

Civil Aviation Authority



CAP 492

UK Airlines

**annual operating, traffic
and financial statistics 1983**

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FOREWORD

1. CONTENT

- 1.1 UK Airlines - Annual Operating, Traffic and Financial Statistics is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators. This information is required under the Civil Aviation Act, 1982.

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 this publication.

Tonne = 1000 kilograms

Conversion factors (foot/pound system to metric system)

1 short ton (2000 lbs)	= 0.9072 tonnes
1 ton (2240 lbs)	= 1.0160 tonnes
1 statute mile (5,280 feet)	= 1.6095 kilometres
1 short ton mile	= 1.4600 tonne - kilometres

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

3. ENQUIRIES

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

Civil Aviation Authority
Room T404
CAA House Tel. 01 379 7311 Ext 2504
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London WC2B 6TE

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

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

4. OTHER CIVIL AVIATION STATISTICS

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

The series comprise:

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

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CORRIGENDUM TO CAP 492 UK ANNUAL OPERATING,
TRAFFIC AND FINANCIAL STATISTICS 1983

PART 1 TABLE 1.6.1 ALL NON-SCHEDULED SERVICES

SEATS KILOMETRES
AVAILABLE (000)

TOTAL EXCLUDING SUB-CHARTER
OPERATIONS PERFORMED ON BEHALF
OF UK AIRLINES

DELETE:- 3060077
INSERT:- 30600077

TABLE 1.18 AIRLINE PERSONNEL COSTS (UK & OVERSEAS) 1983

DELETE:- TOTAL TABLE
INSERT:- NEW TABLE 1.18 ATTACHED.

PART 3

TABLE 3.1 PASSENGERS DEPARTING FROM UK AIRPORTS
ON INCLUSIVE TOUR CHARTER FLIGHTS

DELETE:- TOTAL TABLE
INSERT:- NEW TABLE 3.1 ATTACHED.

PILOTS AND CO-PILOTS

OTHER COCKPIT PERSONNEL

CABIN ATTENDANTS

	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
British Airways (a)	2 380	-	23.29	429	-	17.44	2 283	2 497	9.73
British Caledonian Airways	348	1	24.59	104	-	17.13	96	979	7.94
Air Europe	98	1	21.48	-	-	-	32	193	7.84
Air UK	135	14	12.44	-	-	-	-	112	5.04
Britannia Airways	430	1	21.09	-	-	-	51	597	7.06
British Midland Airways	168	-	18.43	12	-	17.25	30	160	8.75
Dan-Air Services	384	3	18.81	52	-	15.81	-	591	5.92
Monarch Airlines	127	1	17.38	-	-	-	23	179	5.00
Orion Airways	112	2	19.67	-	-	-	27	158	7.02
Tradewinds Airways	29	-	16.34	15	-	13.27	10	-	6.00
Others (b)	745	7	15.21	23	2	9.16	10	284	4.95

MAINTENANCE AND OVERHAUL
PERSONNELTICKETING AND SALES
PERSONNEL

ALL OTHER PERSONNEL

	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Female		Males	Females		Males	Females	
British Airways (a)	8 519	470	9.87	1 615	1 657	11.69	13 153	4 682	9.91
British Caledonian Airways	1 321	95	11.47	1 248	957	10.81	897	472	10.73
Air Europe	41	1	11.43	-	-	-	56	54	8.34
Air UK	273	9	8.00	58	85	5.38	70	79	7.07
Britannia Airways	667	75	10.33	23	61	8.56	124	203	9.40
British Midland Airways	239	20	9.54	192	193	7.46	105	129	8.04
Dan-Air Services	1 105	96	9.34	51	75	6.94	246	253	6.26
Monarch Airlines	-	-	-	23	43	5.71	48	49	6.69
Orion Airways	24	4	11.07	-	-	-	40	36	7.96
Tradewinds Airways	17	3	9.20	33	9	8.31	13	12	8.00
Others (b)	1 125	23	9.65	153	142	6.42	424	330	6.59

(a) Includes British Airtours and British Airways Helicopters.

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

Passengers Departing from UK Airports on Inclusive Tour
Charter Flights

Table 3.1

	Spain incl Canaries and Balearics	Italy incl Sicily	Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal incl Madeira	France	Other Countries	Total
Winter (November to March) 1982/83											
All Airlines	750 130	174 652	126 606	23 383	142 363	45 890	1 468	82 304	28 867	150 980	1 526 643
of which UK Airlines	662 268	144 895	126 238	23 383	119 518	45 470	832	78 206	28 307	73 254	1 302 371
of which Foreign Airlines	87 862	29 757	368	-	22 845	420	636	4 098	560	77 726	224 272
UK Originating Traffic	730 400	169 057	99 987	23 383	120 397	45 890	905	81 326	27 787	108 428	1 407 560
of which UK Airlines	650 218	140 788	99 987	23 383	118 687	45 890	832	78 206	27 732	69 166	1 254 469
of which Foreign Airlines	80 182	28 269	-	-	1 710	420	73	3 120	55	39 262	153 091
Non UK Originating Traffic	19 730	5 595	26 619	-	21 966	-	563	978	1 080	42 552	119 083
of which UK Airlines	12 050	4 107	26 251	-	831	-	-	-	575	4 088	47 902
of which Foreign Airlines	7 680	1 488	368	-	21 135	-	563	978	505	38 464	71 181
Summer (April to October) 1983											
All Airlines	3 459 661	552 359	159 395	787 236	85 799	85 287	164 417	335 980	139 343	420 767	6 190 244
of which UK Airlines	3 042 261	473 189	157 724	781 446	44 497	62 306	19 529	283 421	135 241	210 849	5 210 463
of which Foreign Airlines	417 400	79 170	1 671	5 790	41 302	22 981	144 888	52 559	4 102	209 918	979 781
UK Originating Traffic	3 425 615	519 868	82 835	787 232	42 740	85 287	164 417	333 567	134 927	346 645	5 923 133
of which UK Airlines	3 016 783	444 656	82 625	781 442	42 509	62 306	19 529	283 291	134 651	196 048	5 063 840
of which Foreign Airlines	408 832	75 212	210	5 790	231	22 981	144 888	50 276	276	150 597	859 293
Non-UK Originating Traffic	34 046	32 491	76 560	4	43 059	-	-	2 413	4 416	74 122	267 111
of which UK Airlines	25 478	28 533	75 099	4	1 988	-	-	130	590	14 801	146 623
of which Foreign Airlines	8 568	3 958	1 461	-	41 071	-	-	2 283	3 826	59 321	120 488

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

Part 1

UK Airlines: Operating, traffic and personnel statistics

Table 1.1

SIZE OF UK AIRLINES BY AVAILABLE CAPACITY
YEARS ENDING 31 DECEMBER 1978 and 1983 (a) (b)

	Output in available tonne-km (000 000)	Percentage of all available tonne-Km
1978		
British Airways	7 225	60.38
British Caledonian Airways	960	8.02
Laker Airways	692	5.78
Dan Air Services	593	4.96
IAS Cargo Airlines	500	4.18
Britannia Airways	431	3.60
Transmeridan Air Cargo	326	2.72
Tradewinds Airways	289	2.42
British Airtours	253	2.11
British Midland Airways	229	1.91
Monarch Airlines	189	1.58
Pelican Air Transport	65	0.54
Air Anglia	39	0.33
British Island Airways	28	0.23
Redcoat Air Cargo	20	0.17
Air Bridge Carriers	19	0.16
British Air Ferries	17	0.14
Intra Airways	15	0.13
British Airways Helicopters	12	0.10
Scimitar Airlines	11	0.09
Invicta International	11	0.09
Bristow Helicopters	10	0.08
Others (13 Airlines)	31	0.26
1983		
British Airways	6 676	59.18
British Caledonian Airways	1 447	12.82
Britannia Airways	769	6.82
Dan Air Services	477	4.22
British Airtours	445	3.95
Air Europe	272	2.41
Monarch Airlines	246	2.18
British Midland Airways	226	2.01
Orion Airways	212	1.88
Tradewinds Airways	138	1.22
British Caledonian Charter (c)	99	0.88
Heavylift Cargo Airlines	64	0.56
Air UK	46	0.41
British Island Airways	30	0.27
British Airways Helicopters	23	0.21
Bristow Helicopters	19	0.17
British Air Ferries	15	0.14
Air Bridge Carriers	13	0.12
Others (26 airlines)	62	0.55

(a) Excludes Air Taxi Operations

(b) Excludes Cathay Pacific Airways

(c) Commenced operations March 1983

MAIN OUTPUT OF UK AIRLINES 1956 - 1983 (a)

Table 1.2

	Total Available tonne-km (000 000)	Percentage growth on Prev. year	Scheduled services Available tonne-km (000 000)	Percentage growth on prev. year	Non-Scheduled services Available tonne-km (000 000)	Percentage growth on prev. year
1956	..	..	638	11.0	..	..
1957	..	..	729	14.3	..	..
1958	..	..	824	13.0	..	..
1959	..	..	941	14.2	..	..
1960	..	..	1 191	26.6	..	..
1961	1 990	..	1 575	32.2	415	..
1962	2 215	11.3	1 784	13.3	431	3.9
1963	2 439	10.1	1 953	9.5	486	12.8
1964	2 879	18.0	2 275	16.5	604	24.3
1965	3 325	15.5	2 664	17.1	661	9.4
1966	3 851	15.8	2 993	12.4	858	29.8
1967	4 016	4.3	3 145	5.1	871	1.5
1968	4 214	4.9	3 256	3.5	958	10.0
1969	4 927	16.9	3 748	15.1	1 179	23.1
1970	5 782	17.4	4 129	10.2	1 653	40.2
1971	6 973	20.6	4 591	11.2	2 382	44.1
1972	8 249	18.3	5 399	17.6	2 850	19.7
1973	9 003	9.1	5 953	10.3	3 051	7.0
1974	8 283	-8.0	5 745	-3.5	2 538	-16.8
1975	8 927	7.8	5 984	4.2	2 943	16.0
1976	9 727	9.0	6 602	10.3	3 125	6.2
1977	10 505	8.0	6 834	3.5	3 671	17.5
1978	11 970	13.9	8 095	18.5	3 875	5.6
1979	12 749	6.5	8 841	9.2	3 909	0.9
1980	13 212	3.6	9 829	11.2	3 383	-13.5
1981	13 087	-0.9	9 936	1.1	3 151	-6.9
1982	11 848	-9.5	9 068	-8.7	2 780	-11.8
1983	12 011	1.4	8 989	-0.9	3 022	8.7
Mean rates of growth (percentages)						
1956-60	..		16.2		..	
1961-65	13.8		13.9		13.5	
1966-70	10.8		8.5		17.5	
1971-75	5.1		6.1		3.1	
1976-80	8.4		11.1		2.3	
Last 20 years	8.5		8.1		9.9	
10 years	4.7		6.4		0.6	
5 years	-2.3		-0.5		-6.9	

(a) Excludes Air Taxi Operations

**SCHEDULED PASSENGER AND CARGO SERVICES BY UK
AIRLINES 1974 - 1983**

Table 1.3

	Seat-km available (000 000)	Seat-km used (000 000)	As % of available	Tonne-km available (000 000)	Total (000 000)	Tonne-Km used		Passenger (000 000)	As % of available
						Mail (000 000)	Cargo (000 000)		
All Services									
1974	44 190.8	25 396.8	57.5	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1
1975	45 922.6	27 554.8	60.0	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4
1976	51 668.2	31 078.1	60.1	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4
1977	53 162.0	31 871.1	60.0	6 833.9	3 928.1	159.0	861.1	2 908.0	57.5
1978	64 170.3	40 441.6	63.0	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2
1979	71 591.1	47 084.8	65.8	8 841.4	5 549.9	178.7	1 070.3	4 300.9	62.8
1980	80 319.9	50 163.8	62.5	9 829.3	5 894.9	176.8	1 214.8	4 503.2	60.0
1981	80 325.2	52 209.6	65.0	9 936.2	6 188.4	170.5	1 343.5	4 674.5	62.3
1982	70 869.3	46 404.3	65.5	9 068.1	5 593.2	169.1	1 200.4	4 223.7	61.7
1983	68 847.5	43 887.4	63.7	8 988.6	5 521.8	179.7	1 338.1	4 004.0	61.4
International Services									
1974	40 612.0	23 140.8	57.0	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9
1975	42 536.2	25 398.4	59.7	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3
1976	47 845.0	28 751.6	60.1	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5
1977	49 807.4	29 790.0	59.8	6 508.4	3 738.3	156.4	849.9	2 732.0	57.4
1978	60 234.8	37 997.0	63.1	7 714.8	4 651.2	170.2	977.1	3 503.8	60.3
1979	67 224.2	44 320.9	65.9	8 425.0	5 301.2	175.4	1 060.1	4 065.7	62.9
1980	75 713.8	47 393.5	62.6	9 379.7	5 652.2	173.0	1 207.7	4 271.5	60.3
1981	76 212.1	49 608.9	65.1	9 525.0	5 958.7	166.2	1 336.2	4 456.3	62.6
1982	66 660.2	43 651.6	65.5	8 645.7	5 355.9	164.0	1 193.0	3 998.9	61.9
1983	64 240.2	41 096.1	64.0	8 529.3	5 281.1	173.8	1 330.4	3 776.9	61.9
Domestic Services									
1974	3 578.8	2 256.1	63.0	369.5	213.7	3.0	22.1	188.6	57.8
1975	3 386.4	2 156.4	63.7	344.2	198.8	2.9	14.2	181.8	57.8
1976	3 823.2	2 326.5	60.8	387.8	212.2	2.7	13.7	195.9	54.7
1977	3 354.7	2 081.1	62.0	325.4	189.8	2.6	11.2	175.9	58.3
1978	3 935.5	2 444.6	62.1	379.9	220.8	2.9	11.4	206.5	58.1
1979	4 366.9	2 763.9	63.3	416.4	248.7	3.2	10.2	235.2	59.7
1980	4 606.1	2 770.3	60.1	449.7	242.6	3.8	7.1	231.7	54.0
1981	4 113.1	2 600.7	63.2	411.2	229.7	4.3	7.3	218.1	55.9
1982	4 209.1	2 752.7	65.4	422.5	237.3	5.1	7.5	224.7	56.2
1983	4 607.3	2 791.4	60.8	459.3	240.7	5.9	7.7	227.0	52.3

NON-SCHEDULED PASSENGER AND CARGO SERVICES BY UK
AIRLINES 1974 - 1983

Table 1.4

By Main Type of Service (a)

	Total		(b) Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK Services	Tonne-km available (000 000)	Percentage of all UK Services	Tonne-km available (000 000)	Percentage of all UK Services	Tonne-km available (000 000)	Percentage of all UK Services
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.9	34.9	1 119.9	10.7	793.2	7.6	1 757.9	16.7
1978	3 875.2	32.4	1 234.7	10.3	616.1	5.1	2 024.4	16.9
1979	3 909.8	30.7	1 546.4	12.1	352.3	2.8	2 011.1	15.8
1980	3 383.4	25.6	1 813.2	13.7	344.9	2.6	1 225.3	9.3
1981	3 151.3	24.1	1 950.1	14.9	335.9	2.6	864.8	6.6
1982	2 780.0	23.5	2 180.1	18.4	184.5	1.6	415.4	3.5
1983	3 022.2	25.2	2 371.8	19.7	240.4	2.0	410.0	3.4

Inclusive Tours (b)

	seat-km available (000 000)	seat-km used (000 000)	As percentage of available	Passengers Uplifted (000)	Stage flights (number)	Aircraft km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	91 139	1 527	1 582
1977	12 818.9	10 795.7	84.2	6 825.4	64 678	97 398	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979	17 634.5	14 920.6	84.6	8 749.7	80 441	130 798	1 626	1 705
1980	20 344.8	17 117.0	84.1	9 662.8	86 298	147 126	1 705	1 771
1981	21 709.9	18 515.8	85.3	10 155.6	87 689	154 291	1 760	1 823
1982	24 560.8	20 775.4	84.6	11 901.8	104 700	178 547	1 705	1 746
1983	26 479.9	22 731.0	85.8	13 037.6	108 173	181 912	1 682	1 743

Other Separate Fare and Advance Booking Charters

1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.5	6 785.6	82.9	1 730.5	17 616	41 555	2 359	3 921
1978	6 312.2	5 068.2	80.3	1 534.6	15 143	33 212	2 193	3 303
1979	3 732.5	2 872.1	76.9	1 068.6	10 933	20 786	1 901	2 688
1980	3 729.5	2 942.9	78.9	1 161.2	12 655	21 815	1 724	2 534
1981	3 715.5	3 071.0	82.7	1 457.0	13 058	22 827	1 748	2 108
1982	2 104.1	1 758.8	83.6	685.2	6 353	12 134	1 910	2 567
1983	2 526.3	2 188.7	86.6	677.2	5 914	13 862	2 344	3 232

(a) Excludes Air Taxi Operations

(b) From 1974 Inclusive Tours performed under Class 4 Licences are
included with other Separate Fare and Advance Booking Charters.

ALL SCHEDULED SERVICES 1983

Table 1.5.1

	Aircraft-km (000)	Stage flights	A/C hours	No of passengers uplifted	available (000)	Seat-km used (000)	as % of avail	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of avail
Passenger services														
British Airways	210 024	169 057	334 971	14 156 403	53 249 731	34 431 168	64.7	194 347	6 592 136	4 172 721	154 367	876 196	3 142 159	63.3
British Airtours	22	4	29	621	4 223	3 469	82.1	-	384	291	-	-	291	75.7
BA Helicopters	238	4 181	1 331	72 607	6 431	4 415	68.6	139	530	370	2	6	362	69.9
British Caledonian Airways	46 811	38 751	73 269	2 059 709	9 577 225	5 916 936	61.8	49 001	1 383 373	838 321	15 083	280 652	542 587	60.6
Air Commuter	392	837	1 225	5 031	5 062	2 355	46.5	1	380	178	-	-	178	46.9
Air Ecosse	2 348	9 977	7 593	73 213	52 258	25 165	48.2	138	4 442	2 063	11	17	2 035	46.4
Air UK	11 136	37 530	38 030	748 001	434 024	240 102	55.3	1 700	42 413	20 977	73	509	20 394	49.5
Aurigny Air Services	1 297	23 241	6 280	231 817	21 788	13 063	60.0	1 326	1 806	1 124	6	73	1 045	62.3
Birmingham Executive Airways	711	727	1 977	3 774	8 652	3 706	42.8	-	671	297	-	-	296	44.2
British Midland Airways	13 172	35 918	42 134	1 252 885	907 355	514 119	56.7	1 114	88 112	40 652	32	419	40 200	46.1
Brymon Airways	2 066	12 368	9 148	138 373	65 145	37 203	57.1	120	6 214	3 076	-	28	3 048	49.5
Burnhills High. Heli. Service	60	1 091	401	1 393	242	89	36.7	-	18	7	-	-	7	38.2
Cathay Pacific Airways (a)	8 847	1 535	11 239	202 556	3 556 500	2 159 851	60.7	9 263	490 923	301 991	7 296	86 622	208 072	61.5
Dan-Air Services	9 037	24 066	25 856	698 334	641 264	358 306	55.9	2 048	53 161	30 009	137	1 213	28 659	56.5
Euroflite	373	1 256	1 117	5 983	5 531	2 282	41.3	-	481	182	-	-	182	38.0
Guernsey Airlines	727	2 470	2 893	71 658	27 213	21 350	78.5	1	2 860	1 814	-	-	1 814	63.4
Inter City Airlines	209	762	777	8 271	6 162	3 701	60.1	-	669	308	-	-	308	46.0
Jersey European Airways	1 429	6 131	6 402	55 305	25 591	13 133	51.3	20	2 096	1 060	7	-	1 053	50.6
Lease Air T/A Genair	2 856	13 728	10 970	116 453	83 287	35 554	42.7	-	6 632	2 827	-	-	2 827	42.6
Loganair	2 986	21 271	13 157	204 998	60 544	39 533	65.3	-	5 492	3 522	-	-	3 522	64.1
Manx Airlines	1 992	10 513	8 244	231 284	89 396	53 999	60.4	580	8 039	4 443	2	129	4 312	55.3
Metropolitan Airways	158	1 490	780	7 913	2 003	1 093	54.6	-	161	87	-	-	87	54.0
Spacegrand Aviation Services	889	6 386	4 219	41 728	16 962	6 664	39.3	33	1 311	503	-	4	499	38.3
Telair Manchester	109	733	604	843	870	176	20.3	-	79	14	-	-	14	18.1
Total Passenger Services	317 890	424 023	602 647	20 289 153	68 847 458	43 887 427	63.7	259 831	8 692 383	5 426 838	177 016	1 245 869	4 003 952	62.4
Cargo Services														
British Airways	2 019	327	2 568	-	-	-	-	2 799	36 707	29 015	27	28 988	-	79.0
British Caledonian Airways	335	635	745	-	-	-	-	3 557	3 118	2 570	2 514	56	-	82.4
Air-Bridge Carriers	233	858	867	-	-	-	-	6 771	3 097	1 859	-	1 859	-	60.0
Air Continental	38	48	124	-	-	-	-	15	24	12	-	12	-	49.7
Air UK	566	1 740	2 077	-	-	-	-	4 987	2 677	1 683	99	1 584	-	62.9
British Air Ferries	69	105	233	-	-	-	-	398	386	262	-	262	-	68.0
British Midland Airways	267	506	762	-	-	-	-	1 736	1 772	919	-	919	-	51.9
Cathay Pacific Airways (a)	2 386	516	3 124	-	-	-	-	4 555	238 614	50 871	62	50 809	-	21.3
Channel Express (Air Services)	307	2 062	1 371	-	-	-	-	8 306	1 691	1 382	-	1 382	-	81.7
Nightflight	282	742	953	-	-	-	-	264	193	98	-	98	-	50.9
Tradewinds Airways	189	53	247	-	-	-	-	1 028	7 942	6 246	-	6 246	-	78.6
TOTAL Cargo Services	6 691	7 592	13 073	-	-	-	-	34 416	296 221	94 918	2 702	92 215	-	32.0
GRAND TOTAL	324 581	431 615	615 720	20 389 153	68 847 458	43 887 427	63.7	294 247	8 988 603	5 521 755	179 719	1 338 085	4 003 952	61.4

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

INTERNATIONAL SCHEDULED SERVICES 1983(a)

Table 1.5.2

	Aircraft-km (000)		Stage flights		A/C hours		No of passengers uplifted		Seat-km available (000)				used (000)		as % of avail	Cargo & Mail uplifted tonnes		Tonne-km available (000)		Total (000)		Tonne-km used Mail (000)		Cargo (000)		Passengers (000)		as % of avail					
Passenger services																																	
British Airways	189	324	117	529	283	830	10	645	329	50	794	224	32	889	156	64.7	182	326	6	346	662	4	041	137	151	843	873	683	3	015	611	63.7	
British Airtours		22		4		29			621		4	223		3	469	82.1		-			384		291		-		-			291	75.7		
British Caledonian Airways	42	644	22	414	61	294	1	441	775	9	170	317	5	689	354	62.0	45	989	1	340	310		819	037	14	567	280	368		524	101	61.1	
Air Commuter		392		837	1	225		5	031		5	062		2	355	46.5		1		380		178		-		-				178	46.9		
Air Ecosse		163		558		491		3	441		2	441		1	383	56.7		4		211		114		-		2				112	53.7		
Air UK	6	838	18	044	22	279		274	406		238	394		114	688	48.1		857		23	521		10	117		-		373		9	744	43.0	
Aurigny Air Services	1	297	23	241	6	280		231	817		21	788		13	063	60.0	1	326		1	806		1	124		6		73		1	045	62.3	
Birmingham Executive Airways		711		727	1	977		3	774		8	652		3	704	42.8		-		671		297		-		-				296	44.2		
British Midland Airways	1	506	3	475	4	973		79	471		71	372		34	383	48.2		159		6	678		2	750		-		67		2	683	41.2	
Brymon Airways		195		759		790		8	315		4	940		2	653	53.7		8		445		220		-		2				218	49.4		
Cathay Pacific Airways(b)	8	947	1	535	11	239		202	556		3	556	500	2	159	851	60.7		9	263		490	023	301	991	7	296	86	622	208	072	61.5	
Dan-Air Services	4	162	8	328	10	399		253	611		318	290		164	138	51.6		1	143		26	507		13	896		14	753		13	128	52.4	
Euroflite		373	1	256	1	117		5	983		5	531		2	282	41.3		-		481		182		-		-				182	38.0		
Inter City Airlines		55		232		203			444			897			212	23.7		-		90		17		-		-				17	18.9		
Jersey European Airways	1	082	4	855	4	981		43	909		19	376		9	608	49.6		20		1	584		776		7		-		769	49.0			
Lease Air T/A Genair		311		516		903		5	844		10	519		3	552	33.8		-		840		283		-		-				283	33.7		
Manx Airlines		75		578		337		7	567		2	166			976	45.1		4		201		79		-		1			78	39.2			
Metropolitan Airways		26		408		125		2	000			381			362	95.0		-		29		29		-		-			29	..			
Spacegrand Aviation Services		273	1	597	1	301		3	851		5	123			885	17.3		2		402		67		-		-			66	16.6			
TOTAL Passenger Services	258	295	206	893	413	774	13	219	745	64	240	196	41	096	073	64.0	241	101	8	242	125	5	192	582	173	733	1	241	944	3	776	905	63.0
Cargo Services																																	
British Airways	2	019		326	2	568		-	-		-	-		-	-	-		2	794		36	701		29	015		27		28	988		-	79.1
British Caledonian Airways		50		138		161		-	-		-	-		-	-	-		174		80		56		-			56		-	-	69.9		
Air Continental		38		48		124		-	-		-	-		-	-	-		15		24		12		-			12		-	-	49.7		
Air UK		306		728	1	068		-	-		-	-		-	-	-		2	443		1	477		1	026		-		1	026		-	69.5
British Air Ferries		69		105		233		-	-		-	-		-	-	-		398		386		262		-			262		-	-	68.0		
British Midland Airways		267		506		762		-	-		-	-		-	-	-		1	736		1	772		919		-		919		-	-	51.9	
Cathay Pacific Airways(b)	2	386		516	3	124		-	-		-	-		-	-	-		4	555		238	614		50	871		62		50	809		-	21.3
Nightflight		282		742		953		-	-		-	-		-	-	-		264		193		98		-			98		-	-	50.9		
Tradewinds Airways		189		53		247		-	-		-	-		-	-	-		1	028		7	942		6	246		-		6	246		-	78.6
TOTAL Cargo Services	5	605	3	162	9	241		-	-		-	-		0	-	-	13	406		287	190		88	506		89		88	416		-	30.8	
GRAND TOTAL	263	901	210	055	423	015	13	219	745	64	240	196	41	096	073	64.0	254	507	8	529	314	5	281	088	173	823	1	330	361	3	776	905	61.9

(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).

