6) | (8.4) | (20.6) | (19.5) | (1.1) |
| 35 | Non-Operating Items (Net) | (14.3) | (2.4) | (11.9) | 12.1 | 14.3 | (2.2) |
| 36 | Profit or Loss (-) Before Taxation | 57.6 | 39.6 | 18.0 | 117.8 | 90.4 | 27.4 |

Table 2.4.1 cont

| 1979 | | |
|--------|---------------|----------------|
| Total | Public Sector | Private Sector |
| 1587.9 | 1379.4 | 208.5 |
| 20.1 | 19.2 | 0.9 |
| 13.9 | 11.4 | 2.5 |
| 179.4 | 153.2 | 26.2 |
| 43.1 | 39.3 | 3.8 |
| 302.7 | 41.0 | 261.7 |
| 14.1 | - | 14.1 |
| 5.4 | 3.8 | 1.6 |
| 34.4 | 0.1 | 34.3 |
| 34.1 | 7.0 | 27.1 |
| 56.5 | 7.7 | 48.8 |
| 2291.9 | 1662.1 | 629.8 |
| 119.2 | 79.0 | 40.2 |
| 566.7 | 411.5 | 155.2 |
| 7.8 | 3.6 | 4.2 |
| 1.0 | 1.0 | - |
| 61.2 | 26.6 | 34.6 |
| 15.2 | 11.0 | 4.2 |
| 20.2 | 11.3 | 8.9 |
| 279.0 | 210.2 | 68.8 |
| 82.4 | 58.4 | 24.0 |
| 20.3 | 18.0 | 2.3 |
| 0.8 | - | 0.8 |
| 0.8 | - | 0.8 |
| 120.0 | 79.2 | 40.8 |
| 62.7 | 32.5 | 30.2 |
| 233.3 | 181.0 | 52.3 |
| 190.6 | 142.7 | 47.9 |
| 41.3 | 31.8 | 9.5 |
| 296.6 | 264.5 | 32.1 |
| 95.4 | 66.7 | 28.7 |
| 37.6 | 17.1 | 20.5 |
| 2252.1 | 1646.1 | 606.0 |
| 39.8 | 16.0 | 23.8 |
| 5.3 | 4.3 | 1.0 |
| (37.6) | (24.7) | (12.9) |
| - | - | - |
| - | - | - |
| 21.4 | 21.2 | 0.2 |
| 5.0 | 2.7 | 2.3 |
| (6.0) | 3.5 | (9.5) |
| 33.8 | 19.5 | 14.3 |

MAJOR UNITED KINGDOM AIRLINES - PROFIT AND LOSS
ACCOUNT SUMMARY 1980-1984

Table 2.4.2
(£million)

| | | 1980 | | | 1981 | | |
|-----------------|--|---------|-------------------------|-------------------|---------|-------------------------|-------------------|
| | | Total | Public Sector (a) | Private Sector | Total | Public Sector (a) | Private Sector |
| REVENUES | | | | | | | |
| 1 | Scheduled Passenger (a) First Class |) |) | 25.6 |) |) | 38.6 |
| | (b) Normal Economy | 1820.0) | 1474.3) | 320.1) | 1898.2) | 1589.1) | 270.5) |
| | (c) Other Scheduled Service Passengers |) |) |) |) |) |) |
| 2 | Scheduled Excess Baggage | 18.8 | 15.2 | 3.6 | 24.0 | 18.9 | 5.1 |
| 3 | Scheduled Cargo and Diplomatic bags | 199.9 | 162.3 | 37.6 | 196.0 | 148.9 | 47.1 |
| 4 | Scheduled and Non-scheduled Mail | 45.8 | 40.4 | 5.4 | 40.6 | 33.7 | 6.9 |
| 5 | Non-scheduled flights (a) Inclusive Tours |) |) | 341.1 |) |) | 410.3 |
| | (b) ABC other than part charter |) |) | 9.8 |) |) | - |
| | (c) Cargo | 483.3) | 61.3) | 71.1) | 555.0) | 75.2) | 69.5) |
| | (d) Other |) |) |) |) |) |) |
| 6 | Incidental Revenue | 48.7 | 10.0 | 38.7 | 42.2 | 9.6 | 32.6 |
| 7 | Total Operating Revenues | 2616.5 | 1763.5 | 853.0 | 2756.0 | 1875.3 | 880.7 |
| EXPENSES | | | | | | | |
| 8 | Flight crew salaries | 111.3 | 72.1 | 39.2 | 129.1 | 84.4 | 44.7 |
| 9 | Flight crew allowances and expenses | 24.5 | 15.7 | 8.8 | 26.2 | 17.1 | 9.1 |
| 10 | Cabin crew salaries (including training) | 78.2 | 59.0 | 19.2 | 83.3 | 63.6 | 19.7 |
| 11 | Cabin crew allowances and expenses | 43.0 | 35.4 | 7.6 | 43.0 | 33.3 | 9.7 |
| 12 | Aircraft fuel and oil | 758.3 | 499.7 | 258.6 | 799.9 | 533.0 | 266.9 |
| 13 | Flight equipment insurance and uninsured losses | 9.6 | 4.6 | 5.0 | 10.3 | 4.5 | 5.8 |
| 14 | Rental of flight equipment | 44.5 | 20.0 | 24.5 | 56.8 | 26.1 | 30.7 |
| 15 | Flight crew training (when not amortised) | 13.8 | 10.0 | 3.8 | 12.3 | 9.3 | 3.0 |
| 16 | Flight crew expenses other than items 8-15 | 3.8 | - | 3.8 | 4.2 | - | 4.2 |
| 17 | Maintenance and overhaul (a) Fixed |) |) |) |) |) |) |
| | (b) Variable | 273.6) | 194.8) | 78.8) | 258.4) | 176.6) | 81.8) |
| 18 | Depreciation of aircraft fleet (including spares) | 113.6 | 81.1 | 32.5 | 123.1 | 96.0 | 27.1 |
| 19 | Depreciation of ground property and equipment | 2.2 | (b) | 2.2 | 4.4 | (b) | 4.4 |
| 20 | Amortisation of development and pre-operating costs | 0.7 | - | 0.7 |) | - |) |
| 21 | Flight crew training (when amortised) | 1.1 | - | 1.1 | 1.6) | - | 1.6) |
| 22 | Landing and departure fees |) | 63.4 |) |) | 58.6 |) |
| 23 | En-route and other Navigation service charges |) |) |) |) |) |) |
| | | 263.4) | 35.6 | 111.4) | 292.6) | 50.0 | 130.6) |
| 24 | Handling charges and parking fees |) | 53.0 |) |) | 53.4 |) |
| 25 | Station costs | 188.5 | 152.4 | 36.1 | 185.3 | 158.5 | 26.8 |
| 26 | Passenger services (a) Fixed |) | 37.4 |) |) |) |) |
| | (b) Variable | 113.6) | 46.8 | 29.4) | 119.5) | 84.1) | 35.4) |
| 27 | Passenger embarkation fees | 67.5 | 35.2 | 32.4 | 78.5 | 42.2 | 36.3 |
| 28 | Passenger insurance | 6.5 | 3.9 | 2.6 | 6.6 | 4.1 | 2.5 |
| 29 | Sales |) |) |) |) |) | 17.0 |
| 30 | Reservations | 115.9) | 99.7) | 16.2) | 171.2) | 142.0) | 3.7 |
| 31 | Advertising and promotion | 42.6 | 33.2 | 9.4 |) |) | 8.5 |
| 32 | Commission | 147.2 | 125.3 | 21.9 | 158.6 | 133.1 | 25.5 |
| 33 | General and administrative | 192.8 | 125.2 | 67.6 | 100.3 | 42.3 | 58.0 |
| 34 | Specific cargo costs | 63.2 | 59.4 | 3.8 | 63.1 | 58.3 | 4.8 |
| 35 | Other operating expenses | 10.6 | 7.5(c) | 3.1 | 1.8 | (1.0)(c) | 2.8 |
| 36 | Total Operating Expenses | 2690.0 | 1870.2 | 819.8 | 2730.2 | 1869.4 | 860.8 |
| 37 | Operating Profit (or Loss) | (73.4) | (106.6) | 33.2 | 25.8 | 5.9 | 19.9 |
| 38 | Profit or Loss on disposal of fixed assets | 16.0 | 15.3 | 0.7 | 11.0 | 6.9 | 4.1 |
| 39 | Interest payable less receivable (Net) | (89.9) | (65.0) | (24.9) | (122.3) | (106.2) | (16.1) |
| 40 | Direct subsidies from public funds | - | - | - | - | - | - |
| 41 | Other payments from public funds | - | - | - | - | - | - |
| 42 | Dividends receivable | 13.3 | 13.3 | - | 12.5 | 12.5 | - |
| 43 | Other non-operating items | 7.8 | 2.3 | 5.5 | (32.9) | (32.9) | - |
| 44 | Non-Operating Items (Net) | (52.7) | (34.1) | (18.6) | (131.7) | (119.6) | (12.1) |
| 45 | Profit or Loss (-) before Taxation | (126.1) | (140.7) | 14.6 | (105.9) | (113.7) | 7.8 |

(a) Revenue and Expense headings relate to British Airways and British Airtours only. The net financial result of British Airways Helicopters is included under Item 42.

(b) Included under appropriate cost items.

(c) Costs relating to surplus resources and adjustments on consolidation.

