

Civil Aviation Authority



CAP 484

CAA Annual Statistics 1982

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CAA Annual Statistics 1982

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Foreword

- 1 CONTENT** *CAA Annual Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators, whose assistance is gratefully acknowledged.

2 CONVENTIONS

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

+	=	UK Customs airport
..	=	not available
—	=	nil or less than half the final digit shown
n.e.i.	=	not elsewhere included
xx	=	not supplied

- 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 *CAA Annual Statistics*.

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

1 short ton (2000 lbs)	=	0.9072 tonnes
1 long ton (2240 lbs)	=	1.0160 tonnes
1 statute mile (5280 feet)	=	1.6093 kilometres
1 short ton-mile	=	1.4600 tonne-kilometres

The explanations of other terms used throughout the Tables are contained in Appendices A, B and C.

3 ENQUIRIES

- 3.1 Statistics** Enquiries concerning the information in *CAA Annual Statistics* should be addressed to:

Civil Aviation Authority
Room T404
CAA House
45-59 Kingsway
London WC2B 6TE
Tel. 01 379 7311 Ext 2504 (General Enquiries)
Ext 2223 (Airline Statistics)
Ext 2461 (Airport Statistics)

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

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

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	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & mail</i>	"
CA. 4	<i>Airline operations</i>	"
CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers — international and cabotage</i>	"
CA. 8	<i>Airline financial statistics</i>	(Annually — 1968 to 1971 only)

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

- 4.2 1973–1982 statistics (except those relating to airline finances) have been published in 'CAA Monthly Statistics', obtainable from the Civil Aviation Authority at the address given in para. 3.2.
- 4.3 Subsequent statistics relating to airline finances were published separately in 'Financial Results of United Kingdom Airlines 1968–74' (CAP 376). Financial statistics relating to years after 1974 were published in CAA Annual Statistics. These are obtainable from the address given in para. 3.2.
- 4.4 Previous CAA Annual Statistics publications
"Annual Statistics 1973" (CAP 375)
"Annual Statistics 1974/1975" (CAP 386)
"Annual Statistics 1976" (CAP 406)
"Annual Statistics 1977" (CAP 415)
"Annual Statistics 1978" (CAP 424)
"Annual Statistics 1979" (CAP 431)
"Annual Statistics 1980" (CAP 436)
"Annual Statistics 1981" (CAP 449)
- 4.5 Table 2.21 has been compiled from data collected in a series of Origin/Destination surveys carried out by the Authority during the last seven years. The results of these surveys have been summarised and published in the following reports:-
CAP 393 — Scottish and Central England Airports
CAP 423 — Other English Provincial Airports
CAP 430 — London Area Airports

5 FUTURE CAA STATISTICAL PUBLICATIONS

With effect from 1983 data, a number of changes to CAA statistical publications will be made.

5.1 Monthly Statistics

CAA Monthly Statistics will be 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 will broadly follow the data currently published in Chapters 1 and 2 of "CAA Monthly Statistics".

5.2 Annual Statistics

CAA Annual Statistics will be 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 will contain information currently published in Chapters 1 and 3 and the latter, information currently published in Chapter 2 of "CAA Annual Statistics". Information currently published in Chapters 4 and 5 (ICAO and Aircraft Accident Data) are available from other sources and will not be reproduced in this document.

Contents

Foreword

Part 1 — UK Airlines — Operating, Traffic and Personnel Statistics

Tables		Page No.
1.1	Size of UK Airlines: Years ended 31 December 1977 and 1982	2
1.2	Main output of UK Airlines 1956 — 1982	3
1.3	Scheduled Passenger and Cargo Services by UK Airlines 1973 — 1982	4
1.4	Non-scheduled Passenger and Cargo Services by UK Airlines 1973 — 1982	5
Scheduled Services		
1.5.1	All Scheduled Services 1982	6
1.5.2	International Scheduled Services 1982	7
1.5.3	Domestic Scheduled Services 1982	8
Non-Scheduled Services		
1.6.1	All Non-scheduled Services 1982	9
1.6.2	International Non-scheduled Services 1982	10
1.6.3	Domestic Non-scheduled Services 1982	11
1.7.1	All Class 2 Licence Operations 1982	12
1.7.2	International Class 2 Licence Operations 1982	13
1.7.3	Domestic Class 2 Licence Operations 1982	14
1.8.1	All Class 3 Licence Operations 1982	15
1.8.2	International Class 3 Licence Operations 1982	15
1.8.3	Domestic Class 3 Licence Operations 1982	15
1.9.1	All Class 4 Licence Operations 1982	16
1.9.2	International Class 4 Licence Operations 1982	17
1.9.3	Domestic Class 4 Licence Operations 1982	18
1.10.1	All Class 6 Licence Operations 1982	19
1.10.2	International Class 6 Licence Operations 1982	19
1.10.3	Domestic Class 6 Licence Operations 1982	19
1.11.1	All Class 7 Licence Operations 1982	20
1.11.2	International Class 7 Operations 1982	20
1.11.3	Domestic Class 7 Licence Operations 1982	20
1.12.1	All Exempt Operations 1982	21
1.12.2	International Exempt Operations 1982	22
1.12.3	Domestic Exempt Operations 1982	23
1.13.1	Sub Charter Operations performed under Class 5 Licences 1982	24
1.13.2	Exempt Sub Charter Operations performed for UK Operators 1982	25
1.13.3	Exempt Sub Charter Operations performed for Non-UK Operators 1982	26
Aircraft Type and Utilisation		
1.14.1	All Airlines 1982	27
1.14.2	Individual Airlines 1982	28
Miscellaneous Traffic Statistics		
1.15	Passengers Uplifted on Domestic Routes 1982	33
1.16	Chargeable and Non Chargeable Operations under ATL Scheme 1982	35
1.17	Output by Type of Licence and Aircraft Ownership 1982	35
1.18.1	Scheduled Passenger analysis by Fare Groups 1982	36
1.18.2	Non-scheduled Passenger analysis of Licences and Charter Categories 1982	36
1.19	Public Transport Air Taxi Operations 1982	37
Personnel		
1.20	UK Airline Personnel Costs (UK and Overseas) 1982	38
1.21	UK Airline Personnel Employed in Great Britain 1982	39

Part 2 — UK Airports — Movements, Passenger and Cargo Statistics

2.1	Size of UK Airports years ended 31 December 1977 and 1982	42
2.2	Main Outputs of UK Airports 1956 — 1982	43
2.3	Use of UK Airports 1968 — 1982	44
2.4	Movements at UK Airports by Purpose 1968 — 1982	44
2.5.1	Aircraft Movements 1982	45
2.5.2	Aircraft Movements 1968 — 1982	46
2.6.1	Air Transport Movements by Type and Nationality of Operator 1982	47
2.6.2	Air Transport Movements 1968 — 1982	48
2.7	Air Transport Movements 1982	49
2.8	Air Transport Movements 1982. Comparison with the previous year	50
2.9.1	Air Transport Landings Diverted to UK Reporting Airports 1982	51
2.9.2	Number and Rate of Diversions to UK Reporting Airports by Airports of Intended Landing 1982	52
2.10	Passengers by Type and Nationality of Operator 1982	53
2.11	Terminal and Transit Passengers 1982. Comparison with the previous year	55

Contents *continued*

Part 2 — UK Airports — Movements, Passenger and Cargo Statistics — *continued*

	PAGE No.
2.12.1 International and Domestic Terminal Passenger Traffic 1982 Comparison with the previous year	56
2.12.2 Terminal Passengers 1968 — 1982	58
2.13 International Air Passenger Traffic to and from UK Reporting Airports by Country 1973 — 1982	60
2.14 International Air Passenger Traffic to and from UK Reporting Airports by Route 1981 — 1982	61
2.15 Passengers and Air Transport Movements at CAA Highlands and Islands Aerodromes 1982: Comparison with the previous year	73
2.16.1 Cargo by Type and Nationality of Operator 1982	74
2.16.2 Cargo 1968 — 1982	76
2.17 International and Domestic Cargo 1982: Comparison with the previous year	78
2.18 Passengers at UK Airports and Seaports 1981 — 1982	80
2.19 International Passengers at UK Airports and Seaports 1981 — 1982	80
2.20 Passengers Departing from UK Airports on Inclusive Tour Charter Flights, Winter and Summer 1981/82	81
2.21 Passenger Movements between Planning Regions and Airports 1982	82

Part 3 — UK Airlines — Financial Results

Introduction

3.1 Financial Resources of Major UK Airlines 1975 — 1981	85
3.2 Revenues Expenses and Profits of Major UK Airlines 1975 — 1981	86
3.3 Trends in Major UK Airlines' Operating Costs and Revenues 1975 — 1981	87
3.4.1 Major UK Airlines' Profit and Loss Account Summary 1975 — 1979	88
3.4.2 Major UK Airlines' Profit and Loss Account Summary 1980 — 1981	90
3.5 Major UK Airlines' Appropriation Account Summary 1975 — 1981	92
3.6 Major UK Airlines' Balance Sheet Summary 1975 — 1981	94
3.7 Major UK Airlines' Individual Airline Profit and Loss Accounts 1981	96
3.8 Major UK Airlines' Individual Airline Appropriation Accounts 1981	98
3.9 Major UK Airlines' Individual Airline Balance Sheets 1981	100
3.10 Total Scheduled and Non-scheduled services. Operating and Traffic Statistics for the Financial Years of Reporting Airlines	103
3.11 All Scheduled Services. Operating and Traffic Statistics for the Financial Years of Reporting Airlines	104
3.12 All Non-scheduled Services. Operating and Traffic Statistics for the Financial Years of Reporting Airlines	105

Part 4 — International Civil Aviation Statistics

4.1 World Airlines — Scheduled Services 1981	108
4.2 Traffic at Major World Airports 1981	109
4.3 Size Structure of Airports in the Western World 1981	110
4.4 Major Western European Airports — Aircraft Movements, Passengers and Cargo 1981	111
4.5 Indicators of the Changing Structure of Scheduled Air Traffic of ICAO Contracting States 1972 — 1981	112

Part 5 — Miscellaneous UK Statistics

5.1.1 Accidents to Aircraft on the British Register: Operating Statistics and Accident Data: Public Transport Passenger Carrying Services of UK Operators 1973 — 1982	114
5.1.2 Accidents to Aircraft on the British Register: Operating Statistics and Accident Data: All Public Transport Services (Passenger and Freight) of UK Operators 1973 — 1982	115

Appendix A Definitions — UK Airport Statistics	117
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Appendix B Definitions — UK Airline Statistics	119
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Appendix C Definitions — UK Airline Financial Results	122
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TABLE 3.10 TOTAL SCHEDULED AND NON-SCHEDULED SERVICES

AND TABLE 3.12 ALL NON-SCHEDULED SERVICES

	Financial Year Ending	Aircraft -KM (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km used (000)	Cargo+Mail Uplifted Tonnes	Tonne-km Available (000)	Total (000)	Tonne-KM-Used		
											Mail (000)	Cargo (000)	Passenger (000)
DELETE:-													
AIR EUROPE	31.3.82	17 015	8 914	26 808	165 527	269 405	315 812	218	26 251	20 098	12	786	19 299
INSERT:-													
AIR EUROPE	31.3.82	17 015	8 914	26 808	1 043 499	2 220 802	2 002 553	50	210 184	160 273	42	44	160 186

Part I

UK Airlines — Operating, Traffic
and Personnel Statistics

Table 1.1

Size of UK Airlines by Available Capacity Years Ending 31 December 1977 and 1982 (a) (b)

	Output in available tonne-km (000 000)	Percentage of all available tonne-km
1977		
British Airways — Long Haul Division	5181	49.32
British Airways — Short Haul Division	1214	11.56
British Caledonian Airways	940	8.95
Dan Air Services	608	5.79
Laker Airways	511	4.86
International Aviation Services	463	4.41
Britannia Airways	389	3.70
Transmeridian Air Cargo	261	2.48
British Airtours	243	2.31
British Midland Airways	183	1.74
Tradewinds Airways	182	1.73
Monarch Airlines	172	1.64
Air Anglia	31	0.30
British Island Airways	25	0.24
Air Bridge Carriers	21	0.20
British Air Ferries	13	0.12
Others (20 airlines)	67	0.64
1982		
British Airways	6927	61.67
British Caledonian Airways	1498	13.34
Britannia Airways	746	6.64
Dan Air Services	464	4.13
British Airtours	330	2.94
Air Europe	244	2.17
Monarch Airlines	232	2.07
Orion Airways	190	1.69
British Midland Airways	140	1.25
Tradewinds Airways	136	1.21
Laker Airways (c)	67	0.60
Air UK	52	0.46
Heavylift Cargo Airlines	39	0.35
British Air Ferries	31	0.28
British Island Airways (d)	25	0.22
British Airways Helicopters	20	0.18
Air Bridge Carriers	17	0.15
Bristow Helicopters	13	0.12
Others (29 airlines)	62	0.55

(a) Excludes Air Taxi operations

(b) Excludes Cathay Pacific Airways

(c) Ceased operations February, 1982

(d) Commenced operations April, 1982

o

Main Output of UK Airlines 1956 – 1982^(a)

Table 1.2

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

Mean rates of growth (percentages)

1956-60	..	16.2	..
1961-65	13.8	13.9	13.5
1966-70	10.8	8.5	17.5
1971-75	5.1	6.1	3.1
1976-80	8.4	11.1	2.3
Last 20 years	9.4	8.7	11.4
10 years	5.3	7.0	1.3
5 years	—	3.4	-8.3

(a) Excludes Air Taxi Operations

Scheduled Passenger and Cargo Services by UK Airlines 1973-1982

Table 1.3

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passenger (000 000)	As percentage of available
All Services									
1973	45 551.5	26 187.2	57.5	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9
1974	44 190.8	25 396.8	57.5	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1
1975	45 922.6	27 554.8	60.0	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4
1976	51 668.2	31 078.1	60.1	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4
1977	53 162.0	31 871.1	60.0	6 833.9	3 928.1	159.0	861.1	2 908.0	57.5
1978	64 170.3	40 441.6	63.0	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2
1979	71 591.1	47 084.8	65.8	8 841.4	5 549.9	178.7	1 070.3	4 300.9	62.8
1980	80 319.9	50 163.8	62.5	9 829.3	5 894.9	176.8	1 214.8	4 503.2	60.0
1981	80 325.2	52 209.6	65.0	9 936.2	6 188.4	170.5	1 343.5	4 674.5	62.3
1982	70 869.3	46 404.3	65.5	9 068.1	5 593.2	169.1	1 200.4	4 223.7	61.7
International Services									
1973	41 825.6	23 745.9	56.8	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6
1974	40 612.0	23 140.8	57.0	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9
1975	42 536.2	25 398.4	59.7	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3
1976	47 845.0	28 751.6	60.1	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5
1977	49 807.4	29 790.0	59.8	6 508.4	3 738.3	156.4	849.9	2 732.0	57.4
1978	60 234.8	37 997.0	63.1	7 714.8	4 651.2	170.2	977.1	3 503.8	60.3
1979	67 224.2	44 320.9	65.9	8 425.0	5 301.2	175.4	1 060.1	4 065.7	62.9
1980	75 713.8	47 393.5	62.6	9 379.7	5 652.2	173.0	1 207.7	4 271.5	60.3
1981	76 212.1	49 608.9	65.1	9 525.0	5 958.7	166.2	1 336.2	4 456.3	62.6
1982	66 660.2	43 651.6	65.5	8 645.7	5 355.9	164.0	1 193.0	3 998.9	61.9
Domestic Services									
1973	3 725.9	2 441.2	65.5	384.7	226.3	3.3	24.7	198.3	58.8
1974	3 578.8	2 256.1	63.0	369.5	213.7	3.0	22.1	188.6	57.8
1975	3 386.4	2 156.4	63.7	344.2	198.8	2.9	14.2	181.8	57.8
1976	3 823.2	2 326.5	60.8	387.8	212.2	2.7	13.7	195.9	54.7
1977	3 354.7	2 081.1	62.0	325.4	189.8	2.6	11.2	175.9	58.3
1978	3 935.5	2 444.6	62.1	379.9	220.8	2.9	11.4	206.5	58.1
1979	4 366.9	2 763.9	63.3	416.4	248.7	3.2	10.2	235.2	59.7
1980	4 606.1	2 770.3	60.1	449.7	242.6	3.8	7.1	231.7	54.0
1981	4 113.1	2 600.7	63.2	411.2	229.7	4.3	7.3	218.1	55.9
1982	4 209.1	2 752.7	65.4	422.5	237.3	5.1	7.5	224.7	56.2

Non-scheduled Passenger and Cargo Services by UK Airlines 1973-1982

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
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.9	34.9	1 119.9	10.7	793.2	7.6	1 757.9	16.7
1978	3 875.2	32.4	1 234.7	10.3	616.1	5.1	2 024.4	16.9
1979	3 909.8	30.7	1 546.4	12.1	352.3	2.8	2 011.1	15.8
1980	3 383.4	25.6	1 813.2	13.7	344.9	2.6	1 225.3	9.3
1981	3 151.3	24.1	1 950.1	14.9	335.9	2.6	864.8	6.6
1982	2 780.0	23.5	2 180.1	18.4	184.5	1.6	415.4	3.5

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)
1973	15 573.1	12 493.4	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	91 139	1 527	1 582
1977	12 818.9	10 795.7	84.2	6 825.4	64 678	97 398	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979	17 634.5	14 920.6	84.6	8 749.7	80 441	130 798	1 626	1 705
1980	20 344.8	17 117.0	84.1	9 662.8	86 298	147 126	1 705	1 771
1981	21 709.9	18 515.8	85.3	10 155.6	87 689	154 291	1 760	1 823
1982	24 560.8	20 775.4	84.6	11 901.8	104 700	178 547	1 705	1 746

Other Separate Fare and Advance Booking Charters

1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.5	6 785.6	82.9	1 730.5	17 616	41 555	2 359	3 921
1978	6 312.2	5 068.2	80.3	1 534.6	15 143	33 212	2 193	3 303
1979	3 732.5	2 872.1	76.9	1 068.6	10 933	20 786	1 901	2 688
1980	3 729.5	2 942.9	78.9	1 161.2	12 655	21 815	1 724	2 534
1981	3 715.5	3 071.0	82.7	1 457.0	13 058	22 827	1 748	2 108
1982	2 104.1	1 758.8	83.6	685.2	6 353	12 134	1 910	2 567

(a) Excludes Air Taxi Operations

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

All Scheduled Services 1982

Table 1.5.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km Available (000)	Used (000)	as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
Passenger services														
British Airways	222 338	178 176	352 614	14 906 611	55 544 096	37 360 215	67.3	170 788	6 798 456	4 315 480	147 761	772 729	3 394 991	63.5
British Airtours	620	113	802	11 464	117 191	64 039	54.6	—	10 665	5 667	—	—	5 667	53.1
BA Helicopters	210	3 507	1 166	71 410	5 823	4 285	73.6	135	430	362	2	6	354	84.3
British Caledonian Airways	46 844	38 123	73 119	1 991 386	9 570 769	5 573 887	58.2	38 758	1 327 712	759 514	12 389	230 909	516 216	57.2
Air Commuter	262	560	808	2 473	3 644	1 157	31.8	—	276	92	—	—	92	33.5
Air Ecosse	2 332	10 927	7 428	58 457	35 022	15 781	45.1	163	3 081	1 316	10	22	1 284	42.7
Air UK	11 589	38 114	39 182	831 371	458 330	260 558	56.8	2 571	45 211	22 930	119	684	22 127	50.7
Alderney Air Ferries	55	494	292	1 074	500	161	32.2	2	43	12	—	—	12	27.9
Aurigny Air Services	1 274	22 604	6 199	240 685	21 571	13 356	61.9	1 262	1 792	1 142	6	70	1 067	63.7
British Midland Airways	9 888	31 392	33 912	1 144 437	635 096	400 074	63.0	1 385	56 824	31 781	56	465	31 260	55.9
Brymon Airways	2 093	10 507	9 279	133 325	67 866	34 032	50.1	72	6 505	2 804	1	16	2 787	43.1
Burnthills High Heli Service	85	1 458	580	1 829	339	121	35.8	—	25	9	—	—	9	34.4
Casair Aviation Services	504	1 742	1 948	11 226	9 336	3 387	36.3	—	928	271	—	—	271	29.2
Cathay Pacific Airways (a)	8 361	1 460	10 596	192 925	3 317 293	2 052 707	61.9	8 472	459 792	284 654	5 624	82 033	196 997	61.9
Dan-Air Services	7 255	20 755	21 896	571 937	471 466	269 665	57.2	1 547	39 508	23 304	110	900	22 293	59.0
Eastern Airways	426	2 256	1 562	22 465	12 250	6 288	51.3	—	980	497	—	—	497	50.7
Euroair	63	317	239	573	455	115	25.3	—	41	10	—	—	10	24.4
Euroflite	175	495	598	2 759	2 001	974	48.7	12	177	78	—	4	74	44.0
Genair	1 162	3 263	4 471	24 046	19 873	8 289	41.7	1	1 903	692	—	—	692	36.4
Guernsey Airlines	386	1 087	1 529	24 622	12 104	9 593	79.3	—	1 357	786	—	—	786	57.9
Inter City Airlines	690	1 725	2 594	22 022	20 344	10 998	54.1	—	2 181	911	—	—	911	41.8
Jersey European Airways	1 457	6 616	6 029	62 125	27 167	14 337	52.8	14	1 952	1 156	4	1	1 152	59.3
Laker Airways	1 358	237	1 686	35 674	425 599	251 204	59.0	687	47 322	24 593	135	4 551	19 907	52.0
Lease Air T/A Genair	850	3 497	3 266	24 668	21 378	7 462	34.9	—	1 708	594	—	—	594	34.7
Loganair	2 541	19 863	11 462	160 505	47 639	28 973	60.8	—	4 249	2 612	—	—	2 612	61.5
Manx Airlines	307	1 539	1 243	29 066	12 907	7 220	55.9	103	1 133	601	—	23	577	53.0
Metropolitan Airways	223	2 023	1 123	9 371	2 698	1 370	50.8	—	211	110	—	—	110	52.2
Spacegrand Aviation Services	497	2 609	1 928	20 338	6 517	4 022	61.7	3	579	306	—	1	306	52.9
Total Passenger Services	323 843	405 459	597 549	20 608 844	70 869 275	46 404 271	65.5	225 974	8 815 042	5 482 285	166 217	1 092 413	4 223 655	62.2
Cargo Services														
British Airways	2 976	924	4 053	—	—	—	—	4 331	58 810	37 762	391	37 370	—	64.2
British Caledonian Airways	1 103	881	1 763	—	—	—	—	6 982	29 499	17 182	2 289	14 892	—	58.2
Air-Bridge Carriers	223	848	890	—	—	—	—	6 034	2 775	1 587	14	1 573	—	57.2
Air Continental	565	727	1 743	—	—	—	—	243	596	191	—	191	—	32.0
Air UK	646	2 095	2 430	—	—	—	—	5 887	2 994	1 911	135	1 776	—	63.8
British Air Ferries	116	176	386	—	—	—	—	537	654	355	—	355	—	54.3
British Midland Airways	270	544	844	—	—	—	—	1 297	1 685	658	—	658	—	39.0
Cathay Pacific Airways (a)	1 625	352	2 120	—	—	—	—	4 328	154 409	49 894	61	49 833	—	32.3
Express Air Services (CI)	299	1 985	1 350	—	—	—	—	8 096	1 643	1 325	—	1 325	—	80.7
Nightflight	62	176	211	—	—	—	—	89	42	31	—	31	—	74.1
TOTAL Cargo Services	7 886	8 708	15 790	—	—	—	—	37 824	253 107	110 895	2 889	108 004	—	43.8
GRAND TOTAL	331 729	414 167	613 339	20 608 844	70 869 275	46 404 271	65.5	263 798	9 068 149	5 593 180	169 107	1 200 417	4 223 655	61.7

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

International Scheduled Services 1982^(a)

Table 1.5.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
Passenger services														
British Airways	200 016	122 411	297 194	11 035 750	53 022 102	35 631 356	67.2	160 299	6 544 502	4 169 492	145 754	770 410	3 253 328	63.7
British Airtours	620	113	802	11 464	117 191	64 039	54.6	—	10 665	5 667	—	—	5 667	53.1
British Caledonian Airways	42 500	21 746	60 873	1 366 809	9 150 183	5 337 286	58.3	36 831	1 282 213	739 433	11 955	230 485	496 994	57.7
Air Commuter	262	560	808	2 473	3 644	1 157	31.8	—	276	92	—	—	92	33.5
Air Ecosse	266	932	815	2 496	3 961	1 178	29.7	8	348	101	—	4	98	29.1
Air UK	6 971	18 215	22 254	303 638	249 136	123 720	49.7	1 110	24 890	10 969	—	467	10 503	44.1
Alderney Air Ferries	23	231	124	446	209	103	—	—	18	9	—	—	9	50.0
Aurigny Air Services	1 274	22 604	6 199	240 685	21 571	13 356	61.9	1 262	1 792	1 142	6	70	1 067	63.7
British Midland Airways	1 377	3 197	4 455	80 854	71 373	34 588	48.5	233	6 601	2 855	—	115	2 740	43.2
Brymon Airways	180	735	694	6 480	5 776	1 956	33.9	5	552	161	—	1	160	29.1
Cathay Pacific Airways (b)	8 361	1 460	10 596	192 925	3 317 293	2 052 707	61.9	8 472	459 792	284 654	5 624	82 033	196 997	61.9
Dan-Air Services	3 442	7 404	9 217	192 214	235 622	120 695	51.2	722	19 776	10 404	—	490	9 914	52.6
Euroflite	175	495	598	2 759	2 001	974	48.7	12	177	78	—	4	74	44.0
Genair	373	710	1 249	3 870	4 976	2 036	40.9	—	559	174	—	—	174	31.0
Inter City Airlines	207	457	816	4 215	4 572	1 926	42.1	—	492	158	—	—	158	32.1
Jersey European Airways	1 137	5 383	4 659	51 107	21 142	11 242	53.2	14	1 541	909	4	1	904	59.0
Laker Airways	1 358	237	1 686	35 674	425 599	251 204	59.0	687	47 322	24 593	135	4 551	19 907	52.0
Lease Air T/A Genair	98	186	327	1 072	1 500	564	37.6	—	120	45	—	—	45	37.4
Manx Airlines	13	102	60	471	211	61	28.9	—	17	5	—	—	5	29.1
Metropolitan Airways	65	729	325	2 309	968	711	73.5	—	70	57	—	—	57	81.6
Spacegrand Aviation Services	103	528	401	3 225	1 183	709	59.9	—	100	54	—	—	54	53.6
TOTAL Passenger Services	268 821	208 435	424 148	13 540 936	66 660 212	43 651 568	65.5	209 656	8 401 825	5 251 051	163 478	1 088 630	3 998 944	62.5
Cargo Services														
British Airways	2 975	922	4 051	—	—	—	—	4 327	58 800	37 761	391	37 369	—	64.2
British Caledonian Airways	811	371	1 164	—	—	—	—	2 958	26 569	14 925	32	14 892	—	56.2
Air Continental	565	727	1 743	—	—	—	—	243	596	191	—	191	—	32.0
Air UK	271	638	965	—	—	—	—	2 432	1 267	1 020	—	1 020	—	80.5
British Air Ferries	116	176	386	—	—	—	—	537	654	355	—	355	—	54.3
British Midland Airways	253	483	781	—	—	—	—	1 237	1 493	642	—	642	—	43.0
Cathay Pacific Airways (b)	1 625	352	2 120	—	—	—	—	4 328	154 409	49 894	61	49 833	—	32.3
Nightflight	62	176	211	—	—	—	—	89	42	31	—	31	—	74.1
TOTAL Cargo Services	6 679	3 845	11 420	—	—	—	—	16 150	243 831	104 818	484	104 333	—	43.0
GRAND TOTAL	275 500	212 280	435 568	13 540 936	66 660 212	43 651 568	65.5	225 806	8 645 656	5 355 869	163 961	1 192 962	3 998 944	61.9

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

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

Domestic Scheduled Services 1982^(a)

Table 1.5.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
Passenger services														
British Airways	22 323	55 765	55 420	3 870 861	2 521 995	1 728 859	68.6	10 490	253 953	145 988	2 006	2 318	141 664	57.5
BA Helicopters	210	3 507	1 166	71 410	5 823	4 285	73.6	135	430	362	2	6	354	84.3
British Caledonian Airways	4 344	16 377	12 246	624 577	420 586	236 601	56.3	1 927	45 499	20 081	435	425	19 221	44.1
Air Ecosse	2 065	9 995	6 613	55 961	31 061	14 603	47.0	156	2 733	1 215	10	18	1 186	44.5
Air UK	4 619	19 899	16 928	527 733	209 194	136 838	65.4	1 460	20 321	11 960	119	217	11 624	58.9
Alderney Air Ferries	32	263	169	628	290	57	19.7	2	25	5	—	—	5	20.0
British Midland Airways	8 511	28 195	29 457	1 063 583	563 723	365 486	64.8	1 152	50 223	28 926	56	350	28 521	57.6
Brymon Airways	1 914	9 772	8 586	126 845	62 090	32 076	51.7	67	5 953	2 643	1	15	2 628	44.4
Burnthills High. Heli. Service	85	1 458	580	1 829	339	121	35.8	—	25	9	—	—	9	34.4
Casair Aviation Services	504	1 742	1 948	11 226	9 336	3 387	—	—	928	271	—	—	271	29.2
Dan-Air Services	3 813	13 351	12 680	379 723	235 843	148 970	63.2	825	19 731	12 900	110	411	12 380	65.4
Eastern Airways	426	2 256	1 562	22 465	12 250	6 288	51.3	—	980	497	—	—	497	50.7
Euroair	63	317	239	573	455	115	25.3	—	41	10	—	—	10	24.4
Genair	788	2 553	3 223	20 176	14 897	6 253	42.0	1	1 344	519	—	—	519	38.6
Guernsey Airlines	386	1 087	1 529	24 622	12 104	9 593	79.3	—	1 357	786	—	—	786	57.9
Inter City Airlines	483	1 268	1 778	17 807	15 772	9 072	57.5	—	1 690	754	—	—	754	44.6
Jersey European Airways	320	1 233	1 370	11 018	6 026	3 095	51.4	—	410	248	—	—	248	60.3
Lease Air T/A Genair	752	3 311	2 939	23 596	19 878	6 898	34.7	—	1 589	549	—	—	549	34.5
Loganair	2 541	19 863	11 462	160 505	47 639	28 973	60.8	—	4 249	2 612	—	—	2 612	61.5
Manx Airlines	294	1 437	1 184	28 595	12 696	7 159	56.4	103	1 116	596	—	23	572	53.4
Metropolitan Airways	158	1 294	798	7 062	1 730	660	38.1	—	141	53	—	—	53	37.6
Spacegrand Aviation Services	393	2 081	1 527	17 113	5 335	3 313	62.1	3	479	253	—	1	252	52.8
TOTAL Passenger Services	55 022	197 024	173 402	7 067 908	4 209 062	2 752 702	65.4	16 319	413 217	231 236	2 739	3 784	224 427	56.0
Cargo Services														
British Airways	1	2	2	—	—	—	—	5	10	1	—	1	—	7.0
British Caledonian Airways	292	510	600	—	—	—	—	4 024	2 930	2 257	2 257	—	—	77.0
Air-Bridge Carriers	223	848	890	—	—	—	—	6 034	2 775	1 587	14	1 573	—	57.2
Air UK	375	1 457	1 465	—	—	—	—	3 455	1 726	891	135	756	—	51.6
British Midland Airways	16	61	64	—	—	—	—	60	193	16	—	16	—	8.2
Express Air Services (CI)	299	1 985	1 350	—	—	—	—	8 096	1 643	1 325	—	1 325	—	80.7
TOTAL Cargo Services	1 207	4 863	4 370	—	—	—	—	21 674	9 276	6 077	2 406	3 671	—	65.5
GRAND TOTAL	56 229	201 887	177 772	7 067 908	4 209 062	2 752 702	65.4	37 993	422 493	237 313	5 145	7 454	224 713	56.2

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

All Non-scheduled Services 1982^(a)

Table 1.6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km		as % of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	2 990	1 442	4 362	163 307	695 548	606 452	87.2	362	69 764	55 933	66	2 062	53 805	80.2
British Airtours	19 483	10 671	31 038	1 378 958	3 439 408	2 889 070	84.0	—	319 065	243 739	47	84	243 608	76.4
BA Helicopters	6 573	51 518	31 524	586 686	180 120	109 138	60.6	3 261	19 284	9 169	—	441	8 728	47.5
British Caledonian Airways	6 975	4 497	11 280	687 235	1 358 190	1 187 835	87.5	2 598	141 078	119 199	—	13 924	105 275	84.5
Air Bridge Carriers	912	1 551	2 438	—	—	—	—	13 081	14 637	9 678	—	9 678	—	66.1
Air Ecosse	1	1	2	—	10	9	88.9	—	1	1	—	—	1	76.5
Air Europe	19 846	11 095	31 843	1 256 742	2 580 405	2 267 791	87.9	44	244 251	181 494	37	38	181 419	74.3
Air UK	677	1 039	1 266	21 276	42 069	33 163	78.8	80	4 022	2 820	13	16	2 791	70.1
Aurigny Air Services	3	85	18	—	30	11	36.7	—	2	1	—	—	1	35.2
Bristow Helicopters	8 753	55 311	46 886	447 175	137 132	85 159	62.1	3 587	12 541	8 363	—	636	7 727	66.7
Britannia Airways	67 454	38 325	108 304	4 084 410	8 771 708	7 215 814	82.3	45	746 032	613 542	133	333	613 076	82.2
British Air Ferries	4 816	8 913	13 981	102 117	280 083	156 656	55.9	2 833	29 999	15 742	335	2 570	12 838	52.4
British Caledonian Helicopters	893	3 630	4 337	36 213	16 119	8 895	55.2	276	1 889	807	—	66	741	42.7
British Executive Air Services	1 604	73 157	10 693	413 652	17 644	9 059	51.3	2 784	1 604	880	—	60	820	54.9
British Island Airways	3 131	2 647	5 443	175 104	278 736	215 899	77.5	—	25 263	17 211	—	—	17 211	68.1
British Midland Airways	3 050	1 657	4 520	179 192	478 732	382 851	80.0	925	81 986	40 458	27	10 586	29 845	49.3
Bryan Aviation	14	12	24	152	299	188	62.9	—	67	9	—	—	9	13.4
Brymon Airways	699	1 753	2 385	47 489	34 906	18 926	54.2	197	3 490	1 639	—	87	1 552	47.0
Casair Aviation Services	15	30	37	56	143	29	20.3	—	13	2	—	—	2	15.4
Dan-Air Services	41 418	33 202	72 496	2 841 229	5 263 454	4 480 370	85.1	5 999	424 799	360 461	1 474	372	358 615	84.9
Eastern Airways	218	594	894	—	6 527	1 948	29.8	—	601	156	—	—	156	25.9
Euroair	23	63	77	—	—	—	—	—	37	24	—	24	—	64.9
Express Air Services (CI)	185	1 203	821	—	—	—	—	1 935	799	476	466	8	1	59.6
Genair	12	44	52	—	175	122	70.0	—	18	10	—	1	9	56.1
Guernsey Airlines	2	4	7	239	146	143	97.9	—	14	11	—	—	11	78.6
Heavylift Cargo Airlines	1 152	563	2 821	—	—	—	—	3 508	38 851	20 057	—	20 057	—	51.6
Instone Airlines	207	361	655	—	—	—	—	944	5 137	1 719	88	1 631	—	33.5
Inter City Airlines	496	1 471	1 749	37 108	20 604	14 545	70.6	1 021	2 755	1 628	20	428	1 182	59.1
Jersey European Airways	116	432	455	—	2 193	1 545	70.5	—	168	120	—	—	120	71.3
Laker Airways	781	348	1 120	58 133	214 318	164 817	76.9	—	20 052	13 185	—	—	13 185	65.8
Lease Air T/A Genair	110	749	498	—	1 761	906	51.4	—	141	76	—	2	73	53.6
Loganair	269	1 156	1 142	—	7 692	2 416	31.4	—	764	225	14	—	211	29.4
Management Aviation	1 724	29 960	8 162	64 634	14 129	4 084	28.9	1 202	1 175	375	—	56	319	31.9
Manx Airlines	1	2	2	—	23	9	39.8	—	2	1	—	—	1	32.6
Metropolitan Airways	405	2 320	2 030	262	7 933	4 883	61.6	—	691	420	10	1	408	60.7
Monarch Airlines	18 356	10 683	29 159	1 151 392	2 517 915	2 104 786	83.6	158	232 068	189 757	4	162	189 591	81.8
North Scottish Helicopters	2 949	38 248	12 951	128 540	34 048	19 128	56.2	—	2 735	1 645	—	—	1 645	60.1
Orion Airways	15 460	8 413	24 119	923 856	2 010 118	1 723 631	85.7	—	190 298	138 015	—	5	138 010	72.5
Redcoat Air Cargo	306	113	591	—	—	—	—	1 431	8 417	5 626	—	5 626	—	66.8
Spacegrand Aviation Services	—	2	1	—	4	4	94.4	—	—	—	—	—	—	85.3
Tradewinds Airways	3 353	1 140	4 527	—	—	—	—	20 971	135 504	109 706	—	109 706	—	81.0
TOTAL	235 434	398 405	474 711	14 785 157	28 412 324	23 710 282	83.4	67 241	2 780 015	2 164 377	2 734	178 660	1 982 986	77.9
TOTAL Sub-Charter Operations performed on behalf of UK Airlines	4 035	9 074	11 263	—	335 675	243 264	72.5	—	40 640	28 385	207	7 908	20 270	69.8
TOTAL Excluding Sub-Charter Operations performed on behalf of UK Airlines	231 399	389 331	463 448	14 785 157	28 076 649	23 467 018	83.6	67 241	2 739 375	2 135 992	2 527	170 752	1 962 716	78.0

(a) Excludes Air Taxi Operations (see Table 1.19)

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

International Non-scheduled Services 1982^(a)

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km Available (000)	Used (000)	as % of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used		as % of available
												Cargo (000)	Passengers (000)	
British Airways	2 973	1 382	4 309	160 653	694 527	605 697	87.2	164	69 529	55 783	31	2 015	53 737	80.2
British Airtrous	18 984	9 841	29 918	1 378 541	3 374 583	2 846 118	84.3	—	313 031	240 135	47	84	240 004	76.7
BA Helicopters	6 521	51 136	31 242	585 772	178 889	108 954	60.9	3 232	19 154	9 151	—	436	8 715	47.8
British Caledonian Airways	6 971	4 482	11 264	685 725	1 357 710	1 187 406	87.5	2 598	141 030	119 162	—	13 924	105 238	84.5
Air Bridge Carriers	459	499	1 060	—	—	—	—	3 560	8 045	5 228	—	5 228	—	65.0
Air Ecosse	1	1	2	—	10	9	88.9	—	1	1	—	—	1	76.5
Air Europe	19 846	11 095	31 843	1 256 742	2 580 405	2 267 791	87.9	44	244 251	181 494	37	38	181 419	74.3
Air UK	662	992	1 219	20 487	41 581	32 831	79.0	5	3 953	2 770	—	7	2 763	70.1
Bristow Helicopters	8 753	55 311	46 886	447 175	137 132	85 159	62.1	3 587	12 541	8 363	—	636	7 727	66.7
Britannia Airways	67 289	38 046	107 960	4 060 216	8 750 621	7 199 543	82.3	23	744 172	612 154	133	320	611 701	82.3
British Air Ferries	4 232	7 387	12 009	49 670	256 419	136 533	53.1	296	26 311	12 895	10	1 701	11 185	49.0
British Caledonian Helicopters	888	3 593	4 310	35 912	16 040	8 846	55.1	274	1 879	802	—	66	736	42.7
British Executive Air Services	1 604	73 157	10 693	413 652	17 644	9 059	51.3	2 784	1 604	880	—	60	820	54.9
British Island Airways	3 122	2 627	5 422	174 092	277 923	215 364	77.5	—	25 190	17 169	—	—	17 169	68.2
British Midland Airways	3 048	1 651	4 514	179 152	478 627	382 811	80.0	887	81 961	40 441	27	10 571	29 842	49.3
Bryan Aviation	11	6	18	82	237	162	68.4	—	58	8	—	—	8	13.8
Casair Aviation Services	15	30	37	56	143	29	20.3	—	13	2	—	—	2	15.4
Dan-Air Services	38 688	25 016	62 734	2 685 379	5 158 154	4 413 898	85.6	132	412 983	353 251	—	153	353 097	85.5
Eastern Airways	—	2	2	—	4	4	88.9	—	—	—	—	—	—	85.7
Euroair	23	63	77	—	—	—	—	—	37	24	—	24	—	64.9
Express Air Services (CI)	—	1	1	—	—	—	—	4	—	—	—	—	—	70.9
Genair	4	8	15	—	31	22	70.6	—	6	3	—	1	2	49.7
Heavylift Cargo Airlines	1 150	559	2 815	—	—	—	—	3 434	38 780	20 023	—	20 023	—	51.6
Instone Airlines	180	253	507	—	—	—	—	597	4 989	1 629	—	1 629	—	32.7
Inter City Airlines	188	364	611	3 914	4 889	3 638	74.4	748	1 011	606	—	314	295	59.9
Jersey European Airways	3	14	15	—	57	49	87.1	—	5	4	—	—	4	81.4
Laker Airways	780	344	1 116	57 855	214 172	164 710	76.9	—	20 038	13 176	—	—	13 176	65.8
Lease Air T/A Genair	6	50	29	—	103	26	25.0	—	8	2	—	—	2	25.5
Management Aviation	1 651	28 673	7 800	63 363	13 891	3 999	28.8	1 068	1 152	362	—	49	313	31.4
Metropolitan Airways	4	16	18	262	78	64	81.9	—	7	5	—	—	5	76.8
Monarch Airlines	18 351	10 667	29 142	1 151 094	2 517 554	2 104 585	83.6	14	231 977	189 680	—	107	189 573	81.8
North Scottish Helicopters	2 949	38 248	12 951	128 540	34 048	19 128	56.2	—	2 735	1 645	—	—	1 645	60.1
Orion Airways	15 459	8 410	24 116	923 856	2 010 012	1 723 561	85.7	—	190 281	138 004	—	—	138 004	72.5
Redcoat Air Cargo	305	109	587	—	—	—	—	1 358	8 377	5 597	—	5 597	—	66.8
Tradewinds Airways	3 352	1 138	4 524	—	—	—	—	20 906	135 460	109 671	—	109 671	—	81.0
TOTAL	228 471	375 171	449 764	14 462 190	28 115 486	23 519 994	83.7	45 713	2 740 571	2 140 120	284	172 655	1 967 185	78.1
TOTAL Sub-Charter Operations performed on behalf of UK Airlines	2 132	1 985	4 184	..	226 216	178 151	78.8	.	30 247	22 812	182	7 768	14 862	75.4
TOTAL Excluding Sub-Charter Operations performed on behalf of UK Airlines	226 339	373 186	445 580	14 462 190	27 889 270	23 341 843	83.7	45 713	2 710 324	2 117 308	102	164 887	1 952 323	78.1

(a) Excludes Air Taxi Operations (see Table 1.19)

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

Domestic Non-Scheduled Services 1982^(a)

Table 1.6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km		as as % of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used		as % of available
					Available (000)	Used (000)						Cargo (000)	Passengers (000)	
British Airways	17	60	53	2 654	1 021	755	73.9	199	235	149	35	46	68	63.4
British Airtours	499	830	1 121	417	64 825	42 951	66.3	—	6 034	3 604	—	—	3 604	59.7
BA Helicopters	52	382	283	914	1 231	184	14.9	29	130	18	—	5	13	13.9
British Caledonian Airways	4	15	16	1 510	480	429	89.4	—	48	37	—	—	37	77.1
Air-Bridge Carriers	453	1 052	1 378	—	—	—	—	9 521	6 592	4 450	—	4 450	—	67.5
Air UK	15	47	48	789	488	332	68.0	75	68	49	13	9	27	72.1
Aurigny Air Services	5	85	18	—	30	11	36.7	—	2	1	—	—	1	35.2
Britannia Airways	165	279	343	24 194	21 087	16 272	77.2	22	1 860	1 388	—	13	1 375	74.6
British Air Ferries	584	1 526	1 972	52 447	23 663	20 123	85.0	2 536	3 688	2 847	325	869	1 652	77.2
British Caledonian Helicopters	5	37	27	301	79	49	62.0	2	10	5	—	—	5	50.0
British Island Airways	9	20	22	1 012	813	535	65.8	—	73	43	—	—	43	58.3
British Midland Airways	2	6	6	40	106	40	37.9	38	24	17	—	14	3	72.4
Bryan Aviation	3	6	6	70	62	26	41.9	—	8	1	—	—	1	12.5
Brymon Airways	699	1 753	2 385	47 489	34 906	18 926	54.2	197	3 490	1 639	—	87	1 552	47.0
Dan-Air Services	2 730	8 186	9 762	155 850	105 300	66 472	63.1	5 867	11 816	7 210	1 474	218	5 518	61.0
Eastern Airways	217	592	892	—	6 523	1 944	29.8	—	600	155	—	—	155	25.9
Express Air Services (CI)	185	1 202	820	—	—	—	—	1 931	799	476	466	8	1	59.6
Genair	8	36	37	—	144	101	69.9	—	12	7	—	—	7	59.1
Guernsey Airlines	2	4	7	239	146	143	97.9	—	14	11	—	—	11	78.6
Heavylift Cargo Airlines	2	4	6	—	—	—	—	74	71	35	—	35	—	49.0
Instone Airlines	27	108	148	—	—	—	—	347	148	90	88	2	—	61.1
Inter City Airlines	309	1 107	1 139	33 194	15 715	10 907	69.4	273	1 744	1 022	21	115	887	58.6
Jersey European Airways	113	418	440	—	2 136	1 495	70.0	—	164	116	—	—	116	71.0
Laker Airways	2	4	4	278	146	107	73.4	—	13	9	—	—	9	65.1
Lease Air T/A Genair	104	699	469	—	1 658	880	53.1	—	133	73	—	2	71	55.4
Loganair	269	1 156	1 142	—	7 692	2 416	31.4	—	764	225	14	—	211	29.4
Management Aviation	73	1 287	362	1 271	238	85	35.7	134	23	13	—	7	6	56.5
Manx Airlines	1	2	2	—	23	9	39.8	—	2	1	—	—	1	32.6
Metropolitan Airways	401	2 304	2 012	—	7 854	4 819	61.4	—	685	415	10	1	403	60.6
Monarch Airlines	6	16	17	298	361	201	55.8	144	90	77	4	55	18	85.0
Orion Airways	1	3	3	—	106	70	65.8	—	17	10	—	5	6	59.4
Redcoat Air Cargo	1	4	5	—	—	—	—	74	41	28	—	28	—	69.5
Spacegrand Aviation Services	—	2	1	—	4	4	94.4	—	—	—	—	—	—	85.3
Tradewinds Airways	1	2	2	—	—	—	—	65	44	34	—	34	—	79.1
TOTAL	6 964	23 234	24 947	322 967	296 838	190 288	64.1	21 527	39 444	24 257	2 450	6 007	15 801	61.5
TOTAL Sub-Charter Operations performed on behalf of UK Airlines	1 903	7 089	7 078	—	109 459	65 112	59.5	—	10 393	5 572	25	140	5 408	53.6
TOTAL Excluding Sub-Charter Operations performed on behalf of UK Airlines	5 061	16 145	17 869	322 967	187 379	125 176	66.8	21 527	29 051	18 685	2 425	5 867	10 393	64.3

(a) Excludes Air Taxi Operations (see Table 1.19)

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

All Class 2 Licence Operations 1982

Table 1.7.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No of passengers uplifted Affinity	Others	Available (000)	Seat-km Used (000)	as % of available
British Airways	1 344	304	1 697	29 065	4 483	29 670	493 769	430 004	87.1
British Airtours	1 418	319	1 876	25 144	392	21 879	287 942	262 651	91.2
British Caledonian Airways	79	134	175	—	—	10 694	8 261	6 320	76.5
Air UK	2	5	5	—	124	120	165	118	71.5
Britannia Airways	301	412	602	—	28 268	334	38 885	22 452	57.7
British Air Ferries	61	188	214	—	—	12 137	4 338	4 013	92.5
British Island Airways	4	4	7	—	195	—	394	216	54.8
Dan-Air Services	5 377	2 640	8 152	—	18 312	282 720	794 015	656 490	82.7
Laker Airways	87	32	128	662	—	5 459	27 514	20 944	76.1
Monarch Airlines	1 442	803	2 396	—	1 246	72 197	189 139	147 005	77.7
TOTAL	10 115	4 841	15 253	54 871	53 020	435 210	1 844 422	1 550 211	84.0

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	—	46 131	38 036	—	—	38 036	82.5
British Airtours	—	26 319	22 566	—	—	22 566	85.7
British Caledonian Airways	—	843	543	—	—	543	64.4
Air UK	—	15	10	—	—	10	66.8
Britannia Airways	—	3 307	1 909	—	—	1 909	57.7
British Air Ferries	—	378	329	—	—	329	86.9
British Island Airways	—	35	17	—	—	17	48.4
Dan-Air Services	—	63 542	52 478	—	—	52 478	82.6
Laker Airways	—	2 512	1 675	—	—	1 675	66.7
Monarch Airlines	8	17 645	13 305	—	54	13 251	75.4
TOTAL	8	160 728	130 868	—	54	130 814	81.4

