

Civil Aviation Authority



UK Airlines

monthly operating and traffic
statistics (up to
and including March 1984)

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FOREWORD

1 CONTENT

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

2 CONVENTIONS

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

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

3 ENQUIRIES

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

Civil Aviation Authority
Room T414
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
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Greville House
37 Gratton Road
Cheltenham
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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 March 1984(a)(b)

Table 1

	Output in available tonne - kilometres (000 000)	Percentage of all available tonne - kilometres
British Airways	6 722	58.78
British Caledonian Airways	1 485	12.99
Britannia Airways	764	6.68
Dan Air Services	489	4.28
British Airtours	442	3.87
Air Europe	280	2.45
Monarch Airlines	261	2.28
British Midland Airways	233	2.04
Orion Airways	214	1.87
Travewinds Airways	151	1.32
British Caledonian Charter	117	1.02
Heavylift Cargo Airlines	63	0.55
Air UK	47	0.41
British Island Airways	30	0.26
British Airways Helicopters	24	0.21
Bristol Helicopters	19	0.17
British Air Ferries	17	0.15
Air Bridge Carriers	14	0.12
Others (25 airlines)	63	0.55

(a) Excludes Air Taxi Operations

(b) Excludes Cathay Pacific Airways

**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
1983	12 011	8 989	3 022
Year ended			
March 1983	11 766	9 012	2 754
March 1984	12 183	9 111	3 072
Latest year's growth (percentages)			
	3.5	1.1	11.5
Mean rates of growth (percentages) to 1983			
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.

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Passenger Services														
British Airways	17 219	14 522	27 999	1 144 866	4 216 336	2 501 755	59.3	19 807	534 058	335 382	13 575	94 720	227 087	62.8
British Airways Helicopters	11	182	61	3 099	311	186	59.9	10	26	16	-	-	15	60.8
British Caledonian Airways	3 940	3 276	6 266	162 813	809 822	457 255	56.5	5 051	117 547	72 801	1 435	29 772	41 595	61.9
Air Commuter	42	89	106	739	2 232	346	15.5	-	167	26	-	-	26	15.5
Air Ecosse	221	965	753	8 646	5 944	3 079	51.8	18	518	249	-	4	245	48.1
Air UK	915	2 933	3 059	53 326	37 482	18 504	49.4	127	3 601	1 619	1	47	1 571	44.9
Aurigny Air Services	88	1 700	433	17 587	1 462	907	62.1	120	120	77	-	6	70	64.1
Birmingham Executive Airways	180	178	493	1 194	2 156	1 210	56.1	-	166	95	-	-	95	57.2
British Midland	946	2 633	2 868	89 555	69 102	36 185	52.4	217	6 904	2 967	-	106	2 861	43.0
Brymon Airways	156	923	677	10 112	5 161	2 970	57.5	8	496	246	-	2	244	49.5
Burnthills High Hell Service	3	47	16	73	10	5	47.0	-	1	-	-	-	-	48.6
Cathay Pacific Airways (a)	816	139	1 042	16 581	327 858	177 144	54.0	997	45 259	27 643	761	9 745	17 137	61.1
Dan-Air Services	841	2 079	2 321	55 620	61 146	30 609	50.1	232	4 947	2 598	22	133	2 443	52.5
Euroflite	37	132	113	695	577	272	47.0	-	51	22	-	-	22	42.5
Genair	274	1 328	1 112	12 284	8 135	3 636	44.7	7	650	294	-	3	291	45.2
Guernsey Airlines	46	167	182	4 223	1 647	1 153	70.0	-	171	96	-	-	96	56.1
Jersey European Airways	64	286	275	2 828	1 160	631	54.4	2	97	51	1	-	50	52.9
Loganair	250	1 795	1 080	19 382	6 419	3 819	59.5	-	577	344	-	-	344	59.5
Manx Airlines	144	831	623	16 828	6 334	3 913	61.8	77	537	330	-	17	313	61.5
Spacegrand Aviation Services	32	302	151	2 376	638	359	56.3	4	48	27	-	-	27	57.1
TOTAL Passenger Services	26 223	34 507	49 631	1 622 827	5 563 932	3 243 936	58.3	26 676	715 941	444 883	15 795	134 556	294 531	62.1
Cargo Services														
British Airways	105	17	133	-	-	-	-	233	2 790	2 223	4	2 219	-	79.7
British Caledonian Airways	26	47	52	-	-	-	-	325	290	203	203	-	-	69.8
Air Bridge Carriers	65	185	194	-	-	-	-	1 116	978	383	-	383	-	39.1
Air UK	26	62	89	-	-	-	-	223	130	94	-	94	-	72.3
British Air Ferries	5	8	16	-	-	-	-	34	32	22	-	22	-	70.0
British Midland	23	44	68	-	-	-	-	192	154	102	-	102	-	66.4
Cathay Pacific Airways (a)	207	45	275	-	-	-	-	395	20 744	4 393	2	4 391	-	21.2
Channel Express (Air Services)	28	180	122	-	-	-	-	738	152	125	-	125	-	82.2
Nightflight	35	88	120	-	-	-	-	41	23	16	-	16	-	67.4
Tradewinds Airways	186	51	253	-	-	-	-	910	7 805	5 601	-	5 601	-	71.8
TOTAL Cargo Services	706	727	1 323	-	-	-	-	4 207	33 098	13 162	209	12 953	-	39.8
GRAND TOTAL	26 929	35 234	50 954	1 622 827	5 563 932	3 243 936	58.3	30 882	749 040	458 045	16 004	147 510	294 531	61.1

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

International Scheduled Services March 1984 (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				As percentage of available	
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Passenger Services															
British Airways	15 353	9 857	23 363	827 581	3 994 833	2 360 963	59.1	18 837	511 838	323 567	13 437	94 471	215 659	63.2	
British Caledonian Airways	3 575	1 812	5 223	112 735	773 833	438 496	56.7	4 872	113 756	71 216	1 402	29 743	40 071	62.6	
Air Commuter	42	89	106	739	2 232	346	15.5	-	167	26	-	-	26	15.5	
Air Ecosse	13	45	41	388	199	160	80.1	1	17	13	-	-	13	77.5	
Air UK	506	1 248	1 629	19 553	20 469	9 116	44.5	75	1 949	806	-	33	773	41.4	
Aurigny Air Services	9	110	46	1 049	154	111	72.3	4	13	7	-	-	7	55.5	
Birmingham Executive Airways	180	178	493	1 194	2 156	1 210	56.1	-	166	95	-	-	95	57.2	
British Midland	114	254	375	6 163	5 254	2 800	53.3	3	510	220	-	1	218	43.1	
Brymon Airways	10	28	39	256	192	88	45.7	-	16	7	-	-	7	45.8	
Cathay Pacific Airways (b)	816	139	1 042	16 581	327 858	177 144	54.0	997	45 259	27 643	761	9 745	17 137	61.1	
Dan-Air Services	379	776	971	20 110	27 687	12 769	46.1	135	2 261	1 114	6	87	1 021	49.3	
Euroflite	37	132	113	695	577	272	47.0	-	51	22	-	-	22	42.5	
Genair	27	44	78	611	971	375	38.6	3	77	31	-	2	30	40.7	
Jersey European Airways	51	240	223	2 382	918	495	53.9	2	77	40	1	-	40	52.6	
Manx Airlines	6	44	28	440	122	57	46.6	-	11	5	-	-	5	42.1	
TOTAL Passenger Services	21 117	14 996	33 772	1 010 477	5 157 455	3 004 399	58.3	24 928	676 168	424 814	15 607	134 083	275 123	62.8	
Cargo Services															
British Airways	105	17	133	-	-	-	-	231	2 790	2 223	4	2 219	-	79.7	
Air Bridge Carriers	22	44	74	-	-	-	-	143	239	73	-	73	-	30.5	
Air UK	26	62	89	-	-	-	-	223	130	94	-	94	-	72.3	
British Air Ferries	5	8	16	-	-	-	-	34	32	22	-	22	-	70.0	
British Midland	23	44	68	-	-	-	-	192	154	102	-	102	-	66.4	
Cathay Pacific Airways (b)	207	45	275	-	-	-	-	395	20 744	4 393	2	4 391	-	21.2	
Nightflight	35	88	120	-	-	-	-	41	23	16	-	16	-	67.4	
Tradewinds Airways	186	51	253	-	-	-	-	910	7 805	5 601	-	5 601	-	71.8	
TOTAL Cargo Services	610	359	1 029	-	-	-	-	2 169	31 917	12 524	6	12 518	-	39.2	
GRAND TOTAL	21 727	15 355	34 801	1 010 477	5 157 455	3 004 399	58.3	27 097	708 085	437 338	15 613	146 602	275 123	61.7	

(a) When both international and domestic scheduled traffic is carried on the same flight, load figures only for the international traffic on these flights is included on this table.

