

Civil Aviation Authority



UK Airlines

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

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and including March 1983)**

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FOREWORD

1 CONTENT

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

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

2 CONVENTIONS

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

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

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

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

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

Civil Aviation Authority
Room T414
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London WC2B 6TE

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

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4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS .

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

The series comprise:

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

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

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

5. OTHER MONTHLY STATISTICAL PUBLICATIONS .

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

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

Table 1

| | Output in available tonne - kilometres (000 000) | Percentage of all available tonne - kilometres |
|-----------------------------|--|--|
| British Airways | 6 837 | 61.74 |
| British Caledonian Airways | 1 494 | 13.49 |
| Britannia Airways | 753 | 6.80 |
| Dan Air services | 467 | 4.22 |
| British Airtours | 336 | 3.03 |
| Air Europe | 247 | 2.23 |
| Monarch Airlines | 227 | 2.05 |
| Orion Airways | 195 | 1.76 |
| British Midland Airways | 148 | 1.34 |
| Tradewinds Airways | 128 | 1.16 |
| Air UK | 48 | 0.43 |
| Heavylift Cargo Airlines | 44 | 0.40 |
| British Island Airways | 28 | 0.25 |
| British Air Ferries | 24 | 0.22 |
| British Airways Helicopters | 21 | 0.19 |
| Bristow Helicopters | 15 | 0.14 |
| Air Bridge Carriers | 13 | 0.12 |
| Others (27 airlines) | 49 | 0.44 |

(a) Excludes Air Taxi Operations

(b) Excludes Cathay Pacific Airways

Main Outputs of UK
Airlines(a) 1956-1982

Table 2

| | Total (000 000) | Available tonne-km | |
|---|--------------------|---------------------------------|-------------------------------------|
| | | Scheduled services (000 000) | Non-scheduled services (000 000) |
| 1956 | .. | 638 | .. |
| 1957 | .. | 729 | .. |
| 1958 | .. | 824 | .. |
| 1959 | .. | 941 | .. |
| 1960 | .. | 1 191 | .. |
| 1961 | 1 990 | 1 575 | 415 |
| 1962 | 2 215 | 1 784 | 431 |
| 1963 | 2 439 | 1 953 | 486 |
| 1964 | 2 879 | 2 275 | 604 |
| 1965 | 3 325 | 2 664 | 661 |
| 1966 | 3 851 | 2 993 | 858 |
| 1967 | 4 016 | 3 145 | 871 |
| 1968 | 4 214 | 3 256 | 958 |
| 1969 | 4 927 | 3 748 | 1 179 |
| 1970 | 5 782 | 4 129 | 1 653 |
| 1971 | 6 973 | 4 591 | 2 382 |
| 1972 | 8 249 | 5 399 | 2 850 |
| 1973 | 9 003 | 5 953 | 3 050 |
| 1974 | 8 287 | 5 747 | 2 540 |
| 1975 | 8 928 | 5 984 | 2 944 |
| 1976 | 9 727 | 6 602 | 3 125 |
| 1977 | 10 505 | 6 834 | 3 671 |
| 1978 | 11 970 | 8 095 | 3 875 |
| 1979 | 12 749 | 8 841 | 3 908 |
| 1980 | 13 215 | 9 829 | 3 386 |
| 1981 | 13 087 | 9 936 | 3 151 |
| 1982 | 11 848 | 9 068 | 2 780 |
| Year ended | | | |
| March 1982 | 12 833 | 9 758 | 3 075 |
| March 1983 | 11 766 | 9 012 | 2 754 |
| Latest year's growth (percentages) | -8.3 | -7.6 | -10.4 |
| Mean rates of growth (percentages) to 1982 | | | |
| 20 years | 9.4 | 8.7 | 11.4 |
| 10 years | 5.3 | 7.0 | 1.3 |
| 5 years | - | 3.4 | -8.3 |

(a) Excludes Air Taxi Operations.

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Passenger Services | | | | | | | | | | | | | | |
| British Airways | 17 167 | 14 380 | 27 711 | 1 164 047 | 4 174 523 | 2 645 684 | 63.4 | 16 684 | 514 555 | 326 534 | 13 265 | 73 385 | 239 884 | 63.5 |
| British Airways Helicopters | 14 | 234 | 78 | 4 049 | 395 | 243 | 61.7 | 10 | 32 | 21 | - | - | 20 | 64.3 |
| British Caledonian Airways | 3 763 | 3 166 | 5 897 | 160 397 | 780 995 | 445 152 | 57.0 | 3 793 | 109 395 | 64 254 | 1 236 | 22 005 | 41 014 | 58.7 |
| Air Commuter | 25 | 53 | 86 | 239 | 188 | 112 | 59.5 | - | 14 | 9 | - | - | 9 | 63.2 |
| Air Ecosse | 165 | 728 | 471 | 5 204 | 3 305 | 1 455 | 44.0 | 15 | 282 | 119 | 1 | 1 | 116 | 42.1 |
| Air UK | 910 | 3 071 | 3 091 | 57 138 | 34 468 | 18 603 | 54.0 | 154 | 3 377 | 1 634 | 9 | 45 | 1 581 | 48.4 |
| Aurigny Air Services | 86 | 1 606 | 421 | 16 688 | 1 473 | 867 | 58.8 | 108 | 122 | 76 | 1 | 6 | 69 | 62.0 |
| British Midland Airways | 1 013 | 2 786 | 3 145 | 89 393 | 69 454 | 36 548 | 52.6 | 105 | 6 753 | 2 952 | 4 | 39 | 2 909 | 43.7 |
| Brymon Airways | 132 | 824 | 594 | 8 876 | 4 260 | 2 414 | 56.7 | 7 | 407 | 199 | - | 1 | 197 | 48.9 |
| Burnthills High Hell Service | 4 | 72 | 26 | 97 | 15 | 5 | 36.2 | - | 1 | - | - | - | - | 38.0 |
| Cathay Pacific Airways (a) | 710 | 124 | 904 | 17 539 | 285 455 | 187 770 | 65.8 | 761 | 39 401 | 25 664 | 476 | 7 055 | 18 133 | 65.1 |
| Dan-Air Services | 568 | 1 640 | 1 723 | 38 945 | 37 264 | 19 473 | 52.3 | 147 | 3 106 | 1 655 | 11 | 86 | 1 558 | 53.3 |
| Euroflite | 31 | 87 | 95 | 464 | 453 | 164 | 36.3 | - | 39 | 13 | - | - | 13 | 33.8 |
| Guernsey Airlines | 7 | 16 | 27 | 395 | 209 | 172 | 82.3 | - | 24 | 15 | - | - | 15 | 61.6 |
| Inter City Airlines | 43 | 172 | 151 | 1 376 | 1 035 | 554 | 53.5 | - | 113 | 47 | - | - | 47 | 41.4 |
| Jersey European Airways | 86 | 382 | 383 | 3 265 | 1 525 | 813 | 53.3 | 2 | 119 | 66 | 1 | - | 65 | 55.4 |
| Lease Air T/A Genair | 239 | 1 151 | 902 | 9 813 | 6 978 | 2 983 | 42.7 | - | 558 | 238 | - | - | 238 | 42.7 |
| Loganair | 248 | 1 791 | 1 119 | 16 988 | 4 925 | 3 269 | 66.4 | - | 443 | 294 | - | - | 294 | 66.4 |
| Manx Airlines | 161 | 802 | 630 | 16 338 | 6 764 | 3 962 | 58.6 | 67 | 599 | 334 | - | 17 | 317 | 55.8 |
| Metropolitan Airways | 16 | 147 | 82 | 632 | 185 | 97 | 52.4 | - | 15 | 8 | - | - | 8 | 53.3 |
| Spacegrand Aviation Services | 45 | 366 | 214 | 2 497 | 819 | 344 | 42.0 | 4 | 54 | 26 | - | - | 26 | 48.4 |
| Telair Manchester | 12 | 90 | 84 | 68 | 101 | 14 | 14.1 | - | 10 | 1 | - | - | 1 | 12.1 |
| TOTAL Passenger Services | 25 444 | 33 688 | 47 834 | 1 614 448 | 5 414 790 | 3 370 699 | 62.2 | 21 857 | 679 419 | 424 160 | 15 004 | 102 642 | 306 515 | 62.4 |
| Cargo Services | | | | | | | | | | | | | | |
| British Airways | 211 | 34 | 268 | - | - | - | - | 272 | 3 741 | 2 675 | - | 2 675 | - | 71.5 |
| British Caledonian Airways | 30 | 56 | 66 | - | - | - | - | 471 | 283 | 251 | 248 | 3 | - | 88.7 |
| Air Bridge Carriers | 16 | 61 | 65 | - | - | - | - | 482 | 196 | 127 | - | 127 | - | 64.8 |
| Air UK | 57 | 181 | 216 | - | - | - | - | 550 | 264 | 178 | 13 | 165 | - | 67.3 |
| British Air Ferries | 7 | 10 | 21 | - | - | - | - | 38 | 38 | 25 | - | 25 | - | 66.2 |
| British Midland Airways | 24 | 47 | 69 | - | - | - | - | 161 | 161 | 86 | - | 86 | - | 53.1 |
| Cathay Pacific Airways (a) | 207 | 45 | 307 | - | - | - | - | 385 | 20 744 | 4 217 | 3 | 4 213 | - | 20.3 |
| Express Air Services (CI) | 30 | 215 | 123 | - | - | - | - | 769 | 164 | 128 | - | 128 | - | 77.8 |
| Nightflight | 16 | 45 | 52 | - | - | - | - | 19 | 11 | 7 | - | 7 | - | 60.6 |
| TOTAL Cargo Services | 598 | 694 | 1 187 | - | - | - | - | 3 147 | 25 602 | 7 692 | 264 | 7 428 | - | 30.0 |
| GRAND TOTAL | 26 043 | 34 382 | 49 021 | 1 614 448 | 5 414 790 | 3 370 699 | 62.2 | 25 004 | 705 021 | 431 852 | 15 267 | 110 070 | 306 515 | 61.2 |

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

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| Passenger Services | | | | | | | | | | | | | | |
| British Airways | 15 376 | 9 945 | 23 346 | 854 959 | 3 959 338 | 2 509 315 | 63.4 | 15 692 | 493 166 | 314 989 | 13 043 | 73 189 | 228 757 | 63.9 |
| British Caledonian Airways | 3 424 | 1 845 | 4 949 | 112 244 | 748 342 | 427 354 | 57.1 | 3 630 | 105 865 | 62 736 | 1 193 | 21 976 | 39 568 | 59.3 |
| Air Commuter | 25 | 53 | 86 | 239 | 188 | 112 | 59.5 | - | 14 | 9 | - | - | 9 | 63.2 |
| Air Ecosse | 13 | 45 | 41 | 258 | 199 | 105 | 52.6 | - | 17 | 9 | - | - | 9 | 49.8 |
| Air UK | 582 | 1 534 | 1 868 | 21 798 | 19 333 | 8 980 | 46.4 | 73 | 1 915 | 795 | - | 32 | 763 | 41.5 |
| Aurigny Air Services | 86 | 1 606 | 421 | 16 688 | 1 473 | 867 | 58.8 | 108 | 122 | 76 | 1 | 6 | 69 | 62.0 |
| British Midland Airways | 129 | 296 | 431 | 6 968 | 5 913 | 3 001 | 50.8 | 17 | 565 | 241 | - | 7 | 234 | 42.7 |
| Brymon Airways | 7 | 24 | 29 | 197 | 183 | 65 | 35.3 | - | 16 | 5 | - | - | 5 | 32.6 |
| Cathay Pacific Airways (b) | 710 | 124 | 904 | 17 539 | 285 455 | 187 770 | 65.8 | 761 | 39 401 | 25 664 | 476 | 7 055 | 18 133 | 65.1 |
| Dan-Air Services | 266 | 594 | 721 | 15 240 | 18 736 | 9 217 | 49.2 | 76 | 1 570 | 788 | - | 51 | 737 | 50.2 |
| Euroflite | 31 | 87 | 95 | 464 | 453 | 164 | 36.3 | - | 39 | 13 | - | - | 13 | 33.8 |
| Inter City Airlines | 19 | 80 | 70 | 118 | 309 | 56 | 18.2 | - | 31 | 4 | - | - | 4 | 14.5 |
| Jersey European Airways | 71 | 310 | 310 | 2 788 | 1 257 | 664 | 52.8 | 2 | 98 | 54 | 1 | - | 53 | 54.9 |
| Lease Air T/A Genair | 20 | 34 | 59 | 378 | 668 | 230 | 34.4 | - | 53 | 18 | - | - | 18 | 34.3 |
| Manx Airlines | 6 | 44 | 25 | 379 | 98 | 49 | 49.9 | - | 8 | 4 | - | - | 4 | 49.7 |
| Metropolitan Airways | 4 | 48 | 18 | 253 | 47 | 51 | .. | - | 3 | 4 | - | - | 4 | .. |
| Spacegrand Aviation Services | 5 | 35 | 23 | 30 | 80 | 8 | 10.0 | - | 6 | 1 | - | - | 1 | 9.6 |
| TOTAL Passenger Services | 20 773 | 16 704 | 33 396 | 1 050 540 | 5 042 073 | 3 148 007 | 62.4 | 20 360 | 642 891 | 405 412 | 14 713 | 102 316 | 288 382 | 63.1 |
| Cargo Services | | | | | | | | | | | | | | |
| British Airways | 211 | 34 | 268 | - | - | - | - | 272 | 3 741 | 2 675 | - | 2675 | - | 71.5 |
| British Caledonian Airways | 3 | 9 | 11 | - | - | - | - | 16 | 5 | 3 | - | 3 | - | 58.3 |
| Air UK | 28 | 66 | 95 | - | - | - | - | 220 | 128 | 93 | - | 93 | - | 72.6 |
| British Air Ferries | 7 | 10 | 21 | - | - | - | - | 38 | 38 | 25 | - | 25 | - | 66.2 |
| British Midland Airways | 24 | 47 | 69 | - | - | - | - | 161 | 161 | 86 | - | 86 | - | 53.1 |
| Cathay Pacific Airways (b) | 207 | 45 | 307 | - | - | - | - | 385 | 20 744 | 4 217 | 3 | 4 213 | - | 20.3 |
| Nightflight | 16 | 45 | 52 | - | - | - | - | 19 | 11 | 7 | - | 7 | - | 60.6 |
| TOTAL Cargo Services | 496 | 256 | 823 | - | - | - | - | 1 112 | 24 828 | 7 104 | 3 | 7 101 | - | 28.6 |
| GRAND TOTAL | 21 269 | 16 960 | 34 219 | 1 050 540 | 5 042 073 | 3 148 007 | 62.4 | 21 472 | 667 719 | 412 516 | 14 716 | 109 417 | 288 382 | 61.7 |

