

***Civil Aviation Authority***

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## **UK Airlines**

**monthly operating and traffic  
statistics (up to  
and including February 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 as amended.

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

### 2 CONVENTIONS

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

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

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

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

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

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

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

### 3 ENQUIRIES

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

Civil Aviation Authority  
Room T414  
CAA House                      Tel. 01 379 7311 Ext. 2504 or 2223  
45/59 Kingsway  
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 February 1983(a)(b)

Table 1

	Output in available tonne - kilometres (000 000)	Percentage of all available tonne - kilometres
British Airways	6 870	61.87
British Caledonian Airways	1 498	13.49
Britannia Airways	749	6.75
Dan Air services	468	4.21
British Airtours	335	3.02
Air Europe	247	2.22
Monarch Airlines	229	2.06
Orion Airways	193	1.74
British Midland Airways	144	1.30
Tradewinds Airways	129	1.16
Air UK	49	0.44
Heavylift Cargo Airlines	42	0.38
British Island Airways	27	0.24
British Air Ferries	26	0.23
British Airways Helicopters	21	0.19
Bristow Helicopters	14	0.13
Air Bridge Carriers	14	0.13
Others (25 airlines)	49	0.44

(a) Excludes Air Taxi Operations

(b) Excludes Cathay Pacific Airways



Main Outputs of UK  
Airlines(a) 1956-1982

Table 2

	Available tonne-km		
	Total	Scheduled services	Non-scheduled services
	(000 000)	(000 000)	(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			
February 1982	12 903	9 797	3 106
February 1983	11 777	9 020	2 757
Latest year's growth (percentages)	-8.7	-7.9	-11.2
Mean rates of growth (percentages)			
to 1982			
20 years	9.4	8.7	11.4
10 years	5.3	7.0	1.3
5 years	-	3.4	-8.3

(a) Excludes Air Taxi Operations.

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Passenger Services</b>														
British Airways	15 167	12 765	24 640	933 576	3 671 731	2 133 212	58.1	14 171	453 713	267 127	11 150	62 062	193 915	58.9
British Airways Helicopters	5	88	31	1 444	142	87	61.0	11	11	8	-	-	7	72.2
British Caledonian Airways	3 202	2 736	5 103	116 261	647 504	302 773	46.8	3 220	91 373	47 921	980	19 054	27 887	52.4
Air Commuter	21	44	68	207	164	97	59.1	-	12	8	-	-	8	63.4
Air Ecosse	165	922	506	4 251	2 469	1 188	48.1	5	214	97	-	-	96	45.3
Air UK	769	2 626	2 551	41 718	29 797	14 046	47.1	142	2 932	1 242	8	41	1 193	42.4
Aurigny Air Services	68	1 285	336	11 665	1 191	603	50.6	91	99	54	-	5	48	54.5
British Midland Airways	716	2 096	2 321	59 261	45 933	22 488	49.0	83	4 448	1 785	3	28	1 754	40.1
Brymon Airways	114	705	511	6 423	3 525	1 819	51.6	5	335	150	-	1	149	44.9
Burnthills High Heli Service	5	91	33	117	19	7	36.2	-	1	1	-	-	1	35.9
Cathay Pacific Airways (a)	641	112	827	12 886	257 830	138 217	53.6	615	35 589	19 331	370	5 612	13 349	54.3
Dan-Air Services	477	1 380	1 433	27 036	29 995	13 822	46.1	144	2 571	1 199	10	84	1 105	46.6
Euroflite	27	75	79	363	386	129	33.3	-	34	10	-	-	10	30.9
Guernsey Airlines	7	15	26	332	196	145	73.8	-	22	12	-	-	12	55.3
Inter City Airlines	38	154	147	1 182	895	490	54.8	-	97	41	-	-	41	42.4
Jersey European Airways	84	368	375	3 013	1 483	707	47.6	2	109	56	1	-	56	51.9
Lease Air T/A Genair	210	998	797	7 333	5 932	2 213	37.3	-	474	175	-	-	175	36.9
Loganair	213	1 561	951	14 233	4 147	2 785	67.2	-	373	251	-	-	251	67.1
Manx Airlines	140	703	543	12 791	5 763	3 153	54.7	59	510	267	-	15	252	52.5
Metropolitan Airways	12	108	56	383	147	66	44.7	-	11	5	-	-	5	47.0
Spacegrand Aviation Services	34	270	156	1 541	587	231	39.4	3	40	18	-	-	17	43.9
<b>TOTAL Passenger Services</b>	<b>22 113</b>	<b>29 102</b>	<b>41 490</b>	<b>1 256 016</b>	<b>4 709 837</b>	<b>2 638 275</b>	<b>56.0</b>	<b>18 552</b>	<b>592 968</b>	<b>339 757</b>	<b>12 523</b>	<b>86 902</b>	<b>240 332</b>	<b>57.3</b>
<b>Cargo Services</b>														
British Airways	198	32	252	-	-	-	-	254	3 679	2 488	-	2 488	-	67.6
British Caledonian Airways	23	45	53	-	-	-	-	314	192	162	157	5	-	84.3
Air Bridge Carriers	20	75	71	-	-	-	-	470	279	124	-	124	-	44.3
Air UK	51	164	189	-	-	-	-	494	236	161	11	150	-	68.2
British Air Ferries	5	9	19	-	-	-	-	30	30	19	-	19	-	62.6
British Midland Airways	21	40	61	-	-	-	-	138	146	73	-	73	-	50.4
Cathay Pacific Airways (a)	184	40	246	-	-	-	-	485	18 439	5 272	12	5 261	-	28.6
Express Air Services (CI)	21	135	93	-	-	-	-	539	113	91	-	91	-	79.8
Nightflight	13	38	44	-	-	-	-	16	9	6	-	6	-	60.8
<b>TOTAL Cargo Services</b>	<b>537</b>	<b>578</b>	<b>1 028</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 741</b>	<b>23 125</b>	<b>8 396</b>	<b>180</b>	<b>8 216</b>	<b>-</b>	<b>36.3</b>
<b>GRAND TOTAL</b>	<b>22 651</b>	<b>29 680</b>	<b>42 518</b>	<b>1 256 016</b>	<b>4 709 837</b>	<b>2 638 275</b>	<b>56.0</b>	<b>21 293</b>	<b>616 093</b>	<b>348 153</b>	<b>12 703</b>	<b>95 118</b>	<b>240 332</b>	<b>56.5</b>

(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)	
<b>Passenger Services</b>														
British Airways	13 557	8 761	20 695	674 824	3 482 106	2 018 113	58.0	13 241	434 819	257 370	10 952	61 871	184 548	59.2
British Caledonian Airways	2 916	1 604	4 297	80 953	619 967	289 225	46.7	3 083	88 384	46 752	935	19 030	26 788	52.9
Air Commuter	21	44	68	207	164	97	59.1	-	12	8	-	-	8	63.4
Air Ecosse	12	40	37	164	177	66	37.4	-	15	5	-	-	5	34.4
Air UK	496	1 311	1 535	16 662	17 168	6 976	40.6	68	1 709	622	-	29	592	36.4
Aurigny Air Services	68	1 285	336	11 665	1 191	603	50.6	91	99	54	-	5	48	54.5
British Midland Airways	114	260	368	5 165	5 192	2 258	43.5	14	492	182	-	6	176	37.0
Brymon Airways	10	39	40	181	217	59	27.0	-	19	5	-	-	5	25.7
Cathay Pacific Airways (b)	641	112	827	12 886	257 830	138 217	53.6	615	35 589	19 331	370	5 612	13 349	54.3
Dan-Air Services	231	517	616	10 949	15 595	6 632	42.5	61	1 335	571	-	40	531	42.7
Euroflite	27	75	79	363	386	129	33.3	-	34	10	-	-	10	30.9
Inter City Airlines	19	78	68	155	302	74	24.6	-	30	6	-	-	6	19.6
Jersey European Airways	73	320	321	2 751	1 280	624	48.8	2	95	50	1	-	49	52.4
Lease Air T/A Genair	22	38	66	263	623	153	24.6	-	50	12	-	-	12	24.3
Manx Airlines	5	40	22	273	97	35	36.5	-	8	3	-	-	3	35.2
Metropolitan Airways	3	38	15	240	50	48	95.8	-	3	4	-	-	4	..
Spacegrand Aviation Services	3	25	12	42	39	10	25.9	-	4	1	-	-	1	19.1
<b>TOTAL Passenger Services</b>	<b>18 217</b>	<b>14 587</b>	<b>29 404</b>	<b>817 743</b>	<b>4 402 383</b>	<b>2 463 318</b>	<b>56.0</b>	<b>17 178</b>	<b>562 697</b>	<b>324 985</b>	<b>12 257</b>	<b>86 593</b>	<b>226 135</b>	<b>57.8</b>
<b>Cargo Services</b>														
British Airways	198	32	252	-	-	-	-	254	3 679	2 488	-	2 488	-	67.6
British Caledonian Airways	5	13	15	-	-	-	-	14	8	5	-	5	-	66.3
Air UK	24	56	83	-	-	-	-	205	108	86	-	86	-	79.7
British Air Ferries	5	9	19	-	-	-	-	30	30	19	-	19	-	62.6
British Midland Airways	21	40	61	-	-	-	-	138	146	73	-	73	-	50.4
Cathay Pacific Airways (b)	184	40	246	-	-	-	-	485	18 439	5 272	12	5 261	-	28.6
Nightflight	13	38	44	-	-	-	-	16	9	6	-	6	-	60.8
<b>TOTAL Cargo Services</b>	<b>451</b>	<b>228</b>	<b>721</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 143</b>	<b>22 420</b>	<b>7 950</b>	<b>12</b>	<b>7 938</b>	<b>-</b>	<b>35.5</b>
<b>GRAND TOTAL</b>	<b>18 668</b>	<b>14 815</b>	<b>30 125</b>	<b>817 743</b>	<b>4 402 383</b>	<b>2 463 318</b>	<b>56.0</b>	<b>18 321</b>	<b>585 117</b>	<b>332 935</b>	<b>12 269</b>	<b>94 531</b>	<b>226 135</b>	<b>56.9</b>