DOMESTIC SCHEDULED SERVICES 1983 (a)

Table 1.5.3

	Aircraft-km (000)	Stage flights	A/C hours	No of passengers uplifted	Seat-km available (000)	used (000)	as % of avail	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of avail
Passenger Services														
British Airways	20 700	51 528	51 141	3 511 074	2 455 507	1 542 012	62.8	12 021	245 474	131 584	2 524	2 513	126 548	53.6
BA Helicopters	238	4 181	1 331	72 607	6 431	4 415	68.6	139	530	370	2	6	362	69.9
British Caledonian Airways	4 167	16 337	11 975	617 934	406 908	227 582	55.9	3 012	43 063	19 285	516	284	18 485	44.8
Air-Ecoase	2 185	9 419	7 102	69 772	49 817	23 782	47.7	135	4 230	1 950	11	15	1 923	46.1
Air UK	4 298	19 486	15 751	473 595	195 630	125 414	64.1	843	18 892	10 860	73	136	10 650	57.5
British Midland Airways	11 666	32 443	37 161	1 173 414	835 982	479 736	57.4	955	81 434	37 902	32	353	37 517	46.5
Brymon Airways	1 870	11 609	8 358	130 058	60 205	34 549	57.4	112	5 769	2 856	-	26	2 830	49.5
Burnthills High. Heli. Service	60	1 091	401	1 393	242	89	36.7	-	18	7	-	-	7	38.2
Dan-Air Services	4 876	15 738	15 457	444 723	322 974	194 168	60.1	905	26 654	16 114	123	460	15 531	60.5
Guernsey Airlines	727	2 470	2 893	71 658	27 213	21 350	78.5	1	2 860	1 814	-	-	1 814	63.4
Inter City Airlines	154	530	574	7 827	5 265	3 489	66.3	-	579	291	-	-	291	50.2
Jersey European Airways	347	1 276	1 421	11 396	6 215	3 525	56.7	-	512	284	-	-	284	55.6
Lease Air T/A Genair	2 545	13 212	10 068	110 609	72 768	32 002	44.0	-	5 793	2 544	-	-	2 544	43.9
Loganair	2 986	21 271	13 157	204 998	60 544	39 533	65.3	-	5 492	3 522	-	-	3 522	64.1
Manx Airlines	1 917	9 935	7 907	223 717	87 230	53 023	60.8	576	7 838	4 364	2	128	4 234	55.7
Metropolitan Airways	132	1 082	654	5 913	1 622	731	45.0	-	133	58	-	-	58	44.0
Spacegrand Aviation Services	616	4 789	2 918	37 877	11 839	5 779	48.8	32	909	436	-	4	432	48.0
Telair Manchester	109	733	604	843	870	176	20.3	-	79	14	-	-	14	18.1
TOTAL Passenger Services	59 594	217 130	188 873	7 169 408	4 607 262	2 791 354	60.6	18 730	450 258	234 255	3 283	3 925	227 047	52.0
Cargo Services														
British Airways	-	1	1	-	-	-	-	5	6	-	-	-	-	0.5
British Caledonian Airways	284	497	565	-	-	-	-	3 383	3 037	2 514	2 514	-	-	82.8
Air-Bridge Carriers	233	858	867	-	-	-	-	6 771	3 097	1 859	-	1 859	-	60.0
Air UK	261	1 012	1 008	-	-	-	-	2 544	1 200	656	99	558	-	54.7
Channel Express (Air Services)	307	2 062	1 371	-	-	-	-	8 306	1 691	1 382	-	1 382	-	81.7
TOTAL Cargo Services	1 086	4 430	3 832	-	-	-	-	21 010	9 031	6 412	2 613	3 799	-	71.0
GRAND TOTAL	60 680	221 560	192 705	7 169 408	4 607 262	2 791 354	60.6	39 739	459 289	240 667	5 896	7 724	227 047	52.3

(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.

ALL NON-SCHEDULED SERVICES 1983(a)

Table 1.6.1

	Aircraft-km (000)	Stage flights	A/C hours	No of passengers uplifted	Seat-km Available (000)	Used (000)	as % of avail	Cargo & Mail uplifted Tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of avail
British Airways	2 985	1 702	4 437	122 623	426 723	369 670	86.6	17	47 490	34 483	22	1 307	33 154	72.6
British Airtours	23 264	11 190	35 012	1 745 132	4 797 254	4 076 609	85.0	17	445 111	345 945	186	426	345 333	77.7
BA Helicopters	6 541	39 374	30 838	534 440	197 122	139 196	70.6	2 336	22 780	11 545	-	406	11 139	50.6
British Caledonian Airways	3 160	1 621	4 736	142 935	661 277	510 244	77.2	-	60 229	45 331	-	-	45 331	75.3
Air Bridge Carriers	796	1 575	2 471	-	-	-	-	11 489	10 125	6 436	-	6 436	-	63.6
Air Ecosse	71	304	293	-	2 360	1 361	57.7	-	217	110	-	1	109	50.7
Air Europe	19 648	11 380	31 513	1 448 636	2 875 490	2 525 717	87.8	6	272 130	202 065	9	5	202 051	74.3
Air UK	349	792	1 038	5 630	5 714	4 510	78.9	869	1 384	683	127	173	383	49.3
Aurigny Air Services	1	7	6	-	19	10	52.7	-	1	1	-	-	1	57.6
Birmingham Executive Airways	232	458	732	63	4 168	1 930	46.3	-	270	155	-	-	154	57.3
Bristow Helicopters	12 127	93 571	58 218	771 226	201 717	129 676	64.3	6 942	18 777	12 863	-	1 110	11 753	68.5
Britannia Airways	69 427	39 394	111 265	4 401 800	9 036 586	7 713 219	85.4	48	769 380	655 632	24	96	655 512	85.2
British Air Ferries	2 401	5 508	7 523	128 694	109 406	82 024	74.9	2 954	15 054	10 197	34	3 432	6 731	67.7
British Caledonian Charter	2 844	1 499	3 723	485 542	1 079 277	927 635	85.9	60	99 408	74 318	-	187	74 131	74.8
British Caledonian Helicopters	1 068	4 520	4 703	44 694	18 751	10 763	57.4	294	1 967	978	-	66	912	49.7
British Executive Air Services	509	23 966	3 382	136 101	5 599	2 890	51.6	1 246	509	288	-	25	263	56.6
British Island Airways	3 752	3 944	6 907	204 909	333 927	257 356	77.1	-	30 027	20 623	2	-	20 621	68.7
British Midland Airways	4 795	2 509	7 025	328 622	915 703	792 750	86.6	-	136 357	62 180	10	340	61 830	45.6
Bryan Aviation	85	69	151	806	1 951	967	49.6	-	494	78	-	-	78	15.8
Brymon Airways	699	1 748	2 349	49 936	34 933	19 997	57.2	248	3 493	1 736	-	99	1 637	49.7
Channel Express (Air Services)	153	1 020	698	1	25	16	64.0	1 610	674	408	403	5	-	60.5
Dan-Air Services	39 219	28 531	65 397	2 809 984	5 257 147	4 565 138	86.8	4 336	423 407	366 857	846	763	365 247	86.6
Euroair Transport	44	107	128	1 007	1 112	746	67.1	15	213	107	-	51	56	50.2
Euroflite	16	121	66	-	160	218	..	-	14	17	-	-	17	..
Guernsey Airlines	209	693	659	27 930	14 552	8 450	58.1	139	1 352	727	2	43	682	53.8
Heavylift Cargo Airlines	1 957	781	4 639	-	-	-	-	4 531	63 537	30 428	-	30 428	-	47.9
Instone Airlines	98	153	34.5	-	-	-	-	291	1 866	951	3	948	-	50.9
Inter City Airlines	408	1 258	1 381	36 777	2 080	12 115	58.2	325	2 203	1 127	-	108	1 019	51.2
Jersey European Airways	46	527	239	-	834	587	70.4	-	65	47	-	-	47	72.3
Lease Air T/A Genair	332	1 691	1 401	-	7 134	3 523	49.4	-	573	285	-	4	282	49.8
Loganair	58	377	301	-	1 571	696	44.3	-	137	58	-	1	57	42.2
Management Aviation	997	17 732	4 659	38 246	9 103	2 393	26.3	770	749	230	-	40	190	30.7
Manx Airlines	48	285	189	251	109	80	73.2	620	220	117	-	111	6	53.3
Metropolitan Airways	548	3 114	2 705	1 365	10 944	6 289	57.5	-	926	505	-	1	503	54.5
Monarch Airlines	17 417	9 842	27 443	1 233 434	2 699 850	2 310 813	85.6	14	246 180	207 606	-	9	207 597	84.3
North Scottish Helicopters	2 946	53 361	12 063	156 891	29 640	13 475	45.5	-	2 429	1 134	-	-	1 134	46.7
Orion Airways	17 266	10 165	27 923	1 015 099	2 245 002	1 863 456	83.0	-	212 437	148 971	-	-	148 971	70.1
Spacegrand Aviation Services	3	10	13	-	56	21	37.8	-	5	2	-	-	2	37.0
Tradewinds Airways	3 161	1 089	4 289	-	-	-	-	19 127	130 005	99 163	-	99 163	-	76.3
TOTAL	239 677	375 988	470 861	15 872 774	31 006 019	26 354 540	85.0	58 305	3 022 198	2 344 385	1 669	145 785	2 196 932	77.6
TOTAL Sub-Charter Operations performed on behalf of UK Airlines	4 690	10 836	12 972	..	405 942	311 754	76.8	..	42 416	29 062	232	2 867	25 964	68.5
TOTAL Excluding Sub-Charter Operations performed on behalf of UK Airlines	234 987	365 152	457 889	15 872 774	3 060 077	26 042 786	85.1	58 305	2 979 782	2 315 323	1 437	142 918	2 170 968	77.7

(a) Excludes Air Taxi Operations (see Table 1.17) .

(b) Excludes Passengers, Cargo and Mail uplifted on Sub-Charter Operations

INTERNATIONAL NON-SCHEDULED SERVICES 1983(a)

Table 1.6.2

	Aircraft-km (000)	Stage flights	A/C hours	No of passengers uplifted	Seat-km Available (000)	Used (000)	as % of avail	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of avail
British Airways	2 969	1 637	4 382	119 454	425 697	368 848	86.6	16	47 393	34 416	22	1 307	33 087	72.6
British Airtours	23 264	11 189	35 011	1 745 076	4 797 181	4 076 578	85.0	17	445 105	345 942	186	426	345 330	77.7
BA Helicopters	6 491	39 097	30 592	533 840	196 059	139 081	70.9	2 281	22 656	11 526	-	394	11 132	50.9
British Caledonian Airways	3 158	1 614	4 728	142 325	660 988	510 016	77.2	-	60 201	45 311	-	-	45 311	75.3
Air Bridge Carriers	344	508	1 015	-	-	-	-	2 260	4 276	2 175	-	2 175	-	50.9
Air Ecosse	1	6	2	-	28	15	55.6	-	3	1	-	-	1	44.4
Air Europe	19 647	11 378	31 511	1 448 376	2 875 370	2 525 597	87.8	6	272 119	202 056	9	5	202 042	74.3
Air UK	229	398	665	4 885	5 196	4 093	78.8	373	1 153	512	-	164	347	44.4
Aurigny Air Services	-	3	1	-	2	2	92.0	-	-	-	-	-	-	94.8
Birmingham Executive Airways	2	4	8	30	33	23	71.4	-	2	2	-	-	2	74.9
Bristow Helicopters	12 127	93 571	58 218	771 226	201 717	129 676	64.3	6 942	18 777	12 863	-	1 110	11 753	68.5
Britannia Airways	69 215	39 060	110 839	4 367 976	9 009 369	7 690 963	85.4	28	767 055	653 734	24	90	653 620	85.2
British Air Ferries	1 447	2 832	4 479	52 977	56 733	40 931	72.1	172	8 840	5 394	-	2 040	3 354	61.0
British Caledonian Charter	2 843	1 497	3 722	484 896	1 079 046	927 438	85.9	60	99 386	74 302	-	187	74 116	74.8
British Caledonian Helicopters	1 065	4 500	4 689	44 640	18 721	10 755	57.4	293	1 963	978	-	66	912	49.8
British Executive Air Services	509	23 966	3 382	136 101	5 599	2 890	51.6	1 246	509	288	-	25	263	56.6
British Island Airways	3 745	3 923	6 889	203 727	333 368	256 967	77.1	-	29 973	20 591	-	-	20 590	68.7
British Midland Airways	4 737	2 261	6 784	328 199	913 144	791 232	86.6	-	136 083	62 057	10	340	61 707	45.6
Bryan Aviation	82	62	142	666	1 875	903	48.2	-	473	73	-	-	73	15.4
Channel Express (Air Services)	4	44	32	-	22	15	68.2	-	2	-	-	-	-	25.6
Dan Air Services	38 124	25 089	61 432	2 753 987	5 224 725	4 545 199	87.0	676	418 372	363 940	-	287	363 653	87.0
Euroair Transport	40	92	117	1 007	1 035	702	67.8	8	202	99	-	47	52	49.0
Euroflite	16	121	66	-	160	218	..	-	14	17	-	-	17	..
Heavylift Cargo Airlines	1 957	781	4 639	-	-	-	-	4 531	63 537	30 428	-	30 428	-	47.9
Instone Airlines	93	139	323	-	-	-	-	291	1 839	939	-	939	-	51.0
Inter City Airlines	40	96	170	542	670	485	72.4	180	160	105	-	65	41	65.6
Jersey European Airways	20	415	133	-	364	252	69.1	-	31	20	-	-	20	65.5
Lease Air T/A Genair	48	259	210	-	1 090	526	48.3	-	87	42	-	-	42	48.4
Loganair	3	18	14	-	75	27	36.7	-	6	2	-	-	2	36.0
Management Aviation	997	17 732	4 659	38 246	9 103	2 393	26.3	770	749	230	-	40	190	30.7
Metropolitan Airways	21	84	83	1 285	412	315	76.5	-	30	25	-	-	25	83.5
Monarch Airlines	17 413	9 830	27 433	1 232 956	2 699 513	2 310 689	85.6	1	246 138	207 588	-	2	207 586	84.3
North Scottish Helicopters	2 946	53 361	12 063	156 891	29 640	13 475	45.5	-	2 429	1 134	-	-	1 134	46.7
Orion Airways	17 262	10 154	27 913	1 014 872	2 244 558	1 863 250	83.0	-	212 395	148 955	-	-	148 955	70.1
Tradewinds Airways	3 161	1 089	4 289	-	-	-	-	19 127	130 005	99 163	-	99 163	-	76.3
TOTAL	234 019	356 810	450 634	15 584 180	30 791 492	26 213 555	85.1	39 278	2 991 962	2 324 910	251 139	301	2 185 359	77.7
TOTAL Sub-Charter Operations performed on behalf of UK Airlines	3 048	3 660	6 173	..	354 922	282 846	79.7	..	37 924	26 560	210	2 732	23 618	70.0
TOTAL Excluding Sub-Charter Operations performed on behalf of UK Airlines	230 971	353 150	444 461	15 584 180	30 436 570	25 930 709	85.2	39 278	2 954 038	2 298 350	41 136	569	2 161 741	77.8

(a) Excludes Air Taxi Operations (see Table 1.17)

(b) Excludes Passengers, Cargo and Mail uplifted on Sub-Charter Operations

DOMESTIC NON-SCHEDULED SERVICES 1983(a)

Table 1.6.3

	Aircraft-km (000)	Stage flights	A/C hours	No of passengers uplifted	Seat-km Available (000)	Used (000)	as % of avail	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of avail
British Airways	16	65	55	3 169	1 026	822	80.1	1	97	67	-	-	67	68.8
British Airtours	1	1	1	56	73	31	43.1	-	7	3	-	-	3	39.7
BA Helicopters	50	277	247	600	1 063	114	10.7	56	124	19	-	12	7	15.3
British Caledonian Airways	3	7	8	610	289	228	79.0	-	28	20	-	-	20	68.9
Air-Bridge Carriers	452	1 067	1 455	-	-	-	-	9 230	5 849	4 260	-	4 260	-	72.8
Air Ecosse	70	298	291	-	2 332	1 345	57.7	-	214	109	-	1	108	50.7
Air Europe	1	2	2	260	120	120	100.0	-	11	10	-	-	10	84.6
Air UK	120	394	373	745	518	417	80.5	496	231	171	127	9	36	74.0
Aurigny Air Services	1	4	5	-	17	8	48.7	-	1	1	-	-	1	53.6
Birmingham Executive Airways	230	454	725	33	4 135	1 906	46.1	-	268	153	-	-	153	57.1
Britannia Airways	211	334	426	33 824	27 217	22 256	81.8	21	2 325	1 898	-	6	1 892	81.6
British Air Ferries	955	2 676	3 045	75 717	52 673	41 093	78.0	2 781	6 214	4 803	34	1 391	3 378	77.3
British Caledonian Charter	1	2	1	646	231	196	85.0	-	21	16	-	-	16	73.7
British Caledonian Helicopters	3	20	14	54	30	8	26.7	1	4	-	-	-	-	-
British Island Airways	7	21	19	1 182	560	389	69.5	-	55	33	2	-	31	59.7
British Midland Airways	58	248	241	423	2 559	1 518	59.3	-	274	122	-	-	122	44.6
Bryan Aviation	3	7	9	140	76	65	85.5	-	20	5	-	-	5	25.0
Brymon Airways	699	1 748	2 349	49 936	34 933	19 997	57.2	248	3 493	1 736	-	99	1 637	49.7
Channel Express (Air Services)	149	976	667	1	3	1	20.0	1 611	673	409	403	5	-	60.8
Dan-Air Services	1 094	3 442	3 965	55 997	32 422	19 939	61.5	3 660	5 035	2 917	846	476	1 595	57.9
Euroair Transport	5	15	12	-	77	45	58.4	-	12	7	-	4	3	58.3
Guernsey Airlines	209	693	659	27 930	14 552	8 450	58.1	139	1 352	727	2	43	682	53.8
Instone Airlines	5	14	22	-	-	-	-	-	26	12	3	9	-	44.4
Inter City Airlines	368	1 162	1 210	36 235	20 133	11 630	57.8	144	2 043	1 021	-	44	978	50.0
Jersey European Airways	26	112	106	-	470	335	71.3	-	34	27	-	-	27	78.4
Lease Air T/A Genair	284	1 432	1 191	-	6 044	2 997	49.6	-	485	243	-	4	239	50.1
Loganair	55	359	287	-	1 497	668	44.7	-	131	56	-	1	55	42.4
Manx Airlines	48	285	189	251	109	80	73.2	620	220	117	-	111	6	53.3
Metropolitan Airways	527	3 030	2 622	80	10 532	5 975	56.7	-	896	480	-	1	478	53.5
Monarch Airlines	4	12	10	478	337	124	36.8	14	43	18	-	7	11	42.6
Orion Airways	3	11	10	227	444	206	46.4	-	42	16	-	-	16	39.1
Spacegrand Aviation Services	3	10	13	-	56	21	37.8	-	5	2	-	-	2	37.0
TOTAL	5 658	19 178	20 228	288 594	214 528	140 984	65.7	19 027	30 236	19 476	1 418	6 484	11 574	64.4
TOTAL Sub-Charter Operations performed on behalf of UK Airlines	1 643	7 176	6 799	..	51 020	28 908	56.7	..	4 492	2 502	22	135	2 345	55.7
TOTAL Excluding Sub-Charter Operations performed on behalf of UK Airlines	4 015	12 002	13 429	288 594	163 508	112 076	56.7	19 027	25 744	16 974	1 396	6 349	9 229	65.9

(a) Excludes Air Taxi Operations (see Table 1.17)

(b) Excludes Passengers, Cargo and Mail uplifted on Sub-Charter Operations

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers Affinity	uplifted Others	Seat- km Available (000)	Used (000)	as % of available
British Airways	451	159	420	-	1 611	11 192	45 578	38 411	84.3
British Airtours	4 693	895	6 009	130 404	-	10 431	1 092 679	953 567	87.3
British Caledonian Airways	46	78	101	-	-	6 736	5 119	3 994	78.0
Air Europe	6	7	11	-	-	816	729	623	85.5
Air UK	12	22	35	-	88	755	530	450	84.9
Britannia Airways	109	108	193	-	4 031	5 777	14 131	10 736	76.0
British Air Ferries	131	282	393	-	-	16 974	9 580	8 284	86.5
British Island Airways	38	47	73	-	1 395	1 544	3 385	2 457	72.6
British Midland Airways	1 325	297	1 721	42 279	-	924	279 091	261 888	93.8
Dan-Air Services	4 692	2 293	7 059	-	2 824	265 421	716 726	602 891	84.1
Metropolitan Airways	1	4	5	-	80	-	19	19	100.0
Monarch Airlines	607	267	957	-	1 331	24 639	79 163	63 709	80.5
Orion Airways	138	146	250	-	-	16 509	17 889	15 360	85.9
TOTAL	12 249	4 605	17 225	172 683	11 360	361 718	2 264 620	1 962 389	86.7

	Cargo & Mail uplifted	Tonne-km available	Tonne-km used			Passengers (000)	as % of available
			Total (000)	Mail (000)	Cargo (000)		
British Airways	-	4 603	3 544	-	-	3 544	77.0
British Airtours	-	100 530	80 348	-	-	80 348	79.9
British Caledonian Airways	-	495	343	-	-	343	69.4
Air Europe	-	69	50	-	-	50	72.4
Air UK	-	54	38	-	-	38	70.3
Britannia Airways	-	1 203	913	-	-	913	75.9
British Air Ferries	-	798	672	-	-	672	84.3
British Island Airways	-	304	197	-	-	197	64.6
British Midland Airways	-	42 968	20 411	-	-	20 411	47.5
Dan-Air Services	-	57 334	48 225	-	-	48 225	84.1
Metropolitan Airways	-	2	2	-	-	2	100.0
Monarch Airlines	-	7 234	5 729	-	-	5 729	79.2
Orion Airways	-	1 693	1 228	-	-	1 228	72.5
TOTAL	-	217 285	161 699	-	-	161 699	74.4