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

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

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available | |
|------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|--|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| Passenger Services | | | | | | | | | | | | | | | |
| British Airways | 1 791 | 4 435 | 4 365 | 309 088 | 215 186 | 136 369 | 63.4 | 992 | 21 389 | 11 545 | 222 | 196 | 11 127 | 54.0 | |
| British Airways Helicopters | 14 | 234 | 78 | 4 049 | 395 | 243 | 61.7 | 10 | 32 | 21 | - | - | 20 | 64.3 | |
| British Caledonian Airways | 338 | 1 321 | 949 | 48 153 | 32 653 | 17 799 | 54.5 | 162 | 3 530 | 1 518 | 43 | 29 | 1 446 | 43.0 | |
| Air Ecosse | 151 | 683 | 430 | 4 946 | 3 106 | 1 350 | 43.5 | 15 | 264 | 110 | 1 | 1 | 107 | 41.6 | |
| Air UK | 329 | 1 537 | 1 223 | 35 340 | 15 134 | 9 622 | 63.6 | 81 | 1 462 | 839 | 9 | 12 | 818 | 57.4 | |
| British Midland Airways | 884 | 2 490 | 2 714 | 82 425 | 63 541 | 33 547 | 52.8 | 88 | 6 188 | 2 711 | 4 | 32 | 2 675 | 43.8 | |
| Brymon Airways | 125 | 800 | 565 | 8 679 | 4 077 | 2 349 | 57.6 | 7 | 390 | 194 | - | 1 | 192 | 49.6 | |
| Burnthills High Hel Service | 4 | 72 | 26 | 97 | 15 | 5 | 36.2 | - | 1 | - | - | - | - | 38.0 | |
| Dan-Air Services | 303 | 1 046 | 1 002 | 23 705 | 18 528 | 10 257 | 55.4 | 71 | 1 537 | 867 | 11 | 35 | 821 | 56.4 | |
| Guernsey Airlines | 7 | 16 | 27 | 395 | 209 | 172 | 82.3 | - | 24 | 15 | - | - | 15 | 61.6 | |
| Inter City Airlines | 24 | 92 | 81 | 1 258 | 726 | 498 | 68.6 | - | 82 | 42 | - | - | 42 | 51.5 | |
| Jersey European Airways | 15 | 72 | 73 | 477 | 268 | 149 | 55.6 | - | 21 | 12 | - | - | 12 | 57.6 | |
| Lease Air T/A Genair | 218 | 1 117 | 842 | 9 435 | 6 310 | 2 754 | 43.6 | - | 504 | 220 | - | - | 220 | 43.6 | |
| Loganair | 248 | 1 791 | 1 119 | 16 988 | 4 925 | 3 269 | 66.4 | - | 443 | 294 | - | - | 294 | 66.4 | |
| Manx Airlines | 155 | 758 | 605 | 15 959 | 6 666 | 3 913 | 58.7 | 67 | 591 | 330 | - | 17 | 313 | 55.8 | |
| Metropolitan Airways | 12 | 99 | 63 | 379 | 138 | 46 | 33.6 | - | 11 | 4 | - | - | 4 | 33.6 | |
| Spacegrand Aviation Services | 41 | 331 | 192 | 2 467 | 739 | 336 | 45.5 | 4 | 48 | 26 | - | - | 25 | 53.6 | |
| Telair Manchester | 12 | 90 | 84 | 68 | 101 | 14 | 14.1 | - | 10 | 1 | - | - | 1 | 12.1 | |
| TOTAL Passenger Services | 4 672 | 16 984 | 14 438 | 563 908 | 372 717 | 222 693 | 59.7 | 1 497 | 36 528 | 18 748 | 291 | 326 | 18 132 | 51.3 | |
| Cargo Services | | | | | | | | | | | | | | | |
| British Caledonian Airways | 27 | 47 | 55 | - | - | - | - | 455 | 277 | 248 | 248 | - | - | 89.3 | |
| Air Bridge Carriers | 16 | 61 | 65 | - | - | - | - | 482 | 196 | 127 | - | 127 | - | 64.8 | |
| Air UK | 30 | 115 | 121 | - | - | - | - | 329 | 137 | 85 | 13 | 73 | - | 62.3 | |
| Express Air Services (CI) | 30 | 215 | 123 | - | - | - | - | 769 | 164 | 128 | - | 128 | - | 77.8 | |
| Total Cargo Services | 102 | 438 | 364 | - | - | - | - | 2 036 | 774 | 587 | 260 | 327 | - | 75.9 | |
| GRAND TOTAL | 4 774 | 17 422 | 14 802 | 563 908 | 372 717 | 222 693 | 59.7 | 3 533 | 37 302 | 19 336 | 551 | 652 | 18 132 | 51.8 | |

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

| | (c) | | | | (c) | | | | (c) | | | | | |
|---|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 117 | 56 | 171 | 5 235 | 20 481 | 19 655 | 96.0 | 8 | 2 503 | 1 828 | 3 | 75 | 1 750 | 73.1 |
| British Airtrons | 982 | 466 | 1 509 | 69 611 | 204 716 | 169 058 | 82.6 | - | 18 952 | 14 264 | 26 | 32 | 14 206 | 75.3 |
| British Airways Helicopters | 527 | 2 830 | 2 450 | 44 010 | 16 333 | 11 937 | 73.1 | 170 | 1 902 | 987 | - | 33 | 954 | 51.9 |
| British Caledonian Airways | 89 | 88 | 163 | 8 856 | 10 067 | 9 227 | 91.7 | - | 950 | 793 | - | - | 793 | 83.5 |
| Air Bridge Carriers | 47 | 86 | 128 | - | - | - | - | 934 | 743 | 545 | - | 545 | - | 73.3 |
| Air Europe | 978 | 547 | 1 581 | 64 753 | 127 159 | 118 932 | 93.5 | - | 12 031 | 9 514 | - | - | 9 514 | 79.1 |
| Air UK | 3 | 4 | 9 | 117 | 147 | 95 | 64.9 | - | 15 | 8 | - | - | 8 | 53.7 |
| Bristow Helicopters | 1 008 | 6 307 | 4 935 | 54 943 | 16 614 | 10 402 | 62.6 | 480 | 1 540 | 1 017 | - | 74 | 943 | 66.0 |
| Britannia Airways | 4 339 | 2 651 | 7 082 | 307 791 | 564 022 | 499 194 | 88.5 | - | 47 961 | 42 378 | - | - | 42 378 | 88.4 |
| British Air Ferries | 115 | 257 | 366 | 3 201 | 2 588 | 1 849 | 71.4 | 165 | 711 | 429 | - | 276 | 153 | 60.3 |
| British Caledonian Charter | 23 | 16 | 34 | 5 056 | 8 837 | 7 429 | 84.1 | - | 814 | 594 | - | - | 594 | 73.0 |
| British Caledonian Helicopters | 106 | 421 | 469 | 4 026 | 1 866 | 1 029 | 55.1 | 25 | 196 | 93 | - | 7 | 86 | 47.4 |
| British Executive Air Services | 95 | 4 353 | 632 | 24 133 | 1 045 | 527 | 50.4 | 202 | 95 | 52 | - | 4 | 48 | 54.7 |
| British Island Airways | 154 | 173 | 286 | 8 985 | 13 706 | 11 068 | 80.7 | - | 1 234 | 886 | - | - | 886 | 71.8 |
| British Midland Airways | 79 | 67 | 132 | 10 084 | 11 959 | 10 645 | 89.0 | - | 1 511 | 836 | - | - | 836 | 55.3 |
| Bryan Aviation | 6 | 3 | 11 | 10 | 147 | 64 | 43.5 | - | 37 | 5 | - | - | 5 | 13.8 |
| Brymon Airways | 56 | 141 | 199 | 3 900 | 2 822 | 1 559 | 55.2 | 21 | 282 | 136 | - | 8 | 128 | 48.2 |
| Dan-Air Services | 2 033 | 1 586 | 3 472 | 151 787 | 264 184 | 239 403 | 90.6 | 320 | 21 324 | 19 253 | 81 | 19 | 19 154 | 90.3 |
| Euroflite | 7 | 45 | 17 | - | 66 | 62 | 94.4 | - | 6 | 5 | - | - | 5 | 84.1 |
| Express Air Services (CI) | 13 | 83 | 64 | 1 | 3 | 1 | 20.0 | 143 | 57 | 37 | 37 | - | - | 64.9 |
| Guernsey Airlines | 1 | 2 | 2 | 116 | 30 | 29 | 96.7 | - | 3 | 2 | - | - | 2 | 81.7 |
| Heavylift Cargo Airlines | 121 | 55 | 281 | - | - | - | - | 338 | 3 978 | 1 969 | - | 1 969 | - | 49.5 |
| Instone Airlines | 2 | 7 | 11 | - | - | - | - | 21 | 12 | 7 | - | 7 | - | 57.8 |
| Inter City Airlines | 67 | 212 | 223 | 6 225 | 3 335 | 1 942 | 58.2 | 93 | 368 | 197 | - | 32 | 165 | 53.4 |
| Jersey European Airways | 11 | 60 | 48 | - | 204 | 161 | 79.0 | - | 16 | 13 | - | - | 13 | 81.6 |
| Lease Air T/A Genair | 56 | 383 | 247 | - | 901 | 504 | 55.9 | - | 72 | 42 | - | 1 | 41 | 58.1 |
| Loganair | 1 | 4 | 4 | - | 23 | 17 | 71.8 | - | 2 | 2 | - | - | 1 | 82.3 |
| Management Aviation | 91 | 1 411 | 420 | 3 251 | 873 | 234 | 26.8 | 64 | 73 | 23 | - | 4 | 19 | 31.5 |
| Metropolitan Airways | 48 | 278 | 238 | - | 965 | 517 | 53.6 | - | 82 | 42 | - | - | 41 | 50.6 |
| Monarch Airlines | 809 | 456 | 1 298 | 47 754 | 106 208 | 91 138 | 85.8 | - | 9 646 | 8 205 | - | - | 8 205 | 85.1 |
| North Scottish Helicopters | 201 | 4 354 | 814 | 11 150 | 1 751 | 778 | 44.4 | - | 146 | 66 | - | - | 66 | 45.2 |
| Orion Airways | 1 197 | 642 | 1 893 | 67 945 | 155 580 | 131 829 | 84.7 | - | 14 720 | 10 537 | - | - | 10 537 | 71.6 |
| Tradewinds Airways | 274 | 94 | 374 | - | - | - | - | 1 681 | 11 048 | 9 070 | - | 9 070 | - | 82.1 |
| TOTAL | 13 657 | 28 138 | 29 563 | 902 940 | 1 536 630 | 1 339 283 | 87.2 | 4 664 | 153 030 | 123 833 | 147 | 12 155 | 111 531 | 80.9 |
| Total sub-charter operations performed on behalf of UK Airlines | 243 | 935 | 834 | .. | 10 320 | 7 064 | 68.4 | .. | 1 277 | 825 | 26 | 213 | 586 | 64.6 |
| Total excluding sub-charter operations performed on behalf of UK Airlines | 13 414 | 27 203 | 28 729 | 902 940 | 1 526 310 | 1 332 219 | 87.3 | 4 664 | 151 753 | 123 008 | 121 | 11 942 | 110 945 | 81.1 |

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

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

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

| | (c) | | | | | | | | | | | | | |
|---|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | |
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | As percentage of available |
| British Airways | 116 | 52 | 167 | 5 040 | 20 408 | 19 598 | 96.0 | 8 | 2 495 | 1 824 | 3 | 75 | 1 746 | 73.1 |
| British Airtours | 982 | 466 | 1 509 | 69 611 | 204 716 | 169 058 | 82.6 | - | 18 952 | 14 264 | 26 | 32 | 14 206 | 75.3 |
| British Airways Helicopters | 524 | 2 817 | 2 435 | 43 987 | 16 272 | 11 932 | 73.3 | 170 | 1 896 | 987 | - | 33 | 954 | 52.1 |
| British Caledonian Airways | 88 | 86 | 160 | 8 681 | 9 911 | 9 095 | 91.8 | - | 934 | 782 | - | - | 782 | 83.7 |
| Air Bridge Carriers | 14 | 9 | 28 | - | - | - | - | 46 | 250 | 151 | - | 151 | - | 60.2 |
| Air Europe | 977 | 545 | 1 579 | 64 493 | 127 039 | 118 813 | 93.5 | - | 12 020 | 9 505 | - | - | 9 505 | 79.1 |
| Air UK | 3 | 4 | 9 | 117 | 147 | 95 | 64.9 | - | 15 | 8 | - | - | 8 | 53.7 |
| Bristow Helicopters | 1 008 | 6 307 | 4 935 | 54 943 | 16 614 | 10 402 | 62.6 | 480 | 1 540 | 1 017 | - | 74 | 943 | 66.0 |
| Britannia Airways | 4 339 | 2 651 | 7 082 | 307 791 | 564 022 | 499 194 | 88.5 | - | 47 961 | 42 378 | - | - | 42 378 | 88.4 |
| British Air Ferries | 94 | 215 | 303 | 2 559 | 2 270 | 1 576 | 69.4 | 18 | 562 | 326 | - | 196 | 130 | 58.0 |
| British Caledonian Charter | 23 | 16 | 34 | 5 056 | 8 837 | 7 429 | 84.1 | - | 814 | 594 | - | - | 594 | 73.0 |
| British Caledonian Helicopters | 106 | 421 | 469 | 4 026 | 1 866 | 1 029 | 55.1 | 25 | 196 | 93 | - | 7 | 86 | 47.4 |
| British Executive Air Services | 95 | 4 353 | 632 | 24 133 | 1 045 | 527 | 50.4 | 202 | 95 | 52 | - | 4 | 48 | 54.7 |
| British Island Airways | 153 | 171 | 284 | 8 886 | 13 610 | 11 014 | 80.9 | - | 1 225 | 881 | - | - | 881 | 71.9 |
| British Midland Airways | 78 | 65 | 130 | 9 938 | 11 903 | 10 589 | 89.0 | - | 1 506 | 832 | - | - | 832 | 55.2 |
| Bryan Aviation | 6 | 3 | 11 | 10 | 147 | 64 | 43.5 | - | 37 | 5 | - | - | 5 | 13.8 |
| Dan-Air Services | 1 964 | 1 346 | 3 216 | 147 819 | 262 451 | 238 192 | 90.8 | 9 | 21 006 | 19 065 | - | 8 | 19 057 | 90.8 |
| Euroflite | 7 | 45 | 17 | - | 66 | 62 | 94.4 | - | 6 | 5 | - | - | 5 | 84.1 |
| Heavylift Cargo Airlines | 121 | 55 | 281 | - | - | - | - | 338 | 3 978 | 1 969 | - | 1 969 | - | 49.5 |
| Instone Airlines | 2 | 7 | 11 | - | - | - | - | 21 | 12 | 7 | - | 7 | - | 57.8 |
| Inter City Airlines | 12 | 31 | 52 | 133 | 97 | 69 | 71.2 | 64 | 43 | 29 | - | 23 | 6 | 67.2 |
| Jersey European Airways | 1 | 16 | 5 | - | 14 | 7 | 46.4 | - | 1 | 1 | - | - | 1 | 49.7 |
| Lease Air T/A Genair | 5 | 42 | 24 | - | 87 | 44 | 50.4 | - | 7 | 4 | - | - | 4 | 51.7 |
| Management Aviation | 91 | 1 411 | 420 | 3 251 | 873 | 234 | 26.8 | 64 | 73 | 23 | - | 4 | 19 | 31.5 |
| Monarch Airlines | 809 | 456 | 1 298 | 47 754 | 106 208 | 91 138 | 85.8 | - | 9 646 | 8 205 | - | - | 8 205 | 85.1 |
| North Scottish Helicopters | 201 | 4 354 | 814 | 11 150 | 1 751 | 778 | 44.4 | - | 146 | 66 | - | - | 66 | 45.2 |
| Orion Airways | 1 197 | 642 | 1 893 | 67 945 | 155 580 | 131 829 | 84.7 | - | 14 720 | 10 537 | - | - | 10 537 | 71.6 |
| Tradewinds Airways | 274 | 94 | 374 | - | - | - | - | 1 681 | 11 048 | 9 070 | - | 9 070 | - | 82.1 |
| TOTAL | 13 290 | 26 680 | 28 170 | 887 323 | 1 525 932 | 1 332 766 | 87.3 | 3 126 | 151 185 | 122 677 | 29 | 11 652 | 110 996 | 81.1 |
| Total sub-charter operations performed on behalf of UK Airlines | 128 | 258 | 311 | .. | 8 225 | 5 858 | 71.2 | .. | 1 098 | 725 | 26 | 210 | 489 | 66.0 |
| Total excluding sub-charter operations performed on behalf of UK Airlines | 13 162 | 26 422 | 27 859 | 887 323 | 1 517 707 | 1 326 908 | 87.4 | 3 126 | 150 087 | 121 952 | 3 | 11 442 | 110 506 | 81.3 |