Table 2.4.2 cont

| 1982 | | | 1983 | | | 1984 | | |
|---|--|---|--|---|--|---|--|---|
| Total | Public Sector (a) | Private Sector | Total | Public Sector (a) | Private Sector | Total | Public Sector (a) | Private Sector |
|) 2125.5)) |) 1750.4)) | 44.6 330.5)) |) 2308.6)) |) 1875.5)) | 49.3 383.8)) |) 2722.1)) |) 2226.1)) | 52.7 443.3)) |
| 25.8 191.8 42.0)))) | 20.5 151.0 35.7)))) | 5.3 40.8 6.3)))) | 27.2 214.7 42.3)))) | 21.6 172.3 35.4)))) | 5.6 42.4 6.9)))) | 23.9 277.3 47.1)))) | 17.9 213.4 38.9)))) | 6.0 63.9 8.2)))) |
| 646.7)) 38.8 | 86.8)) 7.9 | 559.9)) 30.9 | 711.6)) 47.3 | 111.9)) 8.5 | 599.7)) 38.8 | 824.1)) 58.6 | 130.8)) 9.7 | 693.3)) 48.9 |
| 3070.5 | 2052.2 | 1018.3 | 3351.6 | 2225.2 | 1126.4 | 3953.2 | 2636.9 | 1316.3 |
| 121.6 23.9 78.4 48.2 830.4 14.3 46.1 11.8 5.4) 262.9) 112.5 4.7 | 76.1 14.2 56.6 37.1 530.5 6.5 11.5 9.5 -) 177.2) 83.5 (b) | 45.5 9.7 21.8 11.1 299.9 7.8 34.6 2.3 5.4) 85.7) 29.0 4.7 | 128.4 26.0 85.7 53.8 807.3 14.9 52.4 10.6 7.7) 282.6) 116.4 5.3 | 79.9 15.7 62.2 41.5 508.1 6.6 11.3 7.8 0.1) 172.4) 82.1 (b) | 48.5 10.3 23.5 12.3 299.2 8.3 41.1 2.8 7.6) 110.2) 34.3 5.3 | 139.4 31.0 87.9 69.7 956.8 18.3 75.1 12.8 13.2) 318.8) 161.0 6.3 | 81.5 20.5 63.7 53.6 608.8 7.1 11.6 7.9 -) 100.0 117.7 (b) | 57.9 10.5 24.2 16.1 348.0 11.2 63.5 4.9 13.2) 125.8) 43.3 6.3 |
|) 2.1) | - - |) 2.1) | 0.8 1.2 | - - | 0.8 1.2 | 1.2 1.1 | - - | 1.2 1.1 |
|)) 334.6)) 173.6) 133.2) 74.1 7.0) 190.7)) 175.0 126.4 63.3 2.4 | 62.1) 53.4 62.2 147.1) 91.2) 35.3 4.1) 156.0)) 145.8 63.1 57.6 (2.2)(c) |)) 156.9)) 26.5) 42.0) 38.8 2.9) 23.7)) 29.2 63.3 5.7 4.6 |)) 370.6)) 184.5) 150.7) 91.2 8.3) 207.7)) 196.5 143.2 55.9 14.0 | 57.1) 59.1 72.6 157.0) 104.1) 43.2 5.0) 169.4)) 160.7 84.7 49.2 2.1(c) |)) 181.8)) 27.5) 46.6) 48.0 3.3 21.2) 4.5) 12.6 35.8 58.5 6.7 11.9 |)) 436.9)) 206.1) 187.7) 109.4 13.2) 178.1)) 241.0 177.8 61.0 8.9 | 64.6) 68.3 87.9 176.8) 104.4 52.9 9.0) 142.0)) 201.0 106.4 53.5 - |)) 216.1)) 29.3) 59.6) 56.5 4.2) 36.1)) 15.5 40.0 71.4 7.5 8.9 |
| 2842.5 | 1878.2 | 964.3 | 3015.3 | 1951.7 | 1063.6 | 3606.2 | 2333.8 | 1272.4 |
| 228.0 | 174.0 | 54.0 | 336.3 | 273.5 | 62.8 | 346.9 | 303.0 | 43.9 |
| 8.0 (123.4) - - 22.5 (33.8) | 7.4 (109.5) - - 22.3 (32.3) | 0.6 (13.9) - - 0.2 (1.5) | 8.6 (108.3) - - (3.1) (0.5) | 5.6 (91.3) - - (3.1) 0.5 | 3.0 (17.0) - - - (1.0) | 13.1 (87.6) - - (41.1) (17.4) | (5.1) (70.8) - - (41.1) (18.0) | 18.2 (16.8) - - - 0.6 |
| (126.7) | (112.1) | (14.6) | (103.4) | (88.4) | (15.0) | (132.9) | (134.9) | 2.0 |
| 101.3 | 61.9 | 39.4 | 232.9 | 185.1 | 47.8 | 214.0 | 168.1 | 45.9 |

Table 2.5

MAJOR UNITED KINGDOM AIRLINES - APPROPRIATION ACCOUNT
SUMMARY 1977-1984

| | (£ million) | | | | | | | | |
|--|-------------|---------------|----------------|--------|---------------|----------------|--------|---------------|----------------|
| | 1977 | | | 1978 | | | 1979 | | |
| | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector |
| 1 Profits or loss before Taxation | 57.6 | 39.6 | 18.0 | 117.8 | 90.4 | 27.4 | 33.8 | 19.5 | 14.3 |
| 2 Taxation | (28.5) | (21.5) | (7.0) | (18.2) | (12.7) | (5.5) | (17.4) | (8.5) | (8.9) |
| 3 Profit or loss after Taxation | 29.1 | 18.1 | 11.0 | 99.7 | 77.7 | 22.0 | 16.4 | 11.0 | 5.4 |
| 4 Exceptional items and prior year adjustments | 16.2 | 14.6 | 1.6 | 3.8 | - | 3.8 | 17.3 | - | 17.3 |
| 5 Transfers from reserves | (0.2) | (0.2) | - | 8.2 | (0.5) | 8.7 | 4.7 | (0.5) | 5.2 |
| 6 Available for appropriation | 45.2 | 32.5 | 12.7 | 111.8 | 77.3 | 34.5 | 38.3 | 10.5 | 27.8 |
| 7 Dividends | 9.1 | - | 9.1 | 38.0 | 15.0 | 23.0 | 14.7 | 7.0 | 7.7 |
| 8 Transfers to reserves | 36.1 | 32.5 | 3.6 | 73.8 | 62.3 | 11.5 | 23.6 | 3.5 | 20.1 |

Table 2.5 cont'd

| 1980 | | | 1981 | | | 1982 | | | 1983 | | | 1984 | | |
|---------|---------------|----------------|---------|---------------|----------------|--------|---------------|----------------|--------|---------------|----------------|--------|---------------|----------------|
| Total | Public Sector | Private Sector | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector |
| (126.1) | (140.7) | 14.6 | (105.9) | (113.7) | 7.8 | 101.3 | 61.9 | 39.4 | 232.9 | 185.1 | 47.8 | 214.0 | 168.1 | 45.9 |
| (12.4) | (3.7) | (8.7) | (8.2) | (5.4) | (2.8) | (15.7) | (9.5) | (6.2) | (18.5) | (3.2) | (15.3) | (22.2) | (2.2) | (20.0) |
| (138.5) | (144.4) | 5.9 | (114.1) | (119.1) | 5.0 | 85.6 | 52.4 | 33.2 | 214.4 | 181.9 | 32.5 | 191.9 | 166.0 | 25.9 |
| 9.9 | - | 9.9 | (420.2) | (426.4) | 6.2 | 18.2 | 26.1 | (7.9) | 32.9 | 33.2 | (0.3) | 12.8 | 10.7 | 2.1 |
| 15.3 | (0.7) | 16.0 | 24.3 | 0.7 | 23.6 | 3.9 | (1.3) | 5.2 | 14.8 | (0.5) | 15.3 | (1.3) | (0.5) | (0.8) |
| (113.3) | (145.1) | 31.8 | (510.1) | (544.9) | 34.8 | 107.8 | 77.2 | 30.6 | 262.1 | 214.6 | 47.5 | 203.2 | 176.1 | 27.1 |
| 17.4 | - | 17.4 | 35.0 | - | 35.0 | 21.5 | - | 21.5 | 29.7 | - | 29.7 | 6.2 | - | 6.2 |
| (130.6) | (145.1) | 14.5 | (545.1) | (544.9) | (0.2) | 86.3 | 77.2 | 9.1 | 232.3 | 214.6 | 17.7 | 197.0 | 176.1 | 20.9 |

MAJOR UNITED KINGDOM AIRLINES
BALANCE SHEET SUMMARY 1977-1984

Table 2.6
(£ million)

| | 1977 | | | 1978 | | |
|--|---------------|---------------|----------------|----------------|---------------|----------------|
| | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector |
| ASSETS EMPLOYED | | | | | | |
| 1 Operating Equipment and Property | | | | | | |
| Aircraft fleet (including spares) | 1145.8 | 968.7 | 177.1 | 1323.5 | 1093.9 | 229.6 |
| Less: amortisation and depreciation | 462.1 | 400.8 | 61.3 | 661.2 | 593.1 | 68.1 |
| Aircraft fleet after depreciation | 683.7 | 567.9 | 115.8 | 662.3 | 500.8 | 161.5 |
| Property and other equipment | 286.1 | 260.8 | 25.3 | 331.4 | 299.6 | 31.8 |
| Less: amortisation and depreciation | 112.1 | 104.2 | 7.9 | 132.6 | 123.5 | 9.1 |
| Property after depreciation | 174.0 | 156.6 | 17.4 | 198.8 | 176.2 | 22.6 |
| Payments on account of aircraft under construction | 97.4 | 94.4 | 3.0 | 155.8 | 150.9 | 4.9 |
| 2 Interests in Group Companies | | | | | | |
| Shares | 0.6 | - | 0.6 | 1.1 | - | 1.1 |
| Advances and debts not currently receivable | 0.3 | - | 0.3 | 0.2 | - | 0.2 |
| 3 Trade Investments | | | | | | |
| Shares | 0.9 | 0.8 | 0.1 | 1.5 | 1.4 | 0.1 |
| Advances and debts not currently receivable | 2.2 | 2.2 | - | 2.3 | 2.2 | 0.1 |
| 4 Current Assets | | | | | | |
| Stocks and work in progress | 32.0 | 19.3 | 12.7 | 42.5 | 23.9 | 18.6 |
| Debtors and prepayments | 314.8 | 260.1 | 54.7 | 369.6 | 307.3 | 62.3 |
| Short-term loans and deposits | 28.7 | 28.7 | - | 38.7 | 38.2 | 0.5 |
| Bank balance and cash | 49.5 | 22.0 | 27.5 | 64.9 | 35.5 | 29.4 |
| Group companies advances and debts currently receivable | 12.9 | - | 12.9 | 9.3 | - | 9.3 |
| Other items | 1.9 | 0.1 | 1.8 | 1.3 | 0.1 | 1.2 |
| Total current Assets | 440.0 | 330.2 | 109.8 | 526.2 | 404.9 | 121.3 |
| 5 Less: Current Liabilities | | | | | | |
| Creditors and accruals | 289.3 | 204.3 | 85.0 | 351.6 | 249.1 | 102.5 |
| Traffic revenue received in advance | 148.4 | 128.0 | 20.4 | 202.8 | 174.9 | 27.9 |
| Taxation | 4.1 | 1.4 | 2.7 | 21.9 | 19.9 | 2.0 |
| Dividends | 0.3 | - | 0.3 | 15.0 | 15.0 | - |
| Bank Overdrafts | 5.2 | 0.1 | 5.1 | 6.7 | - | 6.7 |
| Installments of borrowings and hire purchase liabilities repayable within one year | 85.6 | 73.9 | 11.7 | 33.0 | 24.1 | 8.9 |
| Group companies advances and debts currently payable | 0.6 | - | 0.6 | 4.8 | - | 4.8 |
| Other items | 3.0 | - | 3.0 | 0.9 | - | 0.9 |
| Total Current Liabilities | 536.4 | 407.7 | 128.7 | 636.7 | 483.0 | 153.7 |
| Total Net Current Assets | (96.5) | (77.6) | (18.9) | (110.5) | (78.1) | (32.4) |
| 6 Unamortised Costs | | | | | | |
| Pre-operational training and development | 3.1 | - | 3.1 | 2.9 | - | 2.9 |
| Other items | - | - | - | - | - | - |
| 7 Other Assets | 11.4 | 11.1 | 0.3 | 15.7 | 15.3 | 0.4 |
| TOTAL ASSETS | 877.1 | 755.5 | 121.6 | 930.1 | 768.6 | 161.5 |
| FINANCED BY: | | | | | | |
| 8 Shareholders Funds | | | | | | |
| Share Capital | 311.2 | 300.0 | 11.2 | 159.3 | 150.0 | 9.3 |
| Share Premium Account | 2.5 | - | 2.5 | 2.4 | - | 2.4 |
| Reserves: Capital | 4.2 | - | 4.2 | 9.8 | - | 9.8 |
| Self-Insurance | - | - | - | - | - | - |
| Revenue | 136.2 | 132.7 | 3.5 | 314.8 | 296.4 | 18.4 |
| Other | 9.6 | 3.2 | 6.4 | 7.4 | 7.4 | - |
| 9 Borrowings etc. Repayable more than one year ahead | | | | | | |
| Advances from other Group companies | 0.8 | - | 0.8 | 15.1 | - | 15.1 |
| Bank Loans | 67.3 | 63.9 | 3.4 |) | 134.4 |) |
| Other Loans | 208.0 | 159.8 | 48.2 | 400.9 | 178.5 | 88.0 |
| Hire Purchase Liabilities | 16.2 | - | 16.2 |) | - |) |
| 10 Deferred Liabilities | | | | | | |
| Taxation | 113.6 | 94.9 | 18.7 | 11.7 | 0.2 | 11.5 |
| Other | 7.5 | 1.0 | 6.5 | 8.7 | 1.7 | 7.0 |
| TOTAL LIABILITIES | 877.1 | 755.5 | 121.6 | 930.1 | 768.6 | 161.5 |

