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Civil Aviation Authority



CAA Monthly Statistics
(up to and including June 1980)

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Foreword

1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.

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
a.t-km	=	available tonne-kilometres
xx	=	not supplied

A.T. Movements = Air Transport Movements

- 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 Monthly Statistics*.
Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

Civil Aviation Authority
Room T415
CAA House Tel. 01 379 7311 Ext. 2504 (Airline Statistics and General Enquiries)
45/59 Kingsway
London WC2B 6TE Ext. 2676 (Airport and Air Passenger Statistics)

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

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4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS 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.

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Civil Aviation Statistics—June 1980

ACTIVITY AT UK AIRPORTS

1 Air Transport Movements

During June 1980 UK airports handled 87 000 air transport movements (2.0 per cent growth when compared with the same month in the previous year); of which 5.5 per cent were all-cargo movements. The number of scheduled movements fell by 1.3 per cent whilst the number of charter movements rose by 10.2 per cent. The UK operators' share of scheduled movements rose marginally to stand at 78.3 per cent of the total and their share of charter movements rose by 2.6 percentage points to stand at 87.4 per cent of the total.

1.1 Air Transport Movements at London Area Airports

The London area airports handled 39 000 air transport movements (a growth of 0.3 per cent when compared with June 1979); of which 5.2 per cent were all-cargo movements. Gatwick reported the greatest increase in movements handled (888 additional movements; 7.9 per cent growth). Luton reported 268 additional movements (10.8 per cent growth). Southend reported the heaviest fall in movements handled (529 fewer movements; 35.7 per cent decline) followed by Heathrow with 273 fewer movements (1.1 per cent decline) and Stansted with 227 fewer movements (43.6 per cent decline).

1.2 Air Transport Movements outside the London Area

UK airports outside the London area handled 47 000 air transport movements (3.4 per cent growth when compared with June 1979); of which 5.7 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (1 354 additional movements; 27.7 per cent growth) followed by Manchester with 639 additional movements (12.7 per cent growth) and Belfast with 390 additional movements (17.6 per cent growth). Birmingham reported the heaviest fall in movements handled (173 fewer movements; 5.6 per cent decline) followed by Humberside with 172 fewer movements (33.1 per cent decline) and Norwich with 166 fewer movements (15.0 per cent decline).

2 Terminal Passengers

5.6 million terminal passengers used UK airports during June 1980 (0.7 per cent growth when compared with the same month in the previous year). The number of scheduled passengers fell by 2.9 per cent whilst the number of charter passengers rose by 10.1 per cent. The UK operators' share of scheduled passengers rose by 1.2 percentage points to stand at 65.5 per cent of the total and their share of charter passengers rose by 4.0

percentage points to stand at 78.6 per cent of the total.

2.1 Terminal Passengers at London Area Airports

The London area airports handled 3.8 million terminal passengers (0.2 per cent growth when compared with June 1979). Only Gatwick reported an increase in the number of passengers handled (138 412 additional passengers; 15.5 per cent growth). Heathrow reported the heaviest fall in the number of passengers handled (113 391 fewer passengers; 4.3 per cent decline) followed by Southend with 6 840 fewer passengers (32.4 per cent decline), Stansted with 6 132 fewer passengers (19.6 per cent decline) and Luton with 5 238 fewer passengers (2.4 per cent decline).

2.2 Terminal Passengers outside the London Area

Outside the London area, UK airports handled 1.8 million terminal passengers (1.8 per cent growth when compared with June 1979). Manchester reported the greatest increase in passengers handled (67 754 additional passengers; 16.9 per cent growth) followed by Aberdeen with 12 922 additional passengers (11.3 per cent growth) and East Midlands with 11 099 additional passengers (17.1 per cent growth). Edinburgh reported the heaviest fall in the number of passengers handled (15 893 fewer passengers; 12.8 per cent decline) followed by Isle of Man with 13 374 fewer passengers (25.9 per cent decline) and Liverpool with 11 847 fewer passengers (21.4 per cent decline).