INTERNATIONAL CLASS 2 LICENCE OPERATIONS 1983

Table 1.7.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted			Seat-km		as % of available
				ABC	Affinity	Others	Available (000)	Used (000)	
British Airways	447	144	405	-	1 611	10 389	45 298	38 162	84.2
British Airtours	4 693	895	6 009	130 404	-	10 431	1 092 679	953 567	87.3
British Caledonian Airways	46	78	101	-	-	6 736	5 119	3 994	78.0
Air Europe	5	5	9	-	-	556	609	503	82.6
Air UK	12	18	34	-	88	579	517	437	84.5
Britannia Airways	109	108	193	-	4 031	5 777	14 131	10 736	76.0
British Air Ferries	117	216	341	-	-	13 396	8 623	7 377	85.5
British Island Airways	33	31	59	-	1 395	639	2 976	2 176	73.1
British Midland Airways	1 324	295	1 718	42 279	-	778	279 035	261 832	93.8
Dan-Air Services	4 683	2 268	7 025	-	2 824	264 334	716 291	602 505	84.1
Monarch Airlines	607	267	957	-	1 331	24 639	79 163	63 709	80.5
Orion Airways	138	146	250	-	-	16 509	17 889	15 360	85.9
TOTAL	12 213	4 471	17 100	172 683	11 280	354 763	2 262 330	1 960 357	86.7

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	Cargo & Mail uplifted	Tonne-km available	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airways	-	4 576	3 524	-	-	3 524	77.0
British Airtours	-	100 530	80 348	-	-	80 348	79.9
British Caledonian Airways	-	495	343	-	-	343	69.4
Air Europe	-	58	40	-	-	40	70.0
Air UK	-	53	37	-	-	37	70.0
Britannia Airways	-	1 203	913	-	-	913	75.9
British Air Ferries	-	717	598	-	-	598	83.4
British Island Airways	-	267	174	-	-	174	65.1
British Midland Airways	-	42 963	20 407	-	-	20 407	47.5
Dan-Air Services	-	57 299	48 195	-	-	48 195	84.1
Monarch Airlines	-	7 234	5 729	-	-	5 729	79.2
Orion Airways	-	1 693	1 228	-	-	1 228	72.5
TOTAL	-	217 088	161 536	-	-	161 536	74.4

DOMESTIC CLASS 2 LICENCE OPERATIONS 1983

Table 1.7.3

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	Others	Available (000)	Seat-km Used (000)	as % of available
British Airways	4	15	14	-	-	803	280	249	89.0
Air Europe	1	2	2	-	-	260	120	120	100.0
Air UK	-	4	2	-	-	176	13	13	100.0
British Air Ferries	14	66	52	-	-	3 578	957	907	94.7
British Island Airways	5	16	13	-	-	905	409	281	68.7
British Midland Airways	1	2	2	-	-	146	56	56	100.0
Dan-Air Services	9	25	34	-	-	1 087	435	386	88.8
Metropolitan Airways	1	4	5	-	80	-	19	19	100.0
TOTAL	35	134	125	-	80	6 955	2 290	2 032	88.7

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airways	-	27	19	-	-	19	73.1
Air Europe	-	11	10	-	-	10	84.6
Air UK	-	1	1	-	-	1	82.2
British Air Ferries	-	81	74	-	-	74	91.6
British Island Airways	-	37	23	-	-	23	61.3
British Midland Airways	-	5	4	-	-	4	92.7
Dan Air Services	-	35	31	-	-	31	88.8
Metropolitan Airways	-	2	2	-	-	2	100.0
TOTAL	-	197	163	-	-	163	82.6

ALL CLASS 3 LICENCE OPERATIONS 1983

Table 1.8.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km Available (000)	Used (000)	as % of available
British Airways	1 471	1 019	2 424	88 127	166 472	132 204	79.4
British Airtours	17 259	9 611	27 020	1 567 792	3 474 869	2 965 170	85.3
British Caledonian Airways	1 414	1 165	2 476	116 511	161 859	143 050	88.4
Air Europe	19 454	11 190	31 159	1 435 011	2 850 259	2 504 902	87.9
Air UK	109	130	302	4 344	4 829	3 796	78.6
Britannia Airways	67 635	37 325	107 986	4 192 105	8 805 021	7 524 150	85.5
British Air Ferries	792	1 627	2 374	95 996	60 114	49 242	81.9
British Caledonian Charter	2 796	1 483	3 662	484 896	1 061 133	911 254	85.9
British Island Airways	2 709	2 307	4 738	163 687	241 203	200 206	83.0
British Midland Airways	3 214	1 849	4 769	281 737	596 102	503 573	84.5
Dan-Air Services	31 960	21 395	51 463	2 416 725	4 333 395	3 798 461	87.7
Metropolitan Airways	21	84	83	1 285	412	315	76.5
Monarch Airlines	16 208	9 183	25 519	1 195 217	2 530 578	2 173 825	85.9
Orion Airways	16 871	9 805	27 229	994 204	2 193 650	1 820 843	83.0
TOTAL	181 912	108 173	291 203	13 037 637	26 479 896	22 730 991	85.8

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	-	17 096	11 715	-	-	11 715	68.5
British Airtours	-	323 344	251 726	-	-	251 726	77.9
British Caledonian Airways	-	15 233	12 304	-	-	12 304	80.8
Air Europe	-	269 743	200 382	-	-	200 382	74.3
Air UK	-	490	322	-	-	322	65.8
Britannia Airways	-	749 547	639 470	-	-	639 470	85.3
British Air Ferries	-	4 981	4 043	-	-	4 043	81.2
British Caledonian Charter	60	97 736	73 018	-	187	72 831	74.7
British Island Airways	-	21 681	16 039	-	-	16 039	74.0
British Midland Airways	-	86 977	39 287	-	-	39 287	45.2
Dan-Air Services	-	346 669	303 915	-	-	303 915	87.7
Metropolitan Airways	-	30	25	-	-	25	83.5
Monarch Airlines	1	230 721	195 270	-	2	195 269	84.6
Orion Airways	-	207 578	145 567	-	-	145 567	70.1
TOTAL	61	2 371 827	1 893 082	-	188	1 892 894	79.8

INTERNATIONAL CLASS 3 LICENCE OPERATIONS 1983

Table 1.8.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km Available (000)	Used (000)	as % of available
British Airways	1 469	1 017	2 418	88 035	166 384	132 120	79.4
British Airtours	17 259	9 611	27 020	1 567 792	3 474 869	2 965 170	85.3
British Caledonian Airways	1 414	1 165	2 476	116 511	161 859	143 050	88.4
Air Europe	19 454	11 190	31 159	1 435 011	2 850 259	2 504 902	87.9
Air UK	100	116	272	3 816	4 398	3 443	78.3
Britannia Airways	67 430	37 003	107 575	4 158 506	8 778 351	7 502 182	85.5
British Air Ferries	416	642	1 184	33 134	31 539	24 098	76.4
British Caledonian Charter	2 796	1 483	3 662	484 896	1 061 133	911 254	85.9
British Island Airways	2 709	2 307	4 738	163 687	241 203	200 206	83.0
British Midland Airways	3 214	1 849	4 769	281 737	596 102	503 573	84.5
Dan Air Services	31 915	21 329	51 335	2 412 305	4 330 561	3 796 133	87.7
Metropolitan Airways	21	84	83	1 285	412	315	76.5
Monarch Airlines	16 208	9 183	25 519	1 195 217	2 530 578	2 173 825	85.9
Orion Airways	16 871	9 805	27 229	994 204	2 193 650	1 820 843	83.0
TOTAL	181 275	106 784	289 438	12 936 136	26 421 298	22 681 112	85.8

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	-	17 088	11 707	-	-	11 707	68.5
British Airtours	-	323 344	251 726	-	-	251 726	77.9
British Caledonian Airways	-	15 233	12 304	-	-	12 304	80.8
Air Europe	-	269 743	200 382	-	-	200 382	74.3
Air UK	-	450	292	-	-	292	65.0
Britannia Airways	-	747 279	637 603	-	-	637 603	85.3
British Air Ferries	-	2 614	1 977	-	-	1 977	75.6
British Caledonian Charter	60	97 736	73 018	-	187	72 831	74.7
British Island Airways	-	21 681	16 039	-	-	16 039	74.0
British Midland Airways	-	86 977	39 287	-	-	39 287	45.2
Dan Air Services	-	346 442	303 728	-	-	303 728	87.7
Metropolitan Airways	-	30	25	-	-	25	83.5
Monarch Airlines	1	230 721	195 270	-	2	195 269	84.6
Orion Airways	-	207 578	145 567	-	-	145 567	70.1
TOTAL	61	2 366 918	1 888 926	-	188	1 888 737	79.8

DOMESTIC CLASS 3 LICENCE OPERATIONS 1983

Table 1.8.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km Available (000)	Used (000)	as % of available
British Airways	2	2	6	92	87	84	95.8
Air UK	9	14	30	528	431	353	82.0
Britannia Airways	205	322	411	33 599	26 671	21 969	82.4
British Air Ferries	376	985	1 190	62 862	28 575	25 145	88.0
Dan Air Services	45	66	128	4 420	2 833	2 328	82.2
TOTAL	637	1 389	1 765	101 501	58 597	49 878	85.1

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	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	-	8	7	-	-	7	96.5
Air UK	-	40	30	-	-	30	75.1
Britannia Airways	-	2 268	1 867	-	-	1 867	82.3
British Air Ferries	-	2 368	2 066	-	-	2 066	87.2
Dan Air Services	-	227	186	-	-	186	82.2
TOTAL	-	4 910	4 156	-	-	4 156	84.7

ALL CLASS 4 LICENCE OPERATIONS 1983

Table 1.9.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted		Other	Seat-km		as % of available
					Affinity	IT		Available (000)	Used (000)	
British Airtours	148	120	254	-	-	18 954	4 746	30 087	27 080	90.0
British Caledonian Airways	311	36	372	9 720	-	315	-	93 409	86 793	92.9
Air Europe	165	164	301	535	-	10 903	422	21 393	17 679	82.6
Britannia Airways	3	4	7	142	-	83	-	224	170	76.0
British Island Airways	424	466	781	5 791	6 551	19 984	986	37 837	29 349	77.6
Dan-Air Services	434	393	747	4 222	-	19 201	19 162	62 686	53 821	85.9
Monarch Airlines	108	103	196	-	-	6 957	413	13 352	9 207	69.0
Orion Airways	20	23	38	-	-	1 069	1 310	2 643	2 196	83.1
TOTAL	1 613	1 309	2 701	20 410	6 551	77 466	27 039	261 631	226 295	86.5

	Cargo & Mail uplifted Tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airtours	-	2 801	2 301	-	-	2 301	82.1
British Caledonian Airways	-	8 407	7 811	-	-	7 811	92.9
Air Europe	6	2 024	1 432	9	5	1 418	70.7
Britannia Airways	-	19	14	-	-	14	75.4
British Island Airways	-	3 401	2 356	-	-	2 356	69.3
Dan-Air Services	-	5 015	4 306	-	-	4 306	85.9
Monarch Airlines	-	1 213	829	-	-	829	68.4
Orion Airways	-	250	175	-	-	175	70.1
TOTAL	6	23 130	19 225	9	5	19 211	83.1

INTERNATIONAL CLASS 4 LICENCE OPERATIONS 1983

Table 1.9.2

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	IT	Other	Seat-km Available (000)	Used (000)	as % of available
British Airtours	148	120	254	-	-	18 954	4 746	30 087	27 080	90.0
British Caledonian Airways	311	36	372	9 720	-	315	-	93 409	86 793	92.9
Air Europe	165	164	301	535	-	10 903	422	21 393	17 679	82.6
British Island Airways	424	466	781	5 791	6 551	19 984	986	37 837	29 349	77.6
Dan-Air Services	434	393	747	4 222	-	19 201	19 162	62 686	53 821	85.9
Monarch Airlines	108	103	196	-	-	6 957	413	13 352	9 207	69.0
Orion Airways	20	23	38	-	-	1 069	1 310	2 643	2 196	83.1
TOTAL	1 610	1 305	2 693	20 268	6 551	77 383	27 039	261 408	226 125	86.5

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km Mail (000)	used Cargo (000)	Passengers (000)	as % of available
British Airtours	-	2 801	2 301	-	-	2 301	82.1
British Caledonian Airways	-	8 407	7 811	-	-	7 811	92.9
Air Europe	6	2 024	1 432	9	5	1 418	70.7
British Island Airways	-	3 401	2 356	-	-	2 356	69.3
Dan-Air Services	-	5 015	4 306	-	-	4 306	85.9
Monarch Airlines	-	1 213	829	-	-	829	68.4
Orion Airways	-	250	175	-	-	175	70.1
TOTAL	6	23 111	19 210	9	5	19 196	83.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	IT	Other	Seat-km Available (000)	Used (000)	as % of available
Britannia Airways	3	4	7	142	-	83	-	224	170	76.0
TOTAL	3	4	7	142	-	83	-	224	170	76.0

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km Mail (000)	used Cargo (000)	Passengers (000)	as % of available
Britannia Airways	-	19	14	-	-	14	75.4
TOTAL	-	19	14	-	-	14	75.4

ALL CLASS 6 OPERATIONS 1983

Table 1.10.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		as % of available
							Mail (000)	Cargo (000)	
Air Bridge Carriers	786	1 560	2 446	11 489	9 957	6 331	-	6 331	63.6
Britannia Airways	9	6	16	42	134	55	-	55	41.1
British Air Ferries	260	607	796	2 836	1 896	1 430	34	1 396	75.4
Dan-Air Services	82	201	297	809	434	332	-	332	76.6
Euroair Transport	1	1	2	1	5	1	-	1	13.3
Heavylift Cargo Airlines	1 788	715	4 221	4 531	57 962	27 884	-	27 884	48.1
Instone Airlines	48	51	111	161	1 591	852	-	852	53.5
Inter City Airlines	27	76	133	180	93	65	-	65	69.8
Monarch Airlines	1	2	2	14	12	7	-	7	57.6
Tradewinds Airways	2 697	939	3 662	19 100	110 867	83 885	-	83 885	75.7
TOTAL	5 700	4 158	11 685	39 163	182 949	120 841	34	120 807	66.1

INTERNATIONAL CLASS 6 LICENCE OPERATIONS 1983

Table 1.10.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		as % of available
							Mail (000)	Cargo (000)	
Air Bridge Carriers	334	493	990	2 260	4 108	2 071	-	2 071	50.4
Britannia Airways	9	4	15	21	122	48	-	48	39.6
British Air Ferries	23	50	78	72	131	38	-	38	29.2
Dan Air Services	40	129	155	517	208	159	-	159	76.4
Euroair Transport	1	1	2	1	5	1	-	1	13.3
Heavylift Cargo Airlines	1 788	715	4 221	4 531	57 962	27 884	-	27 884	48.1
Instone Airlines	48	51	111	161	1 591	852	-	852	53.5
Inter City Airlines	27	76	133	180	93	65	-	65	69.8
Tradewinds Airways	2 697	939	3 662	19 100	110 867	83 885	-	83 885	75.7
TOTAL	4 967	2 458	9 367	26 843	175 087	115 002	-	115 002	65.7

DOMESTIC CLASS 6 LICENCE OPERATIONS 1983

Table 1.10.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		as % of available
							Mail (000)	Cargo (000)	
Air Bridge Carriers	452	1 067	1 455	9 230	5 849	4 260	-	4 260	72.8
Britannia Airways	1	2	2	21	11	6	-	6	57.1
British Air Ferries	236	557	718	2 764	1 764	1 392	34	1 357	78.9
Dan-Air Services	43	72	142	292	226	173	-	173	76.7
Monarch Airlines	1	2	2	14	12	7	-	7	57.6
TOTAL	733	1 700	2 319	12 320	7 863	5 839	34	5 804	74.3

ALL CLASS 7 LICENCE OPERATIONS 1983

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of avail	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
British Airways	83	48	108	4 751	10 386	7 756	74.7	-	1 135	781	-	-	781	68.8
British Airtours	5	1	6	31	900	148	16.4	-	82	12	-	-	12	15.1
British Airways Helicopters	6 453	38 240	30 399	534 440	196 193	138 979	70.8	2 336	22 696	11 527	-	405	11 122	50.8
Birmingham Executive Airways	1	4	7	63	26	23	86.4	-	2	2	-	-	2	84.5
Bristow Helicopters	12 127	93 571	58 218	771 226	201 717	129 676	64.3	6 942	18 777	12 863	-	1 110	11 753	68.5
British Air Ferries	1	1	2	19	54	14	25.0	-	4	1	-	-	1	25.4
British Caledonian Helicopters	1 068	4 520	4 703	44 694	18 751	10 763	57.4	294	1 967	978	-	66	912	49.7
British Executive Air Services	509	23 966	3 382	136 101	5 599	2 890	51.6	1 246	509	288	-	25	263	56.6
British Midland Airways	3	2	5	173	302	290	96.1	-	44	23	-	-	23	51.3
Dan Air Services	9	13	23	689	833	440	52.8	-	66	35	-	-	35	53.0
Management Aviation	997	17 732	4 659	38 246	9 103	2 393	26.3	770	749	230	-	40	190	30.7
North Scottish Helicopters	2 946	53 361	12 063	156 891	29 640	13 475	45.5	-	2 429	1 134	-	-	1 134	46.7
TOTAL	24 202	231 459	113 574	1 687 324	473 504	306 846	64.8	11 588	48 461	27 874	-	1 646	26 228	57.5

INTERNATIONAL CLASS 7 LICENCE OPERATIONS 1983

Table 1.11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of avail	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
British Airways	83	46	107	4 551	10 376	7 747	74.7	-	1 134	780	-	-	780	68.1
British Airtours	5	1	6	31	900	148	16.4	-	82	12	-	-	12	15.1
British Airways Helicopters	6 403	37 963	30 152	533 840	195 130	138 864	71.2	2 281	22 572	11 508	-	393	11 115	51.0
Birmingham Executive Airways	1	2	5	30	17	14	83.3	-	1	1	-	-	1	92.3
Bristow Helicopters	12 127	93 571	58 218	771 226	201 717	129 676	64.3	6 942	18 777	12 863	-	1 110	11 753	68.5
British Caledonian Helicopters	1 065	4 500	4 689	44 640	18 721	10 755	57.4	293	1 963	978	-	66	912	49.8
British Executive Air Services	509	23 966	3 382	136 101	5 599	2 890	51.6	1 246	509	288	-	25	263	56.6
British Midland Airways	3	2	5	173	302	290	96.1	-	44	23	-	-	23	51.3
Dan Air Services	6	8	15	468	581	326	56.1	-	46	26	-	-	26	56.2
Management Aviation	997	17 732	4 659	38 246	9 103	2 393	26.3	770	749	230	-	40	190	30.7
North Scottish Helicopters	2 946	53 361	12 063	156 891	29 640	13 475	45.5	-	2 429	1 134	-	-	1 134	46.7
TOTAL	24 145	231 152	113 301	1 686 197	472 086	306 577	64.9	11 531	48 306	27 843	-	1 634	26 209	57.6

DOMESTIC CLASS 7 LICENCE OPERATIONS 1983

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of avail	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
British Airways	-	2	1	200	9	9	100.0	-	1	1	-	-	1	74.3
British Airways Helicopters	50	277	246	600	1 063	115	10.8	56	124	19	-	12	7	15.3
Birmingham Executive Airways	1	2	2	33	10	9	91.7	-	1	1	-	-	1	75.0
British Air Ferries	1	1	2	19	54	14	25.0	-	4	1	-	-	1	25.4
British Caledonian Helicopters	3	20	14	54	30	8	26.7	1	4	-	-	-	-	-
Dan Air Services	3	5	8	221	252	114	45.2	-	20	9	-	-	9	45.4
TOTAL	57	307	273	1 127	1 418	269	18.9	57	154	31	-	12	19	19.9

ALL EXEMPT OPERATIONS 1983 (a)(b)

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Tonne-km used			Passengers (000)	as % of available
					Available (000)	Used (000)				Total (000)	Mail (000)	Cargo (000)		
British Airways	304	166	452	16 942	82 385	65 397	79.4	17	10 712	6 176	-	96	6 080	57.7
British Airtours	186	107	283	12 774	50 801	35 725	70.3	17	4 712	3 124	-	114	3 010	66.3
British Caledonian Airways	206	86	299	9 653	50 059	37 780	75.5	-	4 516	3 393	-	-	3 393	75.1
Air Europe	16	10	25	949	2 016	1 809	89.8	-	191	145	-	-	145	75.9
Air UK	228	636	698	443	319	248	77.7	869	837	321	127	173	21	38.4
Britannia Airways	1 443	1 808	2 690	199 662	187 538	154 793	82.5	7	15 949	13 168	-	12	13 156	82.6
British Air Ferries	201	394	632	15 705	11 869	7 852	66.2	118	1 232	728	-	82	646	59.1
British Caledonian Charter	1	2	1	646	231	196	85.0	-	21	16	-	-	16	73.7
British Island Airways	108	98	191	4 971	9 555	5 696	59.6	-	866	456	-	-	456	52.7
British Midland Airways	55	25	81	3 509	10 889	9 242	84.9	-	1 641	721	-	-	721	43.9
Bryan Aviation	85	69	151	806	1 951	967	49.6	-	494	78	-	-	78	15.8
Brymon Airways	698	1 745	2 346	49 936	34 901	19 982	57.3	248	3 490	1 735	-	99	1 635	49.7
Channel Express (Air Services)	149	976	667	1	3	1	20.0	1 610	671	406	403	5	-	60.5
Dan-Air Services	1 440	3 740	4 776	81 740	66 738	44 875	67.2	3 527	7 632	4 763	831	342	3 590	62.4
Euroair	13	19	36	1 007	889	650	73.1	14	96	56	-	8	48	58.3
Guernsey Airlines	207	688	651	27 930	14 552	8 450	58.1	139	1 347	724	-	42	682	53.7
Instone Airlines	42	82	199	-	-	-	-	130	232	78	-	78	-	33.8
Inter City Airlines	321	1 040	1 027	36 777	19 010	11 410	60.0	144	1 923	1 004	-	44	961	52.2
Manx Airlines	46	280	182	251	43	35	81.8	620	214	114	-	111	3	53.2
Monarch Airlines	73	56	120	4 877	11 617	6 359	54.7	-	1 061	572	-	-	572	53.9
Orion Airways	17	20	32	2 007	2 226	1 729	77.7	-	211	138	-	-	138	65.6
Tradewinds Airways	3	1	4	-	-	-	-	27	118	77	-	77	-	65.0
TOTAL	5 842	12 048	15 541	470 586	557 592	413 196	74.1	7 487	58 166	37 993	1 362	1 283	35 352	65.3

(a) Excludes Air Taxi Operations (see Table 1.17).

(b) Excludes exempt Sub-Charter Operations.