Table 2.6 cont
(£ million)

| 1979 | | | 1980 | | | 1981 | | | 1982 | | |
|---------|---------------|----------------|---------|---------------|----------------|---------|---------------|----------------|---------|---------------|----------------|
| Total | Public Sector | Private Sector | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector |
| 1673.5 | 1314.8 | 358.7 | 2045.2 | 1511.5 | 533.7 | 1950.2 | 1615.3 | 334.9 | 1994.4 | 1640.8 | 353.6 |
| 716.7 | 632.3 | 84.4 | 762.2 | 650.9 | 111.3 | 981.5 | 898.5 | 83.0 | 992.6 | 896.3 | 96.3 |
| 956.9 | 682.6 | 274.3 | 1283.0 | 860.6 | 422.4 | 968.8 | 716.9 | 251.9 | 1001.6 | 744.4 | 257.2 |
| 382.5 | 342.6 | 39.9 | 427.4 | 380.4 | 47.0 | 445.1 | 389.2 | 55.9 | 443.8 | 379.3 | 64.5 |
| 144.7 | 133.2 | 11.5 | 159.1 | 143.7 | 15.4 | 183.6 | 168.2 | 15.4 | 193.9 | 175.5 | 18.4 |
| 237.7 | 209.4 | 28.3 | 268.4 | 236.8 | 31.6 | 261.6 | 221.1 | 40.5 | 250.1 | 203.9 | 46.2 |
| 158.1 | 144.9 | 13.2 | 86.6 | 84.7 | 1.9 | 36.9 | 34.5 | 2.3 | 46.2 | 29.2 | 17.0 |
| 0.7 | - | 0.7 | 1.5 | - | 1.5 | 0.5 | - | 0.5 | 1.0 | - | 1.0 |
| 0.3 | - | 0.3 | 0.1 | - | 0.1 | 0.4 | - | 0.4 | 0.3 | - | 0.3 |
| 6.0 | 5.4 | 0.6 | 4.3 | 4.2 | 0.1 | 4.3 | 4.1 | 0.2 | 1.8 | 1.6 | 0.2 |
| 2.2 | 2.1 | 0.1 | 2.0 | 2.0 | - | 2.2 | 2.1 | 0.1 | 2.4 | 2.0 | 0.4 |
| 49.3 | 29.6 | 19.7 | 63.9 | 31.7 | 32.2 | 56.3 | 33.0 | 23.3 | 42.1 | 14.9 | 27.2 |
| 428.6 | 349.0 | 79.6 | 453.0 | 360.9 | 92.1 | 557.0 | 446.8 | 110.2 | 560.4 | 456.2 | 104.2 |
| 8.3 | 8.2 | 0.1 | 4.8 | 4.5 | 0.3 | 7.7 | - | 7.7 | 15.0 | 7.9 | 7.1 |
| 50.9 | 25.1 | 25.8 | 75.3 | 33.7 | 41.6 | 54.1 | 4.5 | 49.6 | 96.2 | 30.5 | 65.7 |
| 8.8 | - | 8.8 | 5.7 | - | 5.7 | 65.6 | 30.5 | 35.1 | 47.6 | - | 47.6 |
| 5.3 | 0.1 | 5.2 | 3.3 | 0.1 | 3.2 | - | - | - | 1.1 | - | 1.1 |
| 551.2 | 412.0 | 139.2 | 605.8 | 430.8 | 175.0 | 740.7 | 514.8 | 225.9 | 762.4 | 509.5 | 252.9 |
| 388.2 | 275.9 | 112.3 | 421.7 | 300.6 | 121.1 | 684.8 | 550.3 | 134.5 | 532.8 | 388.9 | 143.9 |
| 251.1 | 213.3 | 37.8 | 255.1 | 204.6 | 50.5 | 296.0 | 241.7 | 54.3 | 333.4 | 279.2 | 54.2 |
| 11.2 | 9.1 | 2.1 | 6.4 | 5.0 | 1.4 | 13.8 | 8.5 | 5.3 | 7.1 | 3.2 | 3.9 |
| 7.2 | 7.0 | 0.2 | 1.1 | 0.8 | 0.3 | 0.7 | - | 0.7 | 1.0 | - | 1.0 |
| 10.3 | 0.9 | 9.4 | 12.5 | - | 12.5 | 12.4 | 1.4 | 11.0 | 11.0 | 2.1 | 8.9 |
| 41.5 | 32.4 | 9.1 | 68.4 | 50.5 | 17.9 | 28.7 | - | 28.7 | 105.3 | 78.9 | 26.4 |
| 8.7 | - | 8.7 | 5.6 | - | 5.6 | 12.5 | - | 12.5 | 22.6 | - | 22.6 |
| 2.5 | - | 2.5 | 4.8 | - | 4.8 | 5.3 | - | 5.3 | 3.9 | - | 3.9 |
| 720.8 | 538.6 | 182.2 | 775.5 | 561.4 | 214.1 | 1054.3 | 802.0 | 252.3 | 1017.1 | 752.3 | 264.8 |
| (169.6) | (126.6) | (43.0) | (169.7) | (130.6) | (39.1) | (313.6) | (287.1) | (26.5) | (254.7) | (242.8) | (11.9) |
| 3.4 | - | 3.4 | 4.1 | - | 4.1 | 4.3 | - | 4.3 | 3.6 | - | 3.6 |
| - | - | - | - | - | - | - | - | - | 0.2 | - | 0.2 |
| 18.9 | 16.5 | 2.4 | 11.6 | 11.6 | - | 17.3 | 15.0 | 2.3 | 16.9 | 15.0 | 1.9 |
| 1214.6 | 934.3 | 280.3 | 1491.9 | 1069.2 | 422.7 | 982.7 | 706.6 | 276.1 | 1069.4 | 753.4 | 316.0 |
| 170.3 | 160.0 | 10.3 | 195.4 | 170.0 | 25.4 | 211.7 | 180.0 | 31.7 | 211.5 | 180.0 | 31.5 |
| 2.4 | - | 2.4 | 2.4 | - | 2.4 | 2.4 | - | 2.4 | 2.4 | - | 2.4 |
|) |) | 9.6 |) |) | 5.1 | 10.9 | - | 10.9 | 11.9 | - | 11.9 |
| 356.9) | 311.4) | - | 203.8) | 164.3) | - | - | - | - | - | - | - |
|) |) | 26.0 |) |) | 20.8 | (9.5) | - | (9.5) | (9.0) | - | (9.0) |
|) |) | 9.9 |) |) | 13.6 | (479.9) | (486.7) | 6.8 | (389.9) | (401.3) | 11.4 |
| 12.4 | - | 12.4 | 42.6 | - | 42.6 | 71.5 | - | 71.5 | 85.3 | - | 85.3 |
| 236.6 | 234.9 | 1.7 |) | 461.7 |) | 650.2 | 650.2 | - |) | 623.1 |) |
| 411.3 | 225.5 | 185.8 | 1032.3) | 270.2 | 300.4) | 501.9 | 360.4 | 141.5 | 1122.3) | 351.2 | 148.0) |
| 6.5 | - | 6.5 | 8.6 | - | 8.6 | 7.4 | - | 7.4 | 7.1 | - | 7.1 |
| 3.8 | 0.4 | 3.4 | 0.6 | 0.2 | 0.4 | 1.4 | 0.1 | 1.3 | 7.4 | - | 7.4 |
| 14.4 | 2.1 | 12.3 | 6.2 | 2.7 | 3.5 | 14.6 | 2.6 | 12.0 | 20.2 | 0.3 | 19.9 |
| 1214.6 | 934.3 | 280.3 | 1491.9 | 1069.2 | 422.7 | 982.7 | 706.6 | 276.1 | 1069.4 | 753.4 | 316.0 |

Table 2.6 cont
(£ million)

| | | 1983 | | | 1984 | | |
|------------------------|---|---------|---------------|----------------|---------|---------------|----------------|
| | | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector |
| ASSETS EMPLOYED | | | | | | | |
| 1 | Operating Equipment and Property | | | | | | |
| | Aircraft fleet (including spares) | 2455.4 | 1942.0 | 513.4 | 2736.1 | 2020.2 | 715.9 |
| | Less: amortisation and depreciation | 1076.7 | 959.0 | 117.7 | 1179.2 | 1036.8 | 142.4 |
| | Aircraft fleet after depreciation | 1378.7 | 983.0 | 395.7 | 1556.9 | 983.4 | 573.5 |
| | Property and other equipment | 522.2 | 443.7 | 78.5 | 551.7 | 460.4 | 91.3 |
| | Less: amortisation and depreciation | 212.4 | 189.7 | 22.7 | 237.3 | 209.3 | 28.0 |
| | Property after depreciation | 309.8 | 254.0 | 55.8 | 314.4 | 251.1 | 63.3 |
| | Payments on account of aircraft under construction | 45.4 | 25.6 | 19.8 | 15.9 | 12.4 | 3.5 |
| 2 | Interests in Group Companies | | | | | | |
| | Shares | 2.5 | - | 2.5 | 2.7 | - | 2.7 |
| | Advances and debts not currently receivable | 0.1 | - | 0.1 | 1.7 | - | 1.7 |
| 3 | Trade Investments | | | | | | |
| | Shares | 3.8 | 3.3 | 0.5 | 4.1 | 3.6 | 0.5 |
| | Advances and debts not currently receivable | 0.3 | - | 0.3 | 0.1 | - | 0.1 |
| 4 | Current Assets | | | | | | |
| | Stocks and work in progress | 47.5 | 15.0 | 32.5 | 58.2 | 17.2 | 41.0 |
| | Debtors and prepayments | 590.7 | 462.3 | 128.4 | 784.7 | 607.4 | 177.3 |
| | Short-term loans and deposits | 6.4 | 3.5 | 2.9 | 66.0 | 64.3 | 1.7 |
| | Bank balance and cash | 116.2 | 30.2 | 86.0 | 114.1 | 21.1 | 93.0 |
| | Group companies advances and debts currently receivable | 46.0 | - | 46.0 | 92.6 | - | 92.6 |
| | Other items | 0.3 | - | 0.3 | 4.7 | - | 4.7 |
| | Total current Assets | 807.1 | 511.0 | 296.1 | 1120.2 | 709.9 | 410.3 |
| 5 | Less: Current Liabilities | | | | | | |
| | Creditors and accruals | 642.0 | 461.4 | 180.6 | 766.8 | 556.6 | 210.2 |
| | Traffic revenue received in advance | 359.1 | 293.8 | 65.3 | 476.8 | 404.4 | 72.4 |
| | Taxation | 4.9 | 3.0 | 1.9 | 11.1 | 5.0 | 6.1 |
| | Dividends | 12.0 | - | 12.0 | 3.1 | - | 3.1 |
| | Bank Overdrafts | 18.5 | 0.1 | 18.4 | 19.3 | 1.1 | 18.2 |
| | Instalments of borrowings and hire purchase liabilities repayable within one year | 100.2 | 61.5 | 38.7 | 139.6 | 81.2 | 58.4 |
| | Group companies advances and debts currently payable | 17.5 | - | 17.5 | 80.4 | - | 80.4 |
| | Other items | 38.3 | - | 38.3 | 33.6 | - | 33.6 |
| | Total Current Liabilities | 1192.4 | 819.8 | 372.6 | 1530.6 | 1048.3 | 482.3 |
| | Total Net Current Assets | (385.3) | (308.7) | (76.6) | (410.4) | (338.3) | (72.1) |
| 6 | Unamortised Costs | | | | | | |
| | Pre-operational training and development | 3.5 | - | 3.5 | 5.2 | - | 5.2 |
| | Other items | 6.8 | - | 6.8 | 6.3 | - | 6.3 |
| 7 | Other Assets | 16.9 | 16.9 | - | 0.7 | 0.6 | 0.1 |
| | TOTAL ASSETS | 1382.5 | 974.0 | 408.5 | 1497.4 | 912.8 | 584.6 |
| FINANCED BY: | | | | | | | |
| 8 | Shareholders Funds | | | | | | |
| | Share Capital | 211.5 | 180.0 | 31.5 | 213.1 | 180.1 | 33.0 |
| | Share Premium Account | 2.4 | - | 2.4 | 3.0 | - | 3.0 |
| | Reserves: Capital | 21.2 | - | 21.2 | 29.4 | 1.3 | 28.1 |
| | Self-Insurance | - | - | - | - | - | - |
| | Revenue | (44.6) | (54.3) | 9.7 | 111.0 | 81.0 | 30.0 |
| | Other | - | - | - | 29.6 | 23.4 | 6.2 |
| 9 | Borrowings etc. Repayable more than one year ahead | | | | | | |
| | Advances from other Group companies | 85.8 | - | 85.8 | 38.6 | - | 38.6 |
| | Bank Loans | - | 571.2 | - | - | 450.9 | - |
| | Other Loans | 994.1 | 268.4 | 154.5 | 944.0 | 114.7 | 378.4 |
| | Hire Purchase Liabilities | 60.4 | - | 60.4 | - | - | - |
| 10 | Deferred Liabilities | | | | | | |
| | Taxation | 31.3 | 7.9 | 23.4 | 45.8 | 7.9 | 37.9 |
| | Other | 20.4 | 0.8 | 19.6 | 83.0 | 53.6 | 29.4 |
| | TOTAL LIABILITIES | 1382.5 | 974.0 | 408.5 | 1497.4 | 912.8 | 584.6 |