International Class 2 Licence Operations 1982

Table 1.7.2

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	Others	Available (000)	Seat-km Used (000)	as % of available
British Airways	1 342	296	1 690	29 065	3 767	29 670	493 542	429 803	87.1
British Airtours	1 416	315	1 871	25 144	392	21 703	287 651	262 552	91.3
British Caledonian Airways	79	134	175	—	—	10 694	8 261	6 320	76.5
Air UK	2	3	4	—	124	32	156	109	69.9
Britannia Airways	301	412	602	—	28 268	334	38 885	22 452	57.7
British Air Ferries	36	108	125	—	—	7 000	2 535	2 394	94.4
British Island Airways	4	4	7	—	195	—	394	216	54.8
Dan-Air Services	5 374	2 636	8 147	—	18 312	282 388	793 794	656 283	82.7
Laker Airways	87	32	128	662	—	5 459	27 514	20 944	76.1
Monarch Airlines	1 442	803	2 396	—	1 246	72 197	189 139	147 005	77.7
TOTAL	10 082	4 743	15 145	54 871	52 304	429 477	1 841 870	1 548 077	84.0

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airways	—	46 109	38 021	—	—	38 021	82.5
British Airtours	—	26 291	22 558	—	—	22 558	85.8
British Caledonian Airways	—	843	543	—	—	543	64.4
Air UK	—	14	9	—	—	9	65.8
Britannia Airways	—	3 307	1 909	—	—	1 909	57.7
British Air Ferries	—	221	196	—	—	196	88.5
British Island Airways	—	35	17	—	—	17	48.4
Dan-Air Services	—	63 525	52 461	—	—	52 461	82.6
Laker Airways	—	2 512	1 675	—	—	1 675	66.7
Monarch Airlines	8	17 645	13 305	—	54	13 251	75.4
TOTAL	8	160 503	130 695	—	54	130 641	81.4

Domestic Class 2 Licence Operations 1982

Table 1.7.3

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	Others	Available (000)	Seat-km Used (000)	as % of available
British Airways	2	8	7	—	716	—	227	201	88.7
British Airtours	2	4	5	—	—	176	292	99	33.8
Air UK	0	2	1	—	—	88	9	9	100.0
British Air Ferries	25	80	89	—	—	5 137	1 803	1 618	89.8
Dan-Air Services	2	4	5	—	—	332	222	207	93.3
TOTAL	33	98	108	—	716	5 733	2 552	2 134	83.6

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airways	—	23	15	—	—	15	66.5
British Airtours	—	27	9	—	—	9	31.4
Air UK	—	1	1	—	—	1	82.2
British Air Ferries	—	157	133	—	—	133	84.6
Dan-Air Services	—	18	16	—	—	16	93.0
TOTAL	—	225	173	—	—	173	77.0

All Class 3 Licence Operations 1982

Table 1.8.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used			as % of available
					Available (000)	Used (000)						Cargo (000)	Passengers (000)		
British Airways	1 228	841	2 011	71 651	123 961	98 487	79.4	—	12 559	8 710	—	—	8 710	69.4	
British Airtours	16 629	8 979	26 588	1 314 720	2 899 386	2 443 569	84.3	—	269 343	205 526	—	—	205 526	76.3	
British Caledonian Airways	6 197	4 167	10 148	669 613	1 295 107	1 138 725	87.9	—	117 427	100 894	—	—	100 894	85.9	
Air Europe	19 685	10 977	31 570	1 248 045	2 559 426	2 250 050	87.9	44	242 266	180 075	37	38	180 001	74.3	
Air UK	187	225	423	13 492	13 657	11 302	82.8	—	1 263	943	—	—	943	74.6	
Britannia Airways	65 168	35 800	104 140	3 873 733	8 476 011	6 990 746	82.5	—	720 660	594 055	—	—	594 055	82.4	
British Air Ferries	1 033	1 303	2 373	79 773	84 741	63 795	75.3	—	7 464	5 220	—	—	5 220	69.9	
British Island Airways	2 808	2 305	4 849	165 012	250 011	201 311	80.5	—	22 681	16 057	—	—	16 057	70.8	
British Midland Airways	2 192	1 367	3 339	178 095	360 299	296 743	82.4	—	50 742	23 129	—	—	23 129	45.6	
Casair Aviation Services	15	30	37	56	143	29	20.3	—	13	2	—	—	2	15.4	
Dan-Air Services	32 288	21 486	52 393	2 343 500	4 257 200	3 678 865	86.4	—	340 576	294 302	—	—	294 302	86.4	
Laker Airways	547	278	795	51 319	137 505	108 707	79.1	—	12 433	8 696	—	—	8 696	69.9	
Metropolitan Airways	4	16	18	262	78	64	81.9	—	7	5	—	—	5	76.8	
Monarch Airlines	15 137	8 532	23 714	968 663	2 097 040	1 772 501	84.5	—	192 754	159 644	—	—	159 644	82.8	
Orion Airways	15 430	8 394	24 069	923 856	2 006 241	1 720 478	85.8	—	189 924	137 745	—	—	137 745	72.5	
TOTAL	178 547	104 700	286 468	11 901 790	24 560 805	20 775 371	84.6	44	2 180 112	1 735 002	37	38	1 734 928	79.6	

International Class 3 Licence Operations 1982

Table 1.8.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used			as % of available
					Available (000)	Used (000)						Cargo (000)	Passengers (000)		
British Airways	1 228	841	2 011	71 651	123 961	98 487	79.4	—	12 559	8 710	—	—	8 710	69.4	
British Airtours	16 629	8 979	26 588	1 314 720	2 899 386	2 443 569	84.3	—	269 343	205 526	—	—	205 526	76.3	
British Caledonian Airways	6 197	4 167	10 148	669 613	1 295 107	1 138 725	87.9	—	117 427	100 894	—	—	100 894	85.9	
Air Europe	19 685	10 977	31 570	1 248 045	2 559 426	2 250 050	87.9	44	242 266	180 075	37	38	180 001	74.3	
Air UK	187	225	423	13 492	13 657	11 302	82.8	—	1 263	943	—	—	943	74.6	
Britannia Airways	65 023	35 571	103 848	3 849 716	8 457 225	6 975 598	82.5	—	719 062	592 767	—	—	592 767	82.4	
British Air Ferries	763	589	1 469	35 816	65 389	46 905	71.7	—	5 811	3 832	—	—	3 832	65.9	
British Island Airways	2 808	2 305	4 849	165 012	250 011	201 311	80.5	—	22 681	16 057	—	—	16 057	70.8	
British Midland Airways	2 192	1 367	3 339	178 095	360 299	296 743	82.4	—	50 742	23 129	—	—	23 129	45.6	
Casair Aviation Services	15	30	37	56	143	29	20.3	—	13	2	—	—	2	15.4	
Dan-Air Services	32 251	21 438	52 325	2 340 565	4 253 970	3 676 647	86.4	—	340 318	294 125	—	—	294 125	86.4	
Laker Airways	547	278	795	51 319	137 505	108 707	79.1	—	12 433	8 696	—	—	8 696	69.9	
Metropolitan Airways	4	16	18	262	78	64	81.9	—	7	5	—	—	5	76.8	
Monarch Airlines	15 137	8 532	23 714	968 663	2 097 040	1 772 501	84.5	—	192 754	159 644	—	—	159 644	82.8	
Orion Airways	15 430	8 394	24 069	923 856	2 006 241	1 720 478	85.8	—	189 924	137 745	—	—	137 745	72.5	
TOTAL	178 096	103 709	285 203	11 830 881	24 519 438	20 741 115	84.6	44	2 176 603	1 732 150	37	38	1 732 075	79.6	

Domestic Class 3 Licence Operations 1982

Table 1.8.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used			as % of available
					Available (000)	Used (000)						Cargo (000)	Passengers (000)		
Britannia Airways	145	229	293	24 017	18 786	15 148	80.6	—	1 598	1 288	—	—	1 288	80.6	
British Air Ferries	270	714	904	43 957	19 352	16 889	87.3	—	1 653	1 388	—	—	1 388	84.0	
Dan-Air Services	36	48	68	2 935	3 230	2 219	68.7	—	259	178	—	—	178	68.7	
TOTAL	451	991	1 265	70 909	41 368	34 256	82.8	—	3 509	2 853	—	—	2 853	81.3	

All Class 4 Licence Operations 1982

Table 1.9.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted			Available (000)	Seat-km Used (000)	as % of available
					Affinity	IT	Other			
British Airtours	61	59	112	—	—	6 114	755	9 792	7 157	73.1
Air Europe	108	81	182	362	—	5 061	2 521	14 081	11 992	85.2
Air UK	67	56	123	—	—	3 156	915	5 947	4 915	82.6
Britannia Airways	12	8	19	—	282	476	52	1 557	1 211	77.7
British Island Airways	51	43	92	—	—	2 307	616	4 576	3 541	77.4
Dan-Air Services	330	177	505	—	2 877	8 337	5 396	45 907	37 741	82.2
Laker Airways	20	4	27	—	—	411	4	6 421	2 811	43.8
Monarch Airlines	1 368	1 084	2 388	—	—	101 883	590	171 353	139 181	81.2
TOTAL	2 019	1 512	3 449	362	3 159	127 745	10 849	259 634	208 549	80.3

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airtours	—	912	611	—	—	611	67.0
Air Europe	—	1 332	959	—	—	959	72.0
Air UK	—	535	412	—	—	412	77.1
Britannia Airways	—	133	102	—	—	102	76.8
British Island Airways	—	411	273	—	—	273	66.3
Dan-Air Services	—	3 673	3 020	—	—	3 020	82.2
Laker Airways	—	716	225	—	—	225	31.4
Monarch Airlines	—	16 041	12 545	—	—	12 545	78.2
TOTAL	—	23 752	18 146	—	—	18 146	76.4

International Class 4 Licence Operations 1982

Table 1.9.2

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted			Seat-km		as % of available
					Affinity	IT	Other	Available (000)	Used (000)	
British Airtours	61	59	112	—	—	6 114	755	9 792	7 157	73.1
Air Europe	108	81	182	362	—	5 061	2 521	14 081	11 992	85.2
Air UK	67	56	123	—	—	3 156	915	5 947	4 915	82.6
Britannia Airways	12	8	19	—	282	476	52	1 557	1 211	77.7
British Island Airways	51	43	92	—	—	2 307	616	4 576	3 541	77.4
Dan-Air Services	330	177	505	—	2 877	8 337	5 396	45 907	37 741	82.2
Laker Airways	20	4	27	—	—	411	4	6 421	2 811	43.8
Monarch Airlines	1 368	1 084	2 388	—	—	101 883	590	171 353	139 181	81.2
TOTAL	2 019	1 512	3 449	362	3 159	127 745	10 849	259 634	208 549	80.3

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used			as % of available
				Mail (000)	Cargo (000)	Passengers (000)	
British Airtours	—	912	611	—	—	611	67.0
Air Europe	—	1 332	959	—	—	959	72.0
Air UK	—	535	412	—	—	412	77.1
Britannia Airways	—	133	102	—	—	102	76.8
British Island Airways	—	411	273	—	—	273	66.3
Dan-Air Services	—	3 673	3 020	—	—	3 020	82.2
Laker Airways	—	716	225	—	—	225	31.4
Monarch Airlines	—	16 041	12 545	—	—	12 545	78.2
TOTAL	—	23 752	18 146	—	—	18 146	76.4

Domestic Class 4 Licence Operations 1982

Table 1.9.3

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	IT	Other	Available (000)	Seat-km Used (000)	as % of available
TOTAL	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
TOTAL	Nil	Nil	Nil	Nil	Nil	Nil	Nil

All Class 6 Licence Operations 1982

Table 1.10.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		as % of available
							Mail (000)	Cargo (000)	
British Airways	7	20	18	198	137	81	35	46	59.2
British Caledonian Airways	366	80	493	2 022	14 301	11 043	—	11 043	77.2
Air-Bridge Carriers	826	1 431	2 216	13 081	13 189	8 900	—	8 900	67.5
Britannia Airways	10	8	17	45	139	89	—	89	64.1
British Air Ferries	184	367	565	1 949	1 282	1 014	160	854	79.1
British Midland Airways	111	35	153	893	4 659	3 900	—	3 900	83.7
Dan-Air Services	14	34	34	194	157	81	81	—	51.5
Express Air Services (CI)	2	6	8	25	11	8	—	8	76.9
Heavylift Cargo Airlines	892	434	2 159	3 508	30 004	15 114	—	15 114	50.4
Instone Airlines	179	252	500	597	4 982	1 626	—	1 626	32.6
Inter City Airlines	86	242	333	781	427	279	21	258	65.3
Monarch Airlines	2	7	8	136	42	41	—	41	97.4
Redcoat Air Cargo	306	113	591	1 431	8 417	5 626	—	5 626	66.8
Tradewinds Airways	2 902	979	3 917	20 971	116 947	95 271	—	95 271	81.5
TOTAL	5 888	4 008	11 012	45 831	194 694	143 072	297	142 775	73.5

International Class 6 Licence Operations 1982

Table 1.10.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		as % of available
							Mail (000)	Cargo (000)	
British Caledonian Airways	366	80	493	2 022	14 301	11 043	—	11 043	77.2
Air-Bridge Carriers	388	437	900	3 560	6 781	4 465	—	4 465	65.8
Britannia Airways	7	2	11	23	103	77	—	77	75.1
British Air Ferries	18	30	58	98	105	58	3	55	55.2
British Midland Airways	111	34	152	855	4 643	3 886	—	3 886	83.7
Express Air Services (CI)	—	1	1	4	—	—	—	—	70.9
Heavylift Cargo Airlines	890	430	2 152	3 434	29 933	15 079	—	15 079	50.4
Instone Airlines	178	251	498	593	4 979	1 624	—	1 624	32.6
Inter City Airlines	81	225	312	720	393	258	—	258	65.7
Redcoat Air Cargo	305	109	587	1 358	8 377	5 597	—	5 597	66.8
Tradewinds Airways	2 901	977	3 915	20 906	116 904	95 236	—	95 236	81.5
TOTAL	5 243	2 576	9 078	33 572	186 519	137 324	3	137 321	73.6

Domestic Class 6 Licence Operations 1982

Table 1.10.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		as % of available
							Mail (000)	Cargo (000)	
British Airways	7	20	18	198	137	81	35	46	59.2
Air-Bridge Carriers	438	994	1 315	9 521	6 408	4 435	—	4 435	69.2
Britannia Airways	3	6	7	22	35	11	—	11	32.0
British Air Ferries	167	337	508	1 851	1 177	956	157	799	81.3
British Midland Airways	—	1	1	38	16	14	—	14	91.2
Dan-Air Services	14	34	34	194	157	81	81	—	51.5
Express Air Services (CI)	2	5	7	21	11	8	—	8	77.1
Heavylift Cargo Airlines	2	4	6	74	71	35	—	35	49.0
Instone Airlines	—	1	2	4	3	2	—	2	74.1
Inter City Airlines	6	17	21	61	34	21	21	—	60.5
Monarch Airlines	2	7	8	136	42	41	—	41	97.4
Redcoat Air Cargo	1	4	5	74	41	28	—	28	69.5
Tradewinds Airways	1	2	2	65	44	34	—	34	79.1
TOTAL	644	1 432	1 934	12 259	8 175	5 748	294	5 454	70.3

All Class 7 Licence Operations 1982

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	18	2	21	42	4 163	741	17.8	—	441	92	—	—	92	20.8
British Airways Helicopters	6 573	51 518	31 524	586 686	180 120	109 138	60.6	3 261	19 284	9 169	—	441	8 728	47.5
Bristow Helicopters	8 753	55 311	46 886	447 175	137 132	85 159	62.1	3 587	12 541	8 363	—	636	7 727	66.7
British Caledonian Helicopters	893	3 630	4 337	36 213	16 119	8 895	55.2	276	1 889	807	—	66	741	42.7
British Executive Air Services	1 604	73 157	10 693	413 652	17 644	9 059	51.3	2 784	1 604	880	—	60	820	54.9
British Midland Airways	13	2	18	53	2 684	383	14.3	—	413	30	—	—	30	7.3
Management Aviation	1 724	29 960	8 162	64 634	14 129	4 084	28.9	1 202	1 175	375	—	56	319	31.9
North Scottish Helicopters	2 949	38 248	12 951	128 540	34 048	19 128	56.2	—	2 735	1 645	—	—	1 645	60.1
TOTAL	22 526	251 828	114 592	1 676 995	406 039	236 587	58.3	11 109	40 082	21 361	—	1 259	20 102	53.3

International Class 7 Licence Operations 1982

Table 1.11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	18	2	21	42	4 163	741	17.8	—	441	92	—	—	92	20.8
British Airways Helicopters	6 521	51 136	31 242	585 772	178 889	108 954	60.9	3 232	19 154	9 151	—	436	8 715	47.8
Bristow Helicopters	8 753	55 311	46 886	447 175	137 132	85 159	62.1	3 587	12 541	8 363	—	636	7 727	66.7
British Caledonian Helicopters	888	3 593	4 310	35 912	16 040	8 846	55.1	274	1 879	802	—	66	736	42.7
British Executive Air Services	1 604	73 157	10 693	413 652	17 644	9 059	51.3	2 784	1 604	880	—	60	820	54.9
British Midland Airways	13	2	18	53	2 684	383	14.3	—	413	30	—	—	30	7.3
Management Aviation	1 651	28 673	7 800	63 363	13 891	3 999	28.8	1 068	1 152	362	—	49	313	31.4
North Scottish Helicopters	2 949	38 248	12 951	128 540	34 048	19 128	56.2	—	2 735	1 645	—	—	1 645	60.1
TOTAL	22 396	250 122	113 920	1 674 509	404 491	236 269	58.4	10 944	39 919	21 325	—	1 247	20 078	53.4

Domestic Class 7 Licence Operations 1982

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways Helicopters	52	382	283	914	1 231	184	14.9	29	130	18	—	5	13	13.8
British Caledonian Helicopters	5	37	27	301	79	49	62.0	2	10	5	—	—	5	50.0
Management Aviation	73	1 287	362	1 271	238	85	35.7	134	23	13	—	7	6	56.5
TOTAL	130	1 706	672	2 486	1 548	318	20.5	165	163	36	—	12	24	22.1

All Exempt Operations 1982^{(a)(b)}

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	164	159	283	28 396	33 149	23 397	70.6	164	5 985	3 607	3	1 350	2 254	60.3
British Airtours	133	62	197	9 954	43 228	33 591	77.7	—	4 026	2 929	—	—	2 929	72.8
British Caledonian Airways	167	84	253	6 928	22 389	18 704	83.5	576	4 052	3 427	—	1 757	1 669	84.6
Air Europe	12	9	20	753	1 577	1 222	77.5	—	149	98	—	—	98	65.5
Air UK	96	101	187	3 469	7 685	4 042	52.6	80	718	365	13	11	342	50.8
Britannia Airways	1 274	1 669	2 390	181 265	165 642	133 794	80.8	—	14 088	11 355	—	—	11 355	80.6
British Air Ferries	246	563	797	10 207	8 578	5 723	66.7	883	1 434	779	172	142	466	54.3
British Island Airways	222	176	384	6 974	19 781	8 289	41.9	—	1 778	661	—	—	661	37.2
British Midland Airways	20	12	32	1 044	3 504	1 124	32.1	32	660	182	—	95	87	27.6
Bryan Aviation	14	12	24	152	299	188	62.9	—	67	9	—	—	9	13.4
Brymon Airways	699	1 753	2 385	47 489	34 906	18 926	54.2	197	3 490	1 639	—	87	1 552	47.0
Dan-Air Services	3 059	8 204	10 638	180 087	129 204	84 458	65.4	5 805	13 840	8 736	1 393	355	6 988	63.1
Euroair	8	24	32	—	—	—	—	—	14	9	—	9	—	64.3
Express Air Services (CI)	183	1 197	813	—	—	—	—	1 910	788	467	467	—	—	59.3
Guernsey Airlines	2	4	7	239	146	143	97.9	—	14	11	—	—	11	78.6
Instone Airlines	29	109	155	—	—	—	—	347	155	93	88	5	—	59.9
Inter City Airlines	330	897	1 060	37 108	19 298	13 857	71.8	240	1 967	1 207	—	83	1 127	61.2
Laker Airways	2	4	4	278	146	107	73.4	—	13	9	—	—	9	65.1
Monarch Airlines	129	81	203	6 813	19 651	12 154	61.9	13	1 785	1 132	4	33	1 095	63.4
TOTAL	6 789	15 120	19 863	521 156	509 185	359 721	70.6	10 248	55 023	36 715	2 141	3 927	30 651	66.7

(a) Excludes Air Taxi Operations (see Table 1.19).

(b) Excludes exempt Sub-Charter Operations.

International Exempt Operations 1982^{(a)(b)}

Table 1.12.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	157	128	256	26 458	32 388	22 874	70.6	163	5 912	3 557	3	1 350	2 203	60.2
British Airtours	133	60	195	9 713	43 161	33 528	77.7	—	4 019	2 924	—	—	2 924	72.7
British Caledonian Airways	163	69	237	5 418	21 909	18 275	83.4	576	4 004	3 390	—	1 757	1 632	84.7
Air Europe	12	9	20	753	1 577	1 222	77.5	—	149	98	—	—	98	65.5
Air UK	83	60	142	2 768	7 236	3 745	51.8	5	653	319	—	2	317	48.8
Britannia Airways	1 272	1 664	2 385	181 088	165 291	133 707	80.9	—	14 058	11 348	—	—	11 348	80.7
British Air Ferries	146	226	415	6 854	6 522	4 398	67.4	198	859	471	5	110	357	54.8
British Island Airways	214	158	364	5 962	19 019	7 791	41.0	—	1 710	621	—	—	621	36.3
British Midland Airways	20	11	31	1 044	3 493	1 117	32.0	32	659	182	—	95	87	27.6
Bryan Aviation	11	6	18	82	237	162	51.6	—	58	8	—	—	8	13.8
Dan-Air Services	551	605	1 430	27 504	42 118	28 745	68.2	132	3 653	2 479	—	147	2 333	67.9
Euroair	8	24	32	—	—	—	—	—	14	9	—	9	—	64.3
Instone Airlines	2	2	9	—	—	—	—	4	10	5	—	5	—	46.2
Inter City Airlines	89	104	238	3 914	4 889	3 638	74.4	28	521	312	—	19	295	59.7
Monarch Airlines	128	76	198	6 515	19 434	12 050	62.0	6	1 765	1 119	—	33	1 086	63.4
TOTAL	2 986	3 202	5 972	278 033	367 274	271 254	73.9	1 145	38 045	26 841	8	3 527	23 309	70.4

(a) Excludes Air Taxi Operations (see Table 1.19).

(b) Excludes Exempt Sub-Charter Operations

Domestic Exempt Operations 1982^{(a)(b)}

Table 1.12.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	7	31	27	1 938	761	523	68.7	1	73	51	—	—	50	69.5
British Airtours	1	2	2	241	67	62	92.7	—	6	5	—	—	5	81.0
British Caledonian Airways	4	15	16	1 510	480	429	89.4	—	48	37	—	—	37	77.1
Air UK	14	41	44	701	449	297	66.1	75	65	46	13	9	24	70.8
Britannia Airways	3	5	5	177	351	86	24.5	—	30	7	—	—	7	24.1
British Air Ferries	100	337	381	3 353	2 055	1 325	64.5	685	575	308	167	32	108	53.5
British Island Airways	9	18	20	1 012	762	498	65.3	—	69	40	—	—	40	57.9
British Midland Airways	—	1	1	40	12	6	54.8	—	1	—	—	—	—	50.0
Bryan Aviation	3	6	6	70	62	26	41.9	—	8	1	—	—	1	12.5
Brymon Airways	699	1 753	2 385	47 489	34 906	18 926	54.2	197	3 490	1 639	—	87	1 552	47.0
Dan-Air Services	2 508	7 599	9 208	152 583	87 086	55 713	64.0	5 673	10 187	6 257	1 393	208	4 656	61.4
Express Air Services (CI)	183	1 197	813	—	—	—	—	1 910	788	467	466	—	1	59.3
Guernsey Airlines	2	4	7	239	146	143	97.9	—	14	11	—	—	11	78.6
Instone Airlines	27	107	146	—	—	—	—	343	145	88	88	—	—	60.9
Inter City Airlines	241	793	822	33 194	14 409	10 219	70.9	212	1 446	894	—	64	832	61.8
Laker Airways	2	4	4	278	146	107	73.4	—	13	9	—	—	9	65.1
Monarch Airlines	2	5	5	298	216	104	48.1	7	20	13	4	—	9	64.1
TOTAL	3 804	11 918	13 891	243 123	141 911	88 467	62.3	9 103	16 979	9 874	2 132	400	7 343	58.2

(a) Excludes Air Taxi Operations (see table 1.19).

(b) Excludes Exempt Sub Charter Operations.

Sub-Charter Operations Performed under Class 5 Licences 1982

Table 1.13.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
Britannia Airways	391	228	633	.	50 892	37 372	73.0		4 335	3 502	133	243	3 127	81.0
British Air Ferries	173	413	600	.	—	—	—		962	635	—	635	—	66.0
Eastern Airways	209	574	861	.	6 259	1 783	28.0		576	143	—	—	143	25.0
Metropolitan Airways	393	2 267	1 975	.	7 854	4 819	61.0		669	404	—	1	403	60.0
TOTAL	1 167	3 482	4 069		65 005	43 974	68.0		6 542	4 684	133	879	3 672	72.0

Exempt Sub-Charter Operations Performed for UK Operators 1982^(a)

Table 1.13.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
British Airways	57	55	101	.	15 507	13 490	87.0	..	1 593	1 081	—	—	1 081	68.0
British Airtours	1 010	1 154	1 940	..	146 060	107 790	74.0		13 600	9 164	47	84	9 033	67.0
British Caledonian Airways	33	8	43	..	204	125	61.0	.	1 220	970	—	959	11	80.0
Air Bridge Carriers	21	68	82	..	—	—	—	.	274	42	—	42	—	15.0
Air Ecosse	1	1	2	..	10	9	89.0	.	1	1	—	—	1	76.0
Air Europe	37	24	63	..	4 746	4 003	84.0	..	449	320	—	—	320	71.0
Air UK	4	8	10	.	363	357	98.0	..	33	29	—	—	29	88.0
Aurigny Air Services	3	85	18	..	30	11	37.0	.	2	1	—	—	1	35.0
Britannia Airways	261	169	438	..	33 871	29 088	86.0	..	2 957	2 433	—	2	2 431	82.0
British Air Ferries	201	425	660	..	829	585	70.0	.	1 237	697	3	647	48	56.0
British Island Airways	5	5	9	.	440	297	68.0	..	40	24	—	—	24	61.0
British Midland Airways	129	41	177	.	1 897	1 182	62.0	..	5 274	4 393	—	4 302	92	83.0
Dan-Air Services	305	608	689	.	31 319	18 813	60.0	.	2 545	1 523	—	17	1 506	60.0
Eastern Airways	9	20	33	.	268	165	61.0	..	24	13	—	—	13	54.0
Euroair	15	39	45	.	—	—	—	.	23	15	—	15	—	65.0
Genair	12	44	52	.	175	122	70.0	..	18	10	—	1	9	56.0
Heavylift Cargo Airlines	36	20	90	.	—	—	—	..	1 225	851	—	851	—	69.0
Inter City Airlines	80	332	356	.	1 305	688	53.0	.	361	142	—	87	55	39.0
Jersey European Airways	116	432	455	..	2 193	1 545	70.0	.	168	120	—	—	120	71.0
Laker Airways	10	4	16	..	3 621	3 490	96.0	.	367	279	—	—	279	76.0
Lease Air T/A Genair	110	749	498	..	1 761	906	51.0	.	141	76	—	2	73	54.0
Loganair	269	1 156	1 142	.	7 692	2 416	31.0	.	764	225	14	—	211	29.0
Manx Airlines	1	2	2	..	23	9	40.0	..	2	1	—	—	1	33.0
Metropolitan Airways	8	37	37	..	—	—	—	..	16	10	10	—	—	66.0
Monarch Airlines	107	91	196	.	14 981	11 393	76.0	.	1 436	1 038	—	14	1 023	72.0
Orion Airways	27	13	42	.	3 369	2 801	83.0	..	326	242	—	5	237	74.0
Spacegrand Aviation Services	—	2	1	.	4	4	94.0	..	—	—	—	—	—	85.0
TOTAL	2 868	5 592	7 193	..	270 671	199 289	74.0	..	34 098	23 700	74	7 029	16 598	69.5

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

Exempt Sub-Charter Operations Performed for Non UK Operators 1982^(a)

Table 1.13.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	172	61	231	.	24 999	40 333	..	..	2 918	4 325	27	665	3 633	.
British Airtours	231	98	326	.	53 000	34 313	65.0	.	4 865	2 944	—	—	2 944	61.0
British Caledonian Airways	133	24	170	.	32 229	23 960	74.0	..	3 236	2 322	—	165	2 158	72.0
Air Bridge Carriers	65	52	141	.	—	—	—	..	1 173	736	—	736	—	63.0
Air Europe	4	4	8	.	576	524	91.0	.	54	42	—	—	42	77.0
Air UK	320	644	519	..	14 253	12 430	87.0	.	1 458	1 061	—	5	1 056	73.0
Britannia Airways	37	31	64	.	4 849	1 151	24.0	..	414	98	—	—	98	24.0
British Air Ferries	2 917	5 654	8 773	.	181 597	82 541	45.0	..	17 242	7 068	—	292	6 776	41.0
British Island Airways	40	114	102	.	3 533	2 245	64.0	..	318	180	—	—	180	57.0
British Midland Airways	586	200	802	.	110 348	83 419	76.0	.	20 238	8 824	27	2 289	6 507	44.0
Dan-Air Services	45	53	84	..	5 809	4 003	69.0	.	466	320	—	—	320	69.0
Heavylift Cargo Airlines	224	109	573	.	—	—	—	.	7 621	4 092	—	4 092	—	54.0
Laker Airways	115	26	151	.	39 111	28 758	74.0	..	4 011	2 301	—	—	2 301	57.0
Monarch Airlines	170	85	254	.	25 751	22 552	88.0	.	2 365	2 051	—	20	2 032	87.0
Orion Airways	4	6	8	..	509	351	69.0	.	48	28	—	—	28	58.0
Tradewinds Airways	451	161	609	..	—	—	—	.	18 557	14 435	—	14 435	—	78.0
TOTAL	5 515	7 322	12 812	.	496 564	336 579	68.0	.	84 983	50 827	55	22 699	28 074	60.0

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

Aircraft Type & Utilisation: All Airlines 1982^(a)

Table 1.14.1

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft in	Average Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service at	utilisation per
	(000)	(000)					Uplifted	(000)	end of	Aircraft (hrs)
									1982	year
										1982
Aerospatiale AS332 Super Puma	2 023	—	5 528	—	7 635	—	69 140	25 598	12	4.4
Aerospatiale SA330 Puma	214	—	912	—	1 056	—	7 568	1 786	—	3.4
Aerospatiale SA365 Dauphin	1 057	30	17 623	735	4 754	129	53 736	3 242	6	2.8
Airbus A300 B4/100/200	363	—	165	—	508	—	40 751	94 877	—	4.8
Armstrong Whitworth Argosy	—	409	—	1 300	—	1 561	—	—	2	1.8
BAC/Aerospatiale Concorde	9 022	—	1 652	—	6 202	—	87 181	471 233	7	2.4
BAC 1-11 500 Series	50 279	307	74 996	545	101 574	635	4 959 309	3 867 205	46	6.2
BAE (BAC) 1-11-200 Series	2 065	—	3 803	—	4 609	—	164 345	100 929	3	4.7
BAE (BAC) 1-11-300/400/475	15 296	1	21 059	3	29 797	3	981 497	877 834	18	4.9
BAE (HS) 125	—	—	—	—	—	—	—	—	5	—
BAE (HS) 748	7 569	608	27 308	2 105	28 010	2 195	652 761	209 154	22	3.9
Beech King Air 90/100	4	258	8	335	11	758	17	8	2	0.8
Beechcraft 200 Super King Air	8	—	23	—	22	—	129	46	1	0.1
Bell Model 214ST	60	—	178	—	241	—	1 894	638	2	2.2
Bell 206B Jetranger	84	—	1 458	—	580	—	1 829	122	9	0.2
Bell 212	2 580	—	97 600	—	16 913	—	529 849	13 706	13	3.5
Boeing 707-320C/336	12 789	4 756	4 415	1 507	17 651	6 395	406 209	1 450 214	12	5.4
Boeing 720B	4 365	4	2 095	11	6 231	12	285 227	633 310	2	6.0
Boeing 727-100/100C	9 621	1	5 014	1	14 187	1	597 130	1 169 398	6	6.3
Boeing 727-200/200 Advanced	6 209	—	3 298	—	9 221	—	512 027	995 424	4	7.2
Boeing 737-200	158 674	21	107 203	26	263 036	40	10 189 596	16 221 703	78	9.3
Boeing 747-100/100F	52 250	—	12 607	—	66 111	—	1 875 982	14 332 271	16	11.3
Boeing 747-200	36 674	—	7 156	—	46 043	—	1 206 055	9 959 679	10	12.2
Boeing 747-200C/Freighter	—	272	—	51	—	316	—	—	—	4.4
Boeing-Vertol Model 234 Chinook	1 615	—	4 295	—	6 207	—	162 051	60 851	6	3.1
Bristol 170 Freighter	—	101	—	322	—	501	—	—	2	1.4
Canadair CL-44	—	306	—	113	—	591	—	—	1	—
Cessna 401/402/411/421	2	—	6	—	7	—	21	7	2	—
Cessna 404 Titan	215	—	727	—	783	—	3 300	1 005	4	0.5
Cessna 441 Conquest	24	—	48	—	61	—	168	84	—	0.2
Cessna 500	—	—	—	—	—	—	—	—	1	—
Cessna 550	—	—	—	—	—	—	—	—	1	—
De Havilland DHC-6 Twin Otter	4 417	19	30 082	89	20 818	85	273 467	46 307	20	3.2
De Havilland DHC-7 Dash-7	1 255	—	4 439	—	4 486	—	101 009	32 845	3	4.1
Embraer EMB110 Bandeirante	7 137	25	26 051	67	24 895	84	171 403	54 500	21	3.1
Fokker F27 100-400, 600	9 726	—	29 455	—	31 481	—	668 261	246 279	24	5.0
Handley Page Herald 200	4 146	1 366	14 095	5 758	15 302	5 393	358 549	118 163	25	3.0
Hawker Siddeley Trident 1C	1 288	1	2 690	1	2 822	1	179 037	87 928	3	1.5
Hawker Siddeley Trident 2E	3 918	—	6 328	—	7 824	—	421 069	255 043	9	2.2
Hawker Siddeley Trident 3B	22 969	—	38 708	—	48 882	—	3 783 406	2 222 659	24	5.4
Lockheed L-1011-1/100 Tristar	8 526	—	5 542	—	13 472	—	1 213 082	1 829 340	7	5.0
Lockheed L-1011-200 Tristar	20 883	—	7 294	—	29 399	—	1 092 003	4 180 743	10	8.2
Lockheed L-1011-500 Tristar	13 969	—	3 800	—	18 513	—	361 023	2 137 905	5	8.5
MBB B0105	1 504	68	39 373	2 525	7 522	335	58 284	2 281	9	2.2
McDonnell-Douglas DC-10-30	30 044	—	6 127	—	37 998	—	569 348	4 354 101	8	12.3
McDonnell-Douglas DC-9-10/15	2 223	—	3 966	—	4 617	—	237 299	137 650	3	4.6
McDonnell-Douglas DC-10-10	2 718	—	1 245	—	3 892	—	388 487	843 985	—	6.4
Partenavia P68B/C	—	—	—	—	—	—	—	—	3	—
Pilatus BN-2A Islander	817	—	12 610	—	3 902	—	48 947	3 394	11	0.8
Pilatus BN-2A Mk111 Trislander	741	—	13 319	—	3 629	—	130 254	7 074	5	1.6
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	—	2	—
Piper PA31/31P Navajo Chieftn	505	370	2 371	568	1 805	1 196	12 638	2 678	5	1.0
Short Belfast	—	1 116	—	549	—	2 747	—	—	3	2.5
Shorts 330	3 228	43	13 632	120	13 364	190	158 372	48 206	11	4.0
Sikorsky S61N	11 148	—	78 918	—	61 679	—	877 824	120 711	53	3.3
Sikorsky S76 Spirit	2 646	1	13 559	31	11 258	7	65 344	14 045	21	1.6
Vickers Viscount 700	434	90	1 080	222	1 383	291	44 325	18 335	3	1.6
Vickers Viscount 800	7 238	359	20 338	699	23 298	1 058	737 339	325 726	21	2.9
V953C Merchantman	—	678	—	1 009	—	1 620	—	—	3	1.5
Westland 30SRS 100	34	—	891	—	261	—	3 649	131	2	1.0
TOTAL	534 576 11 209	775 090	18 692	1 023 954	26 144	34 742 191	67 580 351	607	4.9(c)	

(a) Excludes Air Taxi Operations (see Table 1.19).

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

(c) Excludes Redcoat Air Cargo Operations.

Aircraft Type & Utilisation

Individual Airlines 1982^(a)

Table 1.14.2

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft in	Average Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service at	utilisation per
	(000)	(000)					Uplifted	(000)	end of	Aircraft (hrs)
									1982	year
									1982	1982
British Airways and Airtours										
BAE (HS) 748	2 048	—	9 664	—	7 862	—	208 069	48 447	5	4.7
Vickers Viscount 800	562	1	2 161	3	1 855	2	66 911	20 998	—	2.7
BAE (BAC) 1-11-300/400/475	4 144	—	7 624	—	8 781	—	296 528	186 921	5	4.9
BAC 1-11 500 Series	19 669	—	39 109	1	42 890	1	2 277 415	1 176 313	21	5.6
Boeing 737-200	43 043	10	42 089	17	78 297	21	3 155 263	3 588 973	28	7.7
Hawker Siddeley Trident 2E	3 918	—	6 328	—	7 824	—	421 069	255 043	9	2.2
Hawker Siddeley Trident 1C	1 288	1	2 690	1	2 822	1	179 037	87 928	3	1.5
Hawker Siddeley Trident 3B	22 969	—	38 708	—	48 882	—	3 783 406	2 222 659	24	5.4
Lockheed L-1011-1/100 Tristar	8 526	—	5 542	—	13 472	—	1 213 082	1 829 340	7	5.0
Boeing 707-320C/336	5 400	74	1 774	15	7 614	112	171 665	693 463	5	4.9
Lockheed L1011-500 Tristar	13 969	—	3 800	—	18 513	—	361 023	2 137 905	5	8.5
Boeing 747-100/100F	52 250	—	12 607	—	66 111	—	1 875 982	14 332 271	16	11.3
Boeing 747-200	34 747	—	6 589	—	43 575	—	1 109 653	9 482 842	10	11.9
Boeing 747-200C/Freighter	—	272	—	51	—	316	—	—	—	4.4
Lockheed L1011-200 Tristar	20 883	—	7 294	—	29 399	—	1 092 003	4 180 743	10	8.2
BAC/Aerospatiale Concorde	9 022	—	1 652	—	6 202	—	87 181	471 233	7	2.4
TOTAL	242 437	357	187 631	88	384 097	454	16 298 287	40 715 077	155	6.6
British Airways Helicopters										
Sikorsky S61N	4 704	—	39 991	—	23 419	—	446 368	50 441	22	2.9
Bell 206B Jetranger	—	—	—	—	—	—	—	—	1	—
Sikorsky S76 Sprit	205	1	4 004	31	1 588	7	15 833	823	4	1.1
Bell 212	224	—	5 813	—	1 207	—	30 195	1 177	2	1.7
Boeing-Vertol Model 234 Chinook	1 615	—	4 295	—	6 207	—	162 051	60 851	6	3.1
Westland 30 SRS 100	34	—	891	—	261	—	3 649	131	2	1.0
TOTAL	6 782	1	54 994	31	32 683	7	658 096	113 423	37	2.5
British Caledonian Airways										
BAE (BAC) 1-11-200 Series	350	—	824	—	861	—	33 186	14 036	—	5.1
BAE (BAC) 1-11-300/400/475	1 200	—	2 955	—	2 936	—	114 111	49 122	3	4.7
BAC 1-11 500 Series	12 829	292	22 368	510	27 787	600	1 343 256	890 269	12	6.8
McDonnell-Douglas DC-10-10	2 215	—	1 108	—	3 227	—	367 812	739 223	—	8.1
Boeing 707-320C/336	5 480	1 189	1 655	303	7 263	1 555	91 701	430 186	2	8.6
McDonnell-Douglas DC-10-30	28 974	—	5 959	—	36 684	—	544 615	4 150 992	8	12.6
Boeing 747-200	1 927	—	567	—	2 468	—	96 402	476 837	1	10.7
Sikorsky S61N	273	—	6 837	—	2 278	—	81 029	3 241	1	6.3
TOTAL	53 248	1 481	42 273	813	83 504	2 155	2 672 112	6 753 905	27	8.6
Air Bridge Carriers										
Armstrong Whitworth Argosy	—	409	—	1 300	—	1 561	—	—	2	1.8
V953C Merchantman	—	678	—	1 009	—	1 620	—	—	3	1.5
TOTAL	—	1 087	—	2 309	—	3 181	—	—	5	1.6
Air Commuter										
Cessna 550	—	—	—	—	—	—	—	—	1	—
Cessna 500	—	—	—	—	—	—	—	—	1	—
Piper PA31 Navajo	—	—	—	—	—	—	—	—	1	—
Cessna 404 Titan	17	—	36	—	60	—	142	66	1	0.3
Embraer EMB110 Bandeirante	241	—	516	—	737	—	2 314	1 083	—	3.4
Beech Kingair 90/100	4	—	8	—	11	—	17	8	—	0.1
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	—	2	—
TOTAL	262	—	560	—	808	—	2 473	1 157	6	0.4
Air Continental										
Piper PA31/31P Navajo Chieftn	—	307	—	392	—	985	—	—	2	1.4
Beech Kingair 90/100	—	258	—	335	—	758	—	—	2	1.0
TOTAL	—	565	—	727	—	1 743	—	—	4	1.2

Table 1.14.2 cont.

	Aircraft-km		Stage Passenger	Flights Cargo	Aircraft Hours		(b) Passengers Uplifted	Seat-km Used (000)	Aircraft in Service at end of 1982	Average Daily utilisation per Aircraft (hrs) year 1982
	Passenger (000)	Cargo (000)			Passenger	Cargo				
Air Ecosse										
De Havilland DHC-6 Twin Otter	1	—	1	—	2	—	—	9	2	—
Embraer EMB110 Bandeirante	2 332	—	10 927	—	7 428	—	58 457	15 781	8	2.6
Beech B200 Super King Air	—	—	—	—	—	—	—	—	—	—
TOTAL	2 332	—	10 928	—	7 430	—	58 457	15 790	10	1.9
Air Europe										
Boeing 737-200	19 541	—	10 920	—	31 358	—	1 237 655	2 234 829	5	12.8
TOTAL	19 541	—	10 920	—	31 358	—	1 237 655	2 234 829	5	12.8
Air UK										
Fokker F27 100-400, 600	7 246	—	21 112	—	22 155	—	445 779	179 111	14	5.1
Handley Page Herald 200	2 160	407	9 653	1 536	8 509	1 577	322 185	74 069	12	5.2
Embraer EMB110 Bandeirante	2 505	—	7 810	—	9 013	—	63 685	21 075	5	5.4
BAE (BAC) 1-11-300/400/475	280	1	282	1	525	2	18 399	18 781	—	1.5
TOTAL	12 190	408	38 857	1 537	40 201	1 579	850 048	293 036	31	5.0
Alderney Air Ferries										
Pilatus BN-2A Islander	55	—	494	—	292	—	1 074	161	—	1.1
TOTAL	55	—	494	—	292	—	1 074	161	—	1.1
Aurigny Air Services										
Pilatus BN-2A MK111 Trislander	629	—	12 091	—	3 055	—	122 462	6 266	5	2.1
Pilatus BN-2A Islander	142	—	2 310	—	693	—	11 136	676	2	1.0
De Havilland DHC-6 Twin Otter	507	—	8 288	—	2 468	—	107 087	6 424	2	3.4
TOTAL	1 277	—	22 689	—	6 216	—	240 685	13 367	9	2.1
Bristow Helicopters										
Sikorsky S61N	4 740	—	24 935	—	28 718	—	259 354	49 306	23	3.6
MBB B0105	12	—	122	—	63	—	170	24	1	0.2
Sikorsky S76 Spirit	1 012	—	5 184	—	4 402	—	24 941	4 975	10	1.4
Bell 212	752	—	18 630	—	5 012	—	86 002	3 470	6	2.4
Aérospatiale SA330 Puma	214	—	912	—	1 056	—	7 568	1 786	—	3.4
Aérospatiale AS332 Super Puma	2 023	—	5 528	—	7 635	—	69 140	25 598	12	4.4
Bell 206 Jetranger	—	—	—	—	—	—	—	—	6	—
TOTAL	8 753	—	55 311	—	46 886	—	447 175	85 159	58	2.6
Britannia Airways										
Boeing 737-200	65 747	10	37 433	8	105 564	17	3 990 500	7 040 609	30	9.9
TOTAL	65 747	10	37 433	8	105 564	17	3 990 500	7 040 609	30	9.9
British Air Ferries										
Handley Page Herald 200	1 680	491	3 336	1 117	5 582	1 729	9 374	35 516	11	1.8
BAE (HS) 125	—	—	—	—	—	—	—	—	2	—
Vickers Viscount 800	1 900	288	3 726	562	5 267	861	71 130	85 595	12	1.5
BAE (BAC) 1-11-300/400/475	568	—	348	2	926	2	21 530	35 417	—	7.6
TOTAL	4 148	779	7 410	1 681	11 774	2 591	102 034	156 528	25	1.6
British Caledonian Helicopters										
Sikorsky S61N	736	—	3 104	—	3 719	—	32 548	7 735	4	2.7
Sikorsky S76 Spirit	97	—	348	—	377	—	1 771	522	1	1.0
Bell Model 214ST	60	—	178	—	241	—	1 894	638	2	2.2
TOTAL	893	—	3 630	—	4 337	—	36 213	8 895	7	2.3
British Executive Air Services										
Bell 212	1 604	—	73 157	—	10 693	—	413 652	9 059	5	5.4
TOTAL	1 604	—	73 157	—	10 693	—	413 652	9 059	5	5.4

Table 1.14.2 cont.

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft in	Average Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service at	utilisation per
	(000)	(000)					Uplifted	(000)	end of	Aircraft (hrs)
									1982	year
									1982	1982
British Island Airways										
BAE (BAC) 1-11-300/400/475	3 127	—	2 643	—	5 436	—	174 736	215 529	4	5.0
TOTAL	3 127	—	2 643	—	5 436	—	174 736	215 529	4	5.0
British Midland Airways										
Fokker F27 100-400, 600	2 382	—	7 861	—	8 917	—	210 681	64 817	8	4.9
Shorts 330	355	—	2 169	—	1 802	—	30 550	5 044	1	3.3
Vickers Viscount 800	4 684	71	14 193	134	15 870	195	588 552	215 194	8	4.6
McDonnell-Douglas DC-9-10/15	2 223	—	3 966	—	4 617	—	237 299	137 650	3	4.6
Boeing 707-320C/336	1 909	293	986	94	2 774	404	142 843	326 564	3	2.9
TOTAL	11 554	364	29 175	228	33 980	599	1 209 925	749 270	23	4.4
Bryan Aviation										
BAE (HS) 125	—	—	—	—	—	—	—	—	2	—
BAE (BAC) 1-11-300/400/475	13	—	12	—	24	—	155	188	1	0.3
TOTAL	13	—	12	—	24	—	155	188	3	0.1
Brymon Airways										
De Havilland DHC-7 Dash-7	1 255	—	4 439	—	4 486	—	101 009	32 845	3	4.1
Handley Page Herald 200	306	—	1 106	—	1 211	—	26 990	8 578	—	4.0
De Havilland DHC-6 Twin Otter	1 229	—	6 709	—	5 961	—	52 621	11 477	2	5.8
TOTAL	2 790	—	12 254	—	11 659	—	180 620	52 900	5	4.8
Burnthills High. Heli. Service										
Bell 206B Jetranger	85	—	1 458	—	580	—	1 829	121	2	1.0
TOTAL	85	—	1 458	—	580	—	1 829	121	2	1.0
Casair Aviation Services										
Cessna 404 Titan	68	—	279	—	251	—	1 418	349	—	0.9
Piper PA31/31P Navajo	201	—	826	—	743	—	4 345	1 059	—	1.0
Cessna 441 Conquest	24	—	48	—	61	—	168	84	—	0.2
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	—	—	—
Short SD-330	17	—	48	—	72	—	407	144	—	0.8
TOTAL	310	—	1 201	—	1 127	—	6 338	1 636	—	0.8
Dan-Air Services										
BAE (HS) 748	5 521	608	17 644	2 105	20 148	2 195	444 692	160 707	17	3.6
BAE (BAC) 1-11-200 Series	1 715	—	2 979	—	3 749	—	131 159	86 894	2	5.1
BAE (BAC) 1-11-300/400/475	5 761	—	7 080	—	10 851	—	348 390	358 604	5	6.0
BAC 1-11 500 Series	13 578	14	10 432	34	23 634	34	1 046 659	1 387 601	10	6.8
Boeing 727-200/200 Advanced	6 209	—	3 298	—	9 221	—	512 027	995 424	4	7.2
Boeing 737-200	5 127	—	2 879	—	8 093	—	310 000	578 001	3	9.2
Boeing 727-100/100C	9 621	1	5 014	1	14 187	1	597 130	1 169 398	6	6.3
TOTAL	47 533	623	49 326	2 140	89 882	2 230	3 390 057	4 736 629	47	5.6
Eastern Airways										
BAE (HS) 125	—	—	—	—	—	—	—	—	—	—
Piper PA31/31P Navajo Chieftn	24	—	117	—	91	—	365	79	—	0.2
Shorts 330	619	—	2 726	—	2 360	—	22 034	8 141	—	4.9
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	—	—	—
TOTAL	643	—	2 843	—	2 451	—	22 399	8 220	—	1.6
Euroair										
Cessna 404 Titan	20	—	100	—	76	—	171	34	—	0.2
Embraer EMB110 Bandeirante	—	23	—	63	—	77	—	—	—	0.4
Pilatus BN2A Islander	4	—	23	—	18	—	55	11	—	0.1
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	—	—	—
TOTAL	24	23	123	63	94	77	226	45	—	0.2

Table 1.14.2 cont.

