WORLD AIRLINE DIRECTORY

State-owned Bahamasair operates three 737-200s

and exploration, executive charter, search and rescue, civil and military helicopter pilot training and aerial crane work. Apart from the United Kingdom operations, the group, through its associated and subsidiary companies, operates more than 170 helicop-ters, mostlv turbine-powered, in Australia, Dubai, USA, and Trinidad. A fleet of fixed-wing aircraft is also operated.
Head Office: Redhill Aerodrome, Redhill, Surrey, UK.
^21913.
Executives: chairman, \lan E. Bristow; managing director, B. Collins: technical director, J. N. Woolley; engineering director, W. B. Petrie; operations director, Capt A. C. Gordon; financial director, J. A. Howard; regional director Far East and Australia, C. W. R. Fry; regional director UK, L. A, Bris-tow; regional manager North America, M. C. Ginn; regional director Middle East and Trinidad, C. H. D. Mayhew; regional direc-tor Africa, Capt J. B. Shaw.
Employees: 2,000.
Fleet: 28 Sikorsky S-61N, 12 AS332L Tiger, ten SA330J Puma, 39 Bell 212, 14 S-76A, one MBB BO105, 11 Bell 205A, one Bell 204B, two Whirlwind, five Alouette III, 22 JetRanger, four Hughes 369, 23 Bell 47G, two HS.125, four Twin Otter, two Islander, one Mitsubishi Mu-28, one King Air 200. On order: 23 AS332L Super Tiger.

Britannia Airways began operations in 1962 as Euravia (London), operating Con-stellations on inclusive-tour holiday flights for Universal Sky tours, then the principal shareholder. In 1964 the airline began re-equipping with Britannias, and the current name was adopted. In 1965 Britannia became a wholly owned subsidiary of the Thomson Organisation, as did Universal Sky Tours, later amalgamated with other tour operating acquisitions to form Thomson Holidays. Britannia Airways operates almost all Thomson Holidays' charter flights, representing over 50 per cent of bus-iness. The balance is for other maW tour operators. The airline has held the Ministry of Defence trooping contract between the UK and Germany since 1969. Britannia is contracted to operated GB Airways' three times weekly scheduled service linking Gatwick and Gibraltar. Regular operations cover over 50 destinations from more than 20 airports within the UK, together with ad hoc charter, aircraft leasing, maintenance, and training of both pilots and engineering staff under contract to a number of airlines. Britannia has obtained permission to oper-ate "seat only" flights to Jugoslavia from Luton and Gatwick.

Head Office: Luton Airport, Luton, Bed-forshire, Great Britain.
^82239.
Executives: managing director, D. H. Davison; directors: operations, Capt R. L. H. McDougal; customer services R. G. Parker-Eaton; technical, T. S. Buxton: commercial, B. A. Christian; financial, P. Brown; flight operations, Capt D. Hopkins; chief pilot Capt B. S. Grieve; chief engineer, T. S. Bux-ton; company secretary, G. S. Hartley; per-sonnel controller, D. Arm.
Employees: 2,219.
Fleet: 29 Boeing 737-200, two 737-200C. On order: two 767-200.

British Air Ferries (BAF) was formed in 1963 by the merger of Channel Air Bridge (founded in 1959) and Silver City Airways (founded in 1948). Both operated cross-Channel vehicle and passenger ferry ser-vices. The merged company was known as British United Air Ferries until 1967, when the present title was adopted. BAF was owned by air Holdings until 1971, when it was taken over by the Keegan Group of companies. Majority shareholding is held by T. D. Keegan and his family. In October 1978 BAF entered into an agreement to transfer (under lease) its scheduled service network to British Island Airways (now Air UK) from January 1, 1979. British Air Fer-ries now concentrates on passenger and cargo charters, leasing, and airline engineering and spares activities, through its subsidiaries, BAF Engineering, BAF Leasing, BAF Cargo and Airline Spares. Training facilities for engineers and crew are offered at the new BAF training school. During 1982 BAF undertook an intensive route-proving programme for the BAe 146. The company has expressed its intention to purchase up to ten of these aircraft.
Head Office: Southend Airport, Essex, Great Britain.
^995135.

