

***Civil Aviation Authority***

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## UK Airlines

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

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ISSN 0265—0266

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

## FOREWORD

### 1 CONTENT

- 1.1 This publication is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators; the information is required under The Civil Aviation Act, 1982.
- 1.2 Some of the figures included in this publication may be provisional and revised in later issues.

### 2 CONVENTIONS

- 2.1 **Symbols and Abbreviations** The following are used throughout:
- .. = not available
  - = nil or less than half the final digit shown
  - a.t-km = available tonne-kilometres
- 2.2 **Rounding of Figures** In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.
- 2.3 **Units of Measurement** Metric measurements are used throughout.
- Tonne = 1000 kilogrammes
- Conversion factors (foot/pound system to metric system)
- 1 short ton (2000 lbs) = 0.9072 tonnes
  - 1 ton (2240 lbs) = 1.0160 tonnes
  - 1 statute mile (5280 feet) = 1.6093 kilometres
  - 1 short ton-mile = 1.4600 tonne-kilometres

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

### 3 ENQUIRIES

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

Civil Aviation Authority  
Room T414  
CAA House                      Tel. 01 379 7311 Ext. 2504 or 2223  
45/59 Kingsway  
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 Gratton Road  
Cheltenham  
Glos GL50 2BN

Annual Subscription Rate £25.00  
Individual Copy Rate     £ 2.50

#### 4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS .

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

The series comprise:

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

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

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

#### 5. OTHER MONTHLY STATISTICAL PUBLICATIONS .

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

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

**Table 1**

	Output in available tonne - kilometres (000 000)	Percentage of all available tonne - kilometres
British Airways	6 666	59.41
British Caledonian Airways	1 436	12.80
Britannia Airways	773	6.89
Dan Air Services	475	4.23
British Airtours	444	3.96
Air Europe	269	2.40
Monarch Airlines	241	2.15
British Midland Airways	223	1.99
Orion Airways	209	1.86
Tradewinds Airways	132	1.18
British Caledonian Charter(c)	93	0.83
Heavylift Cargo Airlines	64	0.57
Air UK	45	0.40
British Island Airways	30	0.27
British Airways Helicopters	23	0.20
Bristow Helicopters	19	0.17
British Air Ferries	15	0.13
Air Bridge Carriers	12	0.11
Others (26 airlines)	51	0.45

(a) Excludes Air Taxi Operations

(b) Excludes Cathay Pacific Airways

(c) Commenced operations March 1983



Main Outputs of UK  
Airlines(a) 1956-1983

Table 2

	Total (000 000)	Available tonne-km	
		Scheduled services (000 000)	Non-scheduled services (000 000)
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
1980	13 215	9 829	3 386
1981	13 087	9 936	3 151
1982	11 848	9 068	2 780
Year ended			
November 1982	11 879	9 053	2 826
November 1983	11 968	8 970	2 998
Latest year's growth (percentages)	0.7	-0.2	6.1
Mean rates of growth (percentages) to 1982			
20 years	9.4	8.7	11.4
10 years	5.3	7.0	1.3
5 years	-	3.4	-8.3

(a) Excludes Air Taxi Operations.

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Passenger Services</b>														
British Airways	16 359	13 824	26 663	1 059 072	4 029 554	2 300 079	57.1	17 972	504 954	304 660	14 037	81 444	209 179	60.3
British Airways Helicopters	6	96	32	1 607	157	96	61.5	12	14	9	-	1	8	63.4
British Caledonian Airways	3 738	3 108	5 910	145 877	733 375	403 833	55.1	4 520	108 114	64 513	1 615	25 987	36 911	59.7
Air Commuter	40	86	115	569	662	226	40.2	-	50	20	-	-	20	40.3
Air Ecosse	199	810	648	6 896	4 491	2 665	59.3	13	409	217	1	1	215	53.1
Air UK	819	2 828	2 823	49 451	33 104	16 411	49.6	112	3 257	1 433	1	40	1 392	44.0
Aurigny Air Services	74	1 400	364	13 830	1 235	718	58.1	116	102	64	1	7	57	63.2
Birmingham Executive Airways	172	171	485	1 065	2 061	1 070	51.9	-	159	86	-	-	86	53.9
British Midland Airways	1 009	2 787	4 437	86 033	70 372	35 351	50.2	71	6 718	2 780	-	29	2 752	41.4
Brymon Airways	151	853	672	8 759	4 909	2 456	50.0	11	469	204	-	3	201	43.5
Burnthills High Hell Service	3	58	20	72	12	4	33.1	-	1	-	-	-	-	33.5
Cathay Pacific Airways (a)	772	132	980	16 553	310 169	179 589	57.9	866	42 815	26 303	863	7 944	17 496	61.4
Dan-Air Services	670	1 750	1 869	41 714	49 070	22 445	45.7	224	3 969	1 945	13	138	1 794	49.0
Euroflite	34	122	111	610	517	240	46.4	-	45	19	-	-	19	42.7
Guernsey Airlines	44	162	183	3 696	1 599	997	62.4	-	172	85	-	-	85	49.3
Jersey European Airways	76	320	324	2 469	1 360	573	42.1	2	113	46	1	-	46	40.8
Lease Air T/A Genair	271	1 328	1 073	11 006	7 632	3 330	43.6	-	611	266	-	-	266	43.5
Loganair	246	1 777	1 089	16 320	5 315	3 180	59.8	-	488	285	-	-	285	58.4
Manx Airlines	133	762	576	14 067	5 870	3 381	57.6	61	512	282	-	13	269	55.1
Spacegrand Aviation Services	66	460	314	2 477	1 321	397	30.1	1	99	30	-	-	30	30.1
Telair Manchester	9	58	33	85	45	19	41.9	-	4	1	-	-	1	38.8
<b>TOTAL Passenger Services</b>	<b>24 890</b>	<b>32 892</b>	<b>48 719</b>	<b>1 482 228</b>	<b>5 262 828</b>	<b>2 977 100</b>	<b>56.6</b>	<b>23 979</b>	<b>673 074</b>	<b>403 248</b>	<b>16 531</b>	<b>115 607</b>	<b>271 110</b>	<b>59.9</b>
<b>Cargo Services</b>														
British Airways	99	16	126	-	-	-	-	210	2 363	1 968	-	1 968	-	83.3
British Caledonian Airways	25	44	52	-	-	-	-	385	277	220	220	-	-	79.5
Air Bridge Carriers	29	94	97	-	-	-	-	699	431	227	-	227	-	52.6
Air UK	24	58	88	-	-	-	-	199	119	84	-	84	-	70.2
British Air Ferries	4	6	14	-	-	-	-	24	21	16	-	16	-	74.2
British Midland Airways	23	44	66	-	-	-	-	143	154	76	-	76	-	49.4
Cathay Pacific Airways (a)	185	38	243	-	-	-	-	438	18 496	4 993	2	4 990	-	27.0
Channel Express (Air Services)	26	168	116	-	-	-	-	729	145	123	-	123	-	85.1
Nightflight	36	92	124	-	-	-	-	35	24	14	-	14	-	56.0
Tradewinds Airways	72	21	97	-	-	-	-	380	3 026	2 297	-	2 297	-	75.9
<b>TOTAL Cargo Services</b>	<b>524</b>	<b>581</b>	<b>1 023</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3 242</b>	<b>25 056</b>	<b>10 016</b>	<b>222</b>	<b>9 794</b>	<b>-</b>	<b>40.0</b>
<b>GRAND TOTAL</b>	<b>25 414</b>	<b>33 473</b>	<b>49 742</b>	<b>1 482 228</b>	<b>5 262 828</b>	<b>2 977 100</b>	<b>56.6</b>	<b>27 221</b>	<b>698 130</b>	<b>413 264</b>	<b>16 753</b>	<b>125 400</b>	<b>271 110</b>	<b>59.1</b>

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

International Scheduled Services November 1983 (a)