INTENTIONALLY BLANK

MAJOR UNITED KINGDOM AIRLINES
INDIVIDUAL AIRLINE PROFIT AND LOSS ACCOUNT 1984

Table 2.7
(£000)

| | | (a) British Airways Consolidated | Air Bridge Carriers | Air Europe | Air UK | Britannia Airways |
|----------|---|---|---------------------------|---------------|-----------|----------------------|
| REVENUES | Financial year ending | 31.3.85 | 31.12.84 | 31.3.85 | 31.12.84 | 31.12.84 |
| 1 | Scheduled passenger (a) First class |) | - | - | - | - |
| | (b) Normal economy | 2 226 053) | - | - |) | - |
| | (c) Other scheduled service passengers |) | - | - | 44 226) | - |
| 2 | Scheduled Excess Baggage | 17 885 | - | - | 92 | - |
| 3 | Scheduled cargo and diplomatic bags | 213 429 | 4 228 | - | 939 | - |
| 4 | Scheduled and non-scheduled Mail | 38 947 | - | 8 | 12 | - |
| 5 | Non-scheduled flights (a) Inclusive Tours |) | - | 64 899 |) | 208 424 |
| | (b) ABC Other than part-charter |) | - | - |) | - |
| | (c) Cargo | 130 834) | 7 051 | 36 | 744) | 183 |
| | (d) Other |) | - | - |) | - |
| 6 | Incidental Revenue | 9 734 | - | 10 179 | 558 | 14 706 |
| 7 | Total Operating Revenues | 2 636 882 | 11 279 | 75 122 | 46 571 | 223 313 |
| EXPENSES | | | | | | |
| 8 | Flight crew salaries | 81 516 | 471 | 2 397 | 2 485 | 15 307 |
| 9 | Flight crew allowances and expenses | 20 460 | 261 | 216 | 587 | 2 686 |
| 10 | Cabin crew salaries (including training) | 63 721 | - | 1 417 | 885 | 1 098 |
| 11 | Cabin crew allowances and expenses | 53 632 | - | 541 | 327 | 1 692 |
| 12 | Aircraft fuel and oil | 608 781 | 2 772 | 18 602 | 8 112 | 59 940 |
| 13 | Flight equipment insurance and uninsured losses | 7 130 | 166 | 895 | 362 | 1 567 |
| 14 | Rental of flight equipment | 11 579 | 45 | 519 | 788 | 16 773 |
| 15 | Flight crew training (when not amortised) | 7 866 | 138 | 295 | 395 | 451 |
| 16 | Flight expenses other than items 8 to 15 | - | 145 | 421 | 100 | - |
| 17 | Maintenance and overhaul (a) Fixed | 93 045 | 624 |) | 1 110 |) |
| | (b) Variable | 99 998 | 2 211 | 4 530) | 4 628 | 22 277) |
| 18 | Depreciation of aircraft fleet (including spares) | 117 665 | 114 | 6 111 | 2 421 | 4 008 |
| 19 | Depreciation of ground property and equipment | (b) | 18 | 292 | (b) | 973 |
| 20 | Amortisation of development and pre-operating costs | - | - | 188 | 25 | - |
| 21 | Flight crew training (when amortised) | - | - | - | - | - |
| 22 | Landing and departure fees | 64 646 | 2 649 | 2 561 | 4 538 | 9 207 |
| 23 | En route, and other Navigation service charges | 68 339 | 521 | 4 590 | 2 308 | 15 418 |
| 24 | Handling charges and parking fees | 87 890 | - | 6 338 | 4 186 | 17 598 |
| 25 | Station costs | 176 827 | 243 | 266 | 1 624 | 3 280 |
| 26 | Passenger services (a) Fixed | 23 736 | - |) |) |) |
| | (b) Variable | 104 408 | - | 3 355) | 1 796) | 9 922) |
| 27 | Passenger embarkation fees | 52 880 | - | 5 003 | 3 054 | 17 009 |
| 28 | Passenger insurance | 8 976 | - | - | 91 | 1 072 |
| 29 | Sales |) | - | 114 | 347 | 215 |
| 30 | Reservations | 142 046) | - | - | 1 171 | - |
| 31 | Advertising and promotion | 77 805 | 23 | 95 | 737 | 417 |
| 32 | Commission | 201 029 | - | - | 3 166 | - |
| 33 | General and administrative | 106 379 | 546 | 2 802 | 1 492 | 9 840 |
| 34 | Specific cargo costs | 53 479 | - | - | 7 | - |
| 35 | Other operating expenses | - | - | 3 607 | - | - |
| 36 | Total Operating Expenses | 2 333 833 | 10 947 | 65 155 | 46 742 | 210 750 |
| 37 | Operating Profit (or Loss) | 303 049 | 332 | 9 967 | (171) | 12 563 |
| 38 | Profit or loss on disposal of fixed assets | (5 052) | - | 4 937 | 509 | 1 |
| 39 | Interest payable less receivable (net) | (70 805) | 4 | (4 441) | 308 | 1 191 |
| 40 | Direct subsidies from public funds | - | - | - | - | - |
| 41 | Other payments from public funds | - | - | - | - | - |
| 42 | Dividends receivable | (41 081) | - | - | 2 | - |
| 43 | Other non-operating items | (17 981) | - | - | 1 638 | - |
| 44 | Non-operating Items (Net) | (134 919) | 4 | 496 | 2 457 | 1 192 |
| 45 | Profit or Loss (-) before Taxation | 168 130 | 336 | 10 463 | 2 286 | 13 755 |

- (a) Revenue and Expense headings relate to British Airways and British Airtours only. The net financial result of British Airways Helicopters is included under Item 42.
(b) Included under appropriate cost items.

Table 2.7 cont'd

| British Air Ferries | British Caledonian Airways | British Caledonian Charter | British Midland Airways | Dan-Air Services | Heavylift Cargo Airlines | Monarch Airlines | Orion Airways | Tradewinds Airways |
|---------------------------|----------------------------------|----------------------------------|-------------------------------|---------------------|--------------------------------|---------------------|------------------|-----------------------|
| 31.3.85 | 31.10.84 | 31.10.84 | 31.12.84 | 31.12.84 | 30.9.84 | 30.11.84 | 30.11.84 | 30.9.84 |
| - | 52 657 | - | - | - | - | - | - | - |
| 1 154 |) | - | 62 902 | 45 269 | - | - | - | - |
| - | 289 783) | - | - | - | - | - | - | - |
| - | 5 872 | - | - | 79 | - | - | - | - |
| 3 399 | 48 038 | - | 579 | 1 412 | - | - | - | 5 259 |
| 138 | 6 627 | - | 253 | 1 117 | - | - | - | - |
| 2 611 | 525 | 24 112 |) | 174 916 | - | 67 517 | 65 928 | - |
| - | - | 2 302 |) | - | - | - | - | - |
|) | - | 95 |) |) | 11 534 | - | - | 13 445 |
| 5 763) | 11 003 | - |) | 6 064) | 37 | - | - | - |
| 599 | 1 311 | 1 040 | 6 298 | 5 994 | - | 4 605 | 2 596 | 1 060 |
| 13 664 | 415 846 | 27 549 | 96 149 | 234 851 | 11 571 | 72 122 | 68 524 | 19 764 |
| 622 | 13 865 | 755 | 3 496 | 10 990 | 451 | 3 384 | 2 984 | 712 |
| 211 | 2 681 | 105 | 805 | 1 303 | 279 | 381 | 784 | 236 |
| 178 | 10 674 | 659 | 1 455 | 4 766 | - | 1 441 | 1 637 | - |
| 153 | 8 044 | 348 | 1 200 | 1 954 | - | 298 | 1 569 | - |
| 4 001 | 103 519 | 8 444 | 24 140 | 65 599 | 3 074 | 21 517 | 20 251 | 7 988 |
| 141 | 1 421 | 261 | 975 | 2 911 | 187 | 1 048 | 952 | 317 |
| 108 | 4 559 | 4 922 | 3 122 | 11 449 | 2 255 | 11 601 | 4 689 | 2 705 |
| 62 | 1 240 | 71 | 537 | 1 266 | 20 | 193 | 222 | 32 |
| 156 | 7 278 | 435 | 218 | 2 004 | 52 | - | 978 | 1 414 |
|) | 17 776 |) | 6 016 | 2 450 |) |) |) | 944 |
| 1 382) | 18 960 | 3 669) | 4 787 | 22 284 | 2 336) | 6 115) | 3 399) | 320 |
| 687 | 18 212 | 55 | 3 927 | 4 107 | 62 | 3 147 | 266 | 227 |
| 46 | 3 872 | 44 | 257 | 569 | 54 | 43 | 124 | 7 |
| - | 34 | - | 134 | 788 | - | - | - | - |
| - | 743 | - | - | - | 25 | 285 | - | - |
| 1 201 |) | 864 | 8 346 | 10 716 | 264 | 2 591 | 3 160 | 468 |
| 825 | 37 989) | 1 900 | 4 913 | 14 546 | 394 | 5 752 | 5 528 | 804 |
| 954 |) | 2 910 | 6 043 | 22 772 | 524 | 5 261 | 5 681 | 1 800 |
| 155 | 19 110 | - | 2 555 | 650 | - | 1 114 | - | 342 |
|) |) |) | 231 | 100 | - |) |) | - |
| 101) | 22 248) | 1 532) | 4 804 | 8 792 | - | 3 005) | 3 736) | - |
| 539 | 6 010 | - | 4 926 | 14 507 | - | 10 | 5 451 | - |
| 84 | 798 | 200 | 288 | 1 253 | - | 383 | - | - |
|) | 27 112 | 84 | 570 | 1 703 | - | 743 | - | - |
| 18) | 1 441 | - | 1 365 | 1 191 | - | - | - | - |
| 71 | 11 972 | - | 1 314 | 658 | 125 | 24 | - | 25 |
| 37 | 28 317 | - | 3 714 | 4 423 | 366 | - | - | 10 |
| 1 186 | 24 405 | 487 | 4 009 | 19 366 | 1 046 | 776 | 3 368 | 2 047 |
| - | 6 230 | - | 1 240 | - | - | - | - | - |
| - | 2 662 | 49 | 290 | - | 28 | 1 853 | - | 452 |
| 12 918 | 401 172 | 27 794 | 95 677 | 233 117 | 11 542 | 70 965 | 64 779 | 20 850 |
| 746 | 14 674 | (245) | 472 | 1 734 | 29 | 1 157 | 3 745 | (1 086) |
| 73 | 8 773 | - | (7) | 2 668 | - | 1 203 | - | - |
| (507) | (8 171) | 275 | (3 416) | (349) | 6 | (1 780) | 423 | (305) |
| - | - | - | - | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - |
| 131 | (892) | - | - | - | - | - | - | (314) |
| (303) | (290) | 275 | (3 423) | 2 319 | 6 | (577) | 423 | (619) |
| 443 | 14 384 | 30 | (2 951) | 4 053 | 35 | 580 | 4 168 | (1 705) |