2.3 International Terminal Passengers

4.3 million terminal passengers used international services during June 1980 (2.4 per cent growth when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA (carrying 22.5 per cent of all international scheduled passengers) followed by those to France (carrying 10.0 per cent) and those to West Germany (carrying 8.5 per cent). The most heavily used international charter services were those to Spain (carrying 33.7 per cent of all international charter passengers) followed by those to Greece (carrying 12.4 per cent) and those to Italy (carrying 11.1 per cent).

3 Cargo

UK airports handled 60 000 tonnes of cargo during June 1980 (a fall of 7.2 per cent when compared with the same month in the previous year); of which 43.3 per cent were carried on all-cargo flights. The number of scheduled tonnes handled fell by 7.9 per cent and the number of charter tonnes fell by 3.8 per cent. The UK operators' share of scheduled tonnage rose by 1.8 percentage points to stand at 45.0 per cent of the total

whilst their share of chartertonnage fell by 6.0 percentage points to stand at 86.2 per cent of the total.

3.1 Cargo at London Area Airports

49 000 tonnes of cargo were handled by the London area airports (6.2 per cent decline when compared with June 1979) of which 38.6 per cent was carried on all-cargo flights. Gatwick reported the greatest increase in tonnage handled (1 004 additional tonnes; 12.5 per cent growth) followed by Luton with 568 additional tonnes (more than one fold growth) and Southend with 60 additional tonnes (9.3 per cent growth). Heathrow reported 3 575 fewer tonnes (8.5 per cent decline) and Stansted reported 1 303 fewer tonnes (82.4 per cent decline).

3.2 Cargo outside the London Area

Outside the London area, UK airports handled 11 000 tonnes of cargo (11.6 per cent decline when compared with June 1979). Sumburgh reported the greatest increase in tonnage handled (110 additional tonnes; 56.7 per cent growth) followed by Aberdeen with 61 additional tonnes (9.9 per cent growth) and Newcastle with 36 additional tonnes (39.6 per cent growth). Liverpool reported the heaviest fall in tonnage handled (754 fewer tonnes; 31.3 per cent decline) followed by Glasgow with 366 fewer tonnes (23.8 per cent decline) and Prestwick with 138 fewer tonnes (8.0 per cent decline).

OUTPUT OF UK AIRLINES

The output of UK airlines for all services in June 1980 was 1 228 million available tonne-kilometres, an increase of 9.6 per cent on June 1979.

The scheduled service output of 894 million available tonne-kilometres was 18.6 per cent higher than a year earlier. The overall load factor was 59.3 per cent, compared with 66.6 the previous year. Seat kilometres used were 62.6 per cent of those available. Seat factors on domestic and international scheduled services were 62.2 and 62.6 per cent respectively compared with 67.1 and 70.8 per cent a year earlier. The non-scheduled output of 334 million available tonne-kilometres was 8.7 per cent lower than in June 1979. Advance Booking and other Charters on Classes 2 and 4 licences and Inclusive Tour Charters on Class 3 licences accounted for 40.8 and 207.5 million available tonne-kilometres respectively compared with 16.6 and 164.9 a year earlier.

NOTE: Statistics of airport activity, passengers and cargo are derived from data supplied by airports. Airline statistics are based on data supplied by the airlines. Data from these two sources are not strictly comparable. There are small differences in timing and more significantly differences arise because airlines are not asked to report non-revenue passengers and cargo.

Part 1

UK Airlines—Operating and Traffic Statistics

Size of UK Airlines by Available Capacity

Year ended June 1980(a)

Table 1.1

	Output in available tonne – kilometres (000 000)	Percentage of all available tonne – kilometres
British Airways	7 896	60.59
British Caledonian Airways	1 044	8.01
Laker Airways	907	6.96
Britannia Airways	597	4.58
Dan-Air Services	431	3.31
British Cargo Airlines (b) (f)	324	2.49
Tradewinds Airways	293	2.25
British Midland Airways	291	2.23
British Airtours	268	2.06
Monarch Airlines	252	1.93
Air UK (c)	120	0.92
Air Europe	113	0.87
Scimitar Airlines	103	0.79
Transmeridian Air Cargo (f)	84	0.64
Pelican Air Transport	83	0.64
Air Transcontinental (d)	57	0.44
Orion Airways (e)	38	0.29
Redcoat Air Cargo	27	0.21
Air Bridge Carriers	25	0.19
British Airways Helicopters	13	0.10
Bristow Helicopters	11	0.08
Others (23 airlines)	55	0.42

(a) Excludes Air Taxi operators.