Table 3.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As percentage of available
<b>Passenger Services</b>														
British Airways	14 603	9 463	22 253	764 132	3 821 423	2 170 658	56.8	16 806	484 109	293 693	13 792	81 199	198 702	60.7
British Caledonian Airways	3 409	1 832	4 992	101 218	700 826	386 978	55.2	4 346	104 703	63 072	1 567	25 962	35 543	60.2
Air Commuter	40	86	115	569	662	266	40.2	-	50	20	-	-	20	40.3
Air Ecosse	13	44	30	281	195	107	55.0	-	17	9	-	-	9	50.9
Air UK	486	1 233	1 606	19 019	18 201	8 481	46.6	63	1 796	750	-	29	721	41.8
Aurigny Air Services	74	1 400	364	13 830	1 235	718	58.1	116	102	64	1	7	57	63.2
Birmingham Executive Airways	172	171	485	1 065	2 061	1 070	51.9	-	159	86	-	-	86	53.9
British Midland Airways	124	284	407	6 371	6 135	2 797	45.6	11	565	223	-	5	218	39.5
Brymon Airways	14	57	57	323	300	103	34.2	-	26	8	-	-	8	32.3
Cathay Pacific Airways (b)	772	132	980	16 553	310 169	179 589	57.9	866	42 815	26 303	863	7 944	17 496	61.4
Dan-Air Services	302	642	762	14 715	23 380	9 011	38.5	134	1 906	812	2	90	720	42.6
Euroflite	34	122	111	610	517	240	46.4	-	45	19	-	-	19	42.7
Jersey European Airways	58	258	254	2 091	1 040	459	44.1	2	86	37	1	-	36	42.7
Lease Air T/A Genair	27	44	78	653	971	400	41.2	-	77	32	-	-	32	41.4
Manx Airlines	3	26	16	167	67	22	32.1	-	6	2	-	-	2	27.9
Spacegrand Aviation Services	34	160	164	224	688	48	7.0	-	52	4	-	-	4	7.0
<b>TOTAL Passenger Services</b>	<b>20 165</b>	<b>15 954</b>	<b>32 674</b>	<b>941 821</b>	<b>4 887 870</b>	<b>2 760 946</b>	<b>56.5</b>	<b>22 343</b>	<b>636 513</b>	<b>385 133</b>	<b>16 226</b>	<b>115 236</b>	<b>253 672</b>	<b>60.5</b>
<b>Cargo Services</b>														
British Airways	99	16	126	-	-	-	-	210	2 363	1 968	-	1 968	-	83.3
Air UK	24	58	88	-	-	-	-	199	119	84	-	84	-	70.2
British Air Ferries	4	6	14	-	-	-	-	24	21	16	-	16	-	74.2
British Midland Airways	23	44	66	-	-	-	-	143	154	76	-	76	-	49.4
Cathay Pacific Airways (a)	185	38	243	-	-	-	-	438	18 496	4 993	2	4 990	-	27.0
Nightflight	36	92	124	-	-	-	-	35	24	14	-	14	-	56.0
Tradewinds Airways	72	21	97	-	-	-	-	380	3 026	2 297	-	2 297	-	75.9
<b>TOTAL Cargo Services</b>	<b>444</b>	<b>275</b>	<b>758</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 429</b>	<b>24 204</b>	<b>9 446</b>	<b>2</b>	<b>9 444</b>	<b>-</b>	<b>39.0</b>
<b>GRAND TOTAL</b>	<b>20 608</b>	<b>16 229</b>	<b>33 432</b>	<b>941 821</b>	<b>4 887 870</b>	<b>2 760 946</b>	<b>56.5</b>	<b>23 772</b>	<b>660 717</b>	<b>394 579</b>	<b>16 228</b>	<b>124 679</b>	<b>253 672</b>	<b>59.7</b>

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

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

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Passenger Services</b>														
British Airways	1 756	4 361	4 409	294 940	208 131	129 421	62.2	1 166	20 846	10 976	245	245	10 477	52.6
British Airways Helicopters	6	96	32	1 607	157	96	61.5	12	14	9	-	1	8	63.4
British Caledonian Airways	329	1 276	918	44 659	32 549	16 855	51.8	174	3 410	1 441	48	26	1 367	42.2
Air Ecosse	186	766	618	6 615	4 296	2 558	59.5	13	392	208	1	1	206	53.2
Air UK	333	1 595	1 217	30 432	14 903	7 930	53.2	50	1 461	683	1	11	671	46.7
British Midland Airways	885	2 503	4 029	79 662	64 237	32 554	50.7	60	6 154	2 557	-	24	2 533	41.6
Brymon Airways	137	796	615	8 436	4 609	2 353	51.1	10	443	196	-	3	193	44.2
Burnthills High Hel Service	3	58	20	72	12	4	33.1	-	1	-	-	-	-	33.5
Dan-Air Services	368	1 108	1 108	26 999	25 691	13 434	52.3	90	2 064	1 134	12	48	1 074	54.9
Guernsey Airlines	44	162	183	3 696	1 599	997	62.4	-	172	85	-	-	85	49.3
Jersey European Airways	18	62	70	378	320	114	35.7	-	27	9	-	-	9	34.8
Lease Air T/A Genair	244	1 284	995	10 353	6 661	2 929	44.0	-	534	234	-	-	234	43.8
Loganair	246	1 777	1 089	16 320	5 315	3 180	59.8	-	488	285	-	-	285	58.4
Manx Airlines	130	736	560	13 900	5 803	3 360	57.9	60	505	280	-	13	267	55.5
Spacegrand Aviation Services	32	300	150	2 253	633	349	55.1	1	47	26	-	-	26	55.3
Telair Manchester	9	58	33	85	45	19	41.9	-	4	1	-	-	1	38.8
<b>TOTAL Passenger Services</b>	<b>4 726</b>	<b>16 938</b>	<b>16 045</b>	<b>540 407</b>	<b>374 959</b>	<b>216 154</b>	<b>57.6</b>	<b>1 636</b>	<b>36 561</b>	<b>18 115</b>	<b>305</b>	<b>371</b>	<b>17 438</b>	<b>49.5</b>
<b>Cargo Services</b>														
British Caledonian Airways	25	44	52	-	-	-	-	385	277	220	220	-	-	79.5
Air Bridge Carriers	29	94	97	-	-	-	-	699	431	227	-	227	-	52.6
Channel Express (Air Services)	26	168	116	-	-	-	-	729	145	123	-	123	-	85.1
<b>TOTAL CARGO SERVICES</b>	<b>80</b>	<b>306</b>	<b>265</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 813</b>	<b>852</b>	<b>570</b>	<b>220</b>	<b>350</b>	<b>-</b>	<b>66.9</b>
<b>GRAND TOTAL</b>	<b>4 806</b>	<b>17 244</b>	<b>16 310</b>	<b>540 407</b>	<b>374 959</b>	<b>216 154</b>	<b>57.6</b>	<b>3 449</b>	<b>37 413</b>	<b>18 685</b>	<b>525</b>	<b>721</b>	<b>17 438</b>	<b>49.9</b>

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

	Aircraft-km (000)	Stage flights	Aircraft hours	(c) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	137	60	182	4 709	18 532	12 362	66.7	-	2 094	1 340	1	10	1 329	64.0
British Airtrons	725	341	1 080	54 191	156 613	127 873	81.6	-	14 535	10 871	-	-	10 871	74.8
British Airways Helicopters	547	3 454	2 625	42 475	16 362	11 209	68.5	136	1 905	925	-	26	899	48.6
British Caledonian Airways	223	56	290	1 221	63 936	38 817	60.7	-	5 761	3 488	-	-	3 488	60.5
Air Bridge Carriers	117	212	385	-	-	-	-	1254	1 169	786	-	786	-	67.3
Air Europe	1 080	540	1 660	66 370	152 555	133 198	87.3	3	14 416	10 664	5	4	10 655	74.0
Air UK	14	33	42	41	74	50	67.3	40	76	22	-	17	4	28.9
Birmingham Executive Airways	47	96	148	-	839	391	46.5	-	54	31	-	-	31	57.7
Bristol Helicopters	1 057	10 166	4 996	78 188	17 625	11 095	63.0	511	1 646	1 085	-	79	1 006	65.9
Britannia Airways	2 900	1 505	4 520	163 242	376 952	310 930	82.5	24	32 065	26 441	12	27	26 403	82.5
British Air Ferries	170	468	542	1 744	5 367	3 166	59.0	362	1 090	592	10	323	258	54.3
British Caledonian Charter	181	78	233	22 694	68 276	54 395	79.7	10	6 289	4 379	-	28	4 351	69.6
British Caledonian Helicopters	75	355	336	3 911	1 251	874	69.9	27	139	79	-	6	73	56.8
British Island Airways	109	151	218	3 733	9 677	5 388	55.7	-	870	431	-	-	431	49.5
British Midland Airways	70	80	135	3 461	10 216	7 349	71.9	-	1 458	576	-	-	576	39.5
Brymon Aviation	63	156	217	4 687	3 128	1 879	60.1	22	313	163	-	9	154	52.1
Channel Express (Air Services)	13	85	58	-	-	-	-	146	59	37	37	-	2	62.7
Dan-Air Services	1 802	1 357	3 049	114 435	240 781	204 176	84.8	423	19 520	16 473	74	77	16 321	84.4
Euroair Transport	5	8	11	157	233	145	62.2	-	23	11	-	-	11	47.8
Guernsey Airlines	41	137	129	5 863	3 096	1 769	57.1	30	279	152	-	10	141	54.3
Heavylift Cargo Airlines	243	104	575	-	-	-	-	542	7 834	4 722	-	4 722	-	60.3
Instone Airlines	3	8	14	-	-	-	-	5	17	4	3	2	-	26.2
Lease Air T/A Genair	47	120	183	-	1 410	646	45.8	-	113	52	-	-	52	45.8
Management Aviation	65	1 350	308	3 458	550	179	32.5	52	45	17	-	2	15	37.8
Manx Airlines	19	115	76	122	21	17	83.6	248	93	46	-	45	1	49.5
Metropolitan Airways	45	261	228	-	907	528	58.2	-	77	42	-	-	42	55.0
Monarch Airlines	737	349	1 111	45 738	123 807	108 313	87.5	14	11 329	9 742	-	7	9 735	86.0
North Scottish Helicopters	283	4 656	1 145	15 634	3 268	1 496	45.8	-	267	126	-	-	126	47.2
Orion Airways	935	514	1 491	52 102	121 561	103 752	85.3	-	11 497	8 289	-	-	8 289	72.1
Tradewinds Airways	241	89	332	-	-	-	-	1 338	10 108	7 665	-	7 665	-	75.8
Total	11 992	26 904	26 318	688 176	1 397 038	1 139 997	81.6	5 188	145 140	109 251	141	13 846	95 265	75.3
Total sub-charter operations performed on behalf of UK Airlines	336	877	1 089	..	18 516	12 595	68.0	..	1 923	1 215	14	183	1 018	63.2
Total excluding sub-charter operations performed on behalf of UK Airlines	11 656	26 027	25 229	688 176	1 378 522	1 127 402	81.8	5 188	143 217	108 036	127	13 663	94 247	75.3