INTENTIONALLY BLANK

Table 2.8

Major United Kingdom Airlines
Individual Appropriation Accounts 1984

(£000)

| | British Airways Consolidated | Air Bridge Carriers | Air Europe | Air UK | Britannia Airways | British Air Ferries | British Caledonian Airways |
|--|------------------------------------|---------------------------|---------------|-----------|----------------------|---------------------------|----------------------------------|
| Financial Year Ending | 31.3.85 | 31.12.84 | 31.3.85 | 31.12.84 | 31.12.84 | 31.3.85 | 31.10.84 |
| 1 Profit or loss before taxation | 168 130 | 336 | 10 463 | 2 286 | 13 755 | 443 | 14 384 |
| 2 Taxation | (2 168) | 209 | (7 403) | (226) | (5 950) | - | (3 008) |
| 3 Profit or loss after Taxation | 165 962 | 545 | 3 060 | 2 060 | 7 805 | 443 | 11 376 |
| 4 Exceptional items and prior year adjustments | 10 666 | 31 | - | - | (941) | - | - |
| 5 Transfers from reserves | (486) | - | - | - | - | 50 | - |
| 6 Available for appropriation | 176 142 | 576 | 3 060 | 2 060 | 6 864 | 493 | 11 376 |
| 7 Dividends | - | - | - | - | 3 000 | - | 2 179 |
| 8 Transfers to reserves | 176 142 | 576 | 3 060 | 2 060 | 3 864 | 493 | 9 197 |

75

| | British Caledonian Charter | British Midland Airways | Dan-Air Services | Heavylift Cargo Airlines | Monarch Airlines | Orion Airways | Tradewinds Airways |
|--|----------------------------------|-------------------------------|---------------------|--------------------------------|---------------------|------------------|-----------------------|
| Financial Year Ending | 31.10.84 | 31.12.84 | 31.12.84 | 30.9.84 | 30.11.84 | 30.11.84 | 30.9.84 |
| 1 Profit or loss before Taxation | 30 | (2 951) | 4 053 | 35 | 580 | 4 168 | (1 705) |
| 2 Taxation | - | (555) | (419) | - | 103 | (2 708) | - |
| 3 Profit or loss after Taxation | 30 | (3 506) | 3 634 | 35 | 683 | 1 460 | (1 705) |
| 4 Exceptional items and prior year adjustments | - | 1 288 | - | - | - | 1 681 | - |
| 5 Transfers from reserves | - | (889) | - | - | - | - | - |
| 6 Available for appropriation | 30 | (3 107) | 3 634 | 35 | 683 | 3 141 | (1 705) |
| 7 Dividends | - | - | 1 000 | - | - | 60 | - |
| 8 Transfers to reserves | 30 | (3 107) | 2 634 | 35 | 683 | 3 081 | (1 705) |

Table 2.9

Major United Kingdom Airlines
Individual Airlines Balance Sheet 1984

(£000)

| | | British Airways Consolidated | Air Bridge Carriers | Air Europe | Air UK | Britannia Airways |
|-----------------------|--|------------------------------------|---------------------------|-----------------|---------------|----------------------|
| ASSETS EMPLOYED | | 31.3.85 | 31.12.84 | 31.3.85 | 31.12.84 | 31.12.84 |
| Financial Year Ending | | | | | | |
| 1 | Operating Equipment and Property | | | | | |
| | Aircraft fleet (including spares) | 2 020 217 | 5 725 | 108 803 | 15 164 | 72 992 |
| | Less: amortisation and depreciation | 1 036 805 | 1 567 | 17 385 | 8 543 | 23 412 |
| | Aircraft fleet after depreciation | 983 412 | 4 158 | 91 418 | 6 621 | 49 580 |
| | Property and other equipment | 460 408 | 456 | 634 | 2 161 | 15 742 |
| | Less: amortisation and depreciation | 209 294 | 245 | 294 | 1 414 | 4 624 |
| | Property after depreciation | 251 114 | 211 | 340 | 747 | 11 118 |
| | Payments on account of aircraft under construction | 12 391 | - | - | - | - |
| 2 | Interests in Group Companies | | | | | |
| | Shares | - | - | - | 5 | - |
| | Advances and debts not currently receivable | - | - | - | - | - |
| 3 | Trade Investments | | | | | |
| | Shares | 3 640 | 125 | - | - | - |
| | Advances and debts not currently receivable | - | - | - | 100 | - |
| 4 | Current Assets | | | | | |
| | Stocks and work in progress | 17 161 | 1 115 | 1 224 | 3 451 | 7 149 |
| | Debtors and prepayments | 607 421 | 953 | 21 620 | 8 313 | 4 797 |
| | Short term loans and deposits | 64 293 | - | - | - | - |
| | Bank Balance and cash | 21 068 | 255 | 10 041 | 673 | 2 119 |
| | Group Companies advances and debts currently receivable | - | 878 | - | 6 979 | 74 595 |
| | Other Items | - | - | 4 721 | - | - |
| | Total Current Assets | 709 943 | 3 201 | 37 606 | 19 416 | 88 660 |
| 5 | Less Current Liabilities | | | | | |
| | Creditors and accruals | 556 570 | 1 759 | 8 270 | 7 796 | 21 668 |
| | Traffic revenue received in advance | 404 427 | - | 2 074 | 2 204 | 2 529 |
| | Taxation | 4 992 | - | - | 3 | 1 820 |
| | Dividends | - | - | - | - | - |
| | Bank Overdrafts | 1 077 | - | - | 548 | - |
| | Instalments of borrowings and hire purchase liabilities repayable within one year | 81 191 | 169 | 14 013 | - | - |
| | Group Companies advances and debts currently payable | - | 415 | 24 648 | 2 084 | 34 662 |
| | Other Items | - | - | - | - | - |
| | Total Current Liabilities | 1 048 257 | 2 343 | 49 005 | 12 635 | 60 679 |
| | Total Net Current Assets | (338 314) | 858 | (11 399) | 6 781 | 27 981 |
| 6 | Unamortised Costs | | | | | |
| | Pre-Operational training and development | - | - | 271 | - | - |
| | Other Items | - | - | 6 256 | - | - |
| 7 | Other Assets | 599 | - | - | - | - |
| | TOTAL ASSETS | 912 842 | 5 352 | 86 886 | 14 254 | 88 679 |
| FINANCED BY: | | | | | | |
| 8 | Shareholders Funds | | | | | |
| | Share Capital | 180 050 | 192 | 10 | 22 500 | 115 |
| | Share Premium account | - | - | - | - | - |
| | Reserves: Capital | 1 280 | - | - | 863 | - |
| | Self Insurance | - | - | - | - | - |
| | Revenue | 80 981 | 1 503 | 5 389 | (15 061) | 12 594 |
| | Other | 23 378 | - | 6 218 | - | - |
| 9 | Borrowing etc. (Repayable more than one year ahead) | | | | | |
| | Advances from other Group Companies | - | 3 640 | - | - | - |
| | Bank Loans | 450 941 | - | - | - | - |
| | Other Loans | 114 668 | - | 57 838) | - | 48 000 |
| | Hire Purchase Liabilities | - | 17 | - | - | 9 211 |
| 10 | Deferred Liabilities | | | | | |
| | Taxation | 7 947 | - | 14 820 | - | 7 500 |
| | Other | 53 597 | - | 2 611 | 5 952 | 11 259 |
| | TOTAL LIABILITIES | 912 842 | 5 352 | 86 886 | 14 254 | 88 679 |