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

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used					As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Passenger Services															
British Airways	1 865	4 665	4 636	317 285	221 503	140 792	63.6	970	22 220	11 815	139	249	11 428		53.2
British Airways Helicopters	11	182	61	3 099	311	186	59.9	10	26	16	-	-	15		60.8
British Caledonian Airways	365	1 464	1 043	50 078	35 989	18 759	52.1	179	3 791	1 585	32	29	1 524		41.8
Air Ecosse	208	920	711	8 258	5 745	2 919	50.8	17	501	236	-	4	232		47.1
Air UK	409	1 685	1 430	33 773	17 013	9 389	55.2	52	1 652	812	1	14	798		49.2
Aurigny Air Services	78	1 590	387	16 538	1 308	796	60.9	116	108	70	-	6	64		65.2
British Midland	832	2 379	2 493	83 392	63 848	33 385	52.3	213	6 394	2 747	-	104	2 642		43.0
Brymon Airways	146	895	638	9 856	4 969	2 882	58.0	8	480	238	-	2	236		49.7
Burnthills High Hell Service	3	47	16	73	10	5	47.0	-	1	-	-	-	-		48.6
Dan-Air Services	462	1 303	1 349	35 510	33 459	17 840	53.3	97	2 686	1 484	16	47	1 422		55.3
Genair	247	1 284	1 034	11 673	7 164	3 261	45.5	4	572	262	-	1	261		45.8
Guernsey Airlines	46	167	182	4 223	1 647	1 153	70.0	-	171	96	-	-	96		56.1
Jersey European Airways	13	46	52	446	242	136	56.3	-	20	11	-	-	11		54.1
Loganair	250	1 795	1 080	19 382	6 419	3 819	59.5	-	577	344	-	-	344		59.5
Manx Airlines	139	787	595	16 388	6 212	3 856	62.1	77	526	326	-	17	308		61.9
Spacegrand Aviation Services	32	302	151	2 376	638	359	56.3	4	48	27	-	-	27		57.1
TOTAL Passenger Services	5 106	19 511	15 859	612 350	406 477	239 537	58.9	1 748	39 773	20 069	188	473	19 408		50.5
Cargo Services															
British Caledonian Airways	26	47	52	-	-	-	-	324	290	203	203	-	-		69.8
Air Bridge Carriers	43	141	120	-	-	-	-	974	739	310	-	310	-		41.9
Channel Express (Air Services)	28	180	122	-	-	-	-	738	152	125	-	125	-		82.2
TOTAL CARGO SERVICES	97	368	294	-	-	-	-	2 037	1 181	638	203	435	-		54.0
GRAND TOTAL	5 203	19 879	16 153	612 350	406 477	239 537	58.9	3 785	40 954	20 707	391	908	19 408		50.5

(a) Flights carrying both international and domestic scheduled traffic are regarded as domestic. However, load figures in respect of the international traffic on these flights are excluded from this table.

All Non-Scheduled Services March 1984

(a) (b)

Table 4.1

	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-kilometres used						As percentage of available
									Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
British Airways	191	106	277	12 179	30 611	28 390	92.7	-	3 497	2 600	1	12	2 586	74.3	
British Airtrons	797	490	1 278	86 823	169 456	149 285	88.1	-	15 788	12 683	-	-	12 683	80.3	
British Airways Helicopters	606	4 626	2 962	55 650	17 741	12 294	69.3	188	2 047	1 019	-	36	983	49.8	
British Caledonian Airways	177	72	247	2 879	46 587	31 373	67.3	-	4 210	3 305	-	494	2 811	78.5	
Air Bridge Carriers	63	97	193	-	-	-	-	591	750	510	-	510	-	68.1	
Air Ecosse	10	48	44	-	302	195	64.5	-	24	16	-	-	16	64.6	
Air Europe	1 052	555	1 644	75 549	154 141	143 550	93.1	2	14 589	11 486	2	1	11 482	78.7	
Air UK	33	63	97	616	603	445	73.8	82	174	74	-	36	38	42.5	
Birmingham Executive Airways	47	106	142	-	850	559	65.7	-	55	45	-	-	45	80.7	
Bristol Helicopters	1 068	9 523	4 964	72 897	17 880	11 367	63.6	530	1 671	1 110	-	80	1 030	66.4	
Britannia Airways	3 939	2 465	6 451	293 045	540 324	470 851	87.1	6	45 945	40 098	15	32	40 051	87.3	
British Air Ferries	177	520	561	5 951	6 709	3 236	48.2	577	1 195	697	13	415	269	58.3	
British Caledonian Charter	186	96	246	32 349	67 986	63 324	93.1	36	6 286	5 161	-	104	5 058	82.1	
British Caledonian Helicopters	155	738	716	9 281	2 809	1 862	66.3	66	304	166	-	13	153	54.6	
British Island Airways	137	179	273	6 120	12 196	8 380	68.7	-	1 096	670	-	-	670	61.1	
British Midland	182	80	268	8 561	31 266	26 161	83.7	-	4 493	2 044	-	-	2 044	45.5	
Bryan Aviation	4	4	7	40	83	36	43.5	-	21	3	-	-	3	13.8	
Brymon Airways	62	154	202	4 722	3 088	1 894	61.3	29	309	167	-	12	155	54.1	
Channel Express (Air Services)	15	91	63	-	-	-	-	164	73	44	39	4	1	60.3	
Dan Air Services	2 241	1 881	3 894	172 456	295 459	268 734	91.0	460	23 910	21 676	76	95	21 505	90.7	
Euroair Transport	38	79	112	146	2 258	428	19.0	-	172	34	-	-	34	19.8	
Genair	52	132	210	-	1 551	838	54.1	-	125	70	-	-	70	55.8	
Heavylift Cargo Airlines	135	60	314	-	-	-	-	518	4 415	2 147	-	2 147	-	48.6	
Management Aviation	110	2 053	517	7 226	1 078	420	39.0	102	87	40	-	7	33	46.0	
Manx Airlines	6	38	24	-	-	-	-	87	28	14	-	14	-	50.0	
Metropolitan Airways	49	281	249	-	985	567	57.6	-	80	45	-	-	45	57.1	
Monarch Airlines	843	467	1 315	63 711	144 302	129 948	90.1	-	13 232	11 674	-	8	11 665	88.2	
North Scottish Helicopters	266	4 075	1 072	12 464	3 037	1 321	43.5	-	247	111	-	-	111	44.9	
Orion Airways	1 212	693	1 950	73 117	157 858	136 485	86.5	-	14 924	10 907	-	-	10 907	73.1	
Spacegrand Aviation Services	-	2	2	-	4	2	66.3	-	-	-	-	-	-	43.0	
Tradewinds Airways	251	82	333	-	-	-	-	1 689	10 554	8 285	-	8 285	-	78.5	
Total	14 104	29 856	30 627	995 782	1 709 164	1 491 945	87.3	5 125	170 298	136 899	147	12 305	124 448	80.4	
Total sub-charter operations performed on behalf of UK Airlines	456	1 041	1 364	..	30 163	21 986	72.9	..	2 979	2 070	14	251	1 806	69.5	
Total excluding sub-charter operations performed on behalf of UK Airlines	13 648	28 815	29 263	995 782	1 679 001	1 469 959	87.5	5 125	167 319	134 829	133	12 054	122 642	80.6	

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

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

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

International Non-Scheduled Services March 1984

(a) (b)

Table 4.2

	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	190	103	275	11 960	30 526	28 312	92.7	-	3 489	2 593	1	12	2 580	74.3
British Airports	797	490	1 278	86 823	169 456	149 285	88.1	-	15 788	12 683	-	-	12 683	80.3
British Airways Helicopters	603	4 618	2 949	55 642	17 678	12 291	69.5	188	2 041	1 019	-	36	983	49.9
British Caledonian Airways	177	72	247	2 879	46 587	31 373	67.3	-	4 210	3 305	-	494	2 811	78.5
Air Bridge Carriers	47	65	152	-	-	-	-	89	461	258	-	258	-	55.9
Air Europe	1 052	555	1 644	75 549	154 141	143 550	93.1	2	14 589	11 486	2	1	11 482	78.7
Air UK	33	63	97	616	603	445	73.8	82	174	74	-	36	38	42.4
Bristol Helicopters	1 068	9 523	4 964	72 897	17 880	11 367	63.6	530	1 671	1 110	-	80	1 030	66.4
Britannia Airways	3 938	2 463	6 449	293 045	540 324	470 851	87.1	6	45 937	40 091	15	25	40 051	87.3
British Air Ferries	60	123	183	316	475	257	54.2	2	401	227	-	206	21	56.7
British Caledonian Charter	186	96	246	32 349	67 986	63 324	93.1	36	6 286	5 161	-	104	5 058	82.1
British Caledonian Helicopters	151	717	700	9 136	2 765	1 834	66.3	65	299	164	-	13	151	54.8
British Island Airways	137	179	273	6 120	12 196	8 380	68.7	-	1 096	670	-	-	670	61.1
British Midland	180	68	258	8 236	31 131	26 050	83.7	-	4 481	2 035	-	-	2 035	45.4
Bryan Aviation	4	4	7	40	83	36	43.5	-	21	3	-	-	3	13.8
Channel Express (Air Services)	1	1	4	-	-	-	-	5	8	3	-	3	-	37.5
Dan-Air Services	2 135	1 553	3 525	167 642	292 388	267 102	91.4	27	23 414	21 387	-	13	21 374	91.3
Euroair Transport	37	79	112	146	2 258	429	19.0	-	171	34	-	-	34	19.9
Genair	14	44	66	-	433	253	58.3	-	35	20	-	-	20	58.2
Heavylift Cargo Airlines	135	59	313	-	-	-	-	518	4 398	2 138	-	2 138	-	48.6
Management Aviation	110	2 053	517	7 226	1 078	420	39.0	102	87	40	-	7	33	46.0
Monarch Airlines	838	454	1 302	63 711	143 811	129 728	90.2	-	13 177	11 646	-	-	11 646	88.4
North Scottish Helicopters	266	4 075	1 072	12 464	3 037	1 321	43.5	-	247	111	-	-	111	44.9
Orion Airways	1 212	693	1 950	73 117	157 858	136 485	86.5	-	14 924	10 907	-	-	10 907	73.1
Trade Winds Airways	251	82	333	-	-	-	-	1 689	10 554	8 285	-	8 285	-	78.5
TOTAL	13 622	28 232	28 916	979 914	1 692 694	1 483 092	87.6	3 339	167 959	135 450	18	11 710	123 721	80.6
Total sub-charter operations performed on behalf of UK Airlines	263	351	619	..	23 608	18 497	78.4	..	2 404	1 752	14	220	1 518	72.9
Total excluding sub-charter operations performed on behalf of UK Airlines	13 359	27 881	28 297	979 914	1 669 086	1 464 595	87.7	3 339	165 555	133 698	4	11 490	122 203	80.8