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft in	Average Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers Uplifted	Used (000)	Service at end of 1982	utilisation per Aircraft (hrs) year 1982
Euroflite										
Cessna 401/402/411/421	2	—	6	—	7	—	21	7	2	—
Beechcraft 200 Super King Air	8	—	23	—	22	—	129	46	1	0.1
Cessna 404 Titan	110	—	312	—	396	—	1 569	555	3	0.7
Embraer EMB110 Bandeirante	54	—	154	—	173	—	1 040	366	1	0.9
TOTAL	175	—	495	—	598	—	2 759	974	7	0.5
Express Air Services (CI)										
Handley Page Herald 200	—	468	—	3 105	—	2 087	—	—	2	3.2
De Havilland DHC-6 Twin Otter	—	—	—	—	—	—	—	—	1	—
Partenavia P68B/C	—	—	—	—	—	—	—	—	3	—
TOTAL	—	468	—	3 105	—	2 087	—	—	6	1.4
Genair										
Embraer EMB110 Bandeirante	1 035	2	2 871	4	3 920	7	19 975	7 122	—	4.2
TOTAL	1 035	2	2 871	4	3 920	7	19 975	7 122	—	4.2
Guernsey Airlines										
Shorts 330	368	—	1 037	—	1 469	—	22 209	8 681	1	4.0
Vickers Viscount 700	20	—	54	—	67	—	2 652	1 055	1	0.2
TOTAL	388	—	1 091	—	1 536	—	24 861	9 736	2	2.1
Heavylift Cargo Airlines										
Short Belfast	—	1 116	—	549	—	2 747	—	—	3	2.5
Canadair CL-44	—	—	—	—	—	—	—	—	1	—
TOTAL	—	1 116	—	549	—	2 747	—	—	4	2.4
Instone Airlines										
Bristol 170 Freighter	—	101	—	322	—	501	—	—	2	1.4
TOTAL	—	101	—	322	—	501	—	—	2	1.4
Inter City Airlines										
Shorts 330	419	43	1 296	120	1 696	190	12 687	6 261	2	2.6
Vickers Viscount 700	414	90	1 026	222	1 317	291	41 673	17 281	2	2.2
TOTAL	833	133	2 322	342	3 013	481	54 360	23 541	4	2.4
Jersey European Airways										
Pilatus BN-2A Islander	49	—	595	—	325	—	3 592	289	1	0.6
De Havilland DHC-6 Twin Otter	669	—	3 176	—	2 906	—	26 728	6 374	3	3.8
Piper PA31/31P Navajo Chieftn	2	—	11	—	7	—	37	8	—	—
Embraer EMB110 Bandeirante	662	—	2 325	—	2 413	—	22 538	6 969	1	4.4
TOTAL	1 382	—	6 107	—	5 651	—	52 895	13 640	5	2.8
Laker Airways										
BAE (BAC) 1-11-300/400/475	203	—	115	—	320	—	7 648	13 272	—	2.3
McDonnell-Douglas DC-10-10	504	—	137	—	664	—	20 675	104 762	—	3.2
Airbus A300B4/100/200	363	—	165	—	508	—	40 751	94 877	—	4.8
McDonnell-Douglas DC-10-30	1 069	—	168	—	1 314	—	24 733	203 109	—	7.5
Boeing 707-320C/336	—	—	—	—	—	—	—	—	—	—
TOTAL	2 139	—	585	—	2 806	—	93 807	416 021	—	4.0
Lease Air T/A Genair										
Embraer EMB110 Bandeirante	306	—	1 441	—	1 204	—	3 394	2 089	4	1.5
Shorts 330	566	—	2 485	—	2 222	—	19 516	5 743	5	5.1
BAE (HS) 125	—	—	—	—	—	—	—	—	1	—
TOTAL	872	—	3 926	—	3 426	—	22 910	7 831	10	4.2

Table 1.14.2 cont.

	Aircraft-km		Stage Flights		Aircraft Hours		(b)	Seat-km	Aircraft in	Average Daily
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passengers	Used	Service at	utilisation per
	(000)	(000)					Uplifted	(000)	end of	Aircraft (hrs)
									1982	year
									1982	1982
Loganair										
Pilatus BN-2A Mk111 Trislander	112	—	1 228	—	573	—	7 792	808	—	0.7
Pilatus BN-2A Islander	418	—	7 885	—	1 785	—	29 551	1 718	6	0.8
De Havilland DHC-6 Twin Otter	1 382	11	7 973	52	6 443	48	72 106	14 635	6	3.0
Embraer EMB110 Bandeirante	2	—	7	—	8	—	—	15	2	—
Shorts 330	884	—	3 871	—	3 743	—	50 969	14 192	2	5.1
TOTAL	2 798	11	20 964	52	12 552	48	160 418	31 368	16	1.9
Management Aviation										
MBB B0105	674	68	12 486	2 525	3 367	335	20 211	1 122	4	2.5
Aerospatiale SA365 Dauphin	952	30	14 214	735	4 331	129	44 423	2 962	5	2.9
TOTAL	1 626	98	26 700	3 260	7 698	464	64 634	4 084	9	2.7
Manx Airlines										
Fokker F27 100-400, 600	98	—	482	—	409	—	11 801	2 351	2	3.4
Vickers Viscount 800	92	—	258	—	308	—	10 746	3 938	1	4.2
TOTAL	191	—	740	—	717	—	22 547	6 289	3	3.7
Metropolitan Airways										
Pilatus BN-2A Islander	149	—	1 303	—	789	—	3 539	539	2	1.0
De Havilland DHC-6 Twin Otter	471	8	3 003	37	2 327	37	6 094	5 715	2	4.3
TOTAL	621	8	4 306	37	3 116	37	9 633	6 254	4	2.3
Monarch Airlines										
BAC 1-11 500 Series	4 203	—	3 087	—	7 264	—	291 979	413 023	3	6.6
Boeing 737-200	9 771	—	5 480	—	15 631	—	573 338	1 057 328	5	9.4
Boeing 720B	4 365	4	2 095	11	6 231	12	285 227	633 310	2	6.0
TOTAL	18 339	4	10 662	11	29 126	12	1 150 544	2 103 661	10	7.7
Nightflight										
Piper PA31/31P Navajo Chieftn	—	62	—	176	—	211	—	—	1	2.3
TOTAL	—	62	—	176	—	211	—	—	1	2.3
North Scottish Helicopters										
Sikorsky S61N	694	—	4 051	—	3 545	—	58 525	9 988	3	3.4
MBB B0105	818	—	26 765	—	4 092	—	37 903	1 135	4	2.4
Sikorsky S76 Spirit	1 332	—	4 023	—	4 891	—	22 799	7 725	6	2.5
Aerospatiale SA365 Dauphin	105	—	3 409	—	423	—	9 313	280	1	2.4
TOTAL	2 949	—	38 248	—	12 951	—	128 540	19 128	14	2.7
Orion Airways										
Boeing 737-200	15 445	1	8 402	1	24 093	1	922 840	1 721 963	7	9.8
TOTAL	15 445	1	8 402	1	24 093	1	922 840	1 721 963	7	9.8
Redcoat Air Cargo										
Canadair CL-44	—	306	—	113	—	591	—	—	..	..
TOTAL	—	306	—	113	—	591	—	—	..	..
Spacegrand Aviation Services										
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	—	—	—
De Havilland DHC-6 Twin Otter	159	—	932	—	711	—	8 831	1 674	2	1.8
Piper PA31/31P Navajo Chieftn	278	—	1 417	—	964	—	7 891	1 533	1	1.8
TOTAL	438	—	2 349	—	1 675	—	16 722	3 206	3	1.6
Tradewinds Airways										
Boeing 707-320C/336	—	3 200	—	1 095	—	4 325	—	—	2	6.2
TOTAL	—	3 200	—	1 095	—	4 325	—	—	2	6.2
GRAND TOTAL	534 576	11 209	775 090	18 692	1 023 954	26 144	34 742 191	67 580 351	607	4.9 (c)

(a) Excludes Air Taxi Operations (see Table 1.19).
(b) Excludes Passengers uplifted on Sub-Charter Operations.
(c) Excludes Redcoat Air Cargo Operations.

Passengers Uplifted on Domestic Routes 1982^(a)

Table 1.15

	Heathrow	Gatwick	Southend	Stansted	Luton	Aberdeen	Barrow-in-Furness	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Carlisle	Channel Islands (b)	Chester	Coventry	Dundee	East Midlands	Edinburgh	Exeter
Heathrow																						
Gatwick	81 029																					
Southend																						
Stansted																						
Luton																						
Aberdeen	324 830	74 600																				
Barrow-in-Furness						308																
Belfast	585 062	79 784				3 587																
Birmingham	85 153					9 032		67 813														
Blackpool						244	3	17 779														
Bournemouth		1 117							790													
Bristol								10 026														
Cambridge																						
Cardiff								6 831			838	10 174										
Carlisle						226																
Channel Islands (b)	242 927	196 487	49 119	6 570	17 955	1 957		6 870	87 259	1 750	72 763	9 700	8 892	39 001		201 016						
Chester														573								
Coventry									102							9 701						
Dundee						3 169																
East Midlands	34 647					7 611		35 507								97 987						
Edinburgh	613 582	135 310				17 727		33 798	37 645							1 757				6 227		
Exeter		3 697						1 520			26					21 480						
Glasgow	688 897	140 664				55 274	9	59 359	54 435	14		3 602		4 943	1	37 211				43 168	12	
Gloucester																4 276						
Humberside	13 234	1 518				6 990															91	
Inverness	57 781					2 006																
Isle of Man	60 432	1 266				64		30 167	1 575	22 740		976		705	80				76	1 196	1 824	
Isles of Scilly																						
Kirkwall						19 324															3 615	
Leeds/Bradford	117 151	12 646				12 852		33 227				1 331		3 528		13 141					11 381	
Liverpool	77 207	15 101		389		9 772	66	29 521		14					4	19 099			17			117
Londonderry																						
Manchester	539 746	125 463				30 728	1	117 178	504		6 489			1 174		66 669			9 037		26 525	
Newcastle	236 880	53 999				27 053		14 266	2 193		2 090			2 346		14 540						
Newquay																						
Norwich	10 224	2 231				24 561			118							8 386					10 473	
Other Scot. A'dromes						16 390													35		10 042	
Penzance																						
Prestwick						1 365		852	145													
Shoreham																6 353						
Southampton																208 024						392
Sumburgh						176 118													3			
Swansea																161						
Tees-side	138 772	4 653				20 765		3 538								11 462						
Other Routes (c)																						

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

(b) Comprises Alderney, Guernsey and Jersey.

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

NOTE: Passengers are counted in both directions.

Passengers Uplifted on Domestic Routes 1982^(a) — *continued*

Table 1.15

	Glasgow	Gloucester	Humberside	Inverness	Isle of Man	Isles of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Manchester	Newcastle	Newquay	Norwich	Other Scot A'dromes	Penzance	Prestwick	Shoreham	Southampton	Sumburgh	Swansea	Tees-side	Other Routes (c)
Heathrow																							
Gatwick																							
Southend																							
Stansted																							
Luton																							
Aberdeen																							
Barrow-in-Furness																							
Belfast																							
Birmingham																							
Blackpool																							
Bournemouth																							
Bristol																							
Cambridge																							
Cardiff																							
Carlisle																							
Channel Islands (b)																							
Chester																							
Coventry																							
Dundee																							
East Midlands																							
Edinburgh																							
Exeter																							
Glasgow																							
Gloucester																							
Humberside	2 227																						
Inverness	29 350																						
Isle of Man	12 256																						
Isles of Scilly																							
Kirkwall	4 311			5 174																			
Leeds/Bradford	17 083				1 955																		
Liverpool	131				37 386																		
Londonderry	6 807																						
Manchester	53 622				42 897				173														
Newcastle	8 912		141		3 204						5 816												
Newquay									240														
Norwich	1 802								67			770											
Other Scot A'dromes	107 327		1 761	22 173			26 351	3 160															
Penzance						71 410									13 415								
Prestwick					571																		
Shoreham																							
Southampton																							
Sumburgh	3 795			3 470			8 126								1 562								
Swansea																							
Tees-side	7 682				284							192		1 960									
Other Routes (c)																							6 972

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

(b) Comprises Alderney, Guernsey and Jersey.

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

NOTE: Passengers are counted in both directions.

Chargeable and Non-Chargeable Operations under ATL Scheme 1982

Table 1.16

	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-Kilometres Used Cargo (000)	Passengers (000)	as % of available
Chargeable Operations						
Class 1(a)	8 987 466	5 544 448	168 537	1 170 583	4 205 329	61.7
Class 2	160 536	130 687	—	54	130 633	81.4
Class 3	2 152 873	1 714 366	37	38	1 714 292	79.6
Class 4	23 680	18 089	—	—	18 089	76.4
Class 5	6 542	4 684	133	879	3 672	71.6
Class 6	182 134	135 375	297	135 078	—	74.3
Class 7	33 491	18 260	—	1 071	17 189	54.5
TOTAL	11 546 722	7 565 910	169 003	1 307 703	6 089 204	65.5
Non-Chargeable Operations						
Aircraft hired from Overseas Operators and not on the UK Register	85 480	54 013	534	30 677	22 801	63.2
Exempt Services (b)	174 118	111 252	2 270	33 663	75 323	63.9
Class 7 Operations performed with Aircraft not exceeding 5.7 tonnes MTWA	6 591	3 101	—	188	2 913	47.0
Aircraft Wet Leased from UK Operators	42 461	27 761	219	7 173	20 369	65.4
TOTAL	308 650	196 127	3 023	71 702	121 407	63.5
GRAND TOTAL	11 855 372	7 762 037	172 026	1 379 405	6 210 611	65.5

(a) Includes Operations performed by Cathay Pacific Airways (London-Hong Kong Route).

(b) Excludes Air Taxi Operations (see table 1.19).

Output by Type of Licence and Aircraft Ownership 1982

Table 1.17

Type of Licence or Service	Own Aircraft (000)	Hired from UK Source (000)	Hired from Foreign Source — Aircraft on Foreign Register (000)	Capacity Tonne-km Available A/C Operated by Airline of and on Register of Relevant Overseas Territory (000)	Hired from Airline of Relevant Overseas Territory (000)	Other (000)
Class 1(a)	8 373 431	26 363	61 592	614 202	223	—
Class 2	160 718	80	37	—	—	—
Class 3	2 152 926	9 590	17 647	—	—	—
Class 4	23 680	72	—	—	—	—
Class 6	182 134	6 356	6 204	—	—	—
Class 7	40 082	—	—	—	—	—
Exempt Services (b)	54 872	95	57	—	—	—
Exempt Sub-Charter (performed for Overseas Operators)	84 771	213	—	—	—	—
TOTAL	1 071 921	42 768	85 537	614 202	223	—
Class 5	6 542	—	—	—	—	—
Exempt Sub-Charter (performed for UK Operators)	33 977	59	98	—	—	—
TOTAL	40 519	59	98	—	—	—
GRAND TOTAL	1 112 440	42 828	85 635	614 202	223	—

(a) Includes Operations performed by Cathay Pacific Airways (London-Hong Kong Route).

(b) Excludes Air Taxi Operations (see table 1.19).

Scheduled Passenger Analysis by Fare Groups 1982 (a) (b)

Table 1.18.1

Class 1	Fare Groups									Class Fares	Total Passengers
	First	Premium	Economy	Advance Purchase	Off-Peak	Discount	Part Charter	Inclusive Tour	Standby		
All	883 441	1 651 594	8 939 495	2 053 194	59 989	3 736 587	513 837	1 161 617	293 031	1 316 059	20 608 844
International	882 226	1 644 969	4 122 160	1 706 617	25 452	2 659 667	435 070	853 759	143 370	1 067 646	13 540 936
Domestic	1 215	6 625	4 817 335	346 577	34 537	1 076 920	78 767	307 858	149 661	248 413	7 067 908

- (a) Includes passengers carried by Cathay Pacific Airways (London – Hong Kong route).
- (b) Passengers are allocated to the appropriate fare type category according to the type of ticket purchased although such capacity may not be offered on all stages of a journey.

Non-scheduled Passenger Analysis of Licences and Charter Categories 1982(a)

Table 1.18.2

Licence Class	ABC	Charter Categories			Total Passengers
		Affinity	IT	Other	
Class 2 All	54 871	53 020	—	435 210	543 101
International	54 871	52 304	—	429 477	536 652
Domestic	—	716	—	5 733	6 449
Class 3 All	—	—	11 901 790	—	11 901 790
International	—	—	11 830 881	—	11 830 881
Domestic	—	—	70 909	—	70 909
Class 4 All	362	3 159	127 745	10 849	142 115
International	362	3 159	127 745	10 849	142 115
Domestic	—	—	—	—	—
Class 7 All	—	—	—	1 676 995	1 676 995
International	—	—	—	1 674 509	1 674 509
Domestic	—	—	—	2 486	2 486
Exempt Services (b) All	—	—	—	521 156	521 156
International	—	—	—	278 033	278 033
Domestic	—	—	—	243 123	243 123
TOTAL Non-Scheduled					
All	55 233	56 179	12 029 535	2 644 210	14 785 157
International	55 233	55 463	11 958 626	2 392 868	14 462 190
Domestic	—	716	70 909	251 342	322 967

- (a) Excludes Air Taxi Operations (see table 1.19).
- (b) Excludes Exempt Subcharter Passengers.

Public Transport Air-Taxi Operations 1982^(a)

Table 1.19

	Stage Flights	Aircraft Hours
Aerospatiale AS355 Ecureuil 2	103	194
Aerospatiale SA315 Lama	4	4
Aerospatiale SA-341 Gazelle	38	42
Aerospatiale SA350 Ecureuil	2 112	1 487
Augusta A109A	360	176
BAE (HS) 125	3 628	4 749
Beech Kingair 90/100	2 750	4 653
Beechcraft Baron Mod. 55/58/58P	214	213
Beechcraft Queen Air 65/80	243	281
Beechcraft 200 Super King Air	3 258	4 371
Beechcraft 76 Duchess	35	56
Beechcraft 95 Travel Air	30	34
Bell Model 214ST	178	241
Bell 206B Jet Ranger	9 546	6 615
Bell 206L Long Ranger	945	511
Bell 212	21	13
Bell 47G	373	195
Cessna 150	16	16
Cessna 172 Skyhawk	3 431	1 064
Cessna 180 Skywagon	300	80
Cessna 206 Stationair	114	35
Cessna 310	1 416	1 134
Cessna 340	176	142
Cessna 401/402/411/421	1 529	1 490
Cessna 404 Titan	5 365	5 567
Cessna 414A Chancellor	286	382
Cessna 425 Corsair	495	694
Cessna 441 Conquest	1 167	1 369
Cessna 500 Citation I	700	843
Cessna 550 Citation II	879	1 250
Dassault Mystere-Falcon 20	368	531
De Havilland DHC-6 Twin Otter	5 042	5 446
Douglas DC3/C47 Dakota	2 830	2 781
Embraer EMB110 Bandeirante	7 989	16 467
Enstrom F28A/F280 Shark	792	685
Gates Learjet 35A	1 042	1 533
Grumman GA-7 Cougar	139	354
Hughes 269A	114	17
Hughes 500	645	266
MBB BO 105	84	34
Partenavia P68 B/C	1 122	1 184
Pilatus BN-2A Islander	4 016	3 612
Pilatus BN-2A MkIII Trislander	568	913
Piper Aerostar 600/601/601P	81	105
Piper PA-23 Aztec/Apache	13 785	14 445
Piper PA-34 Seneca II	379	411
Piper PA-28 Cherokee SRS/PA-32	264	225
Piper PA-30/PA-39 Twin Comanche	1 293	1 291
Piper PA-31/31P Navajo Chieftn	12 621	14 704
RO. Turbo Commander 680T/690	208	210
Shorts SC7 Skyvan	48	41
Shorts 330	1 927	1 727
Sikorsky S61N	1 533	1 488
Sikorsky S76 Spirit	840	422
Swearingen Merlin IIA/IIB/IIIB	254	325
Westland Whirlwind	78	59
TOTAL	97 774	107 178

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

Airline Personnel Costs (UK and Overseas) 1982

Table 1.20

	PILOTS AND CO-PILOTS			OTHER COCKPIT PERSONNEL			CABIN ATTENDANTS		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
British Airways (a)	2 563	—	21.21	451	—	15.84	2 326	2 689	8.47
British Caledonian Airways	386	1	23.07	116	—	15.52	103	1 028	7.20
Air Europe	98	1	19.72	—	—	—	29	132	8.49
Air UK	160	8	10.33	—	—	—	—	126	4.10
Britannia Airways	417	1	20.19	—	—	—	48	615	6.72
British Midland Airways	128	—	16.80	11	—	13.46	12	98	7.44
Dan-Air Services	397	3	16.72	56	—	13.86	—	559	5.26
Monarch Airlines	142	1	14.04	12	—	19.17	6	203	4.13
Orion Airways	101	2	17.50	—	—	—	29	145	6.38
Tradewinds Airways	30	—	15.17	15	—	12.00	10	—	6.00
Others (b)	736	7	15.47	2	8	11.40	21	162	5.46

	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	
British Airways (a)	9 824	603	8.77	1 872	1 829	9.85	15 021	5 401	8.61
British Caledonian Airways	1 302	92	10.28	1 285	912	9.78	874	478	10.00
Air Europe	28	1	10.34	—	—	—	53	44	8.01
Air UK	286	11	5.05	62	84	5.55	92	87	5.32
Britannia Airways	624	78	9.67	25	58	7.93	151	200	8.26
British Midland Airways	219	20	8.53	207	197	6.98	106	118	6.53
Dan-Air Services	1 159	87	8.26	44	71	6.23	250	248	5.73
Monarch Airlines	—	—	—	25	45	5.24	53	46	5.69
Orion Airways	12	1	12.46	—	—	—	28	30	8.48
Tradewinds Airways	20	2	9.14	36	9	7.62	13	9	8.09
Others (b)	1 288	25	9.13	159	122	5.87	363	331	6.35

(a) Includes British Airtours and British Airways Helicopters.

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

UK Airline Personnel Employed in
Great Britain^(a) 1982

Table 1.21

Region	Number of Personnel at end of June 1982			Number of Personnel at end of December 1982		
	Male	Female (inc. part-time)	Part-time female (b)	Male	Female (inc. part-time)	Part-time female (b)
North	117	172	4	120	163	4
Yorkshire and Humberside	103	67	3	109	66	4
East Midlands	666	477	11	695	442	11
East Anglia	953	227	5	886	210	5
South East	31 304	11 995	193	30 485	11 307	190
South West	152	56	3	216	103	3
West Midlands	409	212	—	397	197	—
North West	1 388	592	—	1 317	535	—
Wales	68	41	7	90	39	7
Scotland	2 387	585	9	2 244	569	9
TOTAL	37 547	14 424	235	36 559	13 631	233

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

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

PART 2

UK Airports — Movements, Passengers and Cargo Statistics

Table 2.1

Size of UK Airports 1982
compared with 1977

Airports	1982 (a)		1977 (b)		Percentage change (1982/1977)
	Terminal passengers (000)	Percentage of passengers at all UK Airports	Terminal passengers (000)	Percentage of passengers at all UK Airports	
Heathrow (a)	26 406	44.92	23 390	50.93	12.9
Gatwick (a)	11 155	18.98	6 588	14.34	69.3
Manchester	4 980	8.47	2 791	6.08	78.4
Glasgow (a)	2 405	4.09	1 752	3.81	37.3
Luton	1 800	3.06	1 947	4.24	−7.6
Aberdeen (a)	1 648	2.80	946	2.06	74.2
Birmingham	1 564	2.66	1 065	2.32	46.9
Belfast	1 434	2.44	1 038	2.26	38.2
Edinburgh (a)	1 203	2.05	1 021	2.22	17.8
Newcastle	1 002	1.70	630	1.37	59.0
East Midlands	874	1.49	473	1.03	84.8
Leeds	385	0.65	282	0.61	36.5
Cardiff	360	0.61	208	0.45	73.1
Sumburgh	352	0.60	394	0.86	−10.7
Stansted (a)	302	0.51	299	0.65	1.0
Teeside	273	0.47	214	0.47	27.6
Bristol	261	0.44	219	0.48	19.2
Prestwick (a)	255	0.43	386	0.84	−33.9
Isle of Man (b)	252	0.43	328	0.71	−23.2
Liverpool	251	0.43	273	0.59	−8.1
Southampton	235	0.40	291	0.63	−19.2
Other UK Airports	1 382	2.35	1 392	3.03	−0.7

^(a)Terminal passengers carried on air taxi flights at BAA airports are not included in 1977.

^(b)Terminal passengers carried on charter flights at Isle of Man are not included in 1977.

Main Outputs of UK Airports 1956-1982 ^(a)

Table 2.2

	Total Movements (000)	Percentage Growth on Previous Year	Air Transport Movements (000)	Percentage Growth on Previous Year	Terminal Passengers (000)	Percentage Growth on Previous Year
1956	602	0.2	293	13.3	5 617	16.3
1957	720	19.6	329	12.2	6 600	17.5
1958	719	-0.1	340	3.4	6 761	2.4
1959	727	1.0	358	5.5	7 867	16.3
1960	754	3.7	402	12.1	10 075	28.1
1961	810	7.4	447	11.3	12 249	21.6
1962	800	-7.2	449	0.4	13 793	12.6
1963	818	2.2	458	1.9	15 506	12.4
1964	884	8.1	480	4.9	17 649	13.8
1965	957	8.2	508	5.7	19 918	12.9
1966	1 093	14.3	556	9.6	22 582	13.4
1967	1 213	11.0	566	1.7	24 003	6.3
1968	1 279	5.5	560	-1.0	24 845	3.5
1969	1 399	9.4	591	5.6	28 064	13.0
1970	1 468	4.9	607	2.6	31 606	12.6
1971	1 618	10.2	630	3.8	34 934	10.5
1972	1 733	7.1	669	6.3	39 125	12.0
1973	1 892	9.2	719	7.3	43 125	10.2
1974	1 849	-2.3	710	-1.2	40 082	-7.1
1975	1 911	3.4	701	-1.3	41 846	4.4
1976	1 896	-0.8	740	5.6	44 666	6.7
1977	1 912	0.8	759	2.6	45 927	2.8
1978	2 029	6.1	862	13.6	52 829	15.0
1979	2 198	8.3	924	7.2	56 992	7.9
1980	2 181	-0.8	954(b)	3.2	57 823(c)	1.5
1981	2 103	-3.5	927(b)	-2.8	57 771 (c)	-0.1
1982	2 113	0.5	974	5.1	58 778	1.7

Mean rates of growth (percentages)

	All Movements	Air Transport Movements	Terminal Passengers
1956-60	4.7	7.4	14.4
1961-65	4.4	3.3	12.9
1966-70	7.6	2.2	8.6
1971-75	4.1	2.8	4.0
1976-80	4.3	7.3	7.6
Last 20 years	5.2	4.0	7.2
Last 10 years	1.9	4.3	4.9
Last 5 years	0.4	2.5	2.3

^(a)This table includes statistics for Brough, Portsmouth, and Ashford, which closed in 1970, 1973 and 1974 respectively.

^(b)Air Transport Movement statistics at BAA airports included air taxi movements for the first time in 1980. Two exceptions are Gatwick, which commenced reporting air taxi movements in February, 1982 and Aberdeen where, during 1980, some air taxi movements (about 1000) were incorrectly allocated to "aero club".

^(c)Terminal passengers carried on air taxi flights at BAA airports were included for the first time in 1980. Two exceptions are Gatwick, which commenced reporting passengers on air taxi flights in February, 1982 and Aberdeen where, during 1980, some passengers travelling by air taxi were not recorded.

Table 2.3

Use of UK Airports 1968-1982 (a)

	Total		UK Operators				Overseas Operators			
	A.T.	Terminal	Scheduled		Non Scheduled		Scheduled		Non Scheduled	
			A.T.	Terminal	A.T.	Terminal	A.T.	Terminal	A.T.	Terminal
	movements	passengers	movements	passengers	movements	passengers	movements	passengers	movements	passengers
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1968	560	24 845	361	14 699	57	3 329	131	5 994	11	823
1969	591	28 064	367	15 558	72	4 678	138	6 648	14	1 180
1970	607	31 606	360	16 266	88	6 216	142	7 841	16	1 284
1971	630	34 934	362	16 851	107	8 358	145	8 245	17	1 480
1972	669	39 125	385	18 789	119	9 496	145	9 144	20	1 697
1973	719	43 125	420	21 022	130	10 197	146	9 930	23	1 976
1974	710	40 082	421	20 391	123	7 997	149	10 125	18	1 569
1975	701	41 846	398	20 654	136	8 538	147	10 802	20	1 851
1976	740	44 666	413	21 722	153	8 902	150	11 865	24	2 177
1977	759	45 927	414	21 172	174	9 319	146	13 042	25	2 395
1978	862	52 829	479	25 328	204	10 539	151	14 284	29	2 678
1979	924	56 992	520	27 796	218	11 219	156	15 113	30	2 865
1980	954(b)	57 823(c)	516	27 776	251	12 483	158	14 903	29	2 661
1981	927(b)	57 771(c)	482	26 536	261	13 190	152	15 399	32	2 645
1982	974	58 778	503	26 016	279	14 051	154	15 527	37	3 185

(a) This table includes statistics for Brough, Portsmouth and Ashford, which closed in 1970, 1973 and 1974 respectively.
(b) Air Transport Movement statistics at BAA airports included air taxi movements for the first time in 1980. Two exceptions are Gatwick, which commenced reporting air taxi's in February 1982 and Aberdeen where, during 1980 some air taxi movements (about 1000) were incorrectly allocated to "aero club."
(c) Terminal passengers carried on air taxi flights at BAA airports were included for the first time in 1980. Two exceptions are Gatwick, which commenced reporting terminal passengers carried on air taxi flights in February 1982 and Aberdeen where, during 1980 some passengers travelling by air taxi were not recorded

Table 2.4

Movements at UK Airports by Purpose 1968-1982 (a)

	Commercial				Non-commercial			
	Total	Total	Air transport	Other	Total	Aero-club & private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1968	1 279	596	560	36	683	434	149	101
1969	1 399	639	591	47	760	510	161	89
1970	1 468	660	607	53	808	541	171	96
1971	1 618	688	630	58	930	597	235	98
1972	1 733	735	669	66	998	674	218	105
1973	1 892	803	719	85	1 089	779	210	99
1974	1 849	792	710	82	1 057	782	180	95
1975	1 911	781	701	80	1 130	842	187	101
1976	1 896	821	740	81	1 075	806	160	109
1977	1 912	846	759	87	1 066	780	169	116
1978	2 029	949	862	87	1 080	803	168	109
1979	2 198	1 013	924	89	1 185	922	146	118
1980	2 181	1 046	954(b)	92	1 135	877	140	118
1981	2 103	1 028	927(b)	101	1 076	817	124	135
1982	2 113	1 072	974	98	1 041	797	112	132

(a) This table includes statistics for Brough, Portsmouth and Ashford, which closed in 1970, 1973 and 1974 respectively.
(b) Air Transport Movement statistics at BAA airports included air taxi movements for the first time in 1980. Two exceptions are Gatwick, which commenced reporting air taxi movements in February 1982 and Aberdeen where, during 1980 some air taxi movements (about 1000) were incorrectly allocated to "aero club."

Aircraft Movements 1982

Table 2.5.1

		Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty Charter position	Other Flights	Test and Training	By air Transport Operators	Aero Club	Private	Official	Military
London Area Airports											
+ Gatwick	151 115	134 522	17	7 957	11	296	169	2	7 516	20	605
+ Heathrow	273 068	254 902	—	3 410	15	249	2 456	—	10 987	221	828
+ Luton	55 775	27 363	416	5 672	34	2 237	399	6 502	13 027	—	125
+ Southend	62 265	6 605	232	3 896	—	2 622	—	25 486	23 339	70	15
+ Stansted	33 252	8 550	2	5 476	6	8 778	341	424	8 469	1 111	95
TOTAL (London Area)	575 475	431 942	667	26 411	66	14 182	3 365	32 414	63 338	1 422	1 668
Battersea (Westland) Heliport	9 034	2 056	144	1 688	307	18	871	—	2 949	78	923
City Heliport	2 084	448	—	329	17	—	230	—	916	2	142
Other UK Airports											
+ Aberdeen	110 077	81 347	2	7 095	2	12 322	109	6 279	2 326	6	589
Barrow-in-Furness (a)	1 602	308	—	56	—	2	—	417	817	—	2
+ Belfast	72 411	32 328	—	1 967	69 5	236	1	9 860	2 673	—	24 651
Benbecula	3 200	2 174	—	307	221	7	—	59	5	—	427
+ Birmingham	63 649	30 042	—	922	184	587	51	20 906	10 782	12	163
+ Blackpool	64 572	5 744	1 946	815	473	2 143	2	45 152	8 124	2	171
+ Bournemouth	72 625	7 752	397	699	796	8 975	274	26 965	15 850	12	10 905
+ Bristol	31 372	7 929	618	1 292	2	212	2	14 612	6 611	—	94
+ Cambridge	43 063	904	10	434	—	5 606	37	12 021	4 378	—	19 673
+ Cardiff Wales	35 697	8 744	187	793	—	1 322	3	20 686	3 807	—	155
Carlisle	5 679	304	—	42	416	56	—	3 302	1 425	—	134
+ Coventry	55 662	1 890	1 318	438	—	2 240	1	42 877	6 798	14	86
Dundee	22 247	2 571	—	51	276	83	205	17 591	1 432	—	38
+ East Midlands	52 157	22 789	22	1 680	41	3 144	1 397	11 547	11 375	10	152
+ Edinburgh	67 134	25 912	2	2 486	83	1 134	591	16 623	6 134	52	14 117
+ Exeter	33 398	3 300	312	234	1 859	1 428	397	13 985	8 600	10	3 273
+ Glasgow	89 640	51 795	9	4 720	1 123	1 008	1 180	18 221	5 173	48	6 363
Gloucester/Cheltenham	42 639	421	320	38	864	2 468	—	30 523	7 670	188	147
Hawarden	16 416	312	—	—	—	1 182	—	12 306	2 491	14	111
+ Humberside	26 196	4 443	262	1 401	510	1 400	8	13 381	4 765	2	24
Inverness	21 127	7 604	124	273	3 720	1 348	1	7 083	673	28	273
Islay	1 977	1 352	—	42	227	22	—	18	284	8	24
+ Isle of Man	34 420	11 642	—	1 476	903	402	—	11 402	7 254	32	1 309
Isles of Scilly	5 133	4 520	—	16	17	28	3	—	461	4	84
+ Kirkwall	15 043	10 299	37	386	223	1 566	37	839	1 608	—	48
+ Leeds/Bradford	39 907	13 462	2	418	383	689	420	16 127	8 342	12	52
Lerwick (Tingwall)	3 186	2 966	—	2	—	4	—	172	42	—	—
+ Liverpool	57 964	21 336	105	2 653	21	6 254	981	19 043	6 740	10	821
Londonderry	4 646	1 718	—	10	—	—	—	2 689	229	—	—
+ Lydd	17 235	135	596	56	1 189	312	1	10 495	4 353	2	96
+ Manchester	88 959	66 744	—	2 690	378	301	3 624	3 143	11 683	37	359
+ Manston (b)	1 722	739	9	281	—	15	1	4	673	—	—
+ Newcastle	32 495	18 156	220	733	222	279	260	5 949	5 993	42	641
Newquay (c)	406	250	—	—	—	—	—	—	156	—	—
+ Norwich	26 560	10 388	18	1 249	799	7 953	12	2	6 050	5	84
Penzance Heliport	4 560	4 149	130	3	44	12	218	—	4	—	—
+ Plymouth	26 590	5 435	106	6	154	717	61	—	1 534	—	18 578
+ Prestwick	28 400	4 777	—	1 080	—	4 295	154	9 110	4 257	—	4 727
Scatsta	3 968	3 101	—	—	867	—	—	—	—	—	—
Shoreham	46 056	850	356	—	—	6 730	—	20 436	17 442	136	106
+ Southampton	58 205	10 508	—	508	386	17 756	561	18 243	9 985	8	250
Stornoway	5 432	3 485	4	454	3	65	86	878	210	26	221
+ Sumburgh	23 425	19 778	—	1 533	12	1 466	108	54	376	30	68
Swansea	17 506	641	1 012	178	1 087	450	14	10 170	3 906	—	48
+ Tees-side	35 265	10 304	158	746	88	1 208	450	14 669	5 724	21	1 897
Tiree	1 340	1 165	—	23	4	6	2	16	104	2	18
Unst	8 893	6 788	68	1 314	107	449	42	68	8	—	49
Wick	6 838	5 981	4	174	2	58	22	156	245	16	180
TOTAL other UK Airports	1 526 694	539 282	8 353	41 774	18 381	97 940	11 316	488 079	209 572	789	111 208
TOTAL all reporting UK Airports	2 113 287	973 728	9 164	70 202	18 771	112 140	15 782	520 493	276 775	2 291	113 941
Channel Islands Airports											
Alderney	11 404	9 222	4	315	—	87	—	480	1 282	—	14
Guernsey	47 004	32 559	—	432	522	642	73	8 689	3 583	124	380
Jersey	59 023	47 833	—	—	—	—	—	—	10 822	—	368
TOTAL (Channel Islands)	117 431	89 614	4	747	522	729	73	9 169	15 687	124	762

(a) Barrow-in-Furness commenced reporting in June 1982

(b) Aero Club flights at Manston are not included.

(c) Traffic for Newquay is only included up to and including March 1982.

Aircraft Movements 1968 - 1982

Table 2.5.2

	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	Mean percentage change for last 5 years	Percentage change on past year	
London Area Airports																		
+ Gatwick	73 045	87 974	92 185	102 509	105 142	111 104	105 320	105 035	108 726	109 876	125 876	140 886	143 522	143 514	151 115	3.9	5.3	
+ Heathrow	247 498	258 374	270 286	273 242	279 291	293 867	288 179	276 087	278 108	265 002	292 055	299 027	294 619	267 117	273 068	-2.4	2.2	
+ Luton	48 031	51 020	52 174	69 597	61 408	61 592	47 196	52 488	58 772	61 586	58 741	58 469	57 680	57 949	55 775	-1.1	-3.8	
+ Southend	42 852	52 760	53 977	60 827	60 358	71 021	62 283	61 817	61 481	63 769	65 846	72 686	68 459	62 412	62 265	-2.6	-0.2	
+ Stansted	38 579	42 477	44 486	41 647	33 859	30 505	32 032	33 669	27 921	28 528	31 421	37 244	32 540	30 361	33 252	-0.9	9.5	
TOTAL (London Area)	450 005	492 605	513 108	547 822	540 058	568 089	535 010	529 096	535 008	528 761	573 901	608 312	596 820	561 353	575 475	-0.7	2.5	
Westland Heliport (Battersea)	4 084	5 248	6 884	7 484	9 087	12 380	11 621	9 112	9 239	8 558	9 558	9 638	10 319	7 331	9 034	-3.8	23.2	
City Heliport (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	398	2 084			
Other UK Airports																		
+ Aberdeen	18 119	24 101	22 498	30 085	42 604	50 664	69 099	82 624	82 113	92 771	96 654	100 815	110 597	106 505	110 077	3.2	3.4	
Barrow-in-Furness (b)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1 602			
+ Belfast	26 516	33 172	47 335	55 556	69 244	79 686	74 703	72 985	74 873	75 450	72 997	74 095	73 609	68 093	72 411	-1.0	6.3	
Benbecula	1 672	2 048	2 842	2 336	2 552	2 626	2 392	2 721	3 555	3 561	3 411	3 531	3 505	3 096	3 200	-2.6	3.4	
+ Birmingham	53 182	46 698	46 326	58 272	62 338	65 276	59 589	62 450	66 280	66 076	70 956	70 572	81 529	61 924	63 649	-3.4	2.8	
+ Blackpool	57 799	51 612	60 543	63 069	78 399	80 458	72 817	82 982	85 668	92 077	87 385	92 442	78 158	64 949	64 572	-9.1	-0.6	
+ Bournemouth	33 680	42 312	49 088	60 270	64 983	66 309	71 434	61 764	53 500	47 645	59 370	73 060	76 436	73 945	72 625	4.2	-1.8	
+ Bristol	29 296	31 806	30 677	30 147	32 008	33 079	29 054	28 029	28 257	28 094	27 630	34 464	33 911	30 700	31 372	1.4	2.2	
+ Cambridge	58 878	38 131	38 957	40 736	38 159	38 544	31 886	38 578	42 490	43 594	46 097	47 722	45 228	44 753	43 063	-2.0	-3.8	
+ Cardiff	30 365	24 064	25 999	33 096	32 710	37 154	43 983	56 045	42 672	36 470	36 370	39 121	39 524	32 747	35 697	-2.1	9.0	
Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6 961	5 679	-18.4	
+ Coventry	32 013	32 718	33 002	31 946	44 034	36 283	44 907	58 307	59 442	58 414	56 478	57 496	61 425	53 009	55 662	-1.1	5.0	
Dundee (c)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	21 699	22 247		
+ East Midlands	31 657	37 855	35 170	39 675	54 964	57 441	54 260	51 854	55 145	52 121	52 870	55 622	58 365	52 689	52 157	-0.8	-1.0	
+ Edinburgh	61 831	55 983	58 616	60 166	57 898	60 002	59 511	71 774	69 156	65 793	62 211	76 997	72 437	68 272	67 134	0.3	-1.7	
+ Exeter	—	—	—	—	—	24 256	33 583	30 879	33 030	30 807	38 595	40 959	38 467	35 495	33 398	-4.2	-5.9	
+ Glasgow	45 062	70 514	71 187	78 284	81 446	84 322	86 191	74 622	75 953	68 705	80 274	87 249	89 157	87 752	89 640	2.3	2.2	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Hawarden	5 407	9 086	10 314	6 302	5 636	6 656	12 826	12 704	17 827	15 876	16 803	20 306	21 464	17 279	16 416	-2.1	-5.0	
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Inverness	3 806	5 676	6 725	7 828	9 210	14 743	13 927	19 403	21 487	24 059	27 856	24 598	22 240	20 683	21 127	-6.4	2.1	
Islay	1 222	1 175	1 211	1 348	1 350	2 177	2 121	1 597	1 649	2 007	2 218	2 807	2 522	2 288	1 977	-4.3	-13.6	
+ Isle of Man	14 403	14 154	14 235	17 619	21 085	22 764	22 349	24 600	23 105	25 487	29 351	33 900	30 445	34 156	34 420	3.3	0.8	
Isles of Scilly	3 254	3 941	3 962	3 501	3 783	4 901	4 756	5 329	5 360	5 425	4 964	5 374	5 348	5 418	5 133	0.8	-5.3	
+ Kirkwall	4 183	5 186	5 779	6 221	8 126	9 565	13 548	13 414	13 575	14 087	15 335	15 020	13 243	12 804	15 043	-2.0	17.5	
+ Leeds/Bradford	40 211	38 469	37 455	37 939	38 469	42 139	44 427	48 568	43 896	42 682	47 874	49 845	47 738	41 199	39 907	-5.4	-3.1	
Lerwick (d)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Liverpool	44 854	52 427	54 344	56 472	66 569	72 955	76 098	67 285	64 834	57 443	58 377	75 514	74 336	60 620	57 964	-2.3	-4.4	
Londonderry (h)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Lydd	20 474	20 712	18 177	9 476	12 993	12 769	16 994	45 325	32 895	34 807	38 892	60 884	50 092	49 017	17 235	-16.8	-64.8	
+ Manchester	51 599	52 536	55 478	60 876	64 758	66 401	65 365	68 525	74 118	76 127	77 667	75 357	83 493	82 440	88 959	3.7	7.9	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Newcastle	25 068	28 954	22 514	29 141	33 448	32 724	27 612	31 250	33 359	30 387	37 379	37 648	33 712	35 310	32 495	-3.4	-8.0	
Newquay (e)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Norwich	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Penzance Heliport	3 154	3 230	3 294	3 118	3 008	3 623	3 648	3 993	4 423	4 594	4 156	4 276	3 974	4 068	4 560	-4.4	6.2	
Plymouth (f)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Prestwick	29 960	34 153	44 102	41 812	46 251	47 245	43 474	51 123	49 752	47 444	40 209	39 599	41 713	32 479	28 400	-8.5	-12.6	
Scatsta	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Shoreham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Southampton	27 356	16 204	21 257	34 249	33 800	37 983	41 906	50 036	43 259	45 270	49 363	49 306	63 504	54 721	58 205	4.4	6.4	
Stornoway	2 631	2 525	2 410	2 553	5 201	3 556	3 152	3 357	5 306	4 790	4 951	6 532	6 757	5 292	5 432	-0.3	2.6	
+ Sumburgh	1 329	1 893	2 381	3 876	6 078	9 033	16 935	22 181	25 507	38 453	47 831	47 341	41 416	34 361	23 425	-16.0	-31.8	
Swansea	20 974	19 856	15 456	17 029	14 572	14 866	15 409	21 184	12 605	10 672	2 378	16 943	17 334	16 178	17 506	48.4	8.2	
+ Tees-side	22 281	23 013	24 708	30 869	32 264	41 690	38 529	37 562	39 943	48 243	50 404	47 250	42 556	35 748	35 265	-9.5	-1.4	
Tiree	1 164	1 196	1 103	1 014	1 111	1 171	1 016	810	855	715	761	894	1 114	979	1 340	13.0	36.9	
Unst (g)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Wick	2 927	2 832	2 961	3 212	4 248	3 773	3 557	3 529	5 386	5 584	6 422	7 399	6 369	6 566	6 838	0.1	4.1	
TOTAL other UK Airports	806 327	876 653	914 937	1 010 272	1 130 904	1 236 717	1 270 139	1 372 338	1 351 555	1 374 846	1 445 804	1 508 215	1 573 627	1 534 394	1 526 694	1.3	-0.5	
TOTAL UK Reporting Airports	1 260 416	1 374 506	1 434 929	1 565 578	1 680 049	1 817 186	1 816 770	1 910 546	1 895 802	1 912 266	2 029 301	2 198 165	2 180 766	2 103 476	2 113 287	0.4	0.5	
Channel Islands Airports																		
Alderney	—	—	—	—	—	—	—	—	—	—	—	—	10 351	11 923	11 404		-4.4	
Guernsey	—	—	—	—	—	—	—	—	—	—	—	—	34 109	48 599	47 004		-3.3	
Jersey	—	—	—	—	—	—	—	—	—	—	—	—	66 220	65 488	65 221	-2.9	-4.2	
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	—	—	—	—	66 220	65 488	109 681	122 113		-3.8

(a) City Heliport commenced operations in July 1981.

(b) Barrow-in-Furness commenced reporting in June 1982.

(c) Dundee commenced reporting in February 1981.

(d) Lerwick (Tingwall) commenced reporting in March 1981.

(e) Newquay commenced reporting in July 1981 and ceased reporting in March 1982.

(f) Plymouth commenced reporting in April 1981.

(g) Unst commenced reporting in September 1980.

(h) Aero Club movements at Londonderry were not fully reported until January 1982.