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

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

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

| | Aircraft-km (000) | Stage flights | Aircraft hours | (c) Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | (c) Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | | As percentage of available |
|---|----------------------|------------------|-------------------|--|-------------------------------|--------------------------|----------------------------------|--|--------------------------------|-----------------------|---------------|----------------|--------------------|------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| British Airways | 1 | 4 | 4 | 195 | 73 | 57 | 78.1 | - | 8 | 5 | - | - | 5 | 61.1 | |
| British Airways Helicopters | 3 | 13 | 15 | 23 | 61 | 5 | 8.2 | - | 6 | - | - | - | - | - | |
| British Caledonian Airways | 2 | 2 | 3 | 175 | 156 | 132 | 84.1 | - | 16 | 11 | - | - | 11 | 70.1 | |
| Air-Bridge Carriers | 33 | 77 | 100 | - | - | - | - | 888 | 492 | 394 | - | 394 | - | 80.0 | |
| Air Europe | 1 | 2 | 2 | 260 | 120 | 120 | 100.0 | - | 11 | 10 | - | - | 10 | 84.6 | |
| British Air Ferries | 21 | 42 | 63 | 642 | 318 | 273 | 86.0 | 147 | 149 | 103 | - | 80 | 23 | 69.3 | |
| British Island Airways | 1 | 2 | 2 | 99 | 96 | 54 | 55.6 | - | 9 | 4 | - | - | 4 | 49.4 | |
| British Midland Airways | 1 | 2 | 2 | 146 | 56 | 56 | 100.0 | - | 5 | 4 | - | - | 4 | 92.7 | |
| Brymon Airways | 56 | 141 | 199 | 3 900 | 2 822 | 1 559 | 55.2 | 21 | 282 | 136 | - | 8 | 128 | 48.2 | |
| Dan-Air Services | 69 | 240 | 255 | 3 968 | 1 733 | 1 211 | 69.9 | 311 | 318 | 188 | 81 | 10 | 97 | 59.2 | |
| Express Air Services (CI) | 13 | 83 | 64 | 1 | 3 | 1 | 20.0 | 143 | 57 | 37 | 37 | - | - | 64.9 | |
| Guernsey Airlines | 1 | 2 | 2 | 116 | 30 | 29 | 96.7 | - | 3 | 2 | - | - | 2 | 81.7 | |
| Inter City Airlines | 56 | 181 | 171 | 6 092 | 3 238 | 1 873 | 57.8 | 29 | 325 | 168 | - | 9 | 159 | 51.6 | |
| Jersey European Airways | 11 | 44 | 44 | - | 190 | 154 | 81.5 | - | 15 | 12 | - | - | 12 | 83.9 | |
| Lease Air T/A Genair | 51 | 341 | 224 | - | 814 | 460 | 56.5 | - | 65 | 38 | - | 1 | 37 | 58.8 | |
| Logenair | 1 | 4 | 4 | - | 23 | 17 | 71.8 | - | 2 | 2 | - | - | 1 | 82.3 | |
| Metropolitan Airways | 48 | 278 | 238 | - | 965 | 517 | 53.6 | - | 82 | 42 | - | - | 41 | 50.6 | |
| TOTAL | 367 | 1 458 | 1 392 | 15 617 | 10 698 | 6 516 | 60.9 | 1 538 | 1 845 | 1 156 | 118 | 503 | 536 | 62.7 | |
| Total sub-charter operations performed on behalf of UK Airlines | 115 | 677 | 524 | .. | 2 095 | 1 205 | 57.5 | .. | 179 | 100 | - | 3 | 97 | 55.9 | |
| Total Excluding sub-charter operations performed on behalf of UK Airlines | 252 | 781 | 868 | 15 617 | 8 603 | 5 311 | 61.7 | 1 538 | 1 666 | 1 056 | 118 | 500 | 439 | 63.4 | |

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

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

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

| | Aircraft -km (000) | Stage flights | Aircraft hours | ABC | Number of passengers uplifted | | Available (000) | Seat-km Used (000) | As percentage of available |
|----------------------------|--------------------------|------------------|-------------------|-------|----------------------------------|--------|--------------------|--------------------------|----------------------------------|
| | | | | | Affinity | Other | | | |
| British Airways | 7 | 2 | 7 | - | 200 | - | 706 | 706 | 100.0 |
| British Airtours | 40 | 7 | 52 | 1 023 | - | - | 7 607 | 6 980 | 91.8 |
| British Caledonian Airways | 6 | 10 | 13 | - | - | 773 | 629 | 458 | 72.9 |
| Air Europe | 1 | 2 | 2 | - | - | 260 | 120 | 120 | 100.0 |
| Air UK | 1 | 1 | 2 | - | 44 | - | 31 | 31 | 100.0 |
| Britannia Airways | 5 | 8 | 11 | - | 457 | - | 703 | 327 | 46.6 |
| British Air Ferries | 1 | 4 | 5 | - | - | 288 | 103 | 97 | 94.7 |
| British Midland Airways | 1 | 2 | 2 | - | - | 146 | 56 | 56 | 100.0 |
| Dan-Air Services | 311 | 124 | 448 | - | - | 16 220 | 50 084 | 46 019 | 91.9 |
| Monarch Airlines | 147 | 67 | 233 | - | - | 7 148 | 19 068 | 16 398 | 86.0 |
| Orion Airways | 22 | 24 | 40 | - | - | 2 775 | 2 841 | 2 496 | 87.9 |
| TOTAL | 542 | 251 | 814 | 1 023 | 701 | 27 610 | 81 947 | 73 689 | 89.9 |

| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|----------------------------|---|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | - | 69 | 60 | - | - | 60 | 87.2 |
| British Airtours | - | 692 | 587 | - | - | 587 | 84.8 |
| British Caledonian Airways | - | 63 | 39 | - | - | 39 | 62.1 |
| Air Europe | - | 11 | 10 | - | - | 10 | 84.6 |
| Air UK | - | 3 | 3 | - | - | 3 | 82.2 |
| Britannia Airways | - | 60 | 28 | - | - | 28 | 46.3 |
| British Air Ferries | - | 9 | 8 | - | - | 8 | 94.5 |
| British Midland Airways | - | 5 | 4 | - | - | 4 | 92.7 |
| Dan-Air Services | - | 4 007 | 3 682 | - | - | 3 682 | 91.9 |
| Monarch Airlines | - | 1 731 | 1 476 | - | - | 1 476 | 85.3 |
| Orion Airways | - | 269 | 199 | - | - | 199 | 74.2 |
| TOTAL | - | 6 919 | 6 096 | - | - | 6 096 | 88.1 |

| | Aircraft -km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | | | Available (000) | Seat-km Used (000) | As percentage of available |
|----------------------------|--------------------------|------------------|-------------------|----------------------------------|----------|--------|--------------------|--------------------------|----------------------------------|
| | | | | ABC | Affinity | Other | | | |
| British Airways | 7 | 2 | 7 | - | 200 | - | 706 | 706 | 100.0 |
| British Airtours | 40 | 7 | 52 | 1 023 | - | - | 7 607 | 6 980 | 91.8 |
| British Caledonian Airways | 6 | 10 | 13 | - | - | 773 | 629 | 458 | 72.9 |
| Air UK | 1 | 1 | 2 | - | 44 | - | 31 | 31 | 100.0 |
| Britannia Airways | 5 | 8 | 11 | - | 457 | - | 703 | 327 | 46.6 |
| British Air Ferries | 1 | 4 | 5 | - | - | 288 | 103 | 97 | 94.7 |
| Dan-Air Services | 311 | 124 | 448 | - | - | 16 220 | 50 084 | 46 019 | 91.9 |
| Monarch Airlines | 147 | 67 | 233 | - | - | 7 148 | 19 068 | 16 398 | 86.0 |
| Orion Airways | 22 | 24 | 40 | - | - | 2 775 | 2 841 | 2 496 | 87.9 |
| TOTAL | 541 | 247 | 809 | 1 023 | 701 | 27 204 | 81 771 | 73 514 | 89.9 |

| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|----------------------------|---|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | - | 69 | 60 | - | - | 60 | 87.2 |
| British Airtours | - | 692 | 587 | - | - | 587 | 84.8 |
| British Caledonian Airways | - | 63 | 39 | - | - | 39 | 62.1 |
| Air UK | - | 3 | 3 | - | - | 3 | 82.2 |
| Britannia Airways | - | 60 | 28 | - | - | 28 | 46.3 |
| British Air Ferries | - | 9 | 8 | - | - | 8 | 94.5 |
| Dan-Air Services | - | 4 007 | 3 682 | - | - | 3 682 | 91.9 |
| Monarch Airlines | - | 1 731 | 1 476 | - | - | 1 476 | 85.3 |
| Orion Airways | - | 269 | 199 | - | - | 199 | 74.2 |
| TOTAL | - | 6 903 | 6 082 | - | - | 6 082 | 88.1 |

| | Aircraft -km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | | | Available (000) | Seat-km Used (000) | As percentage of available |
|-------------------------|--------------------------|------------------|-------------------|----------------------------------|----------|-------|--------------------|--------------------------|----------------------------------|
| | | | | ABC | Affinity | Other | | | |
| Air Europe | 1 | 2 | 2 | - | - | 260 | 120 | 120 | 100.0 |
| British Midland Airways | 1 | 2 | 2 | - | - | 146 | 56 | 56 | 100.0 |
| TOTAL | 2 | 4 | 5 | - | - | 406 | 176 | 176 | 100.0 |

| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-Kilometres used | | | As percentage of available |
|-------------------------|---|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| Air Europe | - | 11 | 10 | - | - | 10 | 84.6 |
| British Midland Airways | - | 5 | 4 | - | - | 4 | 92.7 |
| TOTAL | - | 16 | 14 | - | - | 14 | 86.9 |

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 76 | 43 | 119 | 3 337 | 7 304 | 5 903 | 80.8 | - | 767 | 528 | - | - | 528 | 68.8 |
| British Airtours | 639 | 360 | 1 036 | 65 299 | 137 194 | 121 431 | 88.5 | - | 12 761 | 10 195 | - | - | 10 195 | 79.9 |
| British Caledonian Airways | 76 | 68 | 135 | 7 185 | 8 674 | 8 117 | 93.6 | - | 814 | 697 | - | - | 697 | 85.7 |
| Air Europe | 966 | 531 | 1 556 | 63 202 | 125 582 | 117 681 | 93.7 | - | 11 882 | 9 414 | - | - | 9 414 | 79.2 |
| Air UK | 2 | 2 | 4 | 45 | 76 | 39 | 51.1 | - | 8 | 3 | - | - | 3 | 42.2 |
| Britannia Airways | 4 170 | 2 466 | 6 775 | 287 661 | 542 139 | 481 522 | 88.8 | - | 46 100 | 40 876 | - | - | 40 876 | 88.7 |
| British Air Ferries | 14 | 34 | 44 | 1 991 | 1 068 | 931 | 87.1 | - | 88 | 76 | - | - | 76 | 86.3 |
| British Caledonian Charter | 23 | 16 | 34 | 5 056 | 8 837 | 7 429 | 84.1 | - | 814 | 594 | - | - | 594 | 73.0 |
| British Island Airways | 111 | 105 | 197 | 7 828 | 9 837 | 8 443 | 85.8 | - | 886 | 676 | - | - | 676 | 76.3 |
| British Midland Airways | 73 | 59 | 120 | 8 692 | 10 773 | 9 479 | 88.0 | - | 1 332 | 745 | - | - | 745 | 55.9 |
| Dan-Air Services | 1 601 | 1 168 | 2 647 | 127 868 | 207 466 | 188 303 | 90.8 | - | 16 597 | 15 065 | - | - | 15 065 | 90.8 |
| Monarch Airlines | 593 | 350 | 958 | 38 301 | 77 633 | 66 324 | 85.4 | - | 7 052 | 5 971 | - | - | 5 971 | 84.7 |
| Orion Airways | 1 165 | 607 | 1 834 | 64 396 | 151 463 | 128 308 | 84.7 | - | 14 331 | 10 256 | - | - | 10 256 | 71.6 |
| TOTAL | 9 508 | 5 809 | 15 461 | 680 861 | 1 288 047 | 1 143 911 | 88.8 | - | 113 432 | 95 097 | - | - | 95 097 | 83.8 |