(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 the sub-charter traffic will be included on this table

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

Domestic Non-Scheduled Services March 1984

(a) (b)

Table 4.3

	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	3	3	219	85	78	91.9	-	9	7	-	-	7	76.2
British Airways Helicopters	3	8	14	8	63	3	4.8	-	6	-	-	-	-	-
Air-Bridge Carriers	16	32	41	-	-	-	-	502	288	252	-	252	-	87.6
Air Ecosse	10	48	44	-	302	195	64.5	-	24	16	-	-	16	64.6
Birmingham Executive Airways	47	106	142	-	850	559	65.7	-	55	45	-	-	45	80.7
Britannia Airways	1	2	2	-	-	-	-	-	8	7	-	7	-	92.7
British Air Ferries	118	397	377	5 635	6 234	2 979	47.8	575	794	469	13	209	247	59.2
British Caledonian helicopters	4	21	17	145	44	28	63.6	1	5	2	-	-	2	40.0
British Midland	2	12	10	325	136	111	82.1	-	12	9	-	-	9	73.5
Brymon Airways	62	154	202	4 722	3 088	1 894	61.3	29	309	167	-	12	155	54.1
Channel Express (Air Services)	14	90	58	-	-	-	-	159	64	41	39	1	-	64.1
Dan-Air Services	106	328	369	4 814	3 070	1 632	53.2	433	496	289	76	82	131	58.2
Genair	37	88	144	-	1 118	586	52.4	-	90	49	-	-	49	54.9
Heavylift Cargo Airlines	1	1	2	-	-	-	-	-	17	9	-	9	-	52.4
Manx Airlines	6	38	24	-	-	-	-	87	28	14	-	14	-	50.0
Metropolitan Airways	49	281	249	-	985	567	57.6	-	80	45	-	-	45	57.1
Monarch Airlines	5	13	13	-	491	220	44.7	-	55	28	-	8	20	51.0
Spaceground Aviation Services	-	2	2	-	4	2	66.3	-	-	-	-	-	-	43.0
TOTAL	482	1 624	1 712	15 868	16 470	8 853	53.8	1 785	2 339	1 449	129	594	726	61.9
TOTAL sub-charter operations performed on behalf of UK Airlines	193	690	746	..	6 555	3 490	53.2	..	575	318	-	31	287	55.4
TOTAL excluding sub-charter operations performed on behalf of UK Airlines	289	934	966	15 868	9 915	5 363	54.1	1 785	1 764	1 131	129	563	439	64.1

(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 the sub-charter traffic will be included on this table

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

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Available (000)	Seat-km Used (000)	As percentage of available
				ABC	Affinity	Other			
British Airways	13	8	16	-	-	614	1 281	1 239	96.7
British Airtrons	1	1	2	-	-	93	145	104	71.5
Air UK	7	10	19	-	-	401	308	281	91.1
Britannia Airways	4	8	12	-	-	810	678	453	66.9
British Air Ferries	1	2	3	-	-	96	33	32	96.0
British Midland	113	21	149	2 965	-	325	23 790	19 659	82.6
Dan Air Services	336	148	487	-	-	18 369	52 707	50 007	94.9
Euroair Transport	1	2	3	-	146	-	55	53	96.1
Monarch Airlines	9	6	14	-	206	625	1 336	1 152	86.3
Orion Airways	12	8	20	-	-	1 025	1 519	1 498	98.7
TOTAL	496	214	724	2 965	352	22 358	81 852	74 479	91.0

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	129	109	-	-	109	84.6
British Airtrons	-	14	9	-	-	9	65.3
Air UK	-	32	24	-	-	24	75.8
Britannia Airways	-	58	38	-	-	38	66.5
British Air Ferries	-	3	3	-	-	3	90.9
British Midland	-	3 659	1 536	-	-	1 536	42.0
Dan Air Services	-	4 216	4 000	-	-	4 000	94.9
Euroair Transport	-	5	4	-	-	4	77.3
Monarch Airlines	-	122	104	-	-	104	85.1
Orion Airways	-	144	120	-	-	120	83.3
TOTAL	-	8 381	5 946	-	-	5 946	70.9

International Class 2 Licence Operations March 1984

Table 5.2

	Aircraft -km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted Affinity	Other	Available (000)	Seat-km Used (000)	As percentage of available
British Airways	13	7	15	-	-	583	1 273	1 233	96.9
British Airtrons	1	1	2	-	-	93	145	104	71.5
Air UK	7	10	19	-	-	401	308	281	91.1
Britannia Airways	4	8	12	-	-	810	678	453	66.9
British Midland	112	17	145	2 965	-	-	23 712	19 582	82.6
Dan-Air Services	336	148	487	-	-	18 369	52 707	50 007	94.9
Euroair Transport	1	2	3	-	146	-	55	53	96.1
Monarch Airlines	9	6	14	-	206	625	1 336	1 152	86.3
Orion Airways	12	8	20	-	-	1 025	1 519	1 498	98.7
TOTAL	494	207	717	2 965	352	21 906	81 733	74 364	91.0

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	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	-	128	109	-	-	109	84.7
British Airtrons	-	14	9	-	-	9	65.3
Air UK	-	32	24	-	-	24	75.8
Britannia Airways	-	58	38	-	-	38	66.5
British Midland	-	3 652	1 530	-	-	1 530	41.9
Dan-Air Services	-	4 216	4 000	-	-	4 000	94.9
Euroair Transport	-	5	4	-	-	4	77.3
Monarch Airlines	-	122	104	-	-	104	85.1
Orion Airways	-	144	120	-	-	120	83.3
TOTAL	-	8 371	5 937	-	-	5 937	70.9

	Aircraft -km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted Affinity	Other	Available (000)	Seat-km Used (000)	As percentage of available
British Airways	-	1	1	-	-	31	8	5	64.6
British Air Ferries	1	2	3	-	-	96	33	32	96.0
British Midland	1	4	3	-	-	325	78	77	99.6
TOTAL	2	7	7	-	-	452	119	115	96.1

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-Kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	1	-	-	-	-	57.1
British Air Ferries	-	3	3	-	-	3	90.9
British Midland	-	7	6	-	-	6	87.5
TOTAL	-	11	9	-	-	9	86.3

All Class 3 Licence Operations March 1984

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	151	87	225	10 453	20 409	18 151	88.9	-	2 251	1 648	-	-	1 648	73.2
British Airports	698	409	1 110	76 834	148 233	131 452	88.7	-	13 813	11 170	-	-	11 170	80.9
British Caledonian Airways	29	29	53	2 879	3 565	2 992	83.9	-	333	259	-	-	259	77.8
Air Europe	1 036	544	1 618	74 526	152 045	141 509	93.1	-	14 391	11 319	-	-	11 319	78.7
Air UK	1	1	2	44	40	40	100.0	-	4	3	-	-	3	82.2
Britannia Airways	3 774	2 289	6 133	277 175	518 655	453 653	87.5	-	44 093	38 599	-	-	38 599	87.5
British Air Ferries	2	3	6	199	148	136	91.6	-	12	11	-	-	11	92.5
British Caledonian Charter	186	96	246	32 349	67 986	63 324	93.1	36	6 286	5 161	-	104	5 058	82.1
British Island Airways	69	59	122	4 792	6 144	5 642	91.8	-	552	451	-	-	451	81.7
British Midland	61	43	99	4 177	6 363	5 526	86.8	-	690	431	-	-	431	62.5
Dan-Air Services	1 592	1 176	2 637	133 059	214 400	195 470	91.2	-	17 148	15 644	-	-	15 644	91.2
Monarch Airlines	761	392	1 170	59 278	132 471	120 495	91.0	-	12 142	10 814	-	-	10 814	89.1
Orion Airways	1 157	661	1 860	71 436	150 609	129 728	86.1	-	14 238	10 367	-	-	10 367	72.8
TOTAL	9 517	5 789	15 282	747 201	1 421 068	1 268 117	89.2	36	125 953	105 879	-	104	105 775	84.1