(b) Formerly I.A.S. Cargo Airlines.

(c) Amalgamation of Air Anglia and British Island Airways.

(d) Ceased operations November, 1979.

(e) Commenced operations April, 1980.

(f) Ceased operations March, 1980.

Main Output of UK Airlines(a) 1951-1979

Table 1.2

	Available tonne-km		
	Total (000 000)	Scheduled services (000 000)	Non-scheduled services (000 000)
1951	..	355	..
1952	..	395	..
1953	..	445	..
1954	..	464	..
1955	..	575	..
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
Year ended			
June 1979	12 350	8 409	3 941
June 1980	13 052	9 355	3 696
Latest year's growth (percentages)			
	5.7	11.3	-6.2
Mean rates of growth (percentages) to 1979			
20 years	..	10.1	..
10 years	7.8	7.7	8.0
5 years	9.6	10.4	8.1

(a) Excludes Air Taxi Operations.

Scheduled Services by UK Airlines

Table 1.3.1

All Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970		4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971		4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972		5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973		5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974		5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975		5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976		6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977		6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1978		8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.0	63.0
1979		8 841.3	5 549.8	178.7	1 070.2	4 300.7	62.8	71 591.1	47 084.7	65.8
1978	1st quarter	1 746.4	987.7	39.7	229.0	719.0	56.6	13 653.2	7 788.2	57.0
	2nd quarter	2 064.6	1 203.4	43.3	256.5	903.6	58.3	16 345.3	9 842.4	60.2
	3rd quarter	2 263.1	1 479.9	40.9	254.9	1 184.2	65.4	18 081.1	12 941.3	71.6
	4th quarter	2 020.7	1 201.0	49.4	248.1	903.4	59.4	16 090.6	9 869.6	61.3
1979	1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
	2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.1	11 938.7	64.8
	3rd quarter	2 523.5	1 715.4	43.5	287.3	1 384.6	68.0	20 537.6	15 183.4	73.9
	4th quarter	2 192.2	1 353.8	51.2	284.0	1 018.7	61.8	17 852.1	11 129.3	62.3
1980	1st quarter	2 116.1	1 242.8	43.1	272.1	927.5	58.7	17 227.5	10 251.0	59.5
	2nd quarter	2 523.2	1 457.8	41.7	300.7	1 115.5	57.8	20 698.4	12 462.5	60.2
1979	January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4
	February	589.2	330.9	13.2	77.2	240.5	56.2	4 674.3	2 627.1	56.2
	March	663.6	398.0	15.2	85.5	297.3	60.0	5 331.4	3 266.4	61.3
	April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
	May	796.3	464.5	15.0	94.4	355.1	58.3	6 478.1	3 897.5	60.2
	June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.5	4 310.4	70.5
1980	January	727.6	410.9	14.2	81.8	314.9	56.5	5 943.1	3 480.3	58.0
	February	659.9	377.4	14.0	90.8	272.5	57.2	5 363.9	3 013.8	56.2
	March	728.6	454.5	14.9	99.5	340.1	62.4	5 920.5	3 756.9	63.5
	April	771.9	444.0	13.7	94.5	335.8	62.9	6 268.2	3 739.5	59.7
	May	857.7	483.7	14.0	102.3	367.4	56.4	7 053.1	4 107.4	58.2
	June	893.6	530.1	14.0	103.9	412.3	59.3	7 377.1	4 615.6	62.6