INTERNATIONAL EXEMPT OPERATIONS 1983 (a)(b)

Table 1.12.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km		as % of	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of
					Available (000)	Used (000)	available				Mail (000)	Cargo (000)		available
British Airways	294	120	418	14 868	81 737	64 918	79.4	16	10 650	6 137	-	96	6 041	57.6
British Airtours	186	106	282	12 718	50 728	35 694	70.4	17	4 706	3 122	-	114	3 007	66.3
British Caledonian Airways	203	79	291	9 043	49 769	37 552	75.5	-	4 488	3 373	-	-	3 373	75.2
Air Europe	16	10	25	949	2 016	1 809	89.8	-	191	145	-	-	145	75.9
Air UK	118	264	360	402	281	214	76.0	373	650	182	-	164	18	28.0
Britannia Airways	1 443	1 808	2 690	199 662	187 538	154 793	82.5	7	15 949	13 168	-	12	13 156	82.6
British Air Ferries	141	220	437	6 447	7 489	4 355	58.2	100	859	436	-	76	359	50.8
British Island Airways	107	94	187	4 694	9 404	5 588	59.4	-	852	448	-	-	447	52.5
British Midland Airways	54	22	77	3 232	10 609	9 086	85.6	-	1 600	709	-	-	709	44.3
Bryan Aviation	82	62	142	666	1 875	903	48.2	-	473	73	-	-	73	15.5
Dan-Air Services	496	617	1 285	31 471	40 226	29 537	73.4	160	3 409	2 492	-	128	2 363	73.1
Euroair	12	18	33	1 007	890	650	73.0	7	91	52	-	4	48	57.1
Instone Airlines	42	82	199	-	-	-	-	130	232	78	-	78	-	33.8
Inter City Airlines	11	14	31	542	623	454	72.9	-	62	38	-	-	38	61.3
Monarch Airlines	71	46	113	4 399	11 281	6 235	55.3	-	1 031	561	-	-	561	54.4
Orion Airways	17	17	30	1 780	2 148	1 681	78.3	-	203	134	-	-	134	66.1
Tradewinds Airways	3	1	4	-	-	-	-	27	118	77	-	77	-	65.0
TOTAL	3 292	3 580	6 603	291 880	456 614	353 468	77.4	837	45 565	31 225	-	750	30 475	68.5

(a) Excludes Air Taxi Operations (see Table 1.17).

(b) Excludes Exempt Sub-Charter Operations.

DOMESTIC EXEMPT OPERATIONS 1983 (a)(b)

Table 1.12.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km		as % of	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of
					Available (000)	Used (000)	available				Mail (000)	Cargo (000)		available
British Airways	10	46	34	2 074	649	479	73.9	1	62	39	-	-	39	63.4
British Airtours	1	1	1	56	73	31	43.1	-	7	3	-	-	3	39.7
British Caledonian Airways	3	7	8	610	289	228	79.0	-	28	20	-	-	20	68.9
Air UK	110	372	338	41	38	34	89.5	496	186	139	127	9	3	91.4
British Air Ferries	60	174	195	9 258	4 380	3 497	79.8	18	373	292	-	6	286	78.4
British Caledonian Charter	1	2	1	646	231	196	85.0	-	21	16	-	-	16	73.7
British Island Airways	2	4	4	277	151	108	71.6	-	14	9	-	-	9	63.5
British Midland Airways	2	3	3	277	279	155	55.7	-	41	12	-	-	12	29.7
Bryan Aviation	3	7	9	140	76	65	85.5	-	20	5	-	-	5	25.0
Brymon Airways	698	1 745	2 346	49 936	34 901	19 982	57.3	248	3 490	1 735	-	99	1 635	49.7
Channel Express (Air Services)	149	976	667	1	3	1	20.0	1 611	673	409	403	5	-	62.7
Dan-Air Services	944	3 123	3 491	50 269	26 512	15 339	57.9	3 367	4 222	2 271	831	213	1 227	53.8
Euroair Transport	2	1	3	-	-	-	-	7	5	4	-	4	-	80.0
Guernsey Airlines	207	688	651	27 930	14 552	8 450	58.1	139	1 347	724	-	42	682	53.7
Inter City Airlines	310	1 026	996	36 235	18 387	10 955	59.6	144	1 860	966	-	44	922	51.9
Manx Airlines	46	280	182	251	43	35	81.8	620	214	114	-	111	3	53.2
Monarch Airlines	3	10	8	478	337	124	36.8	-	31	11	-	-	11	36.6
Orion Airways	1	3	2	227	78	48	61.2	-	7	4	-	-	4	51.6
TOTAL	2 550	8 468	8 939	178 706	100 979	59 728	59.1	6 650	12 601	6 770	1 362	533	4 877	53.7

(a) Excludes Air Taxi Operations (see table 1.17).

(b) Excludes Exempt Sub Charter Operations.

SUB-CHARTER OPERATIONS PERFORMED UNDER CLASS 5 LICENCES 1983

Table 1.13.1

	Aircraft-Km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Tonne-km used			Passengers (000)	as % of available
					Available (000)	Used (000)				Total (000)	Mail (000)	Cargo (000)		
British Airtours	532	310	825	..	69 195	42 036	61.0	..	6 440	3 992	186	312	3 493	62.0
Birmingham Executive Airways	159	318	503	..	2 854	1 460	51.0	..	184	117	-	-	117	63.0
Britannia Airways	74	43	122	..	9 598	6 406	67.0	..	816	573	24	30	519	70.0
British Air Ferries	484	1 068	1 584	..	-	-	-	..	3 090	1 643	-	1 643	-	53.0
Euroflite	5	32	14	..	50	44	89.0	..	4	4	-	-	4	80.0
Lease Air T/A Genair	141	949	616	..	2 251	1 180	52.0	..	180	96	-	2	94	53.0
Metropolitan Airways	526	3 024	2 616	..	10 513	5 956	57.0		894	478	-	1	476	53.0
TOTAL	1 920	5 744	6 278	..	94 462	57 081	60.0	..	11 609	6 901	210	1 988	4 703	59.0

EXEMPT SUB-CHARTER OPERATIONS PERFORMED FOR UK OPERATORS 1983 (a)

Table 1.13.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km			Cargo & Mail uplifted tonnes	Tonne-km available (000)	Tonne-km used			Passengers (000)	as % of available
					Available (000)	Used (000)	as % of available			Total (000)	Mail (000)	Cargo (000)		
British Airways	450	258	741	..	91 201	77 725	85.0	..	9 991	6 683	-	-	6 683	67.0
British Airtours	117	80	197	..	16 540	13 199	80.0	..	1 539	1 107	-	-	1 107	72.0
British Caledonian Airways	5	4	9	..	580	580	100.0	..	54	50	-	-	50	92.0
Air Bridge Carriers	2	4	6	..	-	-	-	..	32	12	-	12	-	37.0
Air Ecosse	71	304	293	..	2 360	1 361	58.0	..	217	110	-	1	109	51.0
Air Europe	8	9	16	..	1 093	704	64.0	..	103	56	-	-	56	54.0
Air UK	1	4	3	..	36	16	44.0	..	3	1	-	-	1	41.0
Aurigny Air Services	1	7	6	..	19	10	53.0	..	1	1	-	-	1	58.0
Birmingham Executive Airways	72	136	223	..	1 287	447	35.0	..	84	36	-	-	36	43.0
Britannia Airways	152	95	245	..	19 726	16 820	85.0	..	1 682	1 427	-	-	1 427	85.0
British Air Ferries	353	1 060	1 129	..	18 813	11 570	62.0	..	2 265	1 265	-	311	954	56.0
British Caledonian Charter	33	12	43	..	12 475	10 933	88.0	..	1 149	866	-	-	866	75.0
British Island Airways	22	21	39	..	1 895	1 353	71.0	..	175	110	2	-	108	63.0
British Midland Airways	91	301	305	..	6 934	4 617	67.0	..	1 279	677	-	313	364	53.0
Brymon Airways	1	3	3	..	32	15	48.0	..	3	1	-	-	1	42.0
Channel Express (Air Services)	4	44	31	..	21	15	72.0	..	3	1	-	-	1	41.0
Dan-Air Services	564	452	967	..	71 959	61 363	85.0	..	5 873	5 013	15	89	4 909	85.0
Euroair Transport	30	87	91	..	223	96	43.0	..	113	50	-	43	7	45.0
Euroflite	11	89	53	..	110	174	..	..	10	14	-	-	14	..
Guernsey Airlines	2	5	8	..	-	-	-	..	6	3	2	1	-	59.0
Heavylift Cargo Airlines	3	2	8	..	-	-	-	..	103	88	-	88	-	85.0
Instone Airlines	8	20	36	..	-	-	-	..	43	20	3	18	-	48.0
Inter City Airlines	60	142	221	..	1 794	705	39.0	..	188	58	-	-	58	31.0
Jersey European Airways	46	527	239	..	834	587	70.0	..	65	47	-	-	47	72.0
Lease Air I/A Genair	191	742	786	..	4 883	2 343	48.0	..	393	189	-	2	188	48.0
Loganair	58	377	301	..	1 571	696	44.0	..	137	58	-	1	57	42.0
Manx Airlines	1	5	6	..	66	45	68.0	..	6	4	-	-	4	58.0
Metropolitan Airways	-	2	2	..	-	-	-	..	1	-	-	-	-	78.0
Monarch Airlines	204	139	331	..	30 146	27 094	90.0	..	2 747	2 440	-	-	2 440	89.0
Orion Airways	206	151	346	..	26 827	22 185	83.0	..	2 538	1 772	-	-	1 772	70.0
Spacegrand Aviation Services	3	10	13	..	56	21	38.0	..	5	2	-	-	2	37.0
TOTAL	2 770	5 092	6 694	..	311 480	254 673	82.0	..	30 807	22 161	22	879	21 260	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 may be included on this table.

EXEMPT SUB-CHARTER OPERATIONS PERFORMED FOR
NON UK OPERATORS 1983 (a)

Table 1.13.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km			Cargo & Mail uplifted tonnes	Tonne-km available (000)	Tonne-km used			Passengers (000)	as % of available
					Available (000)	Used (000)	as % of available			Total (000)	Mail (000)	Cargo (000)		
British Airways	226	52	293	..	30 701	48 176	..	..	3 954	5 584	22	1 211	4 352	..
British Airtours	325	66	417	..	62 183	39 685	64.0	..	5 663	3 336	-	-	3 336	59.0
British Airways Helicopters	88	1 134	440	..	929	217	23.0	..	84	18	-	1	17	21.0
British Caledonian Airways	1 178	252	1 479	..	350 252	238 048	68.0	..	31 524	21 430	-	-	21 430	68.0
Air Bridge Carriers	8	11	19	..	-	-	-	..	136	93	-	93	-	68.0
Britannia Airways	3	5	6	..	347	144	41.0	..	30	12	-	-	12	41.0
British Air Ferries	180	469	614	..	8 976	5 062	56.0	..	788	415	-	-	415	53.0
British Caledonian Charter	14	2	18	..	5 438	5 252	97.0	..	501	419	-	-	419	84.0
British Island Airways	450	1 005	1 085	..	40 053	18 296	46.0	..	3 600	1 466	-	-	1 466	41.0
British Midland Airways	106	35	145	..	22 385	13 141	59.0	..	3 448	1 060	10	27	1 023	31.0
Dan-Air Services	36	44	66	..	4 810	3 287	68.0	..	385	268	-	-	268	70.0
Heavylift Cargo Airlines	166	64	411	..	-	-	-	..	5 472	2 456	-	2 456	-	45.0
Monarch Airlines	216	92	317	..	34 993	30 619	88.0	..	3 193	2 758	-	1	2 758	86.0
Orion Airways	14	20	28	..	1 766	1 143	65.0	..	167	91	-	-	91	55.0
Tradewinds Airways	461	149	623	..	-	-	-	..	19 020	15 202	-	15 202	-	80.0
TOTAL	3 469	3 400	5 959	..	562 833	403 070	72.0	..	77 964	54 609	32	18 990	35 587	70.0

(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 & UTILISATION:
ALL AIRLINES 1983 (a)**

Table 1.14.1

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft	Average Daily utilisation per Aircraft (hrs) year 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	in Service at end of 1983	
Aerospatiale AS332 Super Puma	6 770	-	19 161	-	25 645	-	239 304	84 184	20	4.2
Aerospatiale SA330 Puma	52	-	216	-	256	-	2 610	626	1	1.9
Aerospatiale SA365 Dauphin	1 390	28	39 223	598	5 925	123	127 550	4 419	8	2.8
Armstrong Whitworth Argosy	-	306	-	1 020	-	1 153	-	-	1	1.8
BAC/Aerospatiale Concorde	9 024	-	1 697	-	6 192	-	92 421	488 046	6	2.7
BAC 1-11 500 Series	45 387	288	70 339	500	93 515	592	4 507 441	3 380 126	46	5.6
BAE 146 Series 100	1 467	-	2 189	-	3 085	-	109 369	86 376	2	7.3
BAE (BAC) 1-11-200 Series	1 855	-	3 131	-	3 971	-	141 504	96 649	2	5.4
BAE (BAC) 1-11-300/400/475	13 116	2	20 208	3	26 568	4	918 408	735 737	14	4.2
BAE (HS) 125	-	-	-	-	-	-	-	-	1	-
BAE (HS) 748	6 064	538	24 119	1 638	22 502	1 942	563 264	162 712	22	3.0
Beechcraft 95 Travel Air	6	-	38	-	36	-	26	5	-	0.4
Beechcraft 200 Super King Air	-	-	-	-	-	-	-	-	-	-
Bell Model 214ST	549	-	1 901	-	2 202	-	21 667	6 252	3	2.1
Bell 206B Jet Ranger	118	-	2 103	-	692	-	1 393	126	9	0.3
Bell 212	1 658	-	66 385	-	11 234	-	361 905	8 990	9	2.9
Boeing 707-320C/336	13 115	2 850	4 272	979	17 733	3 844	488 452	1 770 515	9	5.5
Boeing 720B	91	-	38	-	127	-	341	14 131	-	1.7
Boeing 727-100/100C	6 708	-	3 902	-	10 045	-	454 952	822 659	5	5.5
Boeing 727-200/200 Advanced	8 290	-	4 245	-	12 004	-	681 959	1 363 894	4	6.6
Boeing 737-200	163 938	11	112 489	8	271 562	18	10 872 197	17 030 935	79	9.0
Boeing 747-100/100F	53 249	-	13 383	-	69 042	-	1 888 346	13 720 203	16	11.8
Boeing 747-200	39 186	-	7 730	-	49 418	-	1 222 351	9 879 286	12	11.6
Boeing 757-200	12 519	-	10 800	-	21 290	-	1 646 209	2 130 339	12	7.4
Boeing-Vertol Model 234 Chinook	2 459	3	5 832	81	9 428	37	221 952	93 655	6	4.3
Bristol 170 Freighter	-	64	-	143	-	302	-	-	-	0.5
Canadair CL-44	-	-	-	-	-	-	-	-	1	-
Cessna 401/402/411/421	3	-	24	-	9	-	40	6	-	0.1
Cessna 404 Titan	141	-	409	-	505	-	1 151	587	-	0.6
Cessna 500 Citation 1	15	-	31	-	32	-	164	77	1	0.1
De Havilland DHC-6 Twin Otter	5 218	1	33 538	3	24 748	3	263 913	54 002	17	3.6

Table 1.14.1 cont'd

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft	Average Daily
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	in Service at end of 1983	utilisation per Aircraft (hrs) year 1983
De Havilland DHC-7 Dash-7	1 494	-	6 124	-	5 396	-	131 040	44 216	3	4.9
Embraer EMB110 Bandeirante	5 351	129	21 081	440	18 731	394	138 553	43 698	22	2.5
Fokker F27 100-600	11 049	44	33 678	267	38 478	174	740 329	272 524	23	4.8
Handley Page Herald 200	2 249	1 120	10 942	4 926	8 844	4 452	322 959	78 563	13	2.7
Handley Page Jetstream 31/200	981	-	1 265	-	2 816	-	4 437	5 914	3	5.2
Hawker Siddeley Trident 1C	90	-	196	-	216	-	10 360	4 928	-	1.0
Hawker Siddeley Trident 2E	2 500	-	4 702	-	5 259	-	281 650	152 846	7	1.8
Hawker Siddeley Trident 3B	18 752	-	32 581	-	39 796	-	2 980 860	1 720 306	19	4.8
Lockheed L-1011-1/100 Tristar	8 003	-	4 876	-	12 345	-	1 055 906	1 645 810	6	5.2
Lockheed L-1011-200 Tristar	23 402	-	8 525	-	32 692	-	1 401 947	4 610 903	11	8.2
Lockheed L-1011-500 Tristar	4 185	-	961	-	5 442	-	136 296	819 177	-	9.5
MBB B0105	904	10	26 026	194	4 502	44	35 628	1 202	9	1.3
McDonnell-Douglas DC-10-30	30 330	-	5 874	-	38 162	-	560 568	4 660 489	8	13.1
McDonnell-Douglas DC-9-10/15	5 477	-	10 161	-	12 051	-	523 811	291 205	6	5.9
McDonnell-Douglas DC-10-10	2 837	-	1 495	-	3 713	-	484 975	926 758	2	6.5
Partenavia P68B/C	5	-	45	-	34	-	1	16	1	0.1
Pilatus BN-2A Islander	753	-	11 689	-	3 700	-	48 671	3 234	11	0.8
Pilatus BN-2A Mk 111 Trislander	899	-	17 799	-	4 417	-	180 497	8 927	7	2.4
Piper PA23 Aztec (and Apache)	6	-	12	-	24	-	30	14	3	-
Piper PA31/31P Navajo Chieftn	50	319	189	788	202	1 074	767	211	3	1.1
Short Belfast	-	1 578	-	661	-	3 828	-	-	3	3.5
Shorts 330	4 834	29	21 051	81	20 077	141	263 173	74 266	12	4.9
Shorts 360	2 148	-	9 561	-	8 481	-	144 038	38 974	5	5.2
Sikorsky S61N	8 175	7	63 257	29	45 678	9	718 775	91 781	42	2.9
Sikorsky S76 Spirit	2 441	1	13 663	6	10 664	5	74 667	13 916	20	1.4
Vickers Viscount 700	462	-	1 435	-	1 460	-	53 222	17 321	-	2.5
Vickers Viscount 800	4 311	545	11 741	1 156	14 034	1 597	481 730	203 516	12	2.9
V953C Merchantman	-	491	-	891	-	1 252	-	-	3	1.1
Westland 30 SRS 100	200	-	6 100	-	1 480	-	33 763	1 089	3	1.6
TOTAL	534 272	8 363	772 432	14 412	1 026 457	20 987	35 637 542	67 666 344	563	5.0

(a) Excludes Air taxi Operations (see Table 1.17).

(b) Excludes Passengers Uplifted on Sub-Charter Operations.

(c) Excludes Redcoat Air Cargo Operations.

**AIRCRAFT TYPE & UTILISATION:
INDIVIDUAL AIRLINES 1983 (a)**

Table 1.14.2

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft	Average Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	in Service	utilisation
	(000)	(000)					Uplifted	(000)	at end of 1983	per Aircraft (hrs) year 1983
British Airways and Airtours										
BAE (HS) 748	2 162	-	10 427	1	8 079	1	237 373	53 895	5	4.4
BAE (BAC) 1-11-300/400/475	3 718	-	7 752	-	8 170	-	308 180	166 706	4	4.6
BAC 1-11 500 Series	19 091	-	35 261	-	41 544	-	2 065 525	1 144 605	21	5.4
Boeing 737-200	45 255	-	45 324	-	81 817	-	3 544 346	3 842 801	31	7.7
Hawker Siddeley Trident 2E	2 500	-	4 702	-	5 259	-	281 650	152 846	7	1.8
Hawker Siddeley Trident 1C	90	-	196	-	216	-	10 360	4 928	-	1.0
Hawker Siddeley Trident 3B	18 752	-	32 581	-	39 796	-	2 980 860	1 720 306	19	4.8
Lockheed L-1011-1/100 Tristar	8 003	-	4 876	-	12 345	-	1 055 906	1 645 810	6	5.2
Boeing 707-320C/336	4 519	-	1 044	-	5 957	-	110 726	664 808	2	4.2
Boeing 757-200	4 647	-	6 311	-	9 116	-	765 782	578 791	8	5.4
Lockheed L1011-500 Tristar	4 185	-	961	-	5 442	-	136 296	819 177	-	9.5
Boeing 747-100/100F	53 249	-	13 383	-	69 042	-	1 888 346	13 720 203	16	11.8
Boeing 747-200	36 353	-	6 898	-	45 769	-	1 083 440	9 191 536	11	11.8
Lockheed L1011-200 Tristar	23 353	-	8 525	-	32 692	-	1 401 947	4 610 903	11	8.2
BAC/Aerospatiale Concorde	9 024	-	1 697	-	6 192	-	92 421	488 046	6	2.7
TOTAL	234 949	-	179 938	1	371 438	1	15 963 158	38 805 363	147	6.7
British Airways Helicopters										
Sikorsky S61N	3 816	7	25 374	29	19 041	9	326 936	47 716	18	2.6
Bell 206B Jet Ranger	58	-	1 012	-	291	-	0	37	1	1.1
Sikorsky S76 Spirit	234	-	5 094	-	1 876	-	24 287	1 106	4	1.3
Bell 212	2	-	33	-	9	-	109	6	-	-
Boeing-Vertol Model 234 Chinook	2 459	3	5 832	81	9 428	37	221 952	93 655	6	4.3
Westland 30 SRS 100	200	-	6 100	-	1 480	-	33 763	1 089	3	1.6
TOTAL	6 769	10	43 445	110	32 125	46	607 047	143 609	32	2.6
British Caledonian Airways										
BAE (BAC) 1-11-300/400/475	1 022	-	2 293	-	2 440	-	89 055	38 019	1	2.8
BAC 1-11 500 Series	10 793	282	22 784	493	25 037	579	1 240 906	652 085	12	5.9
Boeing 707-320C/336	4 644	-	1 481	-	6 245	-	85 094	376 572	2	8.6
McDonnell-Douglas DC-10-30	30 330	-	5 874	-	38 162	-	560 568	4 660 489	8	13.1
Boeing 747-200	2 833	-	832	-	3 649	-	138 911	687 750	1	10.0
Sikorsky S61N	279	-	6 979	-	2 326	-	83 616	3 345	1	6.4
TOTAL	49 901	282	40 243	493	77 857	579	2 198 150	6 418 260	25	8.1

Table 1.14.2 cont.

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft	Average Daily
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	in Service at end of 1983	utilisation per Aircraft (hrs) year 1983
Air Bridge Carriers										
Armstrong Whitworth Argosy	-	306	-	1 020	-	1 153	-	-	1	1.8
V953C Merchantman	-	491	-	891	-	1 252	-	-	3	1.1
TOTAL	-	797	-	1 911	-	2 405	-	-	4	1.4
Air Commuter										
Cessna 500 Citation 1	15	-	31	-	32	-	164	77	1	0.1
Piper PA-23 Aztec/Apache	6	-	12	-	24	-	30	14	2	-
Cessna 404 Titan	109	-	233	-	387	-	1 009	472	-	1.1
Piper PA31/31P Navajo Chieftn	34	-	73	-	127	-	306	143	1	0.4
Embraer EMB110 Bandeirante	7	-	14	-	21	-	104	49	-	0.7
Handley Page Jetstream 31/200	37	-	80	-	107	-	600	281	-	3.6
TOTAL	207	-	443	-	697	-	2 213	1 036	4	0.4
Air Continental										
Piper PA31/31P Navajo Chieftn	-	38	-	48	-	124	-	-	-	2.0
TOTAL	-	38	-	48	-	124	-	-	-	2.0
Air Ecosse										
De Havilland DHC-6 Twin Otter	-	-	-	-	-	-	-	-	-	-
Embraer EMB110 Bandeirante	1 534	-	6 988	-	4 591	-	41 861	12 564	7	1.8
Shorts 360	879	-	3 255	-	3 269	-	31 284	13 906	2	4.9
Shorts 330	1	-	8	-	6	-	-	27	1	0.1
TOTAL	2 414	-	10 251	-	7 866	-	73 145	26 496	10	2.3
Air Europe										
Boeing 737-200	16 028	-	9 200	-	25 793	-	1 029 394	1 821 544	4	12.1
Boeing 757-200	3 254	-	1 923	-	5 116	-	389 696	660 233	1	11.7
TOTAL	19 282	-	11 123	-	30 909	-	1 419 090	2 481 777	5	12.0

Table 1.14.2 cont.