International Class 3 Licence Operations March 1984

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	151	87	225	10 453	20 409	18 151	88.9	-	2 251	1 648	-	-	1 648	73.2
British Airtrons	698	409	1 110	76 834	148 233	131 452	88.7	-	13 813	11 170	-	-	11 170	80.9
British Caledonian Airways	29	29	53	2 879	3 565	2 992	83.9	-	333	259	-	-	259	77.8
Air Europe	1 036	544	1 618	74 526	152 045	141 509	93.1	-	14 391	11 319	-	-	11 319	78.7
Air UK	1	1	2	44	40	40	100.0	-	4	3	-	-	3	82.2
Britannia Airways	3 774	2 289	6 133	277 175	518 655	453 653	87.5	-	44 093	38 599	-	-	38 599	87.5
British Air Ferries	2	3	6	199	148	136	91.6	-	12	11	-	-	11	92.5
British Caledonian Charter	186	96	246	32 349	67 986	63 324	93.1	36	6 286	5 161	-	104	5 058	82.1
British Island Airways	69	59	122	4 792	6 144	5 642	91.8	-	552	451	-	-	451	81.7
British Midland	61	43	99	4 177	6 363	5 526	86.8	-	690	431	-	-	431	62.5
Dan-Air Services	1 592	1 176	2 637	133 059	214 400	195 470	91.2	-	17 148	15 644	-	-	15 644	91.2
Monarch Airlines	761	392	1 170	59 278	132 471	120 495	91.0	-	12 142	10 814	-	-	10 814	89.1
Orion Airways	1 157	661	1 860	71 436	150 609	129 728	86.1	-	14 238	10 367	-	-	10 367	72.8
TOTAL	9 517	5 789	15 282	747 201	1 421 068	1 268 117	89.2	36	125 953	105 879	-	104	105 775	84.1

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)	

Nil Operations

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Other	Seat-km		As percentage of available
				ABC	Affinity	IT		Available (000)	Used (000)	
Air Europe	14	8	22	-	-	979	44	1 786	1 756	98.4
British Island Airways	5	6	9	135	-	293	-	402	322	80.1
Dan Air Services	113	123	206	234	-	6 284	6 270	15 034	13 505	89.8
Monarch Airlines	35	36	64	-	-	2 552	224	4 215	3 528	83.7
TOTAL	166	173	301	369	-	10 108	6 538	21 436	19 112	89.2

	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	1	169	144	2	1	140	85.1
British Island Airways	-	36	26	-	-	26	71.3
Dan Air Services	-	1 202	1 080	-	-	1 080	89.9
Monarch Airlines	-	383	317	-	-	317	83.0
TOTAL	1	1 790	1 567	2	1	1 564	87.6

International Class 4 Licence Operations March 1984

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	22	-	-	979	44	1 786	1 756	98.4
British Island Airways	5	6	9	135	-	293	-	402	322	80.1
Dan Air Services	113	123	206	234	-	6 284	6 270	15 034	13 505	89.8
Monarch Airlines	35	36	64	-	-	2 552	224	4 215	3 528	83.7
TOTAL	166	173	301	369	-	10 108	6 538	21 436	19 112	89.2

	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	1	169	144	2	1	140	85.1
British Island Airways	-	36	26	-	-	26	71.3
Dan Air Services	-	1 202	1 080	-	-	1 080	89.9
Monarch Airlines	-	383	317	-	-	317	83.0
TOTAL	1	1 790	1 567	2	1	1 564	87.6

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

NII Operations

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

NII Operations

All Class 6 Licence Operations March 1984

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	53	88	172	591	566	388	-	388	68.5
British Air Ferries	31	109	102	541	233	207	13	194	89.0
Channel Express (Air Services)	2	3	6	7	10	4	-	4	40.3
Dan Air Services	2	6	7	25	12	9	-	9	74.5
Heavy-lift Cargo Airlines	128	56	295	518	4 217	1 974	-	1 974	46.8
Tracelands Airways	224	72	299	1 689	9 447	7 068	-	7 068	74.8
TOTAL	440	334	880	3 370	14 485	9 650	13	9 637	66.6

International Class 6 Licence Operations March 1984

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	37	56	131	89	278	136	-	136	48.8
Channel Express (Air Services)	1	1	4	5	8	3	-	3	40.0
Dan Air Services	2	5	6	21	8	6	-	6	78.8
Heavy-lift Cargo Airlines	128	56	295	518	4 217	1 974	-	1 974	46.8
Tracelands Airways	224	72	299	1 689	9 447	7 068	-	7 068	74.8
TOTAL	391	190	734	2 321	13 958	9 187	-	9 187	65.8

Domestic Class 6 Licence Operations March 1984

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	16	32	41	502	288	252	-	252	87.6
British Air Ferries	31	109	102	541	233	207	13	194	89.0
Channel Express (Air Services)	1	2	2	2	3	1	-	1	41.1
Dan-Air Services	1	1	1	5	4	3	-	3	66.2
TOTAL	48	144	146	1 049	528	463	13	450	87.8

All Class 7 Licence Operations March 1984

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)	Total (000)	Tonne-kilometres used				As percentage of available
											Mail (000)	Cargo (000)	Passenger (000)		
British Airways	22	6	28	915	8 055	7 184	89.2	-	1 024	676	-	-	676	66.0	
British Airways Helicopters	582	4 362	2 843	55 650	17 373	12 208	70.3	188	2 013	1 012	-	35	977	50.3	
Bristow Helicopters	1 068	9 523	4 964	72 897	17 880	11 367	63.6	530	1 671	1 110	-	80	1 030	66.4	
British Caledonian Helicopters	155	738	716	9 281	2 809	1 862	66.3	66	304	166	-	13	153	54.6	
Dan Air Services	1	4	4	232	122	80	65.2	-	10	6	-	-	6	65.5	
Management Aviation	110	2 053	517	7 226	1 078	420	39.0	102	87	40	-	7	33	46.0	
North Scottish Helicopters	266	4 075	1 072	12 464	3 037	1 321	43.5	-	247	111	-	-	111	44.9	
TOTAL	2 204	20 761	10 145	158 665	50 355	34 442	68.4	886	5 355	3 121	-	135	2 986	58.3	

International Class 7 Licence Operations March 1984

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	22	6	28	915	8 055	7 184	89.2	-	1 024	676	-	-	676	66.0	
British Airways Helicopters	579	4 354	2 830	55 642	17 310	12 205	70.5	188	2 007	1 012	-	35	977	50.4	
Bristow Helicopters	1 068	9 523	4 964	72 897	17 880	11 367	63.6	530	1 671	1 110	-	80	1 030	66.4	
British Caledonian Helicopters	151	717	700	9 136	2 765	1 834	66.3	65	299	164	-	13	151	54.8	
Management Aviation	110	2 053	517	7 226	1 078	420	39.0	102	87	40	-	7	33	46.0	
North Scottish Helicopters	266	4 075	1 072	12 464	3 037	1 321	43.5	-	247	111	-	-	111	44.9	
TOTAL	2 196	20 728	10 111	158 280	50 125	34 331	68.5	886	5 335	3 113	-	135	2 978	58.4	

Domestic Class 7 Licence Operations March 1984

Table 9.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-Km available (000)	Tonne-kilometres used					As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
British Airways Helicopters	3	8	14	8	63	3	4.8	-	6	-	-	-	-	-	
British Caledonian Helicopters	4	21	17	145	44	28	63.6	1	5	2	-	-	2	40.0	
Dan Air Services	1	4	4	232	122	80	65.2	-	10	6	-	-	6	65.5	
TOTAL	8	33	35	385	229	111	48.3	1	21	8	-	-	8	40.4	

All Exempt Operations March 1984 (a)(b)

Table 10.1

	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	1	3	3	197	110	75	68.3	-	11	6	-	-	6	57.2
British Airtrons	54	41	90	9 896	15 416	12 802	83.0	-	1 434	1 086	-	-	1 086	75.7
Air UK	25	52	75	171	254	124	48.6	82	138	46	-	36	11	38.6
Britannia Airways	106	132	206	15 060	14 024	11 560	82.4	6	1 193	992	1	9	982	83.2
British Air Ferries	51	159	148	5 656	3 779	1 777	47.0	36	357	160	-	13	14	44.8
British Island Airways	17	19	33	900	1 521	845	55.5	-	137	68	-	-	68	49.5
British Midland	7	8	13	1 094	1 056	942	89.3	-	139	74	-	-	74	53.4
Bryan Aviation	4	4	7	40	83	36	43.5	-	21	3	-	-	3	13.8
Brymon Airways	62	154	202	4 722	3 088	1 894	61.3	29	309	167	-	12	155	54.1
Channel Express (Air Services)	13	88	57	-	-	-	-	158	62	40	39	-	1	64.5
Dan-Air Services	157	387	484	8 008	8 115	5 072	62.5	435	912	566	76	84	406	62.0
Manx Airlines	6	38	24	-	-	-	-	87	28	14	-	14	-	50.0
Monarch Airlines	9	8	17	826	1 339	777	58.0	-	122	70	-	-	70	57.3
Orion Airways	12	6	19	656	1 536	1 339	87.2	-	145	107	-	-	107	73.3
TOTAL	525	1 099	1 376	47 226	50 322	37 242	74.0	831	5 008	3 398	117	167	3 116	67.9

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

(b) Excludes exempt sub charter operations.