Table 2.9 cont'd

| British Air Ferries | British Caledonian Airways | British Caledonian Charter | British Midland Airways | Dan-Air Services | Heavylift Cargo Airlines | Monarch Airlines | Orion Airways | Tradewinds Airways |
|---------------------------|----------------------------------|----------------------------------|-------------------------------|---------------------|--------------------------------|---------------------|------------------|-----------------------|
| 31.3.85 | 31.10.84 | 31.10.84 | 31.12.84 | 31.12.84 | 30.9.84 | 30.11.84 | 30.11.84 | 30.9.84 |
| 4 717 | 313 479 | 495 | 53 968 | 57 983 | 517 | 55 302 | 25 239 | 1 505 |
| 897 | 49 054 | 152 | 11 412 | 19 292 | 62 | 8 861 | 522 | 1 264 |
| 3 820 | 264 425 | 343 | 42 556 | 38 691 | 455 | 46 441 | 24 717 | 241 |
| 458 | 54 843 | 128 | 3 299 | 5 700 | 870 | 696 | 6 082 | 257 |
| 72 | 14 897 | 56 | 1 551 | 3 984 | 189 | 286 | 222 | 214 |
| 386 | 39 946 | 72 | 1 748 | 1 716 | 681 | 410 | 5 860 | 43 |
| - | 2 133 | - | - | - | - | - | 1 396 | - |
| 406 | 1 149 | - | 1 030 | 72 | 6 | - | - | - |
| - | - | 1 600 | - | 100 | - | - | - | - |
| - | 346 | - | - | - | - | - | - | 1 |
| - | - | - | - | - | - | - | - | - |
| 39 | 7 482 | - | 5 015 | 13 934 | - | 122 | 320 | 1 196 |
| 1 472 | 80 256 | 2 301 | 15 702 | 21 456 | 1 420 | 7 544 | 9 202 | 2 291 |
| - | - | - | - | 1 657 | - | - | - | - |
| 91 | 62 049 | 4 256 | 3 513 | 5 473 | 127 | 3 213 | 662 | 484 |
| 1 386 | 680 | - | 434 | 6 445 | 1 163 | - | - | - |
| - | - | - | - | - | - | - | - | - |
| 2 988 | 150 467 | 6 557 | 24 664 | 48 965 | 2 710 | 10 879 | 10 184 | 3 971 |
| 2 095 | 69 012 | 4 902 | 20 223 | 41 916 | 2 774 | 15 643 | 9 828 | 4 341 |
| - | 58 089 | - | - | 5 797 | - | 1 574 | 151 | - |
| - | 4 267 | - | - | - | - | - | - | - |
| - | 2 179 | - | - | 900 | - | - | - | - |
| 1 111 | 5 543 | 1 372 | 7 176 | - | - | - | - | 2 435 |
| 628 | 32 424 | - | 6 721 | 4 403 | - | - | - | - |
| 162 | 7 751 | - | 1 183 | 913 | - | 1 572 | 5 848 | 1 147 |
| - | - | - | - | - | 884 | 32 721 | - | - |
| 3 996 | 179 265 | 6 274 | 35 303 | 53 929 | 3 658 | 51 510 | 15 827 | 7 923 |
| (1 008) | (28 798) | 283 | (10 639) | (4 964) | (948) | (40 631) | (5 643) | (3 952) |
| - | 2 576 | - | - | 1 483 | 45 | 805 | - | - |
| - | - | - | - | - | - | - | - | - |
| 3 604 | 281 777 | 2 298 | 34 695 | 37 098 | 239 | 7 025 | 59 26 389 | (3 667) |
| 25 | 511 | 1 482 | 5 080 | 1 000 | 510 | 100 | 100 | 1 360 |
| - | 2 440 | 607 | - | - | - | - | - | - |
| 323 | 21 875 | - | 4 996 | - | - | - | - | - |
| - | - | - | - | - | - | - | - | - |
| 1 583 | 1 878 | 209 | (3 107) | 13 196 | (271) | 6 725 | 10 424 | (5 027) |
| - | - | - | - | - | - | - | - | - |
| - | 35 000 | - | - | - | - | - | - | - |
| 1 578 |) | - | 25 178 | - | - | - | - | - |
| 87 | 220 073) | - | - | 7 828 | - | - | 800 | - |
| 8 |) | - | - | 7 780 | - | - | - | - |
| - | - | - | 2 206 | 7 294 | - | 200 | 5 831 | - |
| - | - | - | 342 | - | - | - | 9 234 | - |
| 3 604 | 281 777 | 2 298 | 34 695 | 37 098 | 239 | 7 025 | 26 389 | (3 667) |

TOTAL SCHEDULED AND NON-SCHEDULED SERVICES (a)

Table 2.10

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

| | Financial Year Ending | Aircraft - km (000) | Stage Flights | Aircraft Hours | (b) | | Seat-km | | Seat-km | | (b) | | Tonne-km Used | | | |
|----------------------------|-----------------------------|---------------------------|------------------|-------------------|-------------------------------------|--|--------------------|--|---------------|--|---------------------------------------|--------------------------------|----------------|---------------|----------------|--------------------|
| | | | | | Number of Passengers Uplifted | | Available (000) | | Used (000) | | Cargo + Mail Uplifted Tonnes | Tonne-km Available (000) | Total (000) | Mail (000) | Cargo (000) | Passenger (000) |
| British Airways | | | | | | | | | | | | | | | | |
| and British Airtours | 31.3.85 | 258 410 | 195 990 | 409 852 | 18 257 859 | | 61 749 733 | | 43 347 995 | | 231 062 | 7 787 552 | 5 216 336 | 165 803 | 1 107 558 | 3 942 975 |
| Air Bridge Carriers | 31.12.84 | 1 810 | 3 745 | 5 222 | - | | - | | - | | 22 030 | 26 507 | 14 357 | - | 14 357 | - |
| Air Europe | 31.3.85 | 20 636 | 11 035 | 32 512 | 1 451 893 | | 3 184 200 | | 2 794 107 | | 60 | 296 694 | 223 601 | 16 | 88 | 223 497 |
| Air UK | 31.12.84 | 13 805 | 42 940 | 46 195 | 841 327 | | 550 880 | | 300 912 | | 5 231 | 57 850 | 27 708 | 11 | 2 136 | 25 560 |
| Britannia Airways | 31.12.84 | 63 262 | 36 905 | 102 057 | 4 412 660 | | 9 235 886 | | 7 683 536 | | 227 | 751 236 | 653 279 | 199 | 491 | 652 589 |
| British Air Ferries | 31.3.85 | 3 322 | 9 366 | 10 625 | 192 621 | | 141 026 | | 95 818 | | 8 159 | 21 556 | 14 136 | 147 | 6 043 | 7 944 |
| British Caledonian Airways | 31.10.84 | 51 703 | 41 789 | 81 329 | 2 268 146 | | 10 598 298 | | 6 779 333 | | 59 599 | 1 515 828 | 971 235 | 23 145 | 331 340 | 616 751 |
| British Caledonian Charter | 31.10.84 | 3 812 | 1 959 | 5 395 | 621 618 | | 1 438 717 | | 1 261 634 | | 236 | 132 719 | 101 409 | - | 678 | 100 731 |
| British Midland Airways | 31.12.84 | 20 680 | 40 265 | 50 895 | 1 713 225 | | 2 236 723 | | 1 640 816 | | 5 599 | 226 129 | 130 819 | 956 | 1 915 | 127 948 |
| Dan Air Services | 31.12.84 | 59 999 | 64 002 | 112 766 | 4 404 089 | | 7 380 777 | | 6 187 653 | | 8 997 | 594 490 | 499 318 | 1 253 | 3 037 | 495 028 |
| Heavylift Cargo Airlines | 30.9.84 | 1 557 | 712 | 3 676 | - | | - | | - | | 4 993 | 49 597 | 24 512 | - | 24 512 | - |
| Monarch Airlines | 30.11.84 | 20 128 | 11 169 | 31 254 | 1 488 634 | | 3 272 170 | | 2 845 427 | | 1 | 299 217 | 255 615 | 1 | 12 | 255 604 |
| Orion Airways | 30.11.84 | 21 676 | 12 595 | 35 034 | 1 312 604 | | 2 817 899 | | 2 405 621 | | - | 266 607 | 192 219 | - | 6 | 192 213 |
| Tradewinds Airways | 30.9.84 | 5 341 | 1 705 | 7 219 | - | | - | | - | | 30 341 | 221 651 | 164 664 | - | 164 664 | - |

(a) Excludes Air Taxi operations

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

ALL SCHEDULED SERVICES

Table 2.11

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

| | Financial Year Ending | Aircraft | | Stage Flights | Aircraft Hours | Number of Passengers Uplifted | Seat-km Available (000) | Seat-km Used (000) | Cargo + Mail | | Tonne-km Available (000) | Total (000) | Tonne-km Used | | |
|---|-----------------------------|---------------|--------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|--------------------|---------------|--------------------------------|----------------|----------------|--------------------|--|
| | | - km (000) | Uplifted Tonnes | | | | | | Uplifted Tonnes | Mail (000) | | | Cargo (000) | Passenger (000) | |
| | | | | | | | | | | | | | | | |
| British Airways and British Airtours | 31.3.85 | 229 368 | 180 062 | 365 375 | 15 930 740 | 55 990 799 | 38 353 078 | 230 872 | 7 233 086 | 4 786 918 | 165 791 | 1 106 079 | 3 515 049 | | |
| Air Bridge Carriers | 31.12.84 | 785 | 2 209 | 2 437 | - | - | - | 14 761 | 11 115 | 5 232 | - | 5 232 | - | | |
| Air UK | 31.12.84 | 13 315 | 42 061 | 44 727 | 830 470 | 539 053 | 292 325 | 4 126 | 55 361 | 26 490 | 11 | 1 650 | 24 829 | | |
| British Air Ferries | 31.3.85 | 162 | 508 | 575 | 8 577 | 4 620 | 2 917 | 376 | 818 | 509 | - | 267 | 242 | | |
| British Caledonian Airways | 31.10.84 | 49 308 | 40 759 | 77 887 | 2 205 295 | 10 047 162 | 6 391 511 | 59 599 | 1 464 064 | 932 063 | 23 145 | 326 610 | 582 308 | | |
| British Midland Airways | 31.12.84 | 14 207 | 37 632 | 41 700 | 1 388 603 | 1 039 010 | 582 978 | 5 578 | 107 084 | 48 328 | 956 | 1 905 | 45 467 | | |
| Dan Air Services | 31.12.84 | 12 019 | 29 912 | 32 989 | 950 787 | 895 342 | 502 294 | 3 057 | 72 335 | 42 223 | 308 | 1 740 | 40 175 | | |
| Tradewinds Airways | 30.9.84 | 1 860 | 487 | 2 475 | - | - | - | 8 922 | 78 184 | 54 353 | - | 54 353 | - | | |

ALL NON-SCHEDULED SERVICES (a)

Table 2.12

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

| | | | | | (b) | | | (b) | | | Tonne-km Used | | |
|----------------------------|-----------|----------|---------|----------|------------|-----------|-----------|----------|-----------|---------|---------------|---------|-----------|
| | Financial | Aircraft | | | Number of | Seat-km | Seat-km | Cargo | Tonne-km | Total | Mail | Cargo | Passenger |
| | Year | - km | Stage | Aircraft | Passengers | Available | Used | + Mail | Available | (000) | (000) | (000) | (000) |
| | Ending | (000) | Flights | Hours | Uplifted | (000) | (000) | Uplifted | (000) | | | | |
| | | | | | | | | Tonnes | | | | | |
| British Airways | | | | | | | | | | | | | |
| and British Airtours | 31.3.85 | 29 042 | 15 928 | 44 477 | 2 327 119 | 5 758 934 | 4 994 917 | 190 | 554 466 | 429 418 | 12 | 1 479 | 427 926 |
| Air Bridge Carriers | 31.12.84 | 1 025 | 1 536 | 2 785 | - | - | - | 7 269 | 15 392 | 9 125 | - | 9 125 | - |
| Air Europe | 31.3.85 | 20 636 | 11 035 | 32 512 | 1 451 893 | 3 184 200 | 2 794 107 | 60 | 296 694 | 223 601 | 16 | 88 | 223 497 |
| Air UK | 31.12.84 | 490 | 879 | 1 468 | 10 857 | 11 827 | 8 587 | 1 105 | 2 489 | 1 218 | - | 486 | 731 |
| Britannia Airways | 31.12.84 | 63 262 | 36 905 | 102 057 | 4 412 660 | 9 235 886 | 7 683 536 | 227 | 751 236 | 653 279 | 199 | 491 | 652 589 |
| British Air Ferries | 31.3.85 | 3 160 | 8 858 | 10 050 | 184 044 | 136 406 | 92 901 | 7 783 | 20 738 | 13 627 | 147 | 5 776 | 7 702 |
| British Caledonian Airways | 31.10.84 | 2 395 | 1 030 | 3 442 | 62 851 | 551 136 | 387 822 | - | 51 764 | 39 172 | - | 4 730 | 34 443 |
| British Caledonian Charter | 31.10.84 | 3 812 | 1 959 | 5 395 | 621 618 | 1 438 717 | 1 261 634 | 236 | 132 719 | 101 409 | - | 678 | 100 731 |
| British Midland Airways | 31.12.84 | 6 473 | 2 633 | 9 195 | 324 622 | 1 197 713 | 1 057 838 | 21 | 119 045 | 82 491 | - | 10 | 82 481 |
| Dan Air Services | 31.12.84 | 47 980 | 34 090 | 79 777 | 3 453 302 | 6 485 435 | 5 685 359 | 5 940 | 522 155 | 457 095 | 945 | 1 297 | 454 853 |
| Heavylift Cargo Airlines | 30.9.84 | 1 557 | 712 | 3 676 | - | - | - | 4 993 | 49 597 | 24 512 | - | 24 512 | - |
| Monarch Airlines | 30.11.84 | 20 128 | 11 169 | 31 254 | 1 488 634 | 3 272 170 | 2 845 427 | 1 | 299 217 | 255 615 | 1 | 12 | 255 604 |
| Orion Airways | 30.11.84 | 21 676 | 12 595 | 35 034 | 1 312 604 | 2 817 899 | 2 405 621 | - | 266 607 | 192 219 | - | 6 | 192 213 |
| Tradewinds Airways | 30.9.84 | 3 481 | 1 218 | 4 744 | - | - | - | 21 419 | 143 467 | 110 311 | - | 110 311 | - |