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

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

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Passenger (000)	As percentage of available
	Total (000)	Mail (000)	Cargo (000)											
Passenger Services														
British Airways	1 610	4 004	3 944	258 752	189 625	115 099	60.7	930	18 894	9 756	199	191	9 367	51.6
British Airways Helicopters	5	88	31	1 444	142	87	61.0	11	11	8	-	-	7	72.2
British Caledonian Airways	286	1 132	806	35 308	27 538	13 548	49.2	137	2 990	1 169	45	24	1 099	39.1
Air Ecosse	153	882	469	4 087	2 292	1 122	48.9	5	199	92	-	-	91	46.1
Air UK	272	1 315	1 015	25 056	12 629	7 070	56.0	74	1 223	620	8	11	600	50.7
British Midland Airways	602	1 836	1 952	54 096	40 741	20 230	49.7	69	3 956	1 603	3	22	1 578	40.5
Brymon Airways	104	666	471	6 242	3 308	1 760	53.2	5	316	146	-	1	144	46.0
Burnthills High Heli Service	5	91	33	117	19	7	36.2	-	1	1	-	-	1	35.9
Dan-Air Services	247	863	817	16 087	14 400	7 190	49.9	83	1 235	628	10	44	575	50.8
Guernsey Airlines	7	15	26	332	196	145	73.8	-	22	12	-	-	12	55.3
Inter City Airlines	20	76	79	1 027	593	416	70.1	-	67	35	-	-	35	52.6
Jersey European Airways	11	48	54	262	203	82	40.4	-	14	7	-	-	7	48.4
Lease Air T/A Genair	188	960	731	7 070	5 309	2 060	38.8	-	424	163	-	-	163	38.3
Logenair	213	1 561	951	14 233	4 147	2 785	67.2	-	373	251	-	-	251	67.1
Manx Airlines	135	663	521	12 518	5 666	3 118	55.0	58	502	264	-	15	249	52.7
Metropolitan Airways	9	70	41	143	96	18	18.2	-	8	1	-	-	1	17.9
Spacegrand Aviation Services	30	245	144	1 499	548	221	40.4	3	36	17	-	-	17	46.5
TOTAL Passenger Services	3 897	14 515	12 086	438 273	307 454	174 957	56.9	1 375	30 271	14 772	266	309	14 197	48.8
Cargo Services														
British Caledonian Airways	18	32	38	-	-	-	-	300	185	157	157	-	-	85.1
Air Bridge Carriers	20	75	71	-	-	-	-	470	279	124	-	124	-	44.3
Air UK	28	108	106	-	-	-	-	289	128	75	11	63	-	58.6
Express Air Services (CI)	21	135	93	-	-	-	-	539	113	91	-	91	-	79.8
Total Cargo Services	86	350	307	-	-	-	-	1 598	706	446	169	278	-	63.3
GRAND TOTAL	3 983	14 865	12 394	438 273	307 454	174 957	56.9	2 973	30 976	15 218	434	586	14 197	49.1

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

	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	66	32	90	2 726	7 749	6 825	88.1	-	819	628	3	8	618	76.7
British Airtours	704	363	1 089	59 771	156 073	131 219	84.1	-	14 504	11 126	19	30	11 077	76.7
British Airways Helicopters	488	3 472	2 281	46 554	14 696	10 338	70.3	293	1 707	874	-	46	828	51.2
British Caledonian Airways	76	75	140	7 394	8 503	7 730	90.9	-	802	665	-	-	665	83.0
Air Bridge Carriers	36	75	104	-	-	-	-	802	570	408	-	408	-	71.5
Air Europe	773	433	1 257	49 973	100 387	90 607	90.3	-	9 497	7 249	-	-	7 249	76.3
Bristow Helicopters	819	5 039	4 139	47 380	13 639	9 572	70.2	307	1 267	923	-	55	868	72.8
Britannia Airways	3 095	1 944	5 054	213 220	402 416	338 851	84.2	-	34 217	28 804	-	-	28 804	84.2
British Air Ferries	108	219	331	2 348	3 099	1 826	58.9	186	686	402	-	252	149	58.6
British Caledonian Helicopters	67	322	306	3 206	1 214	677	55.8	21	131	61	-	4	57	46.6
British Executive Air Services	82	3 870	546	21 507	902	456	50.6	187	82	45	-	4	41	54.9
British Island Airways	103	125	196	6 806	9 134	7 551	82.7	-	821	604	-	-	604	73.6
British Midland Airways	74	60	118	7 110	11 158	9 399	84.2	-	1 505	734	-	2	732	48.8
Bryan Aviation	1	2	2	44	12	11	95.7	-	3	1	-	-	1	29.3
Brymon Airways	53	132	185	3 434	2 647	1 378	52.1	21	265	121	-	8	113	45.8
Dan-Air Services	1 543	1 240	2 655	111 115	201 889	178 635	88.5	266	16 317	14 373	68	12	14 293	88.1
Euroflite	5	39	23	-	48	74	..	-	4	6	-	-	6	..
Express Air Services (CI)	11	74	51	-	-	-	-	116	50	30	30	-	-	60.0
Guernsey Airlines	1	1	2	58	35	34	96.7	-	4	3	-	-	3	83.3
Heavylift Cargo Airlines	134	61	317	-	-	-	-	373	4 553	2 555	-	2 555	-	56.1
Instone Airlines	3	5	14	-	-	-	-	21	17	11	-	11	-	66.6
Inter City Airlines	53	170	189	5 261	2 646	1 589	60.1	81	293	162	-	28	134	55.3
Jersey European Airways	13	62	53	-	228	148	64.9	-	15	12	-	-	12	77.4
Lease Air T/A Genair	52	362	231	-	839	411	49.0	-	67	33	-	1	32	49.4
Loganair	9	50	37	-	266	48	18.2	-	24	4	-	-	4	18.1
Management Aviation	83	1 275	389	2 869	783	221	28.2	46	65	20	-	3	17	30.8
Manx Airlines	-	-	-	-	-	10	-	-	-	1	-	-	1	-
Metropolitan Airways	41	235	200	-	817	426	52.1	-	69	34	-	-	34	49.0
Monarch Airlines	522	312	849	29 433	68 200	60 317	88.4	-	6 196	5 431	-	1	5 430	87.6
North Scottish Helicopters	161	2 564	681	6 455	1 505	647	43.0	-	120	54	-	-	54	45.0
Orion Airways	850	468	1 356	48 176	110 539	96 926	87.7	-	10 459	7 753	-	-	7 753	74.1
Tradewinds Airways	249	88	338	-	-	-	-	1 680	9 844	7 998	-	7 998	-	81.3
TOTAL	10 274	23 169	23 219	674 840	1 119 423	955 926	85.4	4 398	114 975	91 126	121	11 426	79 580	79.3
Total sub-charter operations performed on behalf of UK Airlines	251	903	828	..	13 008	8 878	68.3	..	1 552	1 055	19	273	763	68.0
Total excluding sub-charter operations performed on behalf of UK Airlines	10 023	22 266	22 391	674 840	1 106 415	947 048	85.6	4 398	113 423	90 071	102	11 153	78 817	79.4

(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.