International Exempt Operations March 1984 (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	-	1	1	9	34	3	9.1	-	3	-	-	-	-	8.2	
British Airtours	54	41	90	9 896	15 416	12 802	83.0	-	1 434	1 086	-	-	1 086	75.7	
Air UK	25	52	75	171	254	124	48.6	82	138	46	-	36	11	33.6	
Britannia Airways	106	132	206	15 060	14 024	11 560	82.4	6	1 193	992	1	9	982	83.2	
British Air Ferries	4	7	12	117	219	67	30.6	2	28	8	-	2	5	27.5	
British Island Airways	17	19	33	900	1 521	845	55.5	-	137	68	-	-	68	49.5	
British Midland	7	8	13	1 094	1 056	942	89.3	-	139	74	-	-	74	53.4	
Bryan Aviation	4	4	7	40	83	36	43.5	-	21	3	-	-	3	13.8	
Dan Air Services	55	71	126	3 426	5 273	3 610	68.5	7	441	295	-	6	289	66.8	
Monarch Airlines	9	8	17	826	1 339	777	58.0	-	122	70	-	-	70	57.3	
Orion Airways	12	6	19	656	1 536	1 339	87.2	-	145	107	-	-	107	73.3	
TOTAL	293	349	598	32 195	40 756	32 105	78.8	95	3 802	2 750	1	53	2 695	72.3	

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

(b) Excludes exempt sub-charter operations.

Domestic Exempt Operations March 1984 (a)(b)

Table 10.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As percentage of available
British Airways	1	2	2	188	76	72	94.9	-	8	6	-	-	6	78.0
British Air Ferries	47	152	136	5 539	3 560	1 710	48.0	34	329	152	-	10	142	46.3
Brymon Airways	62	154	202	4 722	3 088	1 894	61.3	29	309	167	-	12	155	54.1
Channel Express (Air Services)	13	88	56	-	-	-	-	158	62	39	39	-	-	62.9
Dan Air Services	102	316	358	4 582	2 841	1 463	51.5	428	471	271	76	78	117	57.5
Manx Airlines	6	38	24	-	-	-	-	87	28	14	-	14	-	50.0
TOTAL	231	750	779	15 031	9 566	5 137	53.7	735	1 204	650	116	114	421	54.0

(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)	
Birmingham Executive Airways	47	106	142	..	850	559	66.0	..	55	45	-	-	45	81.0
Britannia Airways	38	22	72	..	4 911	3 348	68.0	..	418	314	14	16	285	75.0
British Air Ferries	49	106	153	..	-	-	-	..	333	195	-	195	-	59.0
Euroair Transport	36	77	110	..	2 203	376	17.1	..	166	30	-	-	30	18.1
Metropolitan Airways	46	263	234	..	915	548	60.0	..	78	44	-	-	44	57.0
TOTAL	217	574	711	..	8 879	4 830	54.4	..	1 049	628	14	212	403	59.9

Exempt Sub Charter Operations Performed for UK Operators (a) March 1984

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)		
British Airways	2	1	3	..	576	548	95.0	..	64	44	-	-	44	69.0	
British Airtours	21	18	36	..	2 672	2 610	98.0	..	249	221	-	-	221	89.0	
British Caledonian Airways	6	7	12	..	701	585	83.0	..	66	50	-	-	50	76.0	
Air Ecosse	10	48	44	..	302	195	65.0	..	24	16	-	-	16	65.0	
Air Europe	2	3	5	..	311	285	92.0	..	29	23	-	-	23	77.0	
Britannia Airways	17	14	29	..	2 057	1 837	89.0	..	183	154	-	7	147	84.0	
British Air Ferries	43	141	149	..	2 747	1 291	47.0	..	257	120	-	13	107	47.0	
British Midland	1	8	7	..	58	34	559.0	..	5	3	-	-	3	54.0	
Dan Air Services	36	36	64	..	4 655	4 174	90.0	..	375	335	-	2	334	89.0	
Genair	52	132	210	..	1 551	838	54.0	..	125	70	-	-	70	56.0	
Heavylift Cargo Airlines	1	1	2	..	-	-	-	..	17	9	-	9	-	52.0	
Metropolitan Airways	4	18	14	..	71	19	27.0	..	2	2	-	-	2	80.0	
Monarch Airlines	12	20	26	..	1 385	817	59.0	..	136	82	-	8	74	60.0	
Orion Airways	32	18	51	..	4 195	3 919	93.0	..	397	313	-	-	313	79.0	
Spaceground Aviation Services	-	2	2	..	4	2	66.0	..	-	-	-	-	-	43.0	
TOTAL	239	467	654	..	21 284	17 156	81.0	..	1 930	1 442	-	39	1 403	75.0	

(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 the sub-charter traffic will be included on this Table.

Exempt Sub Charter Operations Performed for Non UK Operators (a) March 1984

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	2	1	3	..	178	1 193	19	116	1	12	103	..	
British Airtours	23	21	40	..	2 990	2 317	78.0	..	278	197	-	-	197	71.0	
British Airways Helicopters	24	264	119	..	368	86	23.0	..	34	7	-	1	6	21.0	
British Caledonian Airways	141	36	182	..	42 321	27 795	66.0	..	3 811	2 996	-	494	2 502	79.0	
Air Bridge Carriers	10	9	21	..	-	-	-	..	183	123	-	123	-	67.0	
British Island Airways	46	95	109	..	4 291	1 571	38.0	..	371	126	-	-	126	34.0	
Dan-Air Services	3	1	5	..	426	426	100.0	..	34	34	-	-	34	100.0	
Heavylift Cargo Airlines	7	3	18	..	-	-	-	..	181	165	-	165	-	91.0	
Monarch Airlines	17	5	23	..	3 556	3 178	89.0	..	327	286	-	-	286	87.0	
Travellers Airways	26	10	34	..	-	-	-	..	1 106	1 217	-	1 217	-	..	
TOTAL	300	445	554	..	53 969	36 567	68.0	..	6 346	5 266	1	2 011	3 254	83.0	

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(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 the sub charter traffic will be included on this Table.

Aircraft Type and Utilisation - All Airlines
March 1984 (a)

Table 12.1

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Aerospatiale AS332 Super Puma	711	-	1 982	-	2 732	-	23 974	8 653	24	3.6
Aerospatiale SA330 Puma	16	-	76	-	78	-	889	187	1	2.4
Aerospatiale SA-365 Dauphin	138	1	3 813	17	598	6	13 914	561	9	2.2
Airbus A310-202	45	-	33	-	70	-	2 370	4 552	2	2.9
Armstrong Whitworth Argosy	-	21	-	45	-	68	-	-	1	1.6
BAC/Aerospatiale Concorde	750	-	154	-	536	-	7 612	39 722	6	2.7
BAC1-11 500 Series	3 272	27	5 615	48	7 016	54	331 886	220 307	46	4.7
BAE 146 Series 100	177	-	322	-	392	-	14 030	9 944	2	5.8
BAE (BAC)1-11-200 Series	185	-	307	-	393	-	12 912	8 997	2	6.1
BAE (BAC)1-11-300/400/475	727	1	1 231	1	1 527	1	52 353	37 799	12	3.5
BAE(HS) 125	-	-	-	-	-	-	-	-	1	-
BAE(HS) 748	503	51	1 931	152	1 824	177	40 718	12 185	22	2.8
Bell Model 214ST	49	-	157	-	198	-	1 419	467	3	2.1
Bell 206B Jet Ranger	13	-	240	-	64	-	73	7	10	0.4
Bell 212	130	-	5 178	-	867	-	26 661	669	10	3.4
Boeing 707-320C/336	421	409	142	127	576	550	10 775	44 014	9	4.0
Boeing 727-100/100C	240	-	170	-	374	-	19 054	30 258	5	2.3
Boeing 727-200/200 Advanced	522	-	229	-	734	-	39 030	93 016	4	5.2
Boeing 737-200	10 122	1	7 851	2	17 276	2	726 587	1 034 994	81	6.7
Boeing 747-100/100F	3 911	6	1 056	1	5 148	7	121 806	883 289	16	10.4
Boeing 747-200	3 518	-	752	-	4 500	-	103 688	804 745	13	11.6
Boeing 757-200	1 501	-	1 543	1	2 679	1	203 353	227 093	17	5.7
Boeing 767-200	202	-	111	-	321	-	24 129	42 304	2	5.0
Boeing Vertol Model 234 Chinook	220	-	524	-	845	-	20 264	8 508	6	4.5
Canadair CL 44	-	-	-	-	-	-	-	-	1	-
Cessna 500 Citation 1	6	-	12	-	13	-	32	15	1	0.2
De Havilland DHC-6 Twin Otter	325	-	2 174	-	1 582	-	16 793	3 635	17	3.0
De Havilland DHC-7 DASH-7	130	-	519	-	453	-	10 899	3 946	3	4.7
Embraer EMB110 Bandeirante	311	-	1 087	-	1 095	-	8 048	2 434	18	1.8
Fokker F27 100-600	790	6	2 327	38	2 565	24	46 940	18 203	21	3.9
Handley Page Herald 200	145	69	744	327	555	273	16 467	4 019	11	2.4
Handley Page Jetstream 31/200	227	-	284	-	635	-	1 194	1 768	3	6.7
Hawker Siddeley Trident 2E	169	-	345	-	366	-	20 353	10 163	7	1.5
Hawker Siddeley Trident 3B	1 102	-	2 090	-	2 403	-	193 177	100 317	18	4.2
Lockheed L-1011-1/100 Tristar	499	-	331	-	792	-	70 691	80 768	6	3.9
Lockheed L1011-200 Tristar	1 895	-	695	-	2 662	-	90 783	304 986	10	7.7
MBB BO105	67	1	1 740	19	335	4	2 259	86	9	1.2
McDonnell Douglas DC9 SRS 30/F	18	-	48	-	48	-	2 387	946	1	2.7
McDonnell Douglas DC-10-30	2 567	-	493	-	3 288	-	43 519	369 425	8	13.0
McDonnell Douglas DC-9-10/15	556	-	1 016	-	1 232	-	48 021	27 415	6	6.4
McDonnell Douglas DC-10-10	176	-	90	-	231	-	31 603	62 066	2	3.7
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
Pilatus BN-2A Islander	45	-	774	-	212	-	3 357	204	9	0.7
Pilatus BN-2A MK111 Trislander	84	-	1 636	-	417	-	17 301	892	7	1.7