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 76 | 43 | 119 | 3 337 | 7 304 | 5 903 | 80.8 | - | 767 | 528 | - | - | 528 | 68.8 |
| British Airtours | 639 | 360 | 1 036 | 65 299 | 137 194 | 121 431 | 88.5 | - | 12 761 | 10 195 | - | - | 10 195 | 79.9 |
| British Caledonian Airways | 76 | 68 | 135 | 7 185 | 8 674 | 8 117 | 93.6 | - | 814 | 697 | - | - | 697 | 85.7 |
| Air Europe | 966 | 531 | 1 556 | 63 202 | 125 582 | 117 681 | 93.7 | - | 11 882 | 9 414 | - | - | 9 414 | 79.2 |
| Air UK | 2 | 2 | 4 | 45 | 76 | 39 | 51.1 | - | 8 | 3 | - | - | 3 | 42.2 |
| Britannia Airways | 4 170 | 2 466 | 6 775 | 287 661 | 542 139 | 481 522 | 88.8 | - | 46 100 | 40 876 | - | - | 40 876 | 88.7 |
| British Air Ferries | 14 | 34 | 44 | 1 991 | 1 068 | 931 | 87.1 | - | 88 | 76 | - | - | 76 | 86.3 |
| British Caledonian Charter | 23 | 16 | 34 | 5 056 | 8 837 | 7 429 | 84.1 | - | 814 | 594 | - | - | 594 | 73.0 |
| British Island Airways | 111 | 105 | 197 | 7 828 | 9 837 | 8 443 | 85.8 | - | 886 | 676 | - | - | 676 | 76.3 |
| British Midland Airways | 73 | 59 | 120 | 8 692 | 10 773 | 9 479 | 88.0 | - | 1 332 | 745 | - | - | 745 | 55.9 |
| Dan-Air Services | 1 601 | 1 168 | 2 647 | 127 868 | 207 466 | 188 303 | 90.8 | - | 16 597 | 15 065 | - | - | 15 065 | 90.8 |
| Monarch Airlines | 593 | 350 | 958 | 38 301 | 77 633 | 66 324 | 85.4 | - | 7 052 | 5 971 | - | - | 5 971 | 84.7 |
| Orion Airways | 1 165 | 607 | 1 834 | 64 396 | 151 463 | 128 308 | 84.7 | - | 14 331 | 10 256 | - | - | 10 256 | 71.6 |
| TOTAL | 9 508 | 5 809 | 15 461 | 680 861 | 1 288 047 | 1 143 911 | 88.8 | - | 113 432 | 95 097 | - | - | 95 097 | 83.8 |

| Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |

NIL

| | Aircraft -km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | | | Other | Available (000) | Seat-km Used (000) | As percentage of available |
|------------------------|--------------------------|------------------|-------------------|----------------------------------|----------|-------|-------|--------------------|--------------------------|----------------------------------|
| | | | | ABC | Affinity | IT | | | | |
| British Airtours | 12 | 10 | 21 | - | - | 405 | 667 | 1 622 | 1 338 | 82.5 |
| Air Europe | 9 | 13 | 19 | 113 | - | 1 048 | - | 1 200 | 874 | 72.9 |
| British Island Airways | 9 | 8 | 15 | - | - | 331 | 213 | 788 | 602 | 76.4 |
| Dan Air Services | 10 | 12 | 20 | - | - | 537 | 537 | 1 151 | 875 | 76.0 |
| Monarch Airlines | 9 | 7 | 14 | - | - | 741 | 7 | 1 223 | 898 | 73.4 |
| TOTAL | 49 | 50 | 91 | 113 | - | 3 062 | 1 424 | 5 985 | 4 587 | 76.6 |

| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|------------------------|---|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airtours | - | 151 | 112 | - | - | 112 | 74.5 |
| Air Europe | - | 114 | 70 | - | - | 70 | 61.5 |
| British Island Airways | - | 71 | 48 | - | - | 48 | 68.0 |
| Dan Air Services | - | 92 | 70 | - | - | 70 | 76.1 |
| Monarch Airlines | - | 111 | 81 | - | - | 81 | 72.6 |
| TOTAL | - | 539 | 381 | - | - | 381 | 70.8 |

| | Aircraft -km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | | | | Available (000) | Seat-km Used (000) | As percentage of available |
|------------------------|--------------------------|------------------|-------------------|----------------------------------|----------|-------|-------|--------------------|--------------------------|----------------------------------|
| | | | | ABC | Affinity | IT | Other | | | |
| British Airtours | 12 | 10 | 21 | - | - | 405 | 667 | 1 622 | 1 338 | 82.5 |
| Air Europe | 9 | 13 | 19 | 113 | - | 1 048 | - | 1 200 | 874 | 72.9 |
| British Island Airways | 9 | 8 | 15 | - | - | 331 | 213 | 788 | 602 | 76.4 |
| Dan Air Services | 10 | 12 | 20 | - | - | 537 | 537 | 1 151 | 875 | 76.0 |
| Monarch Airlines | 9 | 7 | 14 | - | - | 741 | 7 | 1 223 | 898 | 73.4 |
| TOTAL | 49 | 50 | 91 | 113 | - | 3 062 | 1 424 | 5 985 | 4 587 | 76.6 |

| | Cargo and mail uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | As percentage of available |
|------------------------|---|--------------------------------|----------------|-----------------------|----------------|--------------------|----------------------------------|
| | | | | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airtours | - | 151 | 112 | - | - | 112 | 74.5 |
| Air Europe | - | 114 | 70 | - | - | 70 | 61.5 |
| British Island Airways | - | 71 | 48 | - | - | 48 | 68.0 |
| Dan Air Services | - | 92 | 70 | - | - | 70 | 76.1 |
| Monarch Airlines | - | 111 | 81 | - | - | 81 | 72.6 |
| TOTAL | - | 539 | 381 | - | - | 381 | 70.8 |

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

NIL

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

NIL

All Class 6 Licence Operations

Table 8.1

March 1983

| | Aircraft -km (000) | Stage flights | Aircraft hours | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|--------------------------|--------------------------|------------------|-------------------|---|--------------------------------|-----------------------|---------------|----------------|----------------------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air-Bridge Carriers | 43 | 84 | 121 | 934 | 686 | 499 | - | 499 | 72.7 |
| British Air Ferries | 16 | 29 | 47 | 147 | 119 | 79 | - | 79 | 66.2 |
| Heavylift Cargo Airlines | 113 | 52 | 262 | 338 | 3 684 | 1 861 | - | 1 861 | 50.5 |
| Instone Airlines | 2 | 6 | 9 | 16 | 10 | 5 | - | 5 | 52.2 |
| Inter City Airlines | 10 | 27 | 45 | 64 | 33 | 23 | - | 23 | 69.8 |
| Tradewinds Airways | 215 | 74 | 291 | 1 681 | 8 599 | 6 945 | - | 6 945 | 80.8 |
| TOTAL | 399 | 272 | 776 | 3 180 | 13 131 | 9 412 | - | 9 412 | 71.7 |

International Class 6 Licence Operations

Table 8.2

March 1983

| | Aircraft -km (000) | Stage flights | Aircraft hours | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|--------------------------|--------------------------|------------------|-------------------|---|--------------------------------|-----------------------|---------------|----------------|----------------------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air-Bridge Carriers | 11 | 7 | 22 | 46 | 194 | 105 | - | 105 | 54.1 |
| Heavylift Cargo Airlines | 113 | 52 | 262 | 338 | 3 684 | 1 861 | - | 1 861 | 50.5 |
| Instone Airlines | 2 | 6 | 9 | 16 | 10 | 5 | - | 5 | 52.2 |
| Inter City Airlines | 10 | 27 | 45 | 64 | 33 | 23 | - | 23 | 69.8 |
| Tradewinds Airways | 215 | 74 | 291 | 1 681 | 8 599 | 6 945 | - | 6 945 | 80.8 |
| TOTAL | 350 | 166 | 629 | 2 145 | 12 520 | 8 939 | - | 8 939 | 71.4 |

Domestic Class 6 Licence Operations

Table 8.3

March 1983

| | Aircraft -km (000) | Stage flights | Aircraft hours | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|---------------------|--------------------------|------------------|-------------------|---|--------------------------------|-----------------------|---------------|----------------|----------------------------------|
| | | | | | | Total (000) | Mail (000) | Cargo (000) | |
| Air Bridge Carriers | 33 | 77 | 100 | 888 | 492 | 394 | - | 394 | 80.0 |
| British Air Ferries | 16 | 29 | 47 | 147 | 119 | 79 | - | 79 | 66.2 |
| TOTAL | 49 | 106 | 147 | 1 035 | 611 | 473 | - | 473 | 77.3 |

All Class 7 Licence Operations March 1983

Table 9.1

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | As percentage of available |
| British Airways Helicopters | 527 | 2 830 | 2 450 | 44 010 | 16 333 | 11 937 | 73.1 | 170 | 1 902 | 987 | - | 33 | 954 | 51.9 |
| Bristow Helicopters | 1 008 | 6 307 | 4 935 | 54 943 | 16 614 | 10 402 | 62.6 | 480 | 1 540 | 1 017 | - | 74 | 943 | 66.0 |
| British Caledonian Helicopters | 106 | 421 | 469 | 4 026 | 1 866 | 1 029 | 55.1 | 25 | 196 | 93 | - | 7 | 86 | 47.4 |
| British Executive Air Services | 95 | 4 353 | 632 | 24 133 | 1 045 | 527 | 50.4 | 202 | 95 | 52 | - | 4 | 48 | 54.7 |
| Management Aviation | 91 | 1 411 | 420 | 3 251 | 873 | 234 | 26.8 | 64 | 73 | 23 | - | 4 | 19 | 31.5 |
| North Scottish Helicopters | 201 | 4 354 | 814 | 11 150 | 1 751 | 778 | 44.4 | - | 146 | 66 | - | - | 66 | 45.2 |
| TOTAL | 2 028 | 19 676 | 9 720 | 141 513 | 38 482 | 24 907 | 64.7 | 942 | 3 952 | 2 238 | - | 122 | 2 116 | 56.6 |

International Class 7 Licence Operations March 1983

Table 9.2

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-Km available (000) | Tonne-kilometres used | | | | |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | As percentage of available |
| British Airways Helicopters | 524 | 2 817 | 2 435 | 43 987 | 16 272 | 11 932 | 73.3 | 170 | 1 896 | 987 | - | 33 | 954 | 52.1 |
| Bristow Helicopters | 1 008 | 6 307 | 4 935 | 54 943 | 16 614 | 10 402 | 62.6 | 480 | 1 540 | 1 017 | - | 74 | 943 | 66.0 |
| British Caledonian Helicopters | 106 | 421 | 469 | 4 026 | 1 866 | 1 029 | 55.1 | 25 | 196 | 93 | - | 7 | 86 | 47.4 |
| British Executive Air Services | 95 | 4 353 | 632 | 24 133 | 1 045 | 527 | 50.4 | 202 | 95 | 52 | - | 4 | 48 | 54.7 |
| Management Aviation | 91 | 1 411 | 420 | 3 251 | 873 | 234 | 26.8 | 64 | 73 | 23 | - | 4 | 19 | 31.5 |
| North Scottish Helicopters | 201 | 4 354 | 814 | 11 150 | 1 751 | 778 | 44.4 | - | 146 | 66 | - | - | 66 | 45.2 |
| TOTAL | 2 025 | 19 663 | 9 704 | 141 490 | 38 421 | 24 902 | 64.8 | 941 | 3 946 | 2 238 | - | 122 | 2 116 | 56.7 |

Domestic Class 7 Licence Operations March 1983

Table 9.3

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-Km available (000) | Tonne-kilometres used | | | | |
|-----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | As percentage of available |
| British Airways Helicopters | 3 | 13 | 15 | 23 | 61 | 5 | 8.2 | - | 6 | - | - | - | - | - |
| TOTAL | 3 | 13 | 15 | 23 | 61 | 5 | 8.2 | - | 6 | - | - | - | - | - |

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 34 | 10 | 44 | 1 698 | 12 439 | 11 688 | 94.0 | 8 | 1 664 | 1 112 | - | 67 | 1 046 | 66.8 |
| British Airtours | 40 | 20 | 63 | 2 217 | 13 806 | 11 062 | 80.1 | - | 1 285 | 929 | - | - | 929 | 72.3 |
| British Caledonian Airways | 7 | 10 | 15 | 898 | 764 | 652 | 85.2 | - | 73 | 56 | - | - | 56 | 77.4 |
| Air Europe | 2 | 1 | 3 | 130 | 257 | 257 | 100.0 | - | 24 | 21 | - | - | 21 | 84.6 |
| Air UK | 1 | 1 | 2 | 28 | 39 | 25 | 63.6 | - | 4 | 2 | - | - | 2 | 53.3 |
| Britannia Airways | 161 | 176 | 294 | 19 673 | 20 979 | 17 174 | 81.9 | - | 1 784 | 1 460 | - | - | 1 460 | 81.8 |
| British Air Ferries | 12 | 23 | 41 | 922 | 496 | 408 | 82.3 | 18 | 72 | 52 | - | 18 | 34 | 72.2 |
| British Island Airways | 16 | 12 | 28 | 613 | 1 417 | 921 | 65.0 | - | 127 | 74 | - | - | 74 | 57.7 |
| British Midland Airways | 5 | 6 | 10 | 1 246 | 1 129 | 1 110 | 98.3 | - | 174 | 86 | - | - | 86 | 49.7 |
| Bryan Aviation | 6 | 3 | 11 | 10 | 147 | 64 | 43.5 | - | 37 | 5 | - | - | 5 | 13.8 |
| Brymon Airways | 56 | 141 | 199 | 3 900 | 2 822 | 1 559 | 55.2 | 21 | 282 | 136 | - | 8 | 128 | 48.2 |
| Dan-Air Services | 109 | 281 | 354 | 6 625 | 5 270 | 3 968 | 75.3 | 320 | 610 | 417 | 81 | 19 | 318 | 68.4 |
| Express Air Services (CI) | 13 | 83 | 64 | 1 | 3 | 1 | 20.0 | 143 | 57 | 37 | 37 | - | - | 64.9 |
| Guernsey Airlines | 1 | 2 | 2 | 116 | 30 | 29 | 96.7 | - | 3 | 2 | - | - | 2 | 81.7 |
| Instone Airlines | - | 1 | 2 | - | - | - | - | 5 | 2 | 2 | - | 2 | - | 87.3 |
| Inter City Airlines | 54 | 177 | 166 | 6 225 | 3 232 | 1 909 | 59.1 | 29 | 324 | 171 | - | 9 | 162 | 52.8 |
| Monarch Airlines | 18 | 16 | 31 | 1 557 | 2 276 | 1 985 | 87.2 | - | 207 | 179 | - | - | 179 | 86.5 |
| Orion Airways | 6 | 7 | 11 | 774 | 757 | 653 | 86.3 | - | 72 | 52 | - | - | 52 | 72.8 |
| TOTAL | 542 | 970 | 1 339 | 46 633 | 65 864 | 53 465 | 81.2 | 542 | 6 801 | 4 793 | 118 | 122 | 4 554 | 70.5 |

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

(b) Excludes exempt sub charter operations.