	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	66	32	90	2 726	7 749	6 825	88.1	-	819	628	3	8	618	76.7
British Airtrons	704	363	1 089	59 771	156 073	131 219	84.1	-	14 504	11 126	19	30	11 077	76.7
British Airways Helicopters	485	3 459	2 268	46 554	14 696	10 338	70.3	248	1 693	864	-	36	828	51.0
British Caledonian Airways	76	75	140	7 394	8 503	7 730	90.9	-	802	665	-	-	665	83.0
Air Bridge Carriers	7	9	19	-	-	-	-	72	125	71	-	71	-	57.0
Air Europe	773	433	1 257	49 973	100 387	90 607	90.3	-	9 497	7 249	-	-	7 249	76.3
Bristow Helicopters	819	5 039	4 139	47 380	13 639	9 572	70.2	307	1 267	923	-	55	868	72.8
Britannia Airways	3 095	1 944	5 054	213 220	402 416	338 851	84.2	-	34 217	28 804	-	-	28 804	84.2
British Air Ferries	79	155	247	311	2 003	948	46.6	15	486	235	-	156	79	48.1
British Caledonian Helicopters	67	322	306	3 206	1 214	677	55.8	21	131	61	-	4	57	46.6
British Executive Air Services	82	3 870	546	21 507	902	456	50.6	187	82	45	-	4	41	54.9
British Island Airways	102	123	194	6 628	9 080	7 497	82.6	-	816	600	-	-	600	73.5
British Midland Airways	73	58	115	6 878	10 908	9 261	84.9	-	1 466	723	-	2	721	49.3
Dan-Air Services	1 487	1 045	2 450	108 143	200 618	177 737	88.6	6	16 063	14 226	-	5	14 221	88.6
Euroflite	5	39	23	-	48	74	..	-	4	6	-	-	6	..
Heavylift Cargo Airlines	134	61	317	-	-	-	-	373	4 553	2 555	-	2 555	-	56.1
Instone Airlines	3	5	14	-	-	-	-	21	17	11	-	11	-	66.6
Inter City Airlines	9	24	44	-	-	-	-	58	29	20	-	21	-	69.0
Lease Air T/A Genair	5	36	20	-	74	26	35.2	-	6	2	-	-	2	36.1
Management Aviation	83	1 275	389	2 869	783	221	28.2	46	65	20	-	3	17	30.8
Monarch Airlines	522	312	849	29 433	68 200	60 317	88.4	-	6 196	5 431	-	1	5 430	87.6
North Scottish Helicopters	161	2 564	681	6 455	1 505	647	43.0	-	120	54	-	-	54	45.0
Orion Airways	850	468	1 356	48 176	110 539	96 926	87.7	-	10 459	7 753	-	-	7 753	74.1
Tradewinds Airways	249	88	338	-	-	-	-	1 680	9 844	7 998	-	7 998	-	81.3
TOTAL	9 937	21 799	21 942	660 624	1 109 337	949 928	85.6	3 034	113 261	90 071	21	10 960	79 089	79.5
Total sub-charter operations performed on behalf of UK Airlines	141	230	327	..	10 933	7 827	71.6	..	1 382	970	19	272	680	70.2
Total excluding sub-charter operations performed on behalf of UK Airlines	9 796	21 569	21 615	660 624	1 098 404	942 101	85.8	3 034	111 879	89 101	3	10 688	78 409	79.6

(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.

	Aircraft-km (000)	Stage flights	Aircraft hours	(c) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	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 Helicopters	3	13	13	-	-	-	-	45	14	10	-	10	-	71.4
Air-Bridge Carriers	29	66	85	-	-	-	-	730	445	337	-	337	-	75.6
British Air Ferries	29	64	84	2 037	1 096	879	80.2	170	201	167	-	96	70	83.1
British Island Airways	1	2	2	178	54	54	100.0	-	5	4	-	-	4	88.8
British Midland Airways	1	2	2	232	251	138	55.0	-	39	11	-	-	11	27.8
Bryan Aviation	1	2	1	44	12	11	95.7	-	3	1	-	-	1	29.3
Brymon Airways	53	132	185	3 434	2 647	1 378	52.1	21	265	121	-	8	113	45.8
Dan-Air Services	56	195	205	2 972	1 272	898	70.6	259	254	147	68	7	72	57.8
Express Air Services (CI)	11	74	51	-	-	-	-	116	50	30	30	-	-	60.0
Guernsey Airlines	1	1	2	58	35	34	96.7	-	4	3	-	-	3	83.3
Inter City Airlines	44	146	146	5 261	2 646	1 589	60.1	23	265	142	-	7	137	53.6
Jersey European Airways	13	62	53	-	228	148	64.9	-	15	12	-	-	12	77.4
Lease Air T/A Genair	48	326	211	-	764	385	50.4	-	61	31	-	1	30	50.7
Logenair	9	50	37	-	266	48	18.2	-	24	4	-	-	4	18.1
Manx Airlines	-	-	-	-	-	10	-	-	-	1	-	-	1	-
Metropolitan Airways	41	235	200	-	817	426	52.1	-	69	34	-	-	34	49.0
TOTAL	337	1 370	1 277	14 216	10 086	5 998	59.5	1 364	1 713	1 054	98	466	492	61.6
∞ Total sub-charter operations performed on behalf of UK Airlines	110	673	501	..	2 075	1 051	50.7	..	170	85	-	1	84	49.9
Total Excluding sub-charter operations performed on behalf of UK Airlines	227	697	776	14 216	8 011	4 947	61.8	1 364	1 543	969	98	465	408	62.8

(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

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat-km		As
				ABC	Affinity	Other	Available (000)	Used (000)	percentage of available
British Airways	17	3	11	-	248	-	1 661	1 373	82.7
British Airtours	16	2	21	-	-	290	2 971	2 279	76.7
British Caledonian Airways	5	8	11	-	-	458	493	272	55.0
British Midland Airways	10	2	13	-	-	418	2 167	2 146	99.1
Dan-Air Services	233	84	324	-	-	11 767	39 444	36 863	93.5
Monarch Airlines	92	44	147	-	-	4 650	12 005	10 582	88.2
TOTAL	373	143	526	-	248	17 583	58 741	53 516	91.1

	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	-	168	132	-	-	132	78.6
British Airtours	-	270	226	-	-	226	83.4
British Caledonian Airways	-	51	23	-	-	23	46.0
British Midland Airways	-	334	167	-	-	167	50.2
Dan-Air Services	-	3 157	2 949	-	-	2 949	93.4
Monarch Airlines	-	1 090	953	-	-	953	87.4
TOTAL	-	5 070	4 450	-	-	4 450	87.8



	Aircraft -km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted Affinity	Other	Available (000)	Seat-km Used (000)	As percentage of available
British Airways	17	3	11	-	248	-	1 661	1 373	82.7
British Airtours	16	2	21	-	-	290	2 971	2 279	76.7
British Caledonian Airways	5	8	11	-	-	458	493	272	55.0
British Midland Airways	10	2	13	-	-	418	2 167	2 146	99.1
Dan-Air Services	233	84	324	-	-	11 767	39 444	36 863	93.5
Monarch Airlines	92	44	147	-	-	4 650	12 005	10 582	88.2
TOTAL	373	143	526	-	248	17 583	58 741	53 516	91.1

	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	-	168	132	-	-	132	78.6
British Airtours	-	270	226	-	-	226	83.4
British Caledonian Airways	-	51	23	-	-	23	46.0
British Midland Airways	-	334	167	-	-	167	50.2
Dan-Air Services	-	3 157	2 949	-	-	2 949	93.4
Monarch Airlines	-	1 090	953	-	-	953	87.4
TOTAL	-	5 070	4 450	-	-	4 450	87.8

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

NIL

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

NIL

## All Class 3 Licence Operations February 1983

Table 6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo 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	48	27	75	2 478	5 831	4 310	73.9	-	624	387	-	-	387	62.0
British Airtours	567	299	890	56 879	122 983	107 246	87.2	-	11 432	9 006	-	-	9 006	78.8
British Caledonian Airways	69	63	124	6 734	7 813	7 352	94.1	-	733	632	-	-	632	86.2
Air Europe	765	422	1 240	49 045	99 383	89 889	90.4	-	9 402	7 192	-	-	7 192	76.5
Britannia Airways	2 986	1 824	4 857	201 351	388 188	326 960	84.2	-	33 007	27 793	-	-	27 793	84.2
British Island Airways	71	72	129	5 857	6 312	5 636	89.3	-	567	451	-	-	451	79.5
British Midland Airways	58	48	94	6 460	7 735	6 550	84.7	-	978	512	-	-	512	52.3
Dan-Air Services	1 214	902	2 025	94 757	157 161	138 208	87.9	-	12 572	11 053	-	-	11 053	87.9
Monarch Airlines	362	225	595	24 783	46 188	41 276	89.4	-	4 192	3 716	-	-	3 716	88.6
Orion Airways	844	456	1 340	48 176	109 659	96 252	87.8	-	10 375	7 699	-	-	7 699	74.2
TOTAL	6 983	4 338	11 369	496 520	951 253	823 679	86.6	-	83 883	68 440	-	-	68 440	81.6

	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	48	27	75	2 478	5 831	4 310	73.9	-	624	387	-	-	387	62.0	
British Airtours	567	299	890	56 879	122 983	107 246	87.2	-	11 432	9 006	-	-	9 006	78.8	
British Caledonian Airways	69	63	124	6 734	7 813	7 352	94.1	-	733	632	-	-	632	86.2	
Air Europe	765	422	1 240	49 045	99 383	89 889	90.4	-	9 402	7 192	-	-	7 192	76.5	
Britannia Airways	2 986	1 824	4 857	201 351	388 188	326 960	84.2	-	33 007	27 793	-	-	27 793	84.2	
British Island Airways	71	72	129	5 857	6 312	5 636	89.3	-	567	451	-	-	451	79.5	
British Midland Airways	58	48	94	6 460	7 735	6 550	84.7	-	978	512	-	-	512	52.3	
Dan-Air Services	1 214	902	2 025	94 757	157 161	138 208	87.9	-	12 572	11 053	-	-	11 053	87.9	
Monarch Airlines	362	225	595	24 783	46 188	41 276	89.4	-	4 192	3 716	-	-	3 716	88.6	
Orion Airways	844	456	1 340	48 176	109 659	96 252	87.8	-	10 375	7 699	-	-	7 699	74.2	
TOTAL	6 983	4 338	11 369	496 520	951 253	823 679	86.6	-	83 883	68 440	-	-	68 440	81.6	