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft	Average Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	in Service at end of 1983	utilisation per Aircraft (hrs) year 1983
Air UK										
Fokker F27 100-600	6 100	-	17 562	-	18 883	-	343 694	144 412	14	3.9
Handley Page Herald 200	1 972	263	10 142	1 019	7 842	1 018	319 021	69 928	9	3.4
Embraer EMB110 Bandeirante	2 189	106	7 128	362	7 852	325	54 841	17 593	4	5.5
Shorts 330	891	-	2 474	-	3 451	-	30 862	11 195	2	7.2
TOTAL	11 152	369	37 306	1 381	38 028	1 343	748 418	243 128	29	4.2
Aurigny Air Services										
Pilatus BN-2A MK111 Trislander	899	-	17 799	-	4 417	-	180 497	8 927	7	2.4
Pilatus BN-2A Islander	105	-	1 928	-	502	-	9 278	493	1	0.8
De Havilland DHC-6 Twin Otter	293	-	3 521	-	1 367	-	42 042	3 653	-	3.3
TOTAL	1 298	-	23 248	-	6 286	-	231 817	13 073	8	2.2
Birmingham Executive Airways										
Handley Page Jetstream 31/200	943	-	1 185	-	2 709	-	3 837	5 633	3	5.3
TOTAL	943	-	1 186	-	2 709	-	3 837	5 633	3	5.3
Bristow Helicopters										
Sikorsky S61N	3 652	-	28 719	-	22 128	-	286 884	36 532	20	3.1
Bell 206B Jet Ranger	-	-	-	-	-	-	-	-	6	-
MBB BO105	3	-	19	-	13	-	25	3	1	-
Sikorsky S76 Spirit	923	-	4 249	-	4 015	-	27 075	5 889	10	1.1
Bell 212	1 147	-	42 386	-	7 843	-	225 695	6 094	9	2.9
Aerospatiale SA330 Puma	52	-	216	-	256	-	2 610	626	1	1.9
Aerospatiale AS332 Super Puma	6 350	-	17 982	-	23 964	-	228 937	80 532	17	4.4
TOTAL	12 127	-	93 571	-	58 218	-	771 226	129 676	64	2.7
Britannia Airways										
Boeing 737-200	68 338	9	38 704	6	109 447	16	4 317 289	7 575 168	29	9.7
TOTAL	68 338	9	38 704	6	109 447	16	4 317 289	7 575 168	29	9.7

Table 1.14.2 cont.

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft	Average Daily
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	in Service at end of 1983	utilisation per Aircraft (hrs) year 1983
British Air Ferries										
Handley Page Herald 200	277	400	800	870	1 002	1 398	3 938	8 635	2	1.5
BAE (HS) 125	-	-	-	-	0	-	-	-	-	-
Vickers Viscount 800	1 257	532	2 786	1 124	3 774	1 558	123 894	73 348	7	1.8
TOTAL	1 534	931	3 586	1 994	4 776	2 956	127 832	81 983	9	1.6
British Caledonian Charter										
McDonnell-Douglas DC-10-10	2 837	-	1 495	-	3 713	-	484 975	926 758	2	6.5
TOTAL	2 837	-	1 495	-	3 713	-	484 975	926 758	2	6.5
British Caledonian Helicopters										
Sikorsky S61N	406	-	2 105	-	2 068	-	20 538	3 963	3	1.9
Sikorsky S76 Spirit	112	1	508	6	428	5	2 489	548	1	1.2
Bell Model 214ST	549	-	1 901	-	2 202	-	21 667	6 252	3	2.1
TOTAL	1 067	1	4 514	6	4 698	5	44 694	10 763	7	1.9
British Executive Air Services										
Bell 212	509	-	23 966	-	3 382	-	136 101	2 890	-	3.9
TOTAL	509	-	23 966	-	3 382	-	136 101	2 890	-	3.9
British Island Airways										
BAE (BAC) 1-11-300/400/475	3 742	1	3 934	2	6 889	3	204 506	256 829	4	4.2
TOTAL	3 742	1	3 934	2	6 889	3	204 506	256 829	4	4.2
British Midland Airways										
Fokker F27 100-600	4 239	-	12 183	-	16 716	-	296 548	109 993	8	6.5
Shorts 360	249	-	1 728	-	1 423	-	41 839	6 024	1	6.1
Shorts 330	501	-	3 094	-	2 685	-	40 866	6 945	1	7.4
Vickers Viscount 800	2 442	-	7 273	-	8 198	-	279 109	101 542	3	4.6
McDonnell-Douglas DC-9-10/15	5 477	-	10 161	-	12 051	-	523 811	291 205	6	5.9
Boeing 707-320C/336	3 952	8	1 747	2	5 531	11	292 632	729 134	3	5.1
TOTAL	16 860	8	36 186	2	46 605	11	1 474 805	1 244 844	22	5.8

Table 1.14.2 cont

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft	Average Daily
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	in Service at end of 1983	utilisation per Aircraft (hrs) year 1983
Bryan Aviation										
BAE (HS) 125	-	-	-	-	-	-	-	-	-	-
BAE (BAC) 1-11-300/400/475	85	-	69	-	151	-	809	963	1	0.4
TOTAL	85	-	69	-	151	-	809	963	1	0.4
Brymon Airways										
De Havilland DHC-7 Dash-7	1 494	-	6 124	-	5 396	-	131 040	44 216	3	4.9
De Havilland DHC-6 Twin Otter	1 028	-	6 677	-	5 005	-	46 666	10 391	2	5.5
TOTAL	2 522	-	12 801	-	10 401	-	177 705	54 607	5	5.2
Burnthills High. Heli. Service										
Bell 206B Jet Ranger	60	-	1 091	-	401	-	1 393	89	2	0.7
TOTAL	60	-	1 091	-	401	-	1 393	89	2	0.7
Channel Express (Air Services)										
Handley Page Herald 200	-	457	-	3 037	-	2 037	-	-	2	2.8
De Havilland DHC-6 Twin Otter	1	-	2	-	3	-	28	10	1	-
Partenavia P68B/C	5	-	45	-	34	-	1	16	1	0.1
TOTAL	6	457	47	3 037	37	2 037	29	26	4	1.3
Dan-Air Services										
BAE (HS) 748	3 901	538	13 692	1 637	14 423	1 941	325 891	108 817	17	2.6
BAE (BAC) 1-11-200 Series	1 855	-	3 131	-	3 971	-	141 504	96 649	2	5.4
BAE (BAC) 1-11-300/400/475	4 550	1	6 160	1	8 919	1	315 858	273 220	4	5.5
BAC 1-11 500 Series	12 882	5	10 376	6	22 455	11	1 015 178	1 318 710	11	5.7
Boeing 727-200/200 Advanced	8 290	-	4 245	-	12 004	-	681 959	1 363 894	4	6.6
Boeing 737-200	7 447	-	4 047	-	11 549	-	439 678	842 515	4	8.1
Boeing 727-100/100C	6 708	-	3 902	-	10 045	-	454 952	822 659	5	5.5
BAE 146 Series 100	1 467	-	2 189	-	3 085	-	109 369	86 376	2	7.3
TOTAL	47 100	544	47 742	1 644	86 450	1 953	3 484 389	4 912 841	49	4.9

Table 1.14.2 cont

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft	Average Daily	
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	in Service at end of 1983	per Aircraft (hrs)	utilisation per Aircraft year 1983
Euroair Transport											
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	1	-	-
BAE (HS) 125	-	-	-	-	-	-	-	-	1	-	-
Piper PA-23 Aztec/Apache	-	-	-	-	-	-	-	-	1	-	-
Embraer EMB110 Bandeirante	-	22	-	78	-	69	-	-	3	0.1	0.1
Vickers Viscount 800	12	13	19	24	33	33	1 007	673	1	0.5	0.5
TOTAL	12	35	19	102	33	102	1 007	673	7	0.1	0.1
Euroflite											
Cessna 401/402/411/421	3	-	24	-	9	-	40	6	-	-	-
Beechcraft 200 Super King Air	-	-	-	-	-	-	-	-	-	0.1	0.1
Cessna 404 Titan	32	-	176	-	118	-	142	114	-	0.2	0.2
Embraer EMB110 Bandeirante	328	-	1 088	-	984	-	5 403	2 229	1	2.7	2.7
TOTAL	364	-	1 288	-	1 111	-	5 585	2 350	1	0.9	0.9
Guernsey Airlines											
Shorts 330	561	2	1 932	5	2 310	8	47 429	13 804	1	5.8	5.8
Vickers Viscount 700	120	-	371	-	390	-	15 459	5 068	-	1.8	1.8
Vickers Viscount 800	36	-	120	1	111	1	5 547	1 675	-	3.6	3.6
TOTAL	717	2	2 423	6	2 811	9	68 435	20 547	1	4.4	4.4
Heavylift Cargo Airlines											
Canadair CL44	-	-	-	-	-	-	-	-	1	-	-
Short Belfast	-	1 578	-	661	-	3 828	-	-	3	3.5	3.5
TOTAL	-	1 578	-	661	-	3 828	-	-	4	2.6	2.6
Instone Airlines											
Bristol 170 Freighter	-	64	-	143	-	302	-	-	-	0.5	0.5
TOTAL	-	64	-	143	-	302	-	-	-	0.5	0.5

Table 1.14.2 cont

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft	Average Daily
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	in Service at end of 1983	utilisation per Aircraft (hrs) year 1983
Inter City Airlines										
Shorts 330	193	27	648	76	751	133	6 831	3 351	-	2.6
Vickers Viscount 700	342	-	1 064	-	1 070	-	37 763	12 252	-	3.0
TOTAL	535	27	1 712	76	1 821	133	44 594	15 604	-	2.8
Jersey European Airways										
Pilatus BN-2A Islander	5	-	68	-	36	-	402	32	1	0.1
De Havilland DHC-6 Twin Otter	939	-	4 758	-	4 440	-	37 192	8 492	3	4.1
Embraer EMB110 Bandeirante	522	-	1 756	-	2 116	-	17 312	5 139	1	5.8
TOTAL	1 466	-	6 582	-	6 592	-	54 906	13 663	5	3.3
38 Lease Air T/A Genair										
Embraer EMB110 Bandeirante	644	-	3 376	-	2 625	-	10 849	4 612	4	1.8
Shorts 360	620	-	2 537	-	2 106	-	31 121	9 868	1	6.0
Shorts 330	1 898	-	9 358	-	7 532	-	73 889	24 439	5	4.1
TOTAL	3 162	-	15 271	-	12 262	-	115 859	38 919	10	3.4
Loganair										
Pilatus BN-2A Islander	466	-	8 290	-	2 176	-	35 368	2 172	6	1.0
De Havilland DHC-6 Twin Otter	1 522	-	8 938	1	7 018	1	86 940	17 506	5	3.5
Embraer EMB110 Bandeirante	127	-	731	-	543	-	8 183	1 513	2	0.7
Shorts 360	293	-	1 227	-	1 153	-	26 611	6 759	1	4.2
Shorts 330	601	-	2 345	-	2 439	-	44 672	11 333	1	5.4
TOTAL	3 009	-	21 531	1	13 329	1	201 774	39 284	15	2.4
Management Aviation										
MBB B0105	301	10	7 508	194	1 499	44	9 190	369	4	1.0
Aerospatiale SA365 Dauphin	658	28	9 432	598	2 993	123	29 056	2 024	5	2.6
TOTAL	959	38	16 940	792	4 492	167	38 246	2 393	9	1.7

Table 1.14.2 cont.

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	in Service	Average Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	at end	utilisation
	(000)	(000)					Uplifted	(000)	of 1983	per Aircraft
										(hrs)
										year 1983
Manx Airlines										
Fokker F27 100-600	710	44	3 933	267	2 879	174	100 087	18 119	1	4.6
De Havilland DHC-6 Twin Otter	63	-	474	-	331	-	4 488	620	1	3.6
Shorts 360	107	-	814	-	530	-	13 183	2 417	1	4.8
Shorts 330	188	-	1 192	-	903	-	18 624	3 172	-	4.4
Vickers Viscount 800	563	1	1 543	7	1 917	5	72 173	26 278	1	4.5
TOTAL	1 631	45	7 956	274	6 559	178	208 555	50 606	4	4.5
Metropolitan Airways										
Pilatus BN-2A Islander	97	-	854	-	504	-	3 021	413	-	1.7
De Havilland DHC-6 Twin Otter	605	-	3 710	2	2 967	2	6 198	6 960	2	4.1
TOTAL	702	-	4 564	2	3 470	2	9 219	7 373	2	3.4
Monarch Airlines										
BAC 1-11 500 Series	2 621	1	1 918	1	4 479	1	185 832	264 725	2	5.7
Boeing 737-200	9 652	1	5 086	2	15 114	2	530 230	1 090 332	2	9.3
Boeing 720B	91	-	38	-	127	-	341	14 131	-	1.7
Boeing 757-200	4 618	-	2 566	-	7 058	-	490 731	891 315	3	9.4
TOTAL	16 981	2	9 608	3	26 777	4	1 207 134	2 260 502	7	8.2
Nightflight										
Piper PA31/31P Navajo Chieftn		281	-	740	-	950	-	-	1	2.6
TOTAL	-	281	-	740	-	950	-	-	1	2.6
North Scottish Helicopters										
Sikorsky S61N	22	-	80	-	116	-	801	225	-	2.0
MBB B0105	600	-	18 499	-	2 989	-	26 413	830	4	1.9
Sikorsky S76 Spirit	1 172	-	3 812	-	4 346	-	20 816	6 373	5	2.1
Aerospatiale SA365 Dauphin	732	-	29 791	-	2 932	-	98 494	2 395	3	2.9
Aerospatiale AS332 Super Puma	420	-	1 179	-	1 681	-	10 367	3 652	3	2.6
TOTAL	2 946	-	53 361	-	12 063	-	156 891	13 475	15	2.3

Table 1.14.2 cont.

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	in Service	Average Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	at end	utilisation
	(000)	(000)					Uplifted	(000)	of 1983	per Aircraft
										(hrs)
										year 1983
Orion Airways										
Boeing 737-200	17 218	-	10 128	-	27 842	-	1 011 260	1 858 575	9	9.0
TOTAL	17 218	-	10 128	-	27 842	-	1 011 260	1 858 575	9	9.0
Spacegrand Aviation Services										
De Havilland DHC-6 Twin Otter	765	-	5 458	-	3 618	-	40 359	6 369	3	3.6
Piper PA31/31P Navajo Chieftn	15	-	116	-	75	-	461	461	1	0.2
TOTAL	780	-	5 574	-	3 693	-	40 820	40 820	4	2.7
Telair Manchester										
Pilatus BN-2A Islander	81	-	549	-	483	-	602	124	2	0.8
Beechcraft 95 Travel Air	6	-	38	-	36	-	26	5	-	0.4
TOTAL	87	-	587	-	519	-	628	129	2	0.7
Tradewinds Airways										
Boeing 707-320C/336	-	2 842	-	977	-	3 834	-	-	2	5.6
TOTAL	-	2 842	-	977	-	3 834	-	-	2	5.6
GRAND TOTAL	534 272	8 363	772 432	14 412	1 026 457	20 987	35 637 542	67 666 344	563	5.0

(a) Excludes Air Taxi Operations (see Table 1.17).

(b) Excludes Passengers uplifted on Sub-Charter Operations.

(c) Excludes Redcoat Air Cargo Operations.

PASSENGERS UPLIFTED ON DOMESTIC ROUTES FOR

1983 (a) (b)

Table 1.15

Heathrow	Gatwick	83 616	Aberdeen	Dundee	1 092
	Aberdeen	309 876		East Midlands	4 205
	Belfast	636 629		Edinburgh	13 161
	Birmingham	78 904		Glasgow	56 147
	Blackpool	1 344		Humberside	6 005
	Carlisle	3 147		Inverness	1 202
	Channel Islands (c)	240 010		Isle of Man	203
	Dundee	11 350		Kirkwall	18 286
	East Midlands	44 538		Leeds/Bradford	12 901
	Edinburgh	671 091		Liverpool	8 701
	Glasgow	752 141		Manchester	30 846
	Humberside	17 937		Newcastle	23 585
	Inverness	64 588		Norwich	24 725
	Isle of Man	63 175		Other Scottish Aerodromes	19 072
	Leeds/Bradford	103 453		Prestwick	1 571
	Liverpool	65 239		Sumburgh	111 206
	Manchester	526 712		Tees-side	36 187
	Newcastle	217 536	Barrow	Liverpool	18
	Norwich	15 247			
	Teeside	120 107	Belfast	Birmingham	62 724
Gatwick	Aberdeen	75 916		Blackpool	5 431
	Belfast	62 799		Bristol	10 540
	Bournemouth	1 001		Cardiff	7 223
	Bristol	419		Channel Islands (c)	10 666
	Cardiff	1 058		East Midlands	32 252
	Channel Islands (c)	233 079		Edinburgh	32 972
	Coventry	567		Glasgow	42 067
	Edinburgh	124 093		Isle of Man	4 273
	Exeter	3 591		Leeds/Bradford	33 482
	Glasgow	129 362		Liverpool	8 914
	Humberside	3 465		Manchester	112 568
	Inverness	5 912		Newcastle	12 031
	Isle of Man	379		Prestwick	1 427
	Leeds/Bradford	15 121		Tees-side	1 756
	Liverpool	10 706	Belfast Harbour	Blackpool	15 579
	Manchester	127 057		Edinburgh	4 403
	Newcastle	50 201		Glasgow	14 924
	Norwich	5 701		Isle of Man	23 701
	Southampton	414		Liverpool	19 174
	Tees-side	7 710		Manchester	825
				Tees-side	4 627
Luton	Channel Islands (c)	18 753	Birmingham	Bournemouth	674
	East Midlands	13		Channel Islands (c)	76 644
Southend	Channel Islands (c)	44 097		Edinburgh	40 534
				Glasgow	52 958
				Isle of Man	2 033
Stansted	Channel islands (c)	10 931		Manchester	894
	Humberside	227		Newcastle	1 793
	Liverpool	13		Norwich	79
Aberdeen	Barrow	49	Blackpool	Channel Islands (c)	1 930
	Belfast	3 732		Isle of Man	34 031
	Birmingham	12 592		Liverpool	16
	Blackpool	62		Londonderry	449
	Carlisle	21		Tees-side	349
	Channel Islands (c)	658			

PASSENGERS UPLIFTED ON DOMESTIC ROUTES FOR

1983 (a) (b)

Table 1.15 cont'd

Bournemouth	Cardiff	466	Exeter	Southampton	1 202
	Channel Islands (c)	71 120			
	Manchester	6 031	Glasgow	Humberside	5 321
	Newcastle	1 339		Inverness	30 217
				Isle of Man	14 111
Bristol	Cardiff	8 509		Kirkwall	3 927
	Channel Islands (c)	12 463		Leeds/Bradford	15 721
	Glasgow	3 326		Liverpool	647
	Isle of Man	1 304		Londonderry	7 693
	Leeds/Bradford	1 089		Manchester	49 776
				Newcastle	7 026
Cambridge	Channel Islands (c)	6 151		Norwich	4 249
				Other Scottish Aerodromes	70 481
Cardiff	Channel Islands (c)	37 060		Sumburgh	1 005
	Glasgow	4 753		Tees-side	6 810
	Hawarden	437			
	Isle of Man	914	Hawarden	Liverpool	17
	Leeds/Bradford	3 429		Swansea	26
	Liverpool	323			
	Manchester	1 374	Humberside	Leeds/Bradford	3 188
	Newcastle	2 441		Norwich	4 560
				Tees-side	2 794
Carlisle	Dundee	57			
	Isle of Man	524	Inverness	Kirkwall	7 806
				Other Scottish Aerodromes	24 719
Channel Islands (c)	Channel Islands (c)	194 066		Sumburgh	1 194
	Coventry	11 431			
	East Midlands	93 578	Isle of Man	Leeds/Bradford	1 100
	Edinburgh	676		Liverpool	28 710
	Exeter	24 058		Londonderry	221
	Glasgow	35 344		Manchester	45 741
	Gloucester	3 962		Newcastle	2 917
	Leeds/Bradford	20 692		Prestwick	463
	Liverpool	9 547		Tees-side	1 024
	Manchester	69 835			
	Newcastle	18 180	Isles of Scilly	Penzance	72 607
	Norwich	9 650			
	Shoreham	3 459	Kirkwall	Other Scottish Aerodromes	28 253
	Southampton	246 164		Sumburgh	12 140
	Tees-side	9 622			
			Leeds/Bradford	Norwich	4 084
Coventry	Liverpool	4		Tees-side	250
	Tees-side	1			
			Liverpool	Norwich	108
Dundee	Isle of Man	586		Swansea	40
	Manchester	5 872			
			Manchester	Newcastle	6 437
East Midlands	Edinburgh	4 065			
	Glasgow	41 038	Newcastle	Norwich	53
				Tees-side	2
Edinburgh	Glasgow	37			
	Inverness	410	Norwich	Tees-side	1 406
	Isle of Man	2 166			
	Kirkwall	4 397	Other Scottish Aerodromes	Other Scottish Aerodromes	14 908
	Leeds/Bradford	12 406		Sumburgh	156
	Manchester	30 447			
	Norwich	8 834	Other routes	Other routes (d)	15 959
	Other Scottish Aerodromes	11 145	(d)		

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

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

(c) Comprises Alderney, Guernsey and Jersey.

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

NOTE: Passengers are counted in both directions.

**SCHEDULED PASSENGER ANALYSIS
BY FARE GROUPS 1983 (a) (b)**

Table 1.16.1

	Fare Groups						Part Charter	Inclusive Tour	Standby	Class Fares	Total Passengers
	First	Premium	Economy	Advance Purchase	Off-Peak	Discount					
All	440 048	2 371 969	8 294 429	2 038 073	69 971	3 856 317	814 713	1 089 608	239 210	1 174 815	20 389 153
International	437 137	2 351 933	3 457 231	1 692 055	45 678	2 828 565	603 938	771 321	86 794	945 093	13 219 745
Domestic	2 911	20 036	4 837 198	346 018	24 293	1 027 752	210 775	318 287	152 416	229 722	7 169 408

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

(b) Passengers 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 1983 (a)**

Table 1.16.2

	ABC	Affinity	Charter ITC	Categories Other	Total Passengers
Class 2 All	172 683	11 360	-	361 718	545 761
International	172 683	11 280	-	354 763	538 726
Domestic	-	80	-	6 955	7 035
Class 3 All	-	-	13 037 637	-	13 037 637
International	-	-	12 936 136	-	12 936 136
Domestic	-	-	101 501	-	101 501
Class 4 All	20 410	6 551	77 466	27 039	131 466
International	20 268	6 551	77 383	27 039	131 241
Domestic	142	-	83	-	225
Class 7 All	-	-	-	1 687 324	1 687 324
International	-	-	-	1 686 197	1 686 197
Domestic	-	-	-	1 127	1 127
Exempt All	-	-	-	470 586	470 586
International	-	-	-	291 880	291 880
Domestic	-	-	-	178 706	178 706
TOTAL Non-Scheduled					
All	193 093	17 911	13 115 103	2 546 667	15 872 774
International	192 951	17 831	13 013 519	2 359 879	15 584 180
Domestic	142	80	101 584	186 788	288 594

(a) Excludes Air Taxi Operations (see table 1.17).

(b) Excludes Exempt Subcharter Passengers.