Scheduled Services by UK Airlines

Table 1.3.2

International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970	3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971	4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977	6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978	7 714.8	4 651.3	170.3	977.2	3 503.8	60.3	60 234.8	37 996.9	63.1
1979	8 424.9	5 301.2	175.5	1 060.1	4 065.8	62.9	67 223.9	44 321.0	65.9
1978 1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979 1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 923.0	8 328.1	59.8
2nd quarter	2 160.6	1 341.4	42.8	272.4	1 026.2	62.1	17 249.1	11 191.2	64.9
3rd quarter	2 403.0	1 637.8	42.8	284.6	1 310.6	68.2	19 270.8	14 315.8	74.3
4th quarter	2 090.8	1 296.3	50.3	281.9	964.2	62.0	16 781.4	10 485.9	62.5
1980 1st quarter	2 016.5	1 190.8	42.4	270.5	878.0	59.1	16 171.2	9 661.0	59.7
2nd quarter	2 404.9	1 394.9	40.6	299.0	1 055.3	58.0	19 483.4	11 742.7	60.3
1979 January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.5	2 796.5	61.8
February	561.7	316.3	12.9	76.3	227.1	56.3	4 389.3	2 467.7	56.2
March	632.2	379.7	14.9	84.5	280.2	60.1	5 005.1	3 063.9	61.2
April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.7	3 507.8	64.2
May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
June	716.1	478.7	14.8	91.9	372.0	66.8	5 711.7	4 042.9	70.8
1980 January	694.5	394.4	13.9	81.3	299.2	56.8	5 593.6	3 293.6	58.9
February	627.6	361.0	13.8	90.3	257.0	57.5	5 021.9	2 828.4	56.3
March	694.4	435.4	14.7	98.9	321.8	62.7	5 555.7	3 539.0	63.7
April	734.7	424.3	13.4	94.0	316.9	57.8	5 884.5	3 514.9	59.7
May	817.4	463.0	13.6	101.7	347.7	56.6	6 639.6	3 870.2	58.3
June	852.8	507.6	13.6	103.3	390.7	59.5	6 959.3	4 357.6	62.6

Scheduled Services by UK Airlines

Table 1.3.3

Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970	310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971	319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978	379.9	220.8	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1
1979	416.3	248.7	3.4	10.4	235.5	59.7	4 366.7	2 764.0	63.3
1978 1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979 1st quarter	83.6	46.2	0.9	2.7	42.8	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
3rd quarter	120.5	77.6	0.9	2.7	74.3	64.3	1 266.7	867.7	68.5
4th quarter	101.4	57.5	0.9	2.2	54.5	56.7	1 070.7	643.5	60.1
1980 1st quarter	99.7	52.0	0.9	1.7	49.5	52.2	1 056.3	590.0	55.9
2nd quarter	118.3	63.0	0.9	1.8	60.0	53.3	1 215.0	719.9	59.3
1979 January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9
February	27.5	14.6	0.3	0.9	13.4	53.1	285.0	159.4	55.9
March	31.4	18.3	0.3	0.9	17.1	58.3	326.2	202.6	62.1
April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
June	38.0	24.0	0.2	0.9	22.8	63.1	398.9	267.5	67.1
1980 January	33.1	16.5	0.3	0.5	15.7	49.9	349.5	186.7	53.4
February	32.3	16.3	0.3	0.6	15.5	50.5	342.0	185.5	54.2
March	34.3	19.2	0.3	0.6	18.3	55.9	364.8	217.8	59.7
April	37.2	19.7	0.3	0.5	18.8	52.8	383.7	224.6	58.5
May	40.3	20.7	0.3	0.6	19.7	51.4	413.5	237.2	57.4
June	40.8	22.6	0.3	0.7	21.5	54.8	417.8	258.1	62.2

Non-scheduled Passenger and Cargo Services by UK Airlines^(a)