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

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

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

	Aircraft-km (000)	Stage flights	Aircraft hours	(c) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	137	59	181	4 672	18 524	12 335	66.7	-	2 094	1 340	1	10	1 329	64.0
British Airtours	724	341	1 080	54 191	156 613	127 873	81.7	-	14 535	10 871	-	-	10 871	74.8
British Airways Helicopters	540	3 419	2 592	42 363	16 212	11 187	69.0	136	1 891	923	-	26	897	48.8
British Caledonian Airways	223	56	290	1 221	63 936	38 817	60.7	-	5 761	3 488	-	-	3 488	60.5
Air Bridge Carriers	86	139	273	-	-	-	-	663	845	511	-	511	-	60.5
Air Europe	1 080	540	1 660	66 370	152 555	133 198	87.3	3	14 416	10 664	5	4	10 655	74.0
Air UK	12	27	36	-	-	-	-	40	69	17	-	17	-	25.2
Bristow Helicopters	1 057	10 166	4 996	78 188	17 625	11 095	63.0	511	1 646	1 085	-	79	1 006	65.9
Britannia Airways	2 900	1 503	4 518	163 242	376 952	310 930	82.5	4	32 054	26 435	12	20	26 403	82.5
British Air Ferries	78	173	246	776	1 073	595	55.5	26	470	222	-	173	49	47.3
British Caledonian Charter	181	78	233	22 694	68 276	54 395	79.7	10	6 289	4 379	-	28	4 351	69.6
British Caledonian Helicopters	75	351	333	3 911	1 251	874	69.9	26	137	79	-	6	73	57.7
British Island Airways	109	151	218	3 733	9 677	5 388	55.7	-	870	431	-	-	431	49.5
British Midland Airways	56	34	84	3 461	9 624	7 022	73.0	-	1 396	547	-	-	547	39.2
Dan Air Services	1 703	1 059	2 692	110 331	238 259	202 828	85.1	23	19 078	16 220	-	7	16 214	85.0
Euroair Transport	4	6	10	157	228	143	62.7	-	22	11	-	-	11	50.0
Heavylift Cargo Airlines	243	104	575	-	-	-	-	542	7 834	4 722	-	4 722	-	60.3
Instone Airlines	1	3	5	-	-	-	-	5	6	2	-	2	-	30.8
Lease Air T/A Genair	13	40	60	-	394	175	44.4	-	31	14	-	-	14	44.4
Management Aviation	65	1 350	308	3 458	550	179	32.5	52	45	17	-	2	15	37.8
Monarch Airlines	736	347	1 109	45 738	123 807	108 313	87.5	-	11 317	9 735	-	-	9 735	86.0
North Scottish Helicopters	283	4 656	1 145	15 634	3 268	1 496	45.8	-	267	126	-	-	126	47.2
Orion Airways	935	514	1 491	52 102	121 561	103 752	85.3	-	11 497	8 289	-	-	8 289	72.1
Tridewinds Airways	241	89	332	-	-	-	-	1 338	10 108	7 665	-	7 665	-	75.8
TOTAL	11 481	25 205	24 468	672 242	1 380 387	1 130 613	81.9	3 379	142 677	107 792	17	13 272	94 503	75.5
Total sub-charter operations performed on behalf of UK Airlines	140	199	348	..	11 343	8 725	76.9	..	1 288	888	12	172	704	68.9
Total excluding sub-charter operations performed on behalf of UK Airlines	11 341	25 006	24 120	672 242	1 369 041	1 121 888	81.9	3 379	141 389	106 904	6	13 100	93 799	75.6

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

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

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

	Aircraft-km (000)	Stage flights	Aircraft hours	(c) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	1	1	37	8	6	77.1	-	1	1	-	-	1	76.2
British Airways Helicopters	7	35	32	112	150	22	14.7	-	14	2	-	-	2	14.3
Air-Bridge Carriers	31	73	111	-	-	-	-	591	325	276	-	276	-	84.9
Air UK	2	6	6	41	74	50	67.3	-	7	5	-	-	4	71.4
Birmingham Executive Airways	47	96	148	-	839	391	46.5	-	54	31	-	-	31	57.7
Britannia Airways	1	2	2	-	-	-	-	21	11	6	-	6	-	57.1
British Air Ferries	92	295	296	968	4 294	2 571	59.9	336	620	370	10	151	209	59.6
British Caledonian Helicopters	-	4	3	-	-	-	-	1	2	-	-	-	-	24.0
British Midland Airways	13	46	51	-	592	327	55.2	-	62	29	-	-	29	45.8
Brymon Airways	63	156	217	4 687	3 128	1 879	60.1	22	313	163	-	9	154	52.1
Channel Express (Air Services)	13	85	59	-	-	-	-	146	59	37	37	-	-	62.7
Dan-Air Services	99	298	357	4 104	2 523	1 349	53.5	400	442	253	74	70	108	57.2
Euroair Transport	1	2	1	-	5	3	60.0	-	1	-	-	-	-	60.0
Guernsey Airlines	41	137	129	5 863	3 096	1 769	57.1	30	279	152	-	10	141	54.3
Instone Airlines	2	5	9	-	-	-	-	-	11	3	3	-	-	23.6
Lease Air T/A Genair	34	80	123	-	1 016	472	46.4	-	81	38	-	-	38	46.4
Manx Airlines	19	115	76	122	21	17	83.6	248	93	46	-	45	1	49.5
Metropolitan Airways	45	261	228	-	907	528	58.2	-	77	42	-	-	42	55.0
Monarch Airlines	1	2	2	-	-	-	-	14	12	7	-	7	-	57.6
TOTAL	511	1 699	1 850	15 934	16 654	9 384	56.3	1 808	2 464	1 458	124	574	761	59.6
TOTAL sub-charter operations performed on behalf of UK Airlines	197	678	741	..	7 173	3 870	53.9	..	636	327	3	10	314	51.5
TOTAL excluding sub-charter operations performed on behalf of UK Airlines	314	1 021	1 109	15 934	9 481	5 514	58.2	1 808	1 828	1 131	121	563	447	61.9

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

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

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

	Aircraft -km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Other			
British Airways	43	10	35	-	-	851	4 316	3 913	90.7
British Airtours	129	27	165	3 825	-	-	29 793	24 995	83.9
Air Europe	3	2	4	-	-	243	340	318	93.5
Britannia Airways	35	20	54	-	-	2 294	4 516	3 901	86.4
British Air Ferries	3	12	9	-	-	780	189	168	88.6
Dan-Air Services	294	114	416	-	-	12 847	46 939	37 703	80.3
Orion Airways	2	2	4	-	-	154	291	172	59.2
TOTAL	508	187	686	3 825	-	17 169	86 384	71 170	82.4

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	437	363	-	-	363	83.0
British Airtours	-	2 735	2 126	-	-	2 126	77.7
Air Europe	-	32	26	-	-	26	79.3
Britannia Airways	-	385	332	-	-	332	86.2
British Air Ferries	-	16	14	-	-	14	88.2
Dan-Air Services	-	3 757	3 005	-	-	3 005	80.0
Orion Airways	-	28	14	-	-	14	49.6
TOTAL	-	7 389	5 879	-	-	5 879	79.6



	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Available (000)	Seat-km Used (000)	As percentage of available
			ABC	Affinity	Other				
British Airways	43	10	35	-	-	851	4 316	3 913	90.7
British Airtours	129	27	165	3 825	-	-	29 793	24 995	83.9
Air Europe	3	2	4	-	-	243	340	318	93.5
Britannia Airways	35	20	54	-	-	2 294	4 516	3 901	86.4
British Air Ferries	2	10	7	-	-	642	127	111	87.6
Dan-Air Services	294	114	416	-	-	12 847	46 939	37 703	80.3
Orion Airways	2	2	4	-	-	154	291	172	59.2
TOTAL	507	185	684	3 825	-	17 031	86 322	71 114	82.4

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	437	363	-	-	363	83.0
British Airtours	-	2 735	2 126	-	-	2 126	77.7
Air Europe	-	32	26	-	-	26	79.3
Britannia Airways	-	385	332	-	-	332	86.2
British Air Ferries	-	11	9	-	-	9	87.1
Dan-Air Services	-	3 757	3 005	-	-	3 005	80.0
Orion Airways	-	28	14	-	-	14	49.6
TOTAL	-	7 384	5 874	-	-	5 874	79.6

## Domestic Class 2 Licence Operations November 1983

Table 5.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Available (000)	Seat-km Used (000)	As percentage of available
				ABC	Affinity	Other			
British Air Ferries	1	2	2	-	-	138	62	56	90.8
TOTAL	1	2	2	-	-	138	62	56	90.8

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-Kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Air Ferries	-	5	5	-	-	5	90.5
TOTAL	-	5	5	-	-	5	90.5

## All Class 3 Licence Operations November 1983

Table 6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-Kilometres used Mail (000)	Cargo (000)	Passenger (000)	As percentage of available
British Airways	69	40	109	3 534	8 352	6 403	76.7	-	887	572	-	-	572	64.4
British Airtours	591	286	895	47 801	126 076	102 302	81.1	-	11 731	8 696	-	-	8 696	74.1
British Caledonian Airways	15	10	25	896	1 689	1 310	77.5	-	159	113	-	-	113	71.1
Air Europe	1 064	530	1 634	65 129	150 429	131 166	87.2	-	14 215	10 488	-	-	10 488	73.8
Britannia Airways	2 735	1 342	4 210	147 537	355 517	293 663	82.6	-	30 230	24 962	-	-	24 962	82.6
British Air Ferries	2	4	7	304	175	175	100.0	-	14	14	-	-	14	100.0
British Caledonian Charter	180	76	232	22 694	67 999	54 184	79.7	10	6 263	4 326	-	28	4 335	69.7
British Island Airways	49	40	85	2 917	4 324	3 534	81.7	-	389	283	-	-	283	72.7
British Midland Airways	41	30	64	3 074	6 859	5 483	79.9	-	972	427	-	-	427	43.9
Dan-Air Services	1 293	790	2 016	87 518	178 782	154 694	86.5	-	14 304	12 374	-	-	12 374	86.5
Monarch Airlines	696	331	1 052	45 404	115 741	101 473	87.7	-	10 576	9 120	-	-	9 120	86.2
Orion Airways	926	509	1 477	51 948	120 367	102 704	85.3	-	11 384	8 205	-	-	8 205	72.1
TOTAL	7 660	3 988	11 805	478 756	1 136 311	957 092	84.2	10	101 124	79 616	-	28	79 588	78.7