Air Transport Movements by Type and Nationality of Operator 1982

Table 2.6.1

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	134 522	7 072	53 703	13 268	6 955	41 884	11 640
+ Heathrow	254 902	104 659	27 578	118 183	128	2 410	1 944
+ Luton	27 363	11	1 395	22	14	24 712	1 209
+ Southend	6 605	—	4 545	—	—	1 892	168
+ Stansted	8 550	35	2 201	81	3	3 946	2 284
TOTAL (London Area)	431 942	111 777	89 422	131 554	7 100	74 844	17 245
Battersea (Westland) Heliport	2 056	—	—	—	32	2 024	—
City Helistop	448	—	—	—	1	447	—
Other UK Airports							
+ Aberdeen	81 347	10 048	13 754	307	12 274	42 618	2 346
Barrow-in-Furness (a)	308	—	205	—	—	103	—
+ Belfast	32 328	11 152	12 670	1 696	161	4 955	1 694
Benbecula	2 174	619	1 460	—	—	95	—
+ Birmingham	30 042	9 011	9 938	2 297	758	6 450	1 588
+ Blackpool	5 744	—	4 133	—	3	1 578	30
+ Bournemouth	7 752	15	6 467	8	—	1 127	135
+ Bristol	7 929	—	3 445	427	39	2 921	1 097
+ Cambridge	904	—	326	—	—	400	178
+ Cardiff Wales	8 744	4	4 873	11	5	2 811	1 040
Carlisle	304	—	168	—	—	116	20
+ Coventry	1 890	27	614	—	4	523	722
Dundee	2 571	—	2 093	—	—	429	49
+ East Midlands	22 789	36	12 635	25	43	9 357	693
+ Edinburgh	25 912	8 701	11 523	511	—	4 654	523
+ Exeter	3 300	—	1 849	—	—	1 165	286
+ Glasgow	51 795	15 764	17 526	3 747	28	13 728	1 002
Gloucester/Cheltenham	421	—	168	—	—	169	84
Hawarden	312	—	312	—	—	—	—
+ Humberside	4 443	—	3 562	—	1	796	84
Inverness	7 604	3 686	2 420	—	6	1 432	60
Islay	1 352	—	931	—	—	421	—
+ Isle of Man	11 642	—	9 085	387	—	1 998	172
Isles of Scilly	4 520	3 522	767	—	27	204	—
+ Kirkwall	10 299	2 769	5 673	—	109	1 738	10
+ Leeds/Bradford	13 462	23	11 682	2	2	1 653	100
Lerwick (Tingwall)	2 966	—	1 484	—	—	1 482	—
+ Liverpool	21 336	12	9 991	449	26	10 448	410
Londonderry	1 718	—	632	985	—	63	38
+ Lydd	135	—	—	—	—	127	8
+ Manchester	66 744	18 410	8 235	10 477	2 288	23 709	3 625
+ Manston	739	—	44	—	—	658	37
+ Newcastle	18 156	3 119	8 055	—	14	6 064	904
Newquay (b)	250	—	250	—	—	—	—
+ Norwich	10 388	—	7 723	—	251	2 342	72
Penzance Heliport	4 149	3 585	—	—	564	—	—
+ Plymouth	5 435	—	4 701	—	—	713	21
+ Prestwick	4 777	128	1 096	1 396	11	347	1 799
Scatsta	3 101	—	—	—	—	3 101	—
Shoreham	850	—	850	—	—	—	—
+ Southampton	10 508	—	9 252	—	5	1 130	121
Stornoway	3 485	1 916	1 152	—	17	390	10
+ Sumburgh	19 778	2 905	312	—	4 082	11 649	830
Swansea	641	—	15	—	—	582	44
+ Tees-side	10 304	4	7 719	—	4	2 367	210
Tiree	1 165	—	1 076	—	—	89	—
Unst	6 788	—	550	—	289	5 949	—
Wick	5 981	—	5 263	—	13	675	30
TOTAL other UK Airports	539 282	95 456	206 679	22 725	21 024	173 326	20 072
TOTAL all reporting UK Airports	973 728	207 233	296 101	154 279	28 157	250 641	37 317
Channel Island Airports							
Alderney	9 222	—	9 166	—	—	56	—
Guernsey	32 559	—	31 152	438	—	898	71
Jersey	47 833	3 255	39 446	712	—	3 928	492
TOTAL (Channel Islands)	89 614	3 255	79 764	1 150	—	4 882	563

(a) Barrow-in-Furness commenced reporting in June 1982.

(b) Traffic for Newquay is only included up to and including March 1982.

Air Transport Movements 1968 - 1982

Table 2.6.2

	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980(a)	1981	1982	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick (a)	37 636	48 868	53 615	63 796	72 991	75 119	72 007	73 551	79 840	84 402	99 007	114 866	123 354	124 977	134 522	7.2	7.6
+ Heathrow (a)	228 693	235 986	246 021	249 391	256 800	267 647	265 890	253 891	256 125	242 882	268 800	276 187	276 731	250 407	254 902	-2.0	1.8
+ Luton	9 503	18 136	22 354	27 923	31 257	30 735	20 830	18 580	18 807	20 735	20 417	23 654	26 306	27 156	27 363	7.5	0.8
+ Southend	19 638	19 740	18 395	21 204	13 741	15 255	11 717	11 360	11 981	14 630	15 077	13 917	10 642	7 756	6 605	-20.0	-14.9
+ Stansted (a)	2 991	5 270	6 164	5 665	4 050	2 868	2 873	3 354	3 532	4 244	4 399	5 179	4 140	5 905	8 550	15.7	44.8
TOTAL (London Area)	298 461	328 000	346 549	367 979	378 839	391 624	373 317	360 736	370 285	366 893	407 700	433 803	441 173	416 201	431 942	0.7	3.8
Westland Heliport (Battersea)	546	762	1 032	1 335	2 188	3 256	3 113	2 720	2 228	2 368	2 768	3 004	3 132	1 537	2 056	-11.9	33.8
City Heliport (b)	—	—	—	—	—	—	—	—	—	—	—	—	—	88	448	—	—
Other UK Airports																	
+ Aberdeen (a)	3 780	4 885	4 252	4 486	5 848	7 799	19 465	31 454	43 410	51 027	57 405	59 692	73 751	79 088	81 347	10.3	2.9
Barrow-in-Furness (c)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	308	—	—
+ Belfast	22 632	22 087	22 559	22 814	24 230	25 585	24 148	21 569	21 288	22 009	23 081	25 377	28 336	27 920	32 328	8.0	15.8
Benbecula	1 218	1 186	1 179	1 197	1 224	1 182	1 653	1 911	2 668	2 509	2 514	2 472	2 586	2 173	2 174	-4.1	—
+ Birmingham	14 572	13 721	13 769	15 271	18 225	21 585	20 398	19 972	21 875	21 672	27 666	32 171	31 576	29 105	30 042	0.6	3.2
+ Blackpool	5 320	5 270	4 108	4 174	4 114	4 512	5 265	4 904	4 606	4 798	5 660	6 233	4 781	3 180	5 744	-6.2	80.6
+ Bournemouth	1 412	1 795	2 133	2 084	3 568	4 923	6 425	6 429	6 275	7 538	7 390	7 728	8 471	7 293	7 752	0.4	6.3
+ Bristol	8 185	6 002	6 071	7 167	7 694	8 025	6 634	7 063	6 622	6 585	6 496	6 575	6 533	6 698	7 929	4.3	18.4
+ Cambridge	641	470	686	615	894	841	627	593	801	912	948	1 219	1 102	938	904	-3.5	-3.6
+ Cardiff	6 912	5 006	5 756	6 006	6 129	7 291	6 930	6 255	6 093	6 653	8 161	8 326	7 758	8 312	8 744	1.4	5.2
Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	381	304	—	-20.2
+ Coventry	267	349	293	276	765	523	108	166	71	254	673	740	1 209	1 501	1 890	31.9	25.9
Dundee (d)	—	—	—	—	—	—	—	—	—	—	—	—	—	1977	2 571	—	—
+ East Midlands	7 148	7 970	5 846	6 292	8 718	11 189	10 798	11 325	11 930	11 445	12 483	12 917	14 509	16 791	22 789	15.8	35.7
+ Edinburgh (a)	11 946	11 619	10 751	12 806	13 880	15 645	15 350	18 263	19 947	20 512	21 761	26 580	26 883	24 170	25 912	2.6	7.2
+ Exeter	—	—	—	—	—	2 672	3 142	2 963	2 909	2 669	4 669	5 819	5 898	3 762	3 300	-10.7	-12.3
+ Glasgow (a)	31 800	33 839	34 820	36 200	37 823	43 268	42 722	34 766	37 638	35 553	44 529	48 942	50 178	48 480	51 795	3.0	6.8
Gloucester/Cheltenham	—	767	1 315	1 361	1 149	1 631	1 515	481	641	871	1 127	913	505	306	421	-26.4	37.6
Hawarden	2 642	646	626	72	—	—	—	—	—	56	929	406	—	458	312	—	-31.9
+ Humberside	—	—	—	—	—	—	—	—	—	1 887	5 438	5 603	3 901	3 075	4 443	-9.6	44.5
Inverness	2 402	2 962	3 252	3 420	3 896	4 531	5 873	5 916	7 021	7 849	8 030	7 014	7 031	6 864	7 604	-1.3	10.8
Islay	1 023	965	1 016	1 002	856	1 351	1 505	959	864	1 334	1 476	1 923	1 701	1 546	1 352	-3.9	-12.6
+ Isle of Man (e)	11 747	10 877	10 979	10 956	11 337	11 865	11 635	10 780	10 405	9 687	10 191	11 014	11 012	9 495	11 642	1.2	22.6
Isles of Scilly	2 897	3 374	3 410	2 958	3 226	4 098	4 001	4 411	4 610	4 865	4 360	4 540	4 574	4 752	4 520	-1.2	-4.9
+ Kirkwall	3 723	4 350	4 688	4 896	5 414	5 927	7 253	7 434	8 924	10 242	11 146	11 315	10 106	10 204	10 299	-2.6	0.9
+ Leeds/Bradford	9 865	9 831	7 747	7 701	7 957	8 710	9 262	9 269	10 100	9 780	10 732	11 985	13 164	11 403	13 462	4.1	18.1
Lerwick (f)	—	—	—	—	—	—	—	—	—	—	—	—	—	2 522	2 966	—	—
+ Liverpool	18 313	16 514	15 022	14 669	15 634	15 917	14 709	12 016	11 085	8 639	10 047	16 656	16 947	16 583	21 336	16.2	28.7
Londonderry	—	—	—	—	—	—	—	—	—	—	—	—	—	1 446	1 718	—	18.8
+ Lydd	14 296	12 063	7 588	186	185	171	941	4 053	4 293	4 368	4 137	3 410	2 129	217	135	-61.7	-37.8
+ Manchester	37 031	36 023	39 578	42 264	46 751	47 729	45 545	45 981	46 715	46 826	50 969	49 565	58 457	60 671	66 744	7.7	10.0
+ Manston	—	—	—	—	1 078	1 352	1 333	1 184	1 111	1 424	580	—	—	442	739	—	67.2
+ Newcastle	7 023	8 476	7 131	8 005	9 939	11 997	11 804	11 987	13 384	13 892	16 928	17 671	18 513	17 632	18 156	1.4	3.0
Newquay (g)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	250	—	—
+ Norwich	—	—	—	—	—	4 337	4 595	6 427	6 839	9 780	10 895	12 251	10 468	8 650	10 388	-4.3	20.1
Penzance Heliport	2 897	3 032	3 008	2 861	2 872	3 361	3 250	3 388	3 704	3 945	3 836	4 018	3 760	3 790	4 149	1.0	9.5
Plymouth (h)	—	—	—	—	—	—	—	—	—	—	—	—	—	4 817	5 435	—	—
+ Prestwick (a)	13 189	11 776	12 137	11 572	12 876	11 640	9 400	9 880	10 102	8 762	8 185	9 565	8 646	6 006	4 777	-14.3	-20.5
Scatsta	—	—	—	—	—	—	—	—	—	—	—	—	—	5 129	3 101	—	-39.5
Shoreham	—	—	—	—	—	—	—	—	—	—	—	—	—	946	850	—	-10.2
+ Southampton	8 274	7 803	10 555	10 976	11 071	11 052	10 865	11 568	10 967	10 853	11 598	13 584	13 750	11 728	10 508	-3.4	-10.4
Stornoway	1 094	1 298	1 837	1 828	1 934	2 086	1 951	2 196	3 339	3 303	3 441	4 997	4 786	3 286	3 485	-3.9	6.1
+ Sumburgh	828	837	1 882	2 882	3 622	4 250	11 412	12 498	15 740	23 620	35 069	35 273	33 878	29 079	19 778	-12.5	-32.0
Swansea	206	150	126	217	158	232	548	515	665	500	317	1 534	771	502	641	3.0	27.7
+ Tees-side	2 947	4 289	2 408	2 252	3 208	4 706	5 259	5 170	6 157	8 197	13 607	12 652	11 448	9 273	10 304	-8.3	11.1
Tiree	1 043	—	998	875	886	810	794	691	750	656	709	820	1 010	921	1 165	11.7	26.5
Unst (i)	—	—	—	—	—	—	—	—	—	—	—	—	—	3 831	6 788	—	-21.8
Wick	2 472	2 408	2 468	2 528	2 654	2 619	2 651	2 611	3 859	4 377	4 817	5 612	5 313	5 932	5 981	5.0	0.8
TOTAL other UK Airports	259 745	253 624	249 994	252 809	279 815	315 422	329 766	337 048	367 408	389 850	452 000	487 112	509 272	508 984	539 282	4.1	6.0
TOTAL UK Reporting Airports	558 752	582 386	597 575	622 123	660 842	710 302	706 196	700 504	739 921	759 111	862 468	923 919	953 577	926 810	973 728	2.5	5.1
Channel Islands Airports																	
Alderney	6 505	7 744	9 968	10 993	10 501	11 359	8 943	9 154	8 928	8 295	8 895	10 330	10 351	9 667	9 222	0.1	-4.6
Guernsey	20 287	28 699	30 047	29 545	29 731	33 997	32 219	32 068	31 607	31 846	33 907	33 444	34 109	33 957	32 559	-0.7	-4.1
Jersey	30 422	42 592	48 055	49 808	51 376	59 909	54 266	54 864	54 326	54 058	53 143	52 064	52 294	50 279	47 833	-2.4	-4.9
TOTAL (Channel Islands Airports)	57 214	79 035	88 070	90 346	91 610	105 265	95 428	96 086	94 861	94 199	95 945	95 838	96 754	93 903	89 614	-1.6	-4.6

(a) Air Transport Movement statistics at BAA airports included air taxi movements for the first time in 1980. Two exceptions are Gatwick, which commenced reporting air taxi movements as "air transport" in February 1982, and Aberdeen where, during 1980, some air taxi movements (about 1000) were incorrectly allocated to "aero club".

(b) City Heliport commenced operations in July 1981.

(c) Barrow-in-Furness commenced reporting in June 1982.

(d) Dundee commenced reporting in February 1981.

(e) Excludes Charter air transport movements at Isle of Man up to and including September 1981.

(f) Lerwick (Tingwall) commenced reporting in March 1981.

(g) Newquay commenced reporting in July 1981 and ceased reporting in March 1982

(h) Plymouth commenced reporting in April 1981.

(i) Unst commenced reporting in September 1980.

Air Transport Movements 1982

Table 2.7

	International						Domestic					
	Total	Scheduled		Charter		Total	Total	Scheduled		Charter		Total
		Pass.	Cargo	Pass.	Cargo			Pass.	Cargo	Pass.	Cargo	
London Area Airports												
+ Gatwick	97 660	40 518	39 968	550	57 142	55 824	1 318	36 862	33 525	31 745	1 780	3 337
+ Heathrow	190 634	187 380	177 810	9 570	3 254	3 183	71	64 268	63 040	62 979	61	1 228
+ Luton	20 830	1 121	546	575	19 709	16 899	2 810	6 533	307	306	1	6 226
+ Southend (a)	5 392	3 729	..	..	1 663	..	..	1 213	816	..	..	397
+ Stansted	5 270	1 684	1 653	31	3 586	2 626	960	3 280	633	629	4	2 647
TOTAL (London Area)	319 786	234 432	219 977	10 726	85 354	78 532	5 159	112 156	98 321	95 659	1 846	13 835
Battersea (Westland) Heliport	18	..	..	..	18	..	..	2 038	..	..	..	2 038
City Heliport	..	..	..	..	..	..	..	448	..	..	..	448
Other UK Airports												
+ Aberdeen	45 525	3 776	3 772	4	41 749	40 368	1 381	35 822	20 333	20 259	74	15 489
Barrow-in-Furness (c)	..	..	..	..	..	..	..	308	205	205	..	103
+ Belfast	3 917	1 786	1 783	3	2 131	1 913	218	28 411	23 732	23 692	40	4 679
Benbecula	..	..	..	..	..	..	..	2 174	2 079	2 072	7	95
+ Birmingham	15 914	8 034	8 034	..	7 880	7 875	5	14 128	13 212	13 211	1	916
+ Blackpool	1 188	547	547	..	641	636	5	4 556	3 586	3 585	1	970
+ Bournemouth	972	510	509	1	462	400	62	6 780	5 980	4 187	1 793	800
+ Bristol	3 815	1 733	1 732	1	2 082	2 052	30	4 114	2 139	2 136	3	1 975
+ Cambridge	380	1	1	..	379	323	56	524	325	325	..	199
+ Cardiff Wales	3 104	340	340	..	2 764	2 758	6	5 640	4 548	4 474	74	1 092
Carlisle	18	..	..	..	18	..	..	286	168	168	..	118
+ Coventry	1 458	505	503	2	953	894	59	432	236	136	..	296
Dundee	53	..	..	..	53	..	..	2 518	2 093	2 093	..	425
+ East Midlands	8 830	3 305	2 854	451	5 525	5 071	454	13 959	9 391	9 384	7	4 568
+ Edinburgh	3 648	1 983	1 983	..	1 665	1 661	4	22 264	18 752	18 239	513	3 512
+ Exeter	524	34	34	..	490	490	..	2 776	1 815	1 811	4	961
+ Glasgow	13 735	6 486	5 557	929	7 249	7 216	33	38 060	30 551	30 517	34	7 509
Gloucester/Cheltenham	94	..	..	..	94	..	..	327	168	168	..	159
Hawarden	..	..	..	..	..	..	..	312	312	312	..	..
+ Humberside	1 075	674	674	..	401	392	9	3 368	2 888	2 888	..	480
Inverness	82	..	..	..	82	..	..	7 522	6 106	6 106	..	1 416
Islay	..	..	..	..	..	..	..	1 352	931	931	..	421
+ Isle of Man	1 194	890	890	..	304	303	1	10 448	8 582	8 555	27	1 866
Isles of Scilly	5	..	..	..	5	..	..	4 515	4 289	4 289	..	226
+ Kirkwall	131	..	..	..	131	..	..	10 168	8 442	8 409	33	1 726
+ Leeds/Bradford	3 379	2 266	2 264	2	1 113	1 101	12	10 083	9 441	9 441	..	642
Lerwick (Tingwall)	..	..	..	..	..	..	..	2 966	1 484	1 484	..	1 482
+ Liverpool	3 573	2 378	2 366	12	1 195	198	997	17 763	8 074	8 008	66	9 689
Londonderry	1 010	985	985	..	25	25	..	708	632	632	..	76
+ Lydd	119	..	..	..	119	..	102	16	..	..	..	16
+ Manchester	44 234	17 539	14 724	2 815	26 695	26 620	75	22 510	19 583	19 535	48	2 927
+ Manston	160	24	24	..	136	103	33	579	20	20	..	559
+ Newcastle	7 219	2 259	2 259	..	4 960	4 960	..	10 937	8 915	8 905	10	2 022
Newquay (d)	3	3	3	..	..	..	..	247	247	247	..	..
+ Norwich	3 591	2 465	2 465	..	1 126	1 094	32	6 797	5 258	5 252	6	1 539
Penzance Heliport	564	..	..	..	564	..	..	3 585	3 585	3 585	..	..
+ Plymouth	597	567	567	..	30	30	..	4 838	4 134	4 134	..	704
+ Prestwick	2 845	1 307	791	516	1 538	1 390	148	1 932	1 313	1 314	179	619
Scatsta	..	..	..	..	..	..	..	3 101	..	..	..	3 101
Shoreham	..	..	..	..	..	..	..	850	850	850	..	..
+ Southampton	2 389	2 006	2 006	..	383	371	12	8 119	7 246	7 211	35	873
Stornoway	16	..	..	..	16	..	..	3 469	3 068	3 063	5	401
+ Sumburgh	10 484	29	29	..	10 455	10 242	213	9 294	3 188	3 184	4	6 106
Swansea	42	..	..	..	42	..	..	599	15	..	..	584
+ Tees-side	1 652	900	900	..	752	750	2	8 652	6 823	6 823	..	1 829
Tiree	..	..	..	..	..	..	..	1 165	1 076	1 074	2	89
Unst	3 968	..	..	..	3 968	3 767	201	2 820	550	550	..	2 270
Wick	64	35	35	..	29	28	1	5 917	5 228	5 221	7	689
TOTAL other UK Airports	191 571	63 367	58 631	4 736	128 204	124 053	4 151	347 711	261 493	258 520	2 973	86 218
TOTAL all UK reporting Airports	511 375	297 799	278 608	15 462	213 576	202 603	9 310	462 353	359 814	354 179	4 819	102 539
Channel Island Airports (a)												
Alderney	674	670	..	..	4	..	..	8 548	8 496	..	..	52
Guernsey	2 177	1 825	..	..	352	..	..	30 382	29 765	..	..	617
Jersey (b)	3 348	2 755	..	..	593	..	..	44 485	40 658	..	..	3 827
TOTAL (Channel Islands)	6 199	5 250	..	..	949	..	..	83 415	78 919	..	..	4 496

(a) Where a passenger/cargo aircraft split is not available, only totals have been shown.

(b) The International/Domestic split has been estimated for Jersey.

(c) Barrow-in-Furness commenced reporting in June 1982.

(d) Traffic for Newquay is only included up to and including March 1982.

Air Transport Movements for 1982

Comparison with the previous year

Table 2.8

	1982			1981			Percentage change		
	Total	Passenger Aircraft	Cargo Aircraft	Total	Passenger Aircraft	Cargo Aircraft	Total	Passenger Aircraft	Cargo Aircraft
London Area Airports									
+ Gatwick (a)	134 522	129 489	5 033	124 976	119 440	5 536	7.6	8.4	-9.1
+ Heathrow	254 902	245 172	9 730	250 403	240 210	10 193	1.8	2.1	-4.6
+ Luton	27 363	19 110	8 253	27 154	20 641	6 513	0.8	-7.4	26.7
+ Southend (b)	6 605	..	..	7 756	..	..	-14.9	..	..
+ Stansted	8 550	5 556	2 994	5 905	3 480	2 425	44.8	59.7	23.5
TOTAL (London Area)	431 942	399 327	26 010	416 194	383 771	24 667	3.8	4.1	5.4
Battersea (Westland) Heliport	2 056	2 056	-	1 537	1 537	-	33.8	33.8	-
City Heliport	448	448	-	88	88	-	409.1	409.1	-
Other UK Airports									
+ Aberdeen	81 347	77 934	3 413	79 088	76 511	2 577	2.9	1.9	32.4
Barrow-in-Furness (c)	308	308	-	-	-	-	-	-	-
+ Belfast	32 328	27 601	4 727	27 920	24 141	3 779	15.8	14.3	25.1
Benbecula	2 174	2 167	7	2 173	2 163	10	0.0	0.2	-30.0
+ Birmingham	30 042	29 690	352	29 105	28 969	136	3.2	2.5	158.8
+ Blackpool	5 744	5 050	694	3 180	2 329	851	80.6	116.8	-18.5
+ Bournemouth	7 752	5 314	2 438	7 293	4 832	2 461	6.3	10.0	-0.9
+ Bristol	7 929	6 518	1 411	6 698	5 737	961	18.4	13.6	46.8
+ Cambridge	904	848	56	938	858	80	-3.6	-1.2	-30.0
+ Cardiff Wales	8 744	7 734	1 010	8 312	7 139	1 173	5.2	8.3	-13.9
Carlisle	304	304	-	381	381	-	-20.2	-20.2	-
+ Coventry	1 890	1 825	65	1 501	1 458	43	25.9	25.2	51.2
Dundee	2 571	2 571	-	1 977	1 977	-	30.0	30.0	-
+ East Midlands	22 789	18 182	4 607	16 791	14 725	2 066	35.7	23.5	123.0
+ Edinburgh	25 912	22 867	3 045	24 170	21 792	2 378	7.2	4.9	28.0
+ Exeter	3 300	2 362	938	3 762	3 270	492	-12.3	-27.8	90.7
+ Glasgow	51 795	48 100	3 695	48 480	45 366	3 114	6.8	6.0	18.7
Gloucester/Cheltenham	421	421	-	306	306	-	37.6	37.6	-
Hawarden	312	312	-	458	458	-	-31.9	-31.9	-
+ Humberside	4 443	4 416	27	3 075	3 067	8	44.5	44.0	237.5
Inverness	7 604	7 567	37	6 864	6 864	-	10.8	10.2	-
Islay	1 352	1 347	5	1 546	1 537	9	-12.6	-12.4	-44.5
+ Isle of Man	11 642	10 784	858	9 495	9 109	386	22.6	18.4	122.3
Isles of Scilly	4 520	4 520	-	4 752	4 752	-	-4.9	-4.9	-
+ Kirkwall	10 299	10 266	33	10 204	10 088	116	0.9	1.8	-71.6
+ Leeds/Bradford	13 462	13 415	47	11 403	11 379	24	18.1	17.9	95.8
Lerwick (Tingwall)	2 966	2 966	-	2 522	2 522	-	17.6	17.6	-
+ Liverpool	21 336	11 692	9 644	16 583	8 593	7 990	28.7	36.1	20.7
Londonderry	1 718	1 718	-	1 446	1 446	-	18.8	18.8	-
+ Lydd	135	32	103	217	217	-	-37.8	-85.3	-
+ Manchester	66 744	62 610	4 134	60 671	56 727	3 944	10.0	10.4	4.8
+ Manston	739	700	39	442	415	27	67.2	68.7	44.4
+ Newcastle	18 156	17 150	1 006	17 632	17 168	464	3.0	-0.1	116.8
Newquay (d)	250	250	-	866	866	-	..	..	-
+ Norwich	10 388	9 648	740	8 650	8 158	492	20.1	18.3	50.4
Penzance Heliport	4 149	4 149	-	3 790	3 790	-	9.5	9.5	-
+ Plymouth	5 435	5 435	-	4 817	4 817	-	12.8	12.8	-
+ Prestwick	4 777	3 829	948	6 006	4 559	1 447	-20.5	-16.0	-34.5
Scatsta	3 101	3 101	-	5 129	5 129	-	-39.5	-39.5	-
Shoreham	850	850	-	946	946	-	-10.2	-10.2	-
+ Southampton	10 508	10 297	211	11 728	11 658	70	-10.4	-11.7	201.4
Stornoway	3 485	3 480	5	3 286	3 273	13	6.1	6.3	-61.5
+ Sumburgh	19 778	19 153	625	29 079	28 134	945	-32.0	-31.9	-33.9
Swansea	641	641	-	502	500	2	27.7	28.2	..
+ Tees-side	10 304	10 259	45	9 273	9 241	32	11.1	11.0	40.6
Tiree	1 165	1 163	2	921	916	5	26.5	27.0	-60.0
Unst	6 788	6 521	267	8 674	8 664	10	-21.8	-24.7	2 570.0
Wick	5 981	5 961	20	5 932	5 894	38	0.8	1.1	-47.4
TOTAL other UK Airports	539 282	494 028	45 254	508 984	472 841	36 143	6.0	4.5	25.2
TOTAL all reporting UK Airports	973 728	895 859	71 264	926 803	858 237	60 810	5.1	4.4	17.2
Channel Island Airports (b)									
Alderney	9 222	..	..	9 667	..	..	-4.6	..	..
Guernsey	32 559	..	..	33 957	..	..	-4.1	..	..
Jersey	47 833	..	..	50 279	..	..	-4.9	..	..
TOTAL (Channel Islands)	89 614	..	..	93 903	..	..	-4.6	..	..

(a) Air taxi movement statistics at Gatwick are included as air transport movements for the first time from February 1982.
(b) Where a passenger/cargo aircraft split is not available, only the totals have been shown.
(c) Barrow-in-Furness commenced reporting in June 1982.
(d) Traffic at Newquay is only included up to and including March 1982.

Classified by Airport of Intended Landing and Actual Landing

Classified by Airport of Intended Landing and Actual Landing

Intended Landing

Number and Rate^(a) of Diversions to UK Reporting Airports by Airport of Intended Landing 1982

	Total No. of Diversions	Annual rate of Diversions	January		February		March		April		May		June		July		August		September		October		November		December		
Airport of Intended Landing			No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	
London Area Airports																											
Gatwick	382	57	155	363	19	47	12	26	10	19	8	13	5	7	7	9	35	48	48	70	14	23	36	85	33	79	
Heathrow	357	28	52	52	70	77	27	26	4	4	24	22	3	3	3	3	10	9	20	18	28	25	105	105	11	11	
Luton	155	122	36	396	13	152	1	11	9	86	1	9	10	83	8	55	6	43	22	167	15	141	19	284	15	197	
Southend	14	42	—	—	2	93	9	347	—	—	—	—	—	—	—	—	—	—	1	31	—	—	—	—	2	96	
Stansted	38	94	8	276	4	149	1	31	2	62	—	—	1	26	6	130	2	50	4	113	3	85	3	106	4	161	
TOTAL (London Area)	946	44	251	162	108	75	50	30	25	14	33	18	19	10	24	11	53	26	95	47	60	32	163	107	65	43	
Other UK Airports																											
Aberdeen	67	17	32	110	2	7	6	18	1	3	3	9	5	14	4	11	1	3	3	8	3	9	3	8	4	11	
Alderney	4	9	—	—	—	—	—	—	1	21	—	—	1	19	1	17	—	—	1	20	—	—	—	—	—	—	
Barra	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	1	—	
Barrow-in-Furness	1	65	—	—	—	—	—	—	—	—	—	—	—	—	1	333	—	—	—	—	—	—	—	—	—	—	
Belfast	16	9	1	8	1	9	1	8	2	15	2	14	—	—	2	11	—	—	—	—	1	7	2	15	4	30	
Benbecula	1	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	100	—	—	—	—	—	—	
Birmingham	146	96	58	634	5	52	1	9	2	18	1	7	14	91	2	12	6	38	9	59	11	76	13	119	24	252	
Blackbushe	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	
Blackpool	3	12	2	145	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	63	
Bournemouth	5	13	—	—	1	46	—	—	—	—	—	—	—	—	2	51	1	26	1	26	—	—	—	—	—	—	
Bristol	31	78	15	754	1	41	—	—	—	—	—	—	3	65	2	37	3	69	—	—	—	—	1	39	6	246	
Cardiff – Wales	13	30	9	448	1	37	—	—	—	—	—	—	1	21	—	—	1	20	—	—	—	—	—	—	1	43	
Carlisle	1	66	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	2500	
Coningsby	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	
Coventry	2	22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	351	
Downreay (Thurso)	18	—	2	—	—	—	1	—	2	—	3	—	2	—	—	—	—	—	—	—	1	—	7	—	—	—	
Dundee	4	33	3	361	—	—	—	—	—	—	—	—	—	—	—	—	1	81	—	—	—	—	—	—	—	—	
Easington	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	
East Midlands	64	56	20	282	2	28	2	28	—	—	2	19	4	36	—	—	1	9	2	19	5	47	12	141	14	170	
Eday (Orkneys)	1	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Edinburgh	75	56	7	74	12	128	—	—	2	18	—	—	7	58	3	23	5	40	4	32	4	34	17	162	14	146	
Exeter	2	12	—	—	—	—	1	93	—	—	1	76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Fair Isle (Orkneys)	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Flotta (Orkneys)	6	—	—	—	—	—	2	—	—	—	—	—	—	—	1	—	—	—	2	—	1	—	—	—	—	—	
Fort William (An Aird) Heliport	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	
Glasgow	104	40	20	108	18	95	4	20	5	27	2	9	4	16	4	15	3	12	5	21	6	26	12	57	21	103	
Goodwood, Chichester	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	
Guernsey	8	5	—	—	—	—	—	—	—	—	—	—	1	7	5	30	1	6	1	6	—	—	—	—	—	—	
Humberside	2	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	60	—	—	
Inverness	7	18	2	63	—	—	1	26	2	62	—	—	1	28	—	—	—	—	—	—	—	—	—	—	1	35	
Islay	1	15	1	192	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isle of Man	8	13	2	59	—	—	—	—	2	46	—	—	3	52	—	—	—	—	—	—	—	—	—	—	1	19	
Isle of Skye	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Jersey	22	9	—	—	—	—	2	13	—	—	1	4	4	16	6	23	3	11	4	16	1	5	—	—	1	8	
Kirkwall	6	12	—	—	—	—	—	—	—	—	—	—	1	22	—	—	5	114	—	—	—	—	—	—	—	—	
Leeds/Bradford	177	257	66	1463	23	542	7	149	—	—	2	31	11	163	1	14	3	44	1	15	3	50	38	725	22	425	
Lerwick (Tingwall)	7	47	3	326	—	—	—	—	—	—	1	69	—	—	1	61	—	—	—	—	—	—	1	92	1	90	
Leuchars	4	—	—	—	1	—	—	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	
Liverpool	46	45	18	239	11	141	—	—	9	112	—	—	1	11	—	—	—	—	—	—	3	34	—	—	4	51	
Manchester	163	48	43	216	13	67	7	32	3	12	2	6	—	—	9	24	19	51	5	14	2	6	2	9	58	311	
Manston	11	274	8	1311	1	313	—	—	—	—	—	—	—	—	—	—	2	645	—	—	—	—	—	—	—	—	
Mildenhall	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	
Newcastle	28	31	8	136	3	50	1	17	—	—	2	25	2	22	2	19	1	10	5	55	—	—	2	32	2	34	
Newquay	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	
Northolt	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	
Norwich	8	15	1	30	1	28	1	26	—	—	—	—	—	—	—	—	—	—	3	54	—	—	1	22	1	22	
Oban (North Connel)	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Plymouth	50	184	14	854	5	342	2	104	—	—	1	38	1	38	—	—	3	112	10	412	3	138	9	425	2	101	
Prestwick	10	38	3	213	—	—	—	—	1	38	1	41	1	41	—	—	—	—	—	—	—	2	136	2	142	—	
Sanday (Orkneys)	1	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Scatsta	14	89	8	584	—	—																					

Air Passengers by Type and Nationality of Operator — 1982

Table 2.10

	Total Terminal and Transit Passengers	Scheduled Services										Charter Flights	
		United Kingdom Operators				Overseas Operators		United Kingdom Operators				Overseas Operators	
		British Airways		Others				British Airways		Others			
		Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports													
+ Gatwick (a)	11 357 897	557 024	1 555	2 533 457	201	1 443 080	109 005	1 124 238	1 677	4 172 142	36 169	1 324 590	54 759
+ Heathrow	26 740 324	12 408 303	439	825 151	40	13 132 865	333 741	19 078	—	10 809	181	9 344	373
+ Luton	1 822 574	508	92	18 857	183	1 945	—	650	31	1 664 452	17 682	113 562	4 612
+ Southend	103 448	—	—	54 791	—	—	—	—	—	48 339	—	318	—
+ Stansted	313 345	2 887	2 506	24 855	655	3 758	1 310	132	313	14 097	955	256 474	5 403
TOTAL (London Area)	40 337 588	12 968 722	4 592	3 457 111	1 079	14 581 648	444 056	1 144 098	2 021	5 909 839	54 987	1 704 288	65 147
Battersea (Westland) Heliport	6 478	—	—	—	—	—	—	141	7	6 323	7	—	—
City Heliport	1 101	—	—	—	—	—	—	3	—	1 098	—	—	—
Other UK Airports													
+ Aberdeen	1 651 331	523 967	553	291 522	1 024	16 836	—	220 370	—	541 558	1 645	53 824	32
+ Barrow-in-Furness (b)	1 476	—	—	354	756	—	—	—	—	365	1	—	—
+ Belfast	1 448 515	868 591	—	333 339	292	30 898	19	17 631	179	18 226	41	165 773	13 526
+ Benbecula	23 509	14 150	—	8 119	758	—	—	—	—	479	3	—	—
+ Birmingham	1 609 979	365 663	16 904	218 828	13 565	129 332	4 392	68 958	—	638 223	5 071	143 381	5 662
+ Blackpool	55 547	—	—	47 540	534	—	—	10	—	6 187	8	1 268	—
+ Bournemouth	125 869	317	484	91 273	1 037	530	—	—	—	23 163	1 333	7 669	3
+ Bristol	286 465	—	—	50 000	19 133	20 387	303	3 638	72	96 091	4 336	91 296	1 209
+ Cambridge	15 595	—	—	9 344	—	—	—	—	—	1 679	1	4 571	—
+ Cardiff Wales	387 468	—	243	73 592	20 893	510	2	321	130	189 827	3 896	96 016	2 038
+ Carlisle	1 141	—	—	330	317	—	—	—	—	354	3	137	—
+ Coventry	27 155	1 119	—	9 406	—	—	—	320	—	10 210	2	6 098	—
+ Dundee	12 126	—	—	7 266	3 554	—	—	—	—	960	—	346	—
+ East Midlands	885 592	1 134	756	336 957	2 638	1 154	294	3 544	42	476 050	7 679	55 344	—
+ Edinburgh	1 244 473	718 702	11 581	273 901	26 816	27 085	116	—	—	134 124	3 165	48 847	136
+ Exeter	74 888	—	—	33 055	860	—	—	—	—	16 673	199	24 101	—
+ Glasgow	2 427 363	1 016 673	1 084	404 595	3 844	133 595	13 468	2 359	299	722 838	3 250	124 604	754
+ Gloucester/Cheltenham	5 048	—	—	4 086	19	—	—	—	—	515	—	428	—
+ Hawarden	611	—	—	611	—	—	—	—	—	—	—	—	—
+ Humberside	54 497	—	—	38 836	9 674	—	—	17	—	5 232	66	613	59
+ Inverness	139 017	101 730	8 664	19 175	1 351	—	—	61	12	6 758	212	1 022	32
+ Islay	11 978	—	—	10 755	24	—	—	—	—	1 199	—	—	—
+ Isle of Man	276 320	—	—	238 783	24 541	4 656	—	—	—	6 474	94	1 772	—
+ Isles of Scilly	84 028	74 715	—	8 731	—	—	—	69	89	424	—	—	—
+ Kirkwall	90 841	36 104	13 545	30 588	30	—	—	139	801	7 503	1 846	265	20
+ Leeds/Bradford	408 689	1 075	—	276 846	23 800	107	—	160	—	104 720	319	1 662	—
+ Lerwick (Tingwall)	14 293	—	—	10 598	555	—	—	—	—	2 960	180	—	—
+ Liverpool	252 029	571	377	205 403	302	18 489	130	246	—	20 444	583	5 466	18
+ Londonderry	12 065	—	—	6 674	—	5 165	—	—	—	134	—	92	—
+ Lydd	192	—	—	—	—	—	—	—	—	160	5	27	—
+ Manchester	5 143 913	1 215 352	35 530	232 743	24 674	456 607	20 847	296 129	2 373	2 380 185	11 050	398 665	69 758
+ Manston	6 776	—	—	1 867	—	—	—	—	—	4 442	377	90	—
+ Newcastle	1 052 818	246 550	598	226 933	41 989	—	—	2 941	21	436 663	2 459	88 942	5 722
+ Newquay (c)	7 391	—	—	7 391	—	—	—	—	—	—	—	—	—
+ Norwich	162 078	—	—	127 785	14 094	—	—	1 853	25	16 992	36	1 293	—
+ Penzance Heliport	76 197	72 900	—	—	—	—	—	3 297	—	—	—	—	—
+ Plymouth	76 424	—	—	72 233	3 086	—	—	—	—	1 032	—	73	—
+ Prestwick	379 745	3 625	13 919	5 716	4 624	99 639	19 475	1 036	295	9 110	5	135 970	86 331
+ Scatsta	49 920	—	—	—	—	—	—	—	—	49 920	—	—	—
+ Shoreham	6 693	—	—	6 566	127	—	—	—	—	—	—	—	—
+ Southampton	236 594	—	—	230 586	455	—	—	106	—	4 057	568	687	135
+ Stornoway	58 030	46 686	118	8 593	3	—	—	158	38	2 267	37	130	—
+ Sumburgh	361 558	68 589	131	1 762	121	—	—	62 251	1 628	211 810	8 114	7 117	35
+ Swansea	2 602	—	—	105	—	—	—	—	—	2 179	74	238	6
+ Tees-side	284 089	241	—	208 362	9 674	—	—	179	—	52 403	984	12 214	32
+ Tiree	7 967	—	—	3 937	3 728	—	—	—	—	280	22	—	—
+ Unst	104 939	—	—	2 552	—	—	—	50	2 025	96 087	4 225	—	—
+ Wick	42 093	—	—	33 690	3 915	—	—	46	88	3 000	1 119	235	—
TOTAL other UK Airports	19 687 927	5 378 454	104 487	4 211 328	262 807	944 990	59 046	685 889	8 117	6 303 957	63 068	1 480 276	185 508
TOTAL all UK reporting Airports	60 033 094	18 347 176	109 079	7 668 439	263 886	15 526 638	503 102	1 830 131	10 145	12 221 217	118 062	3 184 564	250 655

Air Passengers by Type and Nationality of Operator — 1982 — *continued*

Table 2.10

	Total Terminal and Transit Passengers	Scheduled Services						Charter Flights					
		United Kingdom Operators				Overseas Operators		United Kingdom Operators				Overseas Operators	
		British Airways		Others				British Airways		Others			
		Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
Channel Island Airports													
Alderney	82 215	—	—	81 483	583	—	—	—	—	149	—	—	—
Guernsey	544 579	—	—	490 265	32 725	12 328	3 011	—	—	4 379	417	1 262	192
Jersey	1 349 049	230 855	389	954 046	21 391	31 220	3 217	—	—	91 138	1 755	15 003	35
TOTAL (Channel Islands)	1 975 843	230 855	389	1 525 794	54 699	43 548	6 228	—	—	95 666	2 172	16 265	227

(a) Passengers on Air Taxi movements at Gatwick are included from February 1982.

(b) Barrow-in-Furness commenced reporting in June 1982.

(c) Traffic at Newquay is included up to and including March 1982

Table 2.11

Terminal and Transit Passengers 1982

Comparison with a year earlier

	Terminal and Transit Passengers			Terminal Passengers			Transit Passengers		
	1982	1981	Percentage change	1982	1981	Percentage change	1982	1981	Percentage change
London Area Airports									
+ Gatwick (a)	11 357 897	10 848 148	4.7	11 154 531	10 723 986	4.0	203 366	124 162	63.8
+ Heathrow	26 740 324	26 780 279	-0.1	26 405 550	26 410 540	—	334 774	369 739	-9.5
+ Luton	1 822 574	1 988 736	-8.4	1 799 974	1 970 578	-8.7	22 600	18 158	24.5
+ Southend	103 448	103 831	-0.4	103 448	103 831	-0.4	—	—	—
+ Stansted	313 345	267 747	17.0	302 203	263 024	14.9	11 142	4 723	135.9
TOTAL (London Area)	40 337 588	39 988 741	0.9	39 765 706	39 471 959	0.7	571 882	516 782	10.7
Battersea (Westland) Heliport	6 478	4 791	35.2	6 464	4 742	36.3	14	49	-71.4
City Heliport	1 101	208	429.3	1 101	208	429.3	—	—	—
Other UK Airports									
+ Aberdeen	1 651 331	1 558 813	5.9	1 648 077	1 552 601	6.1	3 254	6 212	-47.6
Barrow-in-Furness (b)	1 476	—	..	719	—	..	757	—	..
+ Belfast	1 448 515	1 409 908	2.7	1 434 458	1 398 956	2.5	14 057	10 952	28.4
Benbecula	23 509	23 373	0.6	22 748	22 666	0.4	761	707	7.6
+ Birmingham	1 609 979	1 535 552	4.8	1 564 385	1 469 089	6.5	45 594	66 463	-31.4
+ Blackpool	55 547	41 513	33.8	55 005	41 350	33.0	542	163	232.5
+ Bournemouth	125 869	143 271	-12.1	122 952	140 799	-12.7	2 917	2 472	18.0
+ Bristol	286 465	255 098	12.3	261 412	245 523	6.5	25 053	9 575	161.7
+ Cambridge	15 595	20 851	-25.2	15 594	20 851	-25.2	1	—	—
+ Cardiff Wales	387 468	328 084	18.1	360 266	293 968	22.6	27 202	34 116	-20.3
Carlisle	1 141	1 583	-27.9	821	1 577	-47.9	320	6	5,233.3
+ Coventry	27 155	24 015	13.1	27 153	24 003	13.1	2	12	-83.3
Dundee	12 126	9 400	29.0	8 572	6 996	22.5	3 554	2 404	47.8
+ East Midlands	885 592	747 216	18.5	874 183	738 571	18.4	11 409	8 645	32.0
+ Edinburgh	1 244 473	1 159 484	7.3	1 202 659	1 119 760	7.4	41 814	39 724	5.3
+ Exeter	74 888	57 067	31.2	73 829	54 716	34.9	1 059	2 351	-55.0
+ Glasgow	2 427 363	2 279 091	6.5	2 404 664	2 265 225	6.2	22 699	13 866	63.7
Gloucester/Cheltenham	5 048	5 440	-7.2	5 029	5 348	-6.0	19	92	-79.3
Hawarden	611	956	-36.1	611	956	-36.1	—	—	—
+ Humberside	54 497	32 568	67.3	44 698	26 261	70.2	9 799	6 307	55.4
Inverness	139 017	141 910	-2.0	128 746	133 265	-3.4	10 271	8 645	18.8
Islay	11 978	12 886	-7.0	11 954	12 868	-7.1	24	18	33.3
+ Isle of Man	276 320	279 378	-1.1	251 685	258 536	-2.6	24 635	20 842	18.2
Isles of Scilly	84 028	91 471	-8.1	83 939	91 286	-8.0	89	185	-51.9
+ Kirkwall	90 841	92 665	-2.0	74 599	77 551	-3.8	16 242	15 114	7.5
+ Leeds/Bradford	408 689	377 887	8.2	384 570	351 088	9.5	24 119	26 799	-10.0
Lerwick (Tingwall)	14 293	11 410	25.3	13 558	10 348	31.0	735	1 062	-30.8
+ Liverpool	252 029	281 525	-10.5	250 619	279 117	-10.2	1 410	2 408	-41.4
Londonderry	12 065	9 626	25.3	12 065	9 626	25.3	—	—	—
+ Lydd	192	101	90.1	187	11	1 600.0	5	90	-94.4
+ Manchester	5 143 913	4 863 874	5.8	4 979 681	4 712 668	5.7	164 232	151 206	8.6
+ Manston	6 776	4 802	41.1	6 399	3 378	89.4	377	1 424	-73.5
+ Newcastle	1 052 818	995 479	5.8	1 002 029	941 719	6.4	50 789	53 760	-5.5
Newquay (c)	7 391	17 272	..	7 391	17 272	..	—	—	—
+ Norwich	162 078	139 506	16.2	147 923	135 075	9.5	14 155	4 431	219.5
Penzance Heliport	76 197	82 034	-7.1	76 197	82 034	-7.1	—	—	—
+ Plymouth	76 424	45 812	66.8	73 338	45 812	60.1	3 086	—	—
+ Prestwick	379 745	539 994	-29.7	255 096	362 870	-29.7	124 649	177 124	-29.6
Scatsta	49 920	109 063	-54.2	49 920	109 063	-54.2	—	—	—
Shoreham	6 693	7 339	-8.8	6 566	7 255	-9.5	127	84	51.2
+ Southampton	236 594	236 317	0.1	235 436	235 643	-0.1	1 158	674	71.8
Stornoway	58 030	65 439	-11.3	57 834	65 291	-11.4	196	148	32.4
+ Sumburgh	361 558	536 908	-32.7	351 529	531 826	-33.9	10 029	5 082	97.3
Swansea	2 602	1 828	42.3	2 552	1 783	41.4	80	45	77.8
+ Tees-side	284 089	248 808	14.2	273 399	235 199	14.3	10 690	9 609	11.2
Tiree	7 967	5 443	46.4	4 217	3 836	9.9	3 750	1 607	133.4
Unst	104 939	115 115	-8.8	98 689	110 807	-10.9	6 250	4 308	45.1
Wick	42 093	36 892	14.1	36 971	34 432	7.4	5 122	2 460	108.2
Total other UK Airports	19 687 927	18 984 067	3.7	19 004 894	18 292 875	3.9	683 033	691 192	-1.2
TOTAL all reporting UK Airports	60 033 094	58 977 807	1.8	58 778 165	57 769 784	1.7	1 254 929	1 208 023	3.9
Channel Island Airports									
Alderney	82 215	77 731	5.8	81 632	77 729	5.0	583	2	9 050.0
Guernsey	544 579	520 773	4.6	508 234	495 039	2.7	36 345	25 734	41.2
Jersey	1 349 049	1 255 769	7.4	1 322 262	1 235 375	7.0	26 787	20 394	31.3
TOTAL (Channel Islands)	1 975 843	1 854 273	6.6	1 912 128	1 808 143	5.8	63 715	46 130	38.1

(a) Passengers on Air Taxi Movements at Gatwick are included from February 1982.

(b) Barrow-in-Furness commenced reporting in June 1982.

(c) Traffic at Newquay is included up to and including March 1982.