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

NIL

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km		As percentage of available
				ABC	Affinity	IT	Other	Available (000)	Used (000)	
British Airtours	10	8	17	-	-	432	480	1 298	1 138	87.7
Air Europe	8	11	16	104	-	824	-	1 004	718	71.5
British Island Airways	11	10	19	-	157	302	18	989	531	53.7
TOTAL	29	29	52	104	157	1 558	498	3 291	2 387	72.5

	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	-	121	97	-	-	97	80.4
Air Europe	-	95	57	-	-	57	60.5
British Island Airways	-	89	42	-	-	42	47.7
TOTAL	-	305	197	-	-	197	64.6

	Aircraft -km / (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km		As percentage of available
				ABC	Affinity	IT	Other	Available (000)	Used (000)	
British Airours	10	8	17	-	-	432	480	1 298	1 138	87.7
Air Europe	8	11	16	104	-	824	-	1 004	718	71.5
British Island Airways	11	10	19	-	157	302	18	989	531	53.7
TOTAL	29	29	52	104	157	1 558	498	3 291	2 387	72.5

	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	-	121	97	-	-	97	80.4
Air Europe	-	95	57	-	-	57	60.5
British Island Airways	-	89	42	-	-	42	47.7
TOTAL	-	305	197	-	-	197	64.6

Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers				Available (000)	Seat-km		As percentage of available
			ABC	uplifted Affinity	IT	Other		Used (000)		
NIL										
Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used					As		
			Mail (000)	Cargo (000)	Passenger (000)	percentage of available				
NIL										



All Class 6 Licence Operations  
February 1983

Table 8.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	35	73	100	802	558	402	-	402	72.1
British Air Ferries	14	24	37	162	104	93	-	93	89.9
Heavylift Cargo Airlines	121	56	286	373	4 097	2 329	-	2 329	56.9
Instone Airlines	3	5	14	21	17	11	-	11	66.6
Inter City Airlines	9	24	43	58	29	21	-	21	70.8
Tradewinds Airways	192	74	262	1 680	7 509	6 497	-	6 497	86.5
TOTAL	373	256	743	3 095	12 313	9 354	-	9 354	76.0

International Class 6 Licence Operations  
February 1983

Table 8.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	6	7	15	72	113	66	-	66	58.2
Heavylift Cargo Airlines	121	56	286	373	4 097	2 329	-	2 329	56.9
Instone Airlines	3	5	14	21	17	11	-	11	66.6
Inter City Airlines	9	24	43	58	29	21	-	21	70.8
Tradewinds Airways	192	74	262	1 680	7 509	6 497	-	6 497	86.5
TOTAL	330	166	620	2 204	11 765	8 924	-	8 924	75.9

Domestic Class 6 Licence Operations  
February 1983

Table 8.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	29	66	85	730	445	337	-	337	75.6
British Air Ferries	14	24	37	162	104	93	-	93	89.9
TOTAL	42	90	122	891	549	430	-	430	78.3

## All Class 7 Licence Operations February 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				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways Helicopters	488	3 472	2 281	46 554	14 696	10 338	70.3	293	1 707	874	-	46	828	51.2
Bristow Helicopters	819	5 039	4 139	47 380	13 639	9 572	70.2	307	1 267	923	-	55	868	72.8
British Caledonian Helicopters	67	322	306	3 206	1 214	677	55.8	21	131	61	-	4	57	46.6
British Executive Air Services	82	3 870	546	21 507	902	456	50.6	187	82	45	-	4	41	54.9
Management Aviation	83	1 275	389	2 869	783	221	28.2	46	65	20	-	3	17	30.8
North Scottish Helicopters	161	2 564	681	6 455	1 505	647	43.0	-	120	54	-	-	54	45.0
TOTAL	1 700	16 542	8 343	127 971	32 739	21 911	66.9	853	3 372	1 977	-	112	1 865	58.6

## International Class 7 Licence Operations February 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				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways Helicopters	485	3 459	2 268	46 554	14 696	10 338	70.3	248	1 693	864	-	36	828	51.0
Bristow Helicopters	819	5 039	4 139	47 380	13 639	9 572	70.2	307	1 267	923	-	55	868	72.8
British Caledonian Helicopters	67	322	306	3 206	1 214	677	55.8	21	131	61	-	4	57	46.6
British Executive Air Services	82	3 870	546	21 507	902	456	50.6	187	82	45	-	4	41	54.9
Management Aviation	83	1 275	389	2 869	783	221	28.2	46	65	20	-	3	17	30.8
North Scottish Helicopters	161	2 564	681	6 455	1 505	647	43.0	-	120	54	-	-	54	45.0
TOTAL	1 697	16 529	8 330	127 971	32 739	21 911	66.9	809	3 358	1 967	-	102	1 865	58.6

## Domestic Class 7 Licence Operations February 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				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways Helicopters	3	13	13	-	-	-	-	45	14	10	-	10	-	71.4
TOTAL	3	13	13	-	-	-	-	45	14	10	-	10	-	71.4

	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	53	16	70	1 690	19 729	15 924	80.7	-	1 837	1 339	-	-	1 339	72.9	
British Caledonian Airways	2	4	5	202	197	106	54.0	-	18	10	-	-	10	54.1	
Britannia Airways	85	106	157	11 869	11 021	9 082	82.4	-	937	772	-	-	772	82.4	
British Air Ferries	35	61	103	2 348	2 290	1 331	58.1	24	233	120	-	11	108	53.8	
British Island Airways	4	6	9	472	391	329	84.2	-	35	26	-	-	26	75.1	
British Midland Airways	1	2	2	232	251	138	55.0	-	39	11	-	-	11	27.8	
Bryan Aviation	1	2	2	44	12	11	95.7	-	3	1	-	-	1	29.3	
Brymon Airways	53	132	185	3 434	2 647	1 377	52.0	21	265	121	-	8	113	45.8	
Dan-Air Services	79	226	272	4 591	2 761	1 971	71.4	266	386	238	68	12	158	61.6	
Express Air Services (CI)	11	74	51	-	-	-	-	116	50	30	30	-	-	60.0	
Guernsey Airlines	1	1	2	58	35	34	96.7	-	4	3	-	-	3	83.3	
Inter City Airlines	44	146	146	5 261	2 646	1 589	60.0	23	264	141	-	7	134	54.0	
TOTAL	370	776	1 005	30 201	41 980	31 893	76.0	449	4 070	2 811	98	38	2 675	69.1	

(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				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As percentage of available
British Airtours	53	16	70	1 690	19 729	15 924	80.7	-	1 837	1 339	-	-	1 339	72.9
British Caledonian Airways	2	4	5	202	197	106	54.0	-	18	10	-	-	10	54.1
Britannia Airways	85	106	157	11 869	11 021	9 082	82.4	-	937	772	-	-	772	82.4
British Air Ferries	20	21	57	311	1 195	452	37.8	15	136	46	-	8	38	33.8
British Island Airways	4	4	7	294	337	275	81.7	-	30	22	-	-	22	72.9
Dan-Air Services	23	31	67	1 619	1 489	1 106	74.3	6	131	93	-	5	89	70.9
TOTAL	188	182	364	15 985	33 969	26 946	79.3	21	3 089	2 281	-	13	2 268	73.8

(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 Air Ferries	16	40	47	2 037	1 096	879	80.2	9	97	74	-	3	70	75.9
British Island Airways	1	2	2	178	54	54	100.0	-	5	4	-	-	4	88.8
British Midland Airways	1	2	2	232	251	138	55.0	-	39	11	-	-	11	27.8
Bryan Aviation	1	2	1	44	12	11	95.7	-	3	1	-	-	1	29.3
Brymon Airways	53	132	185	3 434	2 647	1 377	52.0	21	265	121	-	8	113	45.8
Dan-Air Services	56	195	205	2 972	1 272	865	68.0	259	254	144	68	7	69	56.7
Express Air Services (CI)	11	74	51	-	-	-	-	116	50	30	30	-	-	60.0
Guernsey Airlines	1	1	2	58	35	34	96.7	-	4	3	-	-	3	83.3
Inter City Airlines	44	146	146	5 261	2 646	1 589	60.1	23	265	142	-	7	137	53.6
TOTAL	182	594	641	14 216	8 012	4 947	61.7	428	981	529	98	25	408	54.2

(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 Airtours	41	24	64	..	5 357	2 979	56.0	..	499	317	19	30	269	64.0	
British Air Ferries	23	54	79	..	-	-	-	..	127	82	-	82	-	65.0	
Lease Air t/a Genair	52	362	231	..	839	411	49.0	..	67	33	-	1	32	49.0	
Metropolitan Airways	41	235	200	..	817	426	52.0	..	69	34	-	-	34	49.0	
TOTAL	157	675	573	..	7 013	3 816	54.0	..	762	467	19	113	335	61.0	