Table 1.4.1

By Main Type of Service

	(b)		(c)		(c)		(c)	
	Total		Inclusive Tours		fare and advance booking		Other separate	
	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
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
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	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978	3 875.8	32.4	1 234.7	10.3	616.2	5.1	2 025.1	16.9
1979	3 907.9	30.7	1 546.2	12.1	352.3	2.8	2 009.4	15.8
1978 1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979 1st quarter	777.6	29.5	244.1	9.3	51.2	1.9	482.6	18.3
2nd quarter	1 053.9	31.7	429.9	12.9	94.4	2.8	529.4	15.9
3rd quarter	1 187.0	32.0	543.6	14.7	153.6	4.1	489.7	13.2
4th quarter	889.4	28.9	328.6	10.7	53.1	1.7	507.6	16.5
1980 1st quarter	697.1	24.8	287.2	10.2	29.9	1.1	380.0	13.5
2nd quarter	923.1	26.8	523.5	15.2	110.6	3.2	288.9	8.4
1979 January	249.6	29.3	77.8	9.1	20.9	2.5	150.9	17.7
February	234.7	28.5	76.0	9.2	11.8	1.4	146.9	17.8
March	293.5	30.7	90.3	9.4	18.5	1.9	184.8	19.3
April	311.3	30.2	114.7	11.1	28.7	2.8	167.9	16.3
May	375.1	32.0	150.3	12.8	33.3	2.8	191.5	16.3
June	367.5	32.8	164.9	14.7	32.4	2.9	170.2	15.2
1980 January	227.9	23.9	89.9	9.4	10.8	1.1	127.1	13.3
February	219.5	25.0	87.4	9.9	7.1	0.8	125.0	14.2
March	249.7	25.5	109.9	11.2	12.0	1.2	127.9	13.1
April	262.8	20.3	132.4	10.2	27.4	2.1	102.9	8.0
May	325.9	27.5	183.6	15.5	42.4	3.6	99.9	8.4
June	334.4	27.2	207.5	16.9	40.8	3.3	86.1	7.0

(a) Excludes Air Taxi operations.

(b) Class 3 licence operations only.

(c) Includes Inclusive Tours performed on Class 4 licences.

Non-scheduled Passenger Services by UK Airlines Table 1.4.2

Inclusive Tours Performed on Class 3 Licences only

		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)
1970		8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971		11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972		13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973		15 573.1	12 493.8	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	99 136	1 527	1 582
1977		12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	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		17 630.7	14 919.8	84.6	8 743.1	80 433	130 782	1 626	1 706
1978	1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
	2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
	3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
	4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979	1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
	2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 587	36 267	1 606	1 674
	3rd quarter	6 160.3	5 486.0	89.1	3 241.3	28 045	45 225	1 613	1 693
	4th quarter	3 730.3	3 009.3	80.7	1 660.6	16 072	27 782	1 729	1 812
1980	1st quarter	3 264.2	2 658.5	81.4	1 561.0	14 772	24 224	1 640	1 703
	2nd quarter	5 859.3	4 719.8	80.6	2 713.2	25 205	42 481	1 685	1 740
1979	January	902.7	720.4	79.8	422.1	4 391	6 918	1 575	1 707
	February	880.4	766.8	87.1	457.4	4 226	6 647	1 573	1 676
	March	1 042.5	926.5	88.9	565.7	5 112	7 943	1 554	1 638
	April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 566	1 641
	May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
	June	1 881.5	1 551.3	82.5	928.0	8 601	13 801	1 605	1 672
1980	January	1 020.8	748.2	73.3	432.6	4 501	7 516	1 670	1 730
	February	996.9	831.1	83.4	485.2	4 507	7 423	1 647	1 713
	March	1 246.5	1 079.2	86.6	643.2	5 764	9 285	1 611	1 678
	April	1 481.7	1 229.4	83.0	702.6	6 549	10 966	1 674	1 750
	May	2 056.4	1 601.9	77.9	925.7	8 791	14 795	1 683	1 730
	June	2 321.2	1 888.5	81.4	1 084.9	9 865	16 720	1 695	1 741