Executives: chairman, T. D. Keegan; managing director, J. Keegan; directors: financial, B. B. Stangland; engineering, S. Clark; operations, Capt J. Woodhouse; administrations, Jane Sellars; managers; charter sales, D. Robinson; sales M. Kay; operations, D. Taylor.
Employees: 550.
Fleet: 18 Viscount 800, ten Herald, two HS.125, one Cessna 421.
British Airways was formed in September 1972 through the merging of British Over-seas Airways Corporation (founded 1940), BOAC Associated Companies, BOAC Engine Overhauls, British European Airways Cor-poration (founded 1946), BEA Airtours,

BEA Helicopters, Northeast Airlines, Cam-brian Airways and International Aeradio. Formally integrated operations began on April 1, 1974, and following an interim period during which the airline was divided into seven operating divisions (European, Overseas, Regional, Helicopters, Associated Companies, Engine Overhaul and Interna-tional Aeradio), British Airways was further rationalised into a single unified operating structure. In April 1977 the main airline operation was organised into a number of departments — commercial operations, flight operations, engineering, planning, ground operations and personnel plus other central services such as finance, manage-ment services and public relations. Com-mercial airline operations were grouped into five divisions covering different geographi-cal areas — the UK and the Republic of Ireland, Northern, Eastern, Western and Southern divisions. Charter services are flown by British Airtours, lormed in 1969 to operate charter and inclusive tour flights from Gatwick. On May 1, 1982, British Airways was once again reorganised and has been divided into three self-contained ' divisions — Intercontinental (long-haul), European (short-haul and domestic) and Gatwick Services (all Gatwick-based opera-tions including those of British Airtours). In addition, there are four subsidiary com-panies concerned with other aviation activities. British Airways Helicopters, formed in 1964, operates Europe's only scheduled helicopter passenger service, bet-ween Penzance and the Scilly Isles, together with offshore gas and oil rig support ser-vices, and a search-and-rescue operation covering the northern North Sea from Sum-burgh in the Shetland Islands. Bases are maintained at Penzance, Aberdeen, Beccles and Sumburgh. Head office is at Gatwick Airport South, British Airways Associated Companies Ltd controls hotel interests and the airline's investments in Air Mauritius, Cyprus Airways, Gibraltar Airways and New Hebrides Airways. Head office is at Bealine House, Ruislip, Middlesex. British Airways Engine Overhaul Ltd is responsible for engine overhaul work for British Air-ways and a number of other airlines under contract. Head office is at Treforest Indus-trial Estate, Pontypridd, Glamorgan, South Wales. International Aeradio Ltd plans, installs, operates and maintains airport technical services and general communica-tions. IAL also manufactures specialised equipment for use in these services. Although British Airways controls the com-pany, 34 other airlines are also sharehol-ders. Head office is at Aeradio House, Hayes Road, Southall, Middlesex. British Airways' route network, the largest in the world, cov-ers 580,000 unduplicated route-km, and serves 170 cities in 80 countries. Scheduled passenger cargo and mail services are oper-ated to Europe, the Middle and Far East, Australasia, East and South Africa, North America and Guyana in South America. Domestic services include 1,000 flights a week over a 16-point network. Innovations include Europe's first "shuttle" air service (high-frequency, no-reservation,

guaranteed-seat flights) inaugurated bet-ween London and Glasgow in January 1975 and now extended to London-Edinburgh, London-Manchester and London-Belfast. Similar shuttle services are planned to Paris, Amsterdam and Dublin. In January 1976 British Airways, jointly with Air
France, began the world's first supersonic
passenger services, using the Anglo-French
Concorde airliner. Supersonic services link
London with Washington DC and New
York.

892 FLIGHT International, 2 April 1983