	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 Airways	2	2	3	..	257	252	98.0	..	27	23	-	-	23	85.0	
British Airtours	5	6	10	..	640	592	92.0	..	60	51	-	-	51	86.0	
Air Bridge Carriers	1	2	4	..	-	-	-	..	13	6	-	6	-	46.0	
Britannia Airways	25	14	40	..	3 207	2 808	88.0	..	273	239	-	-	239	87.0	
British Air Ferries	20	38	56	..	-	-	-	..	152	66	-	66	-	43.0	
British Island Airways	5	4	9	..	448	353	79.0	..	40	28	-	-	28	70.0	
Dan Air Services	3	4	6	..	366	367	..	..	29	29	-	-	29	..	
Euroflite	5	39	23	..	48	74	..	..	4	6	-	-	6	..	
Heavylift Cargo Airlines	3	2	8	..	-	-	-	..	103	88	-	88	-	85.0	
Jersey European Airways	13	62	53	..	228	148	65.0	..	15	12	-	-	12	77.0	
Loganair	9	50	37	..	266	48	18.0	..	24	4	-	-	4	18.0	
Manx Airlines	-	-	-	..	-	10	-	..	-	1	-	-	1	-	
Monarch Airlines	2	3	4	..	340	227	67.0	..	31	21	-	-	21	66.0	
Orion Airways	2	2	3	..	196	181	93.0	..	19	15	-	-	15	78.0	
TOTAL	94	228	255	..	5 995	5 062	84.0	..	790	588	-	160	429	74.0	

(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 may 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	-	-	-	..	-	890	-	..	-	86	3	8	76	-
British Airtours	12	8	18	..	3 095	1 061	34.0	..	285	90	-	-	90	32.0
British Air Ferries	16	42	55	..	808	496	61.0	..	71	41	-	-	41	58.0
British Island Airways	11	33	30	..	994	702	71.0	..	89	56	-	-	56	63.0
British Midland Airways	5	8	9	..	1 006	564	56.0	..	155	44	-	2	42	28.0
Dan Air Services	14	24	28	..	2 157	1 226	57.0	..	173	103	-	-	103	60.0
Heavylift Cargo Airlines	10	3	23	..	-	-	-	..	353	138	-	138	-	39.0
Monarch Airlines	65	40	102	..	9 668	8 231	85.0	..	884	742	-	1	742	84.0
Orion Airways	5	10	12	..	684	492	72.0	..	65	39	-	-	39	61.0
Tradewinds Airways	57	14	76	..	-	-	-	..	2 335	1 501	-	1 501	-	64.0
TOTAL	197	182	353	..	18 412	13 663	74.0	..	4 409	2 842	3	1 649	1 189	64.0

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



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

Table 12.1

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1982	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1982
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Aerospatiale SA330 Puma	-	-	-	-	-	-	-	-	-	3.4
Aerospatiale AS332 Super Puma	390	-	1 290	-	1 473	-	18 930	5 723	12	4.4
Aerospatiale SA-365 Dauphin	80	3	1 526	36	350	15	5 286	271	6	2.4
Armstrong Whitworth Argosy	-	25	-	80	-	95	-	-	2	2.0
BAC/Aerospatiale Concorde	596	-	116	-	419	-	5 352	29 828	7	2.5
BAC 1-11 500 series	2 684	19	4 681	33	5 750	39	260 774	169 926	46	5.0
BAE (BAC) 1-11-200 series	133	-	232	-	290	-	8 039	5 467	3	3.4
BAE (BAC) 1-11-300/400/475	692	-	1 281	-	1 478	-	53 903	33 095	18	3.8
BAE (HS) 125	-	-	-	-	-	-	-	-	5	-
BAE (HS) 748	387	32	1 564	106	1 412	112	30 595	8 943	22	3.2
Beech 90/100 King Air	-	-	-	-	-	-	-	-	2	-
Beech B200 Super King Air	-	-	-	-	-	-	-	-	1	-
Bell Model 214ST	27	-	100	-	106	-	1 125	304	2	2.2
Bell 206B Jet Ranger	5	-	91	-	33	-	117	7	9	0.2
Bell 212	107	-	5 445	-	913	-	29 694	586	13	3.4
Boeing 707-320C/336	598	208	229	71	831	274	18 901	55 887	12	5.0
Boeing 720B	34	-	18	-	49	-	-	5 059	2	3.7
Boeing 727-100/100C	223	-	128	-	333	-	14 175	28 137	6	3.7
Boeing 727-200/200 Advanced	283	-	144	-	411	-	21 080	48 484	4	4.3
Boeing 737-200	8 254	-	6 260	-	14 042	-	551 961	808 740	78	7.3
Boeing 747-100/100F	3 400	-	851	-	4 438	-	97 515	763 485	16	10.5
Boeing 747-200	2 405	-	487	-	3 093	-	66 166	557 870	10	12.6
Boeing 757-200	78	-	147	-	174	-	15 794	8 331	-	-
Boeing-Vertol Model 234 Chinook	179	2	420	9	688	8	16 464	7 017	6	3.9
Bristol 170 Freighter	-	3	-	5	-	14	-	-	2	2.0
Canadair CL 44	-	-	-	-	-	-	-	-	1	-
Cessna 401/402/411/421	-	-	-	-	-	-	-	-	2	-
Cessna 404 Titan	23	-	80	-	87	-	176	99	4	0.2
Cessna 500 Citation 1	3	-	6	-	6	-	41	19	1	-
Cessna 550 Citation 11	-	-	-	-	-	-	-	-	1	-
De Havilland DHC-6 Twin Otter	350	-	2 432	-	1 627	-	17 672	3 326	20	3.1
De Havilland DHC-7 Dash-7	95	-	386	-	347	-	7 262	2 615	3	4.2
Embraer EMB110 Bandeirante	487	-	2 152	-	1 698	-	10 307	3 612	21	3.3
Fokker F27 100-400, 600	799	-	2 473	-	2 637	-	49 201	17 073	24	4.2
Handley Page Herald 200	144	92	753	390	587	361	14 833	3 934	25	2.4
Hawker Siddeley Trident 1C	35	-	74	-	90	-	4 392	2 118	3	1.1
Hawker Siddeley Trident 2E	217	-	407	-	455	-	24 226	12 943	9	2.0
Hawker Siddeley Trident 3B	1 569	-	2 734	-	3 341	-	238 338	133 612	24	5.2
Lockheed L-1011-1/100 Tristar	570	-	343	-	893	-	64 331	94 956	7	5.3
Lockheed L1011-200 Tristar	1 495	-	547	-	2 105	-	73 794	274 121	10	7.4
Lockheed L1011-500 Tristar	774	-	200	-	1 028	-	18 840	103 450	5	7.9
MBB B0105	70	-	1 994	-	348	-	2 398	83	9	2.1
McDonnell Douglas DC-10-10	-	-	-	-	-	-	-	-	-	7.4
McDonnell Douglas DC-10-30	1 971	-	394	-	2 554	-	28 623	222 085	8	11.7
McDonnell Douglas DC-9-10/15	291	-	554	-	637	-	23 666	13 256	3	4.3
Partenavia P68B	-	-	-	-	-	-	-	-	3	-
Pilatus BN-2A Islander	46	-	747	-	224	-	2 942	203	11	0.7
Pilatus BN-2A MK111 Trislander	46	-	822	-	222	-	6 719	366	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 Dec 1982	Avg. Daily Utilisation per A/C (Hours) Qtr ended Dec 1982
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
Piper PA 23 AZTEC (and apache)	-	-	-	-	-	-	-	-	2	-
Piper PA31/31P Navajo Chieftain	2	13	4	38	7	44	12	6	5	1.5
Short Belfast	-	133	-	58	-	313	-	-	3	3.2
Shorts 330	268	9	1 271	24	1 133	43	14 387	3 980	11	4.5
Shorts 360	32	-	134	-	109	-	1 259	381	-	-
Sikorsky S61N	677	1	4 987	4	3 791	5	53 208	7 172	53	2.9
Sikorsky S76 Spirit	183	-	979	-	798	-	5 159	996	21	1.4
Vickers Viscount 700	45	-	147	-	148	-	5 319	1 623	3	0.7
Vickers Viscount 800	185	35	543	63	614	95	19 390	7 430	21	1.8
V953C Merchantman	-	30	-	70	-	80	-	-	3	1.9
Westland 30 SRS 100	7	-	362	-	53	-	1 997	39	2	0.8
TOTAL	30 935	604	50 535	987	61 818	1 499	1 904 363	3 446 660	607	4.3