PUBLIC TRANSPORT AIR-TAXI OPERATIONS 1983(a)

Table 1.17

	Stage Flights	Aircraft Hours
Aerospatiale AS332 Super Puma	2	2
Aerospatiale AS355 Ecureuil 2	199	249
Aerospatiale SA341 Gazelle	2	1
Aerospatiale SA350 Ecureuil	2 392	1 482
Aerospatiale SA365 Dauphin	95	50
Augusta A109A	571	203
BAE (HS) 125	3 126	3 719
Beech Kingair 90/100	4 080	6 749
Beechcraft Baron Mod 55/58/58P	258	263
Beechcraft Queen Air 65/80	388	313
Beechcraft 200 Super King Air	3 033	3 505
Beechcraft 76 Duchess	32	56
Beechcraft 95 Travel Air	87	95
Bell 206B Jet Ranger	13 072	7 843
Bell 206L Long Ranger	1 723	669
Bell 212	11	6
Bell 47G	125	81
Cessna T303 Crusader	28	30
Cessna 150	11	42
Cessna 172 Skyhawk	1 673	633
Cessna 180 Skywagon	337	132
Cessna 310	2 334	1 306
Cessna 336/337 Skymaster	6	8
Cessna 337 Super Skymaster	193	90
Cessna 340	34	21
Cessna 401/402/411/421	1 113	1 001
Cessna 404 Titan	5 967	6 880
Cessna 414A Chancellor	296	400
Cessna 425 Corsair	425	613
Cessna 441 Conquest	1 240	1 471
Cessna 500 Citation 1	389	445
Cessna 550 Citation 11	1 589	2 261
Dassault Mystere-Falcon 20	420	600
De Havilland DHC-6 Twin Otter	3 668	4 015
Douglas DC3/C47 Dakota	2 823	3 185
Embraer EMB110 Bandeirante	10 283	14 766
Enstrom F28A/F280 Shark	855	337
Gates Learjet 35A	732	1 204
Grumman Ga-7 Cougar	101	229
Handley Page Jetstream 31/200	1 527	1 814
Hawker Siddeley DH114 Heron	21	55
Hughes 269A	225	28
Hughes 500	917	314
MBB BO 105	2 837	1 761
Partenavia P68 B/C	1 171	1 306
Pilatus BN-2A Islander	7 001	5 631
Pilatus BN-2A MK111 Trislander	945	1 015
Piper Aerostar 600/601/601P	46	92
Piper Pa-23 Aztec/Apache	11 986	12 978
Piper Pa-34 Seneca 11	500	624
Piper PA-28 Cherokee SRS/PA-32	194	189
Piper PA-30/PA-39 Twin Comanche	1 576	1 623
Piper PA-31/31P Navajo Chieftn	9 993	10 830
RO. Turbo Commander 680T/690	176	199
Shorts SC7 Skyvan	14	20
Shorts 330	3 078	4 467
Shorts 360	2 518	2 250
Sikorsky S61N	917	1 172
Sikorsky S76 Spirit	1 711	458
Swearingen Merlin 11A/11B/111B	205	223
Westland Whirlwind	40	57
TOTAL	111 311	112 057

(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 some sole use charter etc.

	PILOTS AND CO-PILOTS			OTHER COCKPIT PERSONNEL			CABIN ATTENDANTS		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
British Airways (a)	2 380	-	23.29	429	-	17.44			
British Caledonian Airways	348	1	24.59	104	-	17.13	2 283	2 497	9.73
Air Europe	98	1	21.48	-	-	-	96	979	7.94
Air UK	135	14	12.44	-	-	-	32	193	7.84
Britannia Airways	430	1	21.09	-	-	-	-	112	5.04
British Midland Airways	168	-	18.43	12	-	17.25	51	597	7.06
							30	160	8.75
Dan-Air Services	384	3	18.81	52	-	15.81	-	591	5.92
Monarch Airlines	127	1	17.38	-	-	-	23	179	5.00
Orion Airways	112	2	19.67	-	-	-	27	158	7.02
Tradewinds Airways	29	-	16.34	15	-	13.27	10	-	6.00
Others (b)	745	7	15.21	23	2	9.16	10	284	4.95
	MAINTENANCE AND OVERHAUL PERSONNEL			TICKETING AND SALES PERSONNEL			ALL OTHER PERSONNEL		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Female		Males	Females		Males	Females	
British Airways (a)	8 519	470	9.87	1 615	1 657	11.69	13 153	4 682	9.91
British Caledonian Airways	1 321	95	11.47	1 248	957	10.81	897	472	10.73
Air Europe	41	1	11.43	-	-	-	56	54	8.34
Air UK	273	9	8.00	58	85	5.38	70	79	7.07
Britannia Airways	667	75	10.33	23	61	8.56	124	203	9.40
British Midland Airways	239	20	9.54	192	193	7.46	105	129	8.04
Dan-Air Services	1 105	96	9.34	51	75	6.94	246	253	6.26
Monarch Airlines	-	-	-	23	43	5.71	48	49	6.69
Orion Airways	24	4	11.07	-	-	-	40	36	7.96
Tradewinds Airways	17	3	9.20	33	9	8.31	13	12	8.00
Others (b)	1 125	23	9.65	153	142	6.42	424	330	6.59

(a) Includes British Airtours and British Airways Helicopters.

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

UK AIRLINE PERSONNEL EMPLOYED IN GREAT BRITAIN (a) 1983

Table 1.19

Region	Number of Personnel at end of June 1983			Number of personnel at end of December 1983		
	Male	Female (inc Part-time)	Part time female (b)	Male	Female (inc Part.time)	Part time female (b)
North	93	146	-	89	104	1
Yorkshire and Humberside	78	57	2	74	55	1
East Midlands	948	729	11	997	629	8
East Anglia	559	169	3	500	162	2
South East	28 717	11 057	141	28 404	10 658	120
South West	371	112	3	362	93	1
West Midlands	282	161	7	447	230	-
North West	1 038	659	-	1 241	459	-
Wales	29	45	-	22	22	-
Scotland	2 066	600	22	1 671	551	16
Total	34 181	13 735	189	33 807	12 963	151

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

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

Part 2

UK Airlines: Financial results

PART 2 UK Airlines - Financial Results

With effect from data relating to 1981, the requirement for UK airlines to submit financial data on standardised statistical returns has been revised. This change has been made to reduce the burden of statistical reporting placed upon the smaller operators. Financial returns are now collected only from those holders of class 1-6 Air Transport Licences whose fleet has an aggregated maximum take-off weight exceeding 200 tonnes. No estimates have been made for those holders of class 1-6 licences not included or for solely class 7 or air taxi carriers.

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

The standardised profit and loss account return was revised with effect from 1980. It is unfortunately not possible to convert the historic data to the new format and table 2.4 is therefore presented in two parts; table 2.4.1 presents results for 1975-1979 inclusive and table 2.4.2 presents results for 1980-1982. Please note that overall industry estimates for the latest year (1983) have not been made. It may be possible for estimates to be made on an ad hoc basis, for further information please contact the Authority at the address given in the foreword to this publication.

Tables 2.7 to 2.9 inclusive give the individual financial results for individual major airlines in 1982. The figures are a copy of information supplied by airlines on the standard returns. Please note that they may not correspond exactly with published company accounts.

Details of the operating and traffic statistics reported by each airline for the period of their 1982 financial year are included in tables 2.10 to 2.12 inclusive.

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

FINANCIAL RESOURCES OF MAJOR UNITED KINGDOM
AIRLINES 1975-1982

Table 2.1

(£million)

	1975	1976	1977	1978	1979	1980	1981	1982
Private Sector								
Total assets employed	100.6	111.0	121.6	161.6	280.3	422.7	276.1	316.0
of which								
Operating equipment and Property	91.2	103.5	133.2	184.1	302.6	454.0	292.4	303.4
Payments on account of Aircraft								
under construction	-	-	3.0	4.9	13.2	1.9	2.3	17.0
Other non-current assets	5.4	3.6	4.4	4.8	7.5	5.8	7.8	7.6
Total current net assets	4.2	3.8	(18.9)	(32.4)	(43.0)	(39.1)	(26.5)	(11.9)
Total liabilities	100.6	111.0	121.6	161.5	280.3	422.7	276.1	316.0
of which								
Shareholders' Fund	17.5	24.4	27.8	39.9	58.2	67.3	42.3	48.2
Operating Profit (or loss)	11.8	19.6	29.9	29.7	23.8	33.2	19.9	54.0
Operating Profit (or loss) as a								
percentage of total assets								
employed	11.7	17.7	24.6	18.4	8.5	7.9	7.2	17.1
Shareholders fund as a percentage								
of total liabilities	17.4	22.0	22.9	24.7	20.8	15.9	15.3	15.3
Public Sector								
Total assets employed	566.5	639.9	755.5	768.6	934.3	1069.2	706.6	753.4
of which								
Operating equipment and Property	553.7	627.2	724.5	677.0	892.0	1097.4	938.0	948.3
Payments on account of Aircraft								
under construction	49.8	35.1	94.4	150.9	144.9	84.7	34.6	29.2
Other non-current assets	20.7	21.7	14.1	18.9	24.0	17.8	21.2	18.6
Total current net assets	(57.7)	(44.1)	(77.6)	(78.1)	(126.6)	(130.6)	(287.1)	(242.8)
Total liabilities	566.5	639.9	755.5	768.6	934.3	1069.2	707.6	753.4
of which								
Public Dividend Capital	342.2	376.7	435.9	453.9	471.4	334.3	(306.7)	(221.3)
Operating Profit (or loss)	3.1	88.3	42.0	76.1	16.0	(106.6)	5.9	174.0
Operating Profit (or loss) as a								
percentage of total assets								
employed	0.5	13.8	5.6	9.9	1.7	(10.0)	0.8	23.1
Public Dividend Capital as a								
percentage of total liabilities	60.4	58.9	57.7	59.1	50.5	31.1	(43.4)	(29.4)

Table 2.2

REVENUES, EXPENSES AND PROFITS OF MAJOR
UNITED KINGDOM AIRLINES 1975-1982

	1975	1976	1977	1978	1979	1980	1981	1982
	(£million)							
PRIVATE SECTOR								
Total Operating Revenues	256.0	399.7	446.6	526.7	629.8	853.0	880.7	1018.3
Total Operating Expenses	244.2	320.1	416.7	497.0	606.0	819.8	860.8	964.3
Operating profit (or loss)	11.8	19.6	29.9	29.7	23.8	33.2	19.9	54.0
Non-operating items								
(balance)	(5.2)	(4.5)	(11.9)	(2.2)	(9.5)	(18.6)	(12.1)	(14.6)
Profit (or loss) before Tax	6.6	15.1	18.0	27.4	14.3	14.6	7.8	39.4
PUBLIC SECTOR								
Total Operating Revenues	808.9	1059.5	1161.7	1409.7	1662.1	1763.5	1875.3	2052.2
Total Operating Expenses	805.8	971.2	1119.7	1333.6	1646.1	1870.2	1869.4	1878.2
Operating profit (or loss)	3.1	88.3	42.0	76.1	16.0	(106.6)	5.9	174.0
Non-operating items								
(balance)	(22.6)	(12.6)	(2.4)	14.3	3.5	(34.1)	(119.6)	(112.1)
Profit (or loss) before Tax	(19.5)	75.7	39.6	90.4	19.5	(140.7)	(113.7)	61.9
ALL MAJOR AIRLINES								
Total Operating Revenues	1064.9	1399.2	1608.3	1936.4	2291.9	2616.5	2756.0	3070.5
Total Operating Expenses	1050.0	1291.3	1536.4	1830.6	2252.1	2690.0	2730.2	2842.5
Operating profit (or loss)	14.9	107.9	71.9	105.8	39.8	(73.4)	25.8	228.0
Non-operating items								
(balance)	(27.8)	(17.1)	(14.3)	12.1	(6.0)	(52.7)	(131.7)	(126.7)
Profit (or loss) before Tax	(12.9)	90.8	57.6	117.8	33.8	(126.1)	(105.9)	101.3

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**TRENDS IN MAJOR UNITED KINGDOM AIRLINES'
OPERATING COSTS AND REVENUES 1975-1982**

Table 2.3

ALL AIRLINES	1975	1976	1977	1978	1979	1980	1981	1982
COSTS								
Comparison with 1975 (1975=100)								
Aircraft fuel and oil	100.0	125.0	139.6	147.3	238.3	318.9	336.4	349.2
Crew salaries and expenses	100.0	106.5	134.5	158.2	165.1	288.1	215.1	201.5
Aircraft depreciation and rental	100.0	122.8	153.6	162.9	178.2	196.2	223.2	196.8
Other costs	100.0	124.1	149.2	187.3	215.7	248.4	241.9	259.0
Total Operating Costs	100.0	123.0	146.3	174.3	214.5	256.2	260.0	270.7
Comparison with Total - Percentage distribution								
Aircraft fuel and oil	22.6	23.0	21.6	19.1	25.2	28.2	29.3	29.2
Crew salaries and expenses	6.9	6.0	6.3	6.2	5.3	5.0	5.7	5.1
Aircraft depreciation and rental	7.7	7.7	8.1	7.2	6.4	5.9	6.6	5.6
Other costs	62.8	63.4	64.0	67.5	63.2	60.9	58.4	60.1
Total Operating costs	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
REVENUES								
Comparison with 1975 (1975=100)								
Scheduled services	100.0	136.3	150.9	188.3	222.6	251.5	260.5	287.8
Non-Scheduled services	100.0	119.9	156.6	162.8	191.7	237.1	272.3	317.3
Incidental Revenues	100.0	79.0	120.4	138.0	174.4	150.3	130.2	119.8
Total Operating Revenues	100.0	131.4	151.0	181.8	215.2	245.7	258.8	288.3
Comparison with Total - Percentage distribution								
Scheduled services	77.8	80.7	77.7	80.6	80.5	79.7	78.3	77.7
Non-Scheduled services	19.1	17.5	19.8	17.1	17.0	18.5	20.1	21.1
Incidental Revenues	3.0	1.8	2.4	2.3	2.5	1.9	1.5	1.3
Total Operating Revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Table 2.4.1

MAJOR UNITED KINGDOM AIRLINES - PROFIT AND LOSS
ACCOUNT SUMMARY 1975-1979

(£million)

		1975			1976		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
REVENUES							
1	Scheduled Passenger (individually booked seats direct to passenger)	708.5	648.6	58.3	971.7	889.6	81.6
2	Scheduled Passenger (all block-booked seats including part-charter)			1.6			0.5
3	Scheduled Excess baggage	6.1	6.1	-	9.0	9.0	-
4	Scheduled Freight and Diplomatic bags	89.5	82.7	6.8	113.9	105.3	8.6
5	Scheduled Mail	24.6	23.0	1.6	34.7	32.7	2.0
6	Non-scheduled flights (a) Inclusive tours			92.5			131.9
	(b) ABC other than part-charter			17.9			26.7
	(c) Affinity groups	203.8	38.7	2.4	244.3	17.2	2.0
	(d) Cargo			37.6			49.9
	(e) Other			14.7			16.6
7	Incidental Revenue	32.4	9.8	22.6	25.6	5.7	19.9
8	Total Operating Revenues	1064.9	808.9	256.0	1399.2	1059.5	339.7
EXPENSES							
9	Flight crew salaries and expenses	72.2	54.5	17.7	76.9	54.7	22.2
10	Aircraft fuel and oil	237.8	169.6	68.2	297.2	205.5	91.7
11	Flight equipment insurance	7.8	5.1	2.7	8.9	5.6	3.3
12	Uninsured losses	0.3	0.3	-	0.3	0.3	-
13	Rental of flight equipment	25.6	8.2	17.4	34.1	18.7	15.4
14	Flight crew training (when not amortised)	6.5	5.5	1.0	4.9	3.2	1.7
15	Flight expenses other than items 9 to 14	2.6	1.7	0.9	6.8	2.2	4.6
16	Maintenance and overhaul	147.4	112.5	34.9	169.4	126.7	42.7
17	Depreciation of aircraft fleet (including spares)	55.0	44.9	10.1	64.9	50.1	14.8
18	Depreciation of ground property and equipment	9.0	8.2	0.8	13.6	13.1	0.5
19	Amortisation of development and pre-operating costs	2.0	1.3	0.7	2.7	2.2	0.5
20	Flight crew training (when amortised)	1.7	1.4	0.3	2.6	1.8	0.8
21(a)	Landing and departure fees	61.5	41.3	20.2	84.9	55.8	29.1
(b)	Aerodrome, En-route, and other Navigation service charges	14.9	9.3	5.6	23.9	13.4	10.5
22	Station and ground expenses other than Item 21	124.5	105.6	18.9	147.6	124.4	23.2
23(a)	Passenger services - cabin staff and other flight expenses	84.4	65.0	19.4	130.4	105.3	25.1
(b)	Passenger services - other passenger service costs	20.8	19.7	1.1	4.7	2.4	2.3
24	Ticketing, sales and promotion	136.4	124.6	11.8	191.6	174.8	16.8
25	General and administrative	37.5	27.2	10.3	22.6	11.0	11.6
26	Other operating expenses	2.1	(0.1)	2.2	3.5	-	3.5
27	Total Operating Expenses	1050.0	805.8	244.2	1291.3	971.2	320.1
28	Operating Profit or (Loss)	14.9	3.1	11.8	107.9	88.3	19.6
29	Profit or loss on disposal of fixed assets	0.9	0.9	-	4.4	2.6	1.8
30	Interest payable less receivable (Net)	(13.0)	(10.2)	(2.8)	(16.7)	(10.8)	(5.9)
31	Direct subsidies from public funds	-	-	-	-	-	-
32	Other payments from public funds	-	-	-	-	-	-
33	Dividends receivable	4.5	4.5	-	6.7	6.7	-
34	Other non-operating items	(20.3)	(17.8)	(2.5)	(11.5)	(11.1)	(0.4)
35	Non-Operating Items (Balance)	(27.8)	(22.6)	(5.2)	(17.1)	(12.6)	(4.5)
36	Profit or Loss (-) Before Taxation	(12.9)	(19.5)	6.6	90.8	75.7	15.1

Table 2.4.1 cont

1977			1978			1979		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
)	)	120.3	)	)	)	1587.9	1379.4	208.5
1076.8)	956.5)		1355.5)	1181.3)	174.2)	20.1	19.2	0.9
)))))			
)))))			
10.7	8.7	2.0	12.6	10.1	2.5	13.9	11.4	2.5
126.9	115.3	11.6	152.8	131.4	21.4	179.4	153.2	26.2
35.7	33.0	2.7	39.2	36.2	3.0	43.1	39.3	3.8
172.3	21.6	150.7	216.5	26.2	190.3	302.7	41.0	261.7
66.4	21.1	45.3	44.8	18.1	26.7	14.1	-	14.1
2.7	-	2.7	6.4	-	6.4	5.4	3.8	1.6
58.1	-	58.1	48.5	-	48.5	34.4	0.1	34.3
19.7	-	19.7	15.5	-	15.5	34.1	7.0	27.1
39.0	5.5	33.5	44.7	6.4	38.3	56.5	7.7	48.8
1608.3	1161.7	446.6	1936.4	1409.7	526.7	2291.9	1662.1	629.8
97.1	71.1	26.0	114.2	80.4	33.8	119.2	79.0	40.2
332.0	221.2	110.8	350.2	239.0	111.2	566.7	411.5	155.2
10.0	6.9	3.1	9.3	5.4	3.9	7.8	3.6	4.2
-	-	-	0.3	0.3	-	1.0	1.0	-
46.2	21.3	24.9	56.9	25.3	31.6	61.2	26.6	34.6
12.0	9.2	2.8	12.1	8.7	3.4	15.2	11.0	4.2
8.2	0.7	7.5	14.5	3.4	11.1	20.2	11.3	8.9
204.1	149.5	54.6	246.4	181.1	65.3	279.0	210.2	68.8
77.6	61.8	15.8	74.4	57.4	17.0	82.4	58.4	24.0
15.7	15.0	0.7	14.0	12.5	1.5	20.3	18.0	2.3
0.7	-	0.7	0.7	-	0.7	0.8	-	0.8
0.8	-	0.8	1.1	-	1.1	0.8	-	0.8
95.1	59.0	36.1	122.9	77.5	45.4	120.0	79.2	40.8
37.7	22.8	14.9	44.9	27.0	17.9	62.7	32.5	30.2
172.3	142.8	29.5	217.3	180.1	37.2	233.3	181.0	52.3
144.1	110.8	33.3	)	142.0	)	190.6	142.7	47.9
21.5	16.6	4.9	223.4)	34.2	47.2)	41.3	31.8	9.5
206.8	185.0	21.8	244.5	214.8	29.7	296.6	264.5	32.1
39.4	22.9	16.5	55.6	34.3	21.3	95.4	66.7	28.7
15.1	3.1	12.0	28.1	10.2	17.9	37.6	17.1	20.5
1536.4	1119.7	416.7	1830.6	1333.6	497.0	2252.1	1646.1	606.0
71.9	42.0	29.9	105.8	76.1	29.7	39.8	16.0	23.8
3.5	0.6	2.9	5.4	0.7	4.7	5.3	4.3	1.0
0.8	7.1	(6.3)	5.0	10.8	(5.8)	(37.6)	(24.7)	(12.9)
-	-	-	-	-	-	-	-	-
(0.1)	-	(0.1)	-	-	-	-	-	-
14.5	14.5	-	22.3	22.3	-	21.4	21.2	0.2
(33.0)	(24.6)	(8.4)	(20.6)	(19.5)	(1.1)	5.0	2.7	2.3
(14.3)	(2.4)	(11.9)	12.1	14.3	(2.2)	(6.0)	3.5	(9.5)
57.6	39.6	18.0	117.8	90.4	27.4	33.8	19.5	14.3

Table 2.4.2

MAJOR UNITED KINGDOM AIRLINES - PROFIT AND LOSS
ACCOUNT SUMMARY 1980-1982

(£million)

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

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

(b) Included under appropriate cost items.

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

Table 2.4.2 cont

1982		
Total	Public Sector (a)	Private Sector
)	)	44.6
2125.5)	1750.4)	330.5)
25.8	20.5	5.3
191.8	151.0	40.8
42.0	35.7	6.3
)))
)))
)))
646.7)	86.8)	559.9)
38.8	7.9	30.9
3070.5	2052.2	1018.3
121.6	76.1	45.5
23.9	14.2	9.7
78.4	56.6	21.8
48.2	37.1	11.1
830.4	530.5	299.9
14.3	6.5	7.8
46.1	11.5	34.6
11.8	9.5	2.3
5.4	-	5.4
)))
262.9)	177.2)	85.7)
112.5	83.5	29.0
4.7	(b)	4.7
)	-)
2.1)	-	2.1)
)	62.1)
)))
334.6)	53.4	156.9)
)	62.2)
173.6	147.1	26.5
)))
133.2)	91.2)	42.0)
74.1	35.3	38.8
7.0	4.1	2.9
)))
190.7)	156.0)	23.7)
)	)	11.0
175.0	145.8	29.2
126.4	63.1	63.3
63.3	57.6	5.7
2.4	(2.2)(c)	4.6
2842.5	1878.2	964.3
228.0	174.0	54.0
8.0	7.4	0.6
(123.4)	(109.5)	(13.9)
-	-	-
-	-	-
22.5	22.3	0.2
(33.8)	(32.3)	(1.5)
(126.7)	(112.1)	(14.6)
101.3	61.9	39.4

Table 2.5

MAJOR UNITED KINGDOM AIRLINES - APPROPRIATION ACCOUNT
SUMMARY 1975-1982

		(£ million)								
		1975			1976			1977		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1	Profits or loss before Taxation	(12.9)	(19.5)	6.6	90.8	75.7	15.1	57.6	39.6	18.0
2	Taxation	1.2	3.5	(2.3)	(48.4)	(40.6)	(7.8)	(28.5)	(21.5)	(7.0)
3	Profit or loss after Taxation	(11.8)	(16.0)	4.2	42.5	35.1	7.4	29.1	18.1	11.0
4	Exceptional items and prior year adjustments	(0.3)	(0.3)	-	(0.2)	-	(0.2)	16.2	14.6	1.6
5	Transfers from reserves	16.9	16.3	0.6	0.7	-	0.7	(0.2)	(0.2)	-
6	Available for appropriation	4.8	-	4.8	42.9	35.1	7.8	45.2	32.5	12.7
7	Dividends	2.1	-	2.1	13.2	11.0	2.2	9.1	-	9.1
8	Transfers to reserves	2.7	-	2.7	29.7	24.1	5.6	36.1	32.5	3.6

Table 2.5 cont'd

1978			1979			1980			1981			1982		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
117.8	90.4	27.4	33.8	19.5	14.3	(126.1)	(140.7)	14.6	(105.9)	(113.7)	7.8	101.3	61.9	39.4
(18.2)	(12.7)	(5.5)	(17.4)	(8.5)	(8.9)	(12.4)	(3.7)	(8.7)	(8.2)	(5.4)	(2.8)	(15.7)	(9.5)	(6.2)
99.7	77.7	22.0	16.4	11.0	5.4	(138.5)	(144.4)	5.9	(114.1)	(119.1)	5.0	85.6	52.4	33.2
3.8	-	3.8	17.3	-	17.3	9.9	-	9.9	(420.2)	(426.4)	6.2	18.2	26.1	(7.9)
8.2	(0.5)	8.7	4.7	(0.5)	5.2	15.3	(0.7)	16.0	24.3	0.7	23.6	3.9	(1.3)	5.2
111.8	77.3	34.5	38.3	10.5	27.8	(113.3)	(145.1)	31.8	(510.1)	(544.9)	34.8	107.8	77.2	30.6
38.0	15.0	23.0	14.7	7.0	7.7	17.4	-	17.4	35.0	-	35.0	21.5	-	21.5
73.8	62.3	11.5	23.6	3.5	20.1	(130.6)	(145.1)	14.5	(545.1)	(544.9)	(0.2)	86.3	77.2	9.1

