

Civil Aviation Authority



CAP 529

UK Airlines

**annual operating, traffic
and financial statistics 1986**

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FOREWORD

1. CONTENT

- 1.1 "UK Airlines - Annual Operating, Traffic and Financial Statistics" is published by the Civil Aviation Authority with the co-operation of the United Kingdom airline operators.

2. CONVENTIONS

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

.. = not available
- = nil or too small to register

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

- 2.3 **Units of Measurement** Metric measurements are used throughout this publication.

Tonne = 1000 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 (5,280 feet)	= 1.6095 kilometres
1 short ton mile	= 1.4600 tonne - kilometres

The explanations of other terms used throughout the Tables are contained in the section on Definitions at the end of this booklet.

3. ENQUIRIES

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

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

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Greville House
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Cheltenham
Glos GL50 2BN

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4. OTHER CIVIL AVIATION STATISTICS

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

The series comprise:

CA. 1	Airport Activity	(Monthly and Annual)
CA .2	Air Passengers	" " "
CA. 3	Air Freight & Mail	" " "
CA. 4	Airline operations	" " "
CA. 5	Airline operations	(Quarterly and Annual)
CA. 6	Domestic passenger traffic	" " "
CA. 7	Air passengers - international and cabotage	" " "
CA. 8	Airline financial statistics	(Annually - 1968 to 1971 only)

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

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

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Part 1

UK Airlines:

Operating, traffic and personnel statistics

SIZE OF UK AIRLINES BY AVAILABLE CAPACITY
YEARS ENDING 31 DECEMBER 1981 and 1986 (a)

Table 1.1

	Output in available tonne-km (000 000)	Percentage of all available tonne-Km
1981		
British Airways	7 374	57.62
British Caledonian Airways	1 397	10.92
Laker Airways	1 216	9.50
Britannia Airways	724	5.66
Dan Air Services	391	3.06
British Airtours	329	2.57
Monarch Airlines	248	1.94
Tradewinds Airways	217	1.70
Air Europe	209	1.63
Orion Airways	169	1.32
British Midland Airways	131	1.02
Air UK	79	0.62
Pelican Air Transport (b)	65	0.51
Scimitar Airlines	55	0.43
Heavylift Cargo Airlines	39	0.30
Redcoat Air Cargo	35	0.27
British Air Ferries	32	0.25
Air Bridge Carriers	24	0.19
British Airways Helicopters	15	0.12
Bristow Helicopters	11	0.09
Others (28 Airlines)	38	0.30
1986		
British Airways	8 122	56.77
British Caledonian Airways	1 942	13.58
Britannia Airways	959	6.70
Dan Air Services	728	5.09
British Airtours	468	3.27
Monarch Airlines	396	2.77
Virgin Atlantic Airways	316	2.21
Orion Airways	262	1.83
Air Europe	261	1.82
Cal Air International	211	1.47
British Midland	132	0.92
British Island Airways	90	0.63
Air UK	63	0.44
Airways International (Cymru)	49	0.34
Anglo Cargo	49	0.34
Tradewinds Airways	43	0.30
Heavylift Cargo Airlines	36	0.25
Air Bridge Carriers	33	0.23
British Air Ferries	30	0.21
British International Helicopters(c)	16	0.11
Bristow Helicopters	14	0.10
Brymon Airways	10	0.07
Others (30 airlines)	76	0.53

(a) Excludes air taxi operations

(b) Ceased operations September 1981

(c) Formerly British Airways Helicopters

MAIN OUTPUT OF UK AIRLINES 1961-1986 (a)

Table 1.2

	Total Available tonne-km (000 000)	Percentage growth on Prev. year	Scheduled services Available tonne-km (000 000)	Percentage growth on prev. year	Non-Scheduled services Available tonne-km (000 000)	Percentage growth on prev. year
1961	1 990	..	1 575	32.2	415	..
1962	2 215	11.3	1 784	13.3	431	3.9
1963	2 439	10.1	1 953	9.5	486	12.8
1964	2 879	18.0	2 275	16.5	604	24.3
1965	3 325	15.5	2 664	17.1	661	9.4
1966	3 851	15.8	2 993	12.4	858	29.8
1967	4 016	4.3	3 145	5.1	871	1.5
1968	4 214	4.9	3 256	3.5	958	10.0
1969	4 927	16.9	3 748	15.1	1 179	23.1
1970	5 782	17.4	4 129	10.2	1 653	40.2
1971	6 973	20.6	4 591	11.2	2 382	44.1
1972	8 249	18.3	5 399	17.6	2 850	19.7
1973	9 003	9.1	5 953	10.3	3 051	7.0
1974	8 283	-8.0	5 745	-3.5	2 538	-16.8
1975	8 927	7.8	5 984	4.2	2 943	16.0
1976	9 727	9.0	6 602	10.3	3 125	6.2
1977	10 505	8.0	6 834	3.5	3 671	17.5
1978	11 970	13.9	8 095	18.5	3 875	5.6
1979	12 749	6.5	8 841	9.2	3 909	0.9
1980	13 212	3.6	9 829	11.2	3 383	-13.5
1981	13 087	-0.9	9 936	1.1	3 151	-6.9
1982	11 848	-9.5	9 068	-8.7	2 780	-11.8
1983	12 011	1.4	8 989	-0.9	3 022	8.7
1984	13 155	9.5	9 854	9.6	3 301	9.2
1985	13 408	1.9	10 166	3.2	3 242	-1.8
1986	14 306	6.7	10 655	4.8	3 651	12.6
Mean rates of growth (percentages)						
1961-65	13.8		13.9		13.5	
1966-70	10.8		8.5		17.5	
1971-75	5.1		6.1		3.1	
1976-80	8.4		11.1		2.3	
1981-85	1.5		1.3		2.3	
Last 20 years	6.5		6.7		6.0	
10 years	2.0		3.6		-1.6	
5 years	5.0		4.6		6.3	

(a) Excludes air taxi operations

**SCHEDULED PASSENGER AND CARGO SERVICES BY UK
AIRLINES 1977-1986**

Table 1.3

	Seat-km available (000 000)	Seat-km used (000 000)	As % of available	Tonne-km available (000 000)	Total (000 000)	Tonne-Km used			As % of available
						Mail (000 000)	Cargo (000 000)	Passenger (000 000)	
All Services									
1977	53 162.0	31 871.1	60.0	6 833.9	3 928.1	159.0	861.1	2 908.0	57.5
1978	64 170.3	40 441.6	63.0	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2
1979	71 591.1	47 084.8	65.8	8 841.4	5 549.9	178.7	1 070.3	4 300.9	62.8
1980	80 319.9	50 163.8	62.5	9 829.3	5 894.9	176.8	1 214.8	4 503.2	60.0
1981	80 325.2	52 209.6	65.0	9 936.2	6 188.4	170.5	1 343.5	4 674.5	62.3
1982	70 869.3	46 404.3	65.5	9 068.1	5 593.2	169.1	1 200.4	4 223.7	61.7
1983	68 847.5	43 887.4	63.7	8 988.6	5 521.8	179.7	1 338.1	4 004.0	61.4
1984	73 193.2	48 235.3	65.9	9 853.9	6 337.3	196.0	1 736.2	4 405.1	64.3
1985	76 650.1	51 436.9	67.1	10 166.3	6 466.5	202.8	1 563.1	4 700.6	63.6
1986	79 135.7	51 400.9	65.0	10 654.7	6 606.4	199.3	1 698.1	4 708.9	62.0
International Services									
1977	49 807.4	29 790.0	59.8	6 508.4	3 738.3	156.4	849.9	2 732.0	57.4
1978	60 234.8	37 997.0	63.1	7 714.8	4 651.2	170.2	977.1	3 503.8	60.3
1979	67 224.2	44 320.9	65.9	8 425.0	5 301.2	175.4	1 060.1	4 065.7	62.9
1980	75 713.8	47 393.5	62.6	9 379.7	5 652.2	173.0	1 207.7	4 271.5	60.3
1981	76 212.1	49 608.9	65.1	9 525.0	5 958.7	166.2	1 336.2	4 456.3	62.6
1982	66 660.2	43 651.6	65.5	8 645.7	5 355.9	164.0	1 193.0	3 998.9	61.9
1983	64 240.2	41 096.1	64.0	8 529.3	5 281.1	173.8	1 330.4	3 776.9	61.9
1984	67 935.3	44 997.5	66.2	9 324.9	6 058.9	190.6	1 726.0	4 142.3	64.9
1985	71 038.8	47 942.7	67.5	9 594.9	6 166.6	196.9	1 552.9	4 416.8	64.2
1986	73 244.9	47 834.0	65.3	10 035.8	6 300.4	193.4	1 687.6	4 419.4	62.7
Domestic Services									
1977	3 354.7	2 081.1	62.0	325.4	189.8	2.6	11.2	175.9	58.3
1978	3 935.5	2 444.6	62.1	379.9	220.8	2.9	11.4	206.5	58.1
1979	4 366.9	2 763.9	63.3	416.4	248.7	3.2	10.2	235.2	59.7
1980	4 606.1	2 770.3	60.1	449.7	242.6	3.8	7.1	231.7	54.0
1981	4 113.1	2 600.7	63.2	411.2	229.7	4.3	7.3	218.1	55.9
1982	4 209.1	2 752.7	65.4	422.5	237.3	5.1	7.5	224.7	56.2
1983	4 607.3	2 791.4	60.8	459.3	240.7	5.9	7.7	227.0	52.3
1984	5 257.9	3 237.8	61.6	528.9	278.4	5.4	10.2	262.8	52.6
1985	5 611.3	3 494.3	62.3	571.4	299.9	6.0	10.2	283.8	52.4
1986	5 890.8	3 566.9	60.6	618.9	305.9	6.0	10.5	289.5	49.4

NON-SCHEDULED PASSENGER AND CARGO SERVICES BY UK
AIRLINES 1977-1986

Table 1.4

By Main Type of Service (a)

	Total		(b) Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK Services	Tonne-km available (000 000)	Percentage of all UK Services	Tonne-km available (000 000)	Percentage of all UK Services	Tonne-km available (000 000)	Percentage of all UK Services
1977	3 670.9	34.9	1 119.9	10.7	793.2	7.6	1 757.9	16.7
1978	3 875.2	32.4	1 234.7	10.3	616.1	5.1	2 024.4	16.9
1979	3 909.8	30.7	1 546.4	12.1	352.3	2.8	2 011.1	15.8
1980	3 383.4	25.6	1 813.2	13.7	344.9	2.6	1 225.3	9.3
1981	3 151.3	24.1	1 950.1	14.9	335.9	2.6	864.8	6.6
1982	2 780.0	23.5	2 180.1	18.4	184.5	1.6	415.4	3.5
1983	3 022.2	25.2	2 371.8	19.7	240.4	2.0	410.0	3.4
1984	3 301.1	25.1	2 635.6	20.0	291.1	2.2	374.3	2.8
1985	3 242.1	24.2	2 477.7	18.5	327.7	2.4	436.8	3.3
1986	3 650.8	25.5	3 100.0	21.7	264.9	1.9	285.9	2.0

Inclusive Tours (b)

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers Uplifted (000)	Stage flights (number)	Aircraft km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1977	12 818.9	10 795.7	84.2	6 825.4	64 678	97 398	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979	17 634.5	14 920.6	84.6	8 749.7	80 441	130 798	1 626	1 705
1980	20 344.8	17 117.0	84.1	9 662.8	86 298	147 126	1 705	1 771
1981	21 709.9	18 515.8	85.3	10 155.6	87 689	154 291	1 760	1 823
1982	24 560.8	20 775.4	84.6	11 901.8	104 700	178 547	1 705	1 746
1983	26 479.9	22 731.0	85.8	13 037.6	108 173	181 912	1 682	1 743
1984	30 094.7	25 855.1	85.9	14 616.1	116 404	197 013	1 692	1 768
1985	28 072.5	24 996.1	89.0	13 631.0	102 674	177 636	1 730	1 834
1986	35 129.7	32 091.0	91.4	17 373.5	121 747	213 102	1 750	1 847

Other Separate Fare and Advance Booking Charters

1977	8 189.5	6 785.6	82.9	1 730.5	17 616	41 555	2 359	3 921
1978	6 312.2	5 068.2	80.3	1 534.6	15 143	33 212	2 193	3 303
1979	3 732.5	2 872.1	76.9	1 068.6	10 933	20 786	1 901	2 688
1980	3 729.5	2 942.9	78.9	1 161.2	12 655	21 815	1 724	2 534
1981	3 715.5	3 071.0	82.7	1 457.0	13 058	22 827	1 748	2 108
1982	2 104.1	1 758.8	83.6	685.2	6 353	12 134	1 910	2 567
1983	2 526.3	2 188.7	86.6	677.2	5 914	13 862	2 344	3 232
1984	3 203.3	2 789.4	87.1	917.0	7 938	15 754	1 985	3 042
1985	3 684.2	3 089.9	83.9	1 018.1	8 687	16 972	1 954	3 035
1986	2 977.6	2 507.3	84.2	727.5	6 036	13 511	2 238	3 446

(a) Excludes air taxi operations

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

All Scheduled Services 1986

Table 1.5.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used					As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Passenger Services															
Air Ecosse	2 283	9 716	8 643	66 819	50 500	21 153	41.9	92	4 506	1 743	12	2	1 729	38.7	
Air Europe	1 479	970	2 470	99 945	193 381	152 482	78.9	331	18 282	12 699	34	468	12 198	69.5	
Air Furness	108	1 009	611	1 801	972	193	19.8	1	88	15	-	-	15	17.2	
Air UK	12 354	44 003	40 662	858 526	574 536	303 337	52.8	1 455	58 799	26 423	38	626	25 758	44.9	
Aurigny Air Services	1 430	25 234	7 051	262 637	23 302	14 342	61.6	1 607	1 928	1 238	8	82	1 147	64.2	
Aviation West + Air Camelot	32	286	144	1 315	287	153	53.2	-	25	10	-	-	10	40.5	
Birmingham Executive Airways	3 985	4 543	11 222	32 723	50 192	30 725	61.2	-	4 492	2 316	-	-	2 316	51.6	
Britannia Airways	1 066	474	1 622	56 758	177 155	136 433	77.0	-	15 059	11 604	-	-	11 604	77.1	
British Air Ferries	958	3 106	3 538	75 511	54 989	25 358	46.1	43	4 812	2 119	-	14	2 104	44.0	
British Airways	252 080	198 132	403 480	16 960 450	60 986 532	40 315 844	66.1	242 806	7 986 714	5 097 427	164 847	1 212 512	3 720 068	63.8	
British Caledonian Airways	56 612	33 380	83 720	2 353 850	12 110 748	7 207 262	59.5	71 809	1 938 630	1 089 067	30 481	401 502	657 084	56.2	
British International Helis(a)	228	3 793	1 263	82 768	6 299	4 991	79.2	234	531	423	3	11	409	79.8	
British Midland	14 740	38 163	41 423	1 552 639	1 177 467	672 138	57.1	3 152	121 299	53 961	919	604	52 437	44.5	
Brown Air International	1 240	2 793	3 344	15 300	16 694	8 190	49.1	-	1 662	661	-	-	661	39.8	
Brymon Airways	2 135	11 251	9 603	151 607	69 244	42 416	61.3	91	6 673	3 503	-	25	3 478	52.5	
Casair Aviation	370	1 984	1 251	7 278	4 065	2 100	51.7	-	407	172	-	-	172	42.2	
Connectair	1 030	3 339	3 810	30 780	23 358	11 577	49.6	15	2 281	876	-	5	871	38.4	
Dan Air Services	12 828	28 080	32 247	1 079 938	1 028 348	606 049	58.9	3 717	82 654	50 839	348	2 010	48 481	61.5	
Euroair Transport	460	1 561	1 635	18 723	20 742	9 252	44.6	5	2 051	742	-	2	740	36.2	
Guernsey Airlines	1 789	5 715	6 595	187 647	96 649	69 887	72.3	56	8 752	5 820	-	14	5 806	66.5	
Interlink Aviation	1	8	5	8	10	1	11.1	-	1	-	-	-	-	13.8	
Jersey European Airways	2 349	10 443	8 584	137 627	53 034	30 976	58.4	96	5 211	2 342	2	13	2 326	44.9	
Loganair	3 651	23 765	15 880	273 740	96 588	57 040	59.1	325	8 737	5 182	5	46	5 131	59.3	
London European Airways	80	228	301	3 008	3 051	1 061	34.8	1	251	80	-	-	80	32.0	
Malinair	282	1 153	1 520	6 203	2 364	1 520	64.3	1	212	109	-	-	108	51.3	
Manx Airlines	2 798	14 016	11 803	369 054	125 509	82 752	65.9	810	11 522	6 786	-	168	6 618	58.9	
Monarch Airlines	137	86	212	9 020	19 521	14 550	74.5	-	1 777	1 264	-	-	1 264	71.1	
Orion Airways	264	165	433	18 892	35 728	30 462	85.3	-	3 378	2 437	-	-	2 437	72.1	
South East Air	36	159	190	851	323	192	59.5	1	31	16	-	-	15	50.9	
Virgin Atlantic Airways	5 101	1 507	6 968	290 161	2 134 074	1 548 416	72.6	8 638	309 238	193 912	-	50 052	143 860	62.7	
Total Passenger Services	381 906	469 062	710 226	25 005 579	79 135 661	51 400 851	65.0	335 284	10 600 000	6 573 785	196 697	1 668 159	4 708 928	62.0	
Cargo Services															
Air Bridge Carriers	1 105	2 672	2 905	-	-	-	-	22 928	17 385	9 742	-	9 742	-	56.0	
Air UK	306	729	1 106	-	-	-	-	2 481	1 790	1 042	-	1 042	-	58.2	
British Air Ferries	69	105	221	-	-	-	-	416	391	275	-	275	-	70.4	
British Airways	60	16	82	-	-	-	-	282	2 740	921	7	914	-	33.6	
British Caledonian Airways	296	502	606	-	-	-	-	4 623	3 422	2 731	2 622	109	-	79.8	
British International Helis	-	22	2	-	-	-	-	9	1	-	-	-	-	56.0	
Channel Express (Air Svcs)	281	2 001	1 284	-	-	-	-	7 410	1 543	1 245	-	1 245	-	80.7	
Tradewinds Airways	654	154	847	-	-	-	-	2 590	27 455	16 636	-	16 636	-	60.6	
Total Cargo Services	2 771	6 201	7 052	-	-	-	-	40 739	54 727	32 592	2 629	29 963	-	59.6	
Grand Total	384 677	475 263	717 278	25 005 579	79 135 661	51 400 851	65.0	376 023	10 654 727	6 606 377	199 326	1 698 122	4 708 928	62.0	

(a) British Airways Helicopters until 12 October 1986.

International Scheduled Services 1986 (a)

Table 1.5.2

	Aircraft	Stage	A/C	Number of	Seat-Km	Seat-Km	As	Cargo	Tonne-Km	Tonne-Kilometres Used					As
	-Km (000)	Flights	Hours	Passengers Uplifted	Available (000)	Used (000)	% of Avail	& Mail Uplifted Tonnes	Available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	% of Avail	
Passenger Services															
Air Ecosse	30	100	120	321	885	108	12.3	-	80	9	-	-	9	11.2	
Air Europe	1 479	970	2 470	99 945	193 381	152 482	78.9	331	18 282	12 699	34	468	12 198	69.5	
Air UK	6 631	18 956	20 034	313 760	337 263	156 530	46.4	901	34 400	13 824	32	492	13 300	40.2	
Aurigny Air Services	172	2 071	833	11 574	2 411	977	40.5	49	204	82	-	4	78	40.3	
Aviation West + Air Camelot	5	67	26	204	38	14	37.0	-	3	1	-	-	1	30.5	
Birmingham Executive Airways	3 985	4 543	11 222	32 723	50 192	30 725	61.2	-	4 492	2 316	-	-	2 316	51.6	
Britannia Airways	1 066	474	1 622	56 758	177 155	136 433	77.0	-	15 059	11 604	-	-	11 604	77.1	
British Air Ferries	614	1 853	2 167	40 130	37 671	13 290	35.3	27	3 217	1 112	-	9	1 103	34.6	
British Airways	227 455	135 632	341 673	12 583 071	57 800 870	38 376 921	66.4	231 353	7 644 879	4 934 287	163 105	1 209 799	3 561 383	64.5	
British Caledonian Airways	52 467	22 607	73 197	1 771 548	11 699 730	6 959 873	59.5	69 858	1 894 565	1 068 234	30 013	401 211	637 009	56.4	
British Midland	1 874	4 455	5 819	118 333	108 869	49 439	45.4	236	10 934	3 951	19	76	3 856	36.1	
Brown Air International	1 025	2 039	2 448	6 072	10 494	5 560	53.0	-	1 049	452	-	-	452	43.1	
Brymon Airways	180	524	734	6 983	3 986	2 395	60.1	2	339	197	-	1	196	58.1	
Connectair	1 030	3 339	3 810	30 780	23 358	11 577	49.6	15	2 281	876	-	5	871	38.4	
Dan Air Services	7 064	12 567	16 362	467 390	581 856	328 544	56.5	2 141	46 898	27 736	172	1 288	26 275	59.1	
Guernsey Airlines	50	111	146	2 682	3 700	2 255	60.9	-	314	187	-	-	187	59.5	
Interlink Aviation	1	8	5	8	10	1	11.1	-	1	-	-	-	-	13.8	
Jersey European Airways	685	3 115	2 404	37 596	14 682	7 968	54.3	9	1 484	602	2	1	599	40.5	
London European Airways	80	228	301	3 008	3 051	1 061	34.8	1	251	80	-	-	80	32.0	
Malinair	282	1 153	1 520	6 203	2 364	1 520	64.3	1	212	109	-	-	108	51.3	
Manx Airlines	97	720	460	17 858	3 627	2 854	78.7	2	348	228	-	-	228	65.7	
Monarch Airlines	137	86	212	9 020	19 521	14 550	74.5	-	1 777	1 264	-	-	1 264	71.1	
Orion Airways	264	165	433	18 892	35 728	30 462	85.3	-	3 378	2 437	-	-	2 437	72.1	
Virgin Atlantic Airways	5 101	1 507	6 968	290 161	2 134 074	1 548 416	72.6	8 638	309 238	193 912	-	50 052	143 860	62.7	
Total Passenger Services	311 774	217 290	494 984	15 925 020	73 244 915	47 833 956	65.3	313 563	9 993 683	6 276 198	193 376	1 663 407	4 419 415	62.8	
Cargo Services															
Air Bridge Carriers	657	1 206	1 808	-	-	-	-	9 115	9 503	5 261	-	5 261	-	55.4	
Air UK	305	727	1 105	-	-	-	-	2 478	1 789	1 041	-	1 041	-	58.2	
British Air Ferries	69	105	221	-	-	-	-	416	391	275	-	275	-	70.4	
British Airways	60	15	80	-	-	-	-	273	2 735	919	6	914	-	33.6	
British Caledonian Airways	10	2	12	-	-	-	-	39	247	109	-	109	-	44.2	
Tradewinds Airways	654	154	847	-	-	-	-	2 590	27 455	16 636	-	16 636	-	60.6	
Total Cargo Services	1 755	2 209	4 074	-	-	-	-	14 910	42 120	24 242	6	24 237	-	57.6	
Grand Total	313 529	219 499	499 059	15 925 020	73 244 915	47 833 956	65.3	328 473	10 035 803	6 300 441	193 382	1 687 644	4 419 415	62.7	

(a) With flights carrying both international and domestic traffic only the international load data are included on this table. Load factors may therefore be distorted

Domestic Scheduled Services 1986 (a)

Table 1.5.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	\ Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used					As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Passenger Services															
Air Ecosse	2 253	9 616	8 523	66 498	49 615	21 045	42.4	92	4 426	1 734	12	2	1 720	39.2	
Air Furness	108	1 009	611	1 801	972	193	19.8	1	88	15	-	-	15	17.2	
Air UK	5 723	25 047	20 628	544 766	237 273	146 807	61.9	554	24 399	12 598	7	134	12 458	51.6	
Aurigny Air Services	1 258	23 163	6 218	251 063	20 891	13 366	64.0	1 558	1 724	1 156	8	78	1 069	67.0	
Aviation West + Air Camelot	27	219	118	1 111	249	139	55.6	-	22	9	-	-	9	42.0	
British Air Ferries	345	1 253	1 371	35 381	17 318	12 068	69.7	16	1 595	1 007	-	5	1 002	63.1	
British Airways	24 626	62 500	61 806	4 377 379	3 185 663	1 938 923	60.9	11 453	341 836	163 140	1 743	2 713	158 685	47.7	
British Caledonian Airways	4 144	10 773	10 523	582 302	411 018	247 389	60.2	1 951	44 065	20 833	468	291	20 075	47.3	
British International Helis(b)	228	3 793	1 263	82 768	6 299	4 991	79.2	234	531	423	3	11	409	79.8	
British Midland	12 866	33 708	35 604	1 434 306	1 068 598	622 699	58.3	2 916	110 365	50 010	900	528	48 581	45.3	
Brown Air International	215	754	896	9 228	6 200	2 630	42.4	-	613	209	-	-	209	34.1	
Brymon Airways	1 955	10 727	8 869	144 624	65 258	40 021	61.3	90	6 335	3 306	-	25	3 282	52.2	
Casair Aviation	370	1 984	1 251	7 278	4 065	2 100	51.7	-	407	172	-	-	172	42.2	
Dan Air Services	5 764	15 513	15 884	612 548	446 492	277 505	62.2	1 576	35 756	23 103	177	721	22 205	64.6	
Euroair Transport	460	1 561	1 635	18 723	20 742	9 252	44.6	5	2 051	742	-	2	740	36.2	
Guernsey Airlines	1 739	5 604	6 449	184 965	92 949	67 632	72.8	56	8 437	5 633	-	14	5 619	66.8	
Jersey European Airways	1 664	7 328	6 180	100 031	38 352	23 008	60.0	87	3 727	1 740	-	12	1 728	46.7	
Loganair	3 651	23 765	15 880	273 740	96 588	57 040	59.1	325	8 737	5 182	5	46	5 131	59.3	
Manx Airlines	2 701	13 296	11 343	351 196	121 882	79 898	65.6	808	11 174	6 557	-	168	6 390	58.7	
South East Air	36	159	190	851	323	192	59.5	1	31	16	-	-	15	50.9	
Total Passenger Services	70 132	251 772	215 242	9 080 559	5 890 746	3 566 896	60.6	21 721	606 317	297 586	3 321	4 751	289 514	49.1	
Cargo Services															
Air Bridge Carriers	448	1 466	1 097	-	-	-	-	13 813	7 883	4 481	-	4 481	-	56.8	
Air UK	-	2	1	-	-	-	-	3	1	1	-	1	-	70.9	
British Airways	1	1	1	-	-	-	-	9	5	1	1	-	-	25.0	
British Caledonian Airways	286	500	594	-	-	-	-	4 584	3 176	2 622	2 622	-	-	82.6	
British International Helis	-	22	2	-	-	-	-	9	1	-	-	-	-	56.0	
Channel Express (Air Svcs)	281	2 001	1 284	-	-	-	-	7 410	1 543	1 245	-	1 245	-	80.7	
Total Cargo Services	1 016	3 992	2 978	-	-	-	-	25 829	12 608	8 350	2 624	5 726	-	66.2	
Grand Total	71 148	255 764	218 220	9 080 559	5 890 746	3 566 896	60.6	47 550	618 925	305 936	5 944	10 478	289 514	49.4	

(a) With flights carrying both international and domestic traffic only the international load data are excluded from this table. Load factors may therefore be distorted

(b) British Airways Helicopters until 12 October 1986.