## International Class 3 Licence Operations November 1983

Table 6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	69	40	109	3 534	8 352	6 403	76.7	-	887	572	-	-	572	64.4
British Airtours	591	286	895	47 801	126 076	102 302	81.1	-	11 731	8 696	-	-	8 696	74.1
British Caledonian Airways	15	10	25	896	1 689	1 310	77.5	-	159	113	-	-	113	71.1
Air Europe	1 064	530	1 634	65 129	150 429	131 166	87.2	-	14 215	10 488	-	-	10 488	73.8
Britannia Airways	2 735	1 342	4 210	147 537	355 517	293 663	82.6	-	30 230	24 962	-	-	24 962	82.6
British Caledonian Charter	180	76	232	22 694	67 999	54 184	79.7	10	6 263	4 362	-	28	4 335	69.7
British Island Airways	49	40	85	2 917	4 324	3 534	81.7	-	389	283	-	-	283	72.7
British Midland Airways	41	30	64	3 074	6 859	5 483	79.9	-	972	427	-	-	427	43.9
Dan-Air Services	1 293	790	2 016	87 518	178 782	154 694	86.5	-	14 304	12 374	-	-	12 374	86.5
Monarch Airlines	696	331	1 052	45 404	115 741	101 473	87.7	-	10 576	9 120	-	-	9 120	86.2
Orion Airways	926	509	1 477	51 948	120 367	102 704	85.3	-	11 384	8 205	-	-	8 205	72.1
TOTAL	7 657	3 984	11 798	478 452	1 136 137	956 918	84.2	10	101 109	79 601	-	28	79 574	78.7

## Domestic Class 3 Licence Operations November 1983

Table 6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Air Ferries	2	4	7	304	175	175	100.0	-	14	14	-	-	14	100.0
TOTAL	2	4	7	304	175	175	100.0	-	14	14	-	-	14	100.0

All Class 4 Licence Operations November 1983

Table 7.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Available (000)	Seat-km Used (000)	As percentage of available
				ABC	Affinity	IT	Other			
Air Europe	14	8	21	-	-	950	48	1 786	1 714	96.0
British Island Airways	19	16	31	-	369	103	-	1 696	564	33.2
Dan Air Services	44	60	90	-	-	3 032	3 026	5 121	4 471	87.3
TOTAL	77	84	143	-	369	4 085	3 074	8 603	6 748	78.4

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	3	169	150	5	4	141	88.6
British Island Airways	-	152	45	-	-	45	29.5
Dan Air Services	-	410	358	-	-	358	87.3
TOTAL	3	731	552	5	4	543	75.6

## International Class 4 Licence Operations November 1983

Table 7.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Available (000)	Seat-km Used (000)	As percentage of available
				ABC	Affinity	IT	Other			
Air Europe	14	8	21	-	-	950	48	1 786	1 714	96.0
British Island Airways	19	16	31	-	369	103	-	1 696	564	33.2
Dan Air Services	44	60	90	-	-	3 032	3 026	5 121	4 471	87.3
TOTAL	77	84	143	-	369	4 085	3 074	8 603	6 748	78.4

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	3	169	150	5	4	141	88.6
British Island Airways	-	152	45	-	-	45	29.5
Dan Air Services	-	410	358	-	-	358	87.3
TOTAL	3	731	552	5	4	543	75.6

Domestic Class 4 Licence Operations November 1983

Table 7.3

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

NIL

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

NIL



## All Class 6 Licence Operations November 1983

Table 8.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	117	212	385	1 254	1 169	786	-	786	67.3
Britannia Airways	1	2	2	21	11	6	-	6	57.1
British Air Ferries	39	115	122	356	273	160	10	151	58.8
Heavylift Cargo Airlines	243	104	575	542	7 834	4 722	-	4 722	60.3
Monarch Airlines	1	2	2	14	12	7	-	7	57.6
Tradewinds Airways	210	78	289	1 311	8 806	6 282	-	6 282	71.3
TOTAL	609	513	1 375	3 498	18 106	11 964	10	11 954	66.1

## International Class 6 Licence Operations November 1983

Table 8.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	86	139	273	663	845	511	-	511	60.5
British Air Ferries	7	16	22	21	39	9	-	9	23.3
Heavylift Cargo Airlines	243	104	575	542	7 834	4 722	-	4 722	60.3
Tradewinds Airways	210	78	289	1 311	8 806	6 282	-	6 282	71.3
TOTAL	545	337	1 160	2 537	17 525	11 524	-	11 524	65.8

## Domestic Class 6 Licence Operations November 1983

Table 8.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	31	73	111	591	325	276	-	276	84.9
Britannia Airways	1	2	2	21	11	6	-	6	57.1
British Air Ferries	31	99	100	336	233	151	10	141	64.8
Monarch Airlines	1	2	2	14	12	7	-	7	57.6
TOTAL	64	176	215	961	581	440	10	430	75.7

## All Class 7 Licence Operations November 1983

Table 9.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	10	3	16	82	2 378	410	17.2	-	312	128	-	-	128	41.1
British Airways Helicopters	525	3 184	2 512	42 475	16 035	11 146	69.5	136	1 875	919	-	26	893	49.0
Bristow Helicopters	1 057	10 166	4 996	78 188	17 625	11 095	63.0	511	1 646	1 085	-	79	1 006	65.9
British Air Ferries	1	1	2	19	54	14	25.0	-	4	1	-	-	1	25.4
British Caledonian Helicopters	75	355	333	3 911	1 251	874	69.9	27	139	79	-	6	73	56.8
British Midland Airways	3	2	5	173	302	290	96.1	-	44	23	-	-	23	51.3
Management Aviation	65	1 350	308	3 458	550	179	32.5	52	45	17	-	2	15	37.8
North Scottish Helicopters	283	4 656	1 145	15 634	3 268	1 496	45.8	-	267	126	-	-	126	47.2
TOTAL	2 019	19 717	9 317	143 940	41 463	25 504	61.5	726	4 333	2 378	-	113	2 265	54.9

## International Class 7 Licence Operations November 1983

Table 9.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	10	3	16	82	2 378	410	17.2	-	312	128	-	-	128	41.1
British Airways Helicopters	518	3 149	2 479	42 363	15 885	11 124	70.0	136	1 861	917	-	26	891	49.3
Bristow Helicopters	1 057	10 166	4 996	78 188	17 625	11 095	63.0	511	1 646	1 085	-	79	1 006	65.9
British Caledonian Helicopters	75	351	333	3 911	1 251	874	69.9	26	137	79	-	6	73	57.7
British Midland Airways	3	2	5	173	302	290	96.1	-	44	23	-	-	23	51.3
Management Aviation	65	1 350	308	3 458	550	179	32.5	52	45	17	-	2	15	37.8
North Scottish Helicopters	283	4 656	1 145	15 634	3 268	1 496	45.8	-	267	126	-	-	126	47.2
TOTAL	2 011	19 677	9 283	143 809	41 259	25 468	61.7	724	4 312	2 375	-	113	2 262	55.1

## Domestic Class 7 Licence Operations November 1983

Table 9.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways Helicopters	7	35	32	112	150	22	14.7	-	14	2	-	-	2	14.3
British Air Ferries	1	1	2	19	54	14	25.0	-	4	1	-	-	1	25.4
British Caledonian Helicopters	-	4	3	-	-	-	-	1	2	-	-	-	-	24.0
TOTAL	8	40	37	131	204	36	17.4	1	20	3	-	-	3	17.0

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	15	7	22	242	3 485	610	17.5	-	457	181	-	-	181	39.5
British Airtours	4	23	16	2 565	486	388	79.9	-	45	33	-	-	33	72.9
British Caledonian Airways	-	3	2	325	44	42	95.0	-	4	4	-	-	4	87.2
Air UK	13	29	39	41	39	34	88.4	40	72	21	-	17	3	29.2
Britannia Airways	96	121	190	13 411	12 416	10 132	81.6	4	1 056	865	-	6	859	81.9
British Air Ferries	10	15	30	641	455	349	76.9	5	59	34	-	5	29	57.9
British Island Airways	1	4	2	344	46	44	96.6	-	4	4	-	-	4	85.6
British Midland Airways	12	2	15	214	2 463	1 249	50.7	-	379	97	-	-	97	25.7
Brymon Airways	63	156	217	4 687	3 128	1 879	60.1	22	313	163	-	9	154	52.1
Channel Express (Air Services)	13	85	58	-	-	-	-	146	59	37	37	-	-	62.7
Dan-Air Services	147	372	485	8 012	6 668	4 580	68.7	423	787	518	74	77	367	65.9
Euroair Transport	4	3	7	157	213	134	62.9	1	21	10	-	-	10	47.6
Guernsey Airlines	41	135	127	5 863	3 096	1 769	57.1	30	277	151	-	9	141	54.4
Instone Airlines	1	3	5	-	-	-	-	5	6	2	-	2	-	30.8
Manx Airlines	19	115	76	122	21	17	83.6	248	93	46	-	45	1	49.5
Monarch Airlines	7	4	11	334	1 190	692	58.1	-	109	62	-	-	62	57.3
Tradewinds Airways	3	1	4	-	-	-	-	27	118	77	-	77	-	65.0
TOTAL	448	1 078	1 306	36 958	33 748	21 920	65.0	952	3 861	2 304	112	247	1 945	59.7

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

(b) Excludes exempt sub charter operations.