International and Domestic Terminal Passenger Traffic 1982

Table 2.12.1

Comparison with the previous year

	Total			International Services			Domestic Services				
	1982	Scheduled 1982	Charter 1982	Total 1982	Total 1981	Percentage change	Scheduled 1982	Charter 1982	Total 1982	Total 1981	Percentage change
London Area Airports											
+ Gatwick (a)	11 154 531	3 514 517	6 605 224	10 119 741	9 713 408	4	1 019 044	15 746	1 034 790	1 010 578	2
+ Heathrow	26 405 550	22 134 684	30 041	22 164 725	22 543 196	-2	4 231 635	9 190	4 240 825	3 867 344	10
+ Luton	1 799 974	5 342	1 764 121	1 769 463	1 937 834	-9	15 968	14 543	30 511	32 744	-7
+ Southend	103 448	22 260	29 053	51 313	52 649	-3	32 531	19 604	52 135	51 182	2
+ Stansted	302 203	25 709	266 145	291 854	252 508	16	5 791	4 558	10 349	10 516	-2
TOTAL (London Area)	39 765 706	25 702 512	8 694 584	34 397 096	34 499 595	-	5 304 969	63 641	5 368 610	4 972 364	8
Battersea (Westland) Heliport	6 464	-	68	68	36	89	-	6 396	6 396	4 706	36
City Heliport	1 101	-	-	-	-	-	-	1 101	1 101	208	429
Other UK Airports											
+ Aberdeen	1 648 077	77 973	572 549	650 522	515 148	26	754 352	243 203	997 555	1 037 453	-4
+ Barrow-in-Furness (b)	719	-	-	-	-	-	354	365	719	-	-
+ Belfast	1 434 458	31 206	198 669	229 875	179 058	28	1 201 622	2 961	1 204 583	1 219 898	-1
+ Benbecula	22 748	-	-	-	-	-	22 269	479	22 748	22 666	-
+ Birmingham	1 564 385	343 513	841 035	1 184 548	1 090 613	9	370 310	9 527	379 837	378 476	-
+ Blackpool	55 005	3 351	5 985	9 336	3 512	166	44 189	1 480	45 669	37 838	21
+ Bournemouth	122 952	4 557	28 960	33 517	44 171	-24	87 563	1 872	89 435	96 628	-8
+ Bristol	261 412	39 809	188 071	227 880	201 734	13	30 578	2 954	33 532	43 789	-24
+ Cambridge	15 594	7	5 461	5 468	4 867	12	9 337	789	10 126	15 984	-37
+ Cardiff, Wales	360 266	6 038	282 335	288 373	231 639	24	68 064	3 829	71 893	62 329	15
+ Carlisle	821	-	111	111	206	-46	330	380	710	1 371	-48
+ Coventry	27 153	2 952	11 823	14 775	14 317	3	7 573	4 805	12 378	9 686	28
+ Dundee	8 572	-	372	372	347	7	7 266	934	8 200	6 649	23
+ East Midlands	874 183	77 575	525 548	603 123	517 906	16	261 670	9 390	271 060	220 665	23
+ Edinburgh	1 202 659	59 554	177 536	237 090	222 199	7	960 134	5 435	965 569	897 561	8
+ Exeter	73 829	326	40 397	40 723	13 540	201	32 729	377	33 106	41 176	-20
+ Glasgow	2 404 664	187 058	758 747	945 805	839 323	13	1 367 805	91 054	1 458 859	1 425 902	2
+ Gloucester/Cheltenham	5 029	-	485	485	-	-	4 086	458	4 544	5 348	-15
+ Hawarden	611	-	-	-	-	-	611	-	611	956	-36
+ Humberside	44 698	11 460	2 229	13 689	9 918	38	27 376	3 633	31 009	16 343	90
+ Inverness	128 746	-	1 410	1 410	1 701	-17	120 905	6 431	127 336	131 564	-3
+ Islay	11 954	-	-	-	-	-	10 755	1 199	11 954	12 868	-7
+ Isle of Man	251 685	16 387	3 316	19 703	12 547	57	227 052	4 930	231 982	245 989	-6
+ Isles of Scilly	83 939	-	1	1	-	-	83 446	492	83 938	91 286	-8
+ Kirkwall	74 599	-	495	495	1 307	-62	66 692	7 412	74 104	76 244	-3
+ Leeds/Bradford	384 570	46 028	103 714	149 742	153 238	-2	232 000	2 828	234 828	197 850	19
+ Lerwick (Tingwall)	13 558	-	-	-	-	-	10 598	2 960	13 558	10 348	31
+ Liverpool	250 619	30 780	13 987	44 767	66 556	-33	193 683	12 169	205 852	212 561	-3
+ Londonderry	12 065	5 165	78	5 243	2 896	81	6 674	148	6 822	6 730	1

International and Domestic Terminal 1982 — *continued* Passenger Traffic

Table 2.12.1

Comparison with the previous year

	Total	International Services					Domestic Services				
	1982	Scheduled 1982	Charter 1982	Total 1982	Total 1981	Percent change	Scheduled 1982	Charter 1982	Total 1982	Total 1981	Percentage change
Other UK Airports											
— continued											
+ Lydd	187	—	132	132	—	.	—	55	55	11	400
+ Manchester	4 979 681	825 726	3 049 965	3 875 691	3 729 178	4	1 078 976	25 014	1 103 990	983 490	12
+ Manston	6 399	993	2 786	3 779	2 325	63	874	1 746	2 620	1 053	149
+ Newcastle	1 002 029	87 994	518 601	606 595	564 124	8	385 489	9 945	395 434	377 595	5
Newquay (c)	7 391	—	—	—	—	..	7 391	—	7 391	17 272	..
+ Norwich	147 923	58 199	15 395	73 594	71 637	3	69 586	4 743	74 329	63 438	17
Penzance Heliport	76 197	—	3 297	3 297	—	—	72 900	—	72 900	82 034	— 11
+ Plymouth	73 338	5 958	117	6 075	5 179	17	66 275	988	67 263	40 633	66
+ Prestwick	255 096	104 307	143 511	247 818	347 294	— 29	4 673	2 605	7 278	15 576	— 53
Scatsta	49 920	—	—	—	—	—	—	49 920	49 920	109 063	— 54
Shoreham	6 566	—	—	—	—	—	6 566	—	6 566	7 255	— 10
+ Southampton	235 436	18 465	1 995	20 460	31 089	— 34	212 121	2 855	214 976	204 554	5
Stornoway	57 834	—	118	118	26	354	55 279	2 437	57 716	65 265	— 12
+ Sumburgh	351 529	91	143 283	143 374	229 175	— 38	70 260	137 895	208 155	302 651	— 31
Swansea	2 522	—	245	245	167	47	105	2 172	2 277	1 616	41
+ Tees-side	273 399	20 621	42 068	62 689	66 829	— 6	187 982	22 728	210 710	172 370	22
Tiree	4 217	—	—	—	—	—	3 937	280	4 217	3 836	10
Unst	98 689	—	49 376	49 376	57 446	— 14	2 552	46 761	49 313	53 361	— 8
Wick	36 971	27	221	248	298	— 17	33 663	3 060	36 723	34 134	8
TOTAL other UK Airports	19 004 894	2 066 120	7 734 424	9 800 544	9 231 510	6	8 468 652	735 698	9 204 350	9 061 365	2
TOTAL all reporting UK Airports	58 778 165	27 768 632	16 429 076	44 197 708	43 731 141	1	13 773 621	806 836	14 580 457	14 038 643	4
Channel Islands Airports											
Alderney	81 632	3 661	27	3 688	1 231	200	77 822	122	77 944	76 498	2
Guernsey	508 234	23 695	3 017	26 712	26 386	1	478 898	2 624	481 522	468 653	3
Jersey (d)	1 322 262	52 363	17 854	70 217	97 140	— 28	1 163 758	88 287	1 252 045	1 138 235	10
TOTAL (Channel Islands)	1 912 128	79 719	20 898	100 617	124 757	— 19	1 720 478	91 033	1 811 511	1 683 386	8

(a) Passengers on air taxi movements at Gatwick are included from February 1982.

(b) Barrow-in-Furness commenced reporting in June 1982.

(c) Traffic at Newquay is included up to and including March 1982.

(d) The international/domestic split for Jersey is estimated for 1981/1982.

Terminal Passengers 1968 — 1982

Table 2.12.2

	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980(j)	1981	1982	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick (a)	2 059 535	2 993 969	3 680 485	4 650 255	5 305 892	5 728 457	5 119 392	5 342 254	5 713 885	6 588 087	7 759 059	8 694 562	9 703 330	10 724 459	11 154 531	9.8	4.0
+ Heathrow (a)	13 159 019	14 085 029	15 415 689	16 147 159	18 296 799	20 288 425	20 077 270	21 294 841	23 242 513	23 390 055	26 490 960	27 978 532	27 484 064	26 410 648	26 405 550	-0.6	—
+ Luton	690 610	1 487 685	1 963 570	2 703 392	3 096 294	3 216 522	2 022 786	1 868 737	1 806 998	1 947 398	2 058 085	2 207 289	2 087 569	1 970 835	1 799 974	-3.7	-8.7
+ Southend	488 697	401 122	423 799	456 436	316 022	384 842	250 887	202 713	218 427	242 181	238 052	181 018	127 749	103 831	103 448	-19.8	-0.4
+ Stansted (a)	146 045	218 794	490 896	492 316	310 267	172 931	199 058	237 578	267 607	298 739	316 744	347 175	277 323	263 024	302 203	-3.6	14.9
TOTAL (London Area)	16 543 906	19 186 599	21 974 439	24 449 558	27 325 274	29 791 177	27 669 393	28 946 123	31 249 430	32 466 460	36 860 900	39 408 576	39 680 035	39 472 797	39 765 706	1.5	0.7
Westland Heliport (Battersea)	1 104	1 645	2 635	3 339	5 289	8 662	8 197	5 328	5 644	6 082	8 742	8 230	10 070	4 742	6 464	-10.9	36.3
City Heliport (b)	—	—	—	—	—	—	—	—	—	—	—	—	—	208	1 101	..	429.3
Other UK Airports																	
+ Aberdeen (a)	97 606	107 497	119 495	140 534	190 127	259 984	446 398	644 813	822 601	946 410	1 200 286	1 285 040	1 448 084	1 552 601	1 648 077	8.6	6.1
Barrow-in-Furness (c)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	719	..	..
+ Belfast	981 319	1 026 776	1 117 422	1 114 845	1 186 250	1 312 953	1 225 209	1 184 417	1 081 651	1 037 713	1 176 317	1 411 125	1 476 656	1 398 956	1 434 458	4.0	2.5
Benbecula	14 189	15 620	17 845	20 896	23 815	22 756	24 731	22 757	23 594	23 797	23 803	25 496	24 147	22 666	22 748	-2.1	0.4
+ Birmingham	557 185	615 315	685 645	835 777	935 554	1 131 845	1 017 028	1 082 372	1 113 051	1 064 516	1 305 210	1 561 889	1 562 876	1 469 089	1 564 385	3.1	6.5
+ Blackpool	149 138	130 458	137 684	143 944	145 730	142 571	133 488	123 411	103 297	104 044	108 152	107 801	66 270	41 350	55 005	-20.6	33.0
+ Bournemouth	35 310	57 611	63 297	81 260	100 132	118 764	129 137	117 117	106 878	131 787	148 141	150 324	137 693	140 799	122 952	-4.6	-12.7
+ Bristol	129 668	120 176	151 676	200 581	262 402	288 864	183 576	194 768	205 368	218 841	232 891	238 397	238 806	245 523	261 412	2.6	6.5
+ Cambridge	6 365	5 036	3 984	3 757	8 833	7 091	5 534	5 581	10 564	20 502	23 765	33 248	27 793	20 851	15 594	-12.3	-25.2
+ Cardiff Wales	130 412	115 514	171 319	213 010	238 667	283 550	229 567	208 524	192 269	208 450	234 204	253 504	261 285	293 968	360 266	10.6	22.6
Carlisle	..	..	..	..	..	..	..	..	..	..	..	..	..	1 577	821	..	-47.9
+ Coventry	11 208	14 343	11 584	7 117	10 903	8 754	2 205	2 302	853	1 073	4 388	5 989	11 129	24 003	27 153	65.4	13.1
Dundee (d)	..	..	..	..	..	..	..	..	..	..	..	..	..	6 996	8 572	..	..
+ East Midlands	183 917	200 759	222 774	336 675	405 661	515 960	442 425	544 583	482 398	473 449	547 591	593 587	667 441	738 571	874 183	12.2	18.4
+ Edinburgh (a)	616 129	602 066	653 247	679 528	756 685	877 182	790 651	874 018	990 793	1 021 017	1 137 355	1 244 255	1 161 987	1 119 760	1 202 659	0.1	7.4
+ Exeter	..	..	..	..	..	78 881	75 125	69 334	64 597	61 140	76 308	85 812	79 391	54 716	73 829	-5.0	34.9
+ Glasgow (a)	1 387 210	1 610 774	1 702 555	1 744 128	1 880 265	2 142 437	1 935 446	1 763 295	1 975 717	1 752 042	2 153 322	2 358 236	2 339 137	2 265 225	2 404 664	1.8	6.2
Gloucester/Cheltenham	..	9 012	7 563	8 441	8 035	10 496	11 479	4 548	7 337	15 282	17 774	16 607	9 833	5 348	5 029	-30.6	-6.0
Hawarden	7 539	3 786	1 372	136	..	..	..	..	..	..	171	1 664	..	956	611	..	-36.1
+ Humberside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Inverness	50 085	74 310	87 384	92 449	115 365	133 695	130 211	124 748	136 059	133 579	143 870	148 046	141 325	133 265	128 746	-6.1	70.2
Islay	15 588	16 053	14 552	14 496	15 754	17 950	16 093	11 314	11 367	10 451	11 492	14 234	13 524	12 868	11 954	-3.2	-3.4
+ Isle of Man (e)	378 376	359 377	380 777	390 993	436 751	464 862	430 436	394 103	344 795	327 571	345 769	377 467	303 160	258 536	251 685	-0.2	-7.1
Isles of Scilly	59 125	60 519	61 012	61 217	68 079	73 428	77 006	88 882	91 762	92 612	96 432	98 448	95 515	91 286	83 939	-9.6	-2.6
+ Kirkwall	59 139	70 674	65 056	64 093	68 938	75 013	84 344	91 938	96 323	99 854	103 232	97 143	81 297	77 551	74 599	-3.5	-8.0
+ Leeds/Bradford	288 148	278 211	253 711	251 463	259 619	280 092	283 049	277 690	286 525	282 412	331 548	388 298	361 995	351 088	384 570	-8.4	-3.8
Lerwick (f)	..	..	..	..	..	..	..	..	..	..	..	..	..	10 348	13 558	2.0	9.5
+ Liverpool	427 472	379 012	421 257	496 507	512 751	555 885	499 494	437 032	355 202	272 760	287 029	598 844	380 062	279 117	250 619	-9.8	-10.2
Londonderry	..	..	..	..	..	..	..	..	..	..	..	..	..	9 626	12 065	..	25.3
+ Lydd	102 778	71 045	46 491	3 252	4 996	1 576	12 115	90 166	68 919	85 449	74 522	66 121	9 563	11	187	-87.4	1 600.0
+ Manchester	1 459 773	1 549 105	1 777 976	2 082 132	2 350 656	2 574 214	2 321 630	2 579 288	2 759 691	2 791 394	3 408 206	3 463 473	4 315 201	4 712 668	4 979 681	11.3	5.7
+ Manston	..	..	..	..	8 306	6 381	4 624	5 373	2 616	3 634	1 877	..	..	3 378	6 399	..	89.4
+ Newcastle	324 411	363 653	384 416	432 640	518 224	619 595	581 442	605 213	645 988	629 540	759 508	854 089	917 371	941 719	1 002 029	6.7	6.4
Newquay (g)	..	..	..	..	..	..	..	..	..	..	..	..	..	17 272	7 391	..	..
+ Norwich	..	..	..	..	..	64 737	93 906	119 742	135 866	167 928	165 304	176 727	153 753	135 075	147 923	-4.8	9.5
Penzance Heliport	59 125	59 018	58 481	60 487	65 789	69 022	72 837	83 475	86 865	87 081	91 697	92 411	88 183	82 034	76 197	-4.8	-7.1
Plymouth (h)	..	..	..	..	..	..	..	..	..	..	..	..	..	45 812	73 338	..	..
+ Prestwick (a)	362 006	312 057	335 131	323 090	451 554	386 478	343 260	395 040	397 865	385 969	362 664	419 670	393 577	362 870	255 096	-8.1	-29.7
Scatsta	..	..	..	..	..	..	..	..	..	..	..	..	..	109 063	49 920	..	-54.2
Shoreham	..	..	..	..	..	..	..	..	..	..	..	..	..	7 255	6 566	..	-9.5
+ Southampton	231 301	227 027	243 545	255 246	287 496	308 479	308 844	318 689	283 174	291 217	281 741	330 499	285 460	235 643	235 436	-6.7	-0.1
Stornoway	31 839	38 136	40 925	41 522	45 792	46 319	43 803	47 390	48 698	46 669	54 518	78 597	80 043	65 291	57 834	-0.7	-11.4
+ Sumburgh	23 493	26 033	32 145	43 260	58 879	73 360	149 249	176 840	243 230	393 871	669 037	620 273	598 168	531 826	351 529	-13.4	-33.9
Swansea	2 510	1 286	682	736	1 890	2 352	5 501	3 820	4 529	5 769	1 331	7 518	6 963	1 783	2 522	-1.6	41.4
+ Tees-side	72 729	80 697	114 418	127 809	152 738	188 895	187 253	170 208	201 336	214 310	296 587	279 108	263 709	239 199	273 399	-3.1	14.3
Tiree	3 900	3 979	4 011	4 329	4 187	4 335	4 053	2 942	2 847	3 083	3 634	4 056	3 713	3 836	4 217	2.4	9.9
Unst (i)	..	..	..	..	..	..	..	..	..	..	..	..	..	45 721	98 689	..	-10.9

Terminal Passengers 1968 – 1982 – *continued*

Table 2.12.2

	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	Mean percentage change for last 5 years	Percentage change on past year
Wick	27 912	28 429	30 379	30 361	31 688	33 140	32 816	28 604	26 069	28 754	32 265	36 678	38 083	34 432	36 971	2.1	7.4
TOTAL other UK Airports	8 286 905	8 633 364	9 419 811	10 306 711	11 612 511	13 181 896	12 333 965	12 894 337	13 410 694	13 454 685	15 959 853	17 575 328	18 128 243	18 292 875	19 004 894	4.0	3.9
TOTAL UK Reporting Airports	24 831 915	27 821 608	31 396 885	34 759 608	38 943 074	42 981 735	40 011 555	41 845 788	44 665 768	45 927 227	52 829 495	56 992 134	57 818 348	57 770 622	58 778 165	2.3	1.7
Channel Islands Airports																	
Alderney	39 971	46 155	47 266	54 388	61 171	68 717	62 596	69 990	70 945	69 663	69 508	77 003	76 551	77 729	81 632	3.4	5.0
Guernsey	379 701	395 758	390 324	400 101	435 587	488 929	470 390	525 254	510 203	500 143	524 604	567 872	534 207	495 039	508 234	-2.0	2.7
Jersey	1 042 497	1 077 682	1 122 587	1 196 398	1 311 809	1 439 412	1 428 528	1 417 543	1 368 936	1 387 532	1 396 660	1 455 809	1 331 463	1 235 375	1 322 262	-3.1	7.0
TOTAL (Channel Islands Airports)	1 462 169	1 519 595	1 560 177	1 650 887	1 808 567	1 997 058	1 961 514	2 012 787	1 950 084	1 957 338	1 990 772	2 100 684	1 942 221	1 808 143	1 912 128	-2.5	5.8

- (a) Terminal passengers carried on air taxi flights at BAA airports were included for the first time in 1980. Two exceptions are Gatwick, which commenced reporting these passengers in February 1982, and Aberdeen where, during 1980, some passengers travelling by air taxi were not recorded.
- (b) City Helistop commenced operations in July 1981.
- (c) Barrow-in-Furness commenced reporting in June 1982.
- (d) Dundee commenced reporting in February 1981.
- (e) Excludes passengers carried on charter flights at Isle of Man up to and including September 1981.
- (f) Lerwick (Tingwall) commenced reporting in March 1981.
- (g) Newquay commenced reporting in July 1981 and ceased reporting in March 1982.
- (h) Plymouth commenced reporting in April 1981.
- (i) Unst commenced reporting in September 1980.
- (j) Amendments to 1980 figures are the result of revalidation of data connected with the introduction of a new computer system.

NOTE: These figures include passengers carried on aircraft chartered by Government Departments.

International Passenger Traffic to and from UK Reporting Airports (in Thousands) by Country 1973-1982

Table 2.13

	Austria	Belgium	Denmark	Federal Republic of Germany	Finland	France	Greece	Irish Republic	Italy	Malta	Nether- lands	Norway	Portugal	Spain	Sweden	Switzer- land	Turkey	Yugo- slavia	Eastern Europe(a)	Cyprus
1973	160	934	474	2 525	84	2 928	747	1 709	2 032	263	1 734	279	578	5 974	275	1 181	95	394	334	218
1974	156	859	479	2 247	88	2 678	543	1 641	1 771	384	1 619	275	429	4 842	281	1 032	90	323	347	100
1975	171	788	486	2 277	101	2 740	691	1 672	1 860	497	1 634	351	309	5 298	336	1 093	94	410	410	9
1976	200	850	567	2 470	120	2 901	882	1 722	1 941	478	1 835	522	296	4 667	423	1 181	120	414	395	79
1977	229	854	626	2 619	133	2 904	884	1 727	2 037	489	1 934	591	399	4 617	524	1 289	135	285	338	121
1978	237	874	621	2 882	134	3 026	1 162	1 933	2 279	670	1 994	564	474	5 553	524	1 372	114	428	418	161
1979	241	867	626	3 081	138	3 102	1 562	2 015	2 550	940	1 959	550	591	5 654	500	1 413	111	508	534	232
1980	235	809	558	3 136	141	3 070	1 839	1 861	2 692	1 175	1 903	557	701	5 592	449	1 444	82	414	532	243
1981	228	757	510	2 948	133	3 105	2 095	1 806	2 335	1 103	1 813	543	849	6 332	450	1 469	89	492	454	271
1982	240	748	490	2 998	140	3 193	2 123	1 726	2 378	738	1 843	585	963	7 624	433	1 576	101	476	361	270

	Canary Islands	Near East(b)	North Africa(c)	East Africa(d)	West Africa(e)	Central Africa(f)	Southern Africa(g)	Middle Indian Sub- East(h)Continent(j)	Far East(k)	Japan	Australia and New Zealand	Canada	United States of America	Central America(l)	South America(m)	Caribbean (n)	Oil Rigs	Others(o)	Total
1973	270	333	440	171	117	53	198	290	236	324	114	207	1 289	3 320	22	75	245	258	30 885
1974	303	354	313	162	135	59	248	349	289	353	126	257	1 303	2 926	21	62	259	324	28 152
1975	402	353	353	189	173	71	307	529	357	375	181	328	1 407	2 939	25	89	276	301	30 065
1976	529	327	415	218	221	69	342	812	391	464	171	374	1 448	3 518	23	89	297	293	32 313
1977	563	438	425	200	340	71	324	1 097	444	484	200	385	1 510	4 091	19	99	282	374	34 414
1978	656	499	509	224	370	69	344	1 263	491	541	216	429	1 505	5 128	25	120	303	500	38 992
1979	758	554	633	240	366	67	367	1 063	564	602	257	618	1 637	5 388	31	133	353	481	41 677
1980	716	574	729	249	440	64	410	954	604	716	235	596	1 496	5 914	49	133	367	577	42 645
1981	827	581	765	237	518	63	439	910	636	933	253	509	1 451	6 142	71	123	382	653	43 618
1982	1 011	521	687	214	542	62	459	993	656	978	265	538	1 369	5 334	77	101	356	683	44 194

THIS TABLE INCLUDES ALL PASSENGERS CARRIED ON SCHEDULED AND CHARTERED SERVICES, EXCLUDING THOSE CARRIED ON AIRCRAFT CHARTERED BY GOVERNMENT DEPARTMENTS.

The following countries are included in the groupings below:—

(a) Albania, Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Poland, Rumania and U.S.S.R..

(b) Jordan, Lebanon, Israel, Syria.

(c) Algeria, Egypt, Libya, Morocco, Tunisia.

(d) Burundi, Djibouti, Ethiopia, Kenya, Rwanda, Somali Republic, Sudan, Tanzania, Uganda.

(e) Benin, Camerouns, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo, Upper Volta, Western Sahara

(f) Angola, Central African Republic, Chad, Congo, Malawi, Zaire, Zambia.

(g) Botswana, Lesotho, Mozambique, Namibia, South African Republic, Swaziland, Zimbabwe

(h) Iran, Iraq, Kuwait, Persian Gulf States, Saudi Arabia, United Arab Emirates, Yemeni Arab Republic, Yemeni Peoples Republic.

(j) Afghanistan, Bangladesh, India, Pakistan, Sri Lanka.

(k) Brunei, Burma, China, Hong Kong, Indonesia, Kampuchea, Korea, Laos, Malaysia, Nepal, Philippines, Singapore, Taiwan, Thailand, Vietnam.

(l) Belize, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama.

(m) Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Uruguay, Venezuela.

(n) Bahamas, Barbados, Bermuda, Cayman Is., French Antilles, Jamaica, Leeward Is., Netherlands Antilles, Puerto Rico, Trinidad & Tobago, Turks & Caicos Is., U.S. Virgin Is., Windward Is.

(o) Faroes, Gibraltar, Iceland, Luxembourg, Atlantic Ocean Is., Indian Ocean Is., Pacific Ocean Is.

International Passenger Traffic to and from Airports 1981/1982

Table 2.14

Comparison with the previous year

	1982			1981			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
WESTERN EUROPE							
Austria	239 710	166 194	73 516	228 587	166 906	61 681	5
London ^(a) — Vienna	178 242	136 991	41 251	176 181	136 519	39 662	1
— Salzburg	30 315	20 956	9 359	22 262	21 765	497	36
Luton — Vienna	17 218	128	17 090	18 409	418	17 991	-6
Belgium	748 173	733 190	14 983	758 621	747 839	10 782	-1
London ^(a) — Brussels	586 228	580 190	6 038	586 469	585 022	1 447	-
— Antwerp	50 526	50 350	176	57 880	57 658	222	-13
— Ostend	6 389	5 310	1 079	4 576	3 817	759	40
— Liege	8 757	8 745	12	9 411	9 271	140	-7
— Charleroi	8	-	8	1 271	1 271	-	-99
Manchester — Brussels	52 171	51 804	367	50 740	50 637	103	3
Birmingham — Brussels	23 451	22 351	1 100	20 806	20 731	75	13
Denmark	490 198	435 891	54 307	510 336	453 318	57 018	-4
London ^(a) — Copenhagen ^(c)	400 396	354 440	45 956	393 201	355 655	37 546	2
— Aarhus	1 341	1 235	106	2 205	1 734	471	-39
Glasgow ^(b) — Copenhagen ^(c)	17 506	17 092	414	22 385	21 766	619	-22
Manchester — Copenhagen ^(c)	47 785	47 770	15	51 515	51 002	513	-7
Aberdeen — Copenhagen ^(c)	7 819	7 759	60	14 097	13 744	353	-45
Federal Republic of Germany	2 845 381	2 266 305	579 076	2 894 650	2 371 881	522 769	-2
London ^(a) — Berlin ^(d)	137 125	109 429	27 696	154 857	108 808	46 049	-11
— Frankfurt	653 064	624 618	28 446	687 561	650 046	37 515	-5
— Hamburg	309 170	283 964	25 206	341 594	312 408	29 186	-9
— Dusseldorf	383 564	365 343	18 221	391 793	367 429	24 364	-2
— Munich	471 667	242 536	229 131	430 603	247 059	183 544	10
— Stuttgart	140 948	121 276	19 672	146 687	122 920	23 767	-4
— Cologne (Bonn)	150 753	150 238	515	159 543	159 114	429	-6
— Nuremburg	26 020	25 303	717	24 098	23 351	747	8
— Bremen	62 694	62 497	197	68 515	68 394	121	-8
— Hanover	128 622	117 075	11 547	156 036	137 358	18 678	-18
Manchester — Berlin ^(d)	20 159	19 933	226	20 610	18 566	2 044	-2
— Frankfurt	59 625	59 389	236	60 015	59 379	636	-1
— Dusseldorf	25 984	25 573	411	31 059	30 245	814	-16
— Munich	45 389	141	45 248	27 935	-	27 935	62
Birmingham — Frankfurt	18 576	18 384	192	20 761	20 424	337	-11
— Dusseldorf	27 731	27 423	308	29 110	28 313	797	-5
— Munich	19 310	125	19 185	15 283	219	15 064	26
Luton — Munich	47 147	21	47 126	38 931	64	38 867	21
Finland	139 916	118 835	21 081	132 475	113 412	19 063	6
London ^(a) — Helsinki	131 650	118 501	13 149	126 213	112 492	13 721	4
— Tampere	268	166	102	11	11	-	2 336
France	3 192 899	2 901 813	291 086	3 105 552	2 903 960	201 592	3
London ^(a) — Paris ^(e)	2 172 535	2 165 210	7 325	2 173 941	2 167 057	6 884	-
— Toulouse	34 709	30 716	3 993	38 877	33 920	4 957	-11
— Caen	1 279	937	342	1 539	1 257	282	-17
— Marseilles	63 499	58 620	4 879	59 515	56 638	2 877	7
— Lille	18 110	18 047	63	18 258	18 238	20	-1
— Nice	268 803	220 574	48 229	241 206	213 979	27 227	11
— Rennes	4 506	4 473	33	4 473	4 312	161	1

Table 2.14 (cont.)

							Percentage change
							Total
							Traffic

Table 2.14 (cont.)

		1982			1981		Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Iceland	46 349	45 483	866	45 423	43 219	2 204	2
London ^(a) — Reykjavik ^(f)	36 440	36 412	28	36 126	35 798	328	1
Irish Republic	1 726 124	1 705 672	20 452	1 806 776	1 779 204	27 572	—4
London ^(a) — Dublin	890 667	888 771	1 896	929 388	927 731	1 657	—4
— Shannon	131 273	130 986	287	129 331	128 983	348	2
— Cork	159 248	159 055	193	166 138	166 093	45	—4
Glasgow ^(b) — Dublin	76 012	75 146	866	78 330	78 099	231	—3
Liverpool — Dublin	25 918	25 211	707	24 583	24 031	552	5
Manchester — Dublin	137 156	136 404	752	146 496	146 302	194	—6
— Cork	16 963	16 907	56	12 105	11 939	166	40
Belfast — Shannon	1 823	1 675	148	10 699	10 632	67	—83
Isle of Man — Dublin	17 578	16 380	1 198	11 444	11 247	197	54
Edinburgh — Dublin	29 269	27 085	2 184	33 105	28 950	4 155	—12
Birmingham — Dublin	117 895	117 307	588	135 274	133 986	1 288	—13
— Cork	9 323	9 323	—	13 446	13 209	237	—31
Newcastle — Dublin	11 172	11 057	115	10 276	10 109	167	9
Leeds/Bradford — Dublin	16 890	16 777	113	17 607	17 165	442	—4
Bristol — Dublin	27 074	26 547	527	35 403	34 922	481	—24
East Midlands — Dublin	16 825	16 510	315	12 197	11 960	237	38
Italy	2 378 317	1 038 144	1 340 173	2 335 285	1 042 685	1 292 600	2
London ^(a) — Rome ^(g)	445 119	377 641	67 478	411 666	372 211	39 455	8
— Milan ^(h)	512 751	355 605	157 146	483 938	349 061	134 877	6
— Turin	54 046	31 473	22 573	67 773	31 371	36 402	—20
— Pisa	119 717	89 568	30 149	110 099	90 525	19 574	9
— Catania	26 962	6 677	20 285	17 783	7 776	10 007	52
— Naples	97 206	17 897	79 309	71 213	16 390	54 823	37
— Venice	165 707	69 304	96 403	138 210	65 693	72 517	20
— Genoa	43 969	36 115	7 854	42 034	38 589	3 445	5
— Palermo	7 289	4 912	2 377	10 694	3 934	6 760	—32
— Bologna	49 043	13 933	35 110	19 779	15 618	4 161	148
— Rimini	48 000	—	48 000	45 588	—	45 588	5
— Alghero	7 729	—	7 729	10 107	—	10 107	—24
— Verona	15 507	—	15 507	27 771	—	27 771	—44
— Olbia	9 604	—	9 604	8 423	—	8 423	14
Glasgow ^(b) — Venice	11 127	—	11 127	10 133	—	10 133	10
— Rimini	21 712	—	21 712	19 581	—	19 581	11
Manchester — Milan ^(h)	35 758	24 404	11 354	38 798	25 880	12 918	—8
— Naples	30 843	—	30 843	28 683	—	28 683	8
— Venice	26 155	—	26 155	20 791	—	20 791	26
— Rimini	24 933	—	24 933	36 125	—	36 125	—31
Birmingham — Milan ^(h)	3 413	2 863	550	19 032	15 549	3 483	—82
Luton — Rome ^(g)	48 982	—	48 982	60 890	—	60 890	—20
— Milan ^(h)	87 151	—	87 151	144 570	—	144 570	—40
— Turin	20 148	—	20 148	19 007	—	19 007	6
— Pisa	16 318	—	16 318	20 189	—	20 189	—19
— Catania	8 341	—	8 341	9 557	—	9 557	—13
— Naples	51 983	—	51 983	51 245	—	51 245	1
— Venice	25 145	—	25 145	41 559	—	41 559	—39
— Genoa	7 680	—	7 680	10 871	—	10 871	—29
— Palermo	27 358	—	27 358	29 021	—	29 021	—6
— Bologna	2 974	—	2 974	17 603	—	17 603	—83
— Rimini	18 210	—	18 210	17 436	—	17 436	4
— Verona	36 605	—	36 605	62 752	—	62 752	—42

Table 2.14 (cont.)

		1982			1981		Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Luxembourg	58 849	56 437	2 412	57 128	56 379	749	3
London ^(a) — Luxembourg	56 610	56 313	297	56 467	56 196	271	—
Malta	738 307	238 076	500 231	1 104 149	246 410	857 739	—33
London ^(a) — Malta	395 297	213 696	181 601	500 921	221 738	279 183	—21
Glasgow ^(b) — Malta	21 553	—	21 553	41 133	—	41 133	—48
Manchester — Malta	155 427	24 380	131 047	243 279	24 672	218 607	—36
Edinburgh — Malta	12 260	—	12 260	18 142	—	18 142	—32
Birmingham — Malta	37 894	—	37 894	71 627	—	71 627	—47
Luton — Malta	44 174	—	44 174	73 378	—	73 378	—40
Cardiff — Malta	10 630	—	10 630	17 254	—	17 254	—38
Newcastle — Malta	18 841	—	18 841	55 430	—	55 430	—66
Bristol — Malta	4 923	—	4 923	11 071	—	11 071	—56
East Midlands — Malta	28 900	—	28 900	52 550	—	52 550	—45
Netherlands	1 842 931	1 786 825	56 106	1 812 939	1 769 338	43 601	2
London ^(a) — Amsterdam	1 063 891	1 055 980	7 911	1 008 787	1 000 863	7 924	5
— Rotterdam	151 870	145 973	5 897	159 683	159 032	651	—5
— Maastricht	21 716	21 696	20	23 312	22 762	550	—7
— Eindhoven	1 559	1 074	485	707	546	161	121
Glasgow ^(b) — Amsterdam	50 878	47 069	3 809	45 962	45 577	385	11
Norwich — Amsterdam	59 690	58 176	1 514	59 144	57 729	1 415	1
Southampton — Amsterdam	17 816	17 795	21	20 282	20 122	160	—12
Manchester — Amsterdam	123 604	123 381	223	124 886	124 009	877	—1
Belfast — Amsterdam	15 561	15 561	—	12 284	12 213	71	27
Edinburgh — Amsterdam	32 313	31 728	585	37 891	36 439	1 452	—15
Birmingham — Amsterdam	54 099	51 077	3 022	52 575	50 997	1 578	3
Cardiff — Amsterdam	3 883	3 845	38	12 396	12 266	130	—69
Newcastle — Amsterdam	49 803	49 564	239	53 918	53 186	732	—8
Aberdeen — Amsterdam	39 016	37 089	1 927	34 564	34 004	560	13
Leeds/Bradford — Amsterdam	29 031	28 770	261	29 428	29 419	9	—1
Bristol — Amsterdam	9 870	9 598	272	10 130	9 716	414	—3
Tees-side — Amsterdam	20 018	18 761	1 257	21 920	20 832	1 088	—9
East Midlands — Amsterdam	37 081	36 304	777	40 468	40 297	171	—8
Norway	584 582	469 460	115 122	542 745	428 704	114 041	8
London ^(a) — Oslo ⁽ⁱ⁾	296 566	245 661	50 905	286 780	241 841	44 939	3
— Bergen	104 009	94 196	9 813	74 163	64 488	9 675	40
— Stavanger	66 389	62 060	4 329	63 139	61 230	1 909	5
— Kristiansand	19	—	19	24	—	24	—21
Glasgow ^(b) — Stavanger	12 374	11 842	532	11 930	11 368	562	4
Newcastle — Bergen	12 286	11 827	459	14 741	13 361	1 380	—17
— Stavanger	13 142	12 325	817	12 249	11 390	859	7
Aberdeen — Bergen	11 128	3 533	7 595	15 949	3 948	12 001	—30
— Stavanger	35 536	27 053	8 483	31 097	18 164	12 933	14
Portugal	963 202	287 878	675 324	848 239	311 350	536 889	14
London ^(a) — Lisbon	246 563	197 749	48 814	261 492	208 973	52 519	—6
— Oporto	26 291	21 595	4 696	25 664	22 526	3 138	2
— Faro	339 717	58 048	281 669	279 916	73 715	206 201	21
Glasgow ^(b) — Faro	33 515	—	33 515	20 744	—	20 744	62
Manchester — Lisbon	21 402	10 253	11 149	21 417	5 533	15 884	—
— Faro	128 948	—	128 948	89 113	—	89 113	45
Birmingham — Faro	33 179	—	33 179	29 462	—	29 462	13
Luton — Lisbon	15 620	—	15 620	20 999	—	20 999	—26
— Faro	38 462	—	38 462	34 511	—	34 511	11
Newcastle — Faro	18 255	—	18 255	15 844	—	15 844	15
East Midlands — Faro	14 434	—	14 434	12 897	—	12 897	12

Table 2.14 (cont.)

	Total	1982		Total	1981		Percentage change
		Sched.	Charter		Sched.	Charter	Total Traffic
Spain	7 624 115	1 006 853	6 617 262	6 331 882	1 071 852	-5 260 030	20
London ^(a) — Madrid	417 658	321 137	96 521	429 704	334 282	95 422	-3
— Barcelona	214 201	171 918	42 283	221 200	177 352	43 848	-3
— Valencia	66 605	49 034	17 571	77 476	56 912	20 564	-14
— Seville	18 516	13 998	4 518	17 817	17 657	160	4
— Malaga	603 508	156 636	446 872	464 527	161 011	303 516	30
— Bilbao	84 975	82 379	2 596	75 791	75 168	623	12
— Majorca	840 876	97 181	743 695	753 830	127 262	626 568	12
— Santiago	34 574	16 141	18 433	27 090	18 470	8 620	28
— Minorca	169 979	15 460	154 519	145 098	15 818	129 280	17
— Alicante	281 047	51 769	229 278	235 664	55 937	179 727	19
— Ibiza	254 427	17 273	237 154	209 527	22 102	187 425	21
— Gerona	197 924	805	197 119	172 330	6 465	165 865	15
— Reus	29 895	—	29 895	28 562	—	28 562	5
— Almeria	30 829	1 291	29 538	24 147	2 708	21 439	28
Glasgow ^(b) — Malaga	62 413	—	62 413	19 196	—	19 196	225
— Majorca	176 978	—	176 978	152 268	—	152 268	16
— Minorca	11 669	—	11 669	9 920	—	9 920	18
— Alicante	70 311	—	70 311	43 585	—	43 585	61
— Ibiza	51 754	—	51 754	44 134	—	44 134	17
— Gerona	49 174	—	49 174	42 039	—	42 039	17
— Reus	10 515	—	10 515	10 681	—	10 681	-2
Manchester — Barcelona	15 212	—	15 212	24 227	—	24 227	-37
— Malaga	304 563	10 626	293 937	170 331	—	170 331	79
— Majorca	518 999	—	518 999	421 795	—	421 795	23
— Minorca	109 105	—	109 105	95 905	—	95 905	14
— Alicante	211 200	—	211 200	174 795	—	174 795	21
— Ibiza	186 763	—	186 763	148 319	—	148 319	26
— Gerona	153 819	—	153 819	111 299	—	111 299	38
— Reus	28 204	—	28 204	24 037	—	24 037	17
— Almeria	20 617	—	20 617	13 835	—	13 835	49
Belfast — Malaga	20 673	—	20 673	14 760	—	14 760	40
— Majorca	61 713	—	61 713	41 752	—	41 752	48
Bournemouth — Majorca	11 433	—	11 433	12 297	—	12 297	-7
Edinburgh — Majorca	49 467	—	49 467	32 471	—	32 471	52
— Alicante	11 405	—	11 405	13 891	—	13 891	-18
— Ibiza	14 891	—	14 891	13 196	—	13 196	13
— Gerona	15 922	—	15 922	11 809	—	11 809	35
Exeter — Majorca	18 594	—	18 594	8 207	—	8 207	127
Birmingham — Malaga	75 366	—	75 366	38 424	—	38 424	96
— Majorca	189 969	—	189 969	142 847	—	142 847	33
— Minorca	33 884	—	33 884	32 518	—	32 518	4
— Alicante	64 782	—	64 782	49 125	—	49 125	32
— Ibiza	63 168	—	63 168	46 306	—	46 306	36
— Gerona	29 536	—	29 536	23 482	—	23 482	26
Luton — Madrid	5 145	—	5 145	16 108	—	16 108	-68
— Barcelona	3 340	—	3 340	13 683	—	13 683	-76
— Malaga	104 451	—	104 451	98 372	—	98 372	6
— Majorca	170 567	—	170 567	158 008	—	158 008	8
— Minorca	33 745	—	33 745	35 441	—	35 441	-5
— Alicante	67 941	—	67 941	62 252	—	62 252	9
— Ibiza	54 385	—	54 385	60 765	—	60 765	-10
— Gerona	54 278	—	54 278	48 987	—	48 987	11
— Reus	24 457	—	24 457	21 792	—	21 792	12
Cardiff — Majorca	107 564	—	107 564	78 133	—	78 133	38
— Alicante	19 147	—	19 147	16 980	—	16 980	13
— Ibiza	12 514	—	12 514	11 450	—	11 450	9

Table 2.14 (cont.)

	Total	1982		Total	1981		Percentage change
		Sched.	Charter		Sched.	Charter	Total Traffic
Newcastle — Malaga	44 999	—	44 999	29 640	—	29 640	52
— Majorca	100 884	—	100 884	78 283	—	78 283	29
— Minorca	12 355	—	12 355	11 624	—	11 624	6
— Alicante	46 723	—	46 723	32 562	—	32 562	43
— Ibiza	33 032	—	33 032	29 115	—	29 115	13
— Gerona	25 159	—	25 159	20 969	—	20 969	20
— Reus	2 363	—	2 363	10 813	—	10 813	-78
Aberdeen — Majorca	22 368	—	22 368	19 758	—	19 758	13
Leeds/Bradford — Majorca	44 064	—	44 064	38 746	—	38 746	14
— Alicante	18 735	—	18 735	15 564	—	15 564	20
— Gerona	7 985	—	7 985	11 696	—	11 696	-32
Bristol — Majorca	55 417	—	55 417	43 355	—	43 355	28
— Alicante	15 005	—	15 005	12 738	—	12 738	18
— Gerona	9 538	—	9 538	10 543	—	10 543	-10
Tees-side — Majorca	23 027	—	23 027	13 735	—	13 735	68
East Midlands — Malaga	45 149	—	45 149	16 942	—	16 942	166
— Majorca	143 193	—	143 193	105 274	—	105 274	36
— Minorca	27 888	—	27 888	23 876	—	23 876	17
— Alicante	37 442	—	37 442	33 747	—	33 747	11
— Ibiza	35 491	—	35 491	22 586	—	22 586	57
— Gerona	25 972	—	25 972	28 558	—	28 558	-9
Sweden	432 633	304 413	128 220	449 985	322 139	127 846	-4
London ^(a) — Stockholm ⁽ⁱ⁾	290 495	220 815	69 680	304 035	232 819	71 216	-4
— Gothenburg	113 032	83 249	29 783	114 057	87 043	27 014	-1
— Malmo	16 885	62	16 823	20 077	—	20 077	-16
Switzerland	1 576 373	1 113 649	462 724	1 467 009	1 090 848	376 161	7
London ^(a) — Berne	17 556	17 499	57	19 609	19 559	50	-10
— Zurich	633 075	487 828	145 247	618 278	477 607	140 671	2
— Geneva	629 487	445 912	183 575	579 239	411 351	167 888	9
— Basle	93 207	85 401	7 806	94 713	86 646	8 067	-2
Manchester — Zurich	68 127	66 090	2 037	67 064	65 250	1 814	2
— Geneva	19 310	8 420	10 890	21 661	13 683	7 978	-11
Birmingham — Zurich	1 319	1 307	12	12 005	11 625	380	-89
Luton — Geneva	55 567	116	55 451	23 923	590	23 333	132
Turkey	101 191	97 546	3 645	90 372	88 217	2 155	12
London ^(a) — Istanbul	84 874	81 753	3 121	86 550	86 550	—	-2
— Ankara	29	26	3	—	—	—	..
— Izmir	15 767	15 767	—	1 517	1 517	—	939
Yugoslavia	476 050	147 145	328 905	492 710	157 171	335 539	-3
London ^(a) — Belgrade	53 024	52 110	914	63 214	61 936	1 278	-16
— Zagreb	19 619	19 611	8	17 895	17 485	410	10
— Ljubljana	24 671	21 227	3 444	32 286	22 265	10 021	-24
— Dubrovnic	54 922	13 159	41 763	56 517	10 342	46 175	-3
— Split	37 042	7 281	29 761	37 007	6 214	30 793	—
— Pula	60 817	7 434	53 383	54 039	10 331	43 708	13
Glasgow ^(b) — Pula	12 962	—	12 962	10 490	—	10 490	24
Manchester — Dubrovnic	25 311	6 006	19 305	24 829	6 438	18 391	2
— Split	18 919	—	18 919	24 689	—	24 689	-23
— Pula	32 400	5 990	26 410	32 648	6 618	26 030	-1
Birmingham — Pula	8 852	6 028	2 824	10 436	7 103	3 333	-15
Luton — Pula	14 838	—	14 838	15 993	—	15 993	-7
Newcastle — Dubrovnic	7 516	—	7 516	10 386	—	10 386	-28
— Pula	13 532	—	13 532	15 907	—	15 907	-15

Table 2.14 (cont.)

	1982			1981			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Total Western Europe	28 422 276	15 359 545	13 062 731	27 202 941	15 639 445	11 563 496	4
Eastern Europe	360 603	209 597	151 006	453 976	260 328	193 648	-21
Bulgaria	95 297	21 049	74 248	103 240	18 946	84 294	-8
London ^(a) — Sofia	22 129	20 950	1 179	19 616	18 578	1 038	13
Manchester — Varna	9 647	—	9 647	14 731	—	14 731	-35
— Burgas	9 712	—	9 712	11 515	—	11 515	-16
Czechoslovakia	26 737	24 699	2 038	25 438	25 237	201	5
German Democratic Republic	6 692	1 553	5 139	5 416	2 550	2 866	24
London ^(a) — East Berlin	1 180	—	1 180	1 632	851	781	-28
— Leipzig	1 695	1 553	142	1 799	1 699	100	-6
Hungary	52 015	51 595	420	56 426	54 124	2 302	-8
Poland	35 463	34 437	1 026	91 758	85 050	6 708	-61
London ^(a) — Warsaw	34 938	34 437	501	78 930	78 599	331	-56
Rumania	30 456	11 860	18 596	78 396	16 810	61 586	-61
London ^(a) — Bucharest	14 359	11 860	2 499	19 988	16 466	3 522	-28
— Constanta	7 178	—	7 178	16 950	344	16 606	-58
Manchester — Constanta	6 550	—	6 550	15 098	—	15 098	-57
USSR	113 823	64 404	49 419	93 302	57 611	35 691	22
London ^(a) — Moscow ^(k)	74 276	55 491	18 785	67 919	51 755	16 164	9
— Leningrad	26 377	8 429	17 948	16 691	5 523	11 168	58
Total Europe	28 782 879	15 569 142	13 213 737	27 656 917	15 899 773	11 757 144	4
Cyprus	269 661	267 455	2 206	270 207	267 161	3 046	—
London ^(a) — Larnaca	234 285	233 882	403	236 035	235 481	554	-1
Manchester — Larnaca	25 308	25 102	206	23 584	23 260	324	7
Canary Islands	1 011 225	37 775	973 450	827 443	54 102	773 341	22
London ^(a) — Las Palmas	121 732	20 112	101 620	99 760	34 452	65 308	22
— Tenerife ^(l)	278 801	16 869	261 932	249 923	19 650	230 273	12
— Arrecife	62 110	794	61 316	45 982	—	45 982	35
Glasgow ^(b) — Tenerife ^(l)	45 134	—	45 134	39 439	—	39 439	14
Manchester — Las Palmas	56 750	—	56 750	39 529	—	39 529	44
— Tenerife ^(l)	189 012	—	189 012	142 008	—	142 008	33
— Arrecife	18 304	—	18 304	13 452	—	13 452	36
Birmingham — Tenerife ^(l)	57 610	—	57 610	40 342	—	40 342	43
Luton — Las Palmas	18 343	—	18 343	13 357	—	13 357	37
— Tenerife ^(l)	48 488	—	48 488	48 208	—	48 208	1
— Arrecife	1 869	—	1 869	11 702	—	11 702	-84
Newcastle — Tenerife ^(l)	36 227	—	36 227	25 806	—	25 806	40
East Midlands — Tenerife ^(l)	20 090	—	20 090	17 712	—	17 712	13
Near East	520 924	394 216	126 708	580 662	425 678	154 984	-10
Israel	380 061	253 493	126 568	403 490	248 577	154 913	-6
London ^(a) — Tel Aviv	301 090	253 157	47 933	315 516	248 212	67 304	-5
Manchester — Tel Aviv	15 445	—	15 445	22 630	—	22 630	-32
Luton — Tel Aviv	62 211	—	62 211	62 956	365	62 591	-1
Jordan	66 845	66 713	132	81 631	81 560	71	-18
Lebanon	27 702	27 694	8	48 864	48 864	—	-43
Syria	46 316	46 316	—	46 677	46 677	—	-1
North Africa	687 126	401 925	285 201	764 817	395 422	369 395	-10
Algeria	30 394	30 256	138	33 680	33 475	205	-10
London ^(a) — Algiers	25 746	25 620	126	28 583	28 534	49	-10
— Oran	3 075	3 075	—	3 306	3 306	—	-7

Table 2.14 (cont.)