All Non-Scheduled Services 1986 (a)

Table 1.6.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b) Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
								Total (000)		Mail (000)	Cargo (000)	Passenger (000)		
Air Bridge Carriers	942	1 333	2 169	-	-	-	-	4 016	15 649	8 538	-	8 538	-	54.6
Air Ecosse	168	394	482	-	5 038	1 663	33.0	-	453	136	-	4	132	30.0
Air Europe	13 540	6 493	20 531	1 054 172	2 561 548	2 269 693	88.6	203	242 782	182 016	-	605	181 411	75.0
Air UK	395	883	1 099	5 497	10 959	8 143	74.3	21	2 320	1 076	8	377	692	46.4
Airways Intl Cymru	4 679	4 938	8 326	225 233	532 743	458 266	86.0	-	48 753	34 498	-	61	34 437	70.8
Anglo Cargo	1 313	551	1 870	-	-	-	-	4 744	48 716	32 223	-	32 223	-	66.1
Atlantic Air Transport	167	408	696	-	21	13	62.5	346	770	395	84	311	1	51.4
Aurigny Air Services	3	37	13	-	43	30	68.7	-	4	2	-	-	2	66.5
Bond Helicopters	5 059	85 422	20 863	375 231	64 353	29 637	46.1	3 387	5 409	2 663	-	154	2 509	49.2
Bristow Helicopters	8 775	84 105	43 616	623 429	146 782	91 737	62.5	3 785	13 717	8 863	-	542	8 321	64.6
Britannia Airways	71 274	39 254	113 801	5 397 152	11 098 792	10 316 853	93.0	79	943 729	877 963	307	470	877 186	93.0
British Air Ferries	3 859	10 754	12 495	186 891	200 307	142 374	71.1	8 311	24 918	16 584	181	4 584	11 819	66.6
British Airtours	20 154	11 495	31 887	2 211 933	5 026 356	4 530 447	90.1	1	468 085	385 304	1	-	385 303	82.3
British Airways	7 507	3 992	10 931	445 168	1 188 751	981 105	82.5	197	132 712	90 683	587	1 288	88 808	68.3
British Caledonian Airways	19	18	34	1 084	2 954	2 209	74.8	-	266	186	-	-	186	70.0
British Caledonian Helis	2 028	9 545	9 028	102 912	36 787	21 996	59.8	805	3 863	2 325	-	163	2 162	60.2
British International Helis(c)	5 580	52 486	24 030	546 672	139 700	85 354	61.1	2 571	15 668	7 123	-	291	6 833	45.5
British Island Airways	9 482	7 696	16 429	650 757	1 055 759	905 974	85.8	-	90 013	72 191	4	19	72 168	80.2
British Midland	1 183	1 268	2 347	48 319	94 545	78 727	83.3	1 882	10 400	6 994	-	854	6 140	67.2
Brown Air International	12	22	38	112	224	201	89.5	-	25	17	-	1	16	66.0
Brymon Airways	611	1 562	2 059	44 703	30 521	18 225	59.7	158	3 051	1 561	1	64	1 496	51.2
Cal Air International	6 041	2 966	8 667	959 000	2 287 837	2 106 531	92.1	317	210 630	169 536	-	1 231	168 305	80.5
Casair Aviation	119	377	377	-	1 309	732	55.9	-	127	61	-	-	61	47.9
Channel Express (Air Svcs)	484	1 385	1 691	-	-	-	-	2 749	2 292	1 147	534	613	-	50.0
Connectair	150	491	543	-	69	41	59.4	167	257	173	-	170	3	67.5
Dan Air Services	55 393	33 611	86 596	3 938 099	8 057 145	7 167 316	89.0	1 364	645 807	573 852	372	182	573 298	88.9
Dollar Air Services	3	28	24	52	13	6	45.8	-	1	1	-	-	1	45.8
Euroair Transport	1 352	4 444	4 707	10 284	23 362	12 312	52.7	4 506	4 502	2 430	1 166	276	988	54.0
Goodman Air Taxis+Mam Intl	75	67	111	401	944	499	52.9	-	75	37	-	-	37	50.2
Guernsey Airlines	191	691	782	-	5 565	3 688	66.3	-	634	312	-	6	306	49.2
Heavylift Cargo Airlines	1 174	527	2 745	-	-	-	-	3 256	35 907	16 832	-	16 832	-	46.9
Interflight Berrard Av	129	677	488	-	1 264	533	42.2	-	111	42	2	-	39	37.3
Jersey European Airways	160	614	676	-	4 753	1 948	41.0	-	468	153	-	-	153	32.7
Loganair	52	124	177	-	2 244	1 421	63.4	-	204	128	-	-	128	62.7

All Non-Scheduled Services 1986 (a)

Table 1.6.1 (Cont'd)

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b) Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Malinair	79	422	336	-	681	391	57.5	-	60	32	-	-	32	53.3
Manx Airlines	121	847	539	-	104	69	65.9	1 590	426	232	-	227	5	54.5
Marine+Av Management Int	81	60	126	332	940	584	62.1	-	74	48	-	-	48	64.3
Mc Alpine Aviation	10	10	17	58	183	98	53.5	-	19	8	-	-	8	40.7
Monarch Airlines	23 566	12 199	35 499	1 971 156	4 308 603	3 935 475	91.3	277	394 653	347 223	-	840	346 384	88.0
North Scottish Helicopters	992	16 055	4 016	61 344	12 359	5 322	43.1	-	1 024	446	-	-	446	43.6
Orion Airways	19 953	11 312	32 154	1 340 027	2 734 635	2 468 070	90.3	19	258 435	197 398	-	57	197 341	76.4
Peregrine Air Services	503	1 357	1 687	1 974	9 539	4 685	49.1	-	783	374	-	-	374	47.7
Tal Air	116	418	489	57	430	249	57.9	345	324	148	-	130	18	45.6
Tradewinds Airways	381	152	543	-	-	-	-	1 479	15 475	8 682	-	8 682	-	56.1
Virgin Atlantic Airways	119	42	162	6 962	49 580	33 414	67.4	52	7 257	3 739	-	647	3 092	51.5
Total	267 993	411 532	505 893	20 209 011	39 697 742	35 686 032	89.9	46 630	3 650 849	3 054 376	3 246	80 441	2 970 688	83.7
Total sub-charter operations performed on behalf of UK airlines	8 142	18 194	22 189	..	638 211	477 972	74.9	..	62 954	43 380	504	3 150	39 726	68.9
Total excluding sub-charter operations performed on behalf of UK airlines	259 851	393 338	483 704	20 209 011	39 059 532	35 208 060	90.1	46 630	3 587 895	3 010 996	2 742	77 291	2 930 963	83.9

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes passengers, cargo & mail uplifted on sub-charter operations

(c) British Airways Helicopters until 12 October 1986.

International Non-Scheduled Services 1986 (a)

Table 1.6.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b)		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b)		Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
				Number of Passengers Uplifted	Cargo & Mail Uplifted Tonnes				Total (000)	Mail (000)		Cargo (000)	Passenger (000)			
Air Bridge Carriers	901	1 199	2 044	-	-	-	-	-	2 567	15 178	8 156	-	8 156	-	53.7	
Air Ecosse	166	388	476	-	4 975	1 627	32.7	-	-	448	133	-	4	129	29.7	
Air Europe	13 540	6 491	20 529	1 053 716	2 561 430	2 269 575	88.6	203	242 771	182 007	-	605	181 402	75.0		
Air UK	360	756	978	4 397	9 652	7 288	75.5	-	2 162	994	-	375	619	46.0		
Airways Intl Cymru	3 921	2 345	6 101	224 949	472 181	421 325	89.2	-	42 681	31 611	-	-	31 611	74.1		
Anglo Cargo	1 311	548	1 866	-	-	-	-	-	4 724	48 699	32 213	-	32 213	-	66.1	
Atlantic Air Transport	116	223	481	-	19	12	61.6	296	558	259	-	258	1	46.4		
Aurigny Air Services	2	35	12	-	42	29	69.4	-	3	2	-	-	2	67.1		
Bond Helicopters	5 059	85 422	20 863	375 231	64 353	29 637	46.1	3 387	5 409	2 663	-	154	2 509	49.2		
Bristow Helicopters	8 775	84 105	43 616	623 429	146 782	91 737	62.5	3 785	13 717	8 863	-	542	8 321	64.6		
Britannia Airways	71 255	39 206	113 752	5 396 044	11 096 544	10 315 646	93.0	79	943 513	877 856	305	467	877 084	93.0		
British Air Ferries	1 189	2 891	3 824	32 477	43 178	30 899	71.6	779	7 596	4 718	-	2 156	2 562	62.1		
British Airtours	20 148	11 473	31 865	2 209 975	5 025 593	4 529 720	90.1	1	468 014	385 243	1	-	385 241	82.3		
British Airways	7 411	3 753	10 685	417 863	1 174 174	968 460	82.5	135	131 097	89 573	587	1 277	87 709	68.3		
British Caledonian Airways	19	16	33	938	2 914	2 180	74.8	-	263	184	-	-	184	69.9		
British Caledonian Helis	2 024	9 525	9 011	102 783	36 746	21 983	59.8	805	3 858	2 324	-	163	2 161	60.2		
British International Helis(c)	5 516	51 902	23 727	545 050	138 619	85 173	61.4	2 384	15 537	7 093	-	276	6 817	45.7		
British Island Airways	9 444	7 568	16 318	650 246	1 051 930	904 229	86.0	-	89 678	72 012	2	16	71 995	80.3		
British Midland	1 153	1 165	2 246	46 471	92 585	77 290	83.5	1 882	10 232	6 879	-	851	6 027	67.2		
Brown Air International	10	10	28	112	176	171	97.4	-	21	14	-	1	13	69.9		
Cal Air International	6 041	2 966	8 667	959 000	2 287 837	2 106 531	92.1	317	210 630	169 536	-	1 231	168 305	80.5		
Casair Aviation	23	38	76	-	256	150	58.4	-	23	13	-	-	13	53.9		
Channel Express (Air Svcs)	330	393	1 042	-	-	-	-	687	1 555	604	-	604	-	38.8		
Connectair	149	489	540	-	53	26	48.3	167	255	172	-	170	2	67.5		
Dan Air Services	54 978	32 376	85 217	3 919 139	8 043 249	7 159 079	89.0	137	643 954	572 731	1	91	572 639	88.9		
Euroair Transport	342	779	1 115	7 799	10 212	5 761	56.4	539	1 415	734	23	252	460	51.9		
Goodman Air Taxis+Mem Intl	74	64	109	374	933	490	52.5	-	74	37	-	-	37	49.9		
Guernsey Airlines	53	154	210	-	1 420	953	67.1	-	166	85	-	6	79	50.9		
Heavylift Cargo Airlines	1 165	510	2 719	-	-	-	-	3 060	35 631	16 693	-	16 693	-	46.8		
Jersey European Airways	7	40	30	-	182	105	57.5	-	18	9	-	-	8	46.7		
Loganair	-	2	1	-	9	4	43.1	-	1	-	-	-	-	35.7		

International Non-Scheduled Services 1986 (a)

Table 1.6.2 (Cont'd)

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b) Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Malinair	-	1	1	-	2	2	100.0	-	-	-	-	-	-	75.0
Manx Airlines	1	1	2	-	73	53	72.6	-	6	4	-	-	4	66.7
Marine+Av Management Int	79	57	123	314	924	575	62.2	-	73	47	-	-	47	64.3
Mc Alpine Aviation	10	8	16	35	172	91	53.1	-	18	7	-	-	7	40.5
Monarch Airlines	23 562	12 190	35 489	1 971 156	4 308 085	3 935 235	91.3	277	394 603	347 203	-	838	346 366	88.0
North Scottish Helicopters	992	16 055	4 016	61 344	12 359	5 322	43.1	-	1 024	446	-	-	446	43.6
Orion Airways	19 947	11 298	32 141	1 338 911	2 733 937	2 467 576	90.3	19	258 368	197 358	-	57	197 302	76.4
Peregrine Air Services	44	111	164	262	1 060	384	36.3	-	84	31	-	-	31	36.5
Tal Air	110	395	465	-	315	173	55.1	345	310	141	-	129	12	45.5
Tradewinds Airways	381	152	543	-	-	-	-	1 479	15 475	8 682	-	8 682	-	56.1
Virgin Atlantic Airways	119	42	162	6 962	49 580	33 414	67.4	52	7 257	3 739	-	647	3 092	51.5
Total	260 728	387 142	481 302	19 948 977	39 372 551	35 472 903	90.1	28 106	3 612 377	3 031 069	919	76 912	2 953 238	83.9
Total sub-charter operations performed on behalf of UK airlines	4 558	5 894	9 999	..	463 855	367 877	79.3	..	46 383	34 049	288	2 932	30 829	73.4
Total excluding sub-charter operations performed on behalf of UK airlines	256 169	381 248	471 303	19 948 977	38 908 696	35 105 026	90.2	28 106	3 565 994	2 997 020	631	73 979	2 922 409	84.0

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes passengers, cargo & mail uplifted on sub-charter operations

(c) British Airways Helicopters until 12 October 1986.

Domestic Non-Scheduled Services 1986 (a)

Table 1.6.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	(b) Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	(b) Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	41	134	126	-	-	-	-	1 449	471	382	-	382	-	81.0
Air Ecosse	2	6	6	-	63	36	56.7	-	6	3	-	-	3	53.0
Air Europe	1	2	2	456	118	118	100.0	-	11	9	-	-	9	84.3
Air UK	35	127	120	1 100	1 307	855	65.4	21	158	82	8	2	73	51.9
Airways Intl Cymru	758	2 593	2 225	284	60 563	36 941	61.0	-	6 071	2 887	-	61	2 826	47.5
Anglo Cargo	2	3	3	-	-	-	-	20	16	10	-	10	-	61.6
Atlantic Air Transport	51	185	215	-	2	1	71.4	50	211	136	84	53	-	64.5
Aurigny Air Services	-	2	-	-	1	1	47.1	-	-	-	-	-	-	46.4
Britannia Airways	19	48	49	1 108	2 248	1 207	53.7	-	216	107	1	3	103	49.5
British Air Ferries	2 669	7 863	8 671	154 414	157 130	111 475	70.9	7 532	17 323	11 866	181	2 428	9 256	68.5
British Airtours	6	22	21	1 958	763	727	95.4	-	71	62	-	-	62	87.1
British Airways	97	239	247	27 305	14 577	12 645	86.8	62	1 615	1 110	-	11	1 099	68.7
British Caledonian Airways	-	2	1	146	40	29	73.7	-	4	3	-	-	3	74.2
British Caledonian Helis	4	20	16	129	41	13	31.7	-	5	1	-	-	1	20.0
British International Helis(c)	64	584	304	1 622	1 081	181	16.8	188	131	30	-	15	16	23.2
British Island Airways	38	128	111	511	3 829	1 745	45.6	-	334	179	2	4	174	53.6
British Midland	29	103	102	1 848	1 960	1 437	73.3	-	169	115	-	3	112	68.1
Brown Air International	2	12	10	-	49	30	61.3	-	5	2	-	-	2	49.8
Brymon Airways	611	1 562	2 059	44 703	30 521	18 225	59.7	158	3 051	1 561	1	64	1 496	51.2
Casair Aviation	96	339	301	-	1 053	583	55.4	-	103	48	-	-	48	46.6
Channel Express (Air Svcs)	154	992	649	-	-	-	-	2 062	737	543	534	9	-	73.7
Connectair	1	2	3	-	16	15	96.9	-	1	1	-	-	1	76.7
Dan Air Services	415	1 235	1 379	18 960	13 895	8 237	59.3	1 227	1 853	1 121	371	91	659	60.5
Dollar Air Services	3	28	24	52	13	6	45.8	-	1	1	-	-	1	45.8
Euroair Transport	1 010	3 665	3 592	2 485	13 150	6 551	49.8	3 967	3 087	1 696	1 143	25	528	54.9
Goodman Air Taxis+Mam Intl	1	3	2	27	11	9	85.0	-	1	1	-	-	1	81.2
Guernsey Airlines	138	537	572	-	4 145	2 735	66.0	-	468	227	-	-	227	48.6
Heavylift Cargo Airlines	8	17	25	-	-	-	-	197	276	139	-	139	-	50.3
Interflight Berrard Av	129	677	488	-	1 264	533	42.2	-	111	42	2	-	39	37.3
Jersey European Airways	153	574	647	-	4 571	1 843	40.3	-	450	145	-	-	144	32.2
Loganair	52	122	175	-	2 234	1 417	63.4	-	204	128	-	-	127	62.8
Malinair	79	421	336	-	679	389	57.3	-	59	32	-	-	32	53.3
Manx Airlines	120	846	537	-	31	15	49.9	1 590	420	228	-	227	1	54.3
Marine+Av Management Int	2	3	3	18	16	10	60.0	-	1	1	-	-	1	66.7
Mc Alpine Aviation	1	2	1	23	11	7	59.0	-	1	1	-	-	1	44.3
Monarch Airlines	4	9	10	-	518	240	46.3	-	50	20	-	2	18	40.4
Orion Airways	5	14	13	1 116	698	495	70.9	-	67	39	-	-	39	59.2
Peregrine Air Services	458	1 246	1 523	1 712	8 479	4 301	50.7	-	699	343	-	-	343	49.1
Tal Air	6	23	24	57	115	76	65.6	1	15	7	-	2	5	48.9
Total	7 266	24 390	24 591	260 034	325 191	213 129	65.5	18 524	38 472	23 307	2 327	3 530	17 450	60.6
Total sub-charter operations performed on behalf of UK airlines	3 584	12 300	12 190	..	174 356	110 095	63.1	..	16 571	9 331	216	218	8 897	56.
Total excluding sub-charter operations performed on behalf of UK airlines	3 682	12 090	12 402	260 034	150 835	103 034	68.3	18 524	21 901	13 976	2 111	3 312	8 553	63.8

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes passengers, cargo & mail uplifted on sub-charter operations

(c) British Airways Helicopters until 12 October 1986.

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Air Europe	1	2	2	-	-	456	118	118	100.0
Air UK	-	2	1	-	-	88	6	6	100.0
Airways Intl Cymru	1	1	2	-	-	128	164	164	100.0
Britannia Airways	139	125	244	-	208	12 535	18 034	13 757	76.3
British Air Ferries	13	47	45	-	-	3 223	927	891	96.2
British Airtours	2 728	666	3 877	142 495	-	11 339	1 206 618	1 038 204	86.0
British Airways	1 736	796	2 215	-	-	61 488	211 743	162 869	76.9
British International Helis(a)	1	6	7	-	-	159	16	16	94.8
British Island Airways	71	122	154	-	-	11 076	6 701	6 432	96.0
Cal Air International	819	275	1 067	42 591	-	-	311 119	293 760	94.4
Dan Air Services	6 565	3 181	10 003	-	3 256	335 355	991 227	781 464	78.8
Dollar Air Services	3	28	24	-	-	52	13	6	45.8
Euroair Transport	8	24	31	207	-	464	349	231	66.3
Monarch Airlines	2	2	3	-	-	296	265	265	100.0
Orion Airways	126	127	220	-	-	15 277	16 998	15 333	90.2
Total	12 211	5 404	17 895	185 293	3 464	451 936	2 764 300	2 313 517	83.7

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	11	9	-	-	9	84.3
Air UK	-	1	1	-	-	1	82.2
Airways Intl Cymru	-	15	12	-	-	12	82.1
Britannia Airways	-	1 535	1 170	-	-	1 170	76.2
British Air Ferries	-	79	74	-	-	74	93.4
British Airtours	-	112 466	88 283	-	-	88 283	78.5
British Airways	-	22 949	15 004	-	1	15 004	65.4
British International Helis(a)	-	1	1	-	-	1	96.4
British Island Airways	-	591	512	-	-	512	86.7
Cal Air International	37	28 686	23 658	-	265	23 393	82.5
Dan Air Services	-	79 410	62 528	-	-	62 528	78.7
Dollar Air Services	-	1	1	-	-	1	45.8
Euroair Transport	-	35	18	-	-	18	52.0
Monarch Airlines	-	24	22	-	-	22	92.5
Orion Airways	-	1 607	1 224	-	-	1 224	76.2
Total	38	247 412	192 518	-	266	192 253	77.8

(a) British Airways Helicopters until 12 October 1986.

International Class 2 Licence Operations 1986

Table 1.7.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Airways Intl Cymru	1	1	2	-	-	128	164	164	100.0
Britannia Airways	138	124	243	-	208	12 440	17 970	13 709	76.3
British Air Ferries	13	47	45	-	-	3 223	927	891	96.2
British Airtours	2 723	648	3 860	142 495	-	9 888	1 205 907	1 037 527	86.0
British Airways	1 729	754	2 179	-	-	57 339	211 017	162 151	76.8
British Island Airways	71	122	154	-	-	11 076	6 701	6 432	96.0
Cal Air International	819	275	1 067	42 591	-	-	311 119	293 760	94.4
Dan Air Services	6 564	3 179	10 001	-	3 256	335 289	991 209	781 450	78.8
Euroair Transport	5	15	22	-	-	464	214	164	76.9
Monarch Airlines	2	2	3	-	-	296	265	265	100.0
Orion Airways	125	125	218	-	-	15 038	16 893	15 241	90.2
Total	12 189	5 292	17 795	185 086	3 464	445 181	2 762 386	2 311 756	83.7

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Airways Intl Cymru	-	15	12	-	-	12	82.1
Britannia Airways	-	1 530	1 166	-	-	1 166	76.2
British Air Ferries	-	79	74	-	-	74	93.4
British Airtours	-	112 400	88 225	-	-	88 225	78.5
British Airways	-	22 875	14 950	-	1	14 949	65.4
British Island Airways	-	591	512	-	-	512	86.7
Cal Air International	37	28 686	23 658	-	265	23 393	82.5
Dan Air Services	-	79 408	62 527	-	-	62 527	78.7
Euroair Transport	-	21	13	-	-	13	61.2
Monarch Airlines	-	24	22	-	-	22	92.5
Orion Airways	-	1 597	1 217	-	-	1 217	76.2
Total	38	247 226	192 377	-	266	192 111	77.8

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted			Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	Other			
Air Europe	1	2	2	-	-	456	118	118	100.0
Air UK	-	2	1	-	-	88	6	6	100.0
Britannia Airways	-	1	1	-	-	95	64	47	73.1
British Airtours	5	18	17	-	-	1 451	711	677	95.2
British Airways	7	42	36	-	-	4 149	726	718	98.9
British International Helis(a)	1	6	7	-	-	159	16	16	94.8
Dan Air Services	-	2	2	-	-	66	18	13	75.0
Dollar Air Services	3	28	24	-	-	52	13	6	45.8
Euroair Transport	3	9	10	207	-	-	135	67	49.5
Orion Airways	1	2	2	-	-	239	105	92	87.2
Total	22	112	100	207	-	6 755	1 914	1 760	92.0

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	11	9	-	-	9	84.3
Air UK	-	1	1	-	-	1	82.2
Britannia Airways	-	6	4	-	-	4	73.0
British Airtours	-	66	58	-	-	58	87.0
British Airways	-	74	54	-	-	54	73.4
British International Helis(a)	-	1	1	-	-	1	96.4
Dan Air Services	-	1	1	-	-	1	74.3
Dollar Air Services	-	1	1	-	-	1	45.8
Euroair Transport	-	14	5	-	-	5	37.9
Orion Airways	-	10	7	-	-	7	73.4
Total	-	185	141	-	-	141	76.2

(a) British Airways Helicopters until 12 October 1986.