## International Exempt Operations November 1983 (a)(b)

Table 10.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	15	6	21	205	3 477	604	17.4	-	457	180	-	-	180	39.4
British Airtours	4	23	16	2 565	486	388	79.9	-	45	33	-	-	33	72.9
British Caledonian Airways	-	3	2	325	44	42	95.0	-	4	4	-	-	4	87.2
Air UK	12	27	36	-	-	-	-	40	69	17	-	17	-	25.2
Britannia Airways	96	121	190	13 411	12 416	10 132	81.6	4	1 056	865	-	6	859	81.9
British Air Ferries	7	8	20	134	228	134	58.8	5	40	16	-	5	11	40.6
British Island Airways	1	4	2	344	46	44	96.6	-	4	4	-	-	4	85.6
British Midland Airways	12	2	15	214	2 463	1 249	50.7	-	379	97	-	-	97	25.7
Dan-Air Services	49	74	129	3 908	4 145	3 254	78.5	23	346	268	-	7	261	77.5
Euroair Transport	3	3	7	157	213	134	62.9	-	21	10	-	-	10	47.6
Instone Airlines	1	3	5	-	-	-	-	5	6	2	-	2	-	30.8
Monarch Airlines	7	4	11	334	1 190	692	58.1	-	109	62	-	-	62	57.3
Tradewinds Airways	3	1	4	-	-	-	-	27	118	77	-	77	-	65.0
TOTAL	209	279	458	21 597	24 709	16 673	67.5	104	2 654	1 635	-	114	1 521	61.6

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

(b) Excludes exempt sub-charter operations.

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	1	1	37	8	6	77.1	-	1	1	-	-	1	76.2
Air UK	1	2	3	41	39	34	88.4	-	4	3	-	-	3	75.0
British Air Ferries	3	7	10	507	226	215	95.1	-	19	18	-	-	18	94.7
Brymon Airways	63	156	217	4 687	3 128	1 879	60.1	22	313	163	-	9	154	52.1
Channel Express (Air Services)	13	85	59	-	-	-	-	146	59	37	37	-	-	62.7
Dan Air Services	99	298	357	4 104	2 523	1 326	52.6	400	442	251	74	70	106	56.8
Guernsey Airlines	41	135	127	5 863	3 096	1 769	57.1	30	277	151	-	9	141	54.4
Manx Airlines	19	115	76	122	21	17	83.6	248	93	46	-	45	1	49.5
TOTAL	239	799	848	15 361	9 040	5 247	58.0	847	1 206	669	112	133	427	56.2

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

(b) Excludes exempt sub-charter operations.

Sub Charter Operations Performed under Class 5 Licences November 1983

Table 11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Birmingham Executive Airways	47	96	148	..	839	391	47.0	..	54	31	-	-	31	58.0
Britannia Airways	27	16	52	..	3 571	2 381	67.0	..	304	202	12	14	177	67.0
British Air Ferries	48	102	149	..	-	-	-	..	317	158	-	158	-	50.0
Metropolitan Airways	45	261	228	..	907	528	58.0	..	77	42	-	-	42	55.0
TOTAL	167	475	577	..	5 318	3 300	62.0	..	752	434	12	172	251	58.0

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

Table 11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air UK	1	4	3	..	36	16	44.0	..	3	1	-	-	1	41.0
Britannia Airways	7	4	13	..	931	852	92.0	..	79	73	-	-	73	91.0
British Air Ferries	54	182	175	..	3 777	2 111	56.0	..	344	180	-	9	171	52.0
British Caledonian Charter	1	2	1	..	277	211	76.0	..	25	17	-	-	17	66.0
British Island Airways	1	4	4	..	123	48	39.0	..	11	4	-	-	4	35.0
British Midland Airways	13	46	51	..	592	327	55.0	..	62	29	-	-	29	46.0
Dan Air Services	23	19	39	..	3 175	2 633	83.0	..	254	210	-	-	210	83.0
Euroair Transport	1	5	4	..	20	11	56.0	..	2	1	-	-	1	50.0
Guernsey Airlines	1	2	3	..	-	-	-	..	2	1	-	1	-	49.0
Instone Airlines	2	5	9	..	-	-	-	..	11	3	3	-	-	24.0
Lease Air T/A Genair	47	120	183	..	1 410	646	46.0	..	113	52	-	-	52	46.0
Monarch Airlines	11	6	16	..	1 954	1 564	80.0	..	179	141	-	-	141	79.0
Orion Airways	7	3	11	..	903	875	97.0	..	85	70	-	-	70	82.0
TOTAL	169	402	512	..	13 198	9 295	70.0	..	1 172	781	3	10	768	67.0

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

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

Table 11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used					As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
British Airways	-	-	-	..	-	1 025	..	..	-	97	1	10	86	..	
British Airtours	1	5	4	..	258	187	73.0	..	24	16	-	-	16	66.0	
British Airways Helicopters	22	270	113	..	327	63	19.0	..	30	6	-	-	6	20.0	
British Caledonian Airways	207	43	263	..	62 203	37 466	60.0	..	5 598	3 372	-	-	3 372	60.0	
British Air Ferries	14	37	48	..	717	349	49.0	..	63	29	-	-	29	46.0	
British Island Airways	39	87	95	..	3 488	1 198	34.0	..	314	96	-	-	96	31.0	
Dan-Air Services	1	2	2	..	96	95	98.0	..	8	8	-	-	8	99.0	
Monarch Airlines	22	6	29	..	4 922	4 584	93.0	..	453	413	-	-	413	91.0	
Tradewinds Airways	28	10	40	..	-	-	-	..	1 184	1 307	-	1 307	-	..	
TOTAL	335	460	594	..	72 012	44 967	62.0	..	7 674	5 342	1	1 317	4 025	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 will be included on this Table.



Table 12.1

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Sep 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Sep 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Up/1ifted			
Aerospatiale AS332 Super Puma	689	-	1 944	-	2 618	-	22 623	8 021	20	4.5
Aerospatiale SA330 Puma	18	-	69	-	89	-	768	200	1	0.6
Aerospatiale SA-365 Dauphin	105	1	3 559	28	440	5	12 925	386	6	2.9
Armstrong Whitworth Argosy	-	16	-	59	-	61	-	-	2	1.8
BAC/Aerospatiale Concorde	818	-	151	-	564	-	8 612	45 641	6	2.8
BAC1-11 500 Series	2 844	25	5 166	44	6 210	52	287 801	173 790	46	6.9
BAE 146 Series 100	133	-	205	-	283	-	7 555	6 004	2	9.1
BAE (BAC) 1-11-200 series	97	-	160	-	203	-	6 255	4 422	2	6.6
BAE (BAC) 1-11-300/400/475	678	-	1 208	-	1 451	-	46 943	31 810	17	5.1
BAE(HS) 748	445	49	1 794	144	1 642	171	36 545	10 627	22	3.6
Bell Model 214ST	44	-	176	-	181	-	2 161	559	3	1.9
Bell 206B Jet Ranger	13	-	276	-	71	-	72	6	8	0.2
Bell 212	151	-	5 979	-	1 005	-	32 676	825	11	3.0
Boeing 707-320C/336	494	284	164	101	671	388	11 024	49 564	11	6.9
Boeing 727-100/100C	322	-	150	-	464	-	15 951	37 509	5	8.4
Boeing 727-200/200 Advanced	434	-	182	-	606	-	28 910	71 802	5	11.0
Boeing 737-200	8 817	2	6 577	4	14 833	4	574 647	850 410	87	11.6
Boeing 747-100/100F	3 786	-	1 011	-	4 973	-	111 712	841 718	16	12.9
Boeing 747-200	3 060	-	642	-	3 916	-	79 293	667 884	12	13.0
Boeing 757-200	1 013	-	968	-	1 783	-	127 136	154 556	10	9.7
Boeing-Vertol Model 234 Chinook	211	-	498	-	813	-	18 036	7 642	6	4.5
Bristol 170 Freighter	-	3	-	8	-	14	-	-	2	0.6
Canadair CL 44	-	-	-	-	-	-	-	-	1	-
Cessna 404 Titan	-	-	-	-	-	-	-	-	1	0.8
Cessna 500 Citation I	-	-	-	-	-	-	-	-	1	0.2
De Havilland DHC-6 Twin Otter	357	-	2 273	-	1 709	-	15 311	3 287	18	4.5
De Havilland DHC-7 Dash-7	126	-	482	-	458	-	9 978	3 535	3	5.3
Embraer EMB110 Bandeirante	343	-	1 383	-	1 173	-	8 747	2 762	22	2.3
Fokker F27 100-400, 600	829	18	2 512	109	4 156	72	48 713	18 365	22	4.9
Handley Page Herald 200	135	76	696	332	512	300	13 234	3 417	13	3.4
Handley Page Jetstream 31/200	218	-	267	-	633	-	1 065	1 461	3	5.3
Hawker Siddeley Trident 2E	181	-	366	-	398	-	20 660	10 389	8	2.2
Hawker Siddeley Trident 3B	1 143	-	2 168	-	2 519	-	204 029	104 918	23	5.0
Lockheed L-1011-1/100 Tristar	533	-	321	-	814	-	63 266	79 437	6	6.5
Lockheed L1011-200 Tristar	1 665	-	575	-	2 305	-	64 175	258 312	11	9.3
Lockheed L1011-500 Tristar	32	-	10	-	45	-	580	3 059	1	13.0
MBB B0105	71	1	1 850	16	349	5	2 240	84	9	1.3
McDonnell Douglas DC-10-30	2 683	-	534	-	3 419	-	43 873	366 778	8	14.3
McDonnell Douglas DC-9-10/15	479	-	931	-	1 078	-	45 268	23 622	6	6.8
McDonnell Douglas DC-10-10	178	-	76	-	229	-	22 384	53 952	2	8.8
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
Pilatus BN-2A Islander	45	-	778	-	211	-	3 160	196	13	1.0
Pilatus BN-2A MK111 Trislander	63	-	1 257	-	315	-	12 836	627	5	3.0