	1982			1981			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Egypt	198 814	195 664	3 150	183 271	180 883	2 388	8
Libya	88 578	88 363	215	99 384	98 929	455	- 11
London ^(a) — Tripoli	88 206	88 007	199	73 398	73 128	270	20
— Benghazi	314	310	4	25 678	25 678	—	-99
Morocco	162 825	43 426	119 399	144 259	36 742	107 517	13
London ^(a) — Tangier	51 659	13 022	38 637	33 934	10 814	23 120	52
— Marrakesh	442	63	379	2 767	2 766	1	-84
— Casablanca ^(m)	29 104	29 042	62	23 250	22 695	555	25
— Agadir	33 319	1 283	32 036	25 915	2	25 913	29
Manchester — Tangier	12 515	—	12 515	13 796	—	13 796	-9
— Agadir	13 704	—	13 704	13 540	—	13 540	1
Luton — Tangier	10 558	—	10 558	10 904	—	10 904	-3
Tunisia	206 515	44 216	162 299	304 234	45 393	258 841	-32
London ^(a) — Tunis	59 622	44 044	15 578	68 649	44 442	24 207	-13
— Monastir	49 228	172	49 056	78 791	951	77 840	-38
Manchester — Tunis	8 027	—	8 027	13 807	—	13 807	-42
— Monastir	22 917	—	22 917	35 591	—	35 591	-36
Birmingham — Monastir	9 510	—	9 510	11 050	—	11 050	-14
Luton — Tunis	13 431	—	13 431	16 511	—	16 511	-19
— Monastir	21 221	—	21 221	21 434	—	21 434	-1
East Midlands — Tunis	2 568	—	2 568	10 360	—	10 360	-75
East Africa	214 396	214 066	330	237 031	232 055	4 976	-10
Ethiopia	16 983	16 894	89	20 846	20 846	—	-19
London ^(a) — Addis Ababa	16 869	16 869	—	20 652	20 652	—	-18
— Asmara	25	25	—	194	194	—	-87
Kenya	138 645	138 638	7	148 704	144 200	4 504	-7
London ^(a) — Nairobi	122 140	122 133	7	133 920	133 906	14	-9
— Mombasa	16 001	16 001	—	13 842	9 352	4 490	16
Sudan	37 765	37 765	—	46 162	46 020	142	-18
Tanzania	10 033	9 867	166	13 636	13 636	—	-26
London ^(a) — Dar-es-Salaam	6 709	6 632	77	9 078	9 078	—	-26
— Kilimanjaro	3 324	3 235	89	4 558	4 558	—	-27
Uganda	10 970	10 902	68	7 683	7 353	330	43
West Africa	549 006	540 493	8 513	518 006	500 307	17 699	6
Cameroon	5 415	5 333	82	578	578	—	837
Gambia	16 399	13 931	2 468	20 746	11 473	9 273	-21
Ghana	54 582	54 581	1	71 106	70 829	277	-23
Ivory Coast	6 397	6 397	—	4 840	4 836	4	32
Liberia	5 735	5 605	130	4 763	4 763	—	20
Nigeria	445 207	440 036	5 171	394 976	387 120	7 856	13
London ^(a) — Kano	27 879	27 769	110	35 681	35 621	60	-22
— Lagos	415 375	410 385	4 990	338 390	331 288	7 102	23
Port Harcourt	1 496	1 496	—	19 600	19 600	—	-92
Senegal	1 572	1 470	102	2 278	2 008	270	-31
Sierra Leone	13 692	13 140	552	18 707	18 700	7	-27
Central Africa	62 177	61 814	363	63 101	63 101	—	-1
Malawi	268	268	—	1 465	1 465	—	-82
Zambia	61 907	61 546	361	61 636	61 636	—	—
Southern Africa	459 021	456 944	2 077	439 430	438 865	565	4
Republic of South Africa	382 035	381 390	645	363 268	362 774	494	5
London ^(a) — Johannesburg	324 516	324 507	9	318 289	318 045	244	2
— Cape Town	26 685	26 049	636	23 856	23 856	—	12
— Durban	30 294	30 294	—	20 752	20 752	—	46
Zimbabwe	76 797	75 367	1 430	76 162	76 091	71	1

Table 2.14 (cont.)

	1982			1981			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Middle East	992 773	990 533	2 240	910 104	908 833	1 271	9
Iran	11 198	11 191	7	14 330	14 330	—	-22
Iraq	58 050	58 049	—	46 546	46 528	18	25
Kuwait	157 843	157 824	19	131 341	131 317	24	20
North Yemen	4 779	4 779	—	4 755	4 755	—	1
Persian Gulf States	204 063	203 209	854	188 068	187 871	197	9
Saudi Arabia	378 362	377 328	1 034	364 840	363 809	1 031	4
London ^(a) — Jeddah	176 449	176 120	329	177 881	177 303	578	-1
— Dhahran	113 003	112 984	19	109 241	109 237	4	3
— Riyadh	88 500	88 052	448	76 588	76 139	449	16
United Arab Emirates	178 478	178 153	325	160 224	160 223	1	11
Sharjah	5	—	5	144	144	—	-97
Dubai	97 741	97 426	315	92 408	92 408	—	6
Abu Dhabi	80 563	80 558	5	66 559	66 558	1	21
Indian Sub-Continent	655 573	654 936	637	635 559	635 312	247	3
Afghanistan	12 243	12 243	—	8 047	8 047	—	52
Bangladesh	57 687	57 687	—	58 033	57 887	146	-1
India	323 445	323 085	360	334 588	334 487	101	-3
London ^(a) — Delhi	139 916	139 916	—	151 087	150 986	101	-7
— Bombay	159 972	159 614	358	167 409	167 409	—	-4
— Calcutta	16 773	16 773	—	15 708	15 708	—	7
Pakistan	172 122	172 122	—	158 712	158 712	—	8
London ^(a) — Karachi	72 029	72 029	—	64 829	64 829	—	11
— Rawalpindi	100 093	100 093	—	93 704	93 704	—	7
Sri Lanka	90 076	89 799	277	76 179	76 179	—	18
Far East	1 243 064	1 237 280	5 784	1 185 234	1 184 247	987	5
Brunei	6 176	6 176	—	6 408	6 408	—	-4
China	10 712	10 710	2	8 233	8 233	—	30
Hong Kong	435 653	430 180	5 473	441 306	441 306	—	-1
Indonesia	41 793	41 793	—	20 295	20 295	—	106
Japan	264 579	264 270	309	252 410	252 366	44	5
London ^(a) — Tokyo ⁽ⁿ⁾	213 513	213 204	309	201 766	201 722	44	6
— Osaka	51 012	51 012	—	50 644	50 644	—	1
Malaysia	101 246	101 246	—	87 079	87 079	—	16
Philippines	53 266	53 266	—	41 323	41 323	—	29
Singapore	228 627	228 627	—	232 189	231 520	669	-2
Thailand	101 012	101 012	—	95 717	95 717	—	6
Australasia	538 298	538 298	—	509 370	509 370	—	6
Australia	498 280	498 280	—	484 852	484 852	—	3
London ^(a) — Sydney	81 479	81 479	—	147 520	147 511	9	-45
— Darwin	287	287	—	1 438	1 438	—	-80
— Melbourne ^(o)	302 989	302 989	—	220 280	220 280	—	38
— Perth	85 920	85 920	—	69 740	69 740	—	23
— Brisbane	24 638	24 638	—	44 822	44 822	—	-45
New Zealand	40 018	40 018	—	24 518	24 518	—	63
Canada	1 368 852	800 518	568 334	1 452 202	894 928	557 274	-6
London ^(a) — Montreal ^(p)	148 754	145 122	3 632	176 985	171 260	5 725	-16
— Toronto	488 372	335 908	152 464	499 124	348 416	150 708	-2
— Ottawa	1 187	—	1 187	3 943	—	3 943	-70
— Calgary	100 226	80 364	19 862	117 825	102 686	15 139	-15
— Vancouver	148 828	82 764	66 064	129 160	60 483	68 677	15
— Edmonton	42 036	39 074	2 962	58 065	54 855	3 210	-28
— Halifax	31 031	31 031	—	39 664	39 664	—	-22

Table 2.14 (cont.)

	1982			1981			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
— Winnipeg	11 614	3 431	8 183	19 622	13 062	6 560	-41
— Gander	29 139	28 843	296	25 830	25 827	3	13
Glasgow ^(b) — Toronto	115 622	21 887	93 735	120 213	34 494	85 719	-4
— Vancouver	23 372	2 290	21 082	23 679	2 671	21 008	-1
Manchester — Toronto	104 605	21 090	83 515	105 785	23 621	82 164	-1
— Calgary	14 305	—	14 305	19 872	—	19 872	-28
— Vancouver	29 357	—	29 357	27 638	—	27 638	6
Belfast — Toronto	28 217	—	28 217	23 445	—	23 445	20
Birmingham — Toronto	11 336	—	11 336	12 840	—	12 840	-12
Newcastle — Toronto	10 281	—	10 281	11 887	—	11 887	-14
United States of America	5 333 633	5 029 560	304 073	6 142 747	5 967 547	175 200	-13
London ^(a) — Detroit ^(q)	58 535	56 388	2 147	79 700	76 964	2 736	-27
— Chicago ^(r)	287 244	275 151	12 093	299 505	299 481	24	-4
— Seattle ^(s)	119 924	119 924	—	165 071	165 071	—	-27
— Washington	236 417	236 397	20	284 749	284 644	105	-17
— Dallas ^(t)	118 505	111 616	6 889	146 925	146 674	251	-19
— New York ^(u)	1 647 089	1 545 289	101 800	1 745 390	1 727 022	18 368	-6
— Boston	387 558	370 881	16 677	335 753	334 878	875	15
— San Francisco	329 861	321 727	8 134	330 628	330 628	—	—
— Oakland	58 749	58 455	294	19 259	19 224	35	205
— Los Angeles	686 135	658 197	27 938	805 730	793 916	11 814	-15
— Miami	614 793	612 610	2 183	788 878	785 367	3 511	-22
— Philadelphia	58 277	54 582	3 695	65 270	64 775	495	-11
— Atlanta	210 613	209 816	797	185 657	185 651	6	13
— Baltimore	46 893	37 456	9 437	35 514	35 328	186	32
— St. Louis	21 599	21 599	—	33 282	33 282	—	-35
— Minneapolis/St. Paul	71 129	61 405	9 724	88 957	88 957	—	-20
— New Orleans	21 317	21 317	—	16 335	16 335	—	30
— Pittsburgh	637	393	244	23 631	23 631	—	-97
— Denver	4 232	1 002	3 230	39 395	39 395	—	-89
— Houston	110 018	109 784	234	137 754	137 709	45	-20
— Tampa	57 520	47 144	10 376	72 678	54 927	17 751	-21
— Anchorage	13 467	13 409	58	13 737	13 737	—	-2
— Honolulu	1 556	207	1 349	19 610	19 019	591	-92
Glasgow ^(b) — New York ^(u)	34 873	34 192	681	57 331	52 744	4 587	-39
— Boston	34 348	34 348	—	47 002	47 002	—	-27
— Los Angeles	827	827	—	16 022	16 022	—	-95
— Miami	1 638	1 440	198	31 946	19 575	12 371	-95
Manchester — New York ^(u)	18 474	4 363	14 111	65 717	54 520	11 197	-72
— Los Angeles	18 180	3 975	14 205	49 837	31 505	18 332	-64
— Miami	21 420	5 666	15 754	112 970	69 564	43 406	-81
Central America	77 491	77 205	286	72 149	71 268	881	7
Guatemala	—	—	—	4 216	4 216	—	..
Mexico	74 731	74 585	146	64 897	64 897	—	15
Panama	1 911	1 911	—	1 772	1 772	—	8
South America	100 924	99 760	1 164	122 507	122 121	386	-18
Argentina	5 399	5 399	—	22 047	22 047	—	-76
Brazil	53 746	53 630	116	53 026	52 766	260	1
London ^(a) — Rio de Janeiro ^(v)	43 800	43 696	104	44 914	44 750	164	-2
— Sao Paulo ^(w)	5 167	5 155	12	5 116	5 116	—	1
— Recife	4 458	4 458	—	1 615	1 615	—	176
Chile	6 690	5 826	864	6 169	6 057	112	8
Colombia	5 180	5 180	—	4 417	4 417	—	17
Ecuador	1 965	1 965	—	1 781	1 781	—	10

Table 2.14 (cont.)

	1982			1981			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
London ^(a) — Quito	1 007	1 007	—	1 008	1 008	—	—
— Guayaquil	958	958	—	773	773	—	24
Peru	7 910	7 910	—	9 853	9 853	—	-20
Venezuela	19 849	19 849	—	25 214	25 200	14	-21
London ^(a) — Caracas	19 530	19 530	—	25 063	25 049	14	-22
— Maracaibo	319	319	—	151	151	—	111
Caribbean Area	356 157	351 625	4 532	381 579	341 438	40 141	-7
Bahamas	21 625	21 135	490	16 793	16 793	—	29
Barbados	110 192	109 218	974	148 330	134 468	13 862	-26
London ^(a) — Bridgetown	109 072	108 427	645	134 269	134 106	163	-19
Manchester — Bridgetown	1 120	791	329	13 699	—	13 699	-92
Bermuda	40 075	40 070	5	39 457	39 457	—	2
Jamaica	39 078	39 078	—	34 135	34 135	—	14
London ^(a) — Kingston	36 911	36 911	—	33 393	33 393	—	11
— Montego Bay	2 013	2 013	—	742	742	—	171
Leeward Islands	30 909	30 909	—	31 494	31 494	—	-2
Puerto Rico	16 043	15 382	661	17 867	2 338	15 529	-10
Trinidad & Tobago	70 067	70 067	—	67 271	67 186	85	4
Windward Islands	28 168	25 766	2 402	26 206	15 567	10 639	7
London ^(a) — St. Lucia ^(x)	26 633	25 766	867	15 567	15 567	—	71
Luton — St. Lucia ^(x)	1 535	—	1 535	10 639	—	10 639	-86
Indian Ocean Islands	28 468	28 468	—	35 122	35 122	—	-19
Mauritius	21 262	21 262	—	22 555	22 555	—	-6
Seychelles	7 206	7 206	—	12 567	12 567	—	-43
Atlantic Ocean Islands	87 499	13 809	73 690	106 092	10 683	95 409	-18
Cape Verde Islands	742	742	—	346	346	—	114
Madeira	86 602	13 067	73 535	104 499	9 987	94 512	-17
London ^(a) — Funchal	49 041	13 067	35 974	46 381	9 987	36 394	6
Manchester — Funchal	17 555	—	17 555	31 207	—	31 207	-44
Pacific Ocean Islands	169	169	—	—	—	—	..
Oil Rigs	683 448	—	683 448	652 196	—	652 196	5
Aberdeen	490 325	—	490 325	370 704	—	370 704	32
Sumburgh	135 838	—	135 838	220 774	—	220 774	-38
Unst	49 376	—	49 376	57 445	—	57 445	-14
TOTAL All Regions	44 022 764	27 765 991	16 256 773	43 562 486	28 957 333	14 605 153	1

GUIDE TO FOOTNOTES

- (a) LONDON includes Heathrow, Gatwick and Stansted.
 (b) GLASGOW includes Prestwick and Abbotsinch.
 (c) COPENHAGEN includes Kastrup and Roskilde.
 (d) BERLIN includes Gatow, Tempelhof and Tegel.
 (e) PARIS includes Charles de Gaulle, Orly, Le Bourget, Toussus Le Noble and Villacoublay
 (f) REYKJAVIK includes Keflavik.
 (g) ROME includes Ciampino and Leonardo da Vinci/Fiumicino.
 (h) MILAN includes Malpensa and Linate.
 (i) OSLO includes Gardemoen and Fornebu.
 (j) STOCKHOLM includes Bromma and Arlanda.
 (k) MOSCOW includes Sheremetyevo, Domodedovo and Vnukovo.
 (l) TENERIFE includes Norte los Rodeos and Sur Reina Sofia.
 (m) CASABLANCA includes Anfa and Nouassuer.

- (n) TOKYO includes Haneda and Narita.
 (o) MELBOURNE includes Tullamarine International and Essendon.
 (p) MONTREAL includes Dorval and Mirabel.
 (q) DETROIT includes City, Metropolitan and Willow Run.
 (r) CHICAGO includes Midway, O'Hare, Meigs Field, Du-Page and Palwaukee.
 (s) SEATTLE includes Boeing Field and Tacoma.
 (t) DALLAS includes Dallas Ft. Worth, Love Field and Addison Field.
 (u) NEW YORK includes John F. Kennedy, La Guardia and Newark.
 (v) RIO DE JANEIRO includes Santos Dumont and Galeao.
 (w) SAO PAULO includes Campinas, Congonhas Cumbico and Vira Copas.
 (x) ST. LUCIA includes Vigie and Hewanorra.

NOTES

1. Traffic is only published for a country, or for point-to-point, if the annual total exceeds 9,500 (scheduled and charter together). Exceptionally in the case of London, all scheduled traffic is shown, regardless of amount (charter-only routes remaining subject to a minimum of 9,500 passengers per annum). In the case of the USA, all scheduled traffic is shown, regardless of the amount, to or from gateway points specified in the Bermuda II Agreement and subsequent amendments.
2. These figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination.
3. Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. This has been the practice since 1 January 1976 — before this date missing information was replaced by estimates made by the Authority. The figures in this table include all passengers carried on scheduled and chartered services excluding those carried on aircraft chartered by Government Departments.
4. A total alongside a country without any sector traffic shown indicates traffic to/from London only.
5. Excludes passengers on charter flights at Isle of Man during 1981.

Passengers and Air Transport Movements at CAA Highlands and Islands Aerodromes 1982 Comparison with the Previous Year

Table 2.15

	Passengers			Air Transport Movements								
	1982 Total Terminal and Transit	1981 Total Terminal and Transit	Percentage change	1982 total	1981 total	Percentage change	1982 Fixed Wing	1981 Fixed Wing	Percentage change	1982 Helicopter	1981 Helicopter	Percentage change
Benbecula	23 509	23 373	0.6	2 174	2 173	—	2 148	2 173	—1.2	26	—	..
Inverness	139 017	141 910	—2.0	7 604	6 864	10.8	6 668	5 367	24.2	936	1 497	—37.5
Islay	11 978	12 886	—7.0	1 352	1 546	—12.5	1 352	1 544	—12.4	—	2	—
+ Kirkwall	90 841	92 665	—2.0	10 299	10 204	0.9	9 999	9 936	0.6	300	268	11.9
Stornoway	58 030	65 439	—11.3	3 485	3 286	6.1	3 430	3 239	5.9	55	47	17.0
+ Sumburgh	361 558	536 908	—32.7	19 778	29 079	—32.0	9 026	12 852	—29.8	10 752	16 227	—33.7
Tiree	7 967	5 443	46.4	1 165	921	26.5	1 156	912	26.8	9	9	—
Wick	42 093	36 892	14.1	5 981	5 932	0.8	5 953	5 866	1.5	28	66	—57.6

Table 2.16.1

Cargo in Tonnes	Scheduled Services								Charter Flights					
	UK Operators				Overseas Operators				UK Operators				Overseas Operators	
	British Airways		Others						British Airways		Others			
	Total	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	
London Area Airports														
+ Gatwick	119 169	1 933	1 411	19 540	25 217	15 208	20 271	11	44	8 046	18 992	3 668	4 918	
+ Heathrow	435 673	56 603	53 278	183	426	150 607	172 692	1	28	13	31	380	1 431	
+ Luton	11 795	1	—	83	265	7	2	5	3	1 642	8 574	367	846	
+ Southend	6 869	—	* —	1 868	1 976	—	—	—	—	221	2 746	28	30	
+ Stansted	6 092	—	—	11	5	425	362	—	—	566	2 685	1 113	925	
TOTAL (London Area)	579 597	58 537	54 689	21 596	27 889	166 247	193 327	16	75	10 487	33 029	5 556	8 150	
Battersea (Westland) Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	
City Helistop	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Aberdeen	7 689	385	1 040	665	612	88	153	244	658	1 015	2 737	73	19	
+ Barrow-in-Furness (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Belfast	15 932	741	881	345	141	156	135	1	—	11 338	2 163	21	10	
+ Benbecula	135	92	8	29	5	—	—	—	—	—	—	—	—	
+ Birmingham	2 187	896	496	100	31	428	195	—	—	20	17	3	—	
+ Blackpool	2 159	—	—	20	89	—	—	8	—	20	2 023	—	—	
+ Bournemouth	8 250	—	—	3 746	4 089	—	—	—	—	4	72	44	295	
+ Bristol	531	—	—	72	33	113	52	—	—	—	66	120	74	
+ Cambridge	348	—	—	—	—	—	—	—	—	11	22	203	112	
+ Cardiff Wales	559	—	—	71	70	—	—	—	—	36	60	97	224	
+ Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Coventry	25	4	—	—	—	—	—	—	—	4	16	1	—	
+ Dundee	22	—	—	10	12	—	—	—	—	—	—	—	—	
+ East Midlands	6 513	—	—	692	972	9	2	—	—	1 602	2 759	81	395	
+ Edinburgh	780	180	254	198	88	28	12	—	—	8	8	1	3	
+ Exeter	43	—	—	18	24	—	—	—	—	1	1	—	—	
+ Glasgow	12 664	648	942	485	203	2 415	2 643	37	15	4 842	206	43	186	
+ Gloucester / Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	54	—	—	28	15	—	—	—	—	3	7	1	—	
+ Inverness	220	30	190	—	—	—	—	—	—	—	—	—	—	
+ Islay	103	—	—	52	46	—	—	—	—	—	4	—	—	
+ Isle of Man	1 517	—	—	306	275	—	—	—	—	929	7	—	—	
+ Isles of Scilly	114	86	20	—	—	—	—	—	8	—	—	—	—	
+ Kirkwall	432	292	111	13	14	—	—	—	—	2	—	—	—	
+ Leeds / Bradford	343	2	—	225	105	—	—	—	—	2	7	—	2	
+ Lerwick (Tingwall)	8	—	—	8	—	—	—	—	—	—	—	—	—	
+ Liverpool	9 934	—	1	169	145	22	67	—	—	1 122	5 517	202	2 688	
+ Londonderry	1	—	—	—	—	—	—	—	—	—	1	—	—	
+ Lydd	108	—	—	—	—	—	—	—	—	62	46	—	—	
+ Manchester	23 650	1 931	1 344	311	112	7 552	11 015	6	—	124	491	54	711	
+ Manston	745	—	—	—	—	—	—	—	—	45	29	206	465	
+ Newcastle	1 738	80	95	607	480	—	—	—	—	326	144	4	3	
+ Newquay (b)	5	—	—	3	2	—	—	—	—	—	—	—	—	
+ Norwich	360	—	—	181	140	—	—	1	3	12	22	—	—	
+ Penzance Heliport	149	22	90	—	—	—	—	12	25	—	—	—	—	
+ Plymouth	83	—	—	34	49	—	—	—	—	—	—	—	—	
+ Prestwick	11 688	8	4	1 536	11	5 148	1 930	—	1	104	7	1 450	1 489	
+ Scatsta	63	—	—	—	—	—	—	—	—	47	16	—	—	
+ Shoreham	4	—	—	—	4	—	—	—	—	—	—	—	—	
+ Southampton	723	—	—	122	485	—	—	—	1	13	82	1	20	
+ Stornoway	444	378	31	6	30	—	—	—	—	—	—	—	—	
+ Sumburgh	1 909	473	75	1	1	—	—	76	197	576	509	1	—	
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	

Cargo by Type and Nationality of Operator — 1981 *continued*

Table 2.16.1

Cargo in Tonnes

	Total	Scheduled Services						Charter Flights					
		UK Operators				Overseas Operators		UK Operators				Overseas Operators	
		British Airways		Others				British Airways		Others			
		Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up
+ Tees-side	440	—	—	70	28	—	—	—	1	335	2	—	4
Tiree	14	—	—	12	2	—	—	—	—	—	—	—	—
Unst	307	—	—	—	—	—	—	3	3	145	156	—	—
Wick	104	—	—	51	15	—	—	—	—	29	8	—	1
TOTAL other UK Airports	113 095	6 248	5 581	10 186	8 330	15 958	16 203	388	911	22 777	17 202	2 608	6 702
TOTAL all UK reporting Airports	692 693	64 785	60 270	31 782	36 219	182 205	209 530	404	986	33 264	50 231	8 164	14 852
Channel Island Airports													
Alderney	436	—	—	347	89	—	—	—	—	—	—	—	—
Guernsey	7 675	—	—	3 303	4 234	40	6	—	—	50	42	—	—
Jersey	6 553	314	65	4 640	1 434	8	3	—	—	72	17	—	—
TOTAL (Channel Islands)	14 664	314	65	8 290	5 757	48	9	—	—	122	59	—	—

(a) Barrow-in-Furness commenced reporting in June 1982.

(b) Traffic at Newquay is included up to and including March 1982.

Cargo 1968-1982

Tonnes

Table 2.16.2

	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick	20 783.6	26 301.4	30 831.1	35 539.6	41 858.4	46 314.3	54 750.3	73 909.5	79 728.2	95 158.3	109 322.3	116 039.6	118 140.5	129 809.0	119 169.0	2.9	-8.2
+ Heathrow	291 477.7	343 349.8	335 670.1	328 909.0	402 153.8	453 769.0	466 104.3	402 075.8	414 606.4	437 700.5	460 196.8	496 446.1	466 085.0	447 414.0	435 673.0	-2.1	-2.6
+ Luton	912.4	876.4	1 864.5	1 750.0	3 330.9	2 634.2	2 701.9	1 776.8	3 336.9	6 029.1	6 249.2	8 272.6	13 014.9	11 328.0	11 795.0	17.2	4.1
+ Southend	46 162.1	39 882.6	39 39 436.3	35 386.0	29 789.3	25 134.1	20 821.0	15 753.0	12 732.0	6 353.0	8 059.0	9 594.0	8 269.0	7 443.0	6 869.0	-5.6	-7.7
+ Stansted	2 511.6	5 759.3	9 961.3	8 433.0	14 141.3	12 862.0	16 558.8	19 691.5	20 806.7	27 424.1	27 885.8	16 355.6	4 443.9	5 878.0	6 092.0	-33.4	3.6
TOTAL (London Area)	361 847.4	416 169.5	417 763.3	410 017.6	491 273.7	540 713.6	560 936.3	513 206.6	531 210.2	572 665.0	611 713.1	646 707.9	609 953.3	601 872.0	579 597.0	-1.8	-3.7
Westland Heliport (Battersea)	—	0.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Heliport (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports																	
+ Aberdeen	446.0	368.9	502.4	665.2	914.9	1 021.2	2 666.3	3 701.0	5 409.3	5 869.6	6 388.0	7 798.0	7 844.1	7 905.0	7 689.0	3.9	-2.7
Barrow-in-Furness (b)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Belfast	24 766.7	24 970.4	22 593.8	17 178.2	22 193.4	17 410.9	17 620.8	11 159.4	12 349.4	12 289.0	13 672.3	13 664.8	13 694.8	14 550.0	15 932.0	3.8	9.5
Benbecula	163.1	117.7	121.7	146.6	206.8	218.3	291.5	249.8	228.1	177.9	189.3	167.0	142.6	120.0	135.0	-9.5	12.5
+ Birmingham	4 928.6	5 067.6	5 563.2	4 915.0	4 301.5	3 511.2	3 212.7	2 800.7	2 629.3	3 220.6	3 174.7	3 537.9	3 004.2	2 617.0	2 187.0	-9.9	-16.4
+ Blackpool	731.8	700.9	791.2	566.1	744.4	731.8	764.4	581.2	676.7	1 273.5	4 003.0	4 949.9	5 160.1	3 731.0	2 159.0	-14.1	-42.1
+ Bournemouth	428.7	439.2	599.3	783.6	4 151.4	2 730.4	5 100.3	4 559.6	6 098.6	8 876.8	9 359.8	9 504.6	8 867.2	8 012.0	8 250.0	-4.1	3.0
+ Bristol	1 191.8	759.7	991.0	846.9	1 018.6	819.8	730.1	578.1	494.5	561.7	511.2	708.4	609.7	303.0	531.0	-7.4	75.2
+ Cambridge	799.2	553.2	1 157.0	1 052.2	1 082.4	1 450.1	910.2	695.8	787.9	747.0	599.6	594.2	611.4	405.0	348.0	-13.7	-14.1
+ Cardiff	281.5	722.9	280.0	176.3	272.0	290.1	242.5	213.3	419.0	334.7	243.3	280.7	208.2	472.0	559.0	24.4	18.4
Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Coventry	154.7	73.3	102.3	283.5	2 306.2	1 421.4	68.3	61.2	111.1	82.6	23.2	144.7	11.4	24.0	25.0	-15.1	4.2
Dundee (c)	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	22.0	—	—
+ East Midlands	2 584.0	1 743.4	2 044.5	1 493.7	4 823.9	6 533.4	8 016.4	7 213.7	7 653.2	5 057.1	6 576.6	9 282.6	6 678.1	3 555.0	6 513.0	-9.3	83.2
+ Edinburgh	3 345.1	3 147.1	2 258.4	1 996.1	3 183.2	3 932.4	3 496.2	2 717.5	1 830.6	1 320.4	1 275.2	1 703.6	1 299.1	865.0	780.0	-15.3	-9.8
+ Exeter	—	—	—	—	—	215.7	541.8	385.0	390.4	412.2	496.0	594.8	188.7	71.0	43.0	-50.4	-39.4
+ Glasgow	13 409.5	16 767.8	16 045.8	15 253.6	16 924.5	21 973.9	24 202.2	15 468.5	17 220.3	16 964.3	16 707.8	16 932.7	12 843.2	12 363.0	12 664.0	-8.3	2.4
Gloucester/Cheltenham	—	—	—	3.5	0.1	0.7	—	—	—	—	—	—	—	—	—	—	—
Hawarden	195.2	4.2	1.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	30.9	17.7	112.4	60.9	62.0	54.0	17.8	-12.9
Inverness	252.9	341.7	455.7	451.3	437.7	465.0	329.8	247.0	324.4	384.0	356.6	267.1	238.4	265.0	220.0	-9.3	-17.0
Islay	126.3	125.4	134.3	178.9	166.0	93.2	78.7	53.8	44.6	78.0	115.8	130.7	121.8	118.0	103.0	-3.4	-12.7
+ Isle of Man (d)	4 038.0	3 593.9	3 253.0	3 377.5	4 092.4	4 286.5	3 672.6	3 019.2	2 857.6	2 597.3	2 518.3	2 523.9	2 440.6	2 021.0	1 517.0	-11.6	-24.9
Isles of Scilly	166.6	135.7	206.5	190.3	197.9	217.6	161.3	110.8	97.4	90.4	103.0	126.3	94.3	110.0	114.0	0.7	3.6
+ Kirkwall	483.4	487.8	451.9	507.4	571.3	438.5	507.4	510.0	557.3	553.9	550.3	533.2	513.6	461.0	432.0	-6.1	-6.3
+ Leeds/Bradford	2 294.1	2 123.1	1 480.6	1 099.1	1 055.7	846.9	815.3	619.4	519.5	371.2	323.7	411.8	382.1	289.0	343.0	-2.4	18.7
Leewick (e)	—	—	—	—	—	—	—	—	—	—	—	—	—	1.0	8.0	—	—
+ Liverpool	16 496.0	15 462.9	17 785.9	14 225.0	15 547.3	16 309.2	14 746.0	11 306.6	12 521.2	9 251.2	7 909.7	19 481.4	14 148.1	8 976.0	9 934.0	-3.1	10.7
Londonderry	—	—	—	—	—	—	—	—	—	—	—	—	—	2.0	1.0	—	-50.0
+ Lydd	34 380.9	28 996.6	19 325.5	16.2	48.1	78.6	796.9	3 348.7	3 830.2	4 108.2	4 000.8	4 238.7	3 194.4	—	108.0	—	—
+ Manchester	34 482.3	38 011.0	42 308.6	36 855.2	42 227.0	42 477.7	43 441.9	34 527.2	32 823.9	34 200.5	30 870.7	22 798.8	24 236.1	28 641.0	23 650.0	-3.0	-17.4
+ Manston	—	—	—	—	5 455.4	4 894.6	3 886.0	2 520.6	71.8	—	—	—	—	581.0	745.0	—	28.2
+ Newcastle	2 121.8	2 195.8	2 152.7	1 478.0	2 489.6	1 973.3	1 721.8	1 068.2	874.8	831.2	1 229.5	1 230.5	1 466.7	1 229.0	1 738.0	7.1	41.4
Newquay (f)	—	—	—	—	—	—	—	—	—	—	—	—	—	2.0	5.0	—	—
+ Norwich	—	—	—	—	—	362.7	361.0	454.3	590.2	533.7	479.7	689.9	651.3	435.0	360.0	-9.8	-17.2
Penzance Heliport	166.6	135.7	200.1	190.3	197.2	216.5	160.5	110.8	97.4	90.4	107.2	153.9	94.3	107.0	149.0	3.0	39.3
Plymouth (g)	—	—	—	—	—	—	—	—	—	—	—	—	—	22.0	83.0	—	—
+ Prestwick	12 401.6	17 911.8	15 279.3	11 685.5	14 879.8	16 682.4	14 462	12 666.8	12 828.1	17 280.4	18 791.9	19 924.2	19 062.3	17 705.0	11 688.0	-10.1	-34.0
Scatsta	—	—	—	—	—	—	—	—	—	—	—	—	—	119.0	63.0	—	-47.1
Shoreham	—	—	—	—	—	—	—	—	—	—	—	—	—	10.0	4.0	—	-60.0

Cargo 1968-1982

Tonnes — *continued*

Table 2.16.2

	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	Mean percentage change for last 5 years	Percentage change on past year
Other UK Airports																	
+ Southampton	912.8	1 200.6	1 499.2	1 479.8	1 705.6	1 108.7	962.4	1 183.2	1 397.9	1 755.8	2 843.5	2 360.6	2 003.1	971.0	723.0	-30.4	-25.5
Stornoway	146.9	238.4	743.6	450.3	452.6	467.6	494.5	403.8	425.2	405.8	424.5	504.0	508.4	442.0	444.0	-0.4	0.5
+ Sumburgh	243.3	261.6	303.2	440.0	517.8	464.0	1 054.0	1 210.1	1 588.7	1 870.5	2 081.0	3 004.7	3 544.8	3 274.0	1 909.0	-0.9	-41.7
Swansea	14.2	—	—	1.0	—	1.9	10.3	0.1	18.4	17.5	—	—	—	—	—	—	—
+ Tees-side	376.7	215.5	236.6	148.4	375.8	477.5	410.5	351.4	281.0	458.9	383.6	1 711.8	241.1	168.0	440.0	-18.5	161.9
Tiree	9.6	11.6	12.4	12.6	15.9	19.8	17.0	11.2	12.5	12.8	13.7	13.5	12.8	13.0	14.0	-0.7	7.7
Unst (h)	—	—	—	—	—	—	—	—	—	—	—	—	1.0	58.0	307.0	—	429.3
Wick	72.2	78.6	81.1	80.2	138.3	103.9	104.7	85.0	85.9	75.0	129.6	112.2	111.6	134.0	104.0	-2.6	-22.4
TOTAL other UK Airports	162 612.1	166 964.0	158 962.3	118 227.5	152 684.7	154 247.4	156 067.3	124 494.0	128 146.3	132 184.4	136 470.8	150 193.5	134 290.5	121 836.0	113 095.0	-5.6	-7.2
TOTAL UK Reporting Airports	524 459.5	583 133.7	576 725.6	528 245.1	643 958.4	694 961.0	717 003.6	637 700.6	659 356.5	704 849.9	748 183.9	796 901.4	744 243.8	723 709.0	692 693.0	-2.6	-4.3
Channel Islands Airports																	
Alderney	146.1	181.7	136.7	197.6	294.6	284.9	222.8	264.4	260.5	281.7	318.9	367.0	377.6	434.0	436.0	8.2	0.5
Guernsey	4 400.4	4 372.7	4 226.8	4 419.0	11 934.7	10 071.3	9 598.2	9 016.9	9 011.9	8 882.0	9 029.4	8 538.3	7 951.0	7 604.0	7 675.0	-4.3	0.9
Jersey	8 915.3	8 967.4	8 755.7	8 579.8	14 224.7	15 377.8	12 728.0	10 662.1	10 881.0	10 045.9	9 378.0	8 586.0	8 082.5	6 127.0	6 533.0	-10.0	6.6
TOTAL (Channel Islands Airports)	13 461.8	13 521.8	13 119.2	13 195.4	26 454.0	25 734.0	22 549.0	19 943.4	20 153.4	19 209.6	18 726.3	17 491.3	16 411.1	14 165.0	14 664.0	-6.8	3.5

(a) City Helistop commenced operations in July 1981

(b) Barrow-in-Furness commenced reporting in June 1982.

(c) Dundee commenced reporting in February 1981.

(d) Excludes cargo carried on charter flights at Isle of Man up to and including September 1981.

(e) Lerwick (Tingwall) commenced reporting in March 1981.

(f) Newquay commenced reporting in July 1981 and ceased in March 1982.

(g) Plymouth commenced reporting in April 1981.

(h) Unst commenced reporting in September 1980.

International and Domestic Cargo 1982 Comparison with the Previous Year

Table 2.17

CARGO IN TONNES

	International				Domestic				1982 Total		1981 Total		Percentage change		
	Scheduled		Charter		Scheduled		Charter		Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft			
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft							
London Area Airports															
+ Gatwick	67 578	9 773	1 136	32 381	2 192	3 947	36	2 126	70 942	48 227	75 174	54 635	-5.6	-11.7	
+ Heathrow	287 250	142 485	1	1 850	3 889	166	1	32	291 140	144 533	292 688	154 726	-0.5	-6.6	
+ Luton	25	333	320	4 555	—	1	7	6 554	353	11 443	245	11 721	44.2	-2.4	
+ Southend	3 844	—	3 025	—	—	—	—	—	6 869	—	7 443	—	-7.7	—	
+ Stansted	162	638	282	4 148	2	—	—	859	446	5 646	310	5 568	43.7	1.4	
TOTAL (London Area)	358 859	153 228	4 765	42 933	6 083	4 114	44	9 571	369 750	209 847	375 860	226 650	-1.6	-7.4	
Battersea (Westland) Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
City Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports															
+ Aberdeen	625	—	2 957	604	2 129	187	809	377	6 521	1 168	7 265	640	-10.3	82.6	
Barrow-in-Furness (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Belfast	290	—	30	42	2 069	38	1	13 460	2 391	13 541	3 160	11 390	-24.3	18.9	
Benbecula	—	—	—	—	134	—	—	—	134	—	119	—	12.6	—	
+ Birmingham	1 839	—	8	15	307	—	—	18	2 154	33	2 599	18	-17.1	82.4	
+ Blackpool	—	—	5	4	108	1	—	2 042	113	2 046	235	3 496	-51.9	-41.5	
+ Bournemouth	3	—	—	405	17	7 815	—	10	20	8 230	32	7 979	-37.6	3.1	
+ Bristol	242	—	—	259	28	1	—	1	270	261	210	94	28.8	178.6	
+ Cambridge	—	—	—	348	—	—	—	—	—	348	—	405	—	-14.0	
+ Cardiff Wales	41	—	305	7	96	4	18	87	461	98	423	49	9.0	98.1	
Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Coventry	2	—	1	17	2	—	1	2	6	19	4	19	24.1	—	
Dundee	1	—	—	—	21	—	—	—	22	—	20	—	10.0	—	
+ East Midlands	269	1 117	18	1 249	251	39	2	3 568	539	5 974	975	2 580	-44.7	131.5	
+ Edinburgh	107	—	7	2	648	5	1	10	763	17	836	28	-8.8	-41.8	
+ Exeter	—	—	1	—	42	—	—	1	43	1	70	1	-38.7	-58.8	
+ Glasgow	1 822	3 680	5	221	1 788	46	66	5 037	3 680	8 984	4 282	8 081	-14.1	11.2	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	35	—	1	9	9	—	—	—	44	9	55	7	-20.4	33.0	
Inverness	—	—	—	—	220	—	—	—	220	—	265	—	-17.0	—	
Islay	—	—	—	—	98	—	1	3	99	3	108	10	-8.2	-66.6	
+ Isle of Man	3	—	3	3	575	2	—	929	582	935	849	1 171	-31.5	-20.2	
Isles of Scilly	—	—	—	—	106	—	8	—	114	—	110	—	3.6	—	
+ Kirkwall	—	—	—	—	430	—	2	—	432	—	458	4	-5.7	-93.8	
+ Leeds/Bradford	95	—	—	9	237	—	—	2	332	11	278	11	19.7	-3.5	
Lerwick (Tingwall)	—	—	—	—	8	—	—	—	8	—	1	—	700.0	—	
+ Liverpool	35	65	19	3 238	214	90	3	6 270	272	9 662	364	8 612	-25.3	12.2	
Londonderry	—	—	—	—	—	—	1	—	1	—	2	—	-50.0	—	
+ Lydd	—	—	—	108	—	—	—	—	—	108	—	—	—	—	
+ Manchester	6 592	13 954	13	1 077	1 683	35	1	294	8 289	15 361	9 059	19 582	-8.5	-21.6	
+ Manston	—	—	—	716	—	—	—	28	—	745	80	501	—	48.5	
+ Newcastle	542	—	10	—	717	3	4	463	1 272	466	1 201	29	5.9	1 528.7	
Newquay (b)	—	—	—	—	5	—	—	—	5	—	2	—	—	—	
+ Norwich	184	—	10	7	137	—	4	17	335	24	426	10	-21.2	151.7	

International and Domestic Cargo 1982

Total compared with Previous Year — *continued*

Table 2.17

CARGO IN TONNES

	International				Domestic				1982 Total		1981 Total		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Ca:rgo Aircraft		
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft						
Other UK Airports														
Penzance Heliport	—	—	37	—	112	—	—	—	149	—	107	—	39.3	—
+ Plymouth	18	—	—	—	65	—	—	—	83	—	22	—	277.3	—
+ Prestwick	958	6 454	6	2 866	13	1 212	—	179	976	10 712	1 299	16 406	—24.9	34.7
Scatsta	—	—	—	—	—	—	63	—	63	—	119	—	—47.1	—
Shoreham	—	—	—	—	4	—	—	—	4	—	10	—	—60.0	—
+ Southampton	8	—	—	40	586	13	2	73	597	126	914	57	—34.7	120.9
Stornoway	—	—	—	—	444	—	—	—	444	—	441	1	0.6	—97.0
+ Sumburgh	—	—	571	113	548	2	560	115	1 679	230	2 862	412	—41.3	—44.3
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	22	—	5	1	77	—	1	335	104	336	127	41	—17.8	717.5
Tiree	—	—	—	—	14	—	—	—	14	—	13	—	5.5	—
Unst	—	—	103	67	—	—	106	32	208	99	54	4	286.2	2 203.9
Wick	—	—	—	1	66	—	—	37	67	37	119	16	—43.7	139.8
TOTAL other UK Airports	13 733	25 271	4 115	11 428	14 007	9 495	1 656	33 390	33 511	79 584	39 574	81 656	—15.3	—2.5
TOTAL all UK reporting Airports	372 593	178 500	8 880	54 361	20 090	13 609	1 700	42 961	403 262	289 431	415 435	308 305	—2.9	—6.1
Channel Island Airports														
Alderney	—	—	—	—	436	—	—	—	436	—	434	—	0.5	—
Guernsey	126	—	4	—	7 457	—	88	—	7 675	—	7 604	—	0.9	—
Jersey (c)	13	—	4	—	6 451	—	85	—	6 553	—	6 580	—	—0.4	—
TOTAL (Channel Islands)	139	—	8	—	14 344	—	173	—	14 664	—	14 618	—	0.3	—

(a) Barrow-in-Furness commenced reporting in June 1982.

(b) Traffic at Newquay is included up to and including March 1982.

(c) The international/domestic split for Jersey has been estimated for 1981/82.

Passengers at UK Airports and Seaports 1981/1982

Table 2.18

Comparison with the previous year

	1982 (000)	1981 (000)	Percentage change
Heathrow	26 740	26 780	—0.1
Port of Dover	13 826	12 461	+ 11.0
Gatwick	11 358	10 848	+ 4.7
Manchester	5 144	4 864	+ 5.8
Glasgow	2 427	2 279	+ 6.5
Port of Folkestone	1 868	1 787	+ 4.5
Luton	1 823	1 989	—8.3
Aberdeen	1 651	1 559	+ 5.9
Birmingham	1 610	1 536	+ 4.8
Port of Harwich	1 519	1 567	—3.1
Belfast	1 449	1 410	+ 2.8
Port of Holyhead	1 276	1 069	+ 19.4
Edinburgh	1 244	1 159	+ 7.3
Port of Felixstowe	1 084	1 138	—4.7
Newcastle	1 053	995	+ 5.8
East Midlands	886	747	+ 18.6
Port of Southampton	848	889	—4.6
Port of Newhaven	773	850	—9.1
Port of Liverpool	542	563	—3.7
Leeds/Bradford	409	378	+ 8.2
Cardiff	387	328	+ 18.0

International passengers only are shown for seaports.
Airport Figures include Terminal and Transit passengers.
Seaport statistics are supplied by the Department of Trade.

International Passengers at UK Airports and Seaports 1981 and 1982

Table 2.19

Comparison with the previous year

	1982 (000)	1981 (000)	Percentage change
Heathrow	22 165	22 543	— 1.7
Port of Dover	13 826	12 461	+ 11.0
Gatwick	10 120	9 713	+ 4.2
Manchester	3 876	3 729	+ 3.9
Port of Folkestone	1 868	1 787	+ 4.5
Luton	1 769	1 983	—8.7
Port of Harwich	1 519	1 567	—3.1
Port of Holyhead	1 276	1 069	+ 19.4
Birmingham	1 185	1 091	+ 8.6
Port of Felixstowe	1 084	1 138	—4.7
Glasgow	946	839	+ 12.8
Port of Southampton	848	889	— 4.6
Port of Newhaven	773	850	—9.1
Aberdeen	651	515	+ 26.4
Newcastle	607	564	+ 7.6
East Midlands	603	518	+ 16.4
Port of Liverpool	542	563	—3.7
Stansted	292	253	+ 15.4
Cardiff	288	232	+ 24.1
Prestwick	248	347	—28.5

Excludes Transit passengers at UK airports

Table 2.20

######

1982 Passenger Movements ('000) Between Planning Regions and Airports by Surface Modes of Transport

Table 2.21

Airport	Scotland		Northern		Yorkshire/ Humberside		North West		West. Midlands		East Midlands		East Anglia		Wales		South West		South East GLC and London Metropolitan		South East Remainder		All Regions	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Aberdeen (1)	829.8	17	11.4	1	5.7	—	5.3	—	0.5	—	1.8	—	1.5	—	1.5	—	1.5	—	2.8	—	1.3	—	863.1	2
Glasgow	2 234.5	46	13.6	1	6.6	—	6.4	—	1.4	—	1.0	—	0.8	—	1.6	—	0.7	—	3.4	—	0.9	—	2 270.9	5
Edinburgh	1 178.9	24	5.1	—	0.3	—	0.3	—	—	—	0.2	—	0.7	—	0.3	—	0.4	—	1.8	—	0.1	—	1 188.1	3
Prestwick (2)	241.9	5	4.2	—	1.2	—	1.3	—	0.2	—	0.1	—	0.1	—	—	—	0.2	—	1.4	—	0.1	—	250.7	1
Newcastle	31.3	1	853.5	53	15.5	1	3.0	—	1.7	—	0.6	—	2.6	—	0.2	—	—	—	0.5	—	0.1	—	909.0	2
Tees-side	1.6	—	288.7	18	34.7	2	0.1	—	—	—	0.1	—	—	—	—	—	—	—	0.1	—	—	—	325.3	1
Leeds/Bradford	0.7	—	15.1	1	344.3	17	15.7	—	0.7	—	2.6	—	0.2	—	—	—	—	—	0.5	—	0.1	—	379.9	1
Liverpool	0.7	—	3.3	—	4.8	—	183.6	5	5.5	—	1.8	—	0.4	—	6.5	1	1.9	—	8.4	—	1.2	—	218.1	—
Manchester	59.3	1	142.5	9	657.8	33	3 119.2	79	176.6	8	75.2	5	2.1	—	111.4	11	7.5	—	21.1	—	5.9	—	4 378.6	9
Birmingham	6.3	—	11.0	1	75.6	4	34.6	1	1 156.7	51	143.2	10	6.1	1	21.8	2	37.3	2	15.3	—	25.5	1	1 533.4	3
East Midlands	3.4	—	13.1	1	209.3	10	17.1	—	109.0	5	497.9	33	4.7	1	1.4	—	5.8	—	6.3	—	3.7	—	871.7	2
Cardiff	0.1	—	—	—	0.2	—	1.5	—	2.6	—	0.1	—	—	—	329.7	32	20.7	1	1.1	—	0.4	—	356.4	1
Bristol	0.2	—	0.2	—	0.6	—	0.5	—	3.2	—	0.3	—	0.4	—	45.4	4	196.7	11	1.8	—	1.8	—	251.1	1
Southampton (3)	2.2	—	1.7	—	4.2	—	4.9	—	4.9	—	2.7	—	1.6	—	1.7	—	22.5	1	59.4	—	106.4	3	212.2	—
Heathrow	111.6	2	119.9	7	299.2	15	289.3	7	479.5	21	408.9	27	388.5	54	296.1	29	926.2	51	15 807.1	68	1 501.2	49	20 627.5	45
Gatwick	138.7	3	104.8	7	233.5	12	214.1	5	229.4	10	211.7	14	205.1	29	171.2	17	495.0	28	6 664.4	28	1 274.8	42	9 942.7	22
Luton (4)	17.3	—	29.9	2	120.0	6	48.1	2	100.4	4	150.3	10	99.9	14	31.0	3	84.7	5	820.1	4	134.9	4	1 636.6	4
TOTAL	4 858.5	100	1 618.0	100	2 013.5	100	3 945.0	100	2 272.3	100	1 498.5	100	714.7	100	1 019.8	100	1 801.1	100	23 415.5	100	3 058.4	100	46 215.3	100

(1) Aberdeen Airport — excludes helicopter passengers

(2) Prestwick Airport — international passengers only

(3) Southampton Airport — domestic passengers only

(4) Luton Airport — international passengers only

The table above shows a national of air passengers movements between planning regions and seventeen major UK airports. The information is drawn from origin/destination surveys run by the Authority in 1975, 1976, 1978 and 1982 and weighted up to 1982 levels of traffic. Only terminating passengers are included in the table i.e. those passengers who arrive or depart from an airport by surface modes of transport.