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

(b) Excludes passengers uplifted on sub charter operations

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

Table 12.2

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft in	Avg. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	used	service at	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr ended	per A/C
									Dec 1982	(Hours)
									Dec 1982	Qtr ended
British Airways and Airtrains										
BAE(HS) 748	167	-	830	-	623	-	17 135	3 855	5	4.3
BAE(BAC) 1-11-300/400/475	282	-	586	-	618	-	21 397	11 496	5	4.6
BAC 1-11 500 series	1 377	-	2 619	-	3 020	-	140 845	73 339	21	5.5
Boeing 737-200	2 824	-	3 072	-	5 281	-	203 826	198 798	28	7.3
Hawker Siddley Trident 2E	217	-	407	-	455	-	24 226	12 943	9	2.1
Hawker Siddley Trident 1C	35	-	74	-	90	-	4 392	2 118	3	1.1
Hawker Siddley Trident 3B	1 569	-	2 734	-	3 341	-	238 338	133 612	24	5.2
Lockheed L1011-1/100 Tristar	570	-	343	-	893	-	64 331	94 956	7	5.3
Boeing 707-320C/336	215	-	76	-	308	-	6 471	22 359	5	3.9
Boeing 757-200	78	-	147	-	174	-	15 794	8 331	-	-
Lockheed L-1011-500 Tristar	774	-	200	-	1 028	-	18 840	103 450	5	7.9
Boeing 747-100/100F	3 400	-	851	-	4 438	-	97 515	763 485	16	10.5
Boeing 747-200	2 282	-	451	-	2 936	-	61 936	536 785	10	11.6
Lockheed L-1011-200 Tristar	1 495	-	547	-	2 105	-	73 794	274 121	10	7.4
BAC/Aerospatiale Concorde	596	-	116	-	419	-	5 352	29 828	7	2.5
TOTAL	15 879	-	13 053	-	25 727	-	994 192	2 269 478	155	6.3
British Airways Helicopters										
Sikorsky S61N	289	1	2 442	4	1 439	5	28 097	3 302	22	2.3
Sikorsky S76 Spirit	15	-	323	-	119	-	1 440	67	4	0.8
Bell 212	-	-	-	-	-	-	-	-	2	1.7
Boeing-Vertol Model 234 Chinook	179	2	420	9	688	8	16 464	7 017	6	3.9
Westland 30 SRS 100	7	-	362	-	53	-	1 997	39	2	0.8
Bell 206 Jetranger	-	-	-	-	-	-	-	-	1	-
TOTAL	490	3	3 547	13	2 299	13	47 998	10 425	37	2.2
British Caledonian Airways										
BAE (BAC) 1-11-300/400/475	103	-	223	-	242	-	10 409	3 099	3	3.8
BAC 1-11 500 Series	714	18	1 521	32	1 650	38	68 743	37 326	12	5.4
McDonnell-Douglas DC-10-10	-	-	-	-	-	-	-	-	-	7.4
Boeing 707-320C/336	346	-	115	-	465	-	6 804	26 713	2	8.2
McDonnell-Douglas DC-10-30	1 971	-	394	-	2 554	-	28 623	222 085	8	11.7
Boeing 747-200	123	-	36	-	158	-	4 230	21 085	1	10.1
Sikorsky S61N	21	-	522	-	174	-	4 846	194	1	6.1
TOTAL	3 278	18	2 811	32	5 243	38	123 655	310 502	27	7.5
Air Bridge Carriers										
Armstrong Whitworth Argosy	-	25	-	80	-	95	-	-	2	2.0
V953C Merchantman	-	30	-	70	-	80	-	-	3	1.9
TOTAL	-	56	-	150	-	175	-	-	5	1.9

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1982	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1982
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>Air Commuter</b>										
Cessna 500 Citation 1	3	-	6	-	6	-	41	19	1	-
Piper PA23 Aztec (and Apache)	-	-	-	-	-	-	-	-	2	-
Cessna 550 Citation 11	-	-	-	-	-	-	-	-	1	-
Cessna 404 Titan	16	-	34	-	56	-	154	72	1	0.7
Piper PA31/31P Navajo Chieftain	2	-	4	-	7	-	12	6	1	-
Embraer EMB110 Bandeirante	-	-	-	-	-	-	-	-	-	2.1
Beech 90/100 King Air	-	-	-	-	-	-	-	-	-	-
TOTAL	21	-	44	-	68	-	207	97	6	0.4
<b>Air Continental</b>										
Piper PA31/31P Navajo Chieftn	-	-	-	-	-	-	-	-	2	2.4
Beech 90/100 King Air	-	-	-	-	-	-	-	-	2	-
TOTAL	-	-	-	-	-	-	-	-	4	1.2
<b>Air Ecosse</b>										
Embraer EMB110 Bandeirante	165	-	922	-	506	-	4 251	1 188	8	2.9
De Havilland DHC-6 Twin Otter	-	-	-	-	-	-	-	-	2	-
TOTAL	165	-	922	-	506	-	4 251	1 188	10	2.3
<b>Air Europe</b>										
Boeing 737-200	742	-	413	-	1 204	-	47 722	87 104	5	10.8
TOTAL	742	-	413	-	1 204	-	47 722	87 104	5	10.8
<b>Air UK</b>										
Fokker F27 100-400, 600	448	-	1 318	-	1 339	-	22 504	9 207	14	4.3
Handley Page Herald 200	126	28	707	108	525	106	14 790	3 407	12	5.1
Embraer EMB110 Bandeirante	183	-	563	-	649	-	4 088	1 333	5	5.7
TOTAL	757	28	2 588	108	2 513	106	41 382	13 946	31	4.8
<b>Aurigny Air Services</b>										
Pilatus BN-2A Mk111 Trislander	46	-	822	-	222	-	6 719	366	5	1.6
Pilatus BN-2A Islander	1	-	28	-	6	-	124	5	2	0.7
De Havilland DHC-6 Twin Otter	21	-	435	-	108	-	4 822	232	2	2.8
TOTAL	68	-	1 285	-	336	-	11 665	603	9	1.7

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1982	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1982
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>Bristow Helicopters</b>										
MBB BO 105	-	-	-	-	-	-	-	-	1	0.1
Sikorsky S61N	319	-	1 779	-	1 932	-	17 859	3 202	23	3.4
Sikorsky S76 Spirit	85	-	395	-	368	-	2 404	517	10	1.2
Bell 212	25	-	1 575	-	367	-	8 187	130	6	2.5
Aerospatiale AS332 Super Puma	390	-	1 290	-	1 473	-	18 930	5 723	12	4.4
Aerospatiale SA330 Puma	-	-	-	-	-	-	-	-	-	3.4
Bell 206 Jetranger	-	-	-	-	-	-	-	-	6	-
<b>TOTAL</b>	<b>819</b>	<b>-</b>	<b>5 039</b>	<b>-</b>	<b>4 139</b>	<b>-</b>	<b>47 380</b>	<b>9 572</b>	<b>58</b>	<b>2.7</b>
<b>Britannia Airways</b>										
Boeing 737-200	3 076	-	1 918	-	5 011	-	210 054	336 519	30	6.8
<b>TOTAL</b>	<b>3 076</b>	<b>-</b>	<b>1 918</b>	<b>-</b>	<b>5 011</b>	<b>-</b>	<b>210 054</b>	<b>336 519</b>	<b>30</b>	<b>6.8</b>
<b>British Air Ferries</b>										
Handley Page Herald 200	18	32	46	73	62	112	43	528	11	1.1
BAE(HS)125	-	-	-	-	-	-	-	-	2	-
Vickers Viscount 800	29	35	46	63	81	95	2 305	1 298	12	0.5
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	6.7
<b>TOTAL</b>	<b>47</b>	<b>67</b>	<b>92</b>	<b>136</b>	<b>143</b>	<b>207</b>	<b>2 348</b>	<b>1 826</b>	<b>25</b>	<b>0.8</b>
<b>British Caledonian Helicopters</b>										
Sikorsky S61N	36	-	202	-	184	-	1 984	354	4	1.9
Sikorsky S76 Spirit	4	-	20	-	17	-	97	19	1	0.3
Bell Model 214ST	27	-	100	-	106	-	1 125	304	2	2.2
<b>TOTAL</b>	<b>67</b>	<b>-</b>	<b>322</b>	<b>-</b>	<b>306</b>	<b>-</b>	<b>3 206</b>	<b>677</b>	<b>7</b>	<b>1.7</b>
<b>British Executive Air Services</b>										
Bell 212	82	-	3 870	-	546	-	21 507	456	5	5.2
<b>TOTAL</b>	<b>82</b>	<b>-</b>	<b>3 870</b>	<b>-</b>	<b>546</b>	<b>-</b>	<b>21 507</b>	<b>456</b>	<b>5</b>	<b>5.2</b>
<b>British Island Airways</b>										
BAE(BAC) 1-11-300/400/475	103	-	125	-	196	-	6 806	7 551	4	2.7
<b>TOTAL</b>	<b>103</b>	<b>-</b>	<b>125</b>	<b>-</b>	<b>196</b>	<b>-</b>	<b>6 806</b>	<b>7 551</b>	<b>4</b>	<b>2.7</b>
<b>British Midland Airways</b>										
Fokker F27 100-400,600	300	-	909	-	1 104	-	20 503	6 578	8	4.2
Shorts 330	32	-	194	-	169	-	2 611	426	1	5.8
Vickers Viscount 800	119	-	406	-	417	-	13 458	4 674	8	3.4
McDonnell-Douglas DC9-10/15	291	-	554	-	637	-	23 666	13 256	3	4.3
Boeing 707-320C/336	37	-	38	-	59	-	5 626	6 815	3	3.4
<b>TOTAL</b>	<b>778</b>	<b>-</b>	<b>2 101</b>	<b>-</b>	<b>2 385</b>	<b>-</b>	<b>65 864</b>	<b>31 749</b>	<b>23</b>	<b>3.9</b>