Non-scheduled Passenger Services by UK Airlines Table 1.4.3

Other Separate Fare and Advance Booking Charters (a) (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)
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
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	8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978	6 312.2	5 068.3	80.3	1 534.8	15 143	33 210	2 193	3 302
1979	3 732.5	2 871.9	76.9	1 068.5	10 935	20 787	1 901	2 688
1978 1st quarter	1 069.1	854.7	79.9	236.9	2 380	5 737	2 411	3 608
2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979 1st quarter	555.2	424.1	76.4	154.3	1 783	3 630	2 036	2 749
2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 613
3rd quarter	1 593.5	1 277.3	80.2	468.0	4 148	7 925	1 910	2 729
4th quarter	569.0	386.2	67.9	146.1	1 581	3 141	1 987	2 643
1980 1st quarter	340.2	269.3	79.2	130.9	1 570	2 657	1 692	2 057
2nd quarter	1 181.7	874.2	74.0	319.3	3 738	6 439	1 723	2 738
1979 January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934
February	132.1	94.9	71.8	34.8	416	898	2 159	2 727
March	200.9	159.9	79.6	61.8	677	1 307	1 931	2 587
April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
June	357.9	271.3	75.8	109.3	1 307	2 340	1 790	2 482
1980 January	121.5	89.3	73.5	39.3	501	886	1 768	2 272
February	81.8	66.6	81.4	35.2	435	682	1 568	1 892
March	136.9	113.4	82.8	56.4	634	1 089	1 718	2 011
April	296.4	213.2	71.9	85.2	1 042	1 727	1 657	2 502
May	448.7	335.5	74.8	109.7	1 283	2 295	1 789	3 058
June	436.6	325.5	74.6	124.4	1 413	2 417	1 711	2 617

(a) Includes Inclusive Tour operations on Class 4 licences.

(b) Advance Booking Charters commenced in April 1973.

2 All Scheduled Services June 1980

Table 1.5.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
Passenger Services															
British Airways	23 293	17 520	36 711	1 457 746	5 785 221	3 573 722	61.8	16 548	684 419	407 926	12 929	70 573	324 423	59.6	
British Airways Helicopters	26	422	140	9 929	767	606	78.9	10	59	54	—	1	54	91.0	
British Caledonian Airways	3 763	3 467	6 023	153 167	661 461	335 612	50.7	2 684	84 228	44 274	748	12 445	31 081	52.6	
Air Ecosse	73	356	258	2 189	1 039	449	43.2	10	85	38	1	1	37	45.0	
Air UK	1 629	5 717	5 710	117 734	73 130	36 917	50.5	664	7 086	3 342	15	192	3 136	47.2	
Aurigny Air Services	110	1 892	536	18 756	1 679	1 095	65.2	100	153	93	—	5	88	61.1	
British Midland Airways	1 008	3 105	3 172	127 547	77 037	44 336	57.6	193	6 814	3 521	2	61	3 458	51.7	
Brymon Airways	213	982	960	9 049	5 256	2 301	43.8	—	482	188	—	—	188	38.9	
Burnthills Aviation	7	61	46	103	28	12	42.2	—	2	1	—	—	1	42.1	
Cabair	15	42	53	146	119	52	43.5	—	12	4	—	—	4	31.6	
Dan-Air Services	808	2 246	2 415	68 355	53 414	30 433	57.0	94	4 535	2 639	—	54	2 585	58.2	
Express Air Services CI	89	206	298	7 561	5 133	3 444	67.1	—	448	260	—	—	260	57.9	
Guernsey Airlines	19	43	57	1 823	1 127	797	70.7	5	94	66	—	2	64	70.3	
Haywards Aviation	15	68	76	390	115	86	75.0	—	12	7	—	—	7	62.9	
Jersey European Airways	62	549	272	2 730	907	276	30.4	—	60	22	—	—	22	36.8	
Laker Airways	2 046	298	2 541	84 837	705 918	583 013	82.6	604	75 971	51 052	—	4 429	46 623	67.2	
Loganair	286	2 198	1 361	12 869	4 220	2 221	52.6	—	384	202	—	—	202	52.8	
Skyways Aviation	21	98	75	1 031	525	272	51.9	99	114	39	—	19	20	34.1	
TOTAL Passenger Services	33 483	39 270	60 704	2 075 962	7 377 097	4 615 642	62.6	21 012	864 958	513 727	13 695	87 781	412 250	59.4	
Cargo Services															
British Airways	1 054	455	1 249					2 725	22 861	13 707	106	13 600	—	60.0	
British Caledonian Airways	169	112	288					748	5 279	2 468	144	2 325	—	46.7	
Air Continental	47	60	156					17	28	13	—	13	—	46.4	
Air UK	65	275	259					652	301	148	15	134	—	49.2	
Air-Bridge Carriers	5	19	21					119	61	37	—	37	—	60.4	
Skyways Aviation	20	78	78					152	81	39	—	39	—	48.5	
TOTAL Cargo Services	1 360	999	2 050					4 414	28 611	16 413	264	16 148	—	57.4	
GRAND TOTAL	34 843	40 269	62 764	2 075 962	7 377 097	4 615 642	62.6	25 426	893 569	530 140	13 960	103 929	412 250	59.3	