MAJOR UNITED KINGDOM AIRLINES
BALANCE SHEET SUMMARY 1975-1982

Table 2.6
(£ million)

	1975			1976		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
ASSETS EMPLOYED						
1 Operating Equipment and Property						
Aircraft fleet (including spares)	844.9	723.6	121.3	961.7	815.5	146.2
Less: Provisions for amortisation and depreciation	350.2	311.5	38.7	390.5	336.5	54.0
Aircraft fleet after depreciation	494.7	412.1	82.6	571.2	479.0	92.2
Property and other equipment	242.0	228.8	13.2	260.4	242.8	17.6
Less: Provisions for amortisation and depreciation	91.8	87.2	4.6	100.9	94.6	6.3
Property after depreciation	150.2	141.6	8.6	159.5	148.2	11.3
Payments on account of aircraft under construction	49.8	49.8	-	35.1	35.1	-
2 Interests in Group Companies						
Shares	0.7	-	0.7	0.9	-	0.9
Advances and debts not currently receivable	1.8	-	1.8	0.2	-	0.2
3 Trade Investments						
Shares	1.4	1.3	0.1	1.2	1.1	0.1
Advances and debts not currently receivable	2.3	2.2	0.1	2.2	2.1	0.1
4 Current Assets						
Stores and work in progress	21.7	14.1	7.6	31.3	16.3	15.0
Debtors and prepayments	193.3	163.1	30.2	259.9	213.1	46.8
Short-term loans and deposits	25.7	21.7	4.0	32.6	32.1	0.5
Bank balance and cash	34.6	21.6	13.0	40.7	21.0	19.7
Group companies advances and debts not currently receivable	5.7	-	5.7	7.1	-	7.1
Other items	0.7	-	0.7	0.8	-	0.8
Total current Assets	281.6	220.5	61.1	372.3	282.5	89.8
5 Less: Current Liabilities						
Creditors and accruals	162.9	123.5	39.4	194.7	136.4	58.3
Traffic revenue received in advance	108.6	97.2	11.4	130.5	115.3	15.2
Taxation	1.6	1.6	-	8.4	8.3	0.1
Dividends	-	-	-	11.0	11.0	-
Bank Overdrafts	2.1	1.0	1.1	7.3	3.9	3.4
Instalments of borrowings and hire purchase liabilities repayable within one year	56.2	53.4	2.8	56.2	51.7	4.5
Group companies advances and debts currently payable	0.4	-	0.4	0.2	-	0.2
Other items	3.3	1.5	1.8	4.5	-	4.5
Total Current Liabilities	335.1	278.2	56.9	412.6	326.6	86.0
Total Net Current Assets	(53.5)	(57.7)	4.2	(40.3)	(44.1)	3.8
6 Unamortised Costs						
Pre-operational training and development	6.1	4.5	1.6	6.8	5.2	1.6
Other items	4.6	3.5	1.1	3.8	3.1	0.7
7 Other Assets	9.2	9.2	-	10.2	10.2	-
TOTAL ASSETS	667.1	566.5	100.6	750.9	639.9	111.0
FINANCED BY:						
8 Shareholders Fund						
Share Capital	288.8	280.0	8.8	299.8	290.0	9.8
Share Premium Account	2.7	0.2	2.5	2.5	-	2.5
Reserves: Capital	5.8	1.5	4.3	4.5	-	4.5
Self-Insurance	31.0	31.0	-	-	-	-
Revenue	31.0	29.5	1.5	92.7	85.6	7.1
Other	0.4	-	0.4	1.6	1.1	0.5
9 Borrowings etc. Repayable more than one year ahead						
Advances from other Group companies	3.9	-	3.9	1.9	-	1.9
Bank Loans	89.9	81.3	8.6	100.9	98.5	2.4
Other Loans	126.3	83.5	42.8	118.5	71.4	47.1
Hire Purchase Liabilities	13.9	-	13.9	11.7	-	11.7
10 Deferred Liabilities						
Taxation	68.3	58.7	9.6	109.1	92.2	16.9
Other	5.0	0.8	4.2	7.5	1.1	6.4
TOTAL LIABILITIES	667.1	566.5	100.6	750.9	639.9	111.0

Table 2.6 cont

1977			1978			1979			1980		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1145.8	968.7	177.1	1323.5	1093.9	229.6	1673.5	1314.8	358.7	2045.2	1511.5	533.7
462.1	400.8	61.3	661.2	593.1	68.1	716.7	632.3	84.4	762.2	650.9	111.3
683.7	567.9	115.8	662.3	500.8	161.5	956.9	682.6	274.3	1283.0	860.6	422.4
286.1	260.8	25.3	331.4	299.6	31.8	382.5	342.6	39.9	427.4	380.4	47.0
112.1	104.2	7.9	132.6	123.5	9.1	144.7	133.2	11.5	159.1	143.7	15.4
174.0	156.6	17.4	198.8	176.2	22.6	237.7	209.4	28.3	268.4	236.8	31.6
97.4	94.4	3.0	155.8	150.9	4.9	158.1	144.9	13.2	86.6	84.7	1.9
0.6	-	0.6	1.1	-	1.1	0.7	-	0.7	1.5	-	1.5
0.3	-	0.3	0.2	-	0.2	0.3	-	0.3	0.1	-	0.1
0.9	0.8	0.1	1.5	1.4	0.1	6.0	5.4	0.6	4.3	4.2	0.1
2.2	2.2	-	2.3	2.2	0.1	2.2	2.1	0.1	2.0	2.0	-
32.0	19.3	12.7	42.5	23.9	18.6	49.3	29.6	19.7	63.9	31.7	32.2
314.8	260.1	54.7	369.6	307.3	62.3	428.6	349.0	79.6	453.0	360.9	92.1
28.7	28.7	-	38.7	38.2	0.5	8.3	8.2	0.1	4.8	4.5	0.3
49.5	22.0	27.5	64.9	35.5	29.4	50.9	25.1	25.8	75.3	33.7	41.6
12.9	-	12.9	9.3	-	9.3	8.8	-	8.8	5.7	-	5.7
1.9	0.1	1.8	1.3	0.1	1.2	5.3	0.1	5.2	3.3	0.1	3.2
440.0	330.2	109.8	526.2	404.9	121.3	551.2	412.0	139.2	605.8	430.8	175.0
289.3	204.3	85.0	351.6	249.1	102.5	388.2	275.9	112.3	421.7	300.6	121.1
148.4	128.0	20.4	202.8	174.9	27.9	251.1	213.3	37.8	255.1	204.6	50.5
4.1	1.4	2.7	21.9	19.9	2.0	11.2	9.1	2.1	6.4	5.0	1.4
0.3	-	0.3	15.0	15.0	-	7.2	7.0	0.2	1.1	0.8	0.3
5.2	0.1	5.1	6.7	-	6.7	10.3	0.9	9.4	12.5	-	12.5
85.6	73.9	11.7	33.0	24.1	8.9	41.5	32.4	9.1	68.4	50.5	17.9
0.6	-	0.6	4.8	-	4.8	8.7	-	8.7	5.6	-	5.6
3.0	-	3.0	0.9	-	0.9	2.5	-	2.5	4.8	-	4.8
536.4	407.7	128.7	636.7	483.0	153.7	720.8	538.6	182.2	775.5	561.4	214.1
(96.5)	(77.6)	(18.9)	(110.5)	(78.1)	(32.4)	(169.6)	(126.6)	(43.0)	(169.7)	(130.6)	(39.1)
3.1	-	3.1	2.9	-	2.9	3.4	-	3.4	4.1	-	4.1
-	-	-	-	-	-	-	-	-	-	-	-
11.4	11.1	0.3	15.7	15.3	0.4	18.9	16.5	2.4	11.6	11.6	-
877.1	755.5	121.6	930.1	768.6	161.5	1214.6	934.3	280.3	1491.9	1069.2	422.7
311.2	300.0	11.2	159.3	150.0	9.3	170.3	160.0	10.3	195.4	170.0	25.4
2.5	-	2.5	2.4	-	2.4	2.4	-	2.4	2.4	-	2.4
4.2	-	4.2	9.8	-	9.8	)	)	9.6	)	)	5.1
-	-	-	-	-	-	356.9)	311.4)	-	203.8)	164.3)	-
136.2	132.7	3.5	314.8	296.4	18.4	)	)	26.0	)	)	20.8
9.6	3.2	6.4	7.4	7.4	-	-	-	9.9	-	-	13.6
0.8	-	0.8	15.1	-	15.1	12.4	-	12.4	42.6	-	42.6
67.3	63.9	3.4	)	134.4	)	236.6	234.9	1.7	)	461.7)
208.0	159.8	48.2	400.9)	178.5	88.0)	411.3	225.5	185.8	1032.3)	270.2	300.4)
16.2	-	16.2	)	-	)	6.5	-	6.5	8.6	-	8.6
113.6	94.9	18.7	11.7	0.2	11.5	3.8	0.4	3.4	0.6	0.2	0.4
7.5	1.0	6.5	8.7	1.7	7.0	14.4	2.1	12.3	6.2	2.7	3.5
877.1	755.5	121.6	930.1	768.6	161.5	1214.6	934.3	280.3	1491.9	1069.2	422.7

Table 2.6 cont

	1981			1982		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
ASSETS EMPLOYED						
1 Operating Equipment and Property						
Aircraft fleet (including spares)	1950.2	1615.3	334.9	1994.4	1640.8	353.6
Less: Provisions for amortisation and depreciation	981.5	898.5	83.0	992.6	896.3	96.3
Aircraft fleet after depreciation	968.8	716.9	251.9	1001.6	744.4	257.2
Property and other equipment	445.1	389.2	55.9	443.8	379.3	64.5
Less: Provisions for amortisation and depreciation	183.6	168.2	15.4	193.9	175.5	18.4
Property after depreciation	261.6	221.1	40.5	250.1	203.9	46.2
Payments on account of aircraft under construction	36.9	34.5	2.3	46.2	29.2	17.0
2 Interests in Group Companies						
Shares	0.5	-	0.5	1.0	-	1.0
Advances and debts not currently receivable	0.4	-	0.1	0.3	-	0.3
3 Trade Investments						
Shares	4.3	4.1	0.2	1.8	1.6	0.2
Advances and debts not currently receivable	2.2	2.1	0.1	2.4	2.0	0.4
4 Current Assets						
Stores and work in progress	56.3	33.0	23.3	42.1	14.9	27.2
Debtors and prepayments	557.0	446.8	110.2	560.4	456.2	104.2
Short-term loans and deposits	7.7	-	7.7	15.0	7.9	7.1
Bank balance and cash	54.1	4.5	49.6	96.2	30.5	65.7
Group companies advances and debts not currently receivable	65.6	30.5	35.1	47.6	-	47.6
Other items	-	-	-	1.1	-	1.1
Total current Assets	740.7	514.8	225.9	762.4	509.5	252.9
5 Less: Current Liabilities						
Creditors and accruals	684.8	550.3	134.5	532.8	388.9	143.9
Traffic revenue received in advance	296.0	241.7	54.3	333.4	279.2	54.2
Taxation	13.8	8.5	5.3	7.1	3.2	3.9
Dividends	0.7	-	0.7	1.0	-	1.0
Bank overdrafts	12.4	1.4	11.0	11.0	2.1	8.9
Instalments of borrowings and hire purchase liabilities repayable within one year	28.7	-	28.7	105.3	78.9	26.4
Group companies advances and debts currently payable	12.5	-	12.5	22.6	-	22.6
Other items	5.3	-	5.3	3.9	-	3.9
Total Current Liabilities	1054.3	802.0	252.3	1017.1	752.3	264.8
Total Net Current Assets	(313.6)	(287.1)	(26.5)	(254.7)	(242.8)	(11.9)
6 Unamortised Costs						
Pre-operational training and development	4.3	-	4.3	3.6	-	3.6
Other items	-	-	-	0.2	-	0.2
7 Other Assets	17.3	15.0	2.3	16.9	15.0	1.9
TOTAL ASSETS	982.7	706.6	276.1	1069.4	753.4	316.0
FINANCED BY:						
8 Shareholders Fund						
Share Capital	211.7	180.0	31.7	211.5	180.0	31.5
Share Premium Account	2.4	-	2.4	2.4	-	2.4
Reserves: Capital	10.9	-	10.9	11.9	-	11.9
Self-Insurance	-	-	-	-	-	-
Revenue	(9.5)	-	(9.5)	(9.0)	-	(9.0)
Other	(479.9)	(486.7)	6.8	(389.9)	(401.3)	11.4
9 Borrowings etc. Repayable more than one year ahead						
Advances from other Group companies	71.5	-	71.5	85.3	-	85.3
Bank Loans	650.2	650.2	-	623.1	623.1	-
Other Loans	501.9	360.4	141.5	1122.3	351.2	148.0
Hire Purchase Liabilities	7.4	-	7.4	7.1	-	7.1
10 Deferred Liabilities						
Taxation	1.4	0.1	1.3	7.4	-	7.4
Other	14.6	2.6	12.0	20.2	0.3	19.9
TOTAL LIABILITIES	982.7	706.6	276.1	1069.4	753.4	316.0

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Table 2.7

MAJOR UNITED KINGDOM AIRLINES
INDIVIDUAL AIRLINE PROFIT AND LOSS ACCOUNT 1982

		(£000)				
		(a) British Airways Combined	Air Bridge Carriers	Air Europe	Air UK	Britannia Airways
REVENUES	Financial year ending	31.3.83	31.12.82	31.3.83	31.12.82	31.12.82
1	Scheduled passenger (a) First class)	-	-	-	-
	(b) Normal economy	1 750 367	-	-)	-
	(c) Other scheduled service passengers	)	-	-	36 627	-
2	Scheduled Excess Baggage	20 487	-	-	82	-
3	Scheduled cargo and diplomatic bags	151 007	-	-	2 930	-
4	Scheduled and non-scheduled Mail	35 727	-	-	295	-
5	Non-scheduled flights (a) Inclusive Tours	)	-	52 721	139	183 966
	(b) ABC Other than part-charter	86 762	-	-	-	-
	(c) Cargo	)	7 132	-	51	42
	(d) Other	)	-	-	41	5 851
6	Incidental Revenue	7 874	5	1 348	423	12 941
7	Total Operating Revenues	2 052 224	7 137	54 069	40 588	202 800
EXPENSES						
8	Flight crew salaries	76 094	395	1 966	2 134	10 043
9	Flight crew allowances and expenses	14 243	214	648	510	3 004
10	Cabin crew salaries (including training)	56 602	-	1 130	637	5 320
11	Cabin crew allowances and expenses	37 093	-	-	282	1 950
12	Aircraft fuel and oil	530 517	1 691	16 380	6 678	59 875
13	Flight equipment insurance and uninsured losses	6 543	95	571	214	1 250
14	Rental of flight equipment	11 513	185	923	285	9 272
15	Flight crew training (when not amortised)	9 472	41	191	175	269
16	Flight expenses other than items 8 to 15	-	57	506	92	-
17	Maintenance and overhaul (a) Fixed	)	382	1 439	1 948	14 287
	(b) Variable	177 175	1 199	2 044	4 168	2 870
18	Depreciation of aircraft fleet (including spares)	83 475	67	3 421	1 655	3 953
19	Depreciation of ground property and equipment	(b)	24	129	-	612
20	Amortisation of development and pre-operating costs	-	-)	-	-
21	Flight crew training (when amortised)	-	-	301	-	-
22	Landing and departure fees	62 085	1 748	1 823	3 752	8 052
23	Aerodrome, En route, and other Navigation service charges	53 376	408	3 702	2 156	15 237
24	Handling charges and parking fees	62 151	-	4 451	3 669	13 046
25	Station costs	147 070	140	40	1 717	2 722
26	Passenger meals (a) Fixed)	-)))
	(b) Variable	91 152	-	2 866	819	8 753
27	Passenger embarkation fees	35 293	-	-	2 511	13 424
28	Passenger insurance	4 073	-	-	80	619
29	Sales	-	-	-	178	150
30	Reservations	156 045	-	-	1 037	-
31	Advertising and promotion	-	19	64	231	210
32	Commission	145 790	28	-	2 785	-
33	General and administrative	63 118	316	2 777	1 254	5 293
34	Specific cargo costs	57 554	-	-	75	-
35	Other operating expenses	(2 248)(c)	-	4	93	-
36	Total Operating Expenses	1 878 186	7 009	45 376	39 135	180 211
37	Operating Profit (or Loss)	174 038	128	8 693	1 453	22 589
38	Profit or loss on disposal of fixed assets	7 391	107	(2)	136	4
39	Interest payable less receivable (net)	(109 475)	6	(1 856)	(432)	3 315
40	Direct subsidies from public funds	-	-	-	-	-
41	Other payments from public funds	-	-	-	-	-
42	Dividends receivable	22 292	-	-	-	-
43	Other non-operating items	(32 298)	-	-	-	-
44	Non-operating Items (Balance)	(112 090)	113	(1 858)	(296)	3 319
45	Profit or Loss (-) before Taxation	61 948	241	6 835	1 157	25 908

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

(b) Included under appropriate cost items.

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

(d) Not available due to change in company ownership.

Table 2.7 cont'd

British Air Ferries	British Caledonian Airways	British Midland Airways	Dan-Air Services	Heavylift Cargo Airlines	Monarch Airlines	Orion Airways	Tradewinds Airways
31.12.82	31.10.82	31.12.82	31.12.82	30.9.82	30.11.82	30.11.82	30.9.82
(d)	44 621	-	-	-	-	-	-
	114 131	45 228	24 188	-	-	-	-
	110 277	-	-	-	-	-	-
	5 161	-	35	-	-	-	-
	36 710	445	732	-	-	-	-
	4 734	-	1 320	-	-	-	-
	29 302	)	132 678	-	55 975	40 293	-
	-	12 104)	-	-	-	-	-
	2 088	)	)	7 753	-	-	17 274
	813		11 626)	46	-	-	-
	1 991	2 439	7 234	-	2 403	1 738	358
	349 828	60 216	177 813	7 799	58 378	42 031	17 632
	14 895	2 169	7 425	318	3 359	2 048	734
	2 277	770	753	258	302	456	523
	8 634	601	3 294	-	1 302	924	-
	6 232	-	1 338	-	394	913	-
	101 434	12 400	53 696	2 334	23 295	14 124	8 030
	1 643	465	2 351	113	423	471	201
	4 589	4 328	6 067	1 489	6 806	52	608
	798	266	217	28	149	178	33
	2 721	112	812	38	-	555	487
	15 362	4 066	383))))
	15 104	3 043	8 539	1 402)	5 172)	3 309)	1 032)
	11 702	1 925	4 379	52	1 300	48	458
	3 029	167	557	14	55	48	20
	44	-	897	-	-	-	-
	797	-	-	56	-	-	53
	12 056	)	7 389	206	2 205	1 897	499
	8 185	12 698)	11 725	184	3 362	3 467	925
	13 198	)	12 974	297	3 403	3 006	1 191
	16 323	1 760	2 946	-	789	-	83
	1 411	)	932	-))	-
	15 371	1 709)	5 267	-	2 345)	2 503)	-
	6 113	3 422	9 942	-	43	3 324	-
	930	142	779	-	321	-	-
	18 174	310	680	-	92	-	-
	1 155	1 113	813	-	-	-	-
	9 373	611	379	51	-	-	27
	20 577	2 837	2 510	290	142	-	48
	17 027	2 871	28 014	589	1 201	1 758	2 179
	4 774	724	-	16	-	-	147
	2 101	73	-	-	1 481	-	837
	336 029	58 582	175 058	7 735	57 941	39 081	18 115
	13 799	1 634	2 755	64	437	2 950	(483)
	(272)	-	481	-	172	-	-
	(14 289)	(694)	(543)	(11)	495	1 337	(1 259)
	-	-	-	-	-	-	-
	5	-	200	-	-	-	-
	(1 498)	-	-	-	-	-	-
	(16 054)	(694)	138	(11)	667	1 337	(1 259)
	(2 255)	940	2 893	53	1 104	4 287	(1 742)

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Table 2.8

Major United Kingdom Airlines
Individual Appropriation Accounts 1982

(£000)

	British Airways Combined	Air Bridge Carriers	Air Europe	Air UK	Britannia Airways	British Air Ferries	British Caledonian Airways
Financial Year Ending	31.3.83	31.12.82	31.3.83	31.12.82	31.12.82	31.12.82	31.10.82
1 Profit or loss before taxation	61 948	241	6 835	1 157	25 908	(a)	(2 255)
2 Taxation	(9 547)	-	(1 172)	4 277	(8 762)		(427)
3 Profit or loss after Taxation	52 401	241	5 663	5 434	17 146		(2 682)
4 Exceptional items and prior year adjustments	26 057	-	-	(8 363)	2		-
5 Transfers from reserves	(1 300)	-	-	-	5 949		2 682
6 Available for appropriation	77 158	241	5 663	(2 929)	23 097		-
7 Dividends	-	-	1 034	-	18 000		-
8 Transfers to reserves	77 158	241	4 629	(2 929)	5 097		-

	British Midland Airways	Dan-Air Services	Heavylift Cargo Airlines	Monarch Airlines	Orion Airways	Tradewinds Airways
Financial Year Ending	31.12.82	31.12.82	30.9.82	30.11.82	30.11.82	30.9.82
1 Profit or loss before Taxation	940	2 893	53	1 104	4 287	(1 742)
2 Taxation	-	(8)	-	(309)	226	-
3 Profit or loss after Taxation	940	2 885	53	795	4 513	(1 742)
4 Exceptional items and prior year adjustments	1 335	358	-	-	-	(1 202)
5 Transfers from reserves	(3 394)	-	-	-	-	-
6 Available for appropriation	(1 119)	3 243	53	795	4 513	(2 944)
7 Dividends	-	2 000	-	-	471	-
8 Transfers to reserves	(1 119)	1 243	53	795	4 042	(2 944)

(a) not available due to change in company ownership

Table 2.9

Major United Kingdom Airlines
Individual Airlines Balance Sheet 1982

(£000)

		British Airways Combined	Air Bridge Carriers	Air Europe	Air UK
ASSETS EMPLOYED		31.3.83	31.12.82	31.3.83	31.12.82
1	Operating Equipment and Property				
	Aircraft fleet (including spares)	1 640 764	2 884	15 606	17 329
	Less: Provisions for amortisation & depreciation	896 317	1 280	3 647	8 500
	Aircraft fleet after depreciation	744 447	1 604	11 959	8 829
	Property and other equipment	379 330	264	386	1 975
	Less: Provisions for amortisation & depreciation	175 476	112	187	1 174
	Property after depreciation	203 854	152	199	801
	Payments on account of aircraft under construction	29 238	-	-	-
2	Interests in Group Companies				
	Shares	-	-	-	-
	Advances and debts not currently receivable	-	-	-	-
3	Trade Investments				
	Shares	1 637	100	-	-
	Advances and debts not currently receivable	1 974	-	-	300
4	Current Assets				
	Stores and work in progress	14 941	90	406	1 622
	Debtors and prepayments	456 234	522	827	6 434
	Short term loans and deposits	7 896	-	-	-
	Bank Balance and cash	30 451	290	1 769	338
	Group Companies advances and debts not currently receivable	-	-	15 150	9 830
	Other Items	-	26	-	-
	Total Current Assets	509 522	928	18 152	18 224
5	Less Current Liabilities				
	Creditors and accruals	388 901	777	7 534	5 661
	Traffic revenue received in advance	279 198	-	3 104	1 113
	Taxation	3 199	-	-	-
	Dividends	-	-	1 034	-
	Bank Overdrafts	2 067	-	-	-
	Instalments of borrowings and hire purchase liabilities repayable within one year	78 945	-	-	-
	Group Companies advances and debts currently payable	-	448	-	9 727
	Other Items	-	-	-	-
	Total Current Liabilities	752 310	1 225	11 672	16 501
	Total Net Current Assets	(242 788)	(297)	6 480	1 723
6	Unamortised Costs				
	Pre-Operational training and development	-	-	443	-
	Other Items	-	-	-	-
7	Other Assets	14 989	-	1 460	-
	TOTAL ASSETS	753 351	1 559	20 541	11 653
FINANCED BY:					
8	Shareholders Fund				
	Share Capital	180 000	192	10	22 500
	Share Premium account	-	-	-	-
	Reserves: Capital	-	-	-	-
	Self Insurance	-	-	-	-
	Revenue	-	591	-	(18 863)
	Other	(401 281)	-	11 394	-
9	Borrowing etc. (Repayable more than one year ahead)				
	Advances from other Group Companies	-	739	240	-
	Bank Loans	623 070	-	-	-
	Other Loans	351 207	-	-	-
	Hire Purchase Liabilities	-	37	-	-
10	Deferred Liabilities				
	Taxation	48	-	2 521	4 280
	Other	307	-	6 376	3 736
	TOTAL LIABILITIES	753 351	1 559	20 541	11 653