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft in	Avge. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger's	used	service at	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr ended	per A/C
									Dec 1982	(Hours)
									Dec 1982	Qtr ended
<b>Bryan Aviation</b>										
BAE (HS) 125	-	-	-	-	-	-	-	-	2	-
BAE (BAC) 1-11-300/400/475	1	-	2	-	1	-	44	11	1	0.3
TOTAL	1	-	2	-	1	-	44	11	3	0.1
<b>Brymon Airways</b>										
De Havilland DHC-7 Dash 7	95	-	386	-	347	-	7 262	2 615	3	4.2
De Havilland DHC-6 Twin Otter	72	-	451	-	348	-	2 595	582	2	6.6
Handley Page Herald 200	-	-	-	-	-	-	-	-	-	3.0
TOTAL	166	-	837	-	696	-	9 857	3 197	5	5.0
<b>Burnthills High Hell Service</b>										
Bell 206B Jet Ranger	5	-	91	-	33	-	117	7	2	1.5
TOTAL	5	-	91	-	33	-	117	7	2	1.5
<b>Dan-Air Services</b>										
BAE(HS) 748	221	32	734	106	789	112	13 460	5 089	17	2.9
BAE(BAC) 1-11-200 Series	133	-	232	-	290	-	8 039	5 467	2	5.1
BAE(BAC) 1-11-300/400/475	204	-	345	-	421	-	15 247	10 937	5	4.4
BAC 1-11 500 Series	505	-	462	-	916	-	43 903	50 152	10	4.1
Boeing 727-200/200 Advanced	283	-	144	-	411	-	21 080	48 484	4	4.3
Boeing 737-200	361	-	175	-	555	-	20 033	43 243	3	7.0
Boeing 727-100/100C	223	-	128	-	333	-	14 175	28 137	6	3.7
TOTAL	1 929	32	2 220	106	3 715	112	135 937	191 508	47	3.9
<b>Euroflite</b>										
Cessna 401/402/411/421	-	-	-	-	-	-	-	-	2	-
Beechcraft 200 Super King Air	-	-	-	-	-	-	-	-	1	-
Cessna 404 Titan	7	-	46	-	31	-	22	27	3	-
Embraer EMB110 Bandeirante	24	-	68	-	71	-	341	176	1	1.4
TOTAL	31	-	114	-	102	-	363	203	7	0.2
<b>Express Air Services (C1)</b>										
Handley Page Herald 200	-	32	-	209	-	143	-	-	2	3.2
De Havilland DHC-6 Twin Otter	-	-	-	-	-	-	-	-	1	-
Partenavia P68B/C	-	-	-	-	-	-	-	-	3	-
TOTAL	-	32	-	209	-	143	-	-	6	1.2

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b) Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1982	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1982
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>Guernsey Airlines</b>										
Shorts 330	7	-	15	-	26	-	332	145	1	1.4
Vickers Viscount 700	1	-	1	-	2	-	58	34	1	0.1
<b>TOTAL</b>	<b>7</b>	<b>-</b>	<b>16</b>	<b>-</b>	<b>27</b>	<b>-</b>	<b>390</b>	<b>179</b>	<b>2</b>	<b>0.8</b>
<b>Heavylift Cargo Airlines</b>										
Short Belfast	-	133	-	58	-	313	-	-	3	3.2
Canadair CL 44	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>-</b>	<b>133</b>	<b>-</b>	<b>58</b>	<b>-</b>	<b>313</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>2.6</b>
<b>Instone Airlines</b>										
Bristol 170 Freighter	-	3	-	5	-	14	-	-	2	2.0
<b>TOTAL</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>5</b>	<b>-</b>	<b>14</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>2.0</b>
<b>Inter City Airlines</b>										
Shorts 330	20	9	76	24	79	43	1 027	416	2	3.0
Vickers Viscount 700	44	-	146	-	146	-	5 261	1 589	2	1.0
<b>TOTAL</b>	<b>64</b>	<b>9</b>	<b>222</b>	<b>24</b>	<b>225</b>	<b>43</b>	<b>6 288</b>	<b>2 005</b>	<b>4</b>	<b>2.1</b>
<b>Jersey European Airways</b>										
Pilatus BN-2A Islander	2	-	24	-	12	-	141	10	1	0.4
De Havilland DHC-6 Twin Otter	63	-	303	-	291	-	1 860	529	3	3.3
Embraer EMB110 Bandeirante	31	-	99	-	121	-	999	313	1	5.3
<b>TOTAL</b>	<b>96</b>	<b>-</b>	<b>426</b>	<b>-</b>	<b>424</b>	<b>-</b>	<b>3 000</b>	<b>851</b>	<b>5</b>	<b>3.1</b>
<b>Lease Air T/A Genair</b>										
BAE(HS) 125	-	-	-	-	-	-	-	-	1	-
Embraer EMB110 Bandeirante	85	-	500	-	350	-	628	603	4	3.1
Shorts 360	32	-	134	-	109	-	1 259	381	-	-
Shorts 330	139	-	700	-	547	-	5 332	1 610	5	5.1
<b>TOTAL</b>	<b>256</b>	<b>-</b>	<b>1 334</b>	<b>-</b>	<b>1 005</b>	<b>-</b>	<b>7 219</b>	<b>2 594</b>	<b>10</b>	<b>4.2</b>
<b>Logenair</b>										
Pilatus BN-2A MK111 Trislander	-	-	-	-	-	-	-	-	-	1.6
Pilatus BN-2A Islander	36	-	634	-	171	-	2 452	158	6	0.7
De Havilland DHC-6 Twin Otter	115	-	691	-	504	-	6 696	1 291	6	3.2
Embraer Bandeirante	-	-	-	-	-	-	-	-	2	-
Shorts 330	71	-	286	-	313	-	5 085	1 384	2	5.3
<b>TOTAL</b>	<b>222</b>	<b>-</b>	<b>1 611</b>	<b>-</b>	<b>988</b>	<b>-</b>	<b>14 233</b>	<b>2 833</b>	<b>16</b>	<b>2.1</b>
<b>Management Aviation</b>										
MBB BO 105	22	-	592	-	110	-	695	26	4	2.3
Aerospatiale SA-365 Dauphin	58	3	647	36	263	15	2 174	195	5	2.4
<b>TOTAL</b>	<b>80</b>	<b>3</b>	<b>1 239</b>	<b>36</b>	<b>374</b>	<b>15</b>	<b>2 869</b>	<b>221</b>	<b>9</b>	<b>2.3</b>

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1982	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1982
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>Manx Airlines</b>										
Fokker F27 100-400 600	51	-	246	-	194	-	6 194	1 288	2	3.3
Vickers Viscount 800	36	-	91	-	116	-	3 627	1 458	1	4.4
<b>TOTAL</b>	<b>87</b>	<b>-</b>	<b>337</b>	<b>-</b>	<b>310</b>	<b>-</b>	<b>9 821</b>	<b>2 746</b>	<b>3</b>	<b>3.7</b>
<b>Metropolitan Airways</b>										
Pilatus BN-2A Islander	7	-	61	-	36	-	225	30	2	1.0
De Havilland DHC-6 Twin Otter	45	-	282	-	220	-	158	462	2	3.8
<b>TOTAL</b>	<b>52</b>	<b>-</b>	<b>343</b>	<b>-</b>	<b>256</b>	<b>-</b>	<b>383</b>	<b>492</b>	<b>4</b>	<b>2.1</b>
<b>Monarch Airlines</b>										
BAC 1-11-500 Series	88	1	79	1	163	1	7 283	9 109	3	3.6
Boeing 737-200	400	-	214	-	635	-	22 150	46 149	5	6.5
Boeing 720B	34	-	18	-	49	-	-	5 059	2	3.7
<b>TOTAL</b>	<b>521</b>	<b>1</b>	<b>311</b>	<b>1</b>	<b>848</b>	<b>1</b>	<b>29 433</b>	<b>60 317</b>	<b>10</b>	<b>5.0</b>
<b>Nightflight</b>										
Piper PA31/31P Navajo Chieftn	-	13	-	38	-	44	-	-	1	1.6
<b>TOTAL</b>	<b>-</b>	<b>13</b>	<b>-</b>	<b>38</b>	<b>-</b>	<b>44</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>1.6</b>
<b>North Scottish Helicopters</b>										
Sikorsky S61N	12	-	42	-	62	-	422	121	3	3.5
MBB BO 105	48	-	1 402	-	238	-	1 703	57	4	2.4
Sikorsky S76 Spirit	79	-	241	-	294	-	1 218	393	6	2.3
Aerospatiale SA365 Dauphin	22	-	879	-	87	-	3 112	76	1	2.6
<b>TOTAL</b>	<b>161</b>	<b>-</b>	<b>2 564</b>	<b>-</b>	<b>681</b>	<b>-</b>	<b>6 455</b>	<b>647</b>	<b>14</b>	<b>2.6</b>
<b>Orion Airways</b>										
Boeing 737-200	850	-	468	-	1 356	-	48 176	96 926	7	7.5
<b>TOTAL</b>	<b>850</b>	<b>-</b>	<b>468</b>	<b>-</b>	<b>1 356</b>	<b>-</b>	<b>48 176</b>	<b>96 926</b>	<b>7</b>	<b>7.5</b>
<b>Spacegrand Aviation Services</b>										
De Havilland DHC-6 Twin Otter	34	-	270	-	156	-	1 541	231	2	2.7
Piper PA31/31P Navajo Chieftn	-	-	-	-	-	-	-	-	1	0.9
<b>TOTAL</b>	<b>34</b>	<b>-</b>	<b>270</b>	<b>-</b>	<b>156</b>	<b>-</b>	<b>1 541</b>	<b>231</b>	<b>3</b>	<b>2.0</b>
<b>Tradewinds Airways</b>										
Boeing 707-320C/336	-	208	-	71	-	274	-	-	2	6.1
<b>TOTAL</b>	<b>-</b>	<b>208</b>	<b>-</b>	<b>71</b>	<b>-</b>	<b>274</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>6.1</b>
<b>GRAND TOTAL</b>	<b>30 935</b>	<b>604</b>	<b>50 535</b>	<b>987</b>	<b>61 818</b>	<b>1 499</b>	<b>1 904 363</b>	<b>3 446 660</b>	<b>607</b>	<b>4.3</b>