Table 12.1 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b) Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Sep 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Sep 1983
	Passenger (000)	Cargo (000)								
Piper PA 23 Aztec (and apache)	-	-	-	-	-	-	-	-	3	0.1
Piper PA31/31P Navajo Chieftain	-	36	-	92	-	124	-	-	3	1.4
Short Belfast	-	196	-	88	-	476	-	-	3	3.4
Shorts 330	390	1	1 625	2	1 613	3	16 651	5 292	11	5.7
Shorts 360	268	-	1 302	-	1 157	-	22 831	5 629	6	6.0
Sikorsky S61N	561	-	4 412	1	3 110	2	49 503	6 339	44	2.8
Sikorsky S76 Spirit	179	-	1 376	3	846	1	8 024	1 071	21	1.4
Vickers Viscount 700	-	-	-	-	-	-	-	-	-	5.1
Vickers Viscount 800	288	57	935	151	911	172	22 512	9 986	13	4.8
V953C Merchantman	-	70	-	120	-	180	-	-	3	1.1
Westland 30 SRS 100	14	-	492	-	107	-	2 750	78	3	1.7
TOTAL	34 951	835	57 500	1 302	70 879	2 030	2 133 435	3 925 973	587	6.0

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

(b) Excludes passengers uplifted on sub charter operations

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

Table 12.2

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft In	Avg. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	used	service at	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr ended	per A/C
									Sep 1983	(Hours)
									Sep 1983	
<b>British Airways and Airtours</b>										
BAE(HS) 748	178	-	855	-	666	-	17 953	4 076	5	4.6
BAE(BAC) 1-11-300/400/475	283	-	614	-	642	-	25 266	12 754	5	4.6
BAC 1-11 500 series	1 469	-	2 783	-	3 249	-	156 819	82 970	21	5.9
Boeing 737-200	3 312	-	3 748	-	6 276	-	269 750	246 842	30	8.6
Hawker Siddley Trident 2E	181	-	366	-	398	-	20 660	10 389	8	2.2
Hawker Siddley Trident 3B	1 143	-	2 168	-	2 519	-	204 029	104 918	23	5.0
Lockheed L1011-1/100 Tristar	533	-	321	-	814	-	63 266	79 437	6	6.5
Boeing 707-320C/336	119	-	24	-	154	-	2 876	19 735	4	5.3
Boeing 757-200	598	-	782	-	1 175	-	92 340	71 934	5	6.5
Lockheed L-1011-500 Tristar	32	-	10	-	45	-	580	3 059	1	13.0
Boeing 747-100/100F	3 786	-	1 011	-	4 973	-	111 712	841 718	16	12.9
Boeing 747-200	3 010	-	627	-	3 851	-	77 142	657 125	11	13.2
Lockheed L-1011-200 Tristar	1 665	-	575	-	2 305	-	64 175	258 312	11	9.3
BAC/Aerospatiale Concorde	818	-	151	-	564	-	8 612	45 641	6	2.8
TOTAL	17 127	-	14 035	-	27 631	-	1 115 180	2 438 909	152	7.5
<b>British Airways Helicopters</b>										
Sikorsky S61N	284	-	1 570	-	1 408	-	18 906	3 388	20	2.6
Bell 206B Jet Ranger	10	-	218	-	52	-	-	2	1	0.6
Sikorsky S76 Spirit	34	-	772	-	277	-	4 390	195	4	1.4
Bell 212	-	-	-	-	-	-	-	-	-	0.1
Boeing-Vertol Model 234 Chinook	211	-	498	-	813	-	18 036	7 642	6	4.5
Westland 30 SRS 100	14	-	492	-	107	-	2 750	78	3	1.7
TOTAL	553	-	3 550	-	2 657	-	44 082	11 305	34	2.6
<b>British Caledonian Airways</b>										
BAE (BAC) 1-11-300/400/475	10	-	16	-	21	-	684	406	1	2.4
BAC 1-11 500 Series	839	25	1 881	44	2 000	52	86 612	39 695	12	6.7
Boeing 707-320C/336	337	-	119	-	464	-	5 596	24 235	2	9.1
McDonnell-Douglas DC-10-30	2 683	-	534	-	3 419	-	43 873	366 778	8	14.3
Boeing 747-200	51	-	15	-	65	-	2 151	10 759	1	11.3
Sikorsky S61N	22	-	544	-	181	-	6 433	257	1	6.4
TOTAL	3 942	25	3 109	44	6 149	52	145 349	442 131	25	8.9
<b>Air Bridge Carriers</b>										
Armstrong Whitworth Argosy	-	16	-	59	-	61	-	-	2	1.8
V953C Merchantman	-	70	-	120	-	180	-	-	3	1.1
TOTAL	-	85	-	179	-	241	-	-	5	1.4

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft in	Avg. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	used	service at	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr ended	per A/C
									Sep 1983	(Hours)
									Sep 1983	
Air Commuter										
Cessna 500 Citation 1	-	-	-	-	-	-	-	-	1	0.2
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	2	0.1
Cessna 404 Titan	-	-	-	-	-	-	-	-	1	0.8
Piper PA31/31P Navajo Chieftain	-	-	-	-	-	-	-	-	1	0.8
TOTAL	-	-	-	-	-	-	-	-	5	0.4
Air Ecosse										
Embraer EMB110 Bandeirante	110	-	466	-	275	-	2 791	930	7	2.0
Shorts 360	88	-	344	-	374	-	4 105	1 735	2	6.0
TOTAL	199	-	810	-	648	-	6 896	2 665	9	2.9
Air Europe										
Boeing 737-200	935	-	467	-	1 442	-	52 606	105 570	7	13.9
Boeing 757-200	120	-	58	-	179	-	11 759	24 280	2	13.5
TOTAL	1 055	-	525	-	1 621	-	64 365	129 850	9	13.8
Air UK										
Fokker F27 100-600	504	-	1 587	-	1 614	-	29 394	11 313	14	3.8
Handley Page Herald 200	108	-	612	-	416	-	13 138	2 769	9	3.4
Embraer EMB110 Bandeirante	74	-	271	-	286	-	2 047	633	4	5.4
Shorts 330	113	-	308	-	440	-	4 232	1 482	2	7.4
TOTAL	800	-	2 778	-	2 757	-	48 811	16 197	29	4.2
Aurigny Air Services										
Pilatus BN-2A Mk111 Trislander	63	-	1 257	-	315	-	12 836	627	5	3.0
Pilatus BN-2A Islander	4	-	82	-	19	-	339	17	2	1.0
De Havilland DHC-6 Twin Otter	7	-	61	-	31	-	655	74	1	5.0
TOTAL	74	-	1 400	-	364	-	13 830	718	8	2.7

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Sept 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Sept 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
<b>Birmingham Executive Airways</b>										
Handley Page Jetstream 31/200	218	-	267	-	633	-	1 065	1 461	3	5.3
<b>TOTAL</b>	<b>218</b>	<b>-</b>	<b>267</b>	<b>-</b>	<b>633</b>	<b>-</b>	<b>1 065</b>	<b>1 461</b>	<b>3</b>	<b>5.3</b>
<b>Bristow Helicopters</b>										
Sikorsky S61N	231	-	2 166	-	1 397	-	22 620	2 412	20	3.0
Bell 206B Jet Ranger	-	-	-	-	-	-	-	-	5	-
MBB B0105	1	-	3	-	3	-	6	1	1	-
Sikorsky S76 Spirit	52	-	252	-	224	-	1 436	296	10	1.0
Bell 212	151	-	5 979	-	1 005	-	32 676	825	11	3.2
Aerospatiale SA330 Puma	18	-	69	-	89	-	768	200	1	0.6
Aerospatiale AS332 Super Puma	604	-	1 697	-	2 279	-	20 682	7 361	17	4.7
<b>TOTAL</b>	<b>1 057</b>	<b>-</b>	<b>10 166</b>	<b>-</b>	<b>4 996</b>	<b>-</b>	<b>78 188</b>	<b>11 095</b>	<b>65</b>	<b>2.8</b>
<b>Britannia Airways</b>										
Boeing 737-200	2 900	1	1 503	2	4 518	2	163 242	310 930	32	13.7
<b>TOTAL</b>	<b>2 900</b>	<b>1</b>	<b>1 503</b>	<b>2</b>	<b>4 518</b>	<b>2</b>	<b>163 242</b>	<b>310 930</b>	<b>32</b>	<b>13.7</b>
<b>British Air Ferries</b>										
Handley Page Herald 200	27	37	84	79	95	125	96	648	2	3.9
Vickers Viscount 800	53	57	162	147	163	169	1 648	2 518	7	3.3
<b>TOTAL</b>	<b>80</b>	<b>93</b>	<b>246</b>	<b>226</b>	<b>258</b>	<b>294</b>	<b>1 744</b>	<b>3 166</b>	<b>9</b>	<b>3.4</b>
<b>British Caledonian Charter</b>										
McDonnell-Douglas DC-10-10	178	-	76	-	229	-	22 384	53 952	2	8.8
<b>TOTAL</b>	<b>178</b>	<b>-</b>	<b>76</b>	<b>-</b>	<b>229</b>	<b>-</b>	<b>22 384</b>	<b>53 952</b>	<b>2</b>	<b>8.8</b>
<b>British Caledonian Helicopters</b>										
Sikorsky S61N	24	-	132	1	124	2	1 544	281	3	1.7
Sikorsky S76 Spirit	7	-	43	3	28	1	206	34	1	1.6
Bell Model 214ST	44	-	176	-	181	-	2 161	559	3	1.9
<b>TOTAL</b>	<b>75</b>	<b>-</b>	<b>351</b>	<b>4</b>	<b>333</b>	<b>3</b>	<b>3 911</b>	<b>874</b>	<b>7</b>	<b>1.8</b>
<b>British Island Airways</b>										
BAE(BAC) 1-11-300/400/475	109	-	151	-	218	-	3 733	5 388	5	6.7
<b>TOTAL</b>	<b>109</b>	<b>-</b>	<b>151</b>	<b>-</b>	<b>218</b>	<b>-</b>	<b>3 733</b>	<b>5 388</b>	<b>5</b>	<b>6.7</b>