Part 3

UK Airlines—Financial Results

PART 3 UK Airlines – Financial Results

With effect from data relating to 1981, the requirement for UK airlines to submit financial data on standardised statistical returns has been revised. This change has been made to reduce the burden of statistical reporting placed upon the smaller operators. Financial returns are now collected only from those holders of class 1-6 Air Transport Licences whose fleet has an aggregated maximum take-off weight exceeding 200 tonnes. No estimates have been made for those holders of class 1-6 licences not included or for solely class 7 or air taxi carriers. Additionally it was not possible to obtain 1981 returns from Laker Airways who ceased trading in February 1982.

For comparability tables 3.1 to 3.6 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 3.4 is therefore presented in two parts; table 3.4.1 presents results for 1975-1979 inclusive and table 3.4.2 presents results for 1980 and 1981. Please note that overall industry estimates for the latest year (1982) have not been made. It may be possible for estimates to be made on an ad hoc basis, for further information please contact the Authority at the address given in the foreword to this publication.

Tables 3.7 to 3.9 inclusive give the individual financial results for individual major airlines in 1981. The figures are a copy of information supplied by airlines on the standard returns. Please note that they may not correspond exactly with published company accounts.

Details of the operating and traffic statistics reported by each airline for the period of their 1981 financial year are included in tables 3.10 to 3.12 inclusive.

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

Financial Resources of Major United Kingdom Airlines 1975-1981 ^(a)

Table 3.1

	<i>(£million)</i>						
	1975	1976	1977	1978	1979	1980(b)	1981(b)
Private Sector							
Total assets employed	100.6	111.0	121.6	161.5	280.3	571.4	428.1
<i>of which</i>							
Operating equipment and Property	91.2	103.5	133.2	184.1	302.6	587.4	430.2
Payments on account of Aircraft under construction	—	—	3.0	4.9	13.2	12.7	11.6
Other non-current assets	5.4	3.6	4.4	4.8	7.5	16.4	18.3
Total current net assets	4.2	3.8	(18.9)	(32.4)	(43.0)	(45.1)	(32.0)
Total liabilities	100.6	111.0	121.6	161.5	280.3	571.4	428.1
<i>of which</i>							
Shareholders' Fund	17.5	24.4	27.8	39.9	58.2	137.6	123.0
Operating Profit (or loss)	11.8	19.6	29.9	29.7	23.8	29.0	33.7
Operating Profit (or loss) as a percentage of total assets employed	11.7	17.7	24.6	18.4	8.5	5.1	7.9
Shareholders fund as a percentage of total liabilities	17.4	22.0	22.9	24.7	20.8	24.1	28.7
Public Sector							
Total assets employed	566.5	639.9	755.5	768.6	934.3	1 069.2	706.6
<i>of which</i>							
Operating equipment and Property	553.7	627.2	724.5	677.0	892.0	1 097.4	938.0
Payments on account of Aircraft under construction	49.8	35.1	94.4	150.9	144.9	84.7	34.6
Other non-current assets	20.7	21.7	14.1	18.9	24.0	17.8	21.2
Total current net assets	(57.7)	(44.1)	(77.6)	(78.1)	(126.6)	(130.6)	(287.1)
Total liabilities	566.5	639.9	755.5	768.6	934.3	1 069.2	706.6
<i>of which</i>							
Public Dividend Capital	342.2	376.7	435.9	453.9	471.4	334.3	(306.7)
Operating Profit (or loss)	3.1	88.3	42.0	76.1	16.0	(106.6)	5.9
Operating Profit (or loss) as a percentage of total assets employed	0.5	13.8	5.6	9.9	1.7	(10.0)	0.8
Public Dividend Capital as a percentage of total liabilities	60.4	58.9	57.7	59.1	50.5	31.3	(43.4)

(a) The requirement for UK airlines to submit financial statistics has changed. Please see the foreword to this chapter.

(b) Includes Cathay Pacific Airways

Table 3.2

Revenues, Expenses and Profits of Major United Kingdom Airlines 1975-1981 ^(a)

	1975	1976	1977	1978	1979	1980(b)	1981(b)
	(£million)						
PRIVATE SECTOR							
Total Operating Revenues	256.0	339.7	446.6	526.7	629.8	1 088.9	1 210.1
Total Operating Expenses	244.2	320.1	416.7	497.0	606.0	1 059.9	1 176.4
Operating profit (or loss)	11.8	19.6	29.9	29.7	23.8	29.0	33.7
Non-operating items (balance)	(5.2)	(4.5)	(11.9)	(2.2)	(9.5)	(11.5)	(12.3)
Profit (or loss) before Tax	6.6	15.1	18.0	27.4	14.3	17.6	21.3
PUBLIC SECTOR							
Total Operating Revenues	808.9	1 059.5	1 161.7	1 409.7	1 662.1	1 763.5	1 875.3
Total Operating Expenses	805.8	971.2	1 119.7	1 333.6	1 646.1	1 870.2	1 869.4
Operating profit (or loss)	3.1	88.3	42.0	76.1	16.0	(106.6)	5.9
Non-operating items (balance)	(22.6)	(12.6)	(2.4)	14.3	3.5	(34.1)	(119.6)
Profit (or loss) before Tax	(19.5)	75.7	39.6	90.4	19.5	(140.7)	(113.7)
ALL MAJOR AIRLINES							
Total Operating Revenues	1 064.9	1 399.2	1 608.3	1 936.4	2 291.9	2 852.4	3 085.4
Total Operating Expenses	1 050.0	1 291.3	1 536.4	1 830.6	2 252.1	2 930.1	3 045.8
Operating profit (or loss)	14.9	107.9	71.9	105.8	39.8	(77.6)	39.6
Non-operating items (balance)	(27.8)	(17.1)	(14.3)	12.1	(6.0)	(45.6)	(131.9)
Profit (or loss) before Tax	(12.9)	90.8	57.6	117.8	33.8	(123.1)	(92.4)

(a) The requirement for UK airlines to submit financial statistics has changed. Please see the foreword to this chapter.

(b) Includes Cathay Pacific Airways.

Trends in Major United Kingdom Airlines' Operating Costs and Revenues 1975-1981 ^(a)

Table 3.3

ALL AIRLINES	<i>1975</i>	<i>1976</i>	<i>1977</i>	<i>1978</i>	<i>1979</i>	<i>1980(b)</i>	<i>1981(b)</i>
COSTS							
Comparison with 1975 (1975 = 100)							
Aircraft fuel and oil	100.0	125.0	139.6	147.3	238.3	347.3	377.2
Crew salaries and expenses	100.0	106.5	134.5	158.2	165.1	211.9	242.8
Aircraft depreciation and rental	100.0	122.8	153.6	162.9	178.2	218.5	250.9
Other costs	100.0	124.1	149.2	187.3	215.7	269.2	268.6
Total Operating Costs	100.0	123.0	146.3	174.3	214.5	279.1	290.1
Comparison with Total—Percentage distribution							
Aircraft fuel and oil	22.6	23.0	21.6	19.1	25.2	28.2	29.5
Crew salaries and expenses	6.9	6.0	6.3	6.2	5.3	5.2	5.8
Aircraft depreciation and rental	7.7	7.7	8.1	7.2	6.4	6.0	6.6
Other costs	62.8	63.4	64.0	67.5	63.2	60.6	58.2
Total Operating costs	100.0	100.0	100.0	100.0	100.0	100.0	100.0
REVENUES							
Comparison with 1975 (1975 = 100)							
Scheduled services	100.0	136.3	150.9	188.3	222.6	279.1	299.1
Non-Scheduled services	100.0	119.9	156.6	162.8	191.7	237.3	272.6
Incidental Revenues	100.0	79.0	120.4	138.0	174.4	171.3	156.8
Total Operating Revenues	100.0	131.4	151.0	181.8	215.2	267.9	289.7
Comparison with Total—Percentage distribution							
Scheduled services	77.8	80.7	77.7	80.6	80.5	81.1	80.3
Non-Scheduled services	19.1	17.5	19.8	17.1	17.0	17.0	18.0
Incidental Revenues	3.0	1.8	2.4	2.3	2.5	1.9	1.6
Total Operating Revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) The requirement for UK airlines to submit financial statistics has changed. Please see the foreword to this chapter.

(b) Includes Cathay Pacific Airways.

Table 3.4.1

United Kingdom Major Airlines – Profit and Loss Account Summary 1975-1979 ^(a)

(£million)

		1975			1976		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
REVENUES							
1	Scheduled Passenger (individually booked seats direct to passenger)	708.5	648.6	58.3	971.7	889.6	81.6
2	Scheduled Passenger (all block-booked seats, including part-charter)			1.6			0.5
3	Scheduled Excess baggage	6.1	6.1	—	9.0	9.0	—
4	Scheduled Freight and Diplomatic bags	89.5	82.7	6.8	113.9	105.3	8.6
5	Scheduled Mail	24.6	23.0	1.6	34.7	32.7	2.0
6	Non-scheduled flights (a) Inclusive tours			92.5			131.9
	(b) ABC other than part-charter			17.9			26.7
	(c) Affinity groups	203.8	38.7	2.4	244.3	17.2	2.0
	(d) Cargo			37.6			49.9
	(e) Other			14.7			16.6
7	Incidental Revenue	32.4	9.8	22.6	25.6	5.7	19.9
8	Total Operating Revenues	1 064.9	808.9	256.0	1 399.2	1 059.5	339.7
EXPENSES							
9	Flight crew salaries and expenses	72.2	54.5	17.7	76.9	54.7	22.2
10	Aircraft fuel and oil	237.8	169.6	68.2	297.2	205.5	91.7
11	Flight equipment insurance	7.8	5.1	2.7	8.9	5.6	3.3
12	Uninsured losses	0.3	0.3	—	0.3	0.3	—
13	Rental of flight equipment	25.6	8.2	17.4	34.1	18.7	15.4
14	Flight crew training (when not amortised)	6.5	5.5	1.0	4.9	3.2	1.7
15	Flight expenses other than items 9 to 14	2.6	1.7	0.9	6.8	2.2	4.6
16	Maintenance and overhaul	147.4	112.5	34.9	169.4	126.7	42.7
17	Depreciation of aircraft fleet (including spares)	55.0	44.9	10.1	64.9	50.1	14.8
18	Depreciation of ground property and equipment	9.0	8.2	0.8	13.6	13.1	0.5
19	Amortisation of development and pre-operating costs	2.0	1.3	0.7	2.7	2.2	0.5
20	Flight crew training (when amortised)	1.7	1.4	0.3	2.6	1.8	0.8
21(a)	Landing and departure fees	61.5	41.3	20.2	84.9	55.8	29.1
(b)	Aerodrome, En-route, and other Navigation service charges	14.9	9.3	5.6	23.9	13.4	10.5
22	Station and ground expenses other than Item 21	124.5	105.6	18.9	147.6	124.4	23.2
23(a)	Passenger services—cabin staff and other flight expenses	84.4	65.0	19.4	130.4	105.3	25.1
(b)	Passenger services—other passenger service costs	20.8	19.7	1.1	4.7	2.4	2.3
24	Ticketing, sales and promotion	136.4	124.6	11.8	191.6	174.8	16.8
25	General and administrative	37.5	27.2	10.3	22.6	11.0	11.6
26	Other operating expenses	2.1	(0.1)	2.2	3.5	—	3.5
27	Total Operating Expenses	1 050.0	805.8	244.2	1 291.3	971.2	320.1
28	Operating Profit or (Loss)	14.9	3.1	11.8	107.9	88.3	19.6
29	Profit or loss on disposal of fixed assets	0.9	0.9	—	4.4	2.6	1.8
30	Interest payable less receivable (Net)	(13.0)	(10.2)	(2.8)	(16.7)	(10.8)	(5.9)
31	Direct subsidies from public funds	—	—	—	—	—	—
32	Other payments from public funds	—	—	—	—	—	—
33	Dividends receivable	4.5	4.5	—	6.7	6.7	—
34	Other non-operating items	(20.3)	(17.8)	(2.5)	(11.5)	(11.1)	(0.4)
35	Non-Operating Items (Balance)	(27.8)	(22.6)	(5.2)	(17.1)	(12.6)	(4.5)
36	Profit or Loss (—) Before Taxation	(12.9)	(19.5)	6.6	90.8	75.7	15.1

(a) The requirement for UK airlines to submit financial statistics has changed. Please see the foreword to this chapter.

Table 3.4.1

1977			1978			1979		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1 076.8 }	956.5 }	120.3 —	1 355.5 }	1 181.3 }	174.2 }	1 587.9 20.1	1 379.4 19.2	208.5 0.9
10.7	8.7	2.0	12.6	10.1	2.5	13.9	11.4	2.5
126.9	115.3	11.6	152.8	131.4	21.4	179.4	153.2	26.2
35.7	33.0	2.7	39.2	36.2	3.0	43.1	39.3	3.8
172.3	21.6	150.7	216.5	26.2	190.3	302.7	41.0	261.7
66.4	21.1	45.3	44.8	18.1	26.7	14.1	—	14.1
2.7	—	2.7	6.4	—	6.4	5.4	3.8	1.6
58.1	—	58.1	48.5	—	48.5	34.4	0.1	34.3
19.7	—	19.7	15.5	—	15.5	34.1	7.0	27.1
39.0	5.5	33.5	44.7	6.4	38.3	56.5	7.7	48.8
1 608.3	1 161.7	446.6	1 936.4	1 409.7	526.7	2 291.9	1 662.1	629.8
97.1	71.1	26.0	114.2	80.4	33.8	119.2	79.0	40.2
332.0	221.2	110.8	350.2	239.0	111.2	566.7	411.5	155.2
10.0	6.9	3.1	9.3	5.4	3.9	7.8	3.6	4.2
—	—	—	0.3	0.3	—	1.0	1.0	—
46.2	21.3	24.9	56.9	25.3	31.6	61.2	26.6	34.6
12.0	9.2	2.8	12.1	8.7	3.4	15.2	11.0	4.2
8.2	0.7	7.5	14.5	3.4	11.1	20.2	11.3	8.9
204.1	149.5	54.6	246.4	181.1	65.3	279.0	210.2	68.8
77.6	61.8	15.8	74.4	57.4	17.0	82.4	58.4	24.0
15.7	15.0	0.7	14.0	12.5	1.5	20.3	18.0	2.3
0.7	—	0.7	0.7	—	0.7	0.8	—	0.8
0.8	—	0.8	1.1	—	1.1	0.8	—	0.8
95.1	59.0	36.1	122.9	77.5	45.4	120.0	79.2	40.8
37.7	22.8	14.9	44.9	27.0	17.9	62.7	32.5	30.2
172.3	142.8	29.5	217.3	180.1	37.2	233.3	181.0	52.3
144.1	110.8	33.3	223.4 }	142.0	47.2 }	190.6	142.7	47.9
21.5	16.6	4.9		34.2		41.3	31.8	9.5
206.8	185.0	21.8	244.5	214.8	29.7	296.6	264.5	32.1
39.4	22.9	16.5	55.6	34.3	21.3	95.4	66.7	28.7
15.1	3.1	12.0	28.1	10.2	17.9	37.6	17.1	20.5
1 536.4	1 119.7	416.7	1 830.6	1 333.6	497.0	2 252.1	1 646.1	606.0
71.9	42.0	29.9	105.8	76.1	29.7	39.8	16.0	23.8
3.5	0.6	2.9	5.4	0.7	4.7	5.3	4.3	1.0
0.8	7.1	(6.3)	5.0	10.8	(5.8)	(37.6)	(24.7)	(12.9)
—	—	—	—	—	—	—	—	—
(0.1)	—	(0.1)	—	—	—	—	—	—
14.5	14.5	—	22.3	22.3	—	21.4	21.2	0.2
(33.0)	(24.6)	(8.4)	(20.6)	(19.5)	(1.1)	5.0	2.7	2.3
(14.3)	(2.4)	(11.9)	12.1	14.3	(2.2)	(6.0)	3.5	(9.5)
57.6	39.6	18.0	117.8	90.4	27.4	33.8	19.5	14.3

Table 3.4.2

United Kingdom Major Airlines – Profit and Loss Account Summary 1980 - 1981

(£million)

		1980			1981		
		Total	Public Sector (a)	Private Sector (b)	Total	Public Sector (a)	Private Sector (b)
REVENUES							
1	Scheduled Passenger (a) First Class (b) Normal Economy (c) Other Scheduled Service Passengers	2 005.2	1 474.3	43.7 487.2	2 157.6	1 589.1	66.6 501.9
2	Scheduled Excess Baggage	21.7	15.2	6.5	27.4	18.9	8.5
3	Scheduled Cargo and Diplomatic bags	239.0	162.3	76.7	250.8	148.9	101.9
4	Scheduled and Non-scheduled Mail	47.4	40.4	7.0	43.2	33.7	9.5
5	Non-scheduled flights (a) Inclusive Tours (b) ABC other than part-charter (c) Cargo (d) Other	483.6	61.3	341.1 9.8 71.4	555.6	75.2	410.5 — 69.9
6	Incidental Revenue	55.5	10.0	45.5	50.8	9.6	41.2
7	Total Operating Revenues	2 852.4	1 763.5	1 088.9	3 085.4	1 875.3	1 210.1
EXPENSES							
8	Flight crew salaries	122.8	72.1	50.7	142.2	84.4	57.8
9	Flight crew allowances and expenses	30.2	15.7	14.5	33.1	17.1	16.0
10	Cabin crew salaries (including training)	83.0	59.0	24.0	89.3	63.6	25.7
11	Cabin crew allowances and expenses	47.3	35.4	11.9	48.4	33.3	15.1
12	Aircraft fuel and oil	825.8	499.7	326.1	897.0	533.0	364.0
13	Flight equipment insurance and uninsured losses	10.4	4.6	5.8	11.5	4.5	7.0
14	Rental of flight equipment	49.2	20.0	29.2	62.8	26.1	36.7
15	Flight crew training (when not amortised)	16.0	10.0	6.0	13.8	9.3	4.5
16	Flight crew expenses other than items 8 - 15	4.6	—	4.6	5.3	—	5.3
17	Maintenance and overhaul (a) Fixed (b) Variable	298.3	194.8	103.5	290.2	176.6	113.6
18	Depreciation of aircraft fleet (including spares)	126.9	81.1	45.8	139.4	96.0	43.4
19	Depreciation of ground property and equipment	3.8	(c)	3.8	6.5	(c)	6.5
20	Amortisation of development and pre-operating costs	1.4	—	1.4	2.7	—	2.7
21	Flight crew training (when amortised)	1.1	—	1.1	—	—	—
22	Landing and departure fees	—	63.4	—	—	58.6	—
23	Aerodrome, En-route and other Navigation service charges	283.4	35.6	131.4	319.6	50.0	157.6
24	Handling charges and parking fees	—	53.0	—	—	53.4	—
25	Station costs	197.0	152.4	44.6	196.5	158.5	38.0
26	Passenger meals (a) Fixed (b) Variable	128.3	37.4 46.8	44.1	139.7	84.1	55.6
27	Passenger embarkation fees	67.6	35.2	32.4	78.6	42.2	36.4
28	Passenger insurance	6.9	3.9	3.0	7.2	4.1	3.1
29	Sales	—	—	—	—	—	—
30	Reservations	129.8	99.7	30.1	194.1	142.0	17.0
31	Advertising and promotion	48.1	33.2	14.9	—	—	—
32	Commission	162.0	125.3	36.7	179.1	133.1	14.2
33	General and administrative	208.3	125.2	83.1	116.9	42.3	74.6
34	Specific cargo costs	66.1	59.4	6.7	68.5	58.3	10.2
35	Other operating expenses	12.0	7.5 (d)	4.5	3.5	(1.0) (d)	4.5
36	Total Operating Expenses	2 930.1	1 870.2	1 059.9	3 045.8	1 869.4	1 176.4
37	Operating Profit (or Loss)	(77.6)	(106.6)	29.0	39.6	5.9	33.7
38	Profit or Loss on disposal of fixed assets	27.6	15.3	12.3	12.9	6.9	6.0
39	Interest payable less receivable (Net)	(97.4)	(65.0)	(32.4)	(128.2)	(106.2)	(22.0)
40	Direct subsidies from public funds	—	—	—	—	—	—
41	Other payments from public funds	—	—	—	—	—	—
42	Dividends receivable	16.4	13.3	3.1	16.2	12.5	3.7
43	Other non-operating items	7.8	2.3	5.5	(32.9)	(32.9)	—
44	Non-Operating Items (Balance)	(45.6)	(34.1)	(11.5)	(131.9)	(119.6)	(12.3)
45	Profit or Loss (—) before Taxation	(123.1)	(140.7)	17.6	(92.4)	(113.7)	21.3

(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) Includes Cathay Pacific Airways.

(c) Included under appropriate cost items.

(d) Costs relating to surplus resources and adjustments on consolidation

Table 3.5

United Kingdom Major Airlines – Appropriation Account ^(a)
Summary 1975 - 1981

(£million)

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

(a) The requirement for UK airlines to submit financial statistics has changed. Please see the foreword to this chapter.

(b) Includes Cathay Pacific Airways.

Table 3.5 cont'd

1978			1979			1980			1981		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	(b) Private Sector	Total	Public Sector	(b) Private Sector
117.8	90.4	27.4	33.8	19.5	14.3	(123.1)	(140.7)	17.6	(92.4)	(113.7)	21.3
(18.2)	(12.7)	(5.5)	(17.4)	(8.5)	(8.9)	(12.6)	(3.7)	(8.9)	(8.2)	(5.4)	(2.8)
99.7	77.7	22.0	16.4	11.0	5.4	(135.8)	(144.4)	8.6	(100.5)	(119.1)	18.6
3.8	—	3.8	17.3	—	17.3	10.4	—	10.4	(419.3)	(426.4)	7.1
8.2	(0.5)	8.7	4.7	(0.5)	5.2	15.3	(0.7)	16.0	24.3	0.7	23.6
111.8	77.3	34.5	38.3	10.5	27.8	(110.1)	(145.1)	35.0	(495.7)	(544.9)	49.2
38.0	15.0	23.0	14.7	7.0	7.7	17.4	—	17.4	40.1	—	40.1
73.8	62.3	11.5	23.6	3.5	20.1	(127.5)	(145.1)	17.6	(535.8)	(544.9)	9.1

Table 3.6

United Kingdom Major Airlines
Balance Sheet Summary 1975-1981 (a)

(£million)

	1975			1976			1977		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
ASSETS EMPLOYED									
1 Operating Equipment and Property									
Aircraft fleet (including spares)	844.9	723.6	121.3	961.7	815.5	146.2	1 145.8	968.7	177.1
Less: Provisions for amortisation and depreciation	350.2	311.5	38.7	390.5	336.5	54.0	462.1	400.8	61.3
Aircraft fleet after depreciation	494.7	412.1	82.6	571.2	479.0	92.2	683.7	567.9	115.8
Property and other equipment	242.0	228.8	13.2	260.4	242.8	17.6	286.1	260.8	25.3
Less: Provisions for amortisation and depreciation	91.8	87.2	4.6	100.9	94.6	6.3	112.1	104.2	7.9
Property after depreciation	150.2	141.6	8.6	159.5	148.2	11.3	174.0	156.6	17.4
Payments on account of aircraft under construction	49.8	49.8	—	35.1	35.1	—	97.4	94.4	3.0
2 Interests in Group Companies									
Shares	0.7	—	0.7	0.9	—	0.9	0.6	—	0.6
Advances and debts not currently receivable	1.8	—	1.8	0.2	—	0.2	0.3	—	0.3
3 Trade Investments									
Shares	1.4	1.3	0.1	1.2	1.1	0.1	0.9	0.8	0.1
Advances and debts not currently receivable	2.3	2.2	0.1	2.2	2.1	0.1	2.2	2.2	—
4 Current Assets									
Stores and work in progress	21.7	14.1	7.6	31.3	16.3	15.0	32.0	19.3	12.7
Debtors and prepayments	193.3	163.1	30.2	259.9	213.1	46.8	314.8	260.1	54.7
Short-term loans and deposits	25.7	21.7	4.0	32.6	32.1	0.5	28.7	28.7	—
Bank balance and cash	34.6	21.6	13.0	40.7	21.0	19.7	49.5	22.0	27.5
Group companies advances and debts not currently receivable	5.7	—	5.7	7.1	—	7.1	12.9	—	12.9
Other items	0.7	—	0.7	0.8	—	0.8	1.9	0.1	1.8
Total current Assets	281.6	220.5	61.1	372.3	282.5	89.8	440.0	330.2	109.8
5 Less: Current Liabilities									
Creditors and accruals	162.9	123.5	39.4	194.7	136.4	58.3	289.3	204.3	85.0
Traffic revenue received in advance	108.6	97.2	11.4	130.5	115.3	15.2	148.4	128.0	20.4
Taxation	1.6	1.6	—	8.4	8.3	0.1	4.1	1.4	2.7
Dividends	—	—	—	11.0	11.0	—	0.3	—	0.3
Bank overdrafts	2.1	1.0	1.1	7.3	3.9	3.4	5.2	0.1	5.1
Installments of borrowings and hire purchase liabilities repayable within one year	56.2	53.4	2.8	56.2	51.7	4.5	85.6	73.9	11.7
Group companies advances and debts currently payable	0.4	—	0.4	0.2	—	0.2	0.6	—	0.6
Other items	3.3	1.5	1.8	4.5	—	4.5	3.0	—	3.0
Total Current Liabilities	335.1	278.2	56.9	412.6	326.6	86.0	536.4	407.7	128.7
Total Net Current Assets	(53.5)	(57.7)	4.2	(40.3)	(44.1)	3.8	(96.5)	(77.6)	(18.9)
6 Unamortised Costs									
Pre-operational training and development	6.1	4.5	1.6	6.8	5.2	1.6	3.1	—	3.1
Other items	4.6	3.5	1.1	3.8	3.1	0.7	—	—	—
7 Other Assets	9.2	9.2	—	10.2	10.2	—	11.4	11.1	0.3
TOTAL ASSETS	667.1	566.5	100.6	750.9	639.9	111.0	877.1	755.5	121.6
FINANCED BY:									
8 Shareholders Fund									
Share Capital	288.8	280.0	8.8	299.8	290.0	9.8	311.2	300.0	11.2
Share Premium Account	2.7	0.2	2.5	2.5	—	2.5	2.5	—	2.5
Reserves: Capital	5.8	1.5	4.3	4.5	—	4.5	4.2	—	4.2
Self-Insurance	31.0	31.0	—	—	—	—	—	—	—
Revenue	31.0	29.5	1.5	92.7	85.6	7.1	136.2	132.7	3.5
Other	0.4	—	0.4	1.6	1.1	0.5	9.6	3.2	6.4
9 Borrowings etc. Repayable more than one year ahead									
Advances from other Group companies	3.9	—	3.9	1.9	—	1.9	0.8	—	0.8
Bank Loans	89.9	81.3	8.6	100.9	98.5	2.4	67.3	63.9	3.4
Other Loans	126.3	83.5	42.8	118.5	71.4	47.1	208.0	159.8	48.2
Hire Purchase Liabilities	13.9	—	13.9	11.7	—	11.7	16.2	—	16.2
10 Deferred Liabilities									
Taxation	68.3	58.7	9.6	109.1	92.2	16.9	113.6	94.9	18.7
Other	5.0	0.8	4.2	7.5	1.1	6.4	7.5	1.0	6.5
TOTAL LIABILITIES	667.1	566.5	100.6	750.9	639.9	111.0	877.1	755.5	121.6

(a) The requirement for UK airlines to submit financial statistics has changed. Please see the foreword to this chapter
(b) Cathay Pacific Airways

Table 3.6 cont'd

Total	1978		Total	1979		Total	1980		Total	1981	
	Public Sector	Private Sector		Public Sector	Private Sector		Public Sector	Private Sector (b)		Public Sector	Private Sector (b)
1 323.5	1 093.9	229.6	1 673.5	1 314.8	358.7	2 217.3	1 511.5	705.8	2 134.6	1 615.3	519.3
661.2	593.1	68.1	716.7	632.3	84.4	808.2	650.9	157.3	1 039.6	898.5	141.1
662.3	500.8	161.5	956.9	682.6	274.3	1 409.1	860.6	548.5	1 095.1	716.9	378.2
331.4	299.6	31.8	382.5	342.6	39.9	442.2	380.4	61.8	466.2	389.2	77.0
132.6	123.5	9.1	144.7	133.2	11.5	166.6	143.7	22.9	193.2	168.2	25.0
198.8	176.2	22.6	237.7	209.4	28.3	275.7	236.8	38.9	273.1	221.1	52.0
155.8	150.9	4.9	158.1	144.9	13.2	97.4	84.7	12.7	46.2	34.6	11.6
1.1	—	1.1	0.7	—	0.7	6.5	—	6.5	5.6	—	5.6
0.2	—	0.2	0.3	—	0.3	0.1	—	0.1	0.4	—	0.4
1.5	1.4	0.1	6.0	5.4	0.6	6.1	4.2	1.9	5.1	4.1	1.0
2.3	2.2	0.1	2.2	2.1	0.1	2.0	2.0	—	2.2	2.1	0.1
42.5	23.9	18.6	49.3	29.6	19.7	64.2	31.7	32.5	56.8	33.0	23.8
369.6	307.3	62.3	428.6	349.0	79.6	498.4	360.9	137.5	616.9	446.8	170.1
38.7	38.2	0.5	8.3	8.2	0.1	19.0	4.5	14.5	22.6	—	22.6
64.9	35.5	29.4	50.9	25.1	25.8	79.2	33.7	45.5	59.9	4.5	55.4
9.3	—	9.3	8.8	—	8.8	5.8	—	5.8	65.7	30.5	35.2
1.3	0.1	1.2	5.3	0.1	5.2	3.3	0.1	3.2	—	—	—
526.2	404.9	121.3	551.2	412.0	139.2	669.8	430.8	239.0	822.0	514.8	307.2
351.6	249.1	102.5	388.2	275.9	112.3	456.7	300.6	156.1	731.5	550.3	181.2
202.8	174.9	27.9	251.1	213.3	37.8	279.5	204.6	74.9	329.0	241.7	87.3
21.9	19.9	2.0	11.2	9.1	2.1	7.1	5.0	2.1	15.0	8.5	6.5
15.0	15.0	—	7.2	7.0	0.2	1.1	0.8	0.3	3.2	—	3.2
6.7	—	6.7	10.3	0.9	9.4	21.8	—	21.8	14.9	1.4	13.5
33.0	24.1	8.9	41.5	32.4	9.1	68.4	50.5	17.9	28.7	—	28.7
4.8	—	4.8	8.7	—	8.7	6.3	—	6.3	13.5	—	13.5
0.9	—	0.9	2.5	—	2.5	4.8	—	4.8	5.3	—	5.3
636.7	483.0	153.7	720.8	538.6	182.2	845.5	561.4	284.1	1 141.2	802.0	339.2
(110.5)	(78.1)	(32.4)	(169.6)	(126.6)	(43.0)	(175.7)	(130.6)	(45.1)	(319.1)	(287.1)	(32.0)
2.9	—	2.9	3.4	—	3.4	7.9	—	7.9	8.9	—	8.9
—	—	—	—	—	—	—	—	—	—	—	—
15.7	15.3	0.4	18.9	16.5	2.4	11.6	11.6	—	17.3	15.0	2.3
930.1	768.6	161.5	1 214.6	934.3	280.3	1 640.6	1 069.2	571.4	1 134.7	706.6	428.1
159.3	150.0	9.3	170.3	160.0	10.3	233.6	170.0	63.6	250.5	180.0	70.5
2.4	—	2.4	2.4	—	2.4	2.4	—	2.4	2.4	—	2.4
9.8	—	9.8	—	—	9.6	—	—	5.1	10.9	—	10.9
—	—	—	—	—	—	—	—	—	—	—	—
314.8	296.4	18.4	356.9	311.4	26.0	235.9	164.3	52.9	32.4	—	32.4
7.4	7.4	—	—	—	9.9	—	—	13.6	(479.9)	(486.7)	6.8
15.1	—	15.1	12.4	—	12.4	42.9	—	42.9	71.8	—	71.8
400.9	134.4	88.0	236.6	234.9	1.7	1 106.2	461.7	374.3	696.9	650.2	46.7
—	178.5	—	411.3	225.5	185.8	8.6	270.2	8.6	522.1	360.4	161.7
—	—	—	6.5	—	6.5	—	—	—	7.4	—	7.4
11.7	0.2	11.5	3.8	0.4	3.4	4.8	0.2	4.6	5.7	0.1	5.6
8.7	1.7	7.0	14.4	2.1	12.3	6.2	2.7	3.5	14.6	2.6	12.0
930.1	768.6	161.5	1 214.6	934.3	280.3	1 640.6	1 069.2	571.4	1 134.7	706.6	428.1

Table 3.7

Major United Kingdom Airlines

Individual Airline Profit and Loss Account 1981

		(£000)					
		(a) British Airways Combined	Air Bridge Carriers	Air Europe	Air UK	Britannia Airways	British Air Ferries British Caledonian Airways
REVENUES		31.3.82	31.12.81	31.3.82	31.12.81	31.12.81	31.12.81
1	Scheduled passenger (a) First class		—	—	—	—	38 626
	(b) Normal economy	1 589 058	—	—	33 924	—	102 249
	(c) Other scheduled service passengers		—	—	—	—	77 191
2	Scheduled Excess Baggage	18 855	—	—	74	—	4 978
3	Scheduled cargo and diplomatic bags	148 896	—	—	5 549	—	40 180
4	Scheduled and non-scheduled Mail	33 732	—	—	284	—	4 300
5	Non-scheduled flights (a) Inclusive tours		—	39 137	6 936	160 933	303
	(b) ABC Other than part-charter	75 174	—	—	—	—	—
	(c) Cargo		5 547	—	519	135	1 473
	(d) Other		—	—	344	5 153	10 115
6	Incidental Revenue	9 609	—	1 050	500	12 478	27
7	Total Operating Revenues	1 875 324	5 547	40 187	48 130	178 699	12 416
EXPENSES							
8	Flight crew salaries	84 447	333	1 521	3 203	9 059	942
9	Flight crew allowances and expenses	17 077	251	282	731	2 464	275
10	Cabin crew salaries (including training)	63 560	—	805	950	4 866	206
11	Cabin crew allowances and expenses	33 273	—	282	408	1 592	413
12	Aircraft fuel and oil	532 985	1 313	11 290	10 102	55 887	1 314
13	Flight equipment insurance and uninsured losses	4 476	83	452	376	1 018	318
14	Rental of flight equipment	26 143	274	661	3 978	10 834	982
15	Flight crew training (when not amortised)	9 307	73	117	280	341	—
16	Flight expenses other than items 8 to 15	—	83	183	118	—	63
17	Maintenance and overhaul (a) Fixed	176 564	331	77	3 328	9 519	3 597
	(b) Variable		881	3 133	5 249	2 932	—
18	Depreciation of aircraft fleet (including spares)	95 998	51	2 816	2 690	4 144	357
19	Depreciation of ground property and equipment	(b)	15	74	133	721	17
20	Amortisation of development and pre-operating costs	—	—	175	—	—	2
21	Flight crew training (when amortised)	—	—	—	—	—	128
22	Landing and departure fees	58 557	1 219	1 248	4 579	6 874	274
23	Aerodrome, En route, and other Navigation service charges	50 028	274	2 424	2 388	11 166	258
24	Handling charges and parking fees	53 401	—	3 382	4 718	10 030	300
25	Station costs	158 526	—	—	2 648	2 416	47
26	Passenger meals (a) Fixed	84 126	—	1 977	1 133	7 817	68
	(b) Variable		—	—	—	—	—
27	Passenger embarkation fees	42 156	—	—	3 081	11 879	100
28	Passenger insurance	4 093	—	—	142	796	—
29	Sales		24	—	272	103	266
30	Reservations	141 967	—	—	1 040	—	—
31	Advertising and promotion		6	48	150	153	42
32	Commission	133 119	25	—	2 751	—	850
33	General and administrative	42 312	289	2 265	2 143	4 237	90
34	Specific cargo costs	58 305	—	—	172	—	—
35	Other operating expenses	(993) (c)	—	3	1 000	—	114
36	Total Operating Expenses	1 869 427	5 525	33 215	57 763	158 848	11 023
37	Operating Profit (or Loss)	5 897	22	6 972	(9 633)	19 851	1 393
38	Profit or loss on disposal of fixed assets	6 925	—	(3)	35	(2)	34
39	Interest payable less receivable (net)	(106 160)	2	(1 579)	(1 442)	2 190	(189)
40	Direct subsidies from public funds	—	—	—	—	—	—
41	Other payments from public funds	—	—	—	—	—	—
42	Dividends receivable	12 541	—	—	—	—	—
43	Other non-operating items	(32 922)	—	—	—	(440)	(79)
44	Non-operating Items (Balance)	(119 616)	2	(1 582)	(1 407)	2 188	(595)
45	Profit or Loss (–) before Taxation	(113 719)	24	5 390	(11 040)	22 039	798

(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) Cost relating to surplus resources and adjustments on consolidation.

Table 3.7 cont'd

British Midland Airways	Cathay Pacific Airways	Dan-Air Services	Heavylift Cargo Airlines	Monarch Airlines	Orion Airways	Tradewinds Airways
31.12.81	31.12.81	31.12.81	30.9.81	30.11.81	30.11.81	30.9.81
—	27 977	—	—	—	—	—
36 658	60 266	20 522	—	—	—	—
—	171 129	—	—	—	—	—
—	3 441	37	—	—	—	—
527	54 764	602	—	—	—	—
—	2 657	2 033	—	—	—	—
—	193	106 259	—	51 404	33 501	—
—	—	—	—	—	—	—
—	375	—	4 634	—	—	17 688
1 211	—	17 706 }	62	—	—	—
5 964	8 570	5 318	—	2 647	1 364	463
44 360	329 372	152 477	4 696	54 051	34 865	18 151
2 123	13 120	8 832	246	3 057	1 355	788
813	6 854	1 079	196	290	314	583
461	5 972	2 736	—	1 208	706	—
—	5 391	1 159	—	376	627	—
9 569	97 049	45 859	1 415	22 735	11 784	7 961
384	1 283	819	97	278	359	237
2 222	6 059	3 717	673	4 377	143	608
166	1 547	211	20	348	137	43
78	1 018	462	23	—	550	413
3 759	—	58	—	—	—	92
3 533	31 764 }	4 969	812 }	6 288 }	3 207 }	1 716
1 236	16 262	3 668	44	1 269	—	708
223	2 158	520	9	53	24	65
—	1 041	459	—	—	—	—
—	—	—	49	—	—	128
—	12 181	6 982	129	2 301	1 532	529
9 039 }	3 892	8 898	95	3 098	2 188	544
—	10 948	12 365	225	3 312	2 280	1 248
2 106	11 130	2 733	—	652	—	149
884 }	6 445	814	—	—	—	—
—	13 744	4 780	—	2 298 }	2 147 }	—
3 317	92	9 875	—	38	2 845	—
111	579	569	—	192	—	—
278	—	1 137	—	125	—	—
988	17 180	701	—	—	—	—
543	5 709	379	27	—	—	22
2 132	20 505	2 352	182	195	—	89
2 613	16 575	25 702	417	1 674	1 427	2 837
598	5 397	—	9	—	—	191
—	1 700	—	—	1 342	—	362
47 176	315 595	151 835	4 668	55 506	31 625	19 313
(2 816)	13 777	642	28	(1 455)	3 240	(1 162)
—	1 935	160	—	1 233	—	9
(820)	(5 903)	(1 529)	(6)	976	672	(1 056)
—	—	—	—	—	—	—
—	—	—	—	—	—	—
—	3 736	—	—	—	—	—
—	—	484	—	—	—	—
(820)	(232)	(885)	(6)	2 209	672	(1 047)
(3 636)	13 545	(243)	22	754	3 912	(2 209)

Table 3.8

Major United Kingdom Airlines Individual Appropriation Accounts 1981

	<i>(£000)</i>						
	British Airways Combined	Air Bridge Carriers	Air Europe	Air UK	Britannia Airways	British Air Ferries	British Caledonian Airways
Financial Year Ending	31.3.82	31.12.81	31.3.82	31.12.81	31.12.81	31.12.81	31.10.81
1 Profit or loss before Taxation	(113 719)	24	5 390	(11 040)	22 039	798	(8 021)
2 Taxation	(5 378)	—	(1 349)	—	828	(503)	(240)
3 Profit or loss after Taxation	(119 097)	24	4 041	(11 040)	22 867	295	(8 261)
4 Exceptional Items and Prior year adjustments	(426 424)	—	—	4 888	—	(60)	—
5 Transfers from Reserves	669	—	—	—	16 582	—	8 261
6 Available for appropriation	(544 852)	24	4 041	(6 152)	39 449	235	—
7 Dividends	—	—	700	—	33 500	—	—
8 Transfer to Reserves	(544 852)	24	3 341	(6 152)	5 949	235	—

	British Midland Airways	Cathay Pacific Airways	Dän-Air Services	Heavylift Cargo Airlines	Monarch Airlines	Orion Airways	Tradewinds Airways
Financial Year Ending	31.12.81	31.12.81	31.12.81	30.9.81	30.11.81	30.11.81	30.9.81
1 Profit or loss before Taxation	(3 636)	13 545	(243)	22	754	3 912	(2 209)
2 Taxation	—	(1)	147	—	421	(2 075)	—
3 Profit or loss after Taxation	(3 636)	13 544	(96)	22	1 175	1 837	(2 209)
4 Exceptional Items and Prior year adjustments	1 480	836	—	—	—	—	(91)
5 Transfers from Reserves	(1 238)	—	—	—	—	—	—
6 Available for appropriation	(3 394)	14 380	(96)	22	1 175	1 837	(2 300)
7 Dividends	—	5 050	235	—	—	600	—
8 Transfer to Reserves	(3 394)	9 330	(331)	22	1 175	1 237	(2 300)

Table 3.9

Major United Kingdom Airlines
Individual Airlines Balance Sheet 1981

		(£000)				
		British Airways Combined	Air Bridge Carriers	Air Europe	Air UK	Britannia Airways
ASSETS EMPLOYED	Financial Year Ending	31.3.82	31.12.81	31.3.82	31.12.81	31.12.81
1	Operating Equipment and Property					
	Aircraft fleet (including spares)	1 615 329	2 032	14 238	9 013	53 205
	Less: Provisions for amortisation and depreciation	898 467	694	2 276	6 967	19 822
	Aircraft fleet after depreciation	716 862	1 338	11 962	2 046	33 383
	Property and other: equipment	389 240	213	379	1 997	6 170
	Less: Provisions for amortisation and depreciation	168 175	68	133	1 025	2 412
	Property after depreciation	221 065	145	246	972	3 758
	Payments on account of aircraft under construction	34 621	—	—	—	—
2	Interests in Group Companies					
	Shares	—	—	—	—	—
	Advances and debts not currently receivable	—	—	—	—	—
3	Trade Investments					
	Shares	4 114	115	—	—	—
	Advances and debts not currently receivable	2 068	—	—	—	33
4	Current Assets					
	Stores and work in progress	33 049	—	—	408	2 702
	Debtors and prepayments	446 763	448	1 087	8 700	1 688
	Short term loans and deposits	—	—	—	—	—
	Bank balance and cash	4 462	312	8 346	210	1 337
	Group Companies advances and debts not currently receivable	30 549	—	5 185	11 403	17 047
	Other items	—	20	—	—	—
	Total Current Assets	514 823	780	14 618	20 721	22 774
5	Less Current Liabilities					
	Creditors and accruals	550 307	613	6 080	6 887	12 271
	Traffic revenue received in advance	241 721	—	2 781	2 166	—
	Taxation	8 527	—	—	47	3 929
	Dividends	—	—	700	—	—
	Bank Overdrafts	1 395	—	—	212	—
	Instalments of borrowings and hire purchase liabilities repayable within one year	—	210	—	—	1 345
	Group Companies advances and debts currently payable	—	843	3 308	4 500	—
	Other items	—	—	—	3 361	—
	Total Current Liabilities	801 950	1 666	12 869	17 173	17 545
	Total Net Current Assets	(287 127)	(886)	1 749	3 548	5 229
6	Unamortised Costs					
	Pre-Operational training and development	—	—	515	—	—
	Other items	—	—	—	—	—
7	Other Assets	15 028	—	1 250	—	—
	TOTAL ASSETS	706 631	712	15 722	6 566	42 403
FINANCED BY:						
8	Shareholders Fund					
	Share capital	180 000	192	10	22 500	115
	Share premium account	—	—	—	—	—
	Reserves: Capital	—	—	—	—	—
	Self-insurance	—	—	—	—	—
	Revenue	—	354	—	(15 934)	5 949
	Other	(486 660)	—	6 765	—	—
9	Borrowings etc (Repayable more than one year ahead)					
	Advances from other group Companies	—	—	240	—	28 000
	Bank loans	650 165	45	—	—	—
	Other loans	360 449	13	—	—	—
	Hire Purchase Liabilities	—	—	—	—	4 205
10	Deferred Liabilities					
	Taxation	96	—	1 349	—	—
	Other	2 581	108	7 358	—	4 134
	TOTAL LIABILITIES	706 631	712	15 722	6 566	42 403

Table 3.9 cont'd

British Air Ferries	British Caledonian Airways	British Midland Airways	Cathay Pacific Airways	Dan-Air Services	Heavylift Cargo Airlines
31.12.81	31.10.81	31.12.81	31.12.81	31.12.81	30.9.81
2 629	187 781	10 922	184 434	40 960	492
1 136	27 602	2 747	58 079	14 039	16
1 493	160 179	8 175	126 355	26 921	476
554	38 484	2 145	21 082	4 794	103
274	7 287	1 100	9 638	2 651	21
280	31 197	1 045	11 444	2 143	82
—	2 306	—	9 331	—	—
—	—	490	5 017	57	—
145	—	—	—	281	—
—	130	—	799	—	—
8	—	—	—	—	—
2 043	4 293	1 325	562	10 734	—
3 194	63 262	10 617	59 907	13 774	467
—	—	—	14 957	325	—
195	34 111	30	5 750	1 872	31
—	—	16	154	—	444
—	—	—	—	—	—
5 432	101 666	11 988	81 330	26 705	942
3 447	51 500	13 597	46 723	24 954	992
72	42 996	—	32 977	4 945	—
456	—	—	1 172	6	—
—	—	—	2 525	—	—
987	4 175	3 407	2 489	—	41
486	23 506	393	—	2 742	—
—	—	635	965	—	—
—	—	1 981	—	—	—
5 448	122 177	20 013	86 851	32 647	1 033
(16)	(20 511)	(8 025)	(5 521)	(5 942)	(91)
141	2 740	—	4 566	465	80
—	—	—	—	—	—
—	—	—	—	—	—
2 051	176 041	1 685	151 991	23 925	547
200	511	5 079	38 841	1 000	510
—	2 440	—	—	—	—
217	9 071	1 480	—	—	—
—	—	—	—	—	—
558	(8 229)	(4 874)	41 890	13 263	37
—	—	—	—	—	—
—	37 596	—	234	1 193	—
—	—	—	46 609	—	—
515	134 652	—	20 147	5 245	—
—	—	—	—	3 177	—
561	—	—	4 270	—	—
—	—	—	—	47	—
2 051	176 041	1 685	151 991	23 925	547

Table 3.9 cont'd

Major United Kingdom Airlines
Individual Airlines Balance Sheet 1981

		(£000)		
		Monarch Airlines	Onon Airways	Tradewinds Airways
ASSETS EMPLOYED		Financial Year Ending 30.11.81	30 11.81	30.9.81
1	Operating Equipment and Property			
	Aircraft fleet (including spares)	9 079	—	4 521
	Less: Provisions for amortisation and depreciation	6 029	—	1 680
	Aircraft fleet after depreciation	3 050	—	2 841
	Property and other equipment	394	352	313
	Less: Provisions for amortisation and depreciation	152	39	227
	Property after depreciation	242	313	86
	Payments on account of aircraft under construction	—	—	—
2	Interests in Group Companies			
	Shares	—	—	—
	Advances and debts not currently receivable	—	—	—
3	Trade Investments			
	Shares	—	—	—
	Advances and debts not currently receivable	—	45	—
4	Current Assets			
	Stores and work in progress	246	—	1 501
	Debtors and prepayments	3 868	603	2 484
	Short term loans and deposits	—	7 345	—
	Bank balance and cash	2 254	646	299
	Group Companies advances and debts not currently receivable	737	—	245
	Other items	—	—	—
	Total Current Assets	7 105	8 594	4 529
5	Less: Current Liabilities			
	Creditors and accruals	6 059	4 764	3 324
	Traffic revenue received in advance	793	565	—
	Taxation	—	872	—
	Dividends	—	—	—
	Bank Overdrafts	—	—	2 157
	Instalments of borrowings and hire purchase liabilities repayable within one year	—	—	—
	Group Companies advances and debts currently payable	993	2 239	—
	Other items	—	—	—
	Total Current Liabilities	7 845	8 440	5 481
	Total Net Current Assets	(740)	154	(952)
6	Unamortised Costs			
	Pre-Operational training and development	331	—	53
	Other items	—	—	—
7	Other Assets	1 059	—	—
	TOTAL ASSETS	3 942	512	2 028
FINANCED BY:				
8	Shareholders Fund			
	Share capital	100	100	1 360
	Share premium account	—	—	—
	Reserves: Capital	—	—	130
	Self-insurance	—	—	—
	Revenue	3 482	1 340	(5 426)
	Other	—	—	—
9	Borrowings etc (Repayable more than one year ahead)			
	Advances from other group Companies	—	—	4 518
	Bank loans	—	—	—
	Other loans	—	—	1 102
	Hire Purchase Liabilities	—	—	—
10	Deferred Liabilities			
	Taxation	360	(928)	—
	Other	—	—	344
	TOTAL LIABILITIES	3 942	512	2 028

Table 3.10**Total Scheduled and Non-scheduled Services (a) (b)****Operating and Traffic Statistics for the Financial Years of Reporting Airlines**

	Financial Year Ending	Aircraft – km (000)	Stage Flights	Aircraft Hours	(c) No. of Passengers Uplifted	Seat-km Available (000)	Seat-km used (000)	(c) Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)	Total (000)	Mail (000)	Tonne-km used	
												Cargo (000)	Passenger (000)
British Airways (including BA Helicopters and British Airtours)	31.3.82	264 516	257 319	444 351	17 090 770	61 995 221	41 784 975	189 785	7 553 076	4 787 897	150 085	894 861	3 742 944
Air Bridge Carriers	31.12.81	1 487	2 494	3 626	—	—	—	13 040	23 910	9 901	66	9 836	—
Air Europe	31.3.82	17 015	8 914	26 808	165 527	269 405	315 812	218	26 251	20 098	12	786	19 299
Air UK	31.12.81	16 932	48 827	53 052	1 027 890	785 212	497 263	9 431	79 146	45 393	264	2 930	42 198
Britannia Airways	31.12.81	65 185	35 631	103 858	3 893 429	8 492 644	7 162 695	114	723 899	609 243	125	564	608 553
British Air Ferries	31.12.81	6 168	12 774	18 637	51 902	332 858	158 415	2 293	32 442	14 726	147	1 951	12 628
British Caledonian Airways	31.10.81	54 752	44 499	86 564	2 248 875	9 479 597	5 393 239	61 759	1 401 358	822 664	10 631	314 053	497 980
British Midland Airways	31.12.81	11 294	29 201	31 179	1 080 274	961 677	554 049	4 850	130 924	60 150	50	16 765	43 336
Dan Air Services	31.12.81	42 679	52 416	88 013	3 051 623	4 805 329	3 996 908	8 152	390 959	324 474	1 627	1 166	321 681
Heavylift Cargo Airlines	30.9.81	942	542	2 285	—	—	—	2 970	32 041	11 526	—	11 526	—
Monarch Airlines	30.11.81	16 667	9 802	24 877	1 121 916	2 574 686	2 028 981	209	249 307	184 678	399	888	183 392
Orion Airways	30.11.81	13 535	7 764	21 566	836 602	1 760 520	1 517 567	—	166 306	121 287	—	—	121 287
Tradewinds Airways	30.9.81	5 251	2 029	7 350	—	—	—	22 720	220 416	136 007	—	—	136 007

(a) The requirement for UK airlines to submit financial statistics has changed. Please see the foreword to this chapter.