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

(b) Excludes Passengers Uplifted on Sub Charter Operations



Passengers Uplifted on Domestic Routes for February 1983 (a)

Table 13

	Heathrow	Gatwick	Southend	Stansted	Aberdeen	Barrow In Furness	Belfast	Belfast Harbour	Birmingham	Blackpool	Bournemouth	Bristol	Cardiff	(b) Channel Islands	Dundee	East Midlands	Edinburgh	Exeter	Glasgow	Humberside
Heathrow																				
Gatwick	4 846																			
Southend																				
Stansted																				
Aberdeen	22 653	4 805																		
Barrow In Furness					25															
Belfast	39 974	2 930			210															
Belfast Harbour																				
Birmingham	5 999				689				4 486											
Blackpool					34				150	389										
Bournemouth		70									39									
Bristol																				
Cardiff																				
Channel Islands (b)	13 901	7 762	355	192																
Dundee					272															
East Midlands	2 696				499				2 175											
Edinburgh	43 942	7 942			1 124				2 649		3 159						333			
Exeter		257																		
Glasgow	53 943	8 531			4 978				3 484	1 054	4 729									
Humberside	1 107	245			461															274
Inverness	3 617				117															2 324
Isle of Man	3 855																			442
Isles of Scilly																				
Kirkwall					1 075												290			
Leeds/Bradford	6 772	967			991				2 025								924		1 203	
Liverpool	4 769	976			727	12			1 986		7								2	
Londonderry																			482	
Manchester	36 408	8 279			2 062				8 313		72						2 436		4 818	
Newcastle	16 152	3 333			1 819				832		158								239	
Norwich	1 128	359			1 756						28								244	235
Other Scottish Aerodromes					1 125												606 730		4 499	
Penzance																				
Prestwick					34				36											
Shoreham																				
Southampton														70 8 891						
Sumburgh					8 571														5	
Swansea																				
Tees-side	8 256	583			3 600				478										520	167
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.

	Inverness	Isle of Man	Isles of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Manchester	Newcastle	Norwich	Alderney	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																			
Humberside																			
Inverness																			
Isle of Man																			
Isles of Scilly																			
Kirkwall	503																		
Leeds/Bradford																			
Liverpool		2 182																	
Londonderry																			
Manchester		2 897																	
Newcastle								478											
Norwich									1										
Other Scottish Aerodromes	1 691			1 792	307	25													
Penzance			1 444																
Prestwick																			
Shoreham																			
Southampton																			
Sumburgh	9			677															
Swansea																			
Tees-side									1	90									
Other Routes (c)																			1 538

(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) February 1983

Table 14.1

Class 1	Fare groups										Total Passengers
	First	Premium	Economy	Advance Purchase	Off- Peak	Discount	Part Charter	Inclusive Tour	Standby	Class Fares	
All	28 189	167 024	571 717	64 339	2 305	204 623	12 248	79 134	11 415	115 022	1 256 016
International	28 139	166 700	233 363	55 237	2 039	152 716	12 045	66 878	5 848	94 778	817 743
Domestic	50	324	338 354	9 102	266	51 907	203	12 256	5 567	20 244	438 273

(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) February 1983

Table 14.2

		Charter categories				Total Passengers
		ABC	Affinity	ITC	Other	
Class 2	All	-	248	-	17 583	17 831
	International	-	248	-	17 583	17 831
	Domestic	-	-	-	-	-
Class 3	All	-	-	496 520	-	496 520
	International	-	-	496 520	-	496 520
	Domestic	-	-	-	-	-
Class 4	All	104	157	1 558	498	2 317
	International	104	157	1 558	498	2 317
	Domestic	-	-	-	-	-
Class 7	All	-	-	-	127 971	127 971
	International	-	-	-	127 971	127 971
	Domestic	-	-	-	-	-
Exempt (b)	All	-	-	-	30 201	30 201
	International	-	-	-	15 985	15 985
	Domestic	-	-	-	14 216	14 216
TOTAL	All	104	405	498 078	176 253	674 840
	International	104	405	498 078	162 037	660 624
	Domestic	-	-	-	14 216	14 216

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

(b) Excludes Exempt Subcharter passengers

## Public Transport Air-Taxi Operations (a)

Table 15  
Oct - Dec 1982

	Stage flights	Aircraft Hours
Aerospatiale AS355 Ecureuil 2	31	43
Aerospatiale SA350 Ecureuil	467	270
Agusta A109A	38	18
BAE (HS) 125	846	1 287
Beech Kingair 90/100	812	1 466
Beechcraft Baron Mod.55/58/58P	43	38
Beechcraft Queen-Air 65/80	146	119
Beechcraft 200 Super King Air	756	1 036
Beechcraft 76 Duchess	7	9
Beechcraft 95 Travel Air	4	5
Bell Model 214 ST	178	241
Bell 206B Jet Ranger	1 658	991
Bell 206L Long Ranger	12	94
Bell 47G	43	28
Cessna 150	1	1
Cessna 172 Skyhawk	95	45
Cessna 180 Skywagon	45	16
Cessna 206 Stationair	73	26
Cessna 310	374	299
Cessna 340	65	56
Cessna 401/402/411/421	251	267
Cessna 404 Titan	1 144	1 259
Cessna 414A Chancellor	62	73
Cessna 425 Corsair	103	130
Cessna 441 Conquest	236	278
Cessna 500 Citation 1	193	234
Cessna 550 Citation 2	270	337
Dassault Mystere-Falcon 20	75	120
De Havilland DHC-6 Twin Otter	1 749	1 261
Douglas DC3/C47 Dakota	702	747
Embraer EMB110 Bandeirante	1 796	4 149
Enstrom F28A/F280 Shark	189	183
Gates Learjet 35A	208	368
Grumman GA-7 Cougar	35	94
Hughes 269A	2	1
Hughes 500	51	22
MBB BO 105	12	3
Partenavia P68B/C	207	208
Pilatus BN-2A Islander	1 303	1 010
Pilatus BN-2A MK111 Trislander	145	234
Piper Aerostar 600/601/601P	13	12
Piper PA23 Aztec (and Apache)	2 841	3 248
Piper PA 34 Seneca II	76	91
Piper PA28 Cherokee SRS/PA32	17	10
Piper PA 30/PA39 Twin Comanche	262	265
Piper PA 31/31P Navajo Chieftn	2 780	3 346
Ro. Turbo Commander 680T/690	16	10
Shorts 330	522	360
Sikorsky S61N	644	580
Sikorsky S76 Spirit	222	169
Swearingen Merlin IIA/IIB/IIIB	49	65
Westland Whirlwind	3	2
TOTAL	22 082	25 223

(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 II 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**

<b>International services</b>	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.
<b>Domestic services</b>	are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.
<b>Cabotage</b>	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.)
<b>Scheduled services</b>	are those performed according to a published timetable, including those supplementary thereto, and available for use by members of the public.
<b>Non-scheduled or charter services</b>	Include all air transport flights other than scheduled services.
<b>Inclusive Tour Charter</b>	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.
<b>Advance Booking Charter</b>	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 I of the Authority's Official Record.
<b>Affinity Group Charter</b>	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.
<b>Sole-use Charters</b>	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.
<b>Separate Fare Charters</b>	are those where the charterer resells part of the capacity of the aircraft to the public at large, an organisation etc.

#### **MEASURES AND THEIR COMPUTATION**

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

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

<b>Average daily Utilisation per A/C (Hours)</b>	This is the total number of aircraft hours flown (passenger and cargo) divided by the number of aircraft days available for the period in question.
<b>Aircraft kilometres</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
<b>Cargo (or mail) tonne-kilometres used</b>	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.
<b>Cargo</b>	The weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags but excluding passengers' and crews' permitted baggage and mail.
<b>Cargo (or mail) tonnes uplifted</b>	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.
<b>Distance flown per passenger</b>	The average distance flown per passenger is computed by dividing the seat kilometres used by the number of passengers carried.
<b>Passenger load factor</b>	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
<b>Passenger Tonne Kilometres Used</b>	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.
<b>Passengers uplifted</b>	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.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
<b>Revenue passengers</b>	Those who pay 25% or more of the normal applicable fare.
<b>Seat-kilometres available</b>	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.
<b>Seat-kilometres used</b>	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.
<b>Stage flight</b>	Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).

<b>Stage flights</b>	This is computed by dividing the aircraft kilometres flown by the related number of stage flights.
<b>Average Distance</b>	
<b>Tonne</b>	1000 kilogrammes.
<b>Tonne-kilometres available</b>	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.
<b>Tonne-kilometres used</b>	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.
<b>Tonnes available</b>	The capacity of the aircraft for the carriage of payload measured in tonnes.
<b>Weight load factor</b>	Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.