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 33 | 6 | 40 | 1 503 | 12 367 | 11 631 | 94.0 | 8 | 1 657 | 1 108 | - | 67 | 1 041 | 66.9 |
| British Air-tours | 40 | 20 | 63 | 2 217 | 13 806 | 11 062 | 80.1 | - | 1 285 | 929 | - | - | 929 | 72.3 |
| British Caledonian Airways | 6 | 8 | 12 | 723 | 608 | 520 | 85.5 | - | 57 | 45 | - | - | 45 | 79.4 |
| Air Europe | 2 | 1 | 3 | 130 | 257 | 257 | 100.0 | - | 24 | 21 | - | - | 21 | 84.6 |
| Air UK | 1 | 1 | 2 | 28 | 39 | 25 | 63.6 | - | 4 | 2 | - | - | 2 | 53.3 |
| Britannia Airways | 161 | 176 | 294 | 19 673 | 20 979 | 17 174 | 81.9 | - | 1 784 | 1 460 | - | - | 1 460 | 81.8 |
| British Air Ferries | 8 | 12 | 28 | 280 | 178 | 135 | 75.8 | 18 | 45 | 29 | - | 18 | 11 | 64.4 |
| British Island Airways | 15 | 10 | 26 | 514 | 1 320 | 868 | 65.7 | - | 119 | 69 | - | - | 69 | 58.3 |
| British Midland Airways | 5 | 6 | 10 | 1 246 | 1 129 | 1 110 | 98.3 | - | 174 | 86 | - | - | 86 | 49.7 |
| Bryan Aviation | 6 | 3 | 11 | 10 | 147 | 64 | 43.5 | - | 37 | 5 | - | - | 5 | 13.8 |
| Dan-Air Services | 40 | 41 | 99 | 2 657 | 3 537 | 2 782 | 78.6 | 9 | 292 | 231 | - | 8 | 223 | 79.0 |
| Instone Airlines | - | 1 | 2 | - | - | - | - | 5 | 2 | 2 | - | 2 | - | 87.3 |
| Inter City Airlines | 2 | 4 | 7 | 133 | 97 | 69 | 71.2 | - | 10 | 6 | - | - | 6 | 58.7 |
| Monarch Airlines | 18 | 16 | 31 | 1 557 | 2 276 | 1 985 | 87.2 | - | 207 | 179 | - | - | 179 | 86.5 |
| Orion Airways | 6 | 7 | 11 | 774 | 757 | 653 | 86.3 | - | 72 | 52 | - | - | 52 | 72.8 |
| TOTAL | 343 | 312 | 637 | 31 445 | 57 497 | 48 335 | 84.1 | 40 | 5 768 | 4 223 | - | 95 | 4 129 | 73.2 |

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

(b) Excludes exempt sub-charter operations.

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airways | 1 | 4 | 4 | 195 | 73 | 57 | 78.1 | - | 8 | 5 | - | - | 5 | 61.1 |
| British Caledonian Airways | 2 | 2 | 3 | 175 | 156 | 132 | 84.1 | - | 16 | 11 | - | - | 11 | 70.1 |
| British Air Ferries | 4 | 11 | 13 | 642 | 318 | 273 | 86.0 | - | 26 | 23 | - | - | 23 | 86.5 |
| British Island Airways | 1 | 2 | 2 | 99 | 96 | 54 | 55.6 | - | 9 | 4 | - | - | 4 | 49.4 |
| Brymon Airways | 56 | 141 | 199 | 3 900 | 2 822 | 1 559 | 55.2 | 21 | 282 | 136 | - | 8 | 128 | 48.2 |
| Dan-Air Services | 69 | 240 | 255 | 3 968 | 1 733 | 1 187 | 68.5 | 311 | 318 | 186 | 81 | 10 | 95 | 58.6 |
| Express Air Services (CI) | 13 | 83 | 64 | 1 | 3 | 1 | 20.0 | 143 | 57 | 37 | 37 | - | - | 64.9 |
| Guernsey Airlines | 1 | 2 | 2 | 116 | 30 | 29 | 96.7 | - | 3 | 2 | - | - | 2 | 81.7 |
| Inter City Airlines | 52 | 173 | 159 | 6 092 | 3 135 | 1 840 | 58.7 | 29 | 314 | 165 | - | 9 | 156 | 52.6 |
| TOTAL | 199 | 658 | 702 | 15 188 | 8 366 | 5 130 | 61.3 | 503 | 1 032 | 569 | 118 | 27 | 425 | 55.1 |

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

(b) Excludes exempt sub-charter operations.

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | | As percentage of available |
|----------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| British Airtours | 45 | 26 | 69 | .. | 5 803 | 3 714 | 64.0 | .. | 540 | 370 | 26 | 32 | 312 | 68.0 | |
| British Air Ferries | 28 | 66 | 96 | .. | - | - | - | .. | 155 | 91 | - | 91 | - | 59.0 | |
| Euroflite | 5 | 32 | 14 | .. | 50 | 44 | 89.0 | .. | 4 | 4 | - | - | 4 | 80.0 | |
| Lease Air t/a Genair | 56 | 383 | 247 | .. | 901 | 504 | 56.0 | .. | 72 | 42 | - | 1 | 41 | 58.0 | |
| Metropolitan Airways | 48 | 278 | 238 | .. | 965 | 517 | 54.0 | .. | 82 | 42 | - | - | 41 | 51.0 | |
| TOTAL | 182 | 785 | 664 | .. | 7 719 | 4 779 | 62.0 | .. | 854 | 548 | 26 | 125 | 397 | 64.0 | |

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | As percentage of available |
|-------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | |
| British Airtours | 7 | 6 | 12 | .. | 871 | 833 | 96.0 | .. | 81 | 70 | - | - | 70 | 86.0 |
| Britannia Airways | 2 | 1 | 3 | .. | 201 | 171 | 85.0 | .. | 17 | 15 | - | - | 15 | 85.0 |
| British Air Ferries | 25 | 49 | 71 | .. | - | - | - | .. | 187 | 88 | - | 88 | - | 47.0 |
| British Island Airways | 3 | 2 | 5 | .. | 231 | 225 | 97.0 | .. | 21 | 18 | - | - | 18 | 86.0 |
| Dan Air Services | 2 | 1 | 2 | .. | 212 | 237 | .. | .. | 17 | 19 | - | - | 19 | .. |
| Euroflite | 2 | 13 | 4 | .. | 16 | 18 | .. | .. | 1 | 1 | - | - | 1 | 96.0 |
| Inter City Airlines | 3 | 8 | 12 | .. | 103 | 33 | 32.0 | .. | 12 | 3 | - | - | 3 | 24.0 |
| Jersey European Airways | 11 | 60 | 48 | .. | 204 | 161 | 79.0 | .. | 16 | 13 | - | - | 13 | 82.0 |
| Loganair | 1 | 4 | 4 | .. | 23 | 17 | 72.0 | .. | 2 | 2 | - | - | 1 | 82.0 |
| Monarch Airlines | 2 | 2 | 3 | .. | 220 | 220 | 100.0 | .. | 20 | 20 | - | - | 20 | 99.0 |
| Orion Airways | 4 | 4 | 7 | .. | 520 | 371 | 71.0 | .. | 49 | 30 | - | - | 30 | 60.0 |
| TOTAL | 61 | 150 | 171 | .. | 2 601 | 2 285 | 88.0 | .. | 423 | 277 | - | 88 | 189 | 65.0 |

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

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo and mail uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | | | As percentage of available |
|--------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|---|--------------------------------|-----------------------|---------------|----------------|--------------------|------|----------------------------------|
| | | | | | | | | | | Total (000) | Mail (000) | Cargo (000) | Passenger (000) | | |
| British Airways | - | 1 | 1 | .. | 32 | 1 359 | .. | .. | 3 | 128 | 3 | 8 | 117 | .. | |
| British Airtours | 200 | 37 | 257 | .. | 37 813 | 23 700 | 63.0 | .. | 3 441 | 2 001 | - | - | 2 001 | 58.0 | |
| Air Bridge Carriers | 3 | 2 | 7 | .. | - | - | - | .. | 56 | 46 | - | 46 | - | 81.0 | |
| British Air Ferries | 18 | 52 | 62 | .. | 922 | 413 | 45.0 | .. | 81 | 34 | - | - | 34 | 42.0 | |
| British Island Airways | 16 | 46 | 41 | .. | 1 433 | 876 | 61.0 | .. | 129 | 70 | - | - | 70 | 54.0 | |
| Heavylift Cargo Airlines | 9 | 3 | 19 | .. | - | - | - | .. | 293 | 108 | - | 108 | - | 37.0 | |
| Monarch Airlines | 40 | 14 | 59 | .. | 5 788 | 5 312 | 92.0 | .. | 525 | 479 | - | - | 479 | 91.0 | |
| Tradewinds Airways | 59 | 20 | 83 | .. | - | - | - | .. | 2 449 | 2 125 | - | 2 125 | - | 87.0 | |
| TOTAL | 346 | 175 | 528 | .. | 45 987 | 31 660 | 69.0 | .. | 6 978 | 4 991 | 3 | 2 286 | 2 701 | 72.0 | |

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

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

Table 12.1

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km used (000) | Aircraft in service at Qtr ended Mar 1983 | Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1983 |
|---------------------------------|--------------------|----------------|---------------|-------|----------------|-------|------------------------|--------------------------|--|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Passengers Uplifted | | | |
| Aerospatiale AS332 Super Puma | 453 | - | 1 240 | - | 1 709 | - | 15 673 | 5 726 | 15 | 4.2 |
| Aerospatiale SA-365 Dauphin | 129 | 4 | 3 471 | 46 | 552 | 18 | 10 189 | 384 | 6 | 2.7 |
| Armstrong Whitworth Argosy | - | 31 | - | 101 | - | 118 | - | - | 2 | 1.9 |
| BAC/Aerospatiale Concorde | 698 | - | 135 | - | 478 | - | 6 289 | 34 612 | 7 | 2.2 |
| BAC 1-11 500 series | 3 222 | 27 | 5 426 | 47 | 6 782 | 55 | 339 951 | 228 042 | 46 | 4.6 |
| BAE (BAC) 1-11-200 series | 147 | - | 254 | - | 326 | - | 10 586 | 7 165 | 2 | 5.3 |
| BAE (BAC) 1-11-300/400/475 | 920 | - | 1 602 | - | 1 933 | - | 67 692 | 48 131 | 17 | 3.3 |
| BAE(HS) 125 | - | - | - | - | - | - | - | - | 2 | - |
| BAE(HS) 748 | 459 | 36 | 1 835 | 122 | 1 687 | 131 | 40 940 | 11 769 | 22 | 2.5 |
| Beechcraft 95 Travel Air | 1 | - | 9 | - | 8 | - | 7 | 2 | 1 | 0.3 |
| Beechcraft 200 Super King Air | - | - | - | - | - | - | - | - | 1 | - |
| Bell Model 214ST | 52 | - | 169 | - | 209 | - | 1 899 | 584 | 3 | 1.8 |
| Bell 206B Jet Ranger | 4 | - | 72 | - | 26 | - | 97 | 5 | 8 | 0.1 |
| Bell 212 | 152 | - | 5 933 | - | 1 011 | - | 31 905 | 807 | 13 | 2.5 |
| Boeing 707-320C/336 | 808 | 262 | 266 | 91 | 1 107 | 358 | 21 494 | 83 569 | 12 | 3.7 |
| Boeing 720B | 14 | - | 4 | - | 19 | - | - | 2 364 | - | 1.7 |
| Boeing 727-100/100C | 336 | - | 195 | - | 504 | - | 23 312 | 41 648 | 5 | 2.9 |
| Boeing 727-200/200 Advanced | 342 | - | 157 | - | 488 | - | 25 703 | 59 914 | 5 | 2.9 |
| Boeing 737-200 | 10 774 | - | 7 834 | - | 18 140 | - | 751 715 | 1 122 554 | 83 | 6.9 |
| Boeing 747-100/100F | 3 883 | - | 969 | - | 5 055 | - | 126 827 | 974 373 | 16 | 10.3 |
| Boeing 747-200 | 2 904 | - | 590 | - | 3 697 | - | 85 825 | 698 105 | 11 | 10.5 |
| Boeing 757-200 | 213 | - | 386 | - | 462 | - | 47 074 | 26 391 | 5 | 2.1 |
| Boeing-Vertol Model 234 Chinook | 212 | - | 508 | - | 815 | - | 19 532 | 8 151 | 6 | 4.1 |
| Bristol 170 Freighter | - | 2 | - | 7 | - | 11 | - | - | 2 | 0.4 |
| Canadair CL 44 | - | - | - | - | - | - | - | - | 1 | - |
| Cessna 401/402/411/421 | - | - | - | - | - | - | - | - | 1 | - |
| Cessna 404 Titan | 27 | - | 89 | - | 87 | - | 192 | 113 | 4 | 0.8 |
| Cessna 500 Citation 1 | 1 | - | 2 | - | 2 | - | 7 | 3 | 1 | 0.1 |
| De Havilland DHC-6 Twin Otter | 392 | - | 2 795 | - | 1 893 | - | 22 653 | 4 114 | 19 | 3.0 |
| De Havilland DHC-7 Dash-7 | 110 | - | 466 | - | 407 | - | 9 448 | 3 227 | 3 | 4.2 |
| Embraer EMB110 Bandeirante | 537 | - | 2 040 | - | 1 878 | - | 12 158 | 4 407 | 20 | 3.2 |
| Fokker F27 100-400, 600 | 914 | - | 2 857 | - | 3 104 | - | 62 215 | 21 612 | 23 | 4.4 |
| Handley Page Herald 200 | 174 | 110 | 873 | 492 | 701 | 437 | 23 199 | 5 622 | 24 | 1.9 |
| Hawker Siddeley Trident 1C | 20 | - | 45 | - | 45 | - | 2 101 | 935 | 1 | 1.0 |
| Hawker Siddeley Trident 2E | 221 | - | 419 | - | 472 | - | 25 022 | 13 280 | 7 | 1.8 |
| Hawker Siddeley Trident 3B | 1 703 | - | 2 952 | - | 3 619 | - | 276 177 | 157 292 | 24 | 5.0 |
| Lockheed L-1011-1/100 Tristar | 520 | - | 388 | - | 847 | - | 83 412 | 111 217 | 7 | 4.4 |
| Lockheed L1011-200 Tristar | 1 807 | - | 647 | - | 2 533 | - | 91 954 | 343 103 | 10 | 7.3 |
| Lockheed L1011-500 Tristar | 770 | - | 194 | - | 1 017 | - | 21 291 | 119 032 | 1 | 8.4 |
| MBB B0105 | 60 | - | 1 919 | - | 297 | - | 2 333 | 72 | 9 | 1.3 |
| McDonnell Douglas DC-10-30 | 2 243 | - | 435 | - | 2 829 | - | 40 218 | 314 955 | 8 | 11.4 |
| McDonnell Douglas DC-9-10/15 | 380 | - | 685 | - | 817 | - | 32 078 | 18 683 | 6 | 5.1 |
| McDonnell Douglas DC-10-10 | 23 | - | 16 | - | 34 | - | 5 056 | 7 429 | 2 | 1.7 |
| Partenavia P68B | 1 | - | 1 | - | 2 | - | 1 | 1 | 3 | - |
| Pilatus BN-2A Islander | 59 | - | 882 | - | 300 | - | 3 392 | 222 | 13 | 0.7 |
| Pilatus BN-2A MK111 Trislander | 59 | - | 1 073 | - | 285 | - | 10 264 | 545 | 5 | 1.6 |