(b) Excludes Air Taxi operations and Cathay Pacific Airways.

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

Table 3.11**All Scheduled Services (a) (b)****Operating and Traffic Statistics for the Financial Years of Reporting Airlines**

	Financial Year Ending	Aircraft – km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km used (000)	Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)	Total (000)	Mail (000)	Tonne-km used	
												Cargo (000)	Passenger (000)
British Airways (including BA Helicopters and British Airtours)	31.3.82	234 711	190 416	373 282	15 289 396	58 031 326	38 615 879	184 999	7 161 207	4 506 980	150 056	880 040	3 476 879
Air Bridge Carriers	31.12.81	23	89	96	—	—	—	798	292	210	4	206	—
Air Europe	31.3.82	—	—	—	—	—	—	—	—	—	—	—	—
Air UK	31.12.81	13 502	44 379	46 179	870 708	521 557	278 849	9 220	53 708	26 092	258	2 149	23 684
Britannia Airways	31.12.81	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	31.12.81	154	233	488	—	—	—	671	829	444	—	444	—
British Caledonian Airways	31.10.81	49 100	40 450	77 057	1 903 972	8 985 790	4 971 281	52 939	1 306 532	751 124	10 631	278 796	461 698
British Midland Airways	31.12.81	8 687	28 073	27 404	1 055 821	643 633	369 377	3 258	58 297	29 998	50	1 074	28 874
Dan Air Services	31.12.81	7 237	20 283	21 476	584 594	474 979	276 516	1 511	40 320	24 457	28	944	23 485
Heavylift Cargo Airlines	30.9.81	—	—	—	—	—	—	—	—	—	—	—	—
Monarch Airlines	30.11.81	—	—	—	—	—	—	—	—	—	—	—	—
Orion Airways	30.11.81	—	—	—	—	—	—	—	—	—	—	—	—
Tradewinds Airways	30.9.81	—	—	—	—	—	—	—	—	—	—	—	—

(a) The requirement for UK airlines to submit financial statistics has changed. Please see the foreword to this chapter.

(b) Excludes Cathay Pacific Airways.

Table 3.12**All Non-scheduled Services (a) (b)****Operating and Traffic Statistics for the Financial Years of Reporting Airlines**

	Financial Year Ending	Aircraft – km (000)	Stage Flights	Aircraft Hours	(c) No. of Passengers Uplifted	Seat-km Available (000)	Seat-km used (000)	(c) Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)	Total (000)	Mail (000)	Tonne-km used	
												Cargo (000)	Passenger (000)
British Airways (including BA Helicopters and British Airtours)	31.3.82	29 805	66 903	71 069	1 801 374	3 963 895	3 169 096	4 786	391 869	280 917	29	14 821	266 065
Air Bridge Carriers	31.12.81	1 464	2 405	3 530	—	—	—	12 242	23 618	9 691	62	9 630	—
Air Europe	31.3.82	17 015	8 914	26 808	165 527	269 405	315 812	218	26 251	20 098	12	786	19 299
Air UK	31.12.81	3 430	4 448	6 873	157 182	263 655	218 414	211	25 438	19 301	6	781	18 514
Britannia Airways	31.12.81	65 185	35 631	103 858	3 893 429	8 492 644	7 162 695	114	723 899	609 243	125	564	608 553
British Air Ferries	31.12.81	6 014	12 541	18 149	51 902	332 858	158 415	1 622	31 613	14 282	147	1 507	12 628
British Caledonian Airways	31.10.81	5 652	4 049	9 507	344 903	493 807	421 958	8 820	94 826	71 540	—	35 257	36 282
British Midland Airways	31.12.81	2 607	1 128	3 775	24 453	318 044	184 672	1 592	72 627	30 152	—	15 691	14 462
Dan Air Services	31.12.81	35 442	32 133	66 537	2 467 029	4 330 350	3 720 392	6 641	350 639	300 017	1 599	222	298 196
Heavylift Cargo Airlines	30.9.81	942	542	2 285	—	—	—	2 970	32 041	11 526	—	11 526	—
Monarch Airlines	30.11.81	16 667	9 802	24 877	1 121 916	2 574 686	2 028 981	209	249 307	184 678	399	888	183 392
Orion Airways	30.11.81	13 535	7 764	21 566	836 602	1 760 520	1 517 567	—	166 306	121 287	—	—	121 287
Tradewinds Airways	30.9.81	5 251	2 029	7 350	—	—	—	22 720	220 416	136 007	—	—	136 007

(a) The requirement for UK airlines to submit financial statistics has changed. Please see the foreword to this chapter.

(b) Excludes Air Taxi operations.

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

Part 4

International Civil Aviation Statistics

World Airlines – Scheduled Services 1981

Table 4.1

	Stage flights		Passengers uplifted		Average passenger load		Passenger load factor %		Cargo tonne-km		Average cargo load		Tonne-km available		Tonne-km used		Weight load factor %	
	000s	Percentage change on 1980	millions	Percentage change on 1980	Percentage change on 1980		1981	1980	millions	Percentage change on 1980	tonnes	Percentage change on 1980	millions	Percentage change on 1980	millions	Percentage change on 1980	1981	1980
North American airlines																		
International services	333	3.1	31.9	1.9	151	0.0	63	63	3 857	1.7	5.81	0.7	24 340	0.1	13 515	1.9	56	55
Domestic services	4 502	-11.9	267.1	-6.4	86	1.2	.	.	5 158	-2.1	1.35	1.1	71 994	-3.9	36 767	-3.8	51	51
TOTAL	4 835	-11.0	299.0	-5.6	96	2.1	59	60	9 015	-0.5	2.00	4.7	96 334	-2.8	50 282	-2.3	52	52
European airlines (a)																		
International services	1 071	-2.7	72.1	3.2	127	8.6	63	60	8 383	5.2	5.86	10.6	41 577	0.5	25 404	4.3	61	59
Domestic services	1 113	-5.3	61.6	1.7	77	7.0	.	.	274	3.0	0.69	7.8	5 247	3.0	3 032	5.1	58	57
TOTAL	2 184	-4.0	133.7	1.0	116	8.4	63	61	8 657	5.1	4.72	9.8	46 824	0.8	28 436	4.4	61	59
United Kingdom airlines* (included in European)																		
International services	244	-5.1	18.0	-1.6	165	12.3	66	63	1 571	10.6	4.59	19.2	10 858	1.9	6 882	5.9	63	61
Domestic services	177	-19.5	6.5	-9.7	52	10.6	.	.	5	-28.6	0.12	0.0	405	-9.4	227	-5.4	56	54
TOTAL	421	-11.7	24.5	-3.9	151	13.5	66	63	1 576	10.5	4.02	20.0	11 263	1.5	7 109	5.5	63	61
Other airlines (b)																		
International services	769	-1.7	65.1	11.1	134	5.5	63	62	9 135	12.1	6.13	7.7	48 579	11.1	28 093	11.4	58	58
Domestic services	2 235	0.2	137.9	1.9	84	1.1	64	61	1 139	10.9	0.99	11.2	16 204	11.1	9 159	5.4	57	60
TOTAL	3 004	-0.3	203.0	4.7	112	5.7	64	61	10 274	12.0	3.90	9.9	64 783	11.1	37 252	9.8	58	58
Total world airlines (b)																		
International services	2 173	-1.3	169.1	6.1	135	6.3	64	62	21 374	7.7	5.99	8.1	114 496	5.2	67 012	7.0	59	58
Domestic services	7 850	-11.3	466.5	-3.2	85	2.4	64	62	6 571	-0.9	1.21	3.4	93 445	-1.7	48 958	-2.1	52	53
TOTAL	10 023	-6.5	635.7	-0.8	105	5.0	64	61	27 945	5.6	3.11	8.7	207 941	2.0	115 970	3.0	56	58
TOTAL including USSR			744.6	0.0			64	63	30 429	5.0	.		230 691	2.6	134 462	3.3	58	58
United Kingdom airlines percentage share of international services	11.2		10.6						7.4				9.5		10.3			

(a) Excluding USSR

(b) Excluding USSR, also China and other non-ICAO States

*Provisional or estimated Data

Source: International Civil Aviation Organisation

Traffic at Major World Airports 1981

(Airports which handled more than 7 million terminal passengers (a) shown in descending order)

Table 4.2

Location	Airport	Country	Air Transport Movements		Terminal Passengers (a)		International (a) Terminal Passengers		Cargo Tonnes (b)	
			000's	Percentage change on 1980	000's	Percentage change on 1980	000's	Percentage change on 1980	000's	Percentage change on 1980
Chicago	O'Hare	USA	554.5	-11.2	37 976	-14.5	2 750	-4.6	792.0	-2.9
Atlanta	Hartsfield	USA	523.1	-6.4	37 594	-6.4	1 126	35.8	329.4	-0.1
Los Angeles	International	USA	380.2	-7.4	32 723	-1.0	5 442	-3.7	697.7	-20.9
London	Heathrow	UK	247.1	-10.7	26 401	-3.9	22 536	-3.7	450.4	-3.4
New York	J. F. Kennedy	USA	228.0	-3.6	25 753	-3.9	12 650	2.9	1 191.5	1.8
Dallas	Fort Worth	USA	445.8	2.3	23 534	7.2	836	135.5	218.4	10.5
Denver	Stapleton	USA	379.3	1.4	22 602	8.4	288	28.0	135.9	15.2
Tokyo	Haneda	Japan	144.3	4.2	21 235	2.1	.	.	202.3	4.3
Miami	International	USA	265.0	-4.8	19 848	-3.2	7 983	-5.4	573.3	-1.3
San Francisco	International	USA	262.6	-11.4	19 848	-7.0	2 170	-18.1	318.0	-0.2
New York	La Guardia	USA	215.0	-4.3	18 146	3.9	—	.	36.8	15.0
Osaka	International	Japan	128.3	1.0	17 088	4.0	2 943	15.4	216.5	9.2
Paris	Orly	France	178.0	1.7	17 012	8.6	8 721	2.5	171.0	2.2
Frankfurt	Rhein-Main	W. Germany	207.0	-0.9	16 953	0.5	12 046	1.6	600.0	-0.9
Boston	Logan	USA	251.6	-2.6	14 828	0.7	2 017	-6.6	176.2	-2.1
Toronto	International	Canada	198.0	-0.1	14 512	5.9	.	.	.	.
Honolulu	International	USA	198.4	0.3	14 344	2.2	2 244	6.1	166.4	4.0
Washington	National	USA	193.5	-4.5	14 175	-0.8	—	.	20.1	-21.5
Mexico City	International	Mexico	132.6	.	12 780	.	3 650	.	132.0	.
Houston	International	USA	176.4	5.1	11 601	8.5	1 360	16.3	76.6	17.9
Paris	Charles de Gaulle	France	102.0	0.5	10 936	8.4	9 517	7.9	447.3	11.2
Rome	Fiumicino	Italy	134.6	-6.6	10 921	2.0	6 321	-2.8	134.5	-9.7
London	Gatwick	UK	125.1	1.3	10 730	10.6	9 717	12.1	132.5	10.4
St. Louis	International	USA	302.6	-8.9	10 255	24.6	53	43.0	27.4	-6.5
New York	Newark	USA	123.8	-1.5	10 182	10.4	453	-1.7	118.5	21.9
Pittsburgh	Greater Pittsburgh	USA	320.4	6.9	10 112	11.7	93	-3.1	28.3	.
Taipei	Chiangkai Shek	Taiwan	124.0	.	10 000	.	3 800	.	235.0	.
Madrid	Barajas	Spain	114.4	-7.5	9 961	1.8	4 290	4.5	151.0	4.8
Amsterdam	Schiphol	Netherlands	138.1	-4.0	9 669	2.9	9 570	3.0	329.7	3.7
Las Vegas	McCarran International	USA	183.1	-7.1	9 470	-8.1	262	6.5	9.5	-7.8
Seattle	International	USA	179.6	-2.4	9 125	-0.8	934	.	160.3	-1.1
Philadelphia	International	USA	255.6	1.2	9 009	-6.1	569	-6.9	93.3	-12.4
Detroit	Metropolitan	USA	158.7	-12.3	8 816	-10.8	278	-27.0	83.5	-8.1
Hong Kong	Kai Tak	Hong Kong	55.4	1.5	8 225	20.5	8 225	20.5	290.3	12.6
Sydney	Kingsford-Smith	Australia	102.1	-3.9	8 222	-2.4	2 364	-2.0	137.2	-1.2
Copenhagen	Kastrup	Denmark	134.3	-7.5	8 192	-4.5	6 521	-2.1	139.6	0.1
Minneapolis	International	USA	157.9	-2.1	7 976	-13.8	181	-34.9	114.0	17.3
Zurich	Kloten	Switzerland	120.7	1.9	7 973	4.5	7 537	4.2	162.0	3.4
Palma	Son San Juan	Spain	71.3	0.6	7 925	8.6	6 145	12.2	26.0	-9.1
Dusseldorf	Lohausen	W. Germany	83.6	-1.1	7 218	2.4	4 920	0.4	31.5	9.0
Tampa	International	USA	156.9	-1.5	7 083	-7.9	368	1.7	24.8	-9.5
Vancouver	Metropolitan	Canada	119.0	.	7 072	-1.9	.	.	.	.

(a) Terminal passengers carried on air transport flights (includes passengers in connecting transit)

(b) Cargo carried on air transport flights

Source: British Airports Authority

Size Structure of Airports in the Western World 1981

Table 4.3

Total Air Transport Movements (000's)

Location	Airport	Country or State	1981	1980	Percentage Change
Chicago	O'Hare	Illinois, USA	554.5	624.2	- 11.2
Atlanta	Hartsfield	Georgia, USA	523.1	559.0	- 6.4
Dallas - Fort Worth	Regional	Texas, USA	445.8	435.6	2.3
Los Angeles	International	California, USA	380.2	410.7	- 7.4
Denver	Stapleton	Colorado, USA	379.3	374.2	1.4
Pittsburgh	Metropolitan	Pennsylvania, USA	320.4	344.3	- 6.9
St. Louis	Lambert	Missouri, USA	302.6	329.9	- 8.3
Miami	International	Florida, USA	265.7	278.4	- 4.6
San Francisco	International	California, USA	262.6	296.5	- 11.4
Philadelphia	International	Pennsylvania, USA	255.6	252.5	1.2
Boston	Logan	Massachusetts, USA	251.6	258.2	- 2.6
London	Heathrow	United Kingdom	247.1	273.1	- 9.5

International Air Transport (000's)

London	Heathrow	United Kingdom	192.4	211.2	- 8.9
Frankfurt	Rhein-Main	West Germany	137.4	139.8	- 1.7
Amsterdam	Schipol	Netherlands	133.4	138.0	- 3.3
Zurich	Kloten	Switzerland	110.4	109.8	0.6
Copenhagen	Kastrup	Denmark	104.2	110.8	- 6.0
London	Gatwick	United Kingdom	92.7	90.3	2.7
Paris	Charles de Gaulle	France	89.2	90.0	- 0.9
Paris	Orly	France	86.7	93.5	- 7.3
Brussels	National	Belgium	81.4	85.7	- 5.0
New York	J. F. Kennedy	New York, USA	81.3	84.2	- 3.4
Rome	Fiumicino	Italy	77.6	87.9	- 11.7

Terminal Passengers (a) (000's)

Chicago	O'Hare	Illinois, USA	37 976	44 425	- 14.5
Atlanta	Hartsfield	Georgia, USA	37 594	40 180	- 6.4
Los Angeles	International	California, USA	32 723	33 038	- 1.0
London	Heathrow	United Kingdom	26 401	27 483	- 3.9
New York	J. F. Kennedy	New York, USA	25 753	26 796	- 3.9
Dallas	Fort Worth	Texas, USA	23 534	21 951	7.2
Denver	Stapleton	Colorado, USA	22 602	20 849	8.4
Tokyo	Haneda	Japan	21 235	20 809	2.1
Miami	International	Florida, USA	19 848	20 505	- 3.2
San Francisco	International	California, USA	19 848	21 338	- 7.0
New York	La Guardia	New York, USA	18 146	17 459	3.9
Osaka	International	Japan	17 088	16 434	4.0

Terminal Passengers (a) on International Flights (000's)

Location	Airport	Country or State	1981	1980	Percentage Change
London	Heathrow	United Kingdom	22 536	23 389	- 3.7
New York	J. F. Kennedy	New York, USA	12 650	13 029	- 2.9
Frankfurt	Rhein-Main	West Germany	12 046	11 856	1.6
London	Gatwick	United Kingdom	9 717	8 666	12.1
Amsterdam	Schipol	Netherlands	9 570	9 289	3.0
Paris	Charles de Gaulle	France	9 517	8 821	7.9
Paris	Orly	France	8 721	8 507	2.5
Hong Kong	Kai Tak	Hong Kong	8 225	6 829	20.4
Miami	International	Florida, USA	7 983	8 438	5.4
Zurich	Kloten	Switzerland	7 537	7 234	4.2
Singapore	International	Singapore	6 880	6 292	9.4
Copenhagen	Kastrup	Denmark	6 521	6 663	- 2.1

Cargo (b) (tonnes 000's)

New York	J. F. Kennedy	New York, USA	1 192	1 170	1.9
Chicago	O'Hare	Illinois, USA	792	816	- 2.9
Los Angeles	International	California, USA	698	882	- 20.9
Frankfurt	Rhein-Main	West Germany	600	605	- 0.8
Miami	International	Florida, USA	573	581	- 1.4
London	Heathrow	United Kingdom	450	466	- 3.4
Paris	Charles de Gaulle	France	447	402	11.2
Amsterdam	Schipol	Netherlands	330	318	3.8
Atlanta	Hartsfield	Georgia, USA	329	330	- 0.3
San Francisco	International	California, USA	318	319	- 0.3
Hong Kong	Kai Tak	Hong Kong	290	258	12.4
Taipei	Chiang Kai Shek	Taiwan	235	..	..

(a) Terminal passengers carried on air transport flights (includes passengers in connecting transit)

(b) Cargo carried on air transport flights

Source: British Airports Authority and International Civil Aviation Organisation

Major Western European Airports – Aircraft Movements, Passengers and Cargo 1981

Table 4.4

Location	Airport	Country	Total Aircraft Movements		Air Transport Movements		Terminal Passengers		International Passengers		Total Cargo	
			(000)	% change on 1980	(000)	% change on 1980	(000)	% change on 1980	(000)	% change on 1980	(000)	% change on 1980
Alicante	Alicante	Spain	21.0	..	17.3	-13.5	1 819	-10.5	1 218	-9.5	7.8	-2.5
Amsterdam	Schipol	Netherlands	176.6	-5.0	138.1	-4.0	9 669	2.6	9 570	3.0	329.7	3.7
Barcelona	Barcelona	Spain	77.1	-7.0	74.1	-7.4	5 540	-4.9	1 639	0.1	56.1	8.7
Belgrade	Surcin	Yugoslavia	..	..	36.2	-10.8	2 623	8.5	957	16.9	22.3	6.2
Berlin	Tegel	West Germany	53.1	-5.7	52.8	-5.0	4 415	-1.5	1 010	15.4	10.6	-6.2
Brussels	National	Belgium	104.0	-6.3	81.7	-4.9	5 061	-0.6	5 035	-1.0	156.6	-5.0
Copenhagen	Kastrup	Denmark	153.0	-5.9	134.3	-7.4	8 192	-4.5	6 521	-2.1	139.6	-10.7
Dublin	Dublin	Ireland	91.3	-0.9	41.7	1.2	2 729	5.8	2 615	5.4	37.4	-4.8
Dusseldorf	Lohausen	West Germany	87.1	-1.4	83.6	-1.1	7 218	2.4	4 920	0.4	31.5	-9.0
Frankfurt	Rhein-Main	West Germany	209.9	-5.6	207.0	-0.9	16 953	0.5	12 046	1.6	600.0	-0.9
Geneva	Cointrin	Switzerland	124.8	-0.8	68.5	-1.4	4 172	5.6	3 325	1.6	32.7	-5.5
Glasgow	Abbotsinch	Scotland	87.4	-2.0	49.3	-3.3	2 268	-3.1	915	15.7	12.4	-3.1
Hamburg	Fuhlsbittel	West Germany	65.8	-0.2	65.0	-1.7	4 311	-0.6	1 898	-2.2	28.2	-3.4
Helsinki	Helsinki	Finland	80.7	-7.8	55.3	1.5	3 458	6.2	1 972	4.6	27.6	-3.2
Istanbul	Yesilkoy	Turkey	40.6	1.3	35.9	0.9	2 418	24.8	1 610	23.5	23.0	26.4
Las Palmas	Las Palmas	Spain	38.7	-11.4	37.7	-11.5	3 884	2.6	2 114	12.8	34.5	-9.7
Lisbon	Portela de Sacavem	Portugal	45.1	-6.0	38.0	-3.8	2 941	5.1	2 210	6.7	46.2	-5.7
London	Gatwick	England	143.5	0.0	125.1	1.3	10 730	10.5	9 717	12.1	132.5	10.4
London	Heathrow	England	267.1	-9.3	247.1	-10.7	26 401	-3.9	22 536	-3.6	450.4	-3.9
London	Luton	England	57.9	0.4	27.2	3.4	1 968	-6.3	1 937	-2.9	14.3	8.3
Lyon	Satolas	France	55.7	1.1	48.9	4.9	2 615	4.8	1 015	8.8	13.4	-40.7
Madrid	Barajas	Spain	117.4	-7.0	114.4	7.5	9 961	-1.8	4 290	4.5	151.0	5.0
Manchester	Ringway	England	82.4	-1.3	60.9	3.6	4 723	9.3	3 678	16.1	28.8	18.5
Marseilles	Marignane	France	91.0	5.1	46.1	-0.6	3 666	-2.1	1 621	7.8	24.2	14.7
Milan	Linate	Italy	..	..	92.1	-4.9	6 531	4.5	4 025	0.3	93.5	-2.4
Munich	Reim	West Germany	98.7	-3.5	92.0	-1.7	5 655	-1.8	3 118	-3.8	28.9	-4.0
Nice	Cote d'Azur	France	69.0	2.7	51.3	4.3	3 214	9.8	1 156	4.3	11.0	1.8
Oslo	Fornebu	Norway	99.8	-1.9	65.8	1.8	4 256	2.5	2 100	-0.1	23.3	-13.1
Palma	Son San Juan	Spain	74.3	1.2	71.3	0.6	7 925	8.6	6 145	12.2	26.0	-9.1
Paris	Orly	France	184.7	0.4	178.0	1.7	17 012	8.6	8 721	2.5	171.0	2.2
Paris	Charles de Gaulle	France	104.6	-0.5	102.0	-0.5	10 936	8.4	9 517	7.9	447.3	11.2
Rome	Fiumicino	Italy	..	..	134.6	-6.6	10 921	2.0	6 321	-2.8	134.5	-9.7
Stockholm	Arlanda	Sweden	136.8	..	116.8	1.7	4 637	8.7	3 341	6.1	54.5	3.8
Stuttgart	Echterdingen	West Germany	54.4	-5.4	53.6	-5.0	2 517	-4.2	1 505	-1.0	16.8	-15.6
Vienna	Schwechat	Austria	81.6	-0.5	55.7	3.0	2 919	6.7	2 822	5.7	35.7	-2.5
Zagreb	Pleso	Yugoslavia	..	..	29.7	7.2	1 334	4.4	550	5.2	11.0	-5.2
Zurich	Kloten	Switzerland	163.4	1.4	120.7	1.9	7 973	4.5	7 537	-1.2	162.0	3.4

Sources: British Airports Authority and International Civil Airports Association

Indicators of the Changing Structure of Scheduled Air Traffic of ICAO Contracting States (a) 1972-1981

Table 4.5

Year	A V E R A G E S P E R A I R C R A F T											
	Stage Distance km			Speed km/hr			Payload Capacity tonnes			Weight Load Factor %		
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1972	751	1 478	583	591	665	555	16.3	20.4	14.0	48.7	51.0	46.8
1973	760	1 474	590	592	651	555	17.3	21.7	14.6	49.8	52.7	47.1
1974	769	1 474	595	590	651	559	18.1	23.1	15.0	51.3	53.1	49.5
1975	779	1 440	597	598	655	561	18.8	23.9	15.5	50.5	52.5	48.6
1976	789	1 498	607	603	662	570	19.3	25.2	15.6	51.8	53.5	50.1
1977	797	1 508	614	605	662	575	20.1	26.5	16.0	53.1	55.0	51.1
1978	818	1 539	629	608	667	576	20.5	27.4	16.1	56.3	57.6	54.8
1979	855	1 574	663	613	667	584	21.1	28.7	16.3	57.3	58.5	55.6
1980	863	1 629	664	619	673	589	22.0	30.4	16.7	55.3	57.6	52.7
1981	896	1 643	690	619	674	587	23.1	32.1	17.2	55.8	58.5	52.5

(a) Excluding USSR, also China and other States who were not members of ICAO at 31 December 1974
Source: International Civil Aviation Organisation

Indicators of the Changing Structure of Scheduled Air Traffic of UK Airlines 1973-1982

Year	A V E R A G E S P E R A I R C R A F T											
	Stage Distance km			Speed km/hr			Payload Capacity tonnes			Weight Load Factor %		
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1973	858	1 310	284	548	617	330	17.7	19.4	7.8	53.9	53.6	58.8
1974	816	1 175	300	529	594	328	18.5	20.4	7.9	55.1	54.9	57.8
1975	816	1 183	296	535	606	321	20.9	23.2	8.0	55.4	55.3	57.8
1976	825	1 218	299	545	615	336	21.9	24.4	8.3	56.4	56.5	54.7
1977	827	1 215	287	547	613	335	22.8	25.3	7.5	57.5	57.4	58.3
1978	843	1 264	283	559	631	333	23.4	26.0	7.6	60.2	60.3	58.1
1979	846	1 311	279	554	632	324	23.7	26.5	7.5	62.8	62.9	59.7
1980	872	1 365	287	557	637	325	25.6	28.7	7.8	60.0	60.3	54.0
1981	878	1 385	282	560	640	325	27.6	31.0	7.7	62.3	62.6	55.9
1982	801	1 298	279	541	633	316	27.3	31.4	7.5	61.7	62.0	56.2

Source: UK Airline Statistics

Part 5

Miscellaneous UK Statistics

Table 5.1.1

Accidents to Aircraft on the British Register

Operating Statistics and Accident Data:

Public Transport Passenger Carrying Services

of UK Operators (Fixed and Rotary Wing Aircraft over 2300 kgm MTWA)

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

A. Scheduled Passenger Services 1973-1982

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Revenue Seat used km (000 000)	Revenue Passengers Carried (000)	Notifiable Accidents		Passengers Killed	Crew Killed
						Total	Fatal		
1973	378.1	319.8	583.5	26 187	17 364	8	—	—	—
1974	356.5	290.0	532.1	25 397	16 396	5	—	—	—
1975	332.1	268.5	507.2	27 544	16 322	8	—	—	—
1976	347.1	283.0	520.2	31 078	17 470	3	1	54	9
1977	333.0	273.6	498.2	31 642	16 727	1	—	—	—
1978	382.4	315.4	573.6	39 292	19 886	3	—	—	—
1979	402.6	341.1	612.5	45 406	21 235	2	—	—	—
1980	416.3	362.7	649.9	49 419	21 886	4	—	—	—
1981	390.2	335.4	602.7	50 647	21 219	6	—	—	—
1982	390.2	310.0	571.3	44 123	20 350	2	—	—	—

B. Non-Scheduled Passenger Services 1973-1982

1973	143.5	181.1	302.7	19 654	10 910	3	1	100	4
1974	157.5	155.0	294.9	15 245	8 584	7	—	—	—
1975	167.3	164.0	291.2	16 664	9 590	1	—	—	—
1976	181.7	168.2	314.7	17 429	9 745	7	1	1	—
1977	222.8	180.7	348.8	19 990	11 050	6	—	—	—
1978	265.9	185.8	374.6	19 465	11 835	4	—	—	—
1979	277.8	198.4	397.1	20 601	12 392	4	1	15	2
1980	308.4	210.7	427.8	22 154	12 911	4	1	138	8
1981	325.4	211.8	424.2	23 024	13 464	3	2	12	2
1982	345.1	223.1	444.9	23 459	14 642	2	1	2	4

C. All Passenger Services 1973-1982 (This table is the total of Tables A and B)

1973	521.6	500.9	886.2	45 841	28 274	11	1	100	4
1974	514.0	445.0	818.0	40 642	24 980	12	—	—	—
1975	499.4	432.5	798.4	44 208	25 912	9	—	—	—
1976	528.8	451.2	834.9	48 507	27 215	10	2	55	9
1977	555.8	454.3	847.0	51 632	27 777	7	—	—	—
1978	648.3	501.2	948.2	58 757	31 721	7	—	—	—
1979	680.4	539.5	1 009.7	66 007	33 627	6	1	15	2
1980	724.7	573.4	1 077.7	71 573	34 797	8	1	138	8
1981	715.6	547.2	1 026.9	73 671	34 683	9	2	12	2
1982	735.3	523.1	1 016.2	67 582	34 992	4	1	2	4

Excludes statistics of Air Taxi Operators

Accidents to Aircraft on the British Register

Table 5.1.2

Operating Statistics and Accident Data:

All Public Transport Services (Passenger and Freight)

of UK Operators (Fixed and Rotary Wing Aircraft over 2300 kgm MTWA)

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

A. Scheduled Services 1973-1982

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Notifiable Total	Accidents Fatal
1973	391.4	335.8	613.2	8	—
1974	380.2	310.3	586.1	5	—
1975	350.9	286.4	535.7	8	—
1976	364.8	301.0	552.2	3	1
1977	351.2	292.4	533.7	1	—
1978	397.9	332.7	602.1	5	—
1979	414.4	355.8	638.0	2	—
1980	424.9	373.2	669.8	4	—
1981	398.5	347.9	621.3	7	1
1982	396.5	313.1	579.6	4	—

B. Non-Scheduled Services 1973-1982

1973	169.3	210.9	365.9	4	1
1974	171.6	177.4	328.5	9	—
1975	185.8	195.4	360.1	1	—
1976	206.8	204.2	392.5	8	1
1977	239.1	217.7	431.1	9	2
1978	287.9	226.8	450.4	6	—
1979	301.7	236.9	465.9	5	1
1980	329.4	232.7	470.5	6	2
1981	338.7	226.3	451.8	3	2
1982	354.9	231.2	462.4	2	1

C. All Services 1973-1982 (This table is the total of Tables A and B)

1973	560.7	546.7	979.2	12	1
1974	551.8	487.7	914.6	14	—
1975	536.7	481.8	895.8	9	—
1976	571.6	505.2	944.7	11	2
1977	590.3	510.1	946.8	10	2
1978	685.8	559.5	1 052.5	11	—
1979	716.1	592.7	1 103.9	7	1
1980	754.3	605.9	1 140.3	10	2
1981	737.1	574.2	1 073.1	10	3
1982	751.5	544.2	1 042.0	6	1

Excludes statistics of Air Taxi Operators

Appendix A Definitions—UK Airport Statistics (a)

(a) There are some differences between the definitions used in Appendix A (UK Airport Statistics), and those used in Appendix B (UK Airline Statistics). These arise mainly because UK airlines are not asked to report non-revenue passengers or non-revenue cargo.

MOVEMENTS

Aircraft movement	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
Air transport movements	are landings or take-offs of aircraft engaged on the transport of passengers or cargo on commercial terms. All scheduled service movements, whether loaded, empty or positioning; charter movements transporting passengers or cargo and air taxi movements are included. For the purpose of these statistics where flights are operated on a sub-charter basis the operator is identified according to the flight number.
Empty charter positioning movements	are movements by chartered aircraft moving into position for transport flights or returning to base after such flights, including empty air taxi movements.
Other commercial movements	are miscellaneous non air transport movements (eg commercial delivery or ferrying empty aircraft and local flights for the Press, survey companies or farmers).
Local pleasure movements	are commercial flights purely for public entertainment purposes ie air experience flights, joy flights at air displays.
Test and training movements	are movements for the purpose of testing aircraft or airport facilities, or for training flying crew or ground personnel. Also included in this category are demonstration flights by makers or sellers of aircraft and aviation equipment. Aero-club instructional flights are not included in this category.
Other non-Commercial movements	are non-revenue earning movements by air transport operators or manufacturers for the sole purpose of moving their own aircraft, personnel or stores from one place to another, and air transport flights forced to return to base by bad weather, engine failure or other causes.
Private movements	are movements for purely non-commercial purposes by private owners or other private aircraft operators, excluding aero-clubs movements. (See below).
Aero-club movements	are movements operated by aero-club members for instruction or pleasure.
Official movements	are movements for official purposes by British or foreign civil Government Departments excluding air transport movements eg movements by aircraft of the Queen's Flight.
Military movements	are movements exclusively for military purposes utilising military aircraft. Military movements at military airfields are not included in these statistics.

PASSENGERS

Passengers	All revenue and non-revenue passengers on air transport movement flights.
A terminal passenger	is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger, as is an interlining passenger.
A transit passenger	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

CARGO

Cargo	is the weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags, but excluding mail and passengers' and crews permitted baggage. When related to the activity at an airport it is usual to measure cargo as uplifted and set down. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage, diplomatic bags and passengers' and crews' permitted baggage.
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TYPES OF SERVICES

International Services	are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside.
Domestic services	are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.
Cabotage	here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands, other than domestic services. (For the purposes of these statistics cabotage is shown under International Services.)
Scheduled services	are those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.
Non-scheduled or charter services	include all air transport movements other than scheduled services.

Appendix B Definitions—UK Airline Statistics ^(a)

(a) There are some differences between the definitions used in Appendix A (UK Airport Statistics) and those used in Appendix B (UK Airline Statistics). These arise mainly because UK airlines are not asked to report non-revenue passengers, cargo, or flights.

CLASSES OF LICENCE

- Licence** means an air transport licence granted under Section 65 of the Civil Aviation Act 1982.
- Class 1** authorises scheduled service flights;
- Class 2** authorises the carriage of charter categories other than ITC's and sole use;
- Class 3** authorises inclusive tour charter flights;
- Class 4** authorises the carriage, on the same aircraft, of ITC's and other categories, other than sole use;
- Class 5** authorises substitute charter flights (except exempted operations) for other UK airlines using UK registered aircraft;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.
- NB** These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specifications for each class of licence is published in the Civil Aviation Authority Official Record Series 1.

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

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

The Authority in pursuance of its powers under paragraph (b) of Section 64 (2) of the said Act may also specify in an instrument published in its Official Record, Series II an exemption for a particular flight or series of flights.

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

TYPES OF SERVICE

- International services** are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands.
- Domestic services** are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.

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

MEASURES AND THEIR COMPUTATION

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

Aircraft accident	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.
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 the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.
Average daily utilisation per aircraft (hours)	This is the total number of aircraft hours flown (passenger and cargo) divided by the number of aircraft days available for the period in question.
Aircraft kilometres	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
All cargo services	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
Cargo (or mail) tonne-kilometres used	A metric tonne of revenue cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo and diplomatic bags carried on each stage flight by the stage distance. Mail tonne-kilometres used are computed in a similar way.

Cargo	The weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags but excluding passengers' and crews' permitted baggage and mail.
Cargo (or mail) tonnes uplifted	The number of tonnes of revenue cargo uplifted is obtained by counting each tonne of cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that journey.
Distance flown per passenger	The average distance flown per passenger is computed by dividing the seat kilometres used by the number of passengers carried.
Passenger load factor	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
Passenger tonne kilometres used	A metric tonne of revenue passengers carried one kilometre. Passenger tonne-kilometres equal the sum of the products obtained by multiplying the weight of passengers uplifted on each stage flight by the stage distance.
Passengers uplifted	The number of passengers uplifted is obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight.
Payload capacity	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
Payload carried	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
Revenue passengers	Those who pay 25% or more of the normal applicable fare.
Seat-kilometres available	A seat-kilometre is available when a seat is flown one kilometre. Seat-kilometres available are equal to the sum of the products obtained by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations.
Seat kilometres used	A seat-kilometre is used when a revenue passenger is carried one kilometre. Calculation of seat-kilometres used equals the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance. The resultant figure is equal to the number of kilometres travelled by all revenue passengers.
Stage flight	Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).
Stage flights average distance	This is computed by dividing the aircraft kilometres flown by the related number of stage flights.
Tonne	1000 kilogrammes.
Tonne-kilometres available	A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.
Tonne-kilometres used	A metric tonne of revenue load carried one kilometre. Tonne-kilometres used equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
Tonnes available	The capacity of the aircraft for the carriage of payload measured in tonnes.
Weight load factor	Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.

Appendix C Definitions — UK Airline Financial Results

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

A PROFIT AND LOSS ACCOUNT (1975-1979)

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

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

EXPENSES

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

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

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

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

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

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

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

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

- 19 *Amortisation of development and pre-operating costs* This item includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 20 *Flight crew training (when amortised)* Includes charges for the training of flight crew when separately identifiable, and amortised over two or more years (see also item 14).
- 21 (a) *Landing and departure fees* Includes, exclusively, fees levied against the airline for landings and departures of its aircraft.

(b) *Aerodrome en route and other navigation service charges.*
- 22 *Station and ground expenses other than heading 21* Includes such items as: housing, mooring, parking and picketing charges at all airports; pay; allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities, where separately assessed; representation and traffic handling fees charged by third parties for handling the air services of the airline; station stores charges, including local duties on equipment, transport, packing and materials, rental of stores, storekeeper's pay, allowances and expenses, etc.

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

When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.

- 23 *Passenger services* Includes:
 - (a) Pay, allowances and expenses of cabin attendants and passenger service personnel, including pensions, uniforms, insurance, etc; premiums for passenger liability insurance and passenger accident insurance paid by the airline; meals and accommodation, including costs of supplies and personal services furnished to passengers.
 - (b) Expenses of handling passengers incurred because of interrupted flights, including hotels, meals, taxi fares and other expenses items; costs of other services provided for passengers, such as pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit.
- 24 *Ticketing, sales and promotion* Includes items such as: pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities; accommodation costs; commissions on tickets sales; agency fees for outside services; advertising and publicity through various media and expenses related thereto.
- 25 *General and administrative* Includes expenses incurred in performing the general 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 9 to 16, 21, 22, 23 and 24 are included in the expense items to which they are related and not in this item 25.
- 26 *Other operating expenses* Includes operating expenses which cannot be assigned to headings 9 to 25.
- 27 *Total operating expenses* The sum of items 9 to 26.
- 28 *Operating result* The difference between heading 8 and 27.
- 29 *Profits/losses* On disposal of fixed assets.
- 30 *Interest payable less receivable (net)* Includes such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.

- 31 *Direct subsidies* From public funds.
- 32 *Other payments* From public funds: other payments made by Government bodies, not accounted for elsewhere.
- 33 *Dividends receivable* Includes dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 *Other non-operating items* Includes any items not appropriate for inclusion elsewhere.
- 35 *Non-operating items balance* The net balance of items 29 to 34.
- 36 *Profit and loss before taxation* The difference between item 28 and item 35.

B PROFIT AND LOSS ACCOUNT (1980-1981)

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

EXPENSES

- 8 *Flight crew salaries* Includes pay, pensions, insurance and crew uniform and equipment costs. Pay and related expenses of pursers, cabin attendants and passenger service personnel is not charged under this account, but included under 'Cabin crew salaries (incl training)' (item 10). Training costs are not included in this item (see 15 and 21), but the salaries of flight crew under training are included.
- 9 *Flight crew allowances and expenses* Includes expenses incurred by the airline in respect of meals, travelling and accommodation for flight crew. Similar expenses relating to pursers, cabin attendants and passenger service personnel are not charged under this account, but included under 'Cabin crew allowances and expenses' (item 11).

- 10 *Cabin crew salaries* Includes pay, pensions, uniforms, insurance and equipment.
- 11 *Cabin crew allowances* Includes expenses incurred in respect of meals, travelling and accommodation for cabin staff.
- 12 *Aircraft fuel and oil* Includes fuel, de-mineralised water and water methanol consumed. Non-refundable duties and taxes and fuel handling charges are included.
- 13 *Flight equipment insurance and uninsured losses* Includes: insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft. Passenger and cargo insurance is not included under this heading. Uninsured losses includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 14 *Rental of flight equipment* Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers, identifying the total amount of such payments separately by footnote.
- 15 *Flight crew training (when not amortised)* Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 21). The salaries of flight crew under training are included under 'Flight crew salaries' (item 8).
- 16 *Flight expenses other than items 8 to 15* Includes expenses pertaining to inflight operation and related standby time of aircraft, which are not classifiable under items 8 to 15 inclusive.
- 17 *Maintenance and overhaul* This item is subdivided into a & b fixed and variable costs to separate that proportion which is fixed over an accounting year from that which varies with the amount of flying undertaken. The fixed element will include the cost of any engineering bases operated by the airline, and any fixed contracts held with maintenance organisations.

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

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

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

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

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station costs' it is included under item 17.
- 18 *Depreciation of aircraft fleet including spares* The historic cost depreciation appropriate to the year.
- 19 *Depreciation of ground property and equipment* The historic cost depreciation appropriate to the year.
- 20 *Amortisation of development and pre-operating costs* This item includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.

- 21 *Flight crew training (when amortised)* Includes the cost of training flight crew, when separately identifiable, and amortised over two or more years (see also item 15). The salaries of flight crew while under training is classified under 'Flight crew salaries' (item 8).
- 22 *Landing and departure fees* Includes, exclusively, fees levied against the airline for landings and departures of its aircraft. Airport taxes and aircraft parking fees are not entered under this head, but aerodrome navigational charges are included.
- 23 *Aerodrome en route and other navigation service charges*
- 24 *Handling charges and parking fees* Includes all payments to outside bodies for representation and handling of aircraft or passengers at airports. Also includes housing, mooring and parking charges at airports.
- 25 *Station costs other than those included in headings 22 to 24* Includes such items as: pay, allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities where separately assessed; station stores charges, including transport, packing and materials, rental of stores, storekeepers' pay allowances and expenses, etc.
- Costs which can be specifically identified as being associated with cargo handling are excluded and incorporated in item 34 (Specific cargo costs).
- The cost of providing services to third parties is charged to this account.
- When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 17, it is reported in item 25.
- 26 *Passenger meals* (a) Fixed cost, (b) Variable cost. Includes the full cost of all meals and other personal services furnished to passengers as part of the fare. Meals, accommodation and other services provided for passengers in transit or affected by aircraft delays or cancellation are also included under this heading. The cost of transit desks should, however, be grouped with station costs. The cost of bar supplies *for sale* are excluded from this heading, and netted against revenue from this source and included under item 6 (Incidental revenue).
- Airlines which are able to split passenger meal costs between fixed and variable components are asked to do so. Fixed costs would include the cost of kitchens and catering staff, while variable costs consist of the passenger-related component, such as food ingredients. Meals bought from outside caterers on a 'per passenger' basis should be entered as a variable cost.
- 27 *Passenger embarkation fees* Includes embarkation/disembarkation fees and security charges levied by airport authorities on a 'per passenger' basis.
- 28 *Passenger insurance* Includes liability insurance paid by the airline. Cargo insurance should not be included under this heading.
- 29 *Sales* Includes items such as pay, allowances, accommodation costs etc. of all staff engaged in the sales function, including sales shops, sales costs at outstations and revenue accounting.
- 30 *Reservations* Includes pay, allowances, accommodation costs and any other costs related to the issuing of tickets and making of reservations, including space control functions.
- 31 *Advertising and promotion* This item includes both corporate and regional advertising and publicity through various media, including head office costs related thereto; the pay, expenses and accommodation of all staff engaged in promotion and publicity, and agency fees for outside services.
- 32 *Commission* Commission paid on passenger ticket sales is shown net of commission received from sale of tickets on behalf of other carriers. Freight commission is included under heading 34 (Specific cargo costs).
- 33 *General and administrative* Includes expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.

Note: Overhead costs directly related to operating expense items 8 to 17, and 24 to 30 should be included in the expense items to which they are related and not in item 33

- 34 *Specific cargo costs* Includes any costs specifically attributed to the carriage of cargo, including insurance premiums against liability to consignors, commissions paid (less commissions received) on cargo sales, and directly attributable handling and marketing costs. No allowance should be made for an allocation of general flight-related costs to the specific cargo costs heading.
- 35 *Other operating expenses* Includes operating expenses which cannot be assigned to headings 8 to 34.
- 36 *Total operating expenses* The sum of items 8 to 35.
- 37 *Operating profit (or loss)* The difference between heading 7 and 36.
- 38 *Profit or loss on disposal of fixed assets.*
- 39 *Interest payable less receivable (net)* Includes all such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 40 *Direct subsidies from public funds.*
- 41 *Other payments from public funds* Other payments made by Government bodies, not accounted for elsewhere.
- 42 *Dividends receivable* Includes dividends from all sources, ie, other companies in the same group, associated companies, trade or other investments.
- 43 *Other non-operating items* Includes any items not appropriate for inclusion elsewhere.
- 44 *Non-operating items balance* The net balance of items 38 to 43.
- 45 *Profit or loss before taxation* The difference between item 37 and item 44.