(a) Excludes Air Taxi operations

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

Part 3

Miscellaneous tables

**Passengers Departing from UK Airports on Inclusive Tour
Charter Flights**

Table 3.1

| | Spain incl Canaries and Balearics | Italy incl Sicily | Federal Republic of Germany | Greece | Switzerland | North Africa | Yugoslavia | Portugal incl Madeira | France | Other Countries | Total |
|--|---|-------------------------|--------------------------------------|-----------|-------------|-----------------|------------|-----------------------------|---------|--------------------|-----------|
| Winter (November to March) 1984/5 | | | | | | | | | | | |
| All Airlines | 886 654 | 183 130 | 155 697 | 13 912 | 156 116 | 55 296 | 2 880 | 119 875 | 61 600 | 192 641 | 1 827 801 |
| of which UK Airlines | 818 716 | 147 103 | 154 882 | 13 912 | 142 057 | 55 296 | 1 012 | 106 209 | 60 721 | 95 085 | 1 594 993 |
| of which Foreign Airlines | 67 938 | 36 027 | 815 | - | 14 059 | - | 1 868 | 13 666 | 879 | 97 556 | 232 808 |
| UK Originating Traffic | 867 664 | 151 575 | 115 919 | 13 912 | 141 373 | 55 296 | 2 522 | 117 339 | 60 652 | 140 055 | 1 666 307 |
| of which UK Airlines | 808 379 | 137 164 | 115 919 | 13 912 | 141 045 | 55 296 | 1 012 | 106 107 | 60 423 | 88 973 | 1 528 230 |
| of which Foreign Airlines | 59 285 | 14 411 | - | - | 328 | - | 1 510 | 11 232 | 229 | 51 082 | 138 077 |
| Non UK Originating Traffic | 18 990 | 31 555 | 39 778 | - | 14 743 | - | 358 | 2 536 | 948 | 52 586 | 161 494 |
| of which UK Airlines | 10 337 | 9 939 | 38 963 | - | 1 012 | - | - | 102 | 298 | 6 112 | 66 763 |
| of which Foreign Airlines | 8 653 | 21 616 | 815 | - | 13 731 | - | 358 | 2 434 | 650 | 46 474 | 94 731 |
| Summer (April to October) 1985 | | | | | | | | | | | |
| All Airlines | 3 084 080 | 462 429 | 154 571 | 1 144 331 | 84 807 | 86 732 | 309 710 | 508 736 | 120 554 | 484 082 | 6 440 032 |
| of which UK Airlines | 2 764 368 | 376 853 | 153 632 | 1 144 161 | 47 938 | 76 984 | 8 046 | 405 600 | 116 954 | 208 099 | 5 302 635 |
| of which Foreign Airlines | 319 712 | 85 576 | 939 | 170 | 36 869 | 9 748 | 301 664 | 103 136 | 3 600 | 275 983 | 1 137 397 |
| UK Originating Traffic | 3 055 572 | 379 847 | 81 326 | 1 143 662 | 24 568 | 86 389 | 309 710 | 506 554 | 113 678 | 384 401 | 6 087 707 |
| of which UK Airlines | 2 748 887 | 345 617 | 81 326 | 1 143 492 | 24 568 | 76 641 | 8 046 | 405 418 | 113 678 | 188 180 | 5 135 853 |
| of which Foreign Airlines | 306 685 | 34 230 | - | 170 | - | 9 748 | 301 664 | 103 136 | - | 196 221 | 951 854 |
| Non UK Originating Traffic | 28 508 | 82 582 | 73 245 | 669 | 60 239 | 343 | - | 182 | 6 876 | 99 681 | 352 325 |
| of which UK Airlines | 15 481 | 31 236 | 72 306 | 669 | 23 370 | 343 | - | 182 | 3 276 | 19 919 | 166 782 |
| of which Foreign Airlines | 13 027 | 51 346 | 939 | - | 36 869 | - | - | - | 3 600 | 79 762 | 185 543 |

Sources: UK Airlines - CAA Airline Statistics
Foreign Airlines - Estimated from Department of Transport Charter Permits

INTENTIONALLY BLANK

Appendix A Definitions - UK Airline Statistics

There are some differences between the definitions of UK airline statistics and those used for UK airport statistics published in "UK Airports - Monthly Statements of Movements Passengers and Cargo". These arise mainly because UK airline statistics do not include details of non-revenue activity but cover world wide operation by the carriers.

CLASSES OF LICENCE

Licence means an Air Transport Licence granted under Section 65 of the Civil Aviation Act 1982.

Class 1 authorises scheduled service flights;

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

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

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

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

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

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

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

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

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

The Authority in pursuance of its powers under paragraph (b) of Section 64 (2) of the said Act may also specify in an instrument published in its Official Record, Series 2 an exemption for a particular flight or series of flights.

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

TYPES OF SERVICE

| | |
|--|---|
| International services | are services flown between the United Kingdom, Isle of Man, Channel Islands and points overseas, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands. For the purposes of these statistics services operated between the United Kingdom and its Territories (cabotage) are regarded as international. |
| Domestic services | are services flown entirely within the United Kingdom, Isle of Man and Channel Islands. |
| Scheduled services | all services where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by the public. |
| Non-scheduled or charter services | include all air transport flights other than scheduled services. |
| Inclusive Tour Charter | means a charter flight for the carriage only of passengers as part of a tour, the charge for which includes carriage by air and accommodation on the surface for the whole or part of the trip. |
| Travel Only Charter | means a charter flight made in accordance with the conditions set out in Schedule 10 of the Authority's Official Record Series 1. |
| Advance Booking Charter | means a flight operated between the UK and countries overseas complying with all the conditions set out in Schedule 5, Schedule 5A, Schedule 6, Schedule 7 or Schedule 9 to Series 1 of the Authority's Official Record. |
| Affinity Group Charter | means a charter flight for the carriage of passengers travelling as members of an Affinity Group which meets the conditions specified in Category 1(b) of Annex B to Section 1 of the Authority's Official Record Series 1. |
| Sole-use Charters | are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward. |
| Separate Fare Charters | are those where the charterer resells part of the capacity of the aircraft to the public, 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 an aircraft operates one hour. Aircraft hours are measured on the basis of block-to-block times ie 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 are calculated by multiplying the number of flights performed by the stage distance. |
| All cargo services | are scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail. |
| Cargo (or mail) tonne-kilometres used | are calculated by multiplying the number of tonnes of cargo and diplomatic bags carried on each stage flight by the stage distance. Mail tonne-kilometres used are computed in a similar way. |
| 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 | are calculated by counting each tonne of revenue cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that flight. |
| Distance flown per passenger | The average distance flown per passenger is calculated by dividing the seat kilometres used by the number of passengers carried. |
| Passenger load factor | is calculated by dividing seat-kilometres used by seat-kilometres available and expressing it as a percentage. |
| Passenger Tonne Kilometres Used | are calculated by multiplying the weight of passengers uplifted on each stage flight by the stage distance. |
| Passengers uplifted | are calculated 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 measured in metric tonnes. |
| Revenue passengers | Those who pay 25% or more of the normal applicable fare. |

| | |
|---------------------------------------|---|
| Seat-kilometres available | are calculated by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations. |
| Seat-kilometres used | are calculated by multiplying the number of revenue passengers carried on each stage flight by the stage distance. |
| Stage flight | is operated from when an aircraft takes off to when it next lands (including technical stops). |
| Stage flights Average Distance | is calculated by dividing the aircraft kilometres flown by the related number of stage flights. |
| Tonne | 1000 kilogrammes. |
| Tonne-kilometres available | are calculated by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance. |
| Tonne-kilometres used | are calculated by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance. |
| Tonnes available | The capacity of the aircraft available for the carriage of payload measured in tonnes. |
| Weight load factor | is calculated by dividing tonne-kilometres used by tonne-kilometres available and expressing it as a percentage. |

APPENDIX B DEFINITIONS - UK AIRLINE FINANCIAL RESULTS

With effect from 1980, the reporting form on which Profit and Loss Account data was collected was revised. The definitions applicable to data for 1977-79 are given in Part A and for 1980-84 in Part B below.

A PROFIT AND LOSS ACCOUNT (PRE-1980)

REVENUES

- 1 Scheduled passenger (seats individually booked direct to passengers) Included under this heading are revenues earned in scheduled services, performed where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by the public. Revenue earned from extra flights operated for overflow traffic from such scheduled services is included but excluded from this heading are fares of passengers carried on scheduled services under part-charter arrangements, and other block-booked seats.
- 2 Scheduled passenger (all block-booked seats including part-charter) Only the fares of passengers carried on scheduled services whose seats have not been booked individually are shown under this heading.
- 3 Scheduled excess baggage Includes revenue arising from the carriage of passenger baggage in excess of the fixed free weight and fixed valuation allowance; excess baggage arising from passengers carried under heading 2 is also included.
- 4 Scheduled cargo, and diplomatic bags Includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line prorates of through-tariffs. Cargo revenue also includes revenue from the carriage of diplomatic bags.
- 5 Scheduled mail Includes payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 6 Non-scheduled flights Includes revenue derived from all flights performed for remuneration, including empty positioning flights, other than those reported as scheduled services in 1 and 2. Item 6(e) includes revenues from sales of the whole capacity of an aircraft when the responsibility for the flight is that of the reporting carrier.
- 7 Incidental revenues Includes net revenues (ie gross revenues less related direct expenses) from such sources as surface transport, food services, service and maintenance sales, property and other incidental net operating revenues which accrued to the airline from sources other than air transport. This item also includes gross revenues from passengers paying less than 25% of the normal applicable fare, commissions received on sales of carriage on other carriers, 'no-show' and cancellation fees, providing aircraft to other airlines or parties for operations under their control (such as in leasing, chartering or interchange agreements) revenues from capacity equalisation payments arising from pooled services, from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier and any other operating revenues not classifiable in headings 1 to 6.
- 8 Total operating revenues The sum of headings 1 to 7.