Table 12.1 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) Passengers Uplifted | Seat-km used (000) | Aircraft in service at Qtr ended Mar 1983 | Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1983 |
|---------------------------------|--------------------|----------------|---------------|-------|----------------|-------|-------------------------------|--------------------------|--|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | | | | |
| Piper PA 23 AZTEC (and apache) | - | - | - | - | - | - | - | - | 2 | - |
| Piper PA31/31P Navajo Chieftain | 8 | 16 | 28 | 45 | 30 | 52 | 117 | 33 | 3 | 1.1 |
| Short Belfast | - | 96 | - | 46 | - | 230 | - | - | 3 | 3.0 |
| Shorts 330 | 320 | 10 | 1 499 | 27 | 1 301 | 45 | 17 654 | 4 888 | 12 | 3.8 |
| Shorts 360 | 78 | - | 359 | - | 239 | - | 3 983 | 1 163 | 3 | 2.1 |
| Sikorsky S61N | 768 | - | 5 694 | - | 4 337 | - | 62 565 | 8 382 | 46 | 3.0 |
| Sikorsky S76 Spirit | 226 | - | 1 160 | - | 976 | - | 6 189 | 1 259 | 20 | 1.4 |
| Vickers Viscount 700 | 54 | - | 177 | - | 165 | - | 6 287 | 1 919 | 3 | 1.8 |
| Vickers Viscount 800 | 217 | 42 | 645 | 79 | 738 | 121 | 26 971 | 10 198 | 21 | 1.2 |
| V953C Merchantman | - | 31 | - | 46 | - | 75 | - | - | 3 | 0.9 |
| Westland 30 SRS 100 | 10 | - | 357 | - | 69 | - | 2 043 | 56 | 2 | 1.1 |
| TOTAL | 37 422 | 668 | 59 752 | 1 149 | 74 032 | 1 653 | 2 475 690 | 4 508 081 | 600 | 4.0 |