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft In	Avg. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	used	service at	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr ended	per A/C
									Sept 1983	Qtr ended
									Sept 1983	Sept 1983
<b>British Midland Airways</b>										
Fokker F27 100-600	301	-	795	-	2 448	-	15 849	6 414	7	7.1
Shorts 360	35	-	240	-	199	-	6 274	913	1	6.8
Shorts 330	34	-	210	-	189	-	3 069	496	1	7.1
Vickers Viscount 800	193	-	670	-	605	-	16 482	5 660	4	7.6
McDonnell-Douglas DC9-10/15	479	-	931	-	1 078	-	45 268	23 622	6	6.8
Boeing 707-320C/336	38	-	21	-	54	-	2 552	5 595	3	9.2
<b>TOTAL</b>	<b>1 079</b>	<b>-</b>	<b>2 867</b>	<b>-</b>	<b>4 572</b>	<b>-</b>	<b>89 494</b>	<b>42 700</b>	<b>22</b>	<b>7.4</b>
<b>Bryan Aviation</b>										
BAE (BAC) 1-11-300/400/475	-	-	-	-	-	-	-	-	1	0.5
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>0.5</b>
<b>Bryson Airways</b>										
De Havilland DHC-7 Dash 7	126	-	482	-	458	-	9 978	3 535	3	5.3
De Havilland DHC-6 Twin Otter	62	-	390	-	300	-	2 511	565	3	4.6
<b>TOTAL</b>	<b>188</b>	<b>-</b>	<b>872</b>	<b>-</b>	<b>757</b>	<b>-</b>	<b>12 489</b>	<b>4 101</b>	<b>6</b>	<b>5.0</b>
<b>Burnthills High Hell Service</b>										
Bell 206B Jet Ranger	3	-	58	-	20	-	72	4	2	0.7
<b>TOTAL</b>	<b>3</b>	<b>-</b>	<b>58</b>	<b>-</b>	<b>20</b>	<b>-</b>	<b>72</b>	<b>4</b>	<b>2</b>	<b>0.7</b>
<b>Channel Express (Air Services)</b>										
Handley Page Herald 200	-	39	-	253	-	175	-	-	2	2.9
De Havilland DHC-6 Twin Otter	-	-	-	-	-	-	-	-	1	-
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>-</b>	<b>39</b>	<b>-</b>	<b>253</b>	<b>-</b>	<b>175</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>1.4</b>
<b>Dan-Air Services</b>										
BAE(HS) 748	267	49	939	144	976	171	18 592	6 552	17	3.3
BAE(BAC) 1-11-200 Series	97	-	160	-	203	-	6 255	4 422	2	6.6
BAE(BAC) 1-11-300/400/475	276	-	427	-	570	-	17 260	13 263	5	6.6
BAC 1-11 500 Series	465	-	455	-	845	-	40 098	44 097	11	8.6
Boeing 727-200/200 Advanced	434	-	182	-	606	-	28 910	71 802	5	11.0
Boeing 737-200	383	-	184	-	573	-	19 703	42 446	4	11.6
Boeing 727-100/100C	322	-	150	-	464	-	15 951	37 509	5	8.4
BAE 146 Series 100	133	-	205	-	283	-	7 555	6 004	2	9.1
<b>TOTAL</b>	<b>2 377</b>	<b>49</b>	<b>2 702</b>	<b>144</b>	<b>4 520</b>	<b>171</b>	<b>154 324</b>	<b>226 093</b>	<b>51</b>	<b>7.0</b>
<b>Euroair Transport</b>										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	1	-
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	1	-
Embraer EMB 110 Bandeirante	1	-	5	-	4	-	-	11	3	0.1
Vickers Viscount 800	3	-	3	-	7	-	157	134	1	0.4
<b>TOTAL</b>	<b>4</b>	<b>-</b>	<b>8</b>	<b>-</b>	<b>11</b>	<b>-</b>	<b>157</b>	<b>145</b>	<b>6</b>	<b>0.1</b>

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft in	Avg. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	used	service at	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr ended	per A/C
									Sept 1983	(Hours)
									Sept 1983	
<b>Euroflite</b>										
Embraer EMB110 Bandeirante	34	-	119	-	108	-	592	233	1	3.1
<b>TOTAL</b>	<b>34</b>	<b>-</b>	<b>119</b>	<b>-</b>	<b>108</b>	<b>-</b>	<b>592</b>	<b>233</b>	<b>1</b>	<b>3.1</b>
<b>Guernsey Airlines</b>										
Shorts 330	32	1	115	2	134	3	2 492	680	1	8.0
Vickers Viscount 700	-	-	-	-	-	-	-	-	-	5.1
<b>TOTAL</b>	<b>32</b>	<b>1</b>	<b>115</b>	<b>2</b>	<b>134</b>	<b>3</b>	<b>2 492</b>	<b>680</b>	<b>1</b>	<b>7.3</b>
<b>Heavylift Cargo Airlines</b>										
Canadair CL44	-	-	-	-	-	-	-	-	1	-
Short Belfast	-	196	-	88	-	476	-	-	3	3.4
<b>TOTAL</b>	<b>-</b>	<b>196</b>	<b>-</b>	<b>88</b>	<b>-</b>	<b>476</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>2.6</b>
<b>Instone Airlines</b>										
Bristol 170 Freighter	-	3	-	8	-	14	-	-	2	0.6
<b>TOTAL</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>8</b>	<b>-</b>	<b>14</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>0.6</b>
<b>Jersey European Airways</b>										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	1	-
De Havilland DHC-6 Twin Otter	37	-	204	-	172	-	1 478	240	3	6.1
Embraer EMB110 Bandeirante	39	-	116	-	152	-	991	333	1	7.4
<b>TOTAL</b>	<b>76</b>	<b>-</b>	<b>320</b>	<b>-</b>	<b>324</b>	<b>-</b>	<b>2 469</b>	<b>573</b>	<b>5</b>	<b>5.2</b>
<b>Lease Air T/A Genair</b>										
Embraer EMB110 Bandeirante	62	-	280	-	250	-	1 376	373	4	1.3
Shorts 360	59	-	238	-	218	-	3 318	1 070	1	6.6
Shorts 330	197	-	926	-	786	-	6 251	2 517	5	4.1
<b>TOTAL</b>	<b>317</b>	<b>-</b>	<b>1 444</b>	<b>-</b>	<b>1 253</b>	<b>-</b>	<b>10 945</b>	<b>3 960</b>	<b>10</b>	<b>3.2</b>
<b>Loganair</b>										
Pilatus BN-2A Islander	40	-	696	-	192	-	2 821	179	6	1.1
De Havilland DHC-6 Twin Otter	108	-	653	-	498	-	5 940	1 175	5	4.1
Embraer EMB110 Bandeirante	23	-	126	-	99	-	950	249	2	0.9
Shorts 360	48	-	190	-	186	-	4 890	1 133	1	5.7
Shorts 330	15	-	66	-	63	-	607	117	1	5.3
<b>TOTAL</b>	<b>233</b>	<b>-</b>	<b>1 731</b>	<b>-</b>	<b>1 038</b>	<b>-</b>	<b>15 208</b>	<b>2 853</b>	<b>15</b>	<b>2.6</b>
<b>Management Aviation</b>										
MBB BO 105	26	1	624	16	128	5	753	31	4	1.0
Aerospatiale SA-365 Dauphin	37	1	682	28	169	5	2 705	148	3	3.0
<b>TOTAL</b>	<b>63</b>	<b>2</b>	<b>1 306</b>	<b>44</b>	<b>298</b>	<b>11</b>	<b>3 458</b>	<b>179</b>	<b>7</b>	<b>1.8</b>