All Class 3 Licence Operations 1986

Table 1.8.1

	Aircraft	Stage	Aircraft	No of Passengers Uplifted		Seat-Km	Seat-Km	As	
	-Km (000)		Flights	Hours	IT	Seat Only	Available (000)		Used (000)	% of Avail
Air Europe	13 316	6 342	20 163	1 038	386	-	2 521 989	2 236 768	88.7
Air UK	76	125	186	4	766	-	4 577	3 571	78.0
Airways Intl Cymru	3 809	2 253	5 915	221	622	-	458 580	410 291	89.5
Britannia Airways	68 139	36 455	108 429	5 206	038	-	10 687 053	9 985 369	93.4
British Air Ferries	709	1 627	2 234	100	168	-	52 541	44 559	84.8
British Airtours	17 130	10 573	27 507	2 052	696	-	3 753 387	3 440 753	91.7
British Airways	5 123	2 792	7 718	370	072	-	835 442	730 448	87.4
British Caledonian Airways	5	6	9		466	-	447	351	78.5
British Island Airways	9 147	7 072	15 688	631	151	-	1 021 779	883 395	86.5
British Midland	807	495	1 265	43	228	-	85 583	71 926	84.0
Cal Air International	5 153	2 643	7 496	915	560	-	1 951 234	1 794 536	92.0
Dan Air Services	46 683	28 129	72 422	3 497	029	-	6 793 349	6 150 162	90.5
Euroair Transport	114	215	356	6	580	-	5 481	3 625	66.1
Monarch Airlines	23 380	12 064	35 194	1 968	596	-	4 278 791	3 911 969	91.4
Orion Airways	19 496	10 941	31 370	1 312	654	-	2 672 793	2 418 670	90.5
Virgin Atlantic Airways	15	15	27	4	520	-	6 644	4 586	69.0
Total	213 102	121 747	335 980	17 373	532	-	35 129 670	32 090 980	91.4

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	203	239 037	179 383	-	605	178 778	75.0
Air UK	-	465	303	-	-	303	65.2
Airways Intl Cymru	-	41 445	30 783	-	-	30 783	74.3
Britannia Airways	13	908 664	849 107	-	40	849 068	93.4
British Air Ferries	-	4 458	3 699	-	-	3 699	83.0
British Airtours	-	349 464	292 644	-	-	292 644	83.7
British Airways	1	92 292	64 936	-	-	64 936	70.4
British Caledonian Airways	-	40	32	-	-	32	78.5
British Island Airways	-	87 055	70 340	-	-	70 340	80.8
British Midland	-	7 948	5 609	-	-	5 609	70.6
Cal Air International	279	179 594	144 369	-	910	143 460	80.4
Dan Air Services	-	543 647	491 908	-	-	491 908	90.5
Euroair Transport	-	530	289	-	-	289	54.6
Monarch Airlines	274	391 918	345 175	-	818	344 357	88.1
Orion Airways	18	252 594	193 459	-	57	193 402	76.6
Virgin Atlantic Airways	-	831	425	-	-	425	51.1
Total	790	3 099 985	2 672 462	-	2 429	2 670 033	86.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air Europe	13 316	6 342	20 163	1 038 386	-	2 521 989	2 236 768	88.7
Air UK	64	100	148	3 979	-	4 024	3 176	78.9
Airways Intl Cymru	3 809	2 253	5 915	221 622	-	458 580	410 291	89.5
Britannia Airways	68 139	36 454	108 428	5 205 915	-	10 686 995	9 985 314	93.4
British Air Ferries	139	432	481	24 337	-	10 322	8 077	78.3
British Airtours	17 130	10 573	27 507	2 052 696	-	3 753 387	3 440 753	91.7
British Airways	5 051	2 654	7 562	351 345	-	823 075	719 852	87.5
British Caledonian Airways	5	6	9	466	-	447	351	78.5
British Island Airways	9 147	7 072	15 688	631 151	-	1 021 779	883 395	86.5
British Midland	807	495	1 265	43 228	-	85 583	71 926	84.0
Cal Air International	5 153	2 643	7 496	915 560	-	1 951 234	1 794 536	92.0
Dan Air Services	46 658	28 085	72 372	3 493 509	-	6 791 093	6 148 081	90.5
Euroair Transport	114	215	356	6 580	-	5 481	3 625	66.1
Monarch Airlines	23 380	12 064	35 194	1 968 596	-	4 278 791	3 911 969	91.4
Orion Airways	19 496	10 941	31 370	1 312 654	-	2 672 793	2 418 670	90.5
Virgin Atlantic Airways	15	15	27	4 520	-	6 644	4 586	69.0
Total	212 421	120 344	333 981	17 274 544	-	35 072 217	32 041 370	91.4

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	203	239 037	179 383	-	605	178 778	75.0
Air UK	-	409	270	-	-	270	66.0
Airways Intl Cymru	-	41 445	30 783	-	-	30 783	74.3
Britannia Airways	13	908 659	849 103	-	40	849 063	93.4
British Air Ferries	-	870	670	-	-	670	77.0
British Airtours	-	349 464	292 644	-	-	292 644	83.7
British Airways	1	90 922	63 999	-	-	63 999	70.4
British Caledonian Airways	-	40	32	-	-	32	78.5
British Island Airways	-	87 055	70 340	-	-	70 340	80.8
British Midland	-	7 948	5 609	-	-	5 609	70.6
Cal Air International	279	179 594	144 369	-	910	143 460	80.4
Dan Air Services	-	543 468	491 742	-	-	491 742	90.5
Euroair Transport	-	530	289	-	-	289	54.6
Monarch Airlines	274	391 918	345 175	-	818	344 357	88.1
Orion Airways	18	252 594	193 459	-	57	193 402	76.6
Virgin Atlantic Airways	-	831	425	-	-	425	51.1
Total	790	3 094 785	2 668 292	-	2 429	2 665 863	86.2

Domestic Class 3 Licence Operations 1986

Table 1.8.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted		Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				IT	Seat Only			
Air UK	13	25	38	787	-	553	396	71.5
Britannia Airways	-	1	1	123	-	58	54	94.6
British Air Ferries	570	1 195	1 753	75 831	-	42 219	36 482	86.4
British Airways	72	138	156	18 727	-	12 367	10 596	85.7
Dan Air Services	25	44	51	3 520	-	2 256	2 082	92.3
Total	681	1 403	1 998	98 988	-	57 453	49 610	86.3

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				As % of Avail
			Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air UK	-	57	34	-	-	34	59.5
Britannia Airways	-	5	5	-	-	5	94.6
British Air Ferries	-	3 588	3 029	-	-	3 029	84.4
British Airways	-	1 370	937	-	-	937	68.3
Dan Air Services	-	179	166	-	-	166	92.6
Total	-	5 200	4 170	-	-	4 170	80.2

All Class 4 Licence Operations 1986

Table 1.9.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	124	86	204	-	-	11 772	1 220	20 775	17 683	85.1
Britannia Airways	5	6	11	-	-	515	4	972	765	78.7
British Airtours	1	1	2	-	-	37	51	162	110	67.7
British Airways	34	8	28	-	-	4	250	3 424	2 416	70.6
British Island Airways	3	4	7	-	27	202	217	402	380	94.6
Dan Air Services	1 103	496	1 589	-	1 586	33 959	33 962	183 541	169 425	92.3
Orion Airways	30	31	55	-	-	2 028	1 004	4 036	3 014	74.7
Total	1 300	632	1 895	-	1 613	48 517	36 708	213 312	193 793	90.8

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	1 967	1 414	-	-	1 414	71.9
Britannia Airways	-	83	65	-	-	65	78.6
British Airtours	1	15	11	1	-	9	70.2
British Airways	-	346	236	-	-	236	68.2
British Island Airways	-	34	30	-	-	30	89.5
Dan Air Services	-	14 702	13 563	-	-	13 563	92.3
Orion Airways	-	381	240	-	-	240	62.9
Total	1	17 528	15 559	1	-	15 558	88.8

International Class 4 Licence Operations 1986

Table 1.9.2

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
				ABC	Affinity	IT	Other			
Air Europe	124	86	204	-	-	11 772	1 220	20 775	17 683	85.1
Britannia Airways	5	6	11	-	-	515	4	972	765	78.7
British Airtours	1	1	2	-	-	37	51	162	110	67.7
British Airways	34	8	28	-	-	4	250	3 424	2 416	70.6
British Island Airways	3	4	7	-	27	202	217	402	380	94.6
Dan Air Services	1 103	496	1 589	-	1 586	33 959	33 962	183 541	169 425	92.3
Orion Airways	30	31	55	-	-	2 028	1 004	4 036	3 014	74.7
Total	1 300	632	1 895	-	1 613	48 517	36 708	213 312	193 793	90.8

	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used			As % of Avail
				Mail (000)	Cargo (000)	Passenger (000)	
Air Europe	-	1 967	1 414	-	-	1 414	71.9
Britannia Airways	-	83	65	-	-	65	78.6
British Airtours	1	15	11	1	-	9	70.2
British Airways	-	346	236	-	-	236	68.2
British Island Airways	-	34	30	-	-	30	89.5
Dan Air Services	-	14 702	13 563	-	-	13 563	92.3
Orion Airways	-	381	240	-	-	240	62.9
Total	1	17 528	15 559	1	-	15 558	88.8

Aircraft -Km (000)	Stage Flights	Aircraft Hours	No of Passengers Uplifted				Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail
			ABC	Affinity	IT	Other			
Nil									
Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Kilometres Used				As % of Avail		
			Mail (000)	Cargo (000)	Passenger (000)				
Nil									

All Class 6 Licence Operations 1986

Table 1.10.1

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	249	496	733	3 206	2 490	1 400	-	1 400	56.2
Anglo Cargo	1 045	484	1 516	4 744	37 695	25 107	-	25 107	66.6
Atlantic Air Transport	12	16	49	30	50	23	-	23	47.0
Britannia Airways	-	1	1	11	6	4	-	4	71.0
British Air Ferries	563	1 789	1 836	8 029	4 243	2 832	180	2 652	66.8
British Airways	2	13	9	66	12	12	-	12	99.3
British International Helis(a)	7	178	50	139	20	9	-	9	43.6
British Midland	262	580	813	1 882	1 647	850	-	850	51.6
Channel Express (Air Svcs)	329	395	1 037	694	1 549	599	-	599	38.7
Connectair	19	63	78	167	58	51	-	51	89.1
Dan Air Services	30	85	104	344	167	107	-	107	64.4
Euroair Transport	73	158	258	552	330	216	-	216	65.5
Heavylift Cargo Airlines	1 045	458	2 435	3 242	32 071	14 869	-	14 869	46.4
Manx Airlines	119	843	535	1 590	417	227	-	227	54.4
Tal Air	96	356	414	345	277	126	-	126	45.3
Tradewinds Airways	378	149	538	1 479	15 347	8 612	-	8 612	56.1
Total	4 231	6 064	10 404	26 521	96 377	55 045	180	54 865	57.1

(a) British Airways Helicopters until 12 October 1986.

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	208	363	609	1 757	2 020	1 020	-	1 020	50.5
Anglo Cargo	1 044	481	1 513	4 724	37 678	25 096	-	25 096	66.6
Atlantic Air Transport	12	16	49	30	50	23	-	23	47.0
Britannia Airways	-	1	1	11	6	4	-	4	71.0
British Air Ferries	94	215	284	740	700	330	-	330	47.2
British Airways	-	1	1	4	1	1	-	1	92.9
British Midland	262	580	813	1 882	1 647	850	-	850	51.6
Channel Express (Air Svcs)	327	388	1 030	669	1 539	593	-	593	38.5
Connectair	19	63	78	167	58	51	-	51	89.1
Dan Air Services	17	31	54	113	97	50	-	50	51.2
Euroair Transport	72	149	251	522	324	212	-	212	65.5
Heavylift Cargo Airlines	1 039	447	2 417	3 046	31 864	14 764	-	14 764	46.3
Tal Air	95	352	411	345	275	125	-	125	45.5
Tradewinds Airways	378	149	538	1 479	15 347	8 612	-	8 612	56.1
Total	3 568	3 236	8 047	15 488	91 606	51 732	-	51 732	56.5

Domestic Class 6 Licence Operations 1986

Table 1.10.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used			As % of Avail
						Total (000)	Mail (000)	Cargo (000)	
Air Bridge Carriers	41	133	124	1 449	470	381	-	381	81.0
Anglo Cargo	2	3	3	20	16	10	-	10	61.6
British Air Ferries	469	1 574	1 552	7 289	3 543	2 502	180	2 322	70.6
British Airways	2	12	8	62	11	11	-	11	100.0
British International Helis(a)	7	178	50	139	20	9	-	9	43.6
Channel Express (Air Svcs)	2	7	7	25	9	6	-	6	67.5
Dan Air Services	13	54	50	231	70	58	-	58	82.9
Euroair Transport	1	9	7	30	6	4	-	4	67.2
Heavylift Cargo Airlines	6	11	18	197	206	106	-	106	51.1
Manx Airlines	119	843	535	1 590	417	227	-	227	54.4
Tal Air	1	4	3	1	2	-	-	-	5.0
Total	663	2 828	2 357	11 033	4 770	3 313	180	3 133	69.4

(a) British Airways Helicopters until 12 October 1986.

All Class 7 Licence Operations 1986

Table 1.11.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used					As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Bond Helicopters	5 059	85 422	20 863	375 231	64 353	29 637	46.1	3 387	5 409	2 663	-	154	2 509	49.2	
Bristow Helicopters	8 775	84 105	43 616	623 429	146 782	91 737	62.5	3 785	13 717	8 863	-	542	8 321	64.6	
Britannia Airways	4	8	10	607	578	475	82.1	-	49	40	-	-	40	81.7	
British Air Ferries	3	8	10	405	215	158	73.7	-	18	13	-	-	13	72.7	
British Airtours	2	2	3	603	619	484	78.2	-	58	41	-	-	41	71.4	
British Airways	135	52	190	6 550	36 122	23 439	64.9	4	5 028	2 892	-	62	2 830	57.5	
British Caledonian Helis	2 028	9 545	9 028	102 912	36 787	21 996	59.8	805	3 863	2 325	-	163	2 162	60.2	
British International Helis(a)	5 532	52 103	23 790	546 445	138 764	85 032	61.3	2 433	15 560	7 088	-	282	6 806	45.6	
British Island Airways	2	6	5	250	157	69	43.8	-	14	5	-	-	5	39.0	
British Midland	15	12	25	855	1 381	1 149	83.2	-	131	90	-	-	90	68.5	
Dan Air Services	3	3	5	333	415	330	79.5	-	33	26	-	-	26	79.4	
Euroair Transport	6	12	21	289	299	151	50.5	-	29	12	-	-	12	41.2	
North Scottish Helicopters	992	16 055	4 016	61 344	12 359	5 322	43.1	-	1 024	446	-	-	446	43.6	
Orion Airways	1	2	3	127	193	170	87.9	-	18	9	-	-	9	47.4	
Tal Air	-	2	2	57	10	9	95.0	-	1	1	-	-	1	71.4	
Total	22 558	247 337	101 586	1 719 437	439 034	260 157	59.3	10 413	44 952	24 514	-	1 203	23 311	54.5	

(a) British Airways Helicopters until 12 October 1986.

International Class 7 Licence Operations 1986

Table 1.11.2

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Bond Helicopters	5 059	85 422	20 863	375 231	64 353	29 637	46.1	3 387	5 409	2 663	-	154	2 509	49.2
Bristow Helicopters	8 775	84 105	43 616	623 429	146 782	91 737	62.5	3 785	13 717	8 863	-	542	8 321	64.6
Britannia Airways	4	7	9	477	542	438	80.9	-	46	37	-	-	37	80.5
British Air Ferries	1	1	3	65	60	51	85.5	-	5	4	-	-	4	85.7
British Airtours	2	2	3	603	619	484	78.2	-	58	41	-	-	41	71.4
British Airways	132	40	178	4 498	35 592	22 946	64.5	4	4 967	2 853	-	62	2 790	57.4
British Caledonian Helis	2 024	9 525	9 011	102 783	36 746	21 983	59.8	805	3 858	2 324	-	163	2 161	60.2
British International Helis(a)	5 476	51 706	23 545	545 050	137 714	84 873	61.6	2 384	15 451	7 068	-	276	6 792	45.7
British Midland	14	9	22	643	1 312	1 088	82.9	-	123	85	-	-	85	68.7
Dan Air Servicea	3	3	5	333	415	330	79.5	-	33	26	-	-	26	79.4
Euroair Transport	2	3	7	70	95	50	51.9	-	10	4	-	-	4	40.6
North Scottish Helicopters	992	16 055	4 016	61 344	12 359	5 322	43.1	-	1 024	446	-	-	446	43.6
Orion Airways	1	2	3	127	193	170	87.9	-	18	9	-	-	9	47.4
Total	22 485	246 880	101 281	1 714 653	436 782	259 108	59.3	10 364	44 720	24 423	-	1 197	23 226	54.6

(a) British Airways Helicopters until 12 October 1986.

Domestic Class 7 Licence Operations 1986

Table 1.11.3

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Avail (000)	Tonne-Kilometres Used					As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Britannia Airways	-	1	1	130	36	36	100.0	-	3	3	-	-	3	100.0	
British Air Ferries	2	7	8	340	155	107	69.1	-	13	9	-	-	9	67.8	
British Airways	3	12	11	2 052	530	493	93.0	-	61	39	-	-	39	64.8	
British Caledonian Helis	4	20	16	129	41	13	31.7	-	5	1	-	-	1	20.0	
British International Helis(a)	56	397	245	1 395	1 050	159	15.1	49	109	20	-	6	14	18.3	
British Island Airways	2	6	5	250	157	69	43.8	-	14	5	-	-	5	39.0	
British Midland	1	3	3	212	69	60	87.5	-	7	5	-	-	5	64.9	
Euroair Transport	4	9	14	219	203	101	49.8	-	19	8	-	-	8	41.5	
Tal Air	-	2	2	57	10	9	95.0	-	1	1	-	-	1	71.4	
Total	73	457	305	4 784	2 253	1 049	46.6	49	233	91	-	6	85	39.3	

(a) British Airways Helicopters until 12 October 1986.

All Exempt Operations 1986 (a) (b)

Table 1.12.1

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	23	45	60	-	-	-	-	810	446	433	-	433	-	96.9
Air Europe	22	16	36	2 338	4 306	3 587	83.3	-	409	287	-	-	287	70.2
Air UK	15	39	46	643	412	323	78.5	21	66	32	5	-	27	48.8
Airways Intl Cymru	29	31	53	3 483	3 868	3 363	86.9	-	350	252	-	-	252	72.1
Atlantic Air Transport	63	134	267	-	-	-	-	316	347	151	5	146	-	43.6
Britannia Airways	1 166	1 549	2 156	177 245	153 682	129 783	84.4	55	13 077	11 119	27	71	11 021	85.0
British Air Ferries	716	2 276	2 315	83 095	47 448	26 520	55.9	282	4 474	2 287	-	88	2 199	51.1
British Airtours	16	18	31	4 712	4 640	4 399	94.8	-	432	375	-	-	375	86.9
British Airways	206	85	277	6 804	63 796	29 878	46.8	126	7 840	4 504	267	1 180	3 057	57.4
British Caledonian Airways	9	10	17	618	1 139	595	52.3	-	103	54	-	-	54	52.4
British International Helis(c)	-	3	2	68	15	7	45.0	-	1	1	-	-	1	45.1
British Island Airways	117	120	216	7 834	12 214	8 199	67.1	-	1 057	651	-	-	651	61.6
British Midland	51	78	117	4 236	4 102	3 018	73.6	-	363	236	-	-	236	64.9
Brown Air International	9	8	24	112	176	171	97.4	-	18	13	-	-	13	76.3
Brymon Airways	595	1 500	1 995	44 703	29 725	17 725	59.6	158	2 973	1 516	-	63	1 453	51.0
Cal Air International	7	3	11	849	2 833	2 150	75.9	-	261	172	-	-	172	65.8
Channel Express (Air Svcs)	154	983	647	-	-	-	-	2 055	733	540	529	11	-	73.7
Dan Air Services	584	1 239	1 658	32 619	37 221	25 624	68.8	1 020	3 542	2 384	278	56	2 050	67.3
Euroair Transport	419	1 365	1 479	2 744	1 489	986	66.2	3 954	2 017	1 218	1 129	11	79	60.4
Goodman Air Taxis+Mam Intl	75	67	111	401	944	499	52.9	-	75	37	-	-	37	50.2
Heavylift Cargo Airlines	4	2	11	-	-	-	-	14	127	52	-	52	-	40.6
Marine+Av Management Int	81	60	126	332	940	584	62.1	-	74	48	-	-	48	64.3
Mc Alpine Aviation	10	10	17	58	183	98	53.5	-	19	8	-	-	8	40.7
Monarch Airlines	33	19	54	2 264	6 728	4 378	65.1	3	618	385	-	9	375	62.3
Orion Airways	126	93	215	8 937	17 041	12 192	71.5	-	1 611	973	-	-	973	60.4
Peregrine Air Services	83	223	254	1 974	1 922	814	42.3	-	154	65	-	-	65	42.3
Virgin Atlantic Airways	80	14	99	2 442	31 869	20 067	63.0	52	5 132	2 514	-	647	1 867	49.0
Total	4 694	9 990	12 292	388 511	426 692	294 960	69.1	8 866	46 317	30 307	2 241	2 765	25 301	65.4

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes exempt sub-charter operations

(c) British Airways Helicopters until 12 October 1986.

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used				As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Air Bridge Carriers	23	45	60	-	-	-	-	810	446	433	-	433	-	96.9
Air Europe	22	16	36	2 338	4 306	3 587	83.3	-	409	287	-	-	287	70.2
Air UK	8	12	23	418	334	255	76.5	-	34	21	-	-	21	62.8
Airways Intl Cymru	28	29	51	3 199	3 722	3 219	86.5	-	337	242	-	-	242	71.8
Atlantic Air Transport	60	121	254	-	-	-	-	266	332	139	-	139	-	42.0
Britannia Airways	1 162	1 537	2 144	176 485	153 078	129 447	84.6	55	13 025	11 091	27	71	10 993	85.1
British Air Ferries	66	126	214	4 852	4 092	2 732	66.8	39	384	240	-	14	226	62.5
British Airtours	15	14	27	4 205	4 588	4 349	94.8	-	427	371	-	-	371	86.8
British Airways	196	53	244	4 427	62 952	29 103	46.2	126	7 752	4 440	267	1 180	2 994	57.3
British Caledonian Airways	8	8	16	472	1 099	566	51.5	-	99	51	-	-	51	51.6
British Island Airways	115	115	211	7 573	11 982	8 099	67.6	-	1 037	643	-	-	643	62.1
British Midland	41	46	84	2 600	3 411	2 429	71.2	-	306	190	-	-	190	61.9
Brown Air International	9	8	24	112	176	171	97.4	-	18	13	-	-	13	76.3
Cal Air International	7	3	11	849	2 833	2 150	75.9	-	261	172	-	-	172	65.8
Channel Express (Air Svcs)	3	5	11	-	-	-	-	18	16	11	-	11	-	68.6
Dan Air Services	250	260	529	17 245	26 664	20 167	75.6	25	2 187	1 641	-	28	1 613	75.0
Euroair Transport	21	37	63	685	738	442	59.9	17	102	60	16	9	35	59.3
Goodman Air Taxis+Mam Intl	74	64	109	374	933	490	52.5	-	74	37	-	-	37	49.9
Heavylift Cargo Airlines	4	2	11	-	-	-	-	14	127	52	-	52	-	40.6
Marine+Av Management Int	79	57	123	314	924	575	62.2	-	73	47	-	-	47	64.3
Mc Alpine Aviation	10	8	16	35	172	91	53.1	-	18	7	-	-	7	40.5
Monarch Airlines	33	19	54	2 264	6 728	4 378	65.1	3	618	385	-	9	375	62.3
Orion Airways	123	85	207	8 060	16 621	11 858	71.3	-	1 571	947	-	-	947	60.2
Peregrine Air Services	11	17	30	262	256	172	66.9	-	20	14	-	-	14	67.5
Virgin Atlantic Airways	80	14	99	2 442	31 869	20 067	63.0	52	5 132	2 514	-	647	1 867	49.0
Total	2 450	2 701	4 650	239 211	337 477	244 346	72.4	1 424	34 805	24 046	310	2 592	21 144	69.1

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes exempt sub-charter operations

	Aircraft -Km (000)	Stage Flights	A/C Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available	Tonne-Kilometres Used					As % of Avail
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
Air UK	7	27	23	225	78	68	87.1	21	32	11	5	-	6	33.9	
Airways Intl Cymru	1	2	2	284	146	144	98.6	-	13	11	-	-	11	81.9	
Atlantic Air Transport	3	13	13	-	-	-	-	50	15	12	5	7	-	77.9	
Britannia Airways	5	12	12	760	604	336	55.7	-	52	29	-	-	29	55.4	
British Air Ferries	650	2 150	2 101	78 243	43 356	23 788	54.9	243	4 090	2 047	-	74	1 973	50.0	
British Airtours	-	4	4	507	52	51	97.6	-	5	4	-	-	4	89.2	
British Airways	10	32	33	2 377	843	775	91.9	-	88	63	-	-	63	72.3	
British Caledonian Airways	-	2	1	146	40	29	73.7	-	4	3	-	-	3	74.2	
British International Helis(c)	-	3	2	68	15	7	45.0	-	1	1	-	-	1	45.1	
British Island Airways	2	5	5	261	232	100	43.3	-	20	8	-	-	8	40.0	
British Midland	10	32	33	1 636	691	589	85.2	-	57	46	-	-	46	80.4	
Brymon Airways	595	1 500	1 995	44 703	29 725	17 725	59.6	158	2 973	1 516	-	63	1 453	51.0	
Channel Express (Air Svcs)	151	978	635	-	-	-	-	2 037	717	529	529	-	-	73.9	
Dan Air Services	334	979	1 129	15 374	10 558	5 457	51.7	996	1 355	743	278	28	437	54.8	
Euroair Transport	398	1 328	1 415	2 059	751	544	72.4	3 937	1 916	1 158	1 113	1	43	60.5	
Goodman Air Taxis+Mam Intl	1	3	2	27	11	9	85.0	-	1	1	-	-	1	81.2	
Marine+Av Management Int	2	3	3	18	16	10	60.0	-	1	1	-	-	1	66.7	
Mc Alpine Aviation	1	2	1	23	11	7	59.0	-	1	1	-	-	1	44.3	
Orion Airways	3	8	8	877	420	333	79.4	-	40	27	-	-	27	67.0	
Peregrine Air Services	72	206	224	1 712	1 665	642	38.6	-	133	51	-	-	51	38.5	
Total	2 244	7 289	7 641	149 300	89 214	50 614	56.7	7 442	11 513	6 260	1 931	173	4 157	54.4	

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes exempt sub-charter operations

(c) British Airways Helicopters until 12 October 1986.