(a) not available due to change in company ownership

Table 2.9 cont'd

Britannia Airways	British Air Ferries	British Caledonian Airways	British Midland Airways	Dan-Air Services	Heavylift Cargo Airlines	Monarch Airlines	Orion Airways	Tradewinds Airways
31.12.82	31.12.82	31.10.82	31.12.82	31.12.82	30.9.82	30.11.82	30.11.82	30.9.82
50 171	(a)	202 585	15 810	39 297	593	7 050	727	1 501
20 225		38 604	4 667	15 123	52	3 392	48	781
29 946		163 981	11 143	24 174	541	3 658	679	720
8 674		44 599	2 463	4 836	153	437	468	267
3 054		9 062	1 085	3 127	38	225	76	218
5 620		35 537	1 378	1 709	115	212	392	49
6 340		2 306	-	-	-	-	8 307	-
-		-	906	50	-	-	-	-
-		-	-	297	-	-	-	-
-		106	-	-	11	-	-	-
42		-	-	-	-	-	37	-
3 757		5 309	3 507	10 713	-	225	-	1 569
2 992		61 936	10 090	14 334	655	3 143	1 198	2 027
-		-	-	2 326	-	-	4 800	-
1 218		50 858	48	4 540	48	5 858	324	439
20 163		854	8	-	747	-	769	76
-		-	-	600	-	-	491	-
28 130		118 957	13 653	32 513	1 450	9 221	7 582	4 111
11 350		67 572	13 972	24 189	1 422	3 620	4 986	2 798
-		42 641	-	5 281	-	1 461	595	-
3 470		-	-	-	-	409	-	-
-		-	-	-	-	-	-	2 322
-		2 997	3 411	-	171	-	-	-
1 348		21 226	1 142	2 694	-	-	-	-
-		-	662	-	-	3 937	1 897	-
-		5 945	3 933	-	-	-	-	-
16 168		140 381	23 120	32 164	1 593	9 427	7 478	5 120
11 962		(21 424)	(9 467)	349	(143)	(206)	104	(1 009)
-		2 363	-	397	76	326	-	-
-		-	-	-	-	169	-	-
-		-	-	-	-	478	-	-
53 910		182 869	3 960	26 976	600	4 637	9 519	(240)
115		511	5 079	1 000	510	100	100	1 360
-		2 440	-	-	-	-	-	-
-		11 935	-	-	-	-	-	-
-		-	-	-	-	-	-	-
5 097		(10 584)	(1 119)	14 506	90	4 277	5 383	(8 338)
-		-	-	-	-	-	-	-
39 000		35 000	-	3 723	-	-	-	6 593
-		-	-	-	-	-	-	-
1		143 567	-	4 457	-	-	-	-
3 768		-	-	3 290	-	-	-	-
-		-	-	-	-	260	312	-
5 929		-	-	-	-	-	3 724	145
5 3 910		182 869	3 960	26 976	600	4 637	9 519	(240)

Table 2.10

TOTAL SCHEDULED AND NON-SCHEDULED SERVICES (a)

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft - km (000)	Stage Flights	Aircraft Hours	(b) No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	(b) Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)	Total (000)	Tonne-km used		
											Mail (000)	Cargo (000)	Passenger (000)
British Airways (including BA Helicopters and British Airtours)	31 3 83	253 253	243 100	422 556	17 000 007	59 567 793	40 323 067	187 999	7 236 158	4 639 917	152 147	833 612	36 545 162
Air Bridge Carriers	3 12 82	1 135	2 399	3 328	-	-	-	19 115	17 412	11 265	14	11 251	-
Air Europe	31 3 83	20 109	11 217	32 305	1 271 161	2 614 451	2 297 411	33	247 282	183 844	27	28	183 789
Air UK	31 12 82	12 912	41 248	42 878	852 647	500 399	293 721	8 538	52 227	27 661	267	2 476	24 918
70 Britannia Airways	31 12 82	67 454	38 325	108 304	4 084 410	8 771 708	7 215 814	45	746 032	613 542	133	333	613 076
British Air Ferries	31 12 82	4 932	9 089	14 367	102 117	280 083	156 656	3 370	30 653	16 097	335	2 925	12 838
British Caledonian Airways	31 10 82	55 342	43 717	86 891	2 689 548	10 837 662	6 795 766	49 247	1 497 535	901 419	13 876	262 431	625 111
British Midland Airways	31 12 82	13 208	33 593	39 276	1 323 629	1 113 828	782 925	3 607	140 495	72 897	83	11 709	61 105
Dan Air Services	31 12 82	48 673	53 957	94 392	3 413 166	5 734 920	4 750 035	7 546	464 307	383 765	1 584	1 272	380 908
Heavylift Cargo Airlines	30 9 82	1 106	574	2 759	-	-	-	2 791	37 651	17 638	-	17 638	-
Monarch Airlines	30 11 82	18 438	10 809	29 311	1 166 263	2 531 633	2 120 814	146	234 475	191 172	4	68	191 099
Orion Airways	30 11 82	15 382	8 389	23 991	920 473	1 999 988	1 714 246	-	189 340	137 255	-	5	137 250
Tradewinds Airways	30 9 82	3 940	1 317	5 372	-	-	-	20 588	161 513	112 479	-	112 479	-

(a) Excludes Air Taxi operations

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

Table 2.11

ALL SCHEDULED SERVICES

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft		Stage Flights	Aircraft Hours	(b) No. of Passengers Uplifted		Seat-km Available (000)	Seat-km used (000)	(b) Cargo + Mail Uplifted Tonnes		Tonne-km		Total (000)	Tonne-km used			Passenger (000)
		- km (000)										Available (000)			Mail (000)	Cargo (000)		
British Airways (including BA Helicopters and British Airtours)	31.3.83	224 419	181 036	356 420	14 796 740	55 157 462	36 615 589	184 633	6 819 697	4 323 366	151 970	831 331	3 339 466					
Air Bridge Carriers	31.12.82	223	848	890	-	-	-	6 034	2 775	1 587	14	1 573	-					
Air Europe	31.12.82	-	-	-	-	-	-	-	-	-	-	-	-					
Air UK	31.12.82	12 235	40 209	41 612	831 371	458 330	260 558	8 458	48 205	24 841	254	2 460	22 127					
Britannia Airways	31.12.82	-	-	-	-	-	-	-	-	-	-	-	-					
British Air Ferries	31.10.82	116	176	386	-	-	-	537	654	355	-	355	-					
British Caledonian Airways	31.12.82	48 054	39 019	75 105	1 990 258	9 459 748	5 593 992	45 728	1 349 616	777 663	13 876	245 148	518 637					
British Midland Airways	31.12.82	10 158	31 936	34 756	1 144 437	635 096	400 074	2 682	58 509	32 439	56	1 123	31 260					
Dan Air Services	30.9.82	7 255	20 755	21 896	571 937	471 466	269 665	1 547	39 508	23 304	110	900	22 293					
Heavylift Cargo Airlines	30.11.82	-	-	-	-	-	-	-	-	-	-	-	-					
Monarch Airlines	30.11.82	-	-	-	-	-	-	-	-	-	-	-	-					
Orion Airways	30.11.82	-	-	-	-	-	-	-	-	-	-	-	-					
Tradewinds Airways	30.9.82	-	-	-	-	-	-	-	-	-	-	-	-					

Table 2.12

ALL NON-SCHEDULED SERVICES (a)

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft		Aircraft Hours	(b)	Seat-km Available (000)	Seat-km Used (000)	(b)	Tonne-km Available (000)	Total (000)	Tonne-km used		
		- km	Stage Flights		No. of Passengers Uplifted			Cargo + Mail Tonnes			Mail	Cargo	Passenger
		(000)									(000)	(000)	(000)
British Airways (including BA Helicopters and British Airtours)	31.3.83	28 834	62 064	66 136	2 203 267	4 410 331	3 707 478	3 366	416 461	316 551	177	1 681	314 696
Air Bridge Carriers	31.12.82	912	1 551	2 438	-	-	-	13 081	14 637	9 678	-	9 678	-
Air Europe	31.8.83	20 109	11 217	32 305	1 271 161	2 614 451	2 297 411	33	247 282	183 844	27	28	183 789
Air UK	31.12.82	677	1 039	1 266	21 276	42 069	33 163	80	4 022	2 820	13	16	2 791
Britannia Airways	31.12.82	67 454	38 325	108 304	4 084 410	8 771 708	7 215 814	45	746 032	613 542	133	333	613 076
British Air Ferries	31.12.82	4 816	8 913	13 981	102 117	280 083	156 656	2 833	29 999	15 742	335	2 570	12 838
British Caledonian Airways	31.10.82	7 288	4 698	11 786	699 290	1 377 914	1 201 774	3 519	147 919	123 756	-	17 283	106 474
British Midland Airways	31.12.82	3 050	1 657	4 520	179 192	478 732	382 851	925	81 986	40 458	27	10 586	19 845
Dan Air Services	31.12.82	41 418	33 202	72 496	2 841 229	5 263 454	4 480 370	5 999	424 799	360 461	1 474	372	358 615
Heavylift Cargo Airlines	30.9.82	1 106	574	2 759	-	-	-	2 791	37 651	17 638	-	17 638	-
Monarch Airlines	30.11.82	18 438	10 809	29 311	1 166 263	2 531 633	2 120 814	146	234 475	191 172	4	68	191 099
Orion Airways	30.11.82	15 382	8 389	23 991	920 473	1 999 988	1 714 246	-	189 340	137 255	-	5	137 250
Tradewinds Airways	30.9.82	3 940	1 317	5 372	-	-	-	20 588	161 513	112 479	-	112 479	-

(a) Excludes Air Taxi operations.

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

Part 3

Miscellaneous tables

Passengers Departing from UK Airports on Inclusive Tour
Charter Flights

Table 3.1

	Spain incl Canaries and Balearics	Italy incl Sicily	Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal incl Madeira	France	Other Countries	Total
Winter (November to March) 1982/83											
All Airlines	750 652	177 493	128 345	24 378	142 894	45 890	1 834	82 304	30 225	153 490	1 537 505
of which UK Airlines	662 790	147 736	127 977	24 378	120 049	45 470	1 198	78 206	29 665	75 764	1 313 233
of which Foreign Airlines	87 862	29 757	368	-	22 845	420	636	4 098	560	77 726	224 272
UK Originating Traffic	730 922	171 898	101 726	24 378	120 928	45 890	1 271	81 326	29 145	110 938	1 418 422
of which UK Airlines	650 740	143 629	101 726	24 378	119 218	45 470	1 198	78 206	29 090	71 676	1 265 331
of which Foreign Airlines	80 182	28 269	-	-	1 710	420	73	3 120	55	39 262	153 091
Non UK Originating Traffic	19 730	5 595	26 619	-	21 966	-	563	978	1 080	42 552	119 083
of which UK Airlines	12 050	4 107	26 251	-	831	-	-	-	575	4 088	47 902
of which Foreign Airlines	7 680	1 488	368	-	21 135	-	563	978	505	38 464	71 181
Summer (April to October) 1983											
All Airlines	3 459 661	552 359	159 395	787 236	85 799	85 287	164 417	335 980	139 343	420 767	6 190 244
of which UK Airlines	3 042 261	473 189	157 724	781 446	44 497	62 306	19 529	283 421	135 241	210 849	5 210 463
of which Foreign Airlines	417 400	79 170	1 671	5 790	41 302	22 981	144 888	52 559	4 102	209 918	979 781
UK Originating Traffic	3 425 615	519 868	82 835	787 232	42 740	85 287	164 417	333 567	134 927	346 645	5 923 133
of which UK Airlines	3 016 783	444 656	82 625	781 442	42 509	62 306	19 529	283 291	134 651	196 048	5 063 840
of which Foreign Airlines	408 832	75 212	210	5 790	231	22 981	144 888	50 276	276	150 597	859 293
Non-UK Originating Traffic	34 046	32 491	76 560	4	43 059	-	-	2 413	4 416	74 122	267 111
of which UK Airlines	25 478	28 533	75 099	4	1 988	-	-	130	590	14 801	146 623
of which Foreign Airlines	8 568	3 958	1 461	-	41 071	-	-	2 283	3 826	59 321	120 488

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

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APPENDIX A 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 - Annual 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 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 SERVICE

- 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 ie the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.

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

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

APPENDIX B DEFINITIONS - UK AIRLINE
FINANCIAL RESULTS

With effect from 1980, the reporting form on which Profit and Loss Account data was collected was revised. The definitions applicable to the new reporting form are shown in Part B of this appendix.

A PROFIT AND LOSS ACCOUNT (1975-1979)

- 1 Scheduled passenger (individually booked seats direct to passengers) included under this heading are revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisably systematic series), which are open to use by members of the public, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services. Excluded from this heading are fares of passengers carried on scheduled services under part-charter arrangements, and other block-booked seats.
- 2 Scheduled passenger (all block-booked seats including part-charter) Only the fares of passengers carried on scheduled services whose seats have not been booked individually are shown under this heading.
- 3 Scheduled excess baggage includes revenue arising from the transportation of passenger baggage in excess of the fixed free weight and fixed valuation allowance; excess baggage arising from passengers carried under heading 2 is also included.
- 4 Scheduled cargo, and diplomatic bags Cargo includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line prorates of through-tariffs.

Cargo revenue also includes revenue from the carriage of diplomatic bags.

- 5 Scheduled mail Mail includes: payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 6 Non-scheduled flights Includes revenue derived from all flights performed for remuneration, including empty flights related thereto, other than those reported as scheduled services in heads 1 and 2. Item 6(e) includes revenues from sales of the whole capacity of an aircraft when the responsibility for the performance of transportation is that of the reporting carrier.
- 7 Incidental revenues Includes net revenues (ie gross revenues less related direct expenses) from such sources as surface transport; food services; service and maintenance sales; property and other incidental net operating revenues which accrued to the airline from sources other than air transportation. This item also includes gross revenues from passengers paying less than 25% of the normal applicable fare; commissions received on sales of transportation on other carriers; 'no-show' and cancellation fees; providing aircraft to other airlines or parties for operations under their control, such as in leasing, chartering or interchange agreements; revenues from capacity equalisation payments arising from pooled services; from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier and any other operating revenues not classifiable in headings 1 to 6.
- 8 Total operating revenues The sum of headings 1 to 7.

EXPENSES

- 9 Flight crew salaries and expenses Includes pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs. Pay, allowances and other related expenses of pursers, cabin attendants and passenger service personnel is not to be charged under this account, but included under 'Passenger services' (item 23(a)). Training costs shall not be included in this item (see 14 and 20).
- 10 Aircraft fuel and oil Includes non-refundable duties and taxes.

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

Indirect expenditure arising under the above heading is also charged, whether by direct allocation or by pro-rating or apportionment. This includes items such as: pay or supervisory personnel at maintenance and overhaul shops; pay of engineers and other employees at the maintenance and overhaul shops, including stores and supplies personnel, accounting personnel, timekeepers, etc; travel, training and other expenses of maintenance and overhaul employees; maintenance and insurance of equipment used at the maintenance and overhaul shops, where separately assessed; accommodation costs; office supplies and expenses, telephone and cable costs, transportation costs.

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

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

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station and other ground expenses' it is included under item 16.

- 17 Depreciation of aircraft fleet including spares The historic cost depreciation appropriate to the year included in heading 1 of CAA Form No Stats 25 Airline Balance Sheet.
- 18 Depreciation of ground property and equipment The historic cost depreciation appropriate to the year included in heading 1 of CAA Form No Stats 252 Airline Balance Sheet.

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

- 19 Amortisation of development and pre-operating costs This item includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 20 Flight crew training (when amortised) Includes charges for the training of flight crew when separately identifiable, and amortised over two or more years (see also item 14).
- 21 (a) Landing and departure fees Includes, exclusively, fees levied against the airline for landings and departures of its aircraft.
- (b) Aerodrome en route and other navigation service charges.
- 22 Station and ground expenses other than heading 21 Includes such items as: housing, mooring, parking and picketing charges at all airports; pay; allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities, where separately assessed; representation and traffic handling fees charged by third parties for handling the air services of the airline; station stores charges, including local duties on equipment, transport, packing and materials, rental of stores, storekeeper's pay, allowances and expenses, etc.
- The cost of providing services to third parties is credited to this account.
- When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.
- 23 Passenger services Includes:
- (a) Pay, allowances and expenses of cabin attendants and passenger service personnel, including pensions, uniforms, insurance, etc; premiums for passenger liability insurance and passenger accident insurance paid by the airline; meals and accommodation, including costs of supplies and personal services furnished to passengers.
- (b) Expenses of handling passengers incurred because of interrupted flights, including hotels, meals, taxi fares and other expense items; costs of other services provided for passengers, such as pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit.
- 24 Ticketing, sales and promotion Includes items such as: pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities; accommodation costs; commissions on ticket sales; agency fees for outside services; advertising and publicity through various media and expenses related thereto.
- 25 General and administrative Includes expenses incurred in performing the general administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.
- Note: Overhead costs directly related to operating expense items 9 to 16, 21, 22, 23 and 24 are included in the expense items to which they are related and not in this item 25.
- 26 Other operating expenses Includes operating expenses which cannot be assigned to headings 9 to 25.
- 27 Total operating expenses The sum of items 9 to 26.
- 28 Operating result The difference between heading 8 and 27.
- 29 Profits/losses On disposal of fixed assets.

- 30 Interest payable less receivable (net) Includes such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 31 Direct subsidies From public funds.
- 32 Other payments From public funds: other payments made by Government bodies, not accounted for elsewhere.
- 33 Dividends receivable Includes dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 Other non-operating items Includes any items not appropriate for inclusion elsewhere.
- 35 Non-operating items balance The net balance of items 29 to 34.
- 36 Profit and loss before taxation The difference between item 28 and item 35.

8 PROFIT AND LOSS ACCOUNT (1980-ONWARD)

- 1 Scheduled passenger Included under this heading are revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisably systematic series), which are open to use by members of the public, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services.
- 2 Scheduled excess baggage Includes revenue arising from the transportation of passenger baggage in excess of the fixed free weight and fixed valuation allowance.
- 3 Scheduled cargo and diplomatic bags Cargo includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs. Cargo revenue also includes revenue from the carriage of diplomatic bags.
- Revenue from cargo carried on non-scheduled services is included under heading 5.
- 4 Scheduled and Non-scheduled mail Mail includes: payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 5 Non-scheduled flights Includes revenue derived from all flights performed for remuneration, including empty flights related thereto.
- 6 Incidental revenues Includes net revenues (ie gross revenues less related direct expenses) from such sources as surface transport. food services; bar and duty free sales; property and other incidental net operating revenues which accrued to the airline from sources other than air transportation. This item also includes gross revenues from passengers paying less than 25% of the normal applicable fare 'no-show' and cancellation fees providing aircraft to other airlines or parties for operations under their control, such as in leasing, chartering or interchange agreements; revenues from capacity equalisation payments arising from pooled services; from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier (such revenues should be identified separately by footnote); and any other operating revenues not classifiable in headings 1 to 5.
- 7 Total operating revenues The sum of headings 1 to 6.

EXPENSES

- 8 Flight crew salaries Includes pay, pensions, insurance and crew uniform and equipment costs. Pay and related expenses of pursers, cabin attendants and passenger service personnel is not charged under this account, but included under 'Cabin crew salaries (incl training)' (item 10). Training costs are not included in this item (see 15 and 21), but the salaries of flight crew under training are included.

- 9 Flight crew allowances and expenses Includes expenses incurred by the airline in respect of meals, travelling and accommodation for flight crew. Similar expenses relating to pursers, cabin attendants and passenger service personnel are not charged under this account, but included under 'Cabin crew allowances and expenses' (item 11).

- 10 Cabin crew salaries Includes pay, pensions, uniforms, insurance and equipment.

- 11 Cabin crew allowances Includes expenses incurred in respect of meals, travelling and accommodation for cabin staff.

- 12 Aircraft fuel and oil Includes fuel, de-mineralised water and water methanol consumed. Non-refundable duties and taxes and fuel handling charges are included.

- 13 Flight equipment insurance and uninsured losses Includes: insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft. Passenger and cargo insurance is not included under this heading. Uninsured losses includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.

- 14 Rental of flight equipment Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers, identifying the total amount of such payments separately by footnote.

- 15 Flight crew training (when not amortised) Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 21). The salaries of flight crew under training are included under 'Flight crew salaries' (item 8).

- 16 Flight expenses other than items 8 to 15 Includes expenses pertaining to inflight operation and related standby time of aircraft, which are not classifiable under items 8 to 15 inclusive.

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

Maintenance and overhaul. Includes not only the cost of current maintenance of aircraft engines, components and spares in an operative condition, but also the cost of repair and overhaul, including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements. Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work on the particular type of aircraft, or to the particular unit within the airline's organisation. It includes also the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading is also charged, whether by direct allocation or by pro-rating or apportionment. This will include items such as: pay of supervisory personnel at maintenance and overhaul shops; including stores and supplies personnel, accounting personnel, timekeepers, etc; travel, training and other expenses of maintenance and overhaul employees; maintenance and insurance of equipment used at the maintenance and overhaul shops, where separately assessed; accommodation costs; office supplies and expenses, telephone and cable costs, transportation costs.

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

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

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

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

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

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

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

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

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

- 27 Passenger embarkation fees Includes embarkation/disembarkation fees and security charges levied by airport authorities on a 'per passenger' basis.

- 28 Passenger insurance Includes liability insurance paid by the airline. Cargo insurance should not be included under this heading.
- 29 Sales Includes items such as pay, allowances, accommodation costs etc. of all staff engaged in the sales function, including sales shops, sales costs at outstations and revenue accounting.
- 30 Reservations Includes pay, allowances, accommodation costs and any other costs related to the issuing of tickets and making of reservations, including space control functions.
- 31 Advertising and promotion This item includes both corporate and regional advertising and publicity through various media, including head office costs related thereto; the pay, expenses and accommodation of all staff engaged in promotion and publicity, and agency fees for outside services.
- 32 Commission Commission paid on passenger ticket sales is shown net of commission received from sale of tickets on behalf of other carriers. Freight commission is included under heading 34 (Specific cargo costs).
- 33 General and administrative Includes expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.
- Note: Overhead costs directly related to operating expense items 8 to 17, and 24 to 30 should be included in the expense items to which they are related and not in item 33.
- 34 Specific cargo costs Includes any costs specifically attributed to the carriage of cargo, including insurance premiums against liability to consignors, commissions paid (less commissions received) on cargo sales, and directly attributable handling and marketing costs. No allowance should be made for an allocation of general flight-related costs to the specific cargo costs heading.
- 35 Other operating expenses Includes operating expenses which cannot be assigned to headings 8 to 34.
- 36 Total operating expenses The sum of items 8 to 35.
- 37 Operating profit (or loss) The difference between heading 7 and 36.
- 38 Profit or loss on disposal of fixed assets.
- 39 Interest payable less receivable (net) Includes all such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 40 Direct subsidies from public funds.
- 41 Other payments from public funds Other payments made by Government bodies, not accounted for elsewhere.
- 42 Dividends receivable Includes dividends from all sources, ie, other companies in the same group, associated companies, trade or other investments.
- 43 Other non-operating items Includes any items not appropriate for inclusion elsewhere.
- 44 Non-operating items balance The net balance of items 38 to 43.
- 45 Profit or loss before taxation The difference between item 37 and item 44.