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft in	Ave. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	used	service at	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr ended	per A/C
									Sept 1983	(Hours)
									Sept 1983	
<b>Manx Airlines</b>										
Fokker F27 100-600	24	18	130	109	94	72	3 470	638	1	5.0
De Havilland DHC-6 Twin Otter	33	-	244	-	167	-	2 250	308	-	-
Shorts 360	38	-	290	-	182	-	4 244	778	1	-
Shorts 330	-	-	-	-	-	-	-	-	1	6.2
Vickers Viscount 800	40	1	100	4	135	3	4 225	1 675	1	5.8
<b>TOTAL</b>	<b>134</b>	<b>19</b>	<b>764</b>	<b>113</b>	<b>577</b>	<b>74</b>	<b>14 189</b>	<b>3 398</b>	<b>4</b>	<b>5.2</b>
<b>Metropolitan Airways</b>										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	1	1.9
De Havilland DHC-6 Twin Otter	45	-	261	-	228	-	-	528	2	4.5
<b>TOTAL</b>	<b>45</b>	<b>-</b>	<b>261</b>	<b>-</b>	<b>228</b>	<b>-</b>	<b>-</b>	<b>528</b>	<b>3</b>	<b>3.7</b>
<b>Monarch Airlines</b>										
BAC 1-11-500 Series	70	-	47	-	117	-	4 272	7 028	2	9.4
Boeing 737-200	354	1	163	2	537	2	17 460	41 107	5	12.7
Boeing 757-200	295	-	128	-	429	-	23 037	58 342	3	11.7
<b>TOTAL</b>	<b>719</b>	<b>1</b>	<b>338</b>	<b>2</b>	<b>1 083</b>	<b>2</b>	<b>44 769</b>	<b>106 477</b>	<b>10</b>	<b>11.8</b>
<b>Nightflight</b>										
Piper PA31/31P Navajo Chieftn	-	36	-	92	-	124	-	-	1	3.4
<b>TOTAL</b>	<b>-</b>	<b>36</b>	<b>-</b>	<b>92</b>	<b>-</b>	<b>124</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>3.4</b>
<b>North Scottish Helicopters</b>										
MBB BO105	44	-	1 223	-	218	-	1 481	52	4	1.8
Sikorsky S76 Spirit	86	-	309	-	317	-	1 992	546	6	2.2
Aerospatiale SA365 Dauphin	68	-	2 877	-	271	-	10 220	238	3	2.9
Aerospatiale AS332 Super Puma	85	-	247	-	339	-	1 941	660	3	2.9
<b>TOTAL</b>	<b>283</b>	<b>-</b>	<b>4 656</b>	<b>-</b>	<b>1 145</b>	<b>-</b>	<b>15 634</b>	<b>1 496</b>	<b>16</b>	<b>2.3</b>
<b>Orion Airways</b>										
Boeing 737-200	933	-	512	-	1 488	-	51 886	103 515	9	11.6
<b>TOTAL</b>	<b>933</b>	<b>-</b>	<b>512</b>	<b>-</b>	<b>1 488</b>	<b>-</b>	<b>51 886</b>	<b>103 515</b>	<b>9</b>	<b>11.6</b>
<b>Spacegrand Aviation Services</b>										
De Havilland DHC-6 Twin Otter	66	-	460	-	314	-	2 477	397	3	4.6
Piper PA31/31P Navajo Chieftn	-	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>66</b>	<b>-</b>	<b>460</b>	<b>-</b>	<b>314</b>	<b>-</b>	<b>2 477</b>	<b>397</b>	<b>4</b>	<b>3.5</b>



Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b) Passengers Uplifted	Seat-km used (000)	Aircraft In service at Qtr ended Sept 1983	Avge. Daily Utilisation per A/C (Hours) Qtr ended Sept 1983
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
<b>Telair Manchester</b>										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	2	1.1
<b>TOTAL</b>	-	-	-	-	-	-	-	-	2	1.1
<b>Tradewinds Airways</b>										
Boeing 707-320C/336	-	284	-	101	-	388	-	-	2	4.6
<b>TOTAL</b>	-	284	-	101	-	388	-	-	2	4.6
<b>GRAND TOTAL</b>	34 951	835	57 500	1 302	70 879	2 030	2 133 435	3 925 973	587	6.0

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

(b) Excludes Passengers Uplifted on Sub Charter Operations

Passengers Uplifted on Domestic Routes for November 1983

(a) (b)

Table 13

Heathrow	Gatwick	6 433	Aberdeen	Belfast	213
	Aberdeen	25 229		Birmingham	1 451
	Belfast	48 432		Dundee	14
	Birmingham	6 727		East Midlands	426
	Blackpool	608		Edinburgh	1 050
	Carlisle	583		Glasgow	3 742
	Channel Islands (c)	17 931		Humberside	537
	Dundee	1 218		Inverness	76
	East Midlands	3 784		Kirkwall	1 303
	Edinburgh	58 928		Leeds/Bradford	1 004
	Glasgow	70 473		Liverpool	392
	Humberside	1 758		Manchester	3 062
	Inverness	5 872		Newcastle	1 929
	Isle of Man	4 294		Norwich	1 926
	Leeds/Bradford	7 044		Other Scottish Aerodromes	2 227
	Liverpool	4 783		Prestwick	25
	Manchester	46 307		Sumburgh	8 693
	Newcastle	17 969		Tees-side	1 598
	Norwich	1 398			
	Tees-side	10 153			
Gatwick	Aberdeen	6 003	Belfast	Birmingham	4 898
	Belfast	3 184		Bristol	660
	Bristol	88		Cardiff	711
	Cardiff	155		East Midlands	2 235
	Channel Islands (c)	11 702		Edinburgh	1 796
	Edinburgh	8 972		Glasgow	3 315
	Exeter	216		Leeds/Bradford	2 414
	Glasgow	10 506		Manchester	8 424
	Humberside	245		Newcastle	890
	Inverness	377		Prestwick	34
	Leeds/Bradford	1 085			
	Liverpool	661			
	Manchester	10 591			
	Newcastle	3 946			
	Norwich	317			
	Southampton	83			
	Tees-side	612			
			Belfast Harbour	Blackpool	1 025
				Edinburgh	1 406
				Glasgow	917
				Isle of Man	711
				Liverpool	1 925
				Manchester	148
				Tees-side	543
Stansted	Channel Islands (c)	246	Blackpool	Isle of Man	2 304
	Humberside	97		Tees-side	149

Passengers Uplifted on Domestic Routes for November 1983

(a) (b)

Table 13 cont'd

Bournemouth	Cardiff	21	Exeter	Southampton	150
	Channel Islands (c)	2 421			
	Manchester	558	Glasgow	Humberside	606
	Newcastle	120		Inverness	3 098
Bristol	Cardiff	566		Isle of Man	546
	Glasgow	241		Kirkwall	272
	Leeds/Bradford	73		Leeds/Bradford	1 416
				Londonderry	492
				Manchester	4 882
				Newcastle	592
				Norwich	464
				Other Scottish Aerodromes	5 168
				Sumburgh	486
				Tees-side	580
Cardiff	Channel Islands (c)	1 281	Hawarden	Swansea	14
	Glasgow	428			
	Hawarden	40	Humberside	Leeds/Bradford	1 682
	Leeds/Bradford	219		Norwich	585
	Liverpool	19		Tees-side	379
	Manchester	85			
	Newcastle	203			
			Inverness	Kirkwall	725
				Other Scottish Aerodromes	2 082
Carlisle	Dundee	7	Isle of Man	Liverpool	2 426
				Manchester	3 044
Channel Islands (c)	Channel Islands (c)	12 165			
	East Midlands	1 570			
	Exeter	1 003	Isles of Scilly	Penzance	1 607
	Manchester	1 325			
	Shoreham	132			
	Southampton	12 453	Kirkwall	Other Scottish Aerodromes	2 159
				Sumburgh	768
			Leeds/Bradford	Norwich	365
				Tees-side	23
			Liverpool	Swansea	12
Dundee	Manchester	437	Manchester	Newcastle	598
East Midlands	Edinburgh	516	Norwich	Tees-side	148
	Glasgow	3 949			
Edinburgh	Glasgow	13	Other Scottish Aerodromes	Other Scottish Aerodromes	1 307
	Inverness	13			
	Kirkwall	317	Other routes (d)	Other routes (d)	2 610
	Leeds/Bradford	1 207			
	Manchester	2 878			
	Norwich	816			
	Other Scottish Aerodromes	930			

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

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

(c) Comprises Alderney, Guernsey and Jersey.

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

NOTE: Passengers are counted in both directions.

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

Table 14.1

Class 1	Fare groups									Class Fares	Total Passengers
	First	Premium	Economy	Advance Purchase	Off- Peak	Discount	Part Charter	Inclusive Tour	Standby		
All	34 165	178 764	640 444	128 080	22 046	285 912	61 237	53 068	17 550	60 962	1 482 228
International	33 424	174 006	281 456	110 862	6 164	195 868	54 330	39 677	3 219	42 815	941 821
Domestic	741	4 758	358 988	17 218	15 882	90 044	6 907	13 391	14 331	18 147	540 407

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

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

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

Table 14.2

		Charter categories				Total Passengers
		ABC	Affinity	ITC	Other	
Class 2	All	3 825	-	-	17 169	20 994
	International	3 825	-	-	17 031	20 856
	Domestic	-	-	-	138	138
Class 3	All	-	-	478 756	-	478 756
	International	-	-	478 452	-	478 452
	Domestic	-	-	304	-	304
Class 4	All	-	369	4 085	3 074	7 528
	International	-	369	4 085	3 074	7 528
	Domestic	-	-	-	-	-
Class 7	All	-	-	-	143 940	143 940
	International	-	-	-	143 809	143 809
	Domestic	-	-	-	131	131
Exempt (b)	All	-	-	-	36 958	36 958
	International	-	-	-	21 597	21 597
	Domestic	-	-	-	15 361	15 361
TOTAL	All	3 825	369	482 841	201 141	688 176
	International	3 825	369	482 537	185 511	672 242
	Domestic	-	-	304	15 630	15 934

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

(b) Excludes Exempt Subcharter passengers

## Public Transport Air-Taxi Operations (a)

Table 15  
July - Sept 1983

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

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

## Appendix Definitions - UK Airline Statistics (a)

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

### CLASSES OF LICENCE

**Licence** means an air transport licence granted under Section 65 of the Civil Aviation Act 1982.

**Class 1** authorises scheduled service flights;

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

**Class 3** authorises inclusive tour charter flights;

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

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

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

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

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

**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 I and include all sole-use charter flights other than;

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

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

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

#### **TYPES OF SERVICES**

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

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

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

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

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



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