Sub Charter Operations Performed Under Class 5 Licences 1986

Table 1.13.1

	Aircraft		Aircraft	Number of	Seat-Km	Seat-Km	As	Cargo	Tonne-Km	Tonne-Kilometres Used				
	-Km	Stage				Used	% of	& Mail		Total	Mail	Cargo	Passenger	As
	(000)	Flights	Hours	Passengers Uplifted	Available (000)	(000)	Avail	Uplifted Tonnes	Available (000)	(000)	(000)	(000)	(000)	% of Avail
Air Ecosse	36	103	143	..	1 093	350	32.1	..	98	27	-	-	26	27.1
Air UK	45	38	74	..	3 536	2 745	77.6	..	358	233	-	-	233	65.2
Airways Intl Cymru	736	2 517	2 157	..	58 686	35 748	60.9	..	5 885	2 796	-	60	2 736	47.5
Britannia Airways	1 205	701	1 931	..	156 943	116 159	74.0	..	13 345	10 450	278	351	9 821	78.3
British Air Ferries	1 614	4 314	5 246	..	83 293	59 683	71.7	..	10 167	6 707	-	1 750	4 957	66.0
British Airtours	6	5	10	..	2 148	2 148	100.0	..	183	183	-	-	183	100.0
British Airways	3	2	4	..	901	901	100.0	..	72	72	-	-	72	100.0
Euroair Transport	479	1 725	1 702	..	8 629	3 994	46.3	..	719	320	-	1	320	44.5
Guernsey Airlines	100	382	412	..	2 996	2 097	70.0	..	338	174	-	-	174	51.6
Interflight Berrard Av	56	296	223	..	561	309	55.1	..	50	22	-	-	22	43.0
Jersey European Airways	70	246	295	..	2 103	754	35.9	..	210	58	-	-	58	27.5
Peregrine Air Services	296	694	936	..	5 915	3 067	51.9	..	484	245	-	-	245	50.6
Virgin Atlantic Airways	4	4	7	..	1 864	1 600	85.8	..	254	149	-	-	149	58.7
Total	4 650	11 027	13 139	..	328 668	229 558	69.8	..	32 163	21 435	278	2 162	18 995	66.6

Exempt Sub Charter Operations Performed For UK Operators 1986

Table 1.13.2

	Aircraft		Aircraft	Number of	Seat-Km	Seat-Km	As	Cargo	Tonne-Km	Tonne-Kilometres Used				
	-Km	Stage				Used	% of			Total	Mail	Cargo	Passenger	As
	(000)	Flights	Hours	Passengers Uplifted	Available (000)	(000)	Avail	Uplifted Tonnes	Available (000)	(000)	(000)	(000)	(000)	% of Avail
Air Bridge Carriers	2	4	7	..	-	-	-	..	21	5	-	5	-	25.1
Air Ecosse	132	291	339	..	3 946	1 313	33.3	..	355	110	-	4	106	30.9
Air Europe	76	46	124	..	13 965	11 230	80.4	..	1 321	898	-	-	898	68.0
Air UK	222	541	680	..	795	475	59.7	..	1 263	419	2	377	40	33.2
Airways Intl Cymru	83	111	162	..	8 714	6 702	76.9	..	810	505	-	2	503	62.3
Anglo Cargo	10	2	13	..	-	-	-	..	406	126	-	126	-	31.1
Atlantic Air Transport	90	257	374	..	21	13	62.5	..	366	218	79	138	1	59.5
Aurigny Air Services	3	37	13	..	43	30	68.7	..	4	2	-	-	2	66.5
Britannia Airways	560	336	915	..	74 439	64 589	86.8	..	6 365	5 500	1	4	5 494	86.4
British Air Ferries	215	642	724	..	14 544	9 495	65.3	..	1 311	846	1	57	788	64.5
British Airtours	164	94	261	..	35 985	31 476	87.5	..	3 345	2 674	-	-	2 674	80.0
British Airways	179	141	338	..	29 249	25 996	88.9	..	2 975	2 222	-	-	2 222	74.7
British Caledonian Airways	6	2	8	..	1 368	1 263	92.3	..	123	101	-	-	101	81.8
British Island Airways	140	371	356	..	14 340	7 333	51.1	..	1 248	638	4	19	615	51.2
British Midland	36	94	107	..	2 424	1 822	75.2	..	216	145	-	3	142	67.1
Brown Air International	3	14	14	..	49	30	61.3	..	8	3	-	1	2	42.9
Brymon Airways	17	62	64	..	796	501	62.9	..	78	45	1	1	43	57.5
Cal Air International	26	11	36	..	9 072	8 352	92.1	..	839	665	-	-	665	79.3
Casair Aviation	119	377	377	..	1 309	732	55.9	..	127	61	-	-	61	47.9
Channel Express (Air Svcs)	2	7	7	..	-	-	-	..	10	7	5	3	-	69.2
Connectair	131	428	466	..	69	41	59.4	..	199	122	-	119	3	61.3
Dan Air Services	297	334	569	..	35 062	29 371	83.8	..	2 999	2 457	94	15	2 348	81.9
Euroair Transport	179	748	628	..	3 736	2 022	54.1	..	492	249	37	46	166	50.5
Guernsey Airlines	91	308	370	..	2 568	1 590	61.9	..	296	138	-	6	132	46.4
Heavylift Cargo Airlines	2	6	7	..	-	-	-	..	70	34	-	34	-	48.0
Interflight Berrard Av	72	381	266	..	703	224	31.9	..	61	20	2	-	18	32.6
Jersey European Airways	90	368	381	..	2 650	1 193	45.0	..	258	95	-	-	95	36.9
Loganair	52	124	177	..	2 244	1 421	63.4	..	204	128	-	-	128	62.7
Malinair	79	422	336	..	681	391	57.5	..	60	32	-	-	32	53.3
Manx Airlines	2	4	4	..	104	69	65.9	..	9	5	-	-	5	60.7
Monarch Airlines	137	94	222	..	20 856	17 557	84.2	..	1 914	1 530	-	12	1 518	79.9
Orion Airways	143	91	237	..	19 255	15 175	78.8	..	1 815	1 212	-	-	1 212	66.8
Peregrine Air Services	91	348	367	..	933	608	65.1	..	85	48	-	-	48	56.9
Tal Air	19	60	73	..	420	240	57.1	..	46	22	-	5	17	47.3
Tradewinds Airways	1	2	2	..	-	-	-	..	52	12	-	12	-	23.7
Virgin Atlantic Airways	20	9	28	..	9 202	7 160	77.8	..	1 039	651	-	-	651	62.6
Total	3 492	7 167	9 050	..	309 542	248 414	80.3	..	30 792	21 945	226	989	20 730	71.3

Exempt Sub Charter Operations Performed For Non UK Operators 1986

Table 1.13.3

	Aircraft -Km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-Km Available (000)	Seat-Km Used (000)	As % of Avail	Cargo & Mail Uplifted Tonnes	Tonne-Km Available (000)	Tonne-Kilometres Used				
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	As % of Avail
Air Bridge Carriers	668	788	1 370	..	-	-	-	..	12 692	6 699	-	6 699	-	52.8
Air Europe	2	1	3	..	396	307	77.6	..	37	25	-	-	25	65.7
Air UK	37	138	111	..	1 631	1 022	62.7	..	167	87	-	-	87	52.3
Airways Intl Cymru	21	25	37	..	2 730	1 997	73.1	..	248	150	-	-	150	60.3
Anglo Cargo	258	65	340	..	-	-	-	..	10 615	6 990	-	6 990	-	65.9
Atlantic Air Transport	1	1	6	..	-	-	-	..	8	3	-	3	-	43.6
Britannia Airways	55	73	105	..	7 090	5 956	84.0	..	605	507	-	-	507	83.8
British Air Ferries	27	51	85	..	1 339	1 067	79.7	..	168	126	-	37	89	74.9
British Airtours	106	136	195	..	22 797	12 872	56.5	..	2 123	1 094	-	-	1 094	51.5
British Airways	87	103	154	..	8 074	5 158	63.9	..	1 197	805	320	33	452	67.2
British International Helis(a)	40	196	181	..	905	300	33.1	..	86	25	-	-	25	29.1
British Island Airways	2	1	3	..	166	166	100.0	..	15	13	-	-	13	88.8
British Midland	12	9	21	..	1 054	813	77.1	..	95	64	-	1	63	67.3
Cal Air International	36	34	56	..	13 579	7 733	57.0	..	1 251	672	-	56	616	53.7
Dan Air Services	128	144	247	..	16 330	10 940	67.0	..	1 307	879	-	4	875	67.3
Euroair Transport	74	197	234	..	3 380	1 303	38.6	..	349	107	-	3	104	30.6
Guernsey Airlines	-	1	-	..	1	1	83.3	..	-	-	-	-	-	61.8
Heavylift Cargo Airlines	123	61	292	..	-	-	-	..	3 639	1 877	-	1 877	-	51.6
Monarch Airlines	14	20	26	..	1 963	1 305	66.5	..	178	112	-	1	111	62.6
Orion Airways	31	27	55	..	4 319	3 516	81.4	..	408	281	-	-	281	68.7
Peregrine Air Services	32	92	130	..	770	197	25.5	..	61	16	-	-	16	25.7
Tradewinds Airways	2	1	3	..	-	-	-	..	75	58	-	58	-	77.4
Total	1 755	2 164	3 655	..	86 524	54 654	63.2	..	35 324	20 589	320	15 762	4 507	58.3

(a) British Airways Helicopters until 12 October 1986.

Aircraft Type and Utilisation: All Airlines
1986 (a) (b) (c)

Table 1.14.1

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km Used (000)	Aircraft in Service At Year Ended Dec 1986	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1986
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted			
AEROSPATIALE AS332 SUPER PUMA	8 017	-	27 719	-	32 943	-	324 235	94 232	35	2.7
AEROSPATIALE SA365 DAUPHIN	2 881	56	81 945	2 195	12 022	222	350 024	12 784	11	2.6
AIRBUS A300B4/100/200	1 670	-	900	-	2 465	-	255 092	476 019	1	9.5
AIRBUS A310-202	1 802	-	636	-	2 444	-	38 141	178 334	-	8.3
ARMSTRONG WHITWORTH ARGOSY	-	262	-	529	-	823	-	-	2	1.1
BAC/AEROSPATIALE CONCORDE	10 701	-	2 283	-	7 585	-	113 193	597 546	7	3.0
BAE 146 SERIES 100	3 631	-	5 742	-	7 653	-	287 571	220 011	3	7.0
BAE(BAC)1-11-200 SERIES	2 041	-	3 550	-	4 414	-	176 737	106 670	2	6.0
BAE(BAC)1-11-300/400/475	15 811	2	27 842	1	32 544	2	1 015 347	843 118	15	5.6
BAE(BAC)1-11-500 SERIES	49 409	289	69 590	504	98 694	599	4 822 988	4 009 264	49	5.6
BAE(HS) 125	-	-	-	-	-	-	-	-	5	-
BAE(HS) 748	7 746	339	28 732	1 063	28 024	1 187	669 533	212 512	26	3.3
BEECH KINGAIR 90/100	1	-	2	-	2	-	-	3	1	-
BEECHCRAFT 200 SUPER KING AIR	24	1	90	2	81	4	-	134	2	0.2
BELL MODEL 214ST	1 120	-	4 312	-	4 647	-	48 563	12 607	4	3.8
BELL 206B JET RANGER	3	-	28	-	24	-	52	6	4	-
BELL 206L LONG RANGER	-	-	-	-	-	-	-	-	1	-
BELL 212	1 396	-	47 400	-	9 310	-	219 402	6 402	10	3.0
BOEING 707-320C/336	-	2 014	-	500	-	2 669	-	-	2	4.7
BOEING 727-100/100C	5 161	-	3 118	-	7 755	-	363 442	633 534	4	5.7
BOEING 727-200/200 ADVANCED	11 885	-	5 753	-	16 824	-	941 295	1 997 822	6	8.1
BOEING 737-200	159 683	29	127 513	55	273 110	55	11 729 923	16 595 522	80	8.9
BOEING 737-300	19 415	-	10 434	-	30 331	-	1 318 700	2 564 259	6	11.7
BOEING 747-100/100F	52 354	-	12 733	-	67 978	-	1 776 066	13 329 323	16	11.6
BOEING 747-200	55 069	41	11 175	7	70 734	54	1 943 541	14 657 304	17	12.7
BOEING 747-200B COMBI	10 506	1	1 956	1	13 347	2	323 739	1 982 759	3	12.2
BOEING 757-200	50 139	5	49 947	3	87 817	8	6 690 618	7 826 795	31	8.0
BOEING 767-200	11 408	-	5 584	-	17 841	-	1 426 964	2 926 163	4	12.2
BOEING-VERTOL MOD.234 CHINOOK	1 157	1	3 867	6	4 633	4	142 660	42 832	3	3.7
BRISTOL 170 FREIGHTER	-	78	-	165	-	329	-	-	1	0.9
CANADAIR CL-44	-	445	-	156	-	935	-	-	1	2.6
CESSNA 310	1	1	9	2	4	3	-	5	1	-
CESSNA 401/402/411/421	-	-	-	-	-	-	-	-	1	-
CESSNA 404 TITAN	653	-	3 103	-	2 281	-	7 278	3 648	5	1.3
CESSNA 441 CONQUEST	731	-	1 418	-	1 748	-	3 733	3 419	1	4.8
DE HAVILLAND DHC-6 TWIN OTTER	2 675	-	15 457	-	12 961	-	141 117	28 508	8	4.4
DE HAVILLAND DHC-7 DASH-7	1 495	-	5 671	-	5 365	-	127 576	45 854	3	4.9
DOUGLAS DC3/C47 DAKOTA	-	85	-	218	-	353	-	-	3	0.4
EMBRAER EMB110 BANDEIRANTE	2 250	214	8 074	760	7 839	760	59 471	20 621	8	2.4
FOKKER F27 100-600	10 717	294	36 365	671	36 086	906	778 167	268 109	17	5.6
FOKKER F27 500	-	-	-	-	-	-	-	-	1	-
GULF AMERICAN GULFSTREAM I	525	-	1 218	-	1 452	-	4 610	4 459	4	2.9
GULF AMERICAN GULFSTREAM II	156	-	127	-	237	-	733	1 083	1	0.6
GULFSTREAM JETPROP 800 TO 1000	-	-	4	-	2	-	20	2	1	-
HANDLEY PAGE HERALD 200	156	1 408	516	4 884	597	5 166	12 070	5 461	9	2.2
HANDLEY PAGE JETSTREAM 31/200	3 826	-	4 618	-	10 953	-	28 562	28 668	4	6.7

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Year Ended Dec 1986	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1986
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
LOCKHEED L-1011-1/100 TRISTAR	15 976	6	9 379	1	24 644	7	2 234 360	3 895 569	9	7.5
LOCKHEED L1011-200 TRISTAR	22 037	6	6 918	1	29 871	7	630 079	3 236 139	8	10.2
LOCKHEED L1011-500 TRISTAR	5 830	-	1 445	-	7 545	-	119 617	815 607	2	10.3
MBB B0105	357	-	6 198	-	1 776	-	8 485	486	7	0.8
MCDONNELL-DOUGLAS DC-10-10	5 929	-	2 907	-	8 511	-	942 744	2 075 328	3	8.8
MCDONNELL-DOUGLAS DC-10-30	37 385	-	6 761	-	46 776	-	670 442	4 964 561	10	13.1
MCDONNELL-DOUGLAS DC9 SRS 30/F	2 910	-	4 783	-	6 118	-	322 117	208 039	3	7.6
MCDONNELL-DOUGLAS DC9-10/15	7 205	-	14 462	-	16 414	-	685 748	350 342	6	7.5
PILATUS BN-2A ISLANDER	1 051	-	12 533	-	5 296	-	51 374	4 736	12	1.2
PILATUS BN-2A MKIII TRISLANDER	1 310	-	23 394	-	6 468	-	255 129	13 907	7	2.0
PIPER PA-23 AZTEC/APACHE	-	-	-	-	-	-	-	-	1	-
PIPER PA-42 CHEYENNE III/IV	-	-	-	-	-	-	-	-	2	-
PIPER PA31/31P NAVAJO CHIEFTN	27	-	178	-	106	-	-	102	1	0.1
PIPER PA34 SENECA II	-	-	-	-	-	-	-	-	-	-
SAAB FAIRCHILD 340	46	-	188	-	190	-	3 023	798	1	5.1
SHORTS BELFAST	-	729	-	371	-	1 810	-	-	3	1.7
SHORTS 330	3 857	113	15 649	394	15 565	472	175 096	59 461	11	4.4
SHORTS 360	7 181	119	36 017	842	31 111	534	697 655	146 069	17	6.0
SIKORSKY S61N	5 292	8	51 617	200	27 598	52	566 397	57 903	34	2.2
SIKORSKY S76 SPIRIT	1 861	11	14 683	82	7 378	43	72 217	9 074	21	1.0
VICKERS VISCOUNT 800	5 548	815	16 336	2 347	18 094	2 575	542 690	266 380	19	2.9
V953C MERCHANTMAN	-	1 484	-	2 830	-	3 229	-	-	4	2.2
WESTLAND 30 SRS 100	528	-	11 756	-	2 373	-	64 698	2 890	3	2.1
TOTAL	630 546	8 852	844 635	18 790	1 168 579	22 807	44 183 034	85 843 181	603	5.5

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes passengers uplifted on sub-charter operations

(c) The figures in this table relate only to operations conducted by the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

Aircraft Type and Utilisation: Individual Airlines
1986 (a) (b) (c)

Table 1.14.2

	Aircraft-Km		Stage Flights		Aircraft Hours		(b)	Seat-Km	Aircraft in	Avge Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service At	Utilisation
	(000)	(000)					Uplifted	(000)	Year Ended	Per A/C
									Dec 1986	(Hours)
									Year Ended	Year Ended
									Dec 1986	Dec 1986
AIR BRIDGE CARRIERS										
HANDLEY PAGE HERALD 200	-	230	-	473	-	750	-	-	1	2.1
ARMSTRONG WHITWORTH ARGOSY	-	262	-	529	-	823	-	-	2	1.1
V953C MERCHANTMAN	-	1 484	-	2 830	-	3 229	-	-	4	2.2
TOTAL	-	1 976	-	3 832	-	4 801	-	-	7	1.9
AIR ECOSSE										
SHORTS 330	1 406	-	5 851	-	5 614	-	45 505	15 899	2	3.9
TOTAL	1 406	-	5 851	-	5 614	-	45 505	15 899	2	3.9
AIR EUROPE										
BOEING 737-200	6 404	-	3 575	-	10 281	-	393 023	714 822	1	14.0
BOEING 737-300	308	-	148	-	473	-	17 373	37 453	1	7.8
BOEING 757-200	8 066	-	3 621	-	11 879	-	728 815	1 637 337	2	13.0
TOTAL	14 778	-	7 344	-	22 633	-	1 139 211	2 389 613	4	13.3
AIR FURNESS										
PILATUS BN-2A ISLANDER	108	-	1 009	-	611	-	1 801	193	1	2.9
TOTAL	108	-	1 009	-	611	-	1 801	193	1	2.9
AIR UK										
FOKKER F27 100-600	8 166	209	29 054	484	27 105	630	595 723	200 784	13	5.7
FOKKER F27 500	-	-	-	-	-	-	-	-	1	-
SHORTS 360	2 345	-	10 237	-	9 390	-	171 365	42 904	4	6.2
BAE(BAC)1-11-300/400/475	1 631	-	4 021	-	3 399	-	84 563	61 976	1	5.1
TOTAL	12 142	209	43 312	484	39 894	630	851 651	305 664	19	5.7
AIRWAYS INTL CYMRU										
BAE(BAC)1-11-300/400/475	2 071	-	3 487	-	4 331	-	66 087	141 008	2	5.9
BOEING 737-200	1 221	-	711	-	1 895	-	71 013	138 877	1	7.8
BOEING 737-300	1 127	-	596	-	1 702	-	72 672	146 998	-	11.1
TOTAL	4 419	-	4 794	-	7 928	-	209 772	426 883	3	7.0
ANGLO CARGO										
BOEING 707-320C/336	-	1 039	-	261	-	1 382	-	-	1	4.0
TOTAL	-	1 039	-	261	-	1 382	-	-	1	4.0

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 (Cont'd)

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Year Ended Dec 1986	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1986
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
ATLANTIC AIR TRANSPORT										
DOUGLAS DC3/C47 DAKOTA	-	85	-	218	-	353	-	-	3	0.4
BRISTOL 170 FREIGHTER	-	78	-	165	-	329	-	-	1	0.9
CESSNA 310	1	1	9	2	4	3	-	5	1	-
PIPER PA31/31P NAVAJO CHIEFTN	2	-	14	-	8	-	-	8	-	-
TOTAL	3	163	23	385	12	684	-	13	5	0.3
AURIGNY AIR SERVICES										
PILATUS BN-2A MKIII TRISLANDER	1 307	-	23 365	-	6 452	-	254 891	13 878	7	2.5
PILATUS BN-2A ISLANDER	126	-	1 906	-	611	-	7 746	494	2	0.8
TOTAL	1 432	-	25 271	-	7 064	-	262 637	14 372	9	2.2
AVIATION WEST + AIR CAMELOT										
PILATUS BN-2A MKIII TRISLANDER	4	-	29	-	16	-	238	29	-	-
PILATUS BN-2A ISLANDER	16	-	142	-	71	-	678	79	-	0.3
PIPER PA31/31P NAVAJO CHIEFTN	-	-	-	-	-	-	-	-	-	-
TOTAL	19	-	171	-	87	-	916	108	-	0.1
BIRMINGHAM EXECUTIVE AIRWAYS										
GULF AMERICAN GULFSTREAM I	-	-	-	-	-	-	-	-	1	-
HANDLEY PAGE JETSTREAM 31/200	3 644	-	4 187	-	10 366	-	28 562	26 672	4	8.4
TOTAL	3 644	-	4 187	-	10 366	-	28 562	26 672	5	7.7
BOND HELICOPTERS										
MBB BO105	251	-	4 341	-	1 251	-	5 914	341	7	0.6
SIKORSKY S76 SPIRIT	841	6	5 431	54	3 242	22	26 730	4 103	5	2.2
AEROSPATIALE SA365 DAUPHIN	2 563	56	69 657	2 195	10 752	222	304 835	11 595	11	2.6
AEROSPATIALE AS332 SUPER PUMA	1 342	-	3 744	-	5 373	-	37 752	13 598	7	3.2
TOTAL	4 997	62	83 173	2 249	20 618	245	375 231	29 637	30	2.2
BRISTOW HELICOPTERS										
SIKORSKY S61N	1 854	-	14 458	-	11 229	-	157 094	20 449	15	1.9
BELL 206B JET RANGER	-	-	-	-	-	-	-	-	4	-
SIKORSKY S76 SPIRIT	347	-	3 049	-	1 498	-	15 786	1 798	11	0.4
BELL 212	1 396	-	47 400	-	9 310	-	219 402	6 402	10	3.0
AEROSPATIALE AS332 SUPER PUMA	5 178	-	19 198	-	21 579	-	231 147	63 088	25	2.4
TOTAL	8 775	-	84 105	-	43 616	-	623 429	91 737	65	1.9
BRITANNIA AIRWAYS										
BOEING 737-200	57 386	1	32 069	2	91 857	2	3 681 669	6 887 836	25	10.2
BOEING 767-200	11 408	-	5 584	-	17 841	-	1 426 964	2 926 163	4	12.2
TOTAL	68 794	1	37 653	2	109 698	2	5 108 633	9 813 999	29	10.4

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 (Cont'd)

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Year Ended Dec 1986	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1986
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
BRITISH AIR FERRIES										
HANDLEY PAGE HERALD 200	148	324	494	736	569	1 123	11 517	5 182	3	1.5
SHORTS 360	169	-	518	-	672	-	9 464	3 471	1	6.5
VICKERS VISCOUNT 800	3 243	815	9 190	2 346	10 505	2 574	230 397	155 376	15	2.4
TOTAL	3 560	1 139	10 202	3 082	11 745	3 697	251 378	164 029	19	2.3
BRITISH AIRWAYS AND AIRTOURS										
BAE(HS) 748	3 942	2	15 811	13	14 162	9	350 258	102 655	9	5.2
BAE(BAC)1-11-300/400/475	4 627	-	9 427	-	10 025	-	359 963	200 742	6	5.3
BAE(BAC)1-11-500 SERIES	15 253	2	27 675	3	33 071	4	1 673 864	925 840	21	4.3
BOEING 737-200	64 029	28	74 871	53	121 315	53	5 789 853	5 286 537	45	7.5
LOCKHEED L-1011-1/100 TRISTAR	15 976	6	9 379	1	24 644	7	2 234 360	3 895 569	9	7.5
BOEING 757-200	30 449	5	40 633	3	58 852	8	4 775 584	3 752 891	25	6.8
LOCKHEED L1011-500 TRISTAR	5 830	-	1 445	-	7 545	-	119 617	815 607	2	10.3
BOEING 747-100/100F	52 354	-	12 733	-	67 978	-	1 776 066	13 329 323	16	11.6
BOEING 747-200B COMBI	7 067	1	1 338	1	9 018	2	204 964	1 321 777	2	12.4
BOEING 747-200	46 686	41	9 517	7	60 152	54	1 532 768	12 303 658	13	13.0
LOCKHEED L1011-200 TRISTAR	22 037	6	6 918	1	29 871	7	630 079	3 236 139	8	10.2
BAC/AEROSPATIALE CONCORDE	10 701	-	2 283	-	7 585	-	113 193	597 546	7	3.0
TOTAL	278 952	91	212 030	82	444 218	143	19 560 569	45 768 282	163	7.7
BRITISH CALEDONIAN AIRWAYS										
BAE(BAC)1-11-500 SERIES	10 371	286	23 631	500	25 252	594	1 354 056	602 529	13	5.4
MCDONNELL-DOUGLAS DC-10-30	37 385	-	6 761	-	46 776	-	670 442	4 964 561	10	13.1
BOEING 747-200B COMBI	3 439	-	618	-	4 329	-	118 775	660 983	1	11.9
AIRBUS A310-202	1 802	-	636	-	2 444	-	38 141	178 334	-	8.3
BOEING 747-200	3 483	-	816	-	4 409	-	150 248	795 028	2	10.9
SIKORSKY S61N	22	-	556	-	185	-	4 387	175	-	2.1
TOTAL	56 503	286	33 018	500	83 396	594	2 336 049	7 201 611	26	8.9
BRITISH CALEDONIAN HELIS										
SIKORSKY S61N	831	-	4 821	-	4 070	-	52 476	9 054	3	3.8
SIKORSKY S76 SPIRIT	76	1	409	3	306	5	1 873	335	1	0.9
BELL MODEL 214ST	1 120	-	4 312	-	4 647	-	48 563	12 607	4	3.8
TOTAL	2 027	1	9 542	3	9 023	5	102 912	21 996	8	3.4
BRITISH INTERNATIONAL HELIS(d)										
SIKORSKY S61N	2 585	8	31 782	200	12 114	52	352 440	28 224	16	2.1
SIKORSKY S76 SPIRIT	422	4	5 267	25	1 684	16	25 390	2 024	4	1.7
BOEING-VERTOL MOD.234 CHINOOK	1 157	1	3 867	6	4 633	4	142 660	42 832	3	3.7
WESTLAND 30 SRS 100	528	-	11 756	-	2 373	-	64 698	2 890	3	2.1
AEROSPATIALE AS332 SUPER PUMA	1 104	-	3 394	-	4 418	-	44 190	14 372	3	3.8
TOTAL	5 796	13	56 066	231	25 222	72	629 378	90 342	29	2.4

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 (Cont'd)

	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)	Year Ended	Per A/C
									Dec 1986	(Hours)
									Year Ended	Year Ended
									Dec 1986	Dec 1986
BRITISH ISLAND AIRWAYS										
BAE(BAC)1-11-300/400/475	2 531	-	2 335	-	4 469	-	150 130	186 955	2	6.1
BAE(BAC)1-11-500 SERIES	6 278	-	4 778	-	10 769	-	449 063	652 169	4	7.7
TOTAL	8 808	-	7 113	-	15 238	-	599 193	839 125	6	7.2
BRITISH MIDLAND										
FOKKER F27 100-600	2 103	85	5 829	187	7 421	277	143 813	54 411	3	5.6
SHORTS 360	902	-	5 902	-	4 936	-	118 205	17 939	2	6.8
VICKERS VISCOUNT 800	1 632	-	4 878	-	5 330	-	190 865	76 311	2	4.9
MCDONNELL-DOUGLAS DC9-10/15	7 205	-	14 462	-	16 414	-	685 748	350 342	6	7.5
MCDONNELL-DOUGLAS DC9 SRS 30/F	2 910	-	4 783	-	6 118	-	322 117	208 039	3	7.6
TOTAL	14 752	85	35 854	187	40 219	277	1 460 748	707 042	16	6.5
BROWN AIR INTERNATIONAL										
GULF AMERICAN GULFSTREAM I	289	-	612	-	697	-	2 636	2 278	1	4.6
CESSNA 441 CONQUEST	731	-	1 418	-	1 748	-	3 733	3 419	1	4.8
SHORTS 330	38	1	137	2	161	4	1 702	509	1	1.8
TOTAL	1 058	1	2 167	2	2 606	4	8 071	6 206	3	4.3
BRYMON AIRWAYS										
DE HAVILLAND DHC-7 DASH-7	1 495	-	5 671	-	5 365	-	127 576	45 854	3	4.9
DE HAVILLAND DHC-6 TWIN OTTER	1 249	-	7 130	-	6 287	-	68 611	14 754	2	6.5
TOTAL	2 744	-	12 801	-	11 652	-	196 187	60 608	5	5.6
CAL AIR INTERNATIONAL										
MCDONNELL-DOUGLAS DC-10-10	5 929	-	2 907	-	8 511	-	942 744	2 075 328	3	8.8
TOTAL	5 929	-	2 907	-	8 511	-	942 744	2 075 328	3	8.8
CASAIR AVIATION										
PIPER PA23 AZTEC/APACHE	-	-	-	-	-	-	-	-	-	-
CESSNA 404 TITAN	486	-	2 353	-	1 620	-	7 278	2 819	3	2.1
PIPER PA31/31P NAVAJO CHIEFTN	3	-	8	-	8	-	-	14	1	0.1
TOTAL	489	-	2 361	-	1 628	-	7 278	2 833	4	1.7
CHANNEL EXPRESS (AIR SVCS)										
HANDLEY PAGE HERALD 200	-	761	-	3 369	-	2 960	-	-	3	2.9
TOTAL	-	761	-	3 369	-	2 960	-	-	3	2.9