Table 12.1 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b) Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	Avg. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
Piper PA 23 Aztec (and apache)	-	-	-	-	-	-	-	-	3	-
Piper PA31/31P Navajo Chieftain	-	35	2	88	2	120	-	2	2	1.7
Short Belfast	-	115	-	53	-	269	-	-	3	2.6
Shorts 330	482	-	2 033	-	1 920	-	22 372	7 260	11	5.3
Shorts 360	290	-	1 517	-	1 264	-	25 807	6 003	9	5.0
Sikorsky S61N	638	-	5 058	-	3 496	-	56 163	7 137	42	2.6
Sikorsky S76 Spirit	217	-	1 162	-	975	-	5 921	1 100	20	1.9
Vickers Viscount 800	286	64	899	173	946	196	27 094	10 532	13	2.6
V953C Merchantman	-	73	-	171	-	184	-	-	3	1.6
Westland 30 SRS 100	41	-	1 852	-	301	-	16 010	354	3	3.0
TOTAL	38 440	881	62 345	1 263	76 535	1 936	2 574 688	4 535 948	572	4.4

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

(b) Excludes passengers uplifted on sub charter operations

Aircraft Type and Utilisation - Individual Airlines
March 1984 (a)

Table 12.2

Q1 1984 (2)										Avg. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
British Airways and Airtours										
BAE(HS) 748	186	-	897	-	690	-	19 369	4 452	5	4.4
BAE(BAC) 1-11-300/400/475	253	-	566	-	575	-	22 932	11 471	4	4.6
BAC 1-11 500 series	1 529	-	2 846	-	3 339	-	160 547	87 055	21	4.9
Boeing 737-200	3 577	-	3 976	-	6 692	-	290 191	278 688	31	7.1
Hawker Siddley Trident 2E	169	-	345	-	366	-	20 353	10 163	7	1.5
Hawker Siddley Trident 3B	1 102	-	2 090	-	2 403	-	193 177	100 317	18	4.2
Lockheed L1011-1/100 Tristar	499	-	331	-	792	-	70 691	80 768	6	3.9
Boeing 707-320C/336	-	-	-	-	-	-	-	-	1	2.0
Boeing 757-200	953	-	1 262	-	1 867	-	146 097	113 504	12	5.4
Boeing 747-100/100F	3 911	-	1 056	1	5 148	7	121 806	883 289	16	10.4
Boeing 747-200	3 262	-	676	-	4 177	-	94 752	760 074	12	11.7
Lockheed L-1011-200 Tristar	1 895	-	695	-	2 662	-	90 783	304 986	10	7.7
BAC/Aerospatiale Concorde	750	-	154	-	536	-	7 612	39 722	6	2.7
TOTAL	18 087	6	14 894	1	29 245	7	1 238 310	2 674 490	149	6.3
British Airways Helicopters										
Sikorsky S61N	309	-	1 774	-	1 537	-	19 893	3 391	15	2.5
Bell 206B Jet Ranger	10	-	193	-	48	-	-	2	1	2.3
Sikorsky S76 Spirit	28	-	416	-	224	-	2 139	144	4	1.6
Boeing-Vertol Model 234 Chinook	220	-	524	-	845	-	20 264	8 508	6	4.5
Westland 30 SRS 100	41	-	1 852	-	301	-	16 010	354	3	3.0
Aerospatiale AS332 Super Puma	9	-	49	-	68	-	443	81	3	0.4
TOTAL	617	-	4 808	-	3 023	-	58 749	12 480	32	2.6
British Caledonian Airways										
BAE(BAC)1-11-300/400/475	-	-	-	-	-	-	-	-	-	3.8
BAC 1-11 500 Series	907	26	1 988	47	2 167	52	97 640	46 940	12	5.6
Boeing 707-320C/336	297	-	110	-	409	-	5 210	22 411	2	7.1
McDonnell-Douglas DC-10-30	2 567	-	493	-	3 288	-	43 519	369 425	8	13.0
Airbus A310-202	45	-	33	-	70	-	2 370	4 552	2	2.9
Boeing 747-200	256	-	76	-	323	-	8 936	44 671	1	10.3
Sikorsky S61N	23	-	574	-	191	-	6 857	274	1	6.4
TOTAL	4 095	26	3 274	47	6 449	52	164 532	488 273	26	8.3
Air Bridge Carriers										
Armstrong Whitworth Argosy	-	21	-	45	-	68	-	-	1	1.6
V953C Merchantman	-	73	-	171	-	184	-	-	3	1.6
TOTAL	-	94	-	216	-	252	-	-	4	1.6

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft in	Avg. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	used	service at	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr ended	per A/C
									Mar 1984	(Hours)
									Qtr ended	Qtr ended
									Mar 1984	Mar 1984
Air Commuter										
Cessna 500 Citation 1	6	-	12	-	13	-	32	15	1	0.2
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	2	-
Piper PA31/31P Navajo Chieftain	-	-	-	-	-	-	-	-	-	-
TOTAL	6	-	12	-	13	-	32	15	3	0.1
Air Ecosse										
Embraer EMB110 Bandeirante	68	-	277	-	206	-	2 023	612	6	1.2
Shorts 360	56	-	221	-	228	-	2 080	1 034	2	3.7
Shorts 330	107	-	515	-	363	-	4 543	1 628	2	5.5
TOTAL	231	-	1 013	-	797	-	8 646	3 274	10	2.4
Air Europe										
Boeing 737-200	870	-	457	-	1 377	-	54 505	104 552	4	9.3
Boeing 757-200	177	-	96	-	259	-	20 846	38 461	2	8.1
TOTAL	1 047	-	553	-	1 636	-	75 351	143 014	6	9.1
Air UK										
Fokker F27 100-600	552	-	1 599	-	1 701	-	30 037	12 522	14	4.0
Handley Page Herald 200	134	-	705	-	511	-	16 371	3 740	7	2.0
Embraer EMB110 Bandeirante	105	-	266	-	365	-	1 716	667	2	5.4
Shorts 330	113	-	320	-	439	-	4 688	1 595	2	7.0
TOTAL	905	-	2 890	-	3 015	-	52 812	18 525	25	3.8
Aurigny Air Services										
Pilatus BN-2A Mk111 Trislander	84	-	1 636	-	417	-	17 301	892	7	1.7
Pilatus BN-2A Islander	3	-	64	-	16	-	286	15	2	0.4
TOTAL	88	-	1 700	-	433	-	17 587	907	9	1.6

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Birmingham Executive Airways										
Handley Page Jetstream 31/200	227	-	284	-	635	-	1 194	1 768	3	6.7
TOTAL	227	-	284	-	635	-	1 194	1 768	3	6.7
Bristol Helicopters										
Sikorsky S61N	217	-	2 201	-	1 316	-	21 917	2 161	21	2.4
Bell 206B Jet Ranger	-	-	-	-	-	-	-	-	7	-
MBB BO105	-	-	-	-	-	-	-	-	1	-
Sikorsky S76 Spirit	73	-	350	-	319	-	1 685	351	10	1.6
Bell 212	130	-	5 178	-	867	-	26 661	669	10	3.4
Aerospatiale SA330 Puma	16	-	76	-	78	-	889	187	1	2.4
Aerospatiale AS332 Super Puma	632	-	1 718	-	2 384	-	21 745	7 999	17	4.4
TOTAL	1 068	-	9 523	-	4 964	-	72 897	11 367	67	2.8
Britannia Airways										
Boeing 737-200	3 702	1	2 315	2	6 066	-	264 820	424 704	29	6.2
Boeing 767-200	202	-	111	-	321	-	24 129	42 304	2	5.0
TOTAL	3 904	1	2 426	2	6 387	2	288 949	467 008	31	6.2
British Air Ferries										
Handley Page Herald 200	11	27	39	59	44	91	96	278	2	3.2
Vickers Viscount 800	81	64	257	173	246	196	5 855	2 958	7	1.8
TOTAL	92	91	296	232	290	287	5 951	3 236	9	2.1
British Caledonian Charter										
McDonnell-Douglas DC-10-10	176	-	90	-	231	-	31 603	62 066	2	3.7
TOTAL	176	-	90	-	231	-	31 603	62 066	2	3.7
British Caledonian Helicopters										
Sikorsky S61N	89	-	509	-	452	-	7 496	1 311	5	3.0
Sikorsky S76 Spirit	17	-	72	-	67	-	366	84	1	1.3
Bell Model 214ST	49	-	157	-	198	-	1 419	467	3	2.1
TOTAL	155	-	738	-	716	-	9 281	1 862	9	2.5
British Island Airways										
BAE(BAC) 1-11-300/400/475	137	-	179	-	273	-	6 120	8 380	3	2.0
TOTAL	137	-	179	-	273	-	6 120	8 380	3	2.0