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

(b) Excludes passengers uplifted on sub charter operations

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

Table 12.2

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km | Aircraft in | Avge. Daily |
|---------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|-----------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | used | service at | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr ended | per A/C |
| | | | | | | | | | Mar 1983 | (Hours) |
| | | | | | | | | | Mar 1983 | Qtr ended |
| British Airways and Airtours | | | | | | | | | | |
| BAE(HS) 748 | 193 | - | 936 | - | 717 | - | 21 258 | 4 775 | 5 | 4.4 |
| BAE(BAC) 1-11-300/400/475 | 322 | - | 672 | - | 701 | - | 25 489 | 13 878 | 5 | 4.4 |
| BAC 1-11 500 series | 1 586 | - | 2 973 | - | 3 448 | - | 173 443 | 93 532 | 21 | 5.2 |
| Boeing 737-200 | 3 237 | - | 3 494 | - | 6 001 | - | 257 480 | 254 700 | 28 | 7.1 |
| Hawker Siddley Trident 2E | 221 | - | 419 | - | 472 | - | 25 022 | 13 280 | 7 | 1.8 |
| Hawker Siddley Trident 1C | 20 | - | 45 | - | 45 | - | 2 101 | 935 | 1 | 1.0 |
| Hawker Siddley Trident 3B | 1 703 | - | 2 952 | - | 3 619 | - | 276 177 | 157 292 | 24 | 5.0 |
| Lockheed L1011-1/100 Tristar | 520 | - | 388 | - | 847 | - | 83 412 | 111 217 | 7 | 4.4 |
| Boeing 707-320C/336 | 400 | - | 108 | - | 541 | - | 5 883 | 45 073 | 5 | 2.8 |
| Boeing 757-200 | 193 | - | 372 | - | 429 | - | 45 112 | 23 406 | 4 | 2.1 |
| Lockheed L-1011-500 Tristar | 770 | - | 194 | - | 1 017 | - | 21 291 | 119 032 | 1 | 8.4 |
| Boeing 747-100/100F | 3 883 | - | 969 | - | 5 055 | - | 126 827 | 974 393 | 16 | 10.3 |
| Boeing 747-200 | 2 639 | - | 512 | - | 3 352 | - | 74 494 | 641 751 | 10 | 10.6 |
| Lockheed L-1011-200 Tristar | 1 807 | - | 647 | - | 2 533 | - | 91 954 | 343 103 | 10 | 7.3 |
| BAC/Aerospatiale Concorde | 698 | - | 135 | - | 478 | - | 6 289 | 34 612 | 7 | 2.2 |
| TOTAL | 18 191 | - | 14 816 | - | 29 254 | - | 1 236 232 | 2 830 982 | 151 | 6.0 |
| British Airways Helicopters | | | | | | | | | | |
| Sikorsky S61N | 302 | - | 1 899 | - | 1 505 | - | 25 249 | 3 903 | 21 | 2.4 |
| Bell 206B Jet Ranger | - | - | - | - | - | - | - | - | 1 | - |
| Sikorsky S76 Spirit | 17 | - | 300 | - | 139 | - | 1 235 | 70 | 4 | 1.0 |
| Bell 212 | - | - | - | - | - | - | - | - | 2 | - |
| Boeing-Vertol Model 234 Chinook | 212 | - | 508 | - | 815 | - | 19 532 | 8 151 | 6 | 4.1 |
| Westland 30 SRS 100 | 10 | - | 357 | - | 69 | - | 2 043 | 56 | 2 | 1.1 |
| TOTAL | 541 | - | 3 064 | - | 2 528 | - | 48 059 | 12 180 | 36 | 2.2 |
| British Caledonian Airways | | | | | | | | | | |
| BAE (BAC) 1-11-300/400/475 | 134 | - | 296 | - | 318 | - | 9 946 | 4 351 | 3 | 2.9 |
| BAC 1-11 500 Series | 819 | 27 | 1 744 | 47 | 1 878 | 55 | 94 081 | 47 992 | 12 | 5.1 |
| Boeing 707-320C/336 | 367 | - | 114 | - | 494 | - | 6 911 | 30 456 | 2 | 8.4 |
| McDonnell-Douglas DC-10-30 | 2 243 | - | 435 | - | 2 829 | - | 40 218 | 314 955 | 8 | 11.4 |
| Boeing 747-200 | 265 | - | 78 | - | 346 | - | 11 331 | 56 354 | 1 | 9.3 |
| Sikorsky S61N | 23 | - | 587 | - | 196 | - | 6 766 | 271 | 1 | 6.4 |
| TOTAL | 3 852 | 27 | 3 254 | 47 | 6 060 | 55 | 169 253 | 454 379 | 27 | 7.2 |
| Air Bridge Carriers | | | | | | | | | | |
| Armstrong Whitworth Argosy | - | 31 | - | 101 | - | 118 | - | - | 2 | 1.9 |
| V953C Merchantman | - | 31 | - | 46 | - | 75 | - | - | 3 | 0.9 |
| TOTAL | - | 63 | - | 147 | - | 193 | - | - | 5 | 1.3 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km | Aircraft in | Avg. Daily |
|---------------------------------|-------------|-------|---------------|-------|----------------|-------|------------|---------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | used | service at | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr ended | per A/C |
| | | | | | | | | | Mar 1983 | (Hours) |
| | | | | | | | | | Mar 1983 | Qtr ended |
| Air Commuter | | | | | | | | | | |
| Cessna 500 Citation 1 | 1 | - | 2 | - | 2 | - | 7 | 3 | 1 | 0.1 |
| Piper PA23 Aztec (and Apache) | - | - | - | - | - | - | - | - | 2 | - |
| Cessna 404 Titan | 18 | - | 39 | - | 64 | - | 182 | 85 | 1 | 2.2 |
| Piper PA31/31P Navajo Chieftain | 6 | - | 12 | - | 20 | - | 50 | 23 | 1 | 0.4 |
| TOTAL | 25 | - | 53 | - | 86 | - | 239 | 112 | 5 | 0.6 |
| Air Continental | | | | | | | | | | |
| Piper PA31/31P Navajo Chieftn | - | - | - | - | - | - | - | - | - | 2.0 |
| TOTAL | - | - | - | - | - | - | - | - | - | 2.0 |
| Air Ecosse | | | | | | | | | | |
| De Havilland DHC-6 Twin Otter | - | - | - | - | - | - | - | - | 1 | - |
| Embraer EMB110 Bandeirante | 125 | - | 527 | - | 362 | - | 3 337 | 973 | 7 | 2.2 |
| Shorts 360 | 40 | - | 201 | - | 109 | - | 1 867 | 482 | 2 | 0.9 |
| TOTAL | 165 | - | 728 | - | 471 | - | 5 204 | 1 455 | 10 | 1.7 |
| Air Europe | | | | | | | | | | |
| Boeing 737-200 | 966 | - | 536 | - | 1 560 | - | 63 518 | 117 563 | 5 | 9.0 |
| TOTAL | 966 | - | 536 | - | 1 560 | - | 63 518 | 117 563 | 5 | 9.0 |
| Air UK | | | | | | | | | | |
| Fokker F27 100-400, 600 | 500 | - | 1 466 | - | 1 545 | - | 27 730 | 11 377 | 14 | 3.9 |
| Handley Page Herald 200 | 154 | 29 | 817 | 114 | 634 | 119 | 23 053 | 5 163 | 11 | 4.5 |
| Embraer EMB110 Bandeirante | 256 | - | 776 | - | 911 | - | 6 372 | 2 134 | 5 | 5.9 |
| Shorts 330 | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 910 | 29 | 3 059 | 114 | 3 089 | 119 | 57 155 | 18 674 | 31 | 4.5 |
| Aurigny Air Services | | | | | | | | | | |
| Pilatus BN-2A MK111 Trislander | 59 | - | 1 073 | - | 285 | - | 10 264 | 545 | 5 | 1.6 |
| Pilatus BN-2A Islander | 4 | - | 77 | - | 20 | - | 336 | 16 | 2 | 0.2 |
| De Havilland DHC-6 Twin Otter | 23 | - | 456 | - | 117 | - | 6 088 | 305 | 2 | 2.1 |
| TOTAL | 86 | - | 1 606 | - | 421 | - | 16 688 | 867 | 9 | 1.4 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km used (000) | Aircraft in service at Qtr ended Mar 1983 | Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1983 |
|---------------------------------------|--------------------|----------------|---------------|------------|----------------|------------|------------------------|--------------------------|--|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Passengers Uplifted | | | |
| Bristow Helicopters | | | | | | | | | | |
| Sikorsky S61N | 400 | - | 3 003 | - | 2 422 | - | 28 606 | 3 810 | 21 | 3.6 |
| Bell 206B Jet Ranger | - | - | - | - | - | - | - | - | 5 | - |
| MBB B0105 | - | - | - | - | - | - | - | - | 1 | - |
| Sikorsky S76 Spirit | 98 | - | 484 | - | 425 | - | 2 892 | 586 | 10 | 1.3 |
| Bell 212 | 57 | - | 1 580 | - | 379 | - | 7 772 | 280 | 5 | 2.4 |
| Aerospatiale AS332 Super Puma | 453 | - | 1 240 | - | 1 709 | - | 15 673 | 5 726 | 14 | 4.3 |
| TOTAL | 1 008 | - | 6 307 | - | 4 935 | - | 54 943 | 10 402 | 56 | 2.8 |
| Britannia Airways | | | | | | | | | | |
| Boeing 737-200 | 4 309 | - | 2 614 | - | 7 024 | - | 303 500 | 495 693 | 32 | 6.4 |
| TOTAL | 4 309 | - | 2 614 | - | 7 024 | - | 303 500 | 495 693 | 32 | 6.4 |
| British Air Ferries | | | | | | | | | | |
| Handley Page Herald 200 | 20 | 38 | 56 | 81 | 67 | 133 | 146 | 459 | 11 | 0.6 |
| BAE(HS)125 | - | - | - | - | - | - | - | - | 2 | - |
| Vickers Viscount 800 | 21 | 42 | 51 | 79 | 66 | 121 | 3 055 | 1 389 | 12 | 0.5 |
| TOTAL | 41 | 81 | 107 | 160 | 133 | 254 | 3 201 | 1 848 | 25 | 0.5 |
| British Caledonian Charter | | | | | | | | | | |
| McDonnell-Douglas DC-10-10 | 23 | - | 16 | - | 34 | - | 5 056 | 7 429 | 2 | 1.7 |
| TOTAL | 23 | - | 16 | - | 34 | - | 5 056 | 7 429 | 2 | 1.7 |
| British Caledonian Helicopters | | | | | | | | | | |
| Sikorsky S61N | 42 | - | 205 | - | 214 | - | 1 944 | 398 | 3 | 2.0 |
| Sikorsky S76 Spirit | 12 | - | 47 | - | 45 | - | 183 | 47 | 1 | 0.9 |
| Bell Model 214ST | 52 | - | 169 | - | 209 | - | 1 899 | 584 | 3 | 1.8 |
| TOTAL | 106 | - | 421 | - | 469 | - | 4 026 | 1 029 | 7 | 1.8 |
| British Executive Air Services | | | | | | | | | | |
| Bell 212 | 95 | - | 4 353 | - | 632 | - | 24 133 | 527 | 6 | 3.6 |
| TOTAL | 95 | - | 4 353 | - | 632 | - | 24 133 | 527 | 6 | 3.6 |
| British Island Airways | | | | | | | | | | |
| BAE(BAC) 1-11-300/400/475 | 154 | - | 173 | - | 286 | - | 8 985 | 11 068 | 4 | 2.0 |
| TOTAL | 154 | - | 173 | - | 286 | - | 8 985 | 11 068 | 4 | 2.0 |
| British Midland Airways | | | | | | | | | | |
| Fokker F27 100-400,600 | 353 | - | 1 085 | - | 1 319 | - | 26 672 | 8 713 | 7 | 5.4 |
| Shorls 330 | 42 | - | 257 | - | 222 | - | 3 233 | 527 | 1 | 6.3 |
| Vickers Viscount 800 | 153 | - | 481 | - | 530 | - | 18 893 | 6 872 | 8 | 2.0 |
| McDonnell-Douglas DC9-10/15 | 380 | - | 685 | - | 817 | - | 32 078 | 18 683 | 6 | 5.1 |
| Boeing 707-320C/336 | 41 | - | 44 | - | 72 | - | 8 700 | 8 039 | 3 | 0.9 |
| TOTAL | 969 | - | 2 552 | - | 2 960 | - | 89 576 | 42 835 | 25 | 3.7 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km | Aircraft in | Avg. Daily |
|-------------------------------------|--------------|-----------|---------------|------------|----------------|------------|----------------|----------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | used | service at | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr ended | per A/C |
| | | | | | | | | | Mar 1983 | (Hours) |
| | | | | | | | | | | Qtr ended |
| | | | | | | | | | | Mar 1983 |
| Bryan Aviation | | | | | | | | | | |
| BAE (HS) 125 | - | - | - | - | - | - | - | - | - | - |
| BAE (BAC) 1-11-300/400/475 | 6 | - | 3 | - | 11 | - | 10 | 64 | 1 | 0.4 |
| TOTAL | 6 | - | 3 | - | 11 | - | 10 | 64 | 1 | 0.2 |
| Brymon Airways | | | | | | | | | | |
| De Havilland DHC-7 Dash 7 | 110 | - | 466 | - | 407 | - | 9 448 | 3 227 | 3 | 4.2 |
| De Havilland DHC-6 Twin Otter | 78 | - | 499 | - | 385 | - | 3 328 | 745 | 2 | 6.2 |
| TOTAL | 189 | - | 965 | - | 792 | - | 12 776 | 3 973 | 5 | 5.0 |
| Burnthills High Hell Service | | | | | | | | | | |
| Bell 206B Jet Ranger | 4 | - | 72 | - | 26 | - | 97 | 5 | 2 | 0.7 |
| TOTAL | 4 | - | 72 | - | 26 | - | 97 | 5 | 2 | 0.7 |
| Dan-Air Services | | | | | | | | | | |
| BAE (HS) 748 | 266 | 36 | 899 | 122 | 969 | 131 | 19 682 | 6 993 | 17 | 2.0 |
| BAE (BAC) 1-11-200 Series | 147 | - | 254 | - | 326 | - | 10 586 | 7 165 | 2 | 5.3 |
| BAE (BAC) 1-11-300/400/475 | 304 | - | 458 | - | 617 | - | 23 262 | 18 770 | 4 | 4.1 |
| BAC 1-11 500 Series | 685 | - | 607 | - | 1 226 | - | 62 159 | 72 879 | 11 | 3.4 |
| Boeing 727-200/200 Advanced | 342 | - | 157 | - | 488 | - | 25 703 | 59 914 | 5 | 2.9 |
| Boeing 737-200 | 421 | - | 212 | - | 647 | - | 23 748 | 50 620 | 4 | 6.8 |
| Boeing 727-100/100C | 336 | - | 195 | - | 504 | - | 23 312 | 41 648 | 5 | 2.9 |
| TOTAL | 2 502 | 36 | 2 782 | 122 | 4 778 | 131 | 188 452 | 257 990 | 48 | 3.1 |
| Euroflite | | | | | | | | | | |
| Cessna 401/402/411/421 | - | - | - | - | - | - | - | - | 1 | - |
| Beechcraft 200 Super King Air | - | - | - | - | - | - | - | - | 1 | - |
| Cessna 404 Titan | 8 | - | 50 | - | 23 | - | 10 | 28 | 3 | 0.4 |
| Embraer EMB110 Bandeirante | 29 | - | 82 | - | 89 | - | 454 | 198 | 1 | 2.4 |
| TOTAL | 37 | - | 132 | - | 112 | - | 464 | 226 | 6 | 0.6 |
| Express Air Services/C1) | | | | | | | | | | |
| Handley Page Herald 200 | - | 42 | - | 297 | - | 185 | - | - | 2 | 2.8 |
| De Havilland DHC-6 Twin Otter | - | - | - | - | - | - | - | - | 1 | - |
| Partenavia P68B/C | 1 | - | 1 | - | 2 | - | 1 | 1 | 3 | - |
| TOTAL | 1 | 42 | 1 | 297 | 2 | 185 | 1 | 1 | 6 | 1.1 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km | Aircraft in | Avg. Daily |
|---------------------------------|-------------|-----------|---------------|-----------|----------------|------------|---------------|--------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | used | service at | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr ended | per A/C |
| | | | | | | | | | Mar 1983 | (Hours) |
| | | | | | | | | | Mar 1983 | |
| Guernsey Airlines | | | | | | | | | | |
| Shorts 330 | 7 | - | 16 | - | 27 | - | 395 | 172 | 1 | 0.9 |
| Vickers Viscount 700 | 1 | - | 2 | - | 2 | - | 116 | 29 | 1 | - |
| TOTAL | 7 | - | 18 | - | 30 | - | 511 | 201 | 2 | 0.5 |
| Heavylift Cargo Airlines | | | | | | | | | | |
| Canadair CL44 | - | - | - | - | - | - | - | - | 1 | - |
| Short Belfast | - | 96 | - | 46 | - | 230 | - | - | 3 | 3.0 |
| TOTAL | - | 96 | - | 46 | - | 230 | - | - | 4 | 2.3 |
| Instone Airlines | | | | | | | | | | |
| Bristol 170 Freighter | - | 2 | - | 7 | - | 11 | - | - | 2 | 0.4 |
| TOTAL | - | 2 | - | 7 | - | 11 | - | - | 2 | 0.4 |
| Inter City Airlines | | | | | | | | | | |
| Shorts 330 | 28 | 10 | 102 | 27 | 96 | 45 | 1 312 | 550 | 2 | 2.2 |
| Vickers Viscount 700 | 54 | - | 175 | - | 163 | - | 6 171 | 1 890 | 2 | 2.6 |
| TOTAL | 82 | 10 | 277 | 27 | 258 | 45 | 7 483 | 2 440 | 4 | 2.4 |
| Jersey European Airways | | | | | | | | | | |
| Pilatus BN-2A Islander | 1 | - | 18 | - | 9 | - | 99 | 7 | 2 | 0.1 |
| De Havilland DHC-6 Twin Otter | 54 | - | 288 | - | 258 | - | 1 750 | 519 | 3 | 3.1 |
| Embraer EMB110 Bandeirante | 42 | - | 134 | - | 164 | - | 1 410 | 447 | 1 | 4.6 |
| TOTAL | 97 | - | 440 | - | 431 | - | 3 259 | 973 | 6 | 2.4 |
| Lease Air T/A Genair | | | | | | | | | | |
| Embraer EMB110 Bandeirante | 84 | - | 519 | - | 350 | - | 585 | 648 | 4 | 3.1 |
| Shorts 360 | 39 | - | 158 | - | 130 | - | 2 116 | 680 | 1 | 4.0 |
| Shorts 330 | 171 | - | 851 | - | 664 | - | 7 080 | 2 151 | 5 | 4.1 |
| TOTAL | 294 | - | 1 528 | - | 1 144 | - | 9 781 | 3 479 | 10 | 3.7 |
| Logenair | | | | | | | | | | |
| Pilatus BN-2A Islander | 32 | - | 618 | - | 140 | - | 2 631 | 142 | 6 | 0.8 |
| De Havilland DHC-6 Twin Otter | 144 | - | 902 | - | 689 | - | 8 723 | 1 648 | 6 | 3.3 |
| Embraer EMB110 Bandeirante | 1 | - | 2 | - | 2 | - | - | 8 | 2 | - |
| Shorts 330 | 72 | - | 273 | - | 292 | - | 5 634 | 1 488 | 2 | 5.0 |
| TOTAL | 249 | - | 1 795 | - | 1 123 | - | 16 988 | 3 286 | 16 | 2.2 |
| Management Aviation | | | | | | | | | | |
| MBB BO 105 | 21 | - | 568 | - | 103 | - | 740 | 27 | 4 | 0.9 |
| Aerospatiale SA-365 Dauphin | 66 | 4 | 797 | 46 | 299 | 18 | 2 511 | 207 | 3 | 2.9 |
| TOTAL | 87 | 4 | 1 365 | 46 | 402 | 18 | 3 251 | 234 | 7 | 1.8 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km | Aircraft in | Avg. Daily |
|-------------------------------------|--------------|-----------|---------------|-----------|----------------|-----------|---------------|----------------|-------------|-------------|
| | Passenger | Cargo | Passenger | Cargo | Passenger | Cargo | Passengers | used | service at | Utilisation |
| | (000) | (000) | | | | | Uplifted | (000) | Qtr ended | per A/C |
| | | | | | | | | | Mar 1983 | (Hours) |
| | | | | | | | | | Qtr ended | Mar 1983 |
| Manx Airlines | | | | | | | | | | |
| Fokker F27 100-400 600 | 61 | - | 306 | - | 240 | - | 7 813 | 1 522 | 2 | 3.7 |
| Vickers Viscount 800 | 44 | - | 113 | - | 143 | - | 5 023 | 1 936 | 1 | 4.3 |
| TOTAL | 104 | - | 419 | - | 383 | - | 12 836 | 3 458 | 3 | 3.9 |
| Metropolitan Airways | | | | | | | | | | |
| Pilatus BN-2A Islander | 11 | - | 93 | - | 58 | - | 274 | 46 | 1 | 1.6 |
| De Havilland DHC-6 Twin Otter | 53 | - | 332 | - | 261 | - | 358 | 568 | 2 | 4.0 |
| TOTAL | 64 | - | 425 | - | 319 | - | 632 | 614 | 3 | 3.2 |
| Monarch Airlines | | | | | | | | | | |
| BAC 1-11-500 Series | 131 | - | 102 | - | 230 | - | 10 268 | 13 639 | 2 | 2.7 |
| Boeing 737-200 | 643 | - | 336 | - | 1 016 | - | 35 524 | 72 150 | 5 | 5.6 |
| Boeing 720B | 14 | - | 4 | - | 19 | - | - | 2 364 | - | 1.7 |
| Boeing 757-200 | 20 | - | 14 | - | 33 | - | 1 962 | 2 985 | 1 | 5.5 |
| TOTAL | 809 | - | 456 | - | 1 298 | - | 47 754 | 91 138 | 8 | 4.3 |
| Nightflight | | | | | | | | | | |
| Piper PA31/31P Navajo Chieftn | - | 16 | - | 45 | - | 52 | - | - | 1 | 1.7 |
| TOTAL | - | 16 | - | 45 | - | 52 | - | - | 1 | 1.7 |
| North Scottish Helicopters | | | | | | | | | | |
| Sikorsky S61N | - | - | - | - | - | - | - | - | - | 2.0 |
| MBB BO 105 | 39 | - | 1 351 | - | 194 | - | 1 593 | 45 | 4 | 2.0 |
| Sikorsky S76 Spirit | 99 | - | 329 | - | 367 | - | 1 879 | 556 | 5 | 2.0 |
| Aerospatiale SA365 Dauphin | 63 | - | 2 674 | - | 253 | - | 7 678 | 177 | 3 | 2.4 |
| Aerospatiale AS332 Super Puma | - | - | - | - | - | - | - | - | 1 | - |
| TOTAL | 201 | - | 4 354 | - | 814 | - | 11 150 | 778 | 13 | 2.0 |
| Orion Airways | | | | | | | | | | |
| Boeing 737-200 | 1 197 | - | 642 | - | 1 893 | - | 67 945 | 131 829 | 9 | 7.4 |
| TOTAL | 1 197 | - | 642 | - | 1 893 | - | 67 945 | 131 829 | 9 | 7.4 |
| Spacegrand Aviation Services | | | | | | | | | | |
| De Havilland DHC-6 Twin Otter | 39 | - | 318 | - | 183 | - | 2 406 | 328 | 2 | 2.8 |
| Piper PA31/31P Navajo Chieftn | 2 | - | 16 | - | 10 | - | 67 | 9 | 1 | 0.7 |
| TOTAL | 41 | - | 334 | - | 193 | - | 2 473 | 337 | 3 | 2.1 |

Table 12.2 cont.

| | Aircraft-km | | Stage flights | | Aircraft hours | | (b) | Seat-km used (000) | Aircraft in service at Qtr ended Mar 1983 | Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1983 |
|---------------------------|--------------------|----------------|---------------|--------------|----------------|--------------|------------------------|--------------------------|--|---|
| | Passenger (000) | Cargo (000) | Passenger | Cargo | Passenger | Cargo | Passengers Uplifted | | | |
| Telair Manchester | | | | | | | | | | |
| Pilatus BN-2A Islander | 10 | - | 76 | - | 72 | - | 52 | 11 | 2 | 1.2 |
| Beechcraft 95 Travel Air | 1 | - | 9 | - | 8 | - | 7 | 2 | 1 | 0.3 |
| TOTAL | 11 | - | 85 | - | 80 | - | 59 | 12 | 3 | 0.9 |
| Tradewinds Airways | | | | | | | | | | |
| Boeing 707-320C/336 | - | 262 | - | 91 | - | 358 | - | - | 2 | 5.8 |
| TOTAL | - | 262 | - | 91 | - | 358 | - | - | 2 | 5.8 |
| GRAND TOTAL | 37 422 | 668 | 59 752 | 1 149 | 74 032 | 1 653 | 2 475 690 | 4 508 081 | 600 | 4.0 |

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

(b) Excludes Passengers Uplifted on Sub Charter Operations

Passengers Uplifted on Domestic Routes for March 1983

(a)