International Scheduled Services June 1980

Table 1.5.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	21 171	12 297	31 369	1 119 387	5 549 466	3 422 858	61.7	15 490	661 078	394 645	12 819	70 242	311 584	59.7
British Caledonian Airways	3 312	1 921	4 850	97 326	622 148	313 449	50.4	2 462	80 185	42 365	700	12 385	29 281	52.8
Air UK	838	2 239	2 700	46 136	39 771	18 474	46.5	353	3 902	1 714	—	145	1 569	43.9
Aurigny Air Services	110	1 892	536	18 756	1 679	1 095	65.2	100	153	93	—	5	88	61.1
British Midland Airw.	119	290	382	7 139	8 697	3 023	34.8	38	681	252	—	16	236	36.9
Brymon Airways	36	170	159	743	684	203	29.6	—	58	17	—	—	17	28.7
Cabair	15	42	53	146	119	52	43.5	—	12	4	—	—	4	31.6
Dan-Air Services	416	799	1 080	23 129	28 963	14 660	50.6	50	2 459	1 276	—	31	1 245	51.9
Express Air Services CI	14	26	47	737	762	400	52.5	—	67	30	—	—	30	45.1
Jersey European Airways	62	549	272	2 730	907	276	30.4	—	60	22	—	—	22	36.8
Laker Airways	2 046	298	2 541	84 837	705 918	583 013	82.6	604	75 971	51 052	—	4 429	46 623	67.2
Skyways Aviation	13	72	49	311	162	58	36.0	99	73	23	—	19	4	31.4
TOTAL Passenger Services	28 153	20 595	44 037	1 401 377	6 959 275	4 357 561	62.6	19 196	824 698	491 492	13 519	87 271	390 702	59.6
Cargo Services														
British Airways	1 054	455	1 249					2 725	22 861	13 707	106	13 600	—	60.0
British Caledonian Airways	145	71	240					485	5 098	2 328	4	2 325	—	45.7
Air Continental	47	60	156					17	28	13	—	13	—	46.4
Air UK	4	8	14					17	18	8	—	8	—	44.8
								152	81	39	—	39	—	48.5
Skyways Aviation	20	78	78					3 396	28 085	16 096	110	15 985	—	57.3
TOTAL Cargo Services	1 270	672	1 737											
GRAND TOTAL	29 423	21 267	45 774	1 401 377	6 959 275	4 357 561	62.6	22 591	852 783	507 588	13 629	103 256	390 702	59.5