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft in	Avg. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	used	service at	Utilisation
	(000)	(000)					Uplifted	(000)	Qtr ended	per A/C
									Mar 1984	(Hours)
										Qtr ended
										Mar 1984
British Midland										
Fokker F27 100-600	230	-	681	-	834	-	15 611	5 468	7	3.5
Shorts 360	43	-	294	-	232	-	7 065	1 025	2	6.0
Shorts 330	30	-	182	-	162	-	2 759	447	-	6.6
Vickers Viscount 800	123	-	445	-	445	-	15 898	5 161	4	3.6
McDonnell-Douglas DC9-10/15	556	-	1 016	-	1 232	-	48 021	27 415	6	6.4
McDonnell-Douglas DC9 SRS 30/F	18	-	48	-	48	-	2 387	946	1	2.7
Boeing 707-320C/336	124	-	32	-	167	-	5 565	21 603	3	1.2
TOTAL	1 123	-	2 698	-	34 120	-	97 306	62 066	23	4.2
Bryan Aviation										
BAE (BAC) 1-11-300/400/475	4	-	4	-	7	-	40	36	1	0.3
TOTAL	4	-	4	-	7	-	40	36	1	0.3
Brymon Airways										
De Havilland DHC-7 Dash 7	130	-	519	-	453	-	10 899	3 946	3	4.7
De Havilland DHC-6 Twin Otter	88	-	558	-	426	-	3 935	917	2	6.8
TOTAL	218	-	1 077	-	879	-	14 834	4 864	5	5.5
Burnthills High Hell Service										
Bell 206B Jet Ranger	3	-	47	-	16	-	73	5	2	0.3
TOTAL	3	-	47	-	16	-	73	5	2	0.3
Channel Express (Air Services)										
Handley Page Herald 200	-	43	-	268	-	183	-	-	2	3.0
De Havilland DHC-6 Twin Otter	-	-	-	-	-	-	-	-	1	-
Partenavia P68B/C	-	-	-	-	-	-	-	-	1	-
TOTAL	-	43	-	268	-	183	-	-	4	1.4
Dan-Air Services										
BAE(HS) 748	317	51	1 034	152	1 134	177	21 349	7 733	17	2.4
BAE(BAC) 1-11-200 Series	185	-	307	-	393	-	12 912	8 997	2	6.1
BAE(BAC) 1-11-300/400/475	334	1	482	1	672	1	23 261	17 911	4	4.8
BAC 1-11 500 Series	701	1	663	1	1 267	2	64 844	72 691	11	3.6
Boeing 727-200/200 Advanced	522	-	229	-	734	-	39 030	93 016	4	5.2
Boeing 737-200	490	-	289	-	777	-	30 286	57 150	6	5.0
Boeing 727-100/100C	240	-	170	-	374	-	19 054	30 258	5	2.3
BAE 146 Series 100	177	-	322	-	392	-	14 030	9 944	2	5.8
TOTAL	2 966	53	3 496	154	5 745	180	224 766	297 699	51	3.6
Euroair Transport										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	1	-
BAE (HS) 125	-	-	-	-	-	-	-	-	1	-
Piper PA23 Aztec/Apache	-	-	-	-	-	-	-	-	1	-
Embraer EMB 110 Bandeirante	-	-	-	-	-	-	-	-	3	-
Vickers Viscount 800	37	-	79	-	113	-	146	429	1	2.5
TOTAL	37	-	79	-	113	-	146	429	7	0.4

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
Euroflite										
Embraer EMB110 Bandeirante	25	-	91	-	79	-	437	172	1	2.6
TOTAL	25	-	91	-	79	-	437	172	1	2.6
Genair										
Embraer EMB110 Bandeirante	52	-	229	-	205	-	1 541	373	3	1.9
Shorts 360	112	-	502	-	453	-	6 204	1 944	2	6.5
Shorts 330	160	-	716	-	657	-	4 488	2 149	5	4.1
TOTAL	324	-	1 447	-	1 315	-	12 233	4 466	10	3.9
Guernsey Airlines										
Shorts 330	34	-	126	-	137	-	3 213	873	1	5.5
TOTAL	34	-	126	-	137	-	3 213	873	1	5.5
Heavylift Cargo Airlines										
Canadaair CL44	-	-	-	-	-	-	-	-	1	-
Short Belfast	-	115	-	53	-	269	-	-	3	2.6
TOTAL	-	115	-	53	-	269	-	-	4	1.9
Jersey European Airways										
Pilatus BN-2A Islander	-	-	-	-	-	-	-	-	-	-
De Havilland DHC-6 Twin Otter	23	-	164	-	113	-	1 637	229	3	1.3
Embraer EMB110 Bandeirante	42	-	122	-	162	-	1 191	402	1	5.0
TOTAL	64	-	286	-	275	-	2 828	631	4	1.9
Loganair										
Pilatus BN-2A Islander	42	-	710	-	196	-	3 071	189	6	0.9
De Havilland DHC-6 Twin Otter	98	-	602	-	460	-	5 927	1 175	5	3.2
Embraer EMB110 Bandeirante	19	-	102	-	78	-	1 140	207	2	1.0
Shorts 360	26	-	117	-	96	-	3 356	732	1	3.3
Shorts 330	39	-	174	-	163	-	2 681	568	-	5.6
TOTAL	223	-	1 705	-	992	-	16 175	2 870	14	2.2
Management Aviation										
MBB BO 105	28	1	685	19	141	4	857	35	4	1.0
Aérospatiale SA-365 Dauphin	80	1	1 332	17	366	6	6 369	385	6	2.0
TOTAL	108	2	2 017	36	507	10	7 226	420	10	1.6

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b)	Seat-km	Aircraft in	Avge. Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	used	service at	Utilisation
	(000)	(000)					Unlifted	(000)	Qtr ended	per A/C
									Mar 1984	(Hours)
									Mar 1984	
Manx Airlines										
Fokker F27 100-600	8	6	47	38	31	24	1 292	214	-	4.9
De Havilland DHC-6 Twin Otter	36	-	267	-	183	1	2 918	388	1	5.0
Shorts 360	54	-	383	-	255	-	7 102	1 268	2	5.1
Vickers Viscount 800	45	-	118	-	143	-	5 195	1 985	1	4.3
TOTAL	142	6	815	38	611	25	16 507	3 854	4	4.8
Metropolitan Airways										
De Havilland DHC-6 Twin Otter	49	-	281	-	249	-	-	567	2	3.8
Shorts 330	-	-	-	-	-	-	-	-	1	-
TOTAL	49	-	281	-	249	-	-	567	3	3.7
Monarch Airlines										
BAC 1-11-500 Series	136	-	118	-	242	-	8 855	13 621	2	3.4
Boeing 737-200	303	-	148	-	467	-	16 695	37 064	2	7.7
Boeing 757-200	371	-	185	1	553	1	36 410	75 127	3	6.0
TOTAL	810	-	451	1	1 262	1	61 960	125 812	7	5.7
Nightflight										
Piper PA31/31P Navajo Chieftn	-	35	-	88	-	120	-	-	1	4.0
TOTAL	-	35	-	88	-	120	-	-	1	4.0
North Scottish Helicopters										
MBB BO105	39	-	1 055	-	194	-	1 402	51	4	1.7
Sikorsky S76 Spirit	99	-	324	-	366	-	1 731	521	5	2.5
Aerospatiale SA365 Dauphin	58	-	2 481	-	232	-	7 545	176	3	2.6
Aerospatiale AS332 Super Puma	70	-	215	-	280	-	1 786	573	4	2.7
TOTAL	266	-	4 075	-	1 072	-	12 464	1 321	16	2.4
Orion Airways										
Boeing 737-200	1 180	-	666	-	1 897	-	70 090	132 836	9	6.0
TOTAL	1 180	-	666	-	1 897	-	70 090	132 836	9	6.0
Spacegrand Aviation Services										
De Havilland DHC-6 Twin Otter	32	-	302	-	151	-	2 376	359	3	1.7
Piper PA31/31P Navajo Chieftn	-	-	2	-	2	-	-	2	1	0.2
TOTAL	32	-	304	-	153	-	2 376	361	4	1.3

Table 12.2 cont.