EXPENSES

- 9 Flight crew salaries and expenses Includes pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs. Pay, allowances and other related expenses of pursers, cabin attendants and passenger service personnel is not to be included here but under item 23(a). Training costs are not included in this item (see 14 and 20).
- 10 Aircraft fuel and oil Includes non-refundable duties and taxes.
- 11 Flight equipment insurance Includes insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft.
- 12 Uninsured losses Includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 13 Rental of flight equipment Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers.
- 14 Flight crew training (when not amortised) Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 20).
- 15 Flight expenses other than items 9 to 14 Includes expenses relating to inflight operation and related standby time of aircraft, which are not classifiable under items 9 to 14 inclusive.
- 16 Maintenance and overhaul Includes not only the cost of current maintenance of aircraft, engines, components and spares in an operative condition, but also the cost of repair and overhaul (including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements). Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work in the particular type of aircraft, or to the particular unit within the airline's organisation. It also includes the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading is also included, whether by direct allocation or by pro-rating or apportionment eg pay, travel and training costs of all personnel at maintenance and overhaul shops, maintenance and insurance of equipment used at the maintenance and overhaul shops (where separately assessed), accommodation costs, office supplies and expenses, telephone and cable costs, transport costs.

The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, is also included.

If the airline's organisation permits the separate cost of engineering staff at out-stations to be ascertained, then such costs should be included under this account. When this is not possible, such costs are included in item 22.

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under item 22 they are included here.

- 17 Depreciation of aircraft fleet including spares is the historic cost depreciation appropriate to the year included in heading 1 of the Airline Balance Sheet.
- 18 Depreciation of ground property and equipment is the historic cost depreciation appropriate to the year included in heading 1 of the Airline Balance Sheet.

Note: Normal depreciation of an asset to be the proportion of the historical cost of the asset which is charged against the operating expenses in a particular year. The accrued normal depreciation of an asset should never exceed the historical cost of that asset.

- 19 Amortisation of development and pre-operating costs Includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 20 Flight crew training (when amortised) Includes charges for the training of flight crew when separately identifiable, and amortised over two or more years (see also item 14).
- 21 (a) Landing and departure fees are fees levied against the airline for landings and departures of its aircraft.
- (b) Aerodrome en route and other navigation service charges.
- 22 Station and ground expenses other than heading 21 Includes eg housing, mooring, parking and picketing charges at all airports, pay, allowances and expenses of all station staff engaged in handling and servicing aircraft and load, station accommodation costs, maintenance and insurance of airport facilities (where separately assessed), representation and traffic handling fees charged by third parties for handling the air services of the airline, station stores charges (including local duties on equipment, transport, packing and materials, rental of stores, storekeeper's pay, allowances and expenses).

The cost of providing services to third parties is credited to this account.

When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.

- 23 Passenger services Includes:
- (a) Pay, allowances and expenses of cabin attendants and passenger service personnel. (including pensions, uniforms, insurance, premiums for passenger liability insurance and passenger accident insurance paid by the airline, meals and accommodation, including costs of supplies and personal services furnished to passengers)
- (b) Expenses of handling passengers incurred because of interrupted flights. (including hotels, meals, taxi fares and costs of other services provided for passengers eg pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit)
- 24 Ticketing, sales and promotion Includes eg pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities, accommodation costs, commissions on ticket sales, agency fees for outside services, advertising and publicity.
- 25 General and administrative Includes expenses incurred in performing the general administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.

Note: Overhead costs directly related to operating expense items 9 to 16, 21, 22, 23 and 24 are included in the expense items to which they are related and not in this item 25.

- 26 Other operating expenses Includes operating expenses which cannot be assigned to headings 9 to 25.
- 27 Total operating expenses The sum of items 9 to 26.
- 28 Operating result The difference between heading 8 and 27.
- 29 Profits/losses On disposal of fixed assets.
- 30 Interest payable less receivable (net) Includes interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 31 Direct subsidies From public funds.
- 32 Other payments From public funds Includes payments made by Government bodies, not accounted for elsewhere.
- 33 Dividends receivable Includes dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 Other non-operating items Includes any items not appropriate for inclusion elsewhere.
- 35 Non-operating items balance The net balance of items 29 to 34.
- 36 Profit and loss before taxation The difference between item 28 and item 35.

B PROFIT AND LOSS ACCOUNT (1980-ONWARD)

REVENUES

- 1 Scheduled passenger Included under this heading are revenues earned in scheduled services performed where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by the public, including revenue earned from extra flights operated for overflow traffic from such scheduled services.
- 2 Scheduled excess baggage Includes revenue arising from the carriage of passenger baggage in excess of the fixed free weight and fixed valuation allowance.
- 3 Scheduled cargo and diplomatic bags Includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs. Cargo revenue also includes revenue from the carriage of diplomatic bags.
- 4 Scheduled and Non-scheduled mail Includes payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 5 Non-scheduled flights Includes revenue derived from all flights performed for remuneration, including empty positioning flights.

- 6 Incidental revenues Includes net revenues (ie gross revenues less related direct expenses) from such sources as surface transport, food services, bar and duty free sales, property and other incidental net operating revenues which accrued to the airline from sources other than air transport. This item also includes gross revenues from passengers paying less than 25% of the normal applicable fare, 'no-show' and cancellation fees, providing aircraft to other airlines or parties for operations under their control (such as in leasing, chartering or interchange agreements) revenues from capacity equalisation payments arising from pooled services, from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier and any other operating revenues not classifiable in headings 1 to 5.
- 7 Total operating revenues The sum of headings 1 to 6.

EXPENSES

- 8 Flight crew salaries Includes pay, pensions, insurance and crew uniform and equipment costs. Pay and related expenses of pursers, cabin attendants and passenger service personnel is not charged under this account, but included under item 10. Training costs are not included in this item (see 15 and 21), but the salaries of flight crew under training are included.
- 9 Flight crew allowances and expenses Includes expenses incurred by the airline in respect of meals, travelling and accommodation for flight crew. Similar expenses relating to pursers, cabin attendants and passenger service personnel are not charged under this account, but included under item 11.
- 10 Cabin crew salaries Includes pay, pensions, uniforms, insurance and equipment.
- 11 Cabin crew allowances Includes expenses incurred in respect of meals, travelling and accommodation for cabin staff.
- 12 Aircraft fuel and oil Includes fuel, de-mineralised water and water methanol consumed. Non-refundable duties and taxes and fuel handling charges are included.
- 13 Flight equipment insurance and uninsured losses Includes insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft. Passenger and cargo insurance is not included under this heading. Uninsured losses includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 14 Rental of flight equipment Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers.
- 15 Flight crew training (when not amortised) Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 21). The salaries of flight crew under training are included under item 8.
- 16 Flight expenses other than items 8 to 15 Includes expenses relating to inflight operation and related standby time of aircraft, which are not classifiable under items 8 to 15 inclusive.

- 17 Maintenance and overhaul This item is subdivided into (a) fixed and (b) and variable costs in order to separate that proportion which is fixed over an accounting year from that which varies with the amount of flying undertaken. The fixed element will include the cost of any engineering bases operated by the airline, and any fixed contracts held with maintenance organisations.

Included are not only the cost of current maintenance of aircraft engines, components and spares in an operative condition, but also the cost of repair and overhaul (including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements). Expenditure grouped under this account refers to the cost of engineering labour, and also the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading is also included whether by direct allocation or by pro-rating or apportionment. This will include eg pay, travel and training costs of all personnel at maintenance and overhaul shops, maintenance and insurance of equipment used at the maintenance and overhaul shops (where separately assessed) accommodation costs, office supplies and expenses, telephone and cable costs, transport costs.

The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, is also included.

If the airline's organisation permits the separate costs of engineering staff at out-stations to be ascertained, then such costs should normally be included under this account. When this is not possible, such costs are included in item 25.

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station costs' it is included under item 17.

- 18 Depreciation of aircraft fleet including spares is the historic cost depreciation appropriate to the year.
- 19 Depreciation of ground property and equipment is the historic cost depreciation appropriate to the year.
- 20 Amortisation of development and pre-operating costs Includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 21 Flight crew training (when amortised) Includes the cost of training flight crew, when separately identifiable, and amortised over two or more years (see also item 15). The salaries of flight crew while under training is included in item 8.
- 22 Landing and departure fees are levied against the airline for landings and departures of its aircraft. Airport taxes and aircraft parking fees are not entered under this heading, but aerodrome navigational charges are included.
- 23 En route and other navigation service charges
- 24 Handling charges and parking fees Includes all payments to outside bodies for representation and handling of aircraft or passengers at airports. Also includes housing, mooring and parking charges at airports.
- 25 Station costs other than those included in headings 22 to 24 Includes eg pay, allowances and expenses of all station staff engaged in handling and servicing aircraft and load, station accommodation costs, maintenance and insurance of airport facilities (where separately assessed), station stores charges (including transport, packing and materials), rental of stores, and storekeepers' pay, allowances and expenses.

Costs which can be specifically identified as being associated with cargo handling are excluded and incorporated in item 34.

The cost of providing services to third parties is charged to this account.

When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 17, it is reported in item 25.

- 26 Passenger Services (a) Fixed cost, (b) Variable cost. Includes the full cost of meals and other personal services furnished to passengers as part of the fare. Meals, accommodation and other services provided for passengers in transit or affected by aircraft delays or cancellation are also included under this heading. The cost of transit desks should, however, be grouped with station costs. The cost of bar supplies for sale are excluded from this heading, and netted against revenue from this source and included under item 6 (Incidental revenue).

Airlines which are able to split passenger meal costs between fixed and variable components are asked to do so. Fixed costs would include the cost of kitchens and catering staff, while variable costs consist of the passenger-related component, such as food ingredients. Meals bought from outside caterers on a 'per passenger' basis should be entered as a variable cost.

- 27 Passenger embarkation fees Includes embarkation/disembarkation fees and security charges levied by airport authorities on a 'per passenger' basis.
- 28 Passenger insurance Includes liability insurance paid by the airline. Cargo insurance should not be included under this heading.
- 29 Sales Includes eg pay, allowances, accommodation costs of all staff engaged in the sales function (including sales shops, sales costs at outstations and revenue accounting).
- 30 Reservations Includes pay, allowances, accommodation costs and any other costs related to the issuing of tickets and making of reservations (including space control functions).
- 31 Advertising and promotion Includes both corporate and regional advertising and publicity through various media (including head office costs), the pay, expenses and accommodation of all staff engaged in promotion and publicity, and agency fees for outside services.
- 32 Commission paid on passenger ticket sales is shown net of commission received from sale of tickets on behalf of other carriers. Freight commission is included under heading 34.
- 33 General and administrative Includes expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.

Note: Overhead costs directly related to operating expense items 8 to 17, and 24 to 30 should be included in the expense items to which they are related and not in item 33.

- 34 Specific cargo costs Includes any costs specifically attributed to the carriage of cargo eg insurance premiums against liability to consignors, commissions paid less commissions received on cargo sales, and directly attributable handling and marketing costs. No allowance should be made for an allocation of general flight-related costs to the specific cargo costs heading.
- 35 Other operating expenses Includes operating expenses which cannot be assigned to headings 8 to 34.

- 36 Total operating expenses The sum of items 8 to 35.
- 37 Operating profit (or loss) The difference between heading 7 and 36.
- 38 Profit or loss on disposal of fixed assets.
- 39 Interest payable less receivable (net) Includes all such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 40 Direct subsidies from public funds.
- 41 Other payments from public funds Other payments made by Government bodies, not accounted for elsewhere.
- 42 Dividends receivable Includes dividends from all sources, ie, other companies in the same group, associated companies, trade or other investments.
- 43 Other non-operating items Includes any items not appropriate for inclusion elsewhere.
- 44 Non-operating items balance The net balance of items 38 to 43.
- 45 Profit or loss before taxation The difference between item 37 and item 44.