Table 13

| | H e a t h r o w | G a t w i c k | S o u t h e n d | S t a n s t e d | A b e r d e e n | B a r r o w i n s | B e l f a s t | B e l f a s t H a r b o u r | B i r m i n g h a m | B l a c k p o o l | B o r n e m o u t h | B r i s t o l | C a r d i f f | (b) C h a n n e l I s | D u n d e e | M i d l a n d s E a s t | E d i n b u r g h | E x e t e r | G l a s g o w | H a w a r d e n | H u m b e r s i d e | |
|---------------------|--------------------------------------|---------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---|---------------------------------|--|--|---|--|---------------------------------|---------------------------------|--|----------------------------|--|---|----------------------------|---------------------------------|--------------------------------------|--|-----|
| Heathrow | 6 766 | | | | | | | | | | | | | | | | | | | | | |
| Gatwick | | | | | | | | | | | | | | | | | | | | | | |
| Southend | | | | | | | | | | | | | | | | | | | | | | |
| Stansted | | | | | | | | | | | | | | | | | | | | | | |
| Aberdeen | 26 355 | 6 177 | | | | | | | | | | | | | | | | | | | | |
| Barrow In Furness | | | | | | | | | | | | | | | | | | | | | | |
| Belfast | 55 335 | 4 503 | | | 229 | | | | | | | | | | | | | | | | | |
| Belfast Harbour | | | | | | | | | | | | | | | | | | | | | | |
| Birmingham | 7 025 | | | | 820 | | 5 343 | | | | | | | | | | | | | | | |
| Blackpool | | | | | | | | 623 | | | | | | | | | | | | | | |
| Bournemouth | | 114 | | | | | | | 42 | | | | | | | | | | | | | |
| Bristol | | | | | | | 777 | | | | | | | | | | | | | | | |
| Cardiff | | | | | | | 533 | | | | | 43 | 494 | | | | | | | | | |
| Channel Islands (b) | 18 274 | 13 193 | 741 | 340 | | | 36 | | 2 314 | | 3 587 | 468 | 1 077 | 14 715 | | | | | | | | |
| Dundee | | | | | 298 | | | | | | | | | | | | | | | | | |
| East Midlands | 3 513 | | | | 623 | | 3 002 | | | | | | | 2 225 | | | | | | | | |
| Edinburgh | 54 507 | 10 187 | | | 1 238 | | 2 951 | | 3 657 | | | | | | | | 471 | | | | | |
| Exeter | | 287 | | | | | | | | | | | | 1 270 | | | | | | | | |
| Glasgow | 66 904 | 10 177 | | | 5 800 | | 3 573 | 1 650 | 5 568 | | | 429 | 481 | 543 | | 3 816 | | | | | | |
| Harwarden | | | | | | | | | | | | | 32 | | | | | | | | | |
| Humberside | 1 721 | 243 | | | 690 | | | | | | | | | | | | | | | | 410 | |
| Inverness | 4 479 | | | | 126 | | | | | | | | | | | | | | | | 2 506 | |
| Isle of Man | 4 836 | | | | | | 1 154 | | 2 444 | | | | | | | | | | | | 747 | |
| Isles of Scilly | | | | | | | | | | | | | | | | | | | | | | |
| Kirkwall | | | | | 1 339 | | | | | | | | | | | | | 356 | | | 295 | |
| Leeds/Bradford | 8 888 | 1 282 | | | 1 164 | | 2 889 | | | | | 96 | 197 | | | | | 1 146 | | | 1 608 | |
| Liverpool | 5 729 | 899 | | | 941 | | 2 250 | | | | | | 36 | | | | | | | | 76 | |
| Londonderry | | | | | | | | | | | | | | | | | | | | | 610 | |
| Manchester | 45 572 | 10 811 | | | 2 444 | | 10 361 | | 64 | | 551 | | 116 | 2 615 | 1 010 | | | 2 683 | | | 5 054 | |
| Newcastle | 20 350 | 4 521 | | | 2 037 | | 1 044 | | 189 | | 106 | | 176 | | | | | | | | 599 | |
| Notwich | 1 364 | 478 | | | 2 058 | | | | 25 | | | | | | | | | 840 | | | 377 | 339 |
| Other Scottish | | | | | 1 256 | | | | | | | | | | | | | 921 | | | 5 589 | |
| Aerodromes | | | | | | | | | | | | | | | | | | | | | | |
| Penzance | | | | | | | | | | | | | | | | | | | | | | |
| Prestwick | | | | | 82 | | 83 | | | | | | | | | | | | | | | |
| Shoreham | | | | | | | | | | | | | | 137 | | | | | | | | |
| Southampton | | | | | | | | | | | | | 15 059 | | | | | | | | | |
| Sumburgh | | | | | 10 569 | | | | | | | | | | | | | | | | | |
| Swansea | | | | | | | | | | | | | | | | | | | | | | |
| Tees-side | 7 923 | 688 | | | 3 598 | | 668 | | | | | | | | | | | | | 688 | | 224 |
| Other Routes (c) | | | | | | | | | | | | | | | | | | | | | | |

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

(b) Comprises Alderney, Guernsey and Jersey.

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

Note: Passengers are counted in both directions.

Passengers Uplifted on Domestic Routes for March 1983

(a)

Table 13 cont'd

| | Inverness | Isle of Man | Isles of Scilly | Kirkwall | Leeds/Bradford | Liverpool | Londonderry | Manchester | Newcastle | Norwich | Other Scottish Aerodromes | Penzance | Prestwick | Shoreham | Southampton | Sumburgh | Swansea | Tees-side | Other Routes (c) |
|---------------------------|-----------|-------------|-----------------|----------|----------------|-----------|-------------|------------|-----------|---------|---------------------------|----------|-----------|----------|-------------|----------|---------|-----------|------------------|
| Heathrow | | | | | | | | | | | | | | | | | | | |
| Gatwick | | | | | | | | | | | | | | | | | | | |
| Southend | | | | | | | | | | | | | | | | | | | |
| Stansted | | | | | | | | | | | | | | | | | | | |
| Aberdeen | | | | | | | | | | | | | | | | | | | |
| Barrow in Furness | | | | | | | | | | | | | | | | | | | |
| Belfast | | | | | | | | | | | | | | | | | | | |
| Belfast Harbour | | | | | | | | | | | | | | | | | | | |
| Birmingham | | | | | | | | | | | | | | | | | | | |
| Blackpool | | | | | | | | | | | | | | | | | | | |
| Bournemouth | | | | | | | | | | | | | | | | | | | |
| Bristol | | | | | | | | | | | | | | | | | | | |
| Cardiff | | | | | | | | | | | | | | | | | | | |
| Channel Islands (b) | | | | | | | | | | | | | | | | | | | |
| Dundee | | | | | | | | | | | | | | | | | | | |
| East Midlands | | | | | | | | | | | | | | | | | | | |
| Edinburgh | | | | | | | | | | | | | | | | | | | |
| Exeter | | | | | | | | | | | | | | | | | | | |
| Glasgow | | | | | | | | | | | | | | | | | | | |
| Hawarden | | | | | | | | | | | | | | | | | | | |
| Humberside | | | | | | | | | | | | | | | | | | | |
| Inverness | | | | | | | | | | | | | | | | | | | |
| Isle of Man | | | | | | | | | | | | | | | | | | | |
| Isles of Scilly | | | | | | | | | | | | | | | | | | | |
| Kirkwall | 686 | | | | | | | | | | | | | | | | | | |
| Leeds/Bradford | | | | | | | | | | | | | | | | | | | |
| Liverpool | | 2 658 | | | | | | | | | | | | | | | | | |
| Londonderry | | | | | | | | | | | | | | | | | | | |
| Manchester | | 3 714 | | | | | | | | | | | | | | | | | |
| Newcastle | | | | | | | | 592 | | | | | | | | | | | |
| Norwich | | | | | 434 | 29 | | | 3 | | | | | | | | | | |
| Other Scottish Aerodromes | 2 237 | | | 2 436 | | | | | | | 1 354 | | | | | | | | |
| Penzance | | | 4 049 | | | | | | | | | | | | | | | | |
| Prestwick | | | | | | | | | | | | | | | | | | | |
| Shoreham | | | | | | | | | | | | | | | | | | | |
| Southampton | | | | | | | | | | | | | | | | | | | |
| Sumburgh | | | | 1 062 | | | | | | | | | | | | | | | |
| Swansea | | | | | | | | | | | | | | | | | | | |
| Tees-side | | | | | | | | | 1 149 | | | | | | | | | | |
| Other Routes (c) | | | | | | | | | | | | | | | | | | | 803 |

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

(b) Comprises Alderney, Guernsey and Jersey.

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

NOTE: Passengers are counted in both directions.

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

Table 14.1

| Class 1 | Fare groups | | | | | | | | | Class Fares | Total Passengers |
|---------------|-------------|---------|---------|---------------------|--------------|----------|-----------------|-------------------|---------|----------------|---------------------|
| | First | Premium | Economy | Advance Purchase | Off- Peak | Discount | Part Charter | Inclusive Tour | Standby | | |
| All | 36 441 | 208 852 | 700 842 | 99 570 | 3 139 | 266 923 | 28 155 | 99 205 | 17 310 | 154 011 | 1 614 448 |
| International | 36 382 | 208 423 | 275 993 | 85 388 | 2 768 | 196 370 | 23 669 | 82 201 | 7 237 | 132 109 | 1 050 540 |
| Domestic | 59 | 429 | 424 849 | 14 182 | 371 | 70 553 | 4 486 | 17 004 | 10 073 | 21 902 | 563 908 |

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

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

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

Table 14.2

| | | Charter categories | | | | Total Passengers |
|------------|---------------|--------------------|----------|---------|---------|---------------------|
| | | ABC | Affinity | ITC | Other | |
| Class 2 | All | 1 023 | 701 | - | 27 610 | 29 334 |
| | International | 1 023 | 701 | - | 27 204 | 28 928 |
| | Domestic | - | - | - | 406 | 406 |
| Class 3 | All | - | - | 680 861 | - | 680 861 |
| | International | - | - | 680 861 | - | 680 861 |
| | Domestic | - | - | - | - | - |
| Class 4 | All | 113 | - | 3 062 | 1 424 | 4 599 |
| | International | 113 | - | 3 062 | 1 424 | 4 599 |
| | Domestic | - | - | - | - | - |
| Class 7 | All | - | - | - | 141 513 | 141 513 |
| | International | - | - | - | 141 490 | 141 490 |
| | Domestic | - | - | - | 23 | 23 |
| Exempt (b) | All | - | - | - | 46 633 | 46 633 |
| | International | - | - | - | 31 445 | 31 445 |
| | Domestic | - | - | - | 15 188 | 15 188 |
| TOTAL | All | 1 136 | 701 | 683 923 | 217 180 | 902 940 |
| | International | 1 136 | 701 | 683 923 | 201 563 | 887 323 |
| | Domestic | - | - | - | 15 617 | 15 617 |

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

(b) Excludes Exempt Subcharter passengers

Public Transport Air-Taxi Operations (a)

Table 15
Jan - Mar 1983

| | Stage flights | Aircraft Hours |
|--------------------------------|---------------|----------------|
| Aérospatiale AS332 Super Puma | 2 | 2 |
| Aérospatiale AS355 Ecureuil 2 | 34 | 45 |
| Aérospatiale SA350 Ecureuil | 365 | 214 |
| Agusta A109A | 67 | 19 |
| BAE (HS) 125 | 646 | 902 |
| Beech Kingair 90/100 | 698 | 1 237 |
| Beechcraft Baron Mod.55/58/58P | 30 | 35 |
| Beechcraft Queen-Air 65/80 | 36 | 25 |
| Beechcraft 200 Super King Air | 831 | 888 |
| Beechcraft 76 Duchess | 4 | 4 |
| Beechcraft 95 Travel Air | 17 | 17 |
| Bell 206B Jet Ranger | 1 676 | 906 |
| Bell 206L Long Ranger | 197 | 130 |
| Bell 47G | 4 | 9 |
| Cessna 172 Skyhawk | 47 | 35 |
| Cessna 180 Skywagon | 34 | 11 |
| Cessna 310 | 433 | 361 |
| Cessna 336/337 Skymaster | 6 | 8 |
| Cessna 340 | 34 | 21 |
| Cessna 401/402/411/421 | 284 | 281 |
| Cessna 404 Titan | 1 434 | 1 316 |
| Cessna 414A Chancellor | 75 | 133 |
| Cessna 425 Corsair | 87 | 125 |
| Cessna 441 Conquest | 255 | 246 |
| Cessna 500 Citation 1 | 68 | 71 |
| Cessna 550 Citation 2 | 226 | 332 |
| Dassault Mystere-Falcon 20 | 87 | 118 |
| De Havilland DHC-6 Twin Otter | 1 163 | 995 |
| Douglas DC3/C47 Dakota | 547 | 478 |
| Embraer EMB110 Bandeirante | 3 622 | 4 009 |
| Enstrom F28A/F280 Shark | 74 | 56 |
| Gates Learjet 35A | 165 | 257 |
| Grumman GA-7 Cougar | 28 | 66 |
| Handley Page Jet stream 31/200 | 176 | 170 |
| Hughes 500 | 114 | 60 |
| MBB BO 105 | 488 | 429 |
| Partenavia P68B/C | 213 | 202 |
| Pilatus BN-2A Islander | 1 309 | 1 094 |
| Pilatus BN-2A MK111 Trislander | 158 | 262 |
| Piper Aerostar 600/601/601P | 8 | 54 |
| Piper PA23 Aztec (and Apache) | 2 464 | 2 756 |
| Piper PA 34 Seneca II | 70 | 111 |
| Piper PA28 Cherokee SRS/PA32 | 12 | 12 |
| Piper PA 30/PA39 Twin Comanche | 312 | 320 |
| Piper PA 31/31P Navajo Chieftn | 2 383 | 2 707 |
| Ro. Turbo Commander 680T/690 | 10 | 10 |
| Shorts SC7 Skyvan | 4 | 4 |
| Shorts 330 | 1 000 | 874 |
| Shorts 360 | 11 | 15 |
| Sikorsky S61N | 13 | 11 |
| Sikorsky S76 Spirit | 165 | 56 |
| Swearingen Merlin IIA/IIB/IIIB | 51 | 58 |
| TOTAL | 22 237 | 22 554 |

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

Appendix Definitions - UK Airline Statistics (a)

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

CLASSES OF LICENCE

- Licence** means an air transport licence granted under Section 65 of the Civil Aviation Act 1982.
- Class 1** authorises scheduled service flights;
- Class 2** authorises the carriage of charter categories other than ITC's and sole use;
- Class 3** authorises inclusive tour charter flights;
- Class 4** authorises the carriage, on the same aircraft, of ITC's and other categories, other than sole use;
- Class 5** authorises substitute charter flights (except exempted operations) for other UK airlines using UK registered aircraft;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.
- NB** These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specifications for each class of licence is published in the Civil Aviation Authority Official Record Series 1.

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

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

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

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

TYPES OF SERVICES

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

MEASURES AND THEIR COMPUTATION

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

| | |
|--------------------------------|---|
| Aircraft days available | The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies. |
| Aircraft hours | An aircraft hour is said to be performed when a aircraft operates one hour, aircraft hours are measured on the basis of block-to-block times i.e the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point. |

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

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