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 (Cont'd)

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Year Ended Dec 1986	Avg Daily Utilisation Per A/C (Hours) Year Ended Dec 1986
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
CONNECTAIR										
EMBRAER EMB110 BANDEIRANTE	543	129	1 676	425	1 890	457	15 586	5 073	1	6.4
SHORTS 330	478	19	1 629	62	1 885	77	14 864	6 433	2	7.3
TOTAL	1 021	148	3 305	487	3 775	534	30 450	11 506	3	6.8
DAN AIR SERVICES										
BAE(HS) 748	3 266	172	11 182	537	12 014	603	301 497	97 800	15	2.3
BAE(BAC)1-11-200 SERIES	2 041	-	3 550	-	4 414	-	176 737	106 670	2	6.0
BAE(BAC)1-11-300/400/475	4 941	2	8 562	1	10 303	2	354 546	252 339	3	6.0
BAE(BAC)1-11-500 SERIES	17 507	1	13 506	1	29 603	2	1 346 005	1 828 725	11	7.4
BOEING 727-200/200 ADVANCED	11 885	-	5 753	-	16 824	-	941 295	1 997 822	6	8.1
BOEING 737-200	14 390	-	7 065	-	21 892	-	755 163	1 660 802	5	10.3
BOEING 727-100/100C	5 161	-	3 118	-	7 755	-	363 442	633 534	4	5.7
BAE 146 SERIES 100	3 631	-	5 742	-	7 653	-	287 571	220 011	3	7.0
BOEING 737-300	2 792	-	1 356	-	4 184	-	177 714	381 917	1	11.5
AIRBUS A300B4/100/200	1 670	-	900	-	2 465	-	255 092	476 019	1	9.5
TOTAL	67 283	175	60 734	539	117 106	607	4 959 062	7 655 638	51	6.2
DOLLAR AIR SERVICES										
BELL 206B JET RANGER	3	-	28	-	24	-	52	6	-	0.3
TOTAL	3	-	28	-	24	-	52	6	-	0.3
EUROAIR TRANSPORT										
HANDLEY PAGE HERALD 200	8	93	22	306	28	333	553	279	2	2.0
BAE(HS) 748	538	164	1 739	513	1 849	575	17 778	12 058	2	3.3
EMBRAER EMB110 BANDEIRANTE	518	84	1 876	334	1 838	301	338	4 332	5	1.1
TOTAL	1 063	341	3 637	1 153	3 715	1 208	18 669	16 669	9	1.8
GOODMAN AIR TAXIS+MAM INTL										
BAE(HS) 125	-	-	-	-	-	-	-	-	-	-
GULF AMERICAN GULFSTREAM II	75	-	67	-	111	-	401	499	-	0.6
TOTAL	75	-	67	-	111	-	401	499	-	0.2
GUERNSEY AIRLINES										
SHORTS 330	959	5	3 457	10	4 011	20	53 689	21 134	3	4.8
TOTAL	959	5	3 457	10	4 011	20	53 689	21 134	3	4.8
HEAVYLIFT CARGO AIRLINES										
CANADAIR CL-44	-	445	-	156	-	935	-	-	1	2.6
SHORTS BELFAST	-	729	-	371	-	1 810	-	-	3	1.7
TOTAL	-	1 174	-	527	-	2 745	-	-	4	1.9

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 (Cont'd)

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Year Ended Dec 1986	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1986
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
INTERFLIGHT BERRARD AV										
PIPER PA23 AZTEC/APACHE	-	-	-	-	-	-	-	-	-	-
CESSNA 404 TITAN	106	-	521	-	398	-	-	454	-	0.7
PIPER PA31/31P NAVAJO CHIEFTN	22	-	156	-	90	-	-	79	-	0.2
TOTAL	129	-	677	-	488	-	-	533	-	0.4
INTERLINK AVIATION										
PILATUS BN-2A ISLANDER	1	-	8	-	5	-	8	1	-	-
PIPER PA23 SENECA II	-	-	-	-	-	-	-	-	-	-
TOTAL	1	-	8	-	5	-	8	1	-	-
JERSEY EUROPEAN AIRWAYS										
DE HAVILLAND DHC-6 TWIN OTTER	1	-	7	-	4	-	27	6	1	-
EMBRAER EMB110 BANDEIRANTE	1 185	-	4 510	-	4 099	-	43 547	11 186	1	3.3
SHORTS 360	307	-	1 734	-	1 095	-	32 487	6 070	2	4.0
SHORTS 330	964	-	4 534	-	3 845	-	59 279	15 271	2	4.2
TOTAL	2 458	-	10 785	-	9 042	-	135 340	32 533	6	3.5
LOGANAIR										
PILATUS BN-2A ISLANDER	404	-	7 738	-	1 955	-	34 106	1 870	6	0.9
FOKKER F27 100-600	448	-	1 482	-	1 560	-	38 631	12 914	1	4.3
DE HAVILLAND DHC-6 TWIN OTTER	1 425	-	8 320	-	6 670	-	72 479	13 748	4	3.8
SHORTS 360	1 410	-	6 294	-	5 816	-	126 988	29 477	4	5.0
TOTAL	3 687	-	23 834	-	16 000	-	272 204	58 008	15	2.9
LONDON EUROPEAN AIRWAYS										
VICKERS VISCOUNT 800	16	-	46	-	49	-	1 027	360	-	3.3
TOTAL	16	-	46	-	49	-	1 027	360	-	3.3
MALINAIR										
PILATUS BN-2A ISLANDER	362	-	1 575	-	1 856	-	6 203	1 911	2	2.5
TOTAL	362	-	1 575	-	1 856	-	6 203	1 911	2	2.5
MANX AIRLINES										
GULFSTREAM JETPROP 800 TO 1000	-	-	4	-	2	-	20	2	1	-
SHORTS 360	2 049	119	11 332	842	9 203	534	239 146	46 209	4	6.6
VICKERS VISCOUNT 800	657	-	2 222	1	2 210	1	120 401	34 333	2	4.9
SAAB FAIRCHILD 340	46	-	188	-	190	-	3 023	798	1	5.1
TOTAL	2 752	119	13 746	843	11 605	535	362 590	81 343	8	5.4

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 (Cont'd)

	Aircraft-Km		Stage Flights		Aircraft Hours		(b) Passengers Uplifted	Seat-Km Used (000)	Aircraft in Service At Year Ended Dec 1986	Avge Daily Utilisation Per A/C (Hours) Year Ended Dec 1986
	Passenger (000)	Cargo (000)	Passenger	Cargo	Passenger	Cargo				
MARINE+AV MANAGEMENT INT										
GULF AMERICAN GULFSTREAM II	81	-	60	-	126	-	332	584	1	0.8
TOTAL	81	-	60	-	126	-	332	584	1	0.8
MCALPINE AVIATION										
CESSNA 401/402/411/421	-	-	-	-	-	-	-	-	1	-
BAE(HS) 125	-	-	-	-	-	-	-	-	5	-
PIPER PA-42 CHEYENNE III/IV	-	-	-	-	-	-	-	-	2	-
BAE(BAC)1-11-300/400/475	10	-	10	-	17	-	58	98	1	0.3
TOTAL	10	-	10	-	17	-	58	98	9	-
MONARCH AIRLINES										
BOEING 737-200	6 440	-	3 447	-	9 932	-	385 931	749 411	-	12.9
BOEING 737-300	5 131	-	2 874	-	7 899	-	371 876	696 690	1	12.8
BOEING 757-200	11 623	-	5 693	-	17 085	-	1 186 219	2 436 567	4	11.7
TOTAL	23 195	-	12 014	-	34 915	-	1 944 026	3 882 668	5	12.2
NORTH SCOTTISH HELICOPTERS										
MBB BO105	106	-	1 857	-	525	-	2 571	145	-	1.6
SIKORSKY 576 SPIRIT	175	-	527	-	650	-	2 438	814	-	2.4
AEROSPATIALE SA365 DAUPHIN	318	-	12 288	-	1 269	-	45 189	1 189	-	2.5
AEROSPATIALE AS332 SUPER PUMA	393	-	1 383	-	1 573	-	11 146	3 174	-	2.6
TOTAL	992	-	16 055	-	4 016	-	61 344	5 322	-	2.3
ORION AIRWAYS										
BOEING 737-200	9 813	-	5 775	-	15 939	-	653 271	1 157 237	3	10.8
BOEING 737-300	10 056	-	5 460	-	16 073	-	679 065	1 301 201	3	11.5
TOTAL	19 869	-	11 235	-	32 012	-	1 332 336	2 458 438	6	11.1
PEREGRINE AIR SERVICES										
GULF AMERICAN GULFSTREAM I	236	-	606	-	755	-	1 974	2 181	2	3.2
BEECHCRAFT 200 SUPER KING AIR	24	-	90	-	81	-	-	134	1	0.2
CESSNA 404 TITAN	61	-	229	-	263	-	-	375	2	0.6
HANDLEY PAGE JETSTREAM 31/200	182	-	431	-	588	-	-	1 995	-	1.5
TOTAL	502	-	1 356	-	1 686	-	1 974	4 685	5	1.2
SOUTH EAST AIR										
PILATUS BN-2A ISLANDER	35	-	155	-	186	-	832	188	1	1.0
PIPER PA23 AZTEC/APACHE	-	-	-	-	-	-	-	-	1	-
DE HAVILLAND DHC-6 TWIN OTTER	-	-	-	-	-	-	-	-	1	-
TOTAL	35	-	155	-	186	-	832	188	3	0.4

Aircraft Type and Utilisation: Individual Airlines

Table 1.14.2 (Cont'd)

	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)	Year Ended	Per A/C
									Dec 1986	(Hours)
									Year Ended	Year Ended
									Dec 1986	Dec 1986
TAL AIR										
BEECHCRAFT 200 SUPER KING AIR	-	1	-	2	-	4	-	-	1	-
EMBRAER EMB110 BANDEIRANTE	4	1	12	1	12	2	-	31	1	0.1
SHORTS 330	13	88	41	320	49	372	57	215	1	2.8
BEECH KINGAIR 90/100	1	-	2	-	2	-	-	3	1	-
BELL 206L LONG RANGER	-	-	-	-	-	-	-	-	1	-
TOTAL	17	89	55	323	63	377	57	249	5	0.6
TRADEWINDS AIRWAYS										
BOEING 707-320C/336	-	975	-	239	-	1 286	-	-	1	5.6
TOTAL	-	975	-	239	-	1 286	-	-	1	5.6
VIRGIN ATLANTIC AIRWAYS										
BOEING 747-200	4 901	-	842	-	6 172	-	260 525	1 558 618	2	11.0
TOTAL	4 901	-	842	-	6 172	-	260 525	1 558 618	2	11.0
GRAND TOTAL	630 546	8 852	844 635	18 790	1 168 579	22 807	44 183 034	85 843 181	603	5.5

(a) Excludes air taxi operations (see Table 1.17)

(b) Excludes passengers uplifted on sub-charter operations

(c) The figures in this table relate only to operations conducted by the airline's own aircraft and therefore are inconsistent with data presented elsewhere in this publication

(d) British Airways Helicopters until 12 October 1986.

Passengers Uplifted on Domestic Routes For 1986 (a) (b)

Table 1.15

94	Heathrow	Gatwick	4 387	Aberdeen	Belfast	2 538
		Aberdeen	368 838		Birmingham	19 560
		Belfast	874 898		Channel Islands (c)	4 089
		Birmingham	79 041		Dundee	366
		Carlisle	9 762		East Midlands	4 457
		Channel Islands (c)	297 504		Edinburgh	14 591
		Dundee	9 216		Glasgow	35 171
		East Midlands	59 180		Humberside	9 654
		Edinburgh	949 735		Inverness	8
		Glasgow	958 071		Kirkwall	19 998
		Humberside	15 267		Leeds/Bradford	366
		Inverness	98 146		Manchester	39 789
		Isle of Man	79 077		Newcastle	9 430
		Leeds/Bradford	125 836		Newquay	882
		Liverpool	48 870		Norwich	24 857
		Manchester	712 615		Other Scottish Aerodromes	66 281
		Newcastle	270 401		Plymouth	794
		Newquay	36 254		Southampton	822
		Norwich	14 670		Sumburgh	111 709
		Plymouth	36 092		Tees-side	14 881
	Gatwick	Tees-side	142 201	Barrow-in-Furness	Manchester	1 801
		Aberdeen	56 300		Birmingham	88 136
		Belfast	103 345		Bristol	8 616
		Birmingham	16 382		Cardiff Wales	8 349
		Channel Islands (c)	307 216		Channel Islands (c)	26 656
		Edinburgh	137 010		East Midlands	34 476
		Exeter	6 810		Glasgow	45 391
		Glasgow	144 492		Leeds/Bradford	49 731
		Humberside	3 624		Manchester	113 255
		Inverness	340		Newcastle	16 053
		Leeds/Bradford	8 962		Other Scottish Aerodromes	10
		Manchester	163 622		Prestwick	41
		Newcastle	54 288	Belfast Harbour	Birmingham	10 094
		Norwich	1 898		Blackpool	23 762
		Plymouth	8 757		Edinburgh	42 130
		Tees-side	6 588		Exeter	3 931
	Luton	Channel Islands (c)	18 286		Glasgow	31 638
		Channel Islands (c)	42 874		Isle of Man	27 104
		Channel Islands (c)	28 522		Liverpool	30 721
		Edinburgh	10 926		Manchester	29 063
		Leeds/Bradford	1 572		Tees-side	6 753
		Southampton	635			

Passengers Uplifted on Domestic Routes For 1986

Table 1.15 (Cont'd)

Birmingham	Channel Islands (c)	73 468	Edinburgh	Glasgow	259
	Edinburgh	60 478		Humberside	3 933
	Glasgow	77 542		Isle of Man	880
	Isle of Man	1 126		Kirkwall	6 652
	Kirkwall	273		Leeds/Bradford	16 522
	Manchester	2 903		Manchester	46 548
	Southampton	2 365		Norwich	12 873
	Sumburgh	371		Other Scottish Aerodromes	11 805
Blackpool	Channel Islands (c)	3 313	Exeter	Southampton	513
	Isle of Man	35 163		Sumburgh	1 557
	Londonderry	468		Isles of Scilly-St. Marys	9
	Tees-side	517		Plymouth	1 311
Bournemouth	Channel Islands (c)	89 840	Glasgow	Southampton	10
				Humberside	2 906
Bristol	Channel Islands (c)	29 922		Inverness	17 135
	Isles of Scilly-St. Marys	1 890		Isle of Man	12 879
	Newquay	49		Kirkwall	3 562
				Leeds/Bradford	9 299
Cambridge	Channel Islands (c)	11 974		Londonderry	7 899
				Manchester	67 793
Cardiff Wales	Channel Islands (c)	38 157		Other Scottish Aerodromes	78 461
				Southampton	159
Carlisle	Channel Islands (c)	2 915		Sumburgh	4 550
	Dundee	196		Tees-side	3 954
Channel Islands (c)	Channel Islands (c)	222 363	Humberside	Newcastle	26
	Coventry	8 019		Norwich	4 644
	East Midlands	79 533		Tees-side	455
	Edinburgh	8 582			
	Exeter	48 680	Inverness	Kirkwall	7 190
	Glasgow	47 029		Manchester	6 804
	Gloucester/Cheltenham	1 998		Other Scottish Aerodromes	25 954
	Humberside	7 377		Sumburgh	1 649
	Leeds/Bradford	23 427	Isle of Man	Leeds/Bradford	951
	Liverpool	8 730		Liverpool	106 582
	Manchester	104 666		Londonderry	107
	Manston	5 552		Manchester	46 359
	Newcastle	25 188	Isles of Scilly-St. Marys	Newcastle	1 051
	Norwich	11 482		Newquay	904
	Plymouth	29 674		Penzance Heliport	70 239
	Shoreham	1 186		Plymouth	3 666
	Southampton	244 897	Isles of Scilly-Tresco	Penzance Heliport	12 529
	Tees-side	8 641			
Dundee	Manchester	6 375	Kirkwall	Manchester	3
				Other Scottish Aerodromes	28 829
East Midlands	Edinburgh	8 429		Southampton	12
	Glasgow	42 378		Sumburgh	12 118
	Other Scottish Aerodromes	463			

Passengers Uplifted on Domestic Routes For 1986

Table 1.15 (Cont'd)

Leeds/Bradford	Norwich	48
	Tees-side	239
Manchester	Southampton	964
	Sumburgh	15
Newcastle	Norwich	36
	Tees-side	17
Newquay	Plymouth	1 233
Norwich	Southampton	22
	Tees-side	3 147
Other Scottish Aerodromes	Other Scottish Aerodromes	14 750
Southampton	Sumburgh	11
Other Routes (d)	Other Routes (d)	9 040

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

(b) Excludes passengers uplifted on air taxi operations.

(c) Comprises Alderney, Guernsey and Jersey.

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

Note: Passengers are counted in both directions.

Scheduled Passenger Analysis By
Fare Groups (a) 1986

Table 1.16.1

	First	Premium	Economy	Advance Purchase	Fare Groups Off-Peak	Discount	Part Charter	Inclusive Tour	Standby	Class Fares	Total Passengers
Class 1											
All	344 245	2 972 104	8 363 363	3 859 112	646 748	4 925 953	989 942	1 354 357	473 719	1 076 036	25 005 579
International	333 201	2 853 108	3 584 191	2 856 923	593 357	3 121 201	797 664	870 212	165 228	749 935	15 925 020
Domestic	11 044	118 996	4 779 172	1 002 189	53 391	1 804 752	192 278	484 145	308 491	326 101	9 080 559

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

Non-Scheduled Passenger Analysis of Licences
And Charter Categories (a) 1986

Table 1.16.2

		Charter Categories					Total
		ABC	Affinity	ITC	Other	Passengers	
Class 2	All	185 293	3 464	-	451 936	640 693	
	International	185 086	3 464	-	445 181	633 731	
	Domestic	207	-	-	6 755	6 962	
Class 3	All	-	-	17 373 532	-	17 373 532	
	International	-	-	17 274 544	-	17 274 544	
	Domestic	-	-	98 988	-	98 988	
Class 4	All	-	1 613	48 517	36 708	86 838	
	International	-	1 613	48 517	36 708	86 838	
	Domestic	-	-	-	-	-	
Class 7	All	-	-	-	1 719 437	1 719 437	
	International	-	-	-	1 714 653	1 714 653	
	Domestic	-	-	-	4 784	4 784	
(b) Exempt	All	-	-	-	388 511	388 511	
	International	-	-	-	239 211	239 211	
	Domestic	-	-	-	149 300	149 300	
Total Non-Scheduled							
	All	185 293	5 077	17 422 049	2 596 592	20 209 011	
	International	185 086	5 077	17 323 061	2 435 753	19 948 977	
	Domestic	207	-	98 988	160 839	260 034	

(a) Excludes air taxi operations (see Table 1.18)

(b) Excludes exempt sub-charter passengers

Public Transport Air Taxi Operations (a) 1986

Table 1.17

	Stage Flights	Aircraft Hours
AEROSPATIALE AS332 SUPER PUMA	473	515
AEROSPATIALE AS355 ECUREUIL 2	920	1 350
AEROSPATIALE SA341 GAZELLE	2 237	935
AEROSPATIALE SA350 ECUREUIL	2 200	1 654
AEROSPATIALE SA365 DAUPHIN	905	424
AGUSTA A109A	1 062	573
AIRSHIP INDUSTRIES SKYSHIP 500	296	935
BAE(HS) 125	3 451	4 240
BEECH KINGAIR 90/100	7 117	8 376
BEECHCRAFT BARON MOD.55/58/58P	743	613
BEECHCRAFT KING AIR 90/100	1	1
BEECHCRAFT QUEEN AIR 65/80	208	278
BEECHCRAFT 200 SUPER KING AIR	4 599	5 941
BEECHCRAFT 76 DUCHESS	29	44
BELL MODEL 214ST	15	10
BELL 206B JET RANGER	10 111	8 716
BELL 206L LONG RANGER	1 466	724
BELL 212	318	89
BELL 222	290	12
BELL 47G	84	100
CESSNA 150	133	140
CESSNA 172 SKYHAWK	598	405
CESSNA 180 SKYWAGON	394	308
CESSNA 310	1 965	1 427
CESSNA 337 SUPER SKYMASTER	127	94
CESSNA 401/402/411/421	2 186	2 304
CESSNA 404 TITAN	7 931	8 047
CESSNA 414A CHANCELLOR	324	278
CESSNA 425 CONQUEST I	166	220
CESSNA 441 CONQUEST	623	1 118
CESSNA 500 CITATION I	237	301
CESSNA 550 CITATION II	1 276	1 635
DASSAULT MYSTERE-FALCON 20	465	600
DE HAVILLAND DHC-6 TWIN OTTER	4 603	3 798
DORNIER 228-100/200	92	83
DOUGLAS DC3/C47 DAKOTA	374	610
EMBRAER EMB110 BANDEIRANTE	4 808	4 055
ENSTROM F28A/F280 SHARK	452	621
GATES LEARJET 35A	668	1 099
GROB G109B	59	51
GRUMMAN GA-7 COUGAR	67	159
GULFSTREAM JETPROP 800 TO 1000	211	281
HANDLEY PAGE JETSTREAM 31/200	1 544	1 654
HAWKER SIDDELEY DH114 HERON	318	243
HILLER UH12	87	118
HUGHES 269A	24	17
HUGHES 500	516	856
MBB B0105	6 822	2 296
PARTENAVIA P68B/C	3 918	4 809
PILATUS BN-2A ISLANDER	7 012	5 679
PILATUS BN-2A MKIII TRISLANDER	3 463	4 098
PIPER PA 18 SUPER CUB	9	12
PIPER PA-23 AZTEC/APACHE	9 225	9 626
PIPER PA-31T CHEYENNE I/II	1	2
PIPER PA-42 CHEYENNE III/IV	712	627
PIPER PA28 CHEROKEE SRS/PA32	360	158
PIPER PA30/PA39 TWIN COMANCHE	776	970
PIPER PA31/31P NAVAJO CHIEFTN	13 359	13 579
PIPER PA34 SENECA II	1 192	781
RO TURBO COMMANDER 680T/690	26	34
SHORTS 330	7 929	7 038
SHORTS 360	2 365	3 209
SIKORSKY S61N	11 794	4 381
SIKORSKY S76 SPIRIT	1 973	761
WESTLAND WHIRLWIND	59	80
WESTLAND 30 SRS 100	17	2
TOTAL	137 785	124 193

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

AIRLINE PERSONNEL COSTS (UK AND OVERSEAS) 1986

Table 1.18

	PILOTS AND CO-PILOTS			OTHER COCKPIT PERSONNEL			CABIN ATTENDANTS		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
Air Europe	77	-	22.66	-	-	-	18	177	5.76
Air UK	154	12	14.95	-	-	-	2	149	5.52
Britannia Airways	397	1	35.64	-	-	-	88	705	8.72
British Airways (a)	1 981	-	36.83	384	-	26.96	2 458	3 588	11.69
British Caledonian Airways	371	1	28.76	101	-	21.55	105	1 170	9.37
British Midland	154	-	23.66	-	-	-	34	156	9.04
Dan Air Services	460	7	23.27	47	-	19.47	-	772	7.28
Monarch Airlines	131	1	24.48	-	-	-	32	242	7.38
Orion Airways	114	2	27.42	1	-	6.00	48	166	8.95
Others	1 263	14	21.19	49	-	20.24	81	616	7.67

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	MAINTENANCE AND OVERHAUL PERSONNEL			TICKETING AND SALES PERSONNEL			ALL OTHER PERSONNEL		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
Air Europe	29	-	11.41	3	8	6.55	49	56	8.68
Air UK	323	3	10.37	33	85	7.10	107	109	8.32
Britannia Airways	639	76	14.67	32	83	11.26	119	176	10.89
British Airways (a)	6 921	275	13.64	1 680	1 957	15.43	14 037	5 325	12.45
British Caledonian Airways	1 240	104	8.86	1 109	902	15.48	882	290	12.68
British Midland	329	24	11.48	57	95	8.36	294	330	8.64
Dan Air Services	1 264	121	12.14	55	110	8.34	263	301	8.12
Monarch Airlines	-	-	-	20	45	7.75	53	58	8.92
Orion Airways	51	9	13.48	-	-	-	58	62	10.97
Others	1 352	28	12.50	253	413	8.06	992	357	10.27

(a) Includes British Airtours

UK AIRLINE PERSONNEL EMPLOYED IN GREAT BRITAIN 1986

Table 1.19

Region	Number of Personnel at end of June 1986				Number of personnel at end of December 1986			
	Male	Female	of which: Part time Female (a)	of which: Part time Male (a)	Male	Female	of which: Part time Female (a)	of which: Part time Male (a)
North	127	197	7	-	121	159	7	-
Yorkshire and Humberside	174	89	6	-	156	77	2	-
East Midlands	1 033	620	12	3	1 036	612	12	3
East Anglia	810	317	8	1	649	176	5	-
South East	29 942	13 258	234	121	29 905	12 779	263	133
South West	362	110	10	-	372	111	9	-
West Midlands	374	255	1	-	446	277	11	3
North West	1 469	1 038	18	4	1 384	762	20	1
Wales	94	115	-	-	57	46	-	-
Scotland	2 007	727	35	17	1 644	635	23	7
Total	36 942	16 726	331	146	35 770	15 634	352	147

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

Part 2

UK Airlines: Financial results

PART 2 UK Airlines - Financial Results

With effect from data relating to 1981, the number of UK airlines required to submit financial data has been reduced in order to lessen the burden of statistical reporting placed upon the smaller operators. Financial returns are now collected only from those holders of class 1-6 Air Transport Licences whose fleet has an aggregated maximum take-off weight exceeding 200 tonnes. No estimates have been made for those, therefore, not included.