	Aircraft-km		Stage flights		Aircraft hours		(b) Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Mar 1984	Avge. Daily Utilisation per A/C (Hours) Qtr ended Mar 1984
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
Tradewinds Airways Boeing 707-320C/336	-	409	-	127	-	550	-	-	3	5.7
TOTAL	-	409	-	127	-	550	-	-	3	5.7
GRAND TOTAL	38 440	881	62 345	1 263	76 536	1 936	2 574 688	4 535 948	572	4.4

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

(b) Excludes Passengers Uplifted on Sub Charter Operations

Passengers Uplifted on Domestic Routes for March 1984

(a) (b)

Table 13

Heathrow	Gatwick	6 857
	Aberdeen	27 798
	Belfast	53 270
	Birmingham	7 008
	Blackpool	495
	Carlisle	929
	Channel Islands (c)	20 093
	Dundee	1 082
	East Midlands	4 246
	Edinburgh	65 866
	Glasgow	71 303
	Humberside	1 715
	Inverness	5 903
	Isle of Man	4 748
	Leeds/Bradford	9 100
	Liverpool	4 973
	Manchester	49 307
	Newcastle	19 402
	Norwich	1 592
	Tees-side	11 060

Gatwick	Aberdeen	6 395
	Belfast	6 547
	Blackpool	71
	Bristol	204
	Cardiff	221
	Channel Islands (c)	13 888
	Edinburgh	10 308
	Glasgow	11 022
	Inverness	503
	Leeds/Bradford	1 545
	Liverpool	716
	Manchester	11 212
	Newcastle	4 301
	Norwich	683
	Tees-side	714

Stansted	Channel Islands (c)	303
	Humberside	201

Aberdeen	Belfast	311
	Birmingham	1 554
	Carlisle	38
	Dundee	27
	East Midlands	328
	Edinburgh	1 014
	Glasgow	4 305
	Humberside	868
	Inverness	110
	Kirkwall	1 527
	Leeds/Bradford	1 005
	Liverpool	363
	Manchester	3 537
	Newcastle	1 735
	Norwich	2 311
	Other Scottish Aerodromes	2 381
	Prestwick	34
	Sumburgh	9 020
	Tees-side	3 462

Belfast	Birmingham	5 301
	Bristol	717
	Cardiff	577
	East Midlands	2 453
	Glasgow	3 689
	Leeds/Bradford	3 114
	Manchester	8 955
	Newcastle	1 090
	Prestwick	55

Belfast Harbour	Blackpool	997
	Edinburgh	3 356
	Glasgow	2 081
	Isle of Man	965
	Liverpool	2 286
	Manchester	1 161
	Tees-side	456

Birmingham	Bournemouth	43
	Channel Islands (c)	1 959
	Edinburgh	4 161
	Glasgow	5 109
	Manchester	107
	Newcastle	153

Blackpool	Isle of Man	2 855
	Tees-side	165

Passengers Uplifted on Domestic Routes for March 1984

(a) (b)

Table 13 cont'd

Bournemouth	Cardiff	37	Exeter	Southampton	174
	Channel Islands (c)	3 320			
	Manchester	587	Glasgow	Humberside	729
	Newcastle	108		Inverness	2 456
				Isle of Man	574
Bristol	Cardiff	382		Kirkwall	282
	Channel Islands (c)	99		Leeds/Bradford	1 442
	Glasgow	226		Londonderry	601
	Leeds/Bradford	69		Manchester	4 922
				Newcastle	610
Cardiff	Channel Islands (c)	1 431		Norwich	483
	Glasgow	331		Other Scottish Aerodromes	5 776
	Leeds/Bradford	222		Southampton	407
	Manchester	132		Sumburgh	404
	Newcastle	228		Tees-Side	585
Carlisle	Dundee	12	Humberside	Norwich	742
				Tees-Side	237
Channel Islands (c)	Channel Islands (c)	15 502			
	East Midlands	1 721	Inverness	Kirkwall	694
	Exeter	1 406		Other Scottish Aerodromes	2 416
	Manchester	1 601			
	Norwich	19	Isle of Man	Liverpool	2 989
	Shoreham	143		Manchester	3 350
	Southampton	13 608			
			Isles of Scilly	Penzance	3 099
Dundee	Manchester	636			
			Kirkwall	Other Scottish Aerodromes	2 487
East Midlands	Edinburgh	560		Sumburgh	910
	Glasgow	3 736			
	Other Scottish Aerodromes	74	Leeds/Bradford	Norwich	342
Edinburgh	Glasgow	11	Manchester	Newcastle	599
	Inverness	17			
	Kirkwall	405	Norwich	Tees-Side	339
	Leeds/Bradford	1 240			
	Manchester	3 200	Other Scottish Aerodromes	Other Scottish Aerodromes	1 151
	Norwich	755			
	Other Scottish Aerodromes	926			
	Sumburgh	11	Other routes (d)	Other routes (d)	609

(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) March 1984

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	31 931	191 644	675 309	154 855	11 167	325 650	77 497	63 770	24 065	66 939	1 622 827
International	31 252	186 141	283 554	132 209	6 938	198 519	69 780	51 235	2 301	48 548	1 010 477
Domestic	679	5 503	391 755	22 646	4 229	127 131	7 717	12 535	21 764	18 391	612 350

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

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

Non-Scheduled Passenger Analysis of Licences
and Charter Categories (a) March 1984

Table 14.2

		Charter categories				Total Passengers
		ABC	Affinity	ITC	Other	
Class 2	All	2 965	352	-	22 358	25 675
	International	2 965	352	-	21 906	25 223
	Domestic	-	-	-	452	452
Class 3	All	-	-	747 201	-	747 201
	International	-	-	747 201	-	747 201
	Domestic	-	-	-	-	-
Class 4	All	369	-	10 108	6 538	17 015
	International	369	-	10 108	6 538	17 015
	Domestic	-	-	-	-	-
Class 7	All	-	-	-	158 665	158 665
	International	-	-	-	158 280	158 280
	Domestic	-	-	-	385	385
Exempt (b)	All	-	-	-	47 226	47 226
	International	-	-	-	32 195	32 195
	Domestic	-	-	-	15 031	15 031
TOTAL	All	3 334	352	757 309	234 787	995 782
	International	3 334	352	757 309	218 919	979 914
	Domestic	-	-	-	15 868	15 868

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

(b) Excludes Exempt Subcharter passengers

Public Transport Air-Taxi Operations (a)

Quarter Ended
March 1984

Table 15

	Stage flights	Aircraft Hours
Aerospatiale AS355 Ecureuil 2	44	72
Aerospatiale SA350 Ecureuil	625	356
Aerospatiale SA365 Dauphin	31	37
BAE (HS) 125	642	795
Beech Kingair 90/100	947	1 502
Beechcraft Baron Mod.55/58/58P	79	80
Beechcraft Queen-Air 65/80	275	193
Beechcraft 200 Super King Air	526	668
Beechcraft 76 Duchess	13	18
Beechcraft 95 Travel Air	26	23
Bell 206B Jet Ranger	2 099	1 294
Bell 206L Long Ranger	254	204
Bell 47G	5	4
Cessna T303 Crusader	32	37
Cessna 150	1	1
Cessna 172 Skyhawk	86	73
Cessna 180 Skywagon	42	18
Cessna 310	462	347
Cessna 337 Super Skymaster	28	7
Cessna 401/402/411/421	246	263
Cessna 404 Titan	2 075	2 243
Cessna 414A Chancellor	76	9
Cessna 425 Corsair	81	135
Cessna 441 Conquest	422	472
Cessna 500 Citation I	73	91
Cessna 500 Citation II	380	515
Dessault Mystere-Falcon 20	75	89
De Havilland DHC-6 Twin Otter	1 059	1 389
Douglas DC3/C47 Dakota	539	759
Embraer EMB110 Bandeirante	1 473	3 439
Enstrom F28A/F280 Shark	100	97
Gates Learjet 35A	87	119
Grumman GA-7 Cougar	17	54
Handley Page Jet Stream 31/200	569	567
Hawker Siddeley DH114 Heron	20	66
Hughes 500	147	132
MBB BO105	580	512
Partenavia P68B/C	402	420
Pilatus BN-2A Islander	1 383	1 137
Pilatus BN-2A MK111 Trislander	304	309
Piper PA-23 Aztec/Apache	2 286	2 675
Piper PA-34 Seneca II	174	261
Piper PA28 Cherokee SRS/PA32	24	8
Piper PA30/PA39 Twin Comanche	314	343
Piper PA31/31P Navajo Chieftn	2 001	2 377
RO Turbo Commander 680T/690	152	163
Shorts 330	479	2 228
Shorts 360	1 083	1 739
Sikorsky S61N	472	1 397
Sikorsky S76 Spirit	112	50
Swearingen Merlin IIA/IIB/IIIB	25	24
Westland Wessex MK60	93	36
Westland Whirlwind	3	1
TOTAL	23 543	29 847

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

Appendix Definitions - UK Airline Statistics (a)

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

CLASSES OF LICENCE

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

Class 1 authorises scheduled service flights;

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

Class 3 authorises inclusive tour charter flights;

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

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

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

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

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

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

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

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

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

TYPES OF SERVICES

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

MEASURES AND THEIR COMPUTATION

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

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

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

Stage flights	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.