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

The standardised profit and loss account return was revised with effect from 1980. It is unfortunately not possible to convert the historic data to the new format and table 2.4 is therefore presented in two parts; table 2.4.1 presents results for 1978 and 1979 only and table 2.4.2 presents results for 1980-1985. Please note that overall industry estimates for the latest year (1986) have not been made.

Tables 2.7 to 2.9 inclusive give the individual financial results for individual major airlines in 1985. The figures are supplied by airlines on the standard returns and may not correspond with published company accounts. Data for Virgin Atlantic represents an 18 month period and is excluded from the summary tables.

Details of the operating and traffic statistics reported by each airline for the period of their 1985 financial year are included in tables 2.10 to 2.12 inclusive.

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

**FINANCIAL RESOURCES OF MAJOR UNITED KINGDOM
AIRLINES 1978-1985**

Table 2.1

	(£million)							
	1978	1979	1980	1981	1982	1983	1984	1985(a)
Private Sector								
Total assets employed	161.6	280.3	422.7	276.1	316.0	408.5	584.6	654.6
of which								
Operating equipment and Property	184.1	302.6	454.0	292.4	303.4	451.5	636.8	762.0
Payments on account of Aircraft								
under construction	4.9	13.2	1.9	2.3	17.0	19.8	3.5	4.8
Other non-current assets	4.8	7.5	5.8	7.8	7.6	13.7	16.6	22.4
Total net current assets	(32.4)	(43.0)	(39.1)	(26.5)	(11.9)	(76.6)	(72.1)	(134.7)
Total liabilities	161.5	280.3	422.7	276.1	316.0	408.5	584.6	654.6
of which								
Shareholders' Funds	39.9	58.2	67.3	42.3	48.2	64.8	100.3	105.5
Operating Profit (or loss)	29.7	23.8	33.2	19.9	54.0	62.8	43.9	54.2
Operating Profit (or loss) as a								
percentage of total assets								
employed	18.4	8.5	7.9	7.2	17.1	15.4	7.5	8.3
Shareholders funds as a percentage								
of total liabilities	24.7	20.8	15.9	15.3	15.3	15.9	17.2	16.1
Public Sector								
Total assets employed	768.6	934.3	1069.2	706.6	753.4	974.0	912.8	889.8
of which								
Operating equipment and Property	677.0	892.0	1097.4	938.0	948.3	1237.0	1234.5	1173.5
Payments on account of Aircraft								
under construction	150.9	144.9	84.7	34.6	29.2	25.6	12.4	141.8
Other non-current assets	18.9	24.0	17.8	21.2	18.6	20.2	4.2	5.0
Total net current assets	(78.1)	(126.6)	(130.6)	(287.1)	(242.8)	(308.7)	(338.3)	(430.5)
Total liabilities	768.6	934.3	1069.2	707.6	753.4	974.0	912.8	889.8
of which								
Public Dividend Capital	453.9	471.4	334.3	(306.7)	(221.3)	125.7	285.8	479.9
Operating Profit (or loss)	76.1	16.0	(106.6)	5.9	174.0	273.5	303.0	204.5
Operating Profit (or loss) as a								
percentage of total assets								
employed	9.9	1.7	(10.0)	0.8	23.1	28.1	33.2	23.0
Public Dividend Capital as a								
percentage of total liabilities	59.1	50.5	31.1	(43.4)	(29.4)	12.9	31.3	53.9

(a) Excludes Virgin Atlantic whose Financial Report covers 18 months

**REVENUES, EXPENSES AND PROFITS OF MAJOR
UNITED KINGDOM AIRLINES 1978-1985**

Table 2.2

	1978	1979	1980	1981	1982	1983	1984	1985 (a)
	(£ million)							
PRIVATE SECTOR								
Total Operating Revenues	526.7	629.8	853.0	880.7	1018.3	1126.4	1316.3	1470.9
Total Operating Expenses	497.0	606.0	819.8	860.8	964.3	1063.6	1272.4	1416.7
Operating profit (or loss)	29.7	23.8	33.2	19.9	54.0	62.8	43.9	54.2
Non-operating items (net)	(2.2)	(9.5)	(18.6)	(12.1)	(14.6)	(15.0)	2.0	(17.1)
Profit (or loss) before Tax	27.4	14.3	14.6	7.8	39.4	47.8	45.9	37.1
PUBLIC SECTOR								
Total Operating Revenues	1409.7	1662.1	1763.5	1875.3	2052.2	2225.2	2636.9	2794.8
Total Operating Expenses	1333.6	1646.1	1870.2	1869.4	1878.2	1951.7	2333.8	2590.3
Operating profit (or loss)	76.1	16.0	(106.6)	5.9	174.0	273.5	303.0	204.5
Non-operating items (net)	14.3	3.5	(34.1)	(119.6)	(112.1)	(88.4)	(134.9)	(21.3)
Profit (or loss) before Tax	90.4	19.5	(140.7)	(113.7)	61.9	185.1	168.1	183.2
ALL MAJOR AIRLINES								
Total Operating Revenues	1936.4	2291.9	2616.5	2756.0	3070.5	3351.6	3953.2	4265.7
Total Operating Expenses	1830.6	2252.1	2690.0	2730.2	2842.5	3015.3	3606.2	4007.0
Operating profit (or loss)	105.8	39.8	(73.4)	25.8	228.0	336.3	346.9	258.7
Non-operating items (net)	12.1	(6.0)	(52.7)	(131.7)	(126.7)	(103.4)	(132.9)	(38.4)
Profit (or loss) before Tax	117.8	33.8	(126.1)	(105.9)	101.3	232.9	214.0	220.3

(a) Excludes Virgin Atlantic whose Financial Report covers 18 months

**TRENDS IN MAJOR UNITED KINGDOM AIRLINES'
OPERATING COSTS AND REVENUES 1978-1985**

Table 2.3

ALL AIRLINES	1978	1979	1980	1981	1982	1983	1984	1985 (a)
COSTS								
Comparison with 1975 (1975=100)								
Aircraft fuel and oil	147.3	238.3	318.9	336.4	349.2	339.5	402.4	390.3
Crew salaries and expenses	158.2	165.1	288.1	215.1	201.5	213.9	236.0	251.0
Aircraft depreciation and rental	162.9	178.2	196.2	223.2	196.8	209.4	292.9	381.4
Other costs	187.3	215.7	248.4	241.9	259.0	285.9	340.1	392.9
Total Operating Costs	174.3	214.5	256.2	260.0	270.7	287.2	343.4	381.6
Comparison with Total - Percentage distribution								
Aircraft fuel and oil	19.1	25.2	28.2	29.3	29.2	26.8	26.5	23.2
Crew salaries and expenses	6.2	5.3	5.0	5.7	5.1	5.1	4.7	4.5
Aircraft depreciation and rental	7.2	6.4	5.9	6.6	5.6	5.6	6.5	7.7
Other costs	67.5	63.2	60.9	58.4	60.1	62.5	62.2	64.6
Total Operating costs	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
REVENUES								
Comparison with 1975 (1975=100)								
Scheduled services	188.3	222.6	251.5	260.5	287.8	312.9	370.5	402.8
Non-Scheduled services	162.8	191.7	237.1	272.3	317.3	349.2	404.4	405.8
Incidental Revenues	138.0	174.4	150.3	130.2	119.8	146.0	180.9	310.2
Total Operating Revenues	181.8	215.2	245.7	258.8	288.3	314.7	371.2	400.6
Comparison with Total - Percentage distribution								
Scheduled services	80.6	80.5	79.7	78.3	77.7	77.4	77.7	78.3
Non-Scheduled services	17.1	17.0	18.5	20.1	21.1	21.2	20.8	19.4
Incidental Revenues	2.3	2.5	1.9	1.5	1.3	1.4	1.5	2.4
Total Operating Revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) Excludes Virgin Atlantic whose Financial Report covers 18 months

**MAJOR UNITED KINGDOM AIRLINES - PROFIT AND LOSS
ACCOUNT SUMMARY 1978-1979**

**Table 2.4.1
(£million)**

		1978			1979		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
REVENUES							
1	Scheduled Passenger (individually booked seats direct to passenger)	1355.5	1181.3	174.2	1587.9	1379.4	208.5
2	Scheduled Passenger (all block-booked seats including part-charter)	20.1	19.2	0.9			
3	Scheduled Excess baggage	12.6	10.1	2.5	13.9	11.4	2.5
4	Scheduled Freight and Diplomatic bags	152.8	131.4	21.4	179.4	153.2	26.2
5	Scheduled Mail	39.2	36.2	3.0	43.1	39.3	3.8
6	Non-scheduled flights (a) Inclusive tours	216.5	26.2	190.3	302.7	41.0	261.7
	(b) ABC other than part-charter	44.8	18.1	26.7	14.1	-	14.1
	(c) Affinity groups	6.4	-	6.4	5.4	3.8	1.6
	(d) Cargo	48.5	-	48.5	34.4	0.1	34.3
	(e) Other	15.5	-	15.5	34.1	7.0	27.1
7	Incidental Revenue	44.7	6.4	38.3	56.5	7.7	48.8
8	Total Operating Revenues	1936.4	1409.7	526.7	2291.9	1662.1	629.8
EXPENSES							
9	Flight crew salaries and expenses	114.2	80.4	33.8	119.2	79.0	40.2
10	Aircraft fuel and oil	350.2	239.0	111.2	566.7	411.5	155.2
11	Flight equipment insurance	9.3	5.4	3.9	7.8	3.6	4.2
12	Uninsured losses	0.3	0.3	-	1.0	1.0	-
13	Rental of flight equipment	56.9	25.3	31.6	61.2	26.6	34.6
14	Flight crew training (when not amortised)	12.1	8.7	3.4	15.2	11.0	4.2
15	Flight expenses other than items 9 to 14	14.5	3.4	11.1	20.2	11.3	8.9
16	Maintenance and overhaul	246.4	181.1	65.3	279.0	210.2	68.8
17	Depreciation of aircraft fleet (including spares)	74.4	57.4	17.0	82.4	58.4	24.0
18	Depreciation of ground property and equipment	14.0	12.5	1.5	20.3	18.0	2.3
19	Amortisation of development and pre-operating costs	0.7	-	0.7	0.8	-	0.8
20	Flight crew training (when amortised)	1.1	-	1.1	0.8	-	0.8
21(a)	Landing and departure fees	122.9	77.5	45.4	120.0	79.2	40.8
(b)	Aerodrome, En-route, and other Navigation service charges	44.9	27.0	17.9	62.7	32.5	30.2
22	Station and ground expenses other than Item 21	217.3	180.1	37.2	233.3	181.0	52.3
23(a)	Passenger services - cabin staff and other flight expenses	223.4	142.0	47.2	190.6	142.7	47.9
(b)	Passenger services - other passenger service costs		34.2		41.3	31.8	9.5
24	Ticketing, sales and promotion	244.5	214.8	29.7	296.6	264.5	32.1
25	General and administrative	55.6	34.3	21.3	95.4	66.7	28.7
26	Other operating expenses	28.1	10.2	17.9	37.6	17.1	20.5
27	Total Operating Expenses	1830.6	1333.6	497.0	2252.1	1646.1	606.0
28	Operating Profit or (Loss)	105.8	76.1	29.7	39.8	16.0	23.8
29	Profit or loss on disposal of fixed assets	5.4	0.7	4.7	5.3	4.3	1.0
30	Interest payable less receivable (Net)	5.0	10.8	(5.8)	(37.6)	(24.7)	(12.9)
31	Direct subsidies from public funds	-	-	-	-	-	-
32	Other payments from public funds	-	-	-	-	-	-
33	Dividends receivable	22.3	22.3	-	21.4	21.2	0.2
34	Other non-operating items	(20.6)	(19.5)	(1.1)	5.0	2.7	2.3
35	Non-Operating Items (Net)	12.1	14.3	(2.2)	(6.0)	3.5	(9.5)
36	Profit or Loss (-) Before Taxation	117.8	90.4	27.4	33.8	19.5	14.3

**MAJOR UNITED KINGDOM AIRLINES - PROFIT AND LOSS
ACCOUNT SUMMARY 1980-1985**

**Table 2.4.2
(£million)**

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

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

(b) Included under appropriate cost items.

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

Table 2.4.2 cont

1982			1983			1984		
Total	Public Sector (a)	Private Sector	Total	Public Sector (a)	Private Sector	Total	Public Sector (a)	Private Sector
2125.5)	1750.4)	44.6 330.5)	2308.6)	1875.5)	49.3 383.8)	2722.1)	2226.1)	52.7 443.3)
25.8	20.5	5.3	27.2	21.6	5.6	23.9	17.9	6.0
191.8	151.0	40.8	214.7	172.3	42.4	277.3	213.4	63.9
42.0	35.7	6.3	42.3	35.4	6.9	47.1	38.9	8.2
)))))))))
)))))))))
)))))))))
646.7)	86.8)	559.9)	711.6)	111.9)	599.7)	824.1)	130.8)	693.3)
)))))))))
38.8	7.9	30.9	47.3	8.5	38.8	58.6	9.7	48.9
3070.5	2052.2	1018.3	3351.6	2225.2	1126.4	3953.2	2636.9	1316.3
121.6	76.1	45.5	128.4	79.9	48.5	139.4	81.5	57.9
23.9	14.2	9.7	26.0	15.7	10.3	31.0	20.5	10.5
78.4	56.6	21.8	85.7	62.2	23.5	87.9	63.7	24.2
48.2	37.1	11.1	53.8	41.5	12.3	69.7	53.6	16.1
830.4	530.5	299.9	807.3	508.1	299.2	956.8	608.8	348.0
14.3	6.5	7.8	14.9	6.6	8.3	18.3	7.1	11.2
46.1	11.5	34.6	52.4	11.3	41.1	75.1	11.6	63.5
11.8	9.5	2.3	10.6	7.8	2.8	12.8	7.9	4.9
5.4	-	5.4	7.7	0.1	7.6	13.2	-	13.2
)	)	)	)	)	)	)	93.0)
262.9)	177.2)	85.7)	282.6)	172.4)	110.2)	318.8)	100.0	125.8)
112.5	83.5	29.0	116.4	82.1	34.3	161.0	117.7	43.3
4.7	(b)	4.7	5.3	(b)	5.3	6.3	(b)	6.3
)	-	)	0.8	-	0.8	1.2	-	1.2
2.1)	-	2.1)	1.2	-	1.2	1.1	-	1.1
)	62.1	)	)	57.1	)	)	64.6)
)))))))))
334.6)	53.4	156.9)	370.6)	59.1	181.8)	436.9)	68.3	216.1)
)	62.2	)	)	72.6	)	)	87.9)
173.6	147.1	26.5	184.5	157.0	27.5	206.1	176.8	29.3
)	)	)	)	)	)	)	23.7)
133.2)	91.2)	42.0)	150.7)	104.1)	46.6)	187.7)	104.4	59.6)
74.1	35.3	38.8	91.2	43.2	48.0	109.4	52.9	56.5
7.0	4.1	2.9	8.3	5.0	3.3	13.2	9.0	4.2
)	)	)	)	)	21.2)))
190.7)	156.0)	23.7)	207.7)	169.4)	4.5	178.1)	142.0)	36.1)
)	)	11.0	)	)	12.6	93.3	77.8	15.5
175.0	145.8	29.2	196.5	160.7	35.8	241.0	201.0	40.0
126.4	63.1	63.3	143.2	84.7	58.5	177.8	106.4	71.4
63.3	57.6	5.7	55.9	49.2	6.7	61.0	53.5	7.5
2.4	(2.2)(c)	4.6	14.0	2.1(c)	11.9	8.9	-	8.9
2842.5	1878.2	964.3	3015.3	1951.7	1063.6	3606.2	2333.8	1272.4
228.0	174.0	54.0	336.3	273.5	62.8	346.9	303.0	43.9
8.0	7.4	0.6	8.6	5.6	3.0	13.1	(5.1)	18.2
(123.4)	(109.5)	(13.9)	(108.3)	(91.3)	(17.0)	(87.6)	(70.8)	(16.8)
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
22.5	22.3	0.2	(3.1)	(3.1)	-	(41.1)	(41.1)	-
(33.8)	(32.3)	(1.5)	(0.5)	0.5	(1.0)	(17.4)	(18.0)	0.6
(126.7)	(112.1)	(14.6)	(103.4)	(88.4)	(15.0)	(132.9)	(134.9)	2.0
101.3	61.9	39.4	22.9	185.1	47.8	214.0	168.1	45.9

MAJOR UNITED KINGDOM AIRLINES - PROFIT AND LOSS
ACCOUNT SUMMARY 1980-1985

Table 2.4.2 cont

		1985		
		Total	Public Sector (a)	Private Sector (d)
REVENUES				
1	Scheduled Passenger (a) First Class	)	)	63.2
	(b) Normal Economy	2954.0)	2349.9)	540.9)
	(c) Other Scheduled Service Passengers)))
2	Scheduled Excess Baggage	25.5	16.2	9.3
3	Scheduled Cargo and Diplomatic bags	306.2	226.2	80.0
4	Scheduled and Non-scheduled Mail	52.4	41.5	10.9
5	Non-scheduled flights (a) Inclusive Tours)))
	(b) ABC other than part charter)))
	(c) Cargo	827.1)	151.3)	675.8)
	(d) Other)))
6	Incidental Revenue	100.5	9.6	90.9
7	Total Operating Revenues	4265.7	2794.8	1470.9
EXPENSES				
8	Flight crew salaries	146.0	89.0	57.0
9	Flight crew allowances and expenses	35.2	22.1	13.1
10	Cabin crew salaries (including training)	112.6	79.9	32.7
11	Cabin crew allowances and expenses	75.9	59.6	16.3
12	Aircraft fuel and oil	928.1	572.0	356.1
13	Flight equipment insurance and uninsured losses	31.6	16.6	15.0
14	Rental of flight equipment	144.2	68.5	75.7
15	Flight crew training (when not amortised)	13.0	8.2	4.8
16	Flight crew expenses other than items 8-15	13.3	0.7	12.6
17	Maintenance and overhaul (a) Fixed	)	108.6)
	(b) Variable	370.6)	120.7	141.3)
18	Depreciation of aircraft fleet (including spares)	163.2	112.6	50.6
19	Depreciation of ground property and equipment	7.6	(b)	7.6
20	Amortisation of development and pre-operating costs	1.2	-	1.2
21	Flight crew training (when amortised)	1.0	-	1.0
22	Landing and departure fees	)	66.9)
23	En-route and other Navigation service charges)))
		449.9)	67.7	225.6)
24	Handling charges and parking fees	)	89.7)
25	Station costs	234.2	198.6	35.6
26	Passenger services (a) Fixed	)	31.6)
	(b) Variable	)	117.6)
27	Passenger embarkation fees	346.6)	59.1	128.3)
28	Passenger insurance	)	10.0)
29	Sales	)	)	34.2
30	Reservations	189.3)	150.2)	4.9
31	Advertising and promotion	110.7	90.5	20.2
32	Commission	269.8	216.7	53.1
33	General and administrative	254.5	156.3	98.2
34	Specific cargo costs	85.6	76.8	8.8
35	Other operating expenses	23.1	-	23.1
36	Total Operating Expenses	4007.0	2590.3	1416.7
37	Operating Profit (or Loss)	258.7	204.5	54.2
38	Profit or Loss on disposal of fixed assets	11.2	(2.8)	14.0
39	Interest payable less receivable (Net)	(61.5)	(26.8)	(34.7)
40	Direct subsidies from public funds	-	-	-
41	Other payments from public funds	-	-	-
42	Dividends receivable	(4.1)	(5.9)	1.8
43	Other non-operating items	16.1	14.2	1.9
44	Non-Operating Items (Net)	(38.4)	(21.3)	(17.1)
45	Profit or Loss (-) before Taxation	220.3	183.2	37.1

(d) Excludes Virgin Atlantic whose Financial Report covers 18 months

MAJOR UNITED KINGDOM AIRLINES - APPROPRIATION ACCOUNT
SUMMARY 1978-1985

Table 2.5
(£ million)

	1978			1979			1980			1981		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1 Profits or loss before Taxation	117.8	90.4	27.4	33.8	19.5	14.3	(126.1)	(140.7)	14.6	(105.9)	(113.7)	7.8
2 Taxation	(18.2)	(12.7)	(5.5)	(17.4)	(8.5)	(8.9)	(12.4)	(3.7)	(8.7)	(8.2)	(5.4)	(2.8)
3 Profit or loss after Taxation	99.7	77.7	22.0	16.4	11.0	5.4	(138.5)	(144.4)	5.9	(114.1)	(119.1)	5.0
4 Exceptional items and prior year adjustments	3.8	-	3.8	17.3	-	17.3	9.9	-	9.9	(420.2)	(426.4)	6.2
5 Transfers from reserves	8.2	(0.5)	8.7	4.7	(0.5)	5.2	15.3	(0.7)	16.0	24.3	0.7	23.6
6 Available for appropriation	111.8	77.3	34.5	38.3	10.5	27.8	(113.3)	(145.1)	31.8	(510.1)	(544.9)	34.8
7 Dividends	38.0	15.0	23.0	14.7	7.0	7.7	17.4	-	17.4	35.0	-	35.0
8 Transfers to reserves	73.8	62.3	11.5	23.6	3.5	20.1	(130.6)	(145.1)	14.5	(545.1)	(544.9)	(0.2)

	1982			1983			1984			1985(a)		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1 Profits or loss before Taxation	101.3	61.9	39.4	232.9	185.1	47.8	214.0	168.1	45.9	220.3	183.2	37.1
2 Taxation	(15.7)	(9.5)	(6.2)	(18.5)	(3.2)	(15.3)	(22.2)	(2.2)	(20.0)	(17.0)	(1.8)	(15.2)
3 Profit or loss after Taxation	85.6	52.4	33.2	214.4	181.9	32.5	191.9	166.0	25.9	203.2	181.3	21.9
4 Exceptional items and prior year adjustments	18.2	26.1	(7.9)	32.9	33.2	(0.3)	12.8	10.7	2.1	3.0	-	3.0
5 Transfers from reserves	3.9	(1.3)	5.2	14.8	(0.5)	15.3	(1.3)	(0.5)	(0.8)	(3.0)	(0.6)	(2.4)
6 Available for appropriation	107.8	77.2	30.6	262.1	214.6	47.5	203.2	176.1	27.1	203.3	180.8	22.5
7 Dividends	21.5	-	21.5	29.7	-	29.7	6.2	-	6.2	26.4	0.4	26.0
8 Transfers to reserves	86.3	77.2	9.1	232.3	214.6	17.7	197.0	176.1	20.9	177.0	180.4	(3.4)

(a) Excludes Virgin Atlantic whose Financial Report covers 18 months

MAJOR UNITED KINGDOM AIRLINES
BALANCE SHEET SUMMARY 1978-1985

Table 2.6
(& million)

	1978			1979		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
ASSETS EMPLOYED						
1 Operating Equipment and Property						
Aircraft fleet (including spares)	1323.5	1093.9	229.6	1673.5	1314.8	358.7
Less: amortisation and depreciation	661.2	593.1	68.1	716.7	632.3	84.4
Aircraft fleet after depreciation	662.3	500.8	161.5	956.9	682.6	274.3
Property and other equipment	331.4	299.6	31.8	382.5	342.6	39.9
Less: amortisation and depreciation	132.6	123.5	9.1	144.7	133.2	11.5
Property after depreciation	198.8	176.2	22.6	237.7	209.4	28.3
Payments on account of aircraft under construction	155.8	150.9	4.9	158.1	144.9	13.2
2 Interests in Group Companies						
Shares	1.1	-	1.1	0.7	-	0.7
Advances and debts not currently receivable	0.2	-	0.2	0.3	-	0.3
3 Trade Investments						
Shares	1.5	1.4	0.1	6.0	5.4	0.6
Advances and debts not currently receivable	2.3	2.2	0.1	2.2	2.1	0.1
4 Current Assets						
Stocks and work in progress	42.5	23.9	18.6	49.3	29.6	19.7
Debtors and prepayments	369.6	307.3	62.3	428.6	349.0	79.6
Short-term loans and deposits	38.7	38.2	0.5	8.3	8.2	0.1
Bank balance and cash	64.9	35.5	29.4	50.9	25.1	25.8
Group companies advances and debts currently receivable	9.3	-	9.3	8.8	-	8.8
Other items	1.3	0.1	1.2	5.3	0.1	5.2
Total current Assets	526.2	404.9	121.3	551.2	412.0	139.2
5 Less: Current Liabilities						
Creditors and accruals	351.6	249.1	102.5	388.2	275.9	112.3
Traffic revenue received in advance	202.8	174.9	27.9	251.1	213.3	37.8
Taxation	21.9	19.9	2.0	11.2	9.1	2.1
Dividends	15.0	15.0	-	7.2	7.0	0.2
Bank Overdrafts	6.7	-	6.7	10.3	0.9	9.4
Installments of borrowings and hire purchase liabilities repayable within one year	33.0	24.1	8.9	41.5	32.4	9.1
Group companies advances and debts currently payable	4.8	-	4.8	8.7	-	8.7
Other items	0.9	-	0.9	2.5	-	2.5
Total Current Liabilities	636.7	483.0	153.7	720.8	538.6	182.2
Total Net Current Assets	(110.5)	(78.1)	(32.4)	(169.6)	(126.6)	(43.0)
6 Unamortised Costs						
Pre-operational training and development	2.9	-	2.9	3.4	-	3.4
Other items	-	-	-	-	-	-
7 Other Assets	15.7	15.3	0.4	18.9	16.5	2.4
TOTAL ASSETS	930.1	768.6	161.5	1214.6	934.3	280.3
FINANCED BY:						
8 Shareholders Funds						
Share Capital	159.3	150.0	9.3	170.3	160.0	10.3
Share Premium Account	2.4	-	2.4	2.4	-	2.4
Reserves: Capital	9.8	-	9.8	)	)	9.6
Self-Insurance	-	-	-	356.9)	311.4)	-
Revenue	314.8	296.4	18.4	)	)	26.0
Other	7.4	7.4	-	)	)	9.9
9 Borrowings etc. Repayable more than one year ahead						
Advances from other Group companies	15.1	-	15.1	12.4	-	12.4
Bank Loans	)	134.4	)	236.6	234.9	1.7
Other Loans	400.9)	178.5	88.0)	411.3	225.5	185.8
Hire Purchase Liabilities	)	-	)	6.5	-	6.5
10 Deferred Liabilities						
Taxation	11.7	0.2	11.5	3.8	0.4	3.4
Other	8.7	1.7	7.0	14.4	2.1	12.3
TOTAL LIABILITIES	930.1	768.6	161.5	1214.6	934.3	280.3

Table 2.6 cont
(£ million)

1980			1981			1982			1983		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
2045.2	1511.5	533.7	1950.2	1615.3	334.9	1994.4	1640.8	353.6	2455.4	1942.0	513.4
762.2	650.9	111.3	981.5	898.5	83.0	992.6	896.3	96.3	1076.7	959.0	117.7
1283.0	860.6	422.4	968.8	716.9	251.9	1001.6	744.4	257.2	1378.7	983.0	395.7
427.4	380.4	47.0	445.1	389.2	55.9	443.8	379.3	64.5	522.2	443.7	78.5
159.1	143.7	15.4	183.6	168.2	15.4	193.9	175.5	18.4	212.4	189.7	22.7
268.4	236.8	31.6	261.6	221.1	40.5	250.1	203.9	46.2	309.8	254.0	55.8
86.6	84.7	1.9	36.9	34.5	2.3	46.2	29.2	17.0	45.4	25.6	19.8
1.5	-	1.5	0.5	-	0.5	1.0	-	1.0	2.5	-	2.5
0.1	-	0.1	0.4	-	0.4	0.3	-	0.3	0.1	-	0.1
4.3	4.2	0.1	4.3	4.1	0.2	1.8	1.6	0.2	3.8	3.3	0.5
2.0	2.0	-	2.2	2.1	0.1	2.4	2.0	0.4	0.3	-	0.3
63.9	31.7	32.2	56.3	33.0	23.3	42.1	14.9	27.2	47.5	15.0	32.5
453.0	360.9	92.1	557.0	446.8	110.2	560.4	456.2	104.2	590.7	462.3	128.4
4.8	4.5	0.3	7.7	-	7.7	15.0	7.9	7.1	6.4	3.5	2.9
75.3	33.7	41.6	54.1	4.5	49.6	96.2	30.5	65.7	116.2	30.2	86.0
5.7	-	5.7	65.6	30.5	35.1	47.6	-	47.6	46.0	-	46.0
3.3	0.1	3.2	-	-	-	1.1	-	1.1	0.3	-	0.3
605.8	430.8	175.0	740.7	514.8	225.9	762.4	509.5	252.9	807.1	511.0	296.1
421.7	300.6	121.1	684.8	550.3	134.5	532.8	388.9	143.9	642.0	461.4	180.6
255.1	204.6	50.5	296.0	241.7	54.3	333.4	279.2	54.2	359.1	293.8	65.3
6.4	5.0	1.4	13.8	8.5	5.3	7.1	3.2	3.9	4.9	3.0	1.9
1.1	0.8	0.3	0.7	-	0.7	1.0	-	1.0	12.0	-	12.0
12.5	-	12.5	12.4	1.4	11.0	11.0	2.1	8.9	18.5	0.1	18.4
68.4	50.5	17.9	28.7	-	28.7	105.3	78.9	26.4	100.2	61.5	38.7
5.6	-	5.6	12.5	-	12.5	22.6	-	22.6	17.5	-	17.5
4.8	-	4.8	5.3	-	5.3	3.9	-	3.9	38.3	-	38.3
775.5	561.4	214.1	1054.3	802.0	252.3	1017.1	752.3	264.8	1192.4	819.8	372.6
(169.7)	(130.6)	(39.1)	(313.6)	(287.1)	(26.5)	(254.7)	(242.8)	(11.9)	(385.3)	(308.7)	(76.6)
4.1	-	4.1	4.3	-	4.3	3.6	-	3.6	3.5	-	3.5
-	-	-	-	-	-	0.2	-	0.2	6.8	-	6.8
11.6	11.6	-	17.3	15.0	2.3	16.9	15.0	1.9	16.9	16.9	-
1491.9	1069.2	422.7	982.7	706.6	276.1	1069.4	753.4	316.0	1382.5	974.0	408.5
195.4	170.0	25.4	211.7	180.0	31.7	211.5	180.0	31.5	211.5	180.0	31.5
2.4	-	2.4	2.4	-	2.4	2.4	-	2.4	2.4	-	2.4
)	)	5.1	10.9	-	10.9	11.9	-	11.9	21.2	-	21.2
203.8)	164.3)	-	-	-	-	-	-	-	-	-	-
)	)	20.8	(9.5)	-	(9.5)	(9.0)	-	(9.0)	(44.6)	(54.3)	9.7
)	)	13.6	(479.9)	(486.7)	6.8	(389.9)	(401.3)	11.4	-	-	-
42.6	-	42.6	71.5	-	71.5	85.3	-	85.3	85.8	-	85.8
)	461.7	)	650.2	650.2	-	)	623.1	)	)	571.2)
1032.3)	270.2	300.4)	501.9	360.4	141.5	1122.3)	351.2	148.0)	994.1)	268.4	154.5)
8.6	-	8.6	7.4	-	7.4	7.1	-	7.1	60.4	-	60.4
0.6	0.2	0.4	1.4	0.1	1.3	7.4	-	7.4	31.3	7.9	23.4
6.2	2.7	3.5	14.6	2.6	12.0	20.2	0.3	19.9	20.4	0.8	19.6
1491.9	1069.2	422.7	982.7	706.6	276.1	1069.4	753.4	316.0	1382.5	974.0	408.5

Table 2.6 cont
(£ million)

	1984			1985		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector (a)
ASSETS EMPLOYED						
1 Operating Equipment and Property						
Aircraft fleet (including spares)	2736.1	2020.2	715.9	2882.0	2046.5	835.5
Less: amortisation and depreciation	1179.2	1036.8	142.4	1309.7	1145.2	164.5
Aircraft fleet after depreciation	1556.9	983.4	573.5	1572.2	901.3	670.9
Property and other equipment	551.7	460.4	91.3	633.7	507.2	126.5
Less: amortisation and depreciation	237.3	209.3	28.0	270.4	235.0	35.4
Property after depreciation	314.4	251.1	63.3	363.3	272.2	91.1
Payments on account of aircraft under construction	15.9	12.4	3.5	146.6	141.8	4.8
2 Interests in Group Companies						
Shares	2.7	-	2.7	4.2	-	4.2
Advances and debts not currently receivable	1.7	-	1.7	2.3	-	2.3
3 Trade Investments						
Shares	4.1	3.6	0.5	4.4	3.8	0.6
Advances and debts not currently receivable	0.1	-	0.1	-	-	-
4 Current Assets						
Stocks and work in progress	58.2	17.2	41.0	65.2	18.3	46.9
Debtors and prepayments	784.7	607.4	177.3	687.9	518.3	169.6
Short-term loans and deposits	66.0	64.3	1.7	34.3	23.8	10.5
Bank balance and cash	114.1	21.1	93.0	124.1	32.8	91.3
Group companies advances and debts currently receivable	92.6	-	92.6	83.0	-	83.0
Other items	4.7	-	4.7	14.2	-	14.2
Total current Assets	1120.2	709.9	410.3	1008.6	593.2	415.4
5 Less: Current Liabilities						
Creditors and accruals	766.8	556.6	210.2	797.5	559.5	238.0
Traffic revenue received in advance	476.8	404.4	72.4	454.4	386.4	68.0
Taxation	11.1	5.0	6.1	35.1	3.6	31.5
Dividends	3.1	-	3.1	2.0	0.2	1.8
Bank Overdrafts	19.3	1.1	18.2	26.7	0.3	26.4
Instalments of borrowings and hire purchase liabilities repayable within one year	139.6	81.2	58.4	126.0	67.6	58.4
Group companies advances and debts currently payable	80.4	-	80.4	58.0	-	58.0
Other items	33.6	-	33.6	74.1	6.2	67.9
Total Current Liabilities	1530.6	1048.3	482.3	1573.7	1023.7	550.0
Total Net Current Assets	(410.4)	(338.3)	(72.1)	(565.2)	(430.5)	(134.7)
6 Unamortised Costs						
Pre-operational training and development	5.2	-	5.2	9.0	-	9.0
Other items	6.3	-	6.3	6.2	-	6.2
7 Other Assets	0.7	0.6	0.1	1.3	1.2	0.1
TOTAL ASSETS	1497.4	912.8	584.6	1544.4	889.8	654.6
FINANCED BY:						
8 Shareholders Funds						
Share Capital	213.1	180.1	33.0	213.4	180.1	33.3
Share Premium Account	3.0	-	3.0	3.0	-	3.0
Reserves: Capital	29.4	1.3	28.1	29.1	1.6	27.5
Self-Insurance	-	-	-	-	-	-
Revenue	111.0	81.0	30.0	319.2	278.0	41.2
Other	29.6	23.4	6.2	20.7	20.2	0.5
9 Borrowings etc. Repayable more than one year ahead						
Advances from other Group companies	38.6	-	38.6	48.1	-	48.1
Bank Loans	) 450.9	)	)	) 230.2))
Other Loans	944.0	114.7	378.4	729.5	81.5	417.8
Hire Purchase Liabilities)	-))	-)
10 Deferred Liabilities						
Taxation	45.8	7.9	37.9	58.7	7.9	50.8
Other	83.0	53.6	29.4	122.8	90.4	32.4
TOTAL LIABILITIES	1497.4	912.8	584.6	1544.4	889.8	654.6

(a) Excludes Virgin Atlantic whose Financial Report covers 18 months

MAJOR UNITED KINGDOM AIRLINES
INDIVIDUAL AIRLINE PROFIT AND LOSS ACCOUNT 1985

Table 2.7
(£000)

		(a) British Airways Consolidated	Air Bridge Carriers	Air Europe	Air UK	Britannia Airways	British Air Ferries
REVENUES	Financial year ending	31.3.86	31.12.85	31.3.86	31.12.85	31.12.85	31.3.86
1	Scheduled passenger (a) First class)	-	-	-	-	-
	(b) Normal economy	2 349 949)	-	)	)	996	2 982
	(c) Other scheduled service passengers	)	-	2 427)	53 554)	-	-
2	Scheduled Excess Baggage	16 185	-	22	128	-	-
3	Scheduled cargo and diplomatic bags	226 217	6 582	41	1 105	-	4 502
4	Scheduled and non-scheduled Mail	41 491	-	1	28	-	269
5	Non-scheduled flights (a) Inclusive Tours	)	-	)	)	208 226	3 271
	(b) ABC Other than part-charter)	-))	-	-
	(c) Cargo	151 333)	-	48 458)	828)	-	-
	(d) Other	)	6 285	)	)	128)
6	Incidental Revenue	9 644	-	10 689	1 708	21 540	4 984)
7	Total Operating Revenues	2 794 819	12 840	61 638	57 351	230 860	17 010
EXPENSES							
8	Flight crew salaries	88 953	600	1 754	3 273	10 359	942
9	Flight crew allowances and expenses	22 111	390	599	792	2 917	362
10	Cabin crew salaries (including training)	79 906	-	1 287	1 095	6 169	286
11	Cabin crew allowances and expenses	59 644	-	16	395	1 806	241
12	Aircraft fuel and oil	572 000	2 888	14 545	9 265	59 479	3 050
13	Flight equipment insurance and uninsured losses	16 575	285	1 089	785	2 129	374
14	Rental of flight equipment	68 509	514	-	413	25 096	677
15	Flight crew training (when not amortised)	8 246	163	194	709	348	136
16	Flight expenses other than items 8 to 15	694	90	442	-	-	236
17	Maintenance and overhaul (a) Fixed	108 624	742	)	1 264))
	(b) Variable	120 693	2 790	2 935)	5 849	25 422)	2 250)
18	Depreciation of aircraft fleet (including spares)	112 630	217	4 968	4 080	3 094	1 043
19	Depreciation of ground property and equipment	(c)	50	144	-	1 001	68
20	Amortisation of development and pre-operating costs	-	-	119	86	-	-
21	Flight crew training (when amortised)	-	-	-	-	-	-
22	Landing and departure fees	66 926	2 407	1 976	5 947	9 172	1 439
23	En route, and other Navigation service charges	67 713	400	3 723	2 186	15 873	1 026
24	Handling charges and parking fees	89 708	-	5 552	6 375	18 286	1 213
25	Station costs	198 592	280	62	2 224	2 881	223
26	Passenger services (a) Fixed	31 597	-))))
	(b) Variable	117 574	-	2 627)	2 522)	11 038)	178)
27	Passenger embarkation fees	59 125	-	3 510	3 727	16 471	675
28	Passenger insurance	9 991	-	-	97	1 282	161
29	Sales	)	-	199	366	220	38
30	Reservations	150 224)	-	-	1 111	-	-
31	Advertising and promotion	90 490	34	141	707	393	104
32	Commission	216 748	-	63	4 719	-	47
33	General and administrative	156 257	597	2 794	1 667	8 191	1 295
34	Specific cargo costs	76 810	-	-	7	-	-
35	Other operating expenses	-	-	5 328	-	-	-
36	Total Operating Expenses	2 590 340	12 447	54 067	59 661	221 627	16 064
37	Operating Profit (or Loss)	204 479	393	7 571	(2 310)	9 233	946
38	Profit or loss on disposal of fixed assets	(2 798)	(3)	-	1 522	-	329
39	Interest payable less receivable (net)	(26 751)	(212)	(3 878)	644	4 424	(619)
40	Direct subsidies from public funds	-	-	-	-	-	-
41	Other payments from public funds	-	-	-	-	-	-
42	Dividends receivable	(5 940)	25	-	-	-	-
43	Other non-operating items	14 194	-	-	(697)	-	237
44	Non-operating Items (Net)	(21 295)	(190)	(3 878)	1 469	4 424	(53)
45	Profit or Loss (-) before Taxation	183 184	203	3 693	(841)	13 657	893

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

(b) Covers the 18 months February 1985-July 1986 and is not included in 1985 data on summary tables 2.1 to 2.6.

(c) Included under appropriate cost items.

Table 2.7 cont'd

British Caledonian Airways	British Island Airways	British Midland Airways	Cal Air International	Dan-Air Services	Heavylift Cargo Airlines	Monarch Airlines	Orion Airways	Tradewinds Airways	Virgin Atlantic Airways
31.10.85	31.12.85	31.12.85	31.10.85	31.12.85	30.9.85	30.11.85	30.11.85	30.9.85	(b)
63 168)	-	-	-	-	-	-	-	-	-
350 050)	-	73 627	-	57 278	-	-	-	-	-
		-	-	-	-	-	-	-	50 000)
9 000	-	-	-	110	-	-	-	-	250
58 430	-	708	-	1 980	-	-	-	6 687	3 435
8 958	-	277	-	1 348	-	-	-	-	-
1 560	18 173	)	35 208	181 768	-	74 208	56 692	-	-
-	-	2 613)	-	-	-	-	-	-	-
-	-	)	93	1 341	12 421	-	-	12 340	-
888	-	)	-	6 317	64	-	-	-	-
2 514	925	6 510	-	35 439	-	5 889	3 588	1 050	2 097
494 568	19 098	83 735	35 301	285 581	12 485	80 097	60 280	20 077	55 782
14 259	941	3 138	990	12 746	447	3 457	3 077	995	997
2 920	207	674	603	1 524	460	401	766	443	132
12 935	442	1 021	840	5 261	-	1 825	1 544	-	1 276
8 442	131	573	515	2 286	-	377	1 533	-	748
109 342	5 622	14 387	11 292	76 834	3 263	21 365	15 974	8 824	12 543
2 164	284	1 049	341	2 751	253	2 127	1 000	327	1 735
7 074	273	790	4 632	12 907	2 338	14 627	5 027	1 289	1 417
1 409	-	178	87	1 068	66	170	211	28	-
6 306	21	95	428	1 682	102	-	1 268	1 885	196
16 032	)	5 450	)	4 816	)	)	)	1 085)
24 593	2 751)	4 052	5 278)	25 636	2 376)	5 601)	1 854)	505	6 542)
21 741	729	3 538	143	3 443	115	5 326	1 985	184	931
4 796	25	354	41	590	42	82	343	35	428
54	-	45	-	889	-	-	-	-	-
782	-	-	-	-	18	223	-	-	107
)	570	7 052	785	12 364	283	3 088	2 662	515	602
39 155)	1 113	3 467	1 378	16 523	296	5 833	3 715	888	1 277
)	2 497	4 926	2 815	25 934	486	6 744	5 485	1 411	4 330
25 419	155	2 782	-	-	-	1 255	-	334	-
)	)	235))	-))	-)
23 567)	)	3 153	1 868)	10 904)	-	3 350)	3 182)	-	2 614)
7 975	880)	6 225	-	16 231	-	52	4 315	-	-
1 162	)	189	326	1 903	-	476	-	-	-
31 187	92	605	73	1 166	-	296	-	-	-
877	-	1 409	-	1 524	-	-	-	-	-
15 420	34	2 315	16	827	138	11	-	27	-
37 081	275	4 319	-	5 893	646	-	-	76	4 760
30 487	806	4 704	458	38 566	1 216	1 303	3 332	1 752	13 120
7 284	-	1 343	-	-	-	-	-	123	-
9 931	-	307	2 617	1 884	20	2 981	-	-	412
462 394	17 848	78 375	35 526	286 152	12 565	80 970	58 273	20 726	54 167
32 174	1 250	5 360	(225)	(571)	(80)	(873)	2 007	(649)	1 615
10 037	(3)	(227)	-	1 307	-	989	-	-	-
(23 771)	(144)	(3 418)	249	(1 781)	(3)	(3 864)	(2 014)	(325)	(2 907)
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
24	-	600	-	1 106	-	-	-	-	-
-	-	(14)	-	169	-	-	2 166	-	-
(13 710)	(147)	(3 059)	249	801	(3)	(2 875)	152	(325)	(2 907)
18 464	1 103	(2 301)	24	230	(83)	(3 748)	2 159	(974)	(1 292)

Major United Kingdom Airlines
Individual Appropriation Accounts 1985

Table 2.8

(£000)

	British Airways Consolidated	Air Bridge Carriers	Air Europe	Air UK	Britannia Airways	British Air Ferries	British Caledonian Airways	British Island Airways
Financial Year Ending	31.3.86	31.12.85	31.3.86	31.12.85	31.12.85	31.3.86	31.10.85	31.12.85
1 Profit or loss before taxation	183 184	203	3 693	(841)	13 657	893	18 464	1 103
2 Taxation	(1 841)	95	(888)	435	(9 636)	-	(3 129)	(130)
3 Profit or loss after Taxation	181 343	298	2 805	(406)	4 021	893	15 335	973
4 Exceptional items and prior year adjustments	-	-	-	514	4 977	(56)	(3 034)	-
5 Transfers from reserves	(555)	-	-	-	-	20	-	-
6 Available for appropriation	180 788	298	2 805	108	8 998	857	12 301	973
7 Dividends	360	-	-	-	10 000	1 000	14 500	-
8 Transfers to reserves	180 428	298	2 805	108	(1 002)	(143)	(2 199)	973

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	British Midland Airways	Cal Air International	Dan-Air Services	Heavylift Cargo Airlines	Monarch Airlines	Orion Airways	Tradewinds Airways	Virgin Atlantic Airways
Financial Year Ending	31.12.85	31.10.85	31.12.85	30.9.85	30.11.85	30.11.85	30.9.85	(a)
1 Profit or loss before Taxation	2 301	24	230	(83)	(3 748)	2 159	(974)	(1 292)
2 Taxation	(1 017)	(3)	(154)	-	(273)	(482)	-	517
3 Profit or loss after Taxation	1 284	21	76	(83)	(4 021)	1 677	(974)	(775)
4 Exceptional items and prior year adjustments	-	-	-	-	-	611	-	-
5 Transfers from reserves	(2 419)	-	-	-	-	-	-	588
6 Available for appropriation	(1 135)	21	76	(83)	(4 021)	2 288	(974)	(187)
7 Dividends	-	-	451	-	-	-	-	-
8 Transfers to reserves	(1 135)	21	(375)	(83)	(4 021)	2 288	(974)	(187)

(a) Covers the 18 months February 1985-July 1986 and is not included in 1985 data on summary tables 2.1 to 2.6.

Major United Kingdom Airlines
Individual Airlines Balance Sheet 1985

Table 2.9

(£000)

	British Airways Consolidated	Air Bridge Carriers	Air Europe	Air UK	Britannia Airways	British Air Ferries
ASSETS EMPLOYED	Financial Year Ending 31.3.86	31.12.85	31.3.86	31.12.85	31.12.85	31.3.86
1 Operating Equipment and Property						
Aircraft fleet (including spares)	2 046 486	6 856	94 021	10 738	70 569	8 154
Less: amortisation and depreciation	1 245 168	1 794	15 212	2 868	27 420	1 691
Aircraft fleet after depreciation	901 318	5 062	78 809	7 870	43 149	6 463
Property and other equipment	507 214	463	709	2 619	16 158	735
Less: amortisation and depreciation	235 020	292	426	1 563	5 683	115
Property after depreciation	272 194	171	283	1 056	10 475	620
Payments on account of aircraft under construction	141 812	-	-	-	-	-
2 Interests in Group Companies						
Shares	-	-	-	15	-	406
Advances and debts not currently receivable	-	-	-	-	-	-
3 Trade Investments						
Shares	3 780	125	-	57	-	-
Advances and debts not currently receivable	-	-	-	-	-	-
4 Current Assets						
Stocks and work in progress	18 268	1 274	1 115	3 498	7 711	49
Debtors and prepayments	518 268	1 098	3 247	9 313	5 861	2 077
Short term loans and deposits	23 835	-	-	-	-	-
Bank Balance and cash	32 807	13	3 137	5 549	1 303	124
Group Companies advances and debts currently receivable	-	-	26 700	41	44 756	2 143
Other Items	-	-	12 098	-	-	-
Total Current Assets	593 178	2 385	46 297	18 401	59 631	4 393
5 Less Current Liabilities						
Creditors and accruals	559 465	1 531	8 497	6 561	24 078	3 613
Traffic revenue received in advance	386 392	-	2 512	3 081	1 623	-
Taxation	4 582	-	-	3	27 277	-
Dividends	180	-	-	-	-	-
Bank Overdrafts	257	-	-	-	573	1 584
Instalments of borrowings and hire purchase liabilities repayable within one year	67 586	-	6 308	-	-	1 455
Group Companies advances and debts currently payable	-	198	28 164	2 846	-	-
Other Items	6 194	-	-	-	-	-
Total Current Liabilities	1 023 656	1 729	45 481	12 491	53 551	6 652
Total Net Current Assets	(430 478)	656	816	5 910	6 080	(2 259)
6 Unamortised Costs						
Pre-Operational training and development	-	-	243	-	-	-
Other Items	-	-	6 244	-	-	-
7 Other Assets	1 196	-	-	-	-	-
TOTAL ASSETS	889 822	6 014	86 395	14 908	59 704	5 230
FINANCED BY:						
8 Shareholders Funds						
Share Capital	180 050	192	10	22 500	115	25
Share Premium account	-	-	-	-	-	-
Reserves: Capital	1 586	-	-	869	-	345
Self Insurance	-	-	-	-	-	-
Revenue	278 040	1 682	8 194	(14 933)	11 592	1 439
Other	20 219	-	-	-	-	-
9 Borrowings etc. (Repayable more than one year ahead)						
Advances from other Group Companies	-	4 140	-	-	-	-
Bank Loans	230 174	-	-	-	-	2 906
Other Loans	81 454	-	60 074	-	12 000	496
Hire Purchase Liabilities	-	-	-	-	11 533	19
10 Deferred Liabilities						
Taxation	7 938	-	15 191	-	9 465	-
Other	90 361	-	2 926	6 472	14 999	-
TOTAL LIABILITIES	889 822	6 014	86 395	14 908	59 704	5 230

(a) Covers the 18 months February 1985-July 1986 and is not included in 1985 data on summary tables 2.1 to 2.6.

Table 2.9 cont'd

British Caledonian Airways	British Island Airways	British Midland Airways	Cal Air International	Dan-Air Services	Heavylift Cargo Airlines	Monarch Airlines	Orion Airways	Tradewinds Airways	Virgin Atlantic Airways
31.10.85	31.12.85	31.12.85	31.10.85	31.12.85	30.9.85	30.11.85	30.11.85	30.9.85	(a)
378 001	9 779	46 881	591	62 298	494	95 809	49 607	1 652	44 779
65 987	1 464	9 011	295	22 238	115	12 492	2 452	1 462	1 300
312 014	8 315	37 870	296	40 060	379	83 317	47 155	190	43 479
84 652	175	4 029	577	7 924	990	802	6 433	234	1 492
19 261	57	1 925	150	4 530	287	368	516	206	510
65 391	118	2 104	427	3 394	703	434	5 917	28	982
2 720	-	100	-	-	-	-	2 018	-	-
-	-	3 741	-	56	-	15	-	-	-
-	-	-	1 600	651	-	-	-	-	-
371	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
11 658	144	3 205	-	16 375	-	146	750	978	21
91 502	2 786	12 306	3 183	27 508	1 059	3 776	4 241	1 618	6 893
-	440	5 911	-	4 100	-	-	-	-	143
68 881	144	78	1 436	5 734	443	1 380	2 817	229	1 354
293	-	748	-	6 706	1 613	-	-	-	1 902
-	2 070	-	-	-	-	-	-	-	1 025
172 334	5 584	22 248	4 619	60 423	3 115	5 302	7 808	2 825	11 338
85 928	5 115	14 337	3 302	55 201	3 225	15 964	7 287	3 400	5 430
52 937	-	-	-	5 779	-	1 932	160	-	4 562
4 229	-	-	-	-	-	-	36	-	-
-	-	-	1 321	450	-	-	-	-	-
14 771	-	7 335	-	-	-	-	-	2 089	1 066
35 815	-	7 811	-	5 287	-	-	1 684	-	2 858
20 215	-	1 195	-	839	-	1 582	763	2 195	8 801
-	-	-	-	-	900	67 029	-	-	-
213 895	5 115	30 678	4 623	67 556	4 125	86 507	9 930	7 684	22 717
(41 561)	469	(8 430)	(4)	(7 133)	(1 010)	(81 205)	(2 122)	(4 859)	(11 379)
6 656	-	-	-	1 260	84	739	-	-	-
-	-	-	-	-	-	-	-	-	-
345 591	8 902	35 385	2 319	38 288	156	3 300	53 055	(4 641)	33 082
511	300	5 080	1 482	1 000	510	100	100	1 360	100
2 440	-	-	607	-	-	-	-	-	-
25 368	500	6 411	-	-	-	-	-	(6 001)	-
-	-	-	-	-	-	-	-	-	-
3 826	2 001	(1 135)	230	13 194	(354)	2 705	12 712	-	(2 446)
-	541	-	-	-	-	-	-	-	-
44 000	-	-	-	-	-	-	-	-	-
)	5 430	20 965	-	-	-	-	-	-	-
268 414	-	-	-	9 579	-	-	800	-	32 174
)	-	-	-	6 993	-	-	18 607	-	-
1 034	130	3 932	-	7 522	-	495	12 986	-	2 924
(2)	-	132	-	-	-	-	7 850	-	330
345 591	8 902	35 385	2 319	38 288	156	3 300	53 055	(4 641)	33 082

TOTAL SCHEDULED AND NON-SCHEDULED SERVICES (a)

Table 2.10

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft - km (000)	Stage Flights	Aircraft Hours	(b)		Seat-km Used (000)	Seat-km Used (000)	(b)		Total (000)	Tonne-km Used		
					Number of Passengers Uplifted	Seat-km Available (000)			Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)		Mail (000)	Cargo (000)	Passenger (000)
British Airways														
and British Airtours	31.3.86	275 731	208 452	436 912	19 475 164	67 257 888	46 838 436	239 797	8 532 863	5 598 596	167 865	1 154 372	4 276 327	
Air Bridge Carriers	31.12.85	2 036	3 918	5 286	-	-	-	25 209	32 433	17 030	-	17 030	-	-
Air Europe	31.3.86	13 136	6 709	20 443	10 008 130	2 308 507	2 041 592	215	218 230	163 820	17	500	163 303	
Air UK	31.12.85	15 134	50 781	50 012	952 778	646 784	359 469	4 115	71 472	32 790	48	2 179	30 563	
Britannia Airways	31.12.85	55 744	31 771	89 238	4 116 592	8 472 433	7 609 365	71	720 867	647 748	309	839	646 601	
British Air Ferries	31.3.86	5 165	14 749	16 720	308 352	281 281	178 762	8 301	32 463	20 456	183	5 484	14 788	
British Caledonian Airways	31.10.85	55 066	39 059	84 122	2 432 664	11 412 291	7 082 815	65 636	1 712 353	1 024 232	33 947	344 806	645 478	
British Island Airways	31.12.85	5 442	4 590	9 524	343 936	576 404	482 503	-	49 715	38 396	3	7	38 387	
British Midland Airways	31.12.85	5 212	38 461	43 295	1 559 906	1 169 718	708 990	5 264	123 044	57 877	1 072	1 505	55 300	
Cal Air International	31.10.85	4 995	1 930	6 865	540 038	1 888 153	1 664 878	178	174 036	132 720	-	548	132 172	
Dan Air Services	31.12.85	66 835	66 501	120 413	4 757 320	8 387 269	7 041 835	10 367	675 550	568 124	1 654	3 199	563 271	
Heavylift Cargo Airlines	30.9.85	1 309	587	3 101	-	-	-	3 758	40 865	20 334	-	20 334	-	-
Monarch Airlines	30.11.85	19 949	10 311	30 253	1 531 593	3 577 294	3 125 779	255	328 347	281 706	1	854	280 851	
Orion Airways	30.11.85	16 742	9 781	27 096	1 041 509	2 273 709	1 935 689	25	214 937	154 660	-	46	154 614	
Tradewinds Airways	30.9.85	3 978	1 056	5 254	-	-	-	18 888	167 620	109 489	30	109 460	-	-
Virgin Atlantic Airways	(c)	5 665	1 956	7 866	357 912	2 440 420	1 774 084	9 435	337 141	217 852	-	53 477	164 375	

(a) Excludes Air Taxi operations

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

(c) 18 months February 1985-July 1986

ALL SCHEDULED SERVICES

Table 2.11

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft - km (000)	Stage Flights	Aircraft Hours	Number of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)	Tonne-km Used			
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)
British Airways													
and British Airtours	31.3.86	246 944	193 014	393 269	16 966 811	60 662 270	41 266 681	238 930	7 884 040	5 106 322	165 511	1 146 725	3 794 055
Air Bridge Carriers	31.12.85	1 064	2 609	3 110	-	-	-	18 844	14 863	7 406	-	7 406	-
Air Europe	31.3.86	749	530	1 263	51 376	98 902	72 557	56	9 279	5 901	17	79	5 805
Air UK	31.12.85	14 524	49 613	48 142	943 267	629 626	348 863	4 115	68 425	31 406	42	1 701	29 663
Britannia Airways	31.12.85	272	172	437	18 399	35 329	29 070	-	3 005	2 471	-	-	2 471
British Air Ferries	31.3.86	1 136	3 914	4 048	110 943	70 334	32 623	446	6 409	2 977	-	281	2 696
British Caledonian Airways	31.10.85	54 452	38 529	83 019	2 383 194	11 342 426	7 024 476	65 636	1 705 745	1 019 214	33 947	344 806	640 460
British Midland Airways	31.12.85	4 364	37 512	41 581	1 525 004	1 096 364	649 869	4 179	115 157	52 763	1 066	1 009	50 688
Dan Air Services	31.12.85	13 472	31 532	34 793	1 099 118	1 080 131	597 138	3 873	87 368	50 268	421	2 163	47 684
Tradewinds Airways	30.9.85	2 127	528	2 827	-	-	-	9 484	89 861	56 941	-	56 941	-
Virgin Atlantic Airways	(a)	5 545	1 913	7 701	352 628	2 390 685	1 740 925	9 383	329 829	214 166	-	52 830	161 336

(a) 18 months February 1985-July 1986

ALL NON-SCHEDULED SERVICES (a)

Table 2.12

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft - km (000)	Stage Flights	Aircraft Hours	(b)		Seat-km Used (000)	Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)	Tonne-km Used			
					Number of Passengers Uplifted	Seat-km Available (000)				Total (000)	Mail (000)	Cargo (000)	Passenger (000)
British Airways and British Airtours	31.3.86	28 787	15 438	43 643	2 490 353	6 595 618	5 571 755	867	648 823	492 274	2 354	7 648	482 272
Air Bridge Carriers	31.12.85	972	1 309	2 176	-	-	-	6 365	17 570	9 624	-	9 624	-
Air Europe	31.3.86	12 387	6 179	19 179	956 754	2 209 604	1 969 035	159	208 951	157 919	-	421	157 498
Air UK	31.12.85	610	1 168	1 870	9 511	17 158	10 606	-	3 047	1 384	6	478	900
Britannia Airways	31.12.85	55 472	31 599	88 801	4 098 193	8 437 104	7 580 295	71	717 862	645 277	309	839	644 130
British Air Ferries	31.3.86	4 029	10 835	12 673	197 409	210 948	146 139	7 855	26 054	17 479	183	5 203	12 092
British Caledonian Airways	31.10.85	614	530	1 103	49 470	69 865	58 338	-	6 608	5 018	-	-	5 018
British Island Airways	31.12.85	5 442	4 590	9 524	343 936	576 404	482 503	-	49 715	38 396	3	7	38 387
British Midland Airways	31.12.85	848	949	1 714	34 902	73 354	59 121	1 085	7 887	5 114	6	496	4 612
Cal Air International	31.10.85	4 995	1 930	6 865	540 038	1 888 153	1 664 878	178	174 036	132 720	-	548	132 172
Dan Air Services	31.12.85	53 363	34 969	85 620	3 658 202	7 307 138	6 444 697	6 494	588 182	517 856	1 233	1 036	515 587
Heavylift Cargo Airlines	30.9.85	1 309	587	3 101	-	-	-	3 758	40 865	20 334	-	20 334	-
Monarch Airlines	30.11.85	19 949	10 311	30 253	1 531 593	3 577 294	3 125 779	255	328 347	281 706	1	854	280 851
Orion Airways	30.11.85	16 742	9 781	27 096	1 041 509	2 273 709	1 935 689	25	214 937	154 660	-	46	154 614
Tradewinds Airways	30.9.85	1 851	528	2 427	-	-	-	9 405	77 759	52 548	30	52 519	-
Virgin Atlantic Airways	(c)	120	43	165	5 284	49 735	33 159	52	7 312	3 686	-	647	3 039

(a) Excludes Air Taxi operations

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

(c) 18 months February 1985-July 1986

3

Part 3

Miscellaneous tables

**Passengers Departing from UK Airports on Inclusive Tour
Charter Flights**

Table 3.1

	Spain incl Canaries and Balearics	Italy incl Sicily	Federal Republic of Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal incl Madeira	France	Other Countries	Total
Winter (November to March) 1985/6											
All Airlines	1 008 201	169 837	170 257	25 452	172 004	73 277	4 533	157 068	95 268	209 273	2 085 170
of which UK Airlines	877 748	151 069	170 257	25 452	153 225	73 277	-	132 306	89 102	120 596	1 793 032
of which Foreign Airlines	130 453	18 768	-	-	18 779	-	4 533	24 762	6 166	88 677	292 138
UK Originating Traffic	989 002	146 909	150 395	25 452	154 670	73 277	4 435	151 994	94 701	147 243	1 938 078
of which UK Airlines	869 033	139 401	150 395	25 452	152 242	73 277	-	130 056	88 747	112 741	1 741 344
of which Foreign Airlines	119 969	7 508	-	-	2 428	-	4 435	21 938	5 954	34 502	196 734
Non UK Originating Traffic	19 199	22 928	19 862	-	17 334	-	98	5 074	567	62 030	147 092
of which UK Airlines	8 715	11 668	19 862	-	983	-	-	2 250	355	7 855	51 688
of which Foreign Airlines	10 484	11 260	-	-	16 351	-	98	2 824	212	54 175	95 404
Summer (April to October) 1986											
All Airlines	4 445 194	486 563	152 934	1 433 779	78 439	128 147	326 829	660 360	107 406	466 211	8 285 862
of which UK Airlines	3 803 066	462 692	152 377	1 433 779	49 148	115 273	12 632	487 643	104 174	215 155	6 835 939
of which Foreign Airlines	642 128	23 871	557	-	29 291	12 874	314 197	172 717	3 232	251 056	1 449 923
UK Originating Traffic	4 418 961	420 270	119 940	1 433 641	49 851	128 147	326 295	660 230	104 698	391 403	8 053 436
of which UK Airlines	3 787 579	417 860	119 940	1 433 641	48 012	115 273	12 632	487 513	103 593	205 329	6 731 372
of which Foreign Airlines	631 382	2 410	-	-	1 839	12 874	313 663	172 717	1 105	186 074	1 322 064
Non UK Originating Traffic	26 233	66 293	32 994	138	28 588	-	534	130	2 708	74 808	232 426
of which UK Airlines	15 487	44 832	32 437	138	1 136	-	-	130	581	9 826	104 567
of which Foreign Airlines	10 746	21 461	557	-	27 452	-	534	-	2 127	64 982	127 859

Sources: UK Airlines - CAA Airline Statistics

Foreign Airlines - Estimated from Department of Transport Charter Permits

Appendix A Definitions - UK Airline Statistics

There are some differences between the definitions of UK airline statistics and those used for UK airport statistics published in "UK Airports - Annual Statements of Movements Passengers and Cargo". These arise mainly because UK airline statistics do not include details of non-revenue activity but cover world wide operation by the carriers.

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 and travel only 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 are 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 (b) 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 located within an area of up to 400 nautical miles from the United Kingdom coastline used or intended to be used in connection with oil or gas exploration or production under the sea, not being

(i) a vessel or installation in transit, or

(ii) a vessel or installation which is located within twelve nautical miles of the United Kingdom coastline,

and which in either case is not performing any work in connection with exploration or production of oil or gas under the sea and is off location for the purpose of construction, inspection, maintenance, repair, transit or lay-up;

- (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 64 (2) of the said Act may also specify in an instrument published in its Official Record, Series 2 an exemption for a particular flight or series of flights.

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

TYPES OF SERVICE

International services	are services flown between the United Kingdom, Isle of Man, Channel Islands and points overseas, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands. For the purposes of these statistics services operated between the United Kingdom and its Territories (cabotage) are regarded as international.
Domestic services	are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.
Scheduled services	all services where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by 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.
Travel Only Charter	means a charter flight made in accordance with the conditions set out in Schedule 10 of the Authority's Official Record Series 1.
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, 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 an aircraft operates one hour. Aircraft hours are measured on the basis of block-to-block times ie 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 are calculated by multiplying the number of flights performed by the stage distance.
All cargo services	are scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
Cargo (or mail) tonne-kilometres used	are calculated 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	are calculated by counting each tonne of revenue cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that flight.
Distance flown per passenger	The average distance flown per passenger is calculated by dividing the seat kilometres used by the number of passengers carried.
Passenger load factor	is calculated by dividing seat-kilometres used by seat-kilometres available and expressing it as a percentage.
Passenger Tonne Kilometres Used	are calculated by multiplying the weight of passengers uplifted on each stage flight by the stage distance.
Passengers uplifted	are calculated 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 measured in metric tonnes.
Revenue passengers	Those who pay 25% or more of the normal applicable fare.

Seat-kilometres available	are calculated 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	are calculated by multiplying the number of revenue passengers carried on each stage flight by the stage distance.
Stage flight	is operated from when an aircraft takes off to when it next lands (including technical stops).
Stage flights Average Distance	is calculated by dividing the aircraft kilometres flown by the related number of stage flights.
Tonne	1000 kilogrammes.
Tonne-kilometres available	are calculated 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	are calculated 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 available for the carriage of payload measured in tonnes.
Weight load factor	is calculated by dividing tonne-kilometres used by tonne-kilometres available and expressing it as a percentage.

APPENDIX B DEFINITIONS - UK AIRLINE FINANCIAL RESULTS

With effect from 1980, the reporting form on which Profit and Loss Account data was collected was revised. The definitions applicable to data for 1977-79 are given in Part A and for 1980-84 in Part B below.

A PROFIT AND LOSS ACCOUNT (PRE-1980)

REVENUES

- 1 Scheduled passenger (seats individually booked direct to passengers) Included under this heading are revenues earned in scheduled services, performed where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by the public. Revenue earned from extra flights operated for overflow traffic from such scheduled services is included but excluded from this heading are fares of passengers carried on scheduled services under part-charter arrangements, and other block-booked seats.
- 2 Scheduled passenger (all block-booked seats including part-charter) Only the fares of passengers carried on scheduled services whose seats have not been booked individually are shown under this heading.
- 3 Scheduled excess baggage Includes revenue arising from the carriage of passenger baggage in excess of the fixed free weight and fixed valuation allowance; excess baggage arising from passengers carried under heading 2 is also included.
- 4 Scheduled cargo, and diplomatic bags Includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line prorates of through-tariffs. Cargo revenue also includes revenue from the carriage of diplomatic bags.
- 5 Scheduled mail Includes payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 6 Non-scheduled flights Includes revenue derived from all flights performed for remuneration, including empty positioning flights, other than those reported as scheduled services in 1 and 2. Item 6(e) includes revenues from sales of the whole capacity of an aircraft when the responsibility for the flight is that of the reporting carrier.
- 7 Incidental revenues Includes net revenues (ie gross revenues less related direct expenses) from such sources as surface transport, food services, service and maintenance sales, property and other incidental net operating revenues which accrued to the airline from sources other than air transport. This item also includes gross revenues from passengers paying less than 25% of the normal applicable fare, commissions received on sales of carriage on other carriers, 'no-show' and cancellation fees, providing aircraft to other airlines or parties for operations under their control (such as in leasing, chartering or interchange agreements) revenues from capacity equalisation payments arising from pooled services, from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier and any other operating revenues not classifiable in headings 1 to 6.
- 8 Total operating revenues The sum of headings 1 to 7.

EXPENSES

- 9 Flight crew salaries and expenses Includes pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs. Pay, allowances and other related expenses of pursers, cabin attendants and passenger service personnel is not to be included here but under item 23(a). Training costs are not included in this item (see 14 and 20).
- 10 Aircraft fuel and oil Includes non-refundable duties and taxes.
- 11 Flight equipment insurance Includes insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft.
- 12 Uninsured losses Includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 13 Rental of flight equipment Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers.
- 14 Flight crew training (when not amortised) Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 20).
- 15 Flight expenses other than items 9 to 14 Includes expenses relating to inflight operation and related standby time of aircraft, which are not classifiable under items 9 to 14 inclusive.
- 16 Maintenance and overhaul Includes not only the cost of current maintenance of aircraft, engines, components and spares in an operative condition, but also the cost of repair and overhaul (including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements). Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work in the particular type of aircraft, or to the particular unit within the airline's organisation. It also includes the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading is also included, whether by direct allocation or by pro-rating or apportionment eg pay, travel and training costs of all personnel at maintenance and overhaul shops, maintenance and insurance of equipment used at the maintenance and overhaul shops (where separately assessed), accommodation costs, office supplies and expenses, telephone and cable costs, transport costs.

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

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

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under item 22 they are included here.

- 17 Depreciation of aircraft fleet including spares is the historic cost depreciation appropriate to the year included in heading 1 of the Airline Balance Sheet.
- 18 Depreciation of ground property and equipment is the historic cost depreciation appropriate to the year included in heading 1 of the Airline Balance Sheet.
- Note: Normal depreciation of an asset to be the proportion of the historical cost of the asset which is charged against the operating expenses in a particular year. The accrued normal depreciation of an asset should never exceed the historical cost of that asset.
- 19 Amortisation of development and pre-operating costs Includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 20 Flight crew training (when amortised) Includes charges for the training of flight crew when separately identifiable, and amortised over two or more years (see also item 14).
- 21 (a) Landing and departure fees are fees levied against the airline for landings and departures of its aircraft.
- (b) Aerodrome en route and other navigation service charges.
- 22 Station and ground expenses other than heading 21 Includes eg housing, mooring, parking and picketing charges at all airports, pay, allowances and expenses of all station staff engaged in handling and servicing aircraft and load, station accommodation costs, maintenance and insurance of airport facilities (where separately assessed), representation and traffic handling fees charged by third parties for handling the air services of the airline, station stores charges (including local duties on equipment, transport, packing and materials, rental of stores, storekeeper's pay, allowances and expenses).
- The cost of providing services to third parties is credited to this account.
- When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.
- 23 Passenger services Includes:
- (a) Pay, allowances and expenses of cabin attendants and passenger service personnel. (including pensions, uniforms, insurance, premiums for passenger liability insurance and passenger accident insurance paid by the airline, meals and accommodation, including costs of supplies and personal services furnished to passengers)
- (b) Expenses of handling passengers incurred because of interrupted flights. (including hotels, meals, taxi fares and costs of other services provided for passengers eg pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit)
- 24 Ticketing, sales and promotion Includes eg pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities, accommodation costs, commissions on ticket sales, agency fees for outside services, advertising and publicity.
- 25 General and administrative Includes expenses incurred in performing the general administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.

Note: Overhead costs directly related to operating expense items 9 to 16, 21, 22, 23 and 24 are included in the expense items to which they are related and not in this item 25.

- 26 Other operating expenses Includes operating expenses which cannot be assigned to headings 9 to 25.
- 27 Total operating expenses The sum of items 9 to 26.
- 28 Operating result The difference between heading 8 and 27.
- 29 Profits/losses On disposal of fixed assets.
- 30 Interest payable less receivable (net) Includes interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 31 Direct subsidies From public funds.
- 32 Other payments From public funds Includes payments made by Government bodies, not accounted for elsewhere.
- 33 Dividends receivable Includes dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 Other non-operating items Includes any items not appropriate for inclusion elsewhere.
- 35 Non-operating items balance The net balance of items 29 to 34.
- 36 Profit and loss before taxation The difference between item 28 and item 35.

B PROFIT AND LOSS ACCOUNT (1980-ONWARD)

REVENUES

- 1 Scheduled passenger Included under this heading are revenues earned in scheduled services performed where all the cargo capacity and at least 50% (or such other percentage as may be specified in the licence) of the passenger carrying capacity of the aircraft has been made available by the operator or his agent (without the intervention of a charterer) for purchase by the public, including revenue earned from extra flights operated for overflow traffic from such scheduled services.
- 2 Scheduled excess baggage Includes revenue arising from the carriage of passenger baggage in excess of the fixed free weight and fixed valuation allowance.
- 3 Scheduled cargo and diplomatic bags Includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs. Cargo revenue also includes revenue from the carriage of diplomatic bags.
- 4 Scheduled and Non-scheduled mail Includes payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 5 Non-scheduled flights Includes revenue derived from all flights performed for remuneration, including empty positioning flights.

- 6 Incidental revenues Includes net revenues (ie gross revenues less related direct expenses) from such sources as surface transport, food services, bar and duty free sales, property and other incidental net operating revenues which accrued to the airline from sources other than air transport. This item also includes gross revenues from passengers paying less than 25% of the normal applicable fare, 'no-show' and cancellation fees, providing aircraft to other airlines or parties for operations under their control (such as in leasing, chartering or interchange agreements) revenues from capacity equalisation payments arising from pooled services, from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier and any other operating revenues not classifiable in headings 1 to 5.
- 7 Total operating revenues The sum of headings 1 to 6.

EXPENSES

- 8 Flight crew salaries Includes pay, pensions, insurance and crew uniform and equipment costs. Pay and related expenses of pursers, cabin attendants and passenger service personnel is not charged under this account, but included under item 10. Training costs are not included in this item (see 15 and 21), but the salaries of flight crew under training are included.
- 9 Flight crew allowances and expenses Includes expenses incurred by the airline in respect of meals, travelling and accommodation for flight crew. Similar expenses relating to pursers, cabin attendants and passenger service personnel are not charged under this account, but included under item 11.
- 10 Cabin crew salaries Includes pay, pensions, uniforms, insurance and equipment.
- 11 Cabin crew allowances Includes expenses incurred in respect of meals, travelling and accommodation for cabin staff.
- 12 Aircraft fuel and oil Includes fuel, de-mineralised water and water methanol consumed. Non-refundable duties and taxes and fuel handling charges are included.
- 13 Flight equipment insurance and uninsured losses Includes insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft. Passenger and cargo insurance is not included under this heading. Uninsured losses includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 14 Rental of flight equipment Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers.
- 15 Flight crew training (when not amortised) Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 21). The salaries of flight crew under training are included under item 8.
- 16 Flight expenses other than items 8 to 15 Includes expenses relating to inflight operation and related standby time of aircraft, which are not classifiable under items 8 to 15 inclusive.

- 17 Maintenance and overhaul This item is subdivided into (a) fixed and (b) and variable costs in order to separate that proportion which is fixed over an accounting year from that which varies with the amount of flying undertaken. The fixed element will include the cost of any engineering bases operated by the airline, and any fixed contracts held with maintenance organisations.
- Included are not only the cost of current maintenance of aircraft engines, components and spares in an operative condition, but also the cost of repair and overhaul (including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements). Expenditure grouped under this account refers to the cost of engineering labour, and also the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.
- Indirect expenditure arising under the above heading is also included whether by direct allocation or by pro-rating or apportionment. This will include eg pay, travel and training costs of all personnel at maintenance and overhaul shops, maintenance and insurance of equipment used at the maintenance and overhaul shops (where separately assessed) accommodation costs, office supplies and expenses, telephone and cable costs, transport costs.
- The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, is also included.
- If the airline's organisation permits the separate costs of engineering staff at out-stations to be ascertained, then such costs should normally be included under this account. When this is not possible, such costs are included in item 25.
- Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station costs' it is included under item 17.
- 18 Depreciation of aircraft fleet including spares is the historic cost depreciation appropriate to the year.
- 19 Depreciation of ground property and equipment is the historic cost depreciation appropriate to the year.
- 20 Amortisation of development and pre-operating costs Includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 21 Flight crew training (when amortised) Includes the cost of training flight crew, when separately identifiable, and amortised over two or more years (see also item 15). The salaries of flight crew while under training is included in item 8.
- 22 Landing and departure fees are levied against the airline for landings and departures of its aircraft. Airport taxes and aircraft parking fees are not entered under this heading, but aerodrome navigational charges are included.
- 23 En route and other navigation service charges
- 24 Handling charges and parking fees Includes all payments to outside bodies for representation and handling of aircraft or passengers at airports. Also includes housing, mooring and parking charges at airports.
- 25 Station costs other than those included in headings 22 to 24 Includes eg pay, allowances and expenses of all station staff engaged in handling and servicing aircraft and load, station accommodation costs, maintenance and insurance of airport facilities (where separately assessed), station stores charges (including transport, packing and materials), rental of stores, and storekeepers' pay, allowances and expenses.

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

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

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

- 26 Passenger Services (a) Fixed cost, (b) Variable cost. Includes the full cost of meals and other personal services furnished to passengers as part of the fare. Meals, accommodation and other services provided for passengers in transit or affected by aircraft delays or cancellation are also included under this heading. The cost of transit desks should, however, be grouped with station costs. The cost of bar supplies for sale are excluded from this heading, and netted against revenue from this source and included under item 6 (Incidental revenue).
- Airlines which are able to split passenger meal costs between fixed and variable components are asked to do so. Fixed costs would include the cost of kitchens and catering staff, while variable costs consist of the passenger-related component, such as food ingredients. Meals bought from outside caterers on a 'per passenger' basis should be entered as a variable cost.
- 27 Passenger embarkation fees Includes embarkation/disembarkation fees and security charges levied by airport authorities on a 'per passenger' basis.
- 28 Passenger insurance Includes liability insurance paid by the airline. Cargo insurance should not be included under this heading.
- 29 Sales Includes eg pay, allowances, accommodation costs of all staff engaged in the sales function (including sales shops, sales costs at outstations and revenue accounting).
- 30 Reservations Includes pay, allowances, accommodation costs and any other costs related to the issuing of tickets and making of reservations (including space control functions).
- 31 Advertising and promotion Includes both corporate and regional advertising and publicity through various media (including head office costs), the pay, expenses and accommodation of all staff engaged in promotion and publicity, and agency fees for outside services.
- 32 Commission paid on passenger ticket sales is shown net of commission received from sale of tickets on behalf of other carriers. Freight commission is included under heading 34.
- 33 General and administrative Includes expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.
- Note: Overhead costs directly related to operating expense items 8 to 17, and 24 to 30 should be included in the expense items to which they are related and not in item 33.
- 34 Specific cargo costs Includes any costs specifically attributed to the carriage of cargo eg insurance premiums against liability to consignors, commissions paid less commissions received on cargo sales, and directly attributable handling and marketing costs. No allowance should be made for an allocation of general flight-related costs to the specific cargo costs heading.
- 35 Other operating expenses Includes operating expenses which cannot be assigned to headings 8 to 34.

- 36 Total operating expenses The sum of items 8 to 35.
- 37 Operating profit (or loss) The difference between heading 7 and 36.
- 38 Profit or loss on disposal of fixed assets.
- 39 Interest payable less receivable (net) Includes all such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 40 Direct subsidies from public funds.
- 41 Other payments from public funds Other payments made by Government bodies, not accounted for elsewhere.
- 42 Dividends receivable Includes dividends from all sources, ie, other companies in the same group, associated companies, trade or other investments.
- 43 Other non-operating items Includes any items not appropriate for inclusion elsewhere.
- 44 Non-operating items balance The net balance of items 38 to 43.
- 45 Profit or loss before taxation The difference between item 37 and item 44.