Domestic Scheduled Services June 1980

Table 1.5.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	2 122	5 223	5 342	338 359	235 755	150 863	64.0	1 059	23 341	13 280	110	332	12 839	56.9
British Airways Helicopters	26	422	140	9 929	767	606	78.9	10	59	54	—	1	54	91.0
British Caledonian Airways	451	1 546	1 173	55 841	39 314	22 163	56.4	222	4 043	1 909	48	60	1 801	47.2
Air Ecosse	73	356	258	2 189	1 039	449	43.2	10	85	38	1	1	37	45.0
Air UK	791	3 478	3 010	71 598	33 359	18 442	55.3	312	3 184	1 629	15	47	1 567	51.1
British Midland Airways	889	2 815	2 790	120 408	68 340	41 313	60.5	155	6 133	3 269	2	45	3 222	53.3
Brymon Airways	177	812	801	8 306	4 572	2 098	45.9	—	424	171	—	—	171	40.3
Burnthills Aviation	7	61	46	103	28	12	42.2	—	2	1	—	—	1	42.1
Dan-Air Services	392	1 447	1 335	45 226	24 451	15 773	64.5	44	2 077	1 363	—	23	1 340	65.6
Express Air Services CI	75	180	250	6 824	4 371	3 044	69.6	—	382	230	—	—	230	60.2
Guernsey Airlines	19	43	57	1 823	1 127	797	70.7	5	94	66	—	2	64	70.3
Haywards Aviation	15	68	76	390	115	86	75.0	—	12	7	—	—	7	62.9
Loganair	286	2 198	1 361	12 869	4 220	2 221	52.6	—	384	202	—	—	202	52.8
Skyways Aviation	8	26	26	720	363	214	58.9	1	42	16	—	—	16	38.8
TOTAL Passenger Services	5 330	18 675	16 667	674 585	417 822	258 081	61.8	1 817	40 261	22 234	176	510	21 548	55.2
Cargo Services														
British Caledonian Airways	23	41	48	—	—	—	—	263	182	140	140	—	—	77.2
Air UK	62	267	245	—	—	—	—	636	284	140	15	126	—	49.3
Air-Bridge Carriers	5	19	21	—	—	—	—	119	61	37	—	37	—	60.4
TOTAL Cargo Services	90	327	313	—	—	—	—	1 018	526	317	155	162	—	60.3
GRAND TOTAL	5 420	19 002	16 980	674 585	417 822	258 081	61.8	2 835	40 787	22 552	331	672	21 548	55.3

All Non-scheduled Services June 1980^(a)

Table 1.6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) (c) Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	144	82	430	9,874	33 292	23 266	69.9	79	3 238	2 081	3	100	1 978		64.3
British Airtours	2 123	1 054	3 221	128 456	346 924	272 128	78.4	—	31 798	23 066	—	—	23 066		72.5
British Airways Helicopters	524	3 818	2 624	37 540	10 202	5 591	54.8	273	1 095	487	—	43	444		44.5
British Caledonian Airways	725	486	1 230	38 164	63 591	49 357	77.6	786	11 732	8 609	—	4 362	4 247		73.4
Air Europe	1 325	692	2 139	78 241	172 199	149 373	86.7	—	16 293	11 950	—	—	11 950		73.3
Air UK	657	711	1 343	29 856	49 298	38 266	77.6	536	4 904	3 457	33	171	3 253		70.5
Air-Bridge Carriers	169	324	487	—	—	—	—	1 543	2 647	1 092	4	1 088	—		41.3
Alderney Air Ferries	19	160	98	944	171	114	66.8	—	15	9	—	—	9		60.2
Alidair	86	241	300	7 340	5 160	2 678	51.9	35	516	236	—	22	215		45.8
B.E.A.S.	80	3 723	531	18 521	880	398	45.2	57	80	37	—	1	36		46.3
Bristow Helicopters	608	4 329	3 598	38 521	10 312	5 971	57.9	189	875	577	—	40	537		65.9
Britannia Airways	5 924	3 323	9 444	353 029	776 118	626 225	80.7	—	66 386	53 225	—	—	53 225		80.2
British Air Ferries	232	516	811	1 434	9 461	4 490	47.5	142	980	414	38	18	359		42.3
British Caledonian Helicopters	2	6	12	49	18	12	66.7	—	5	2	—	1	1		40.0
British Midland Airways	579	212	757	1 955	57 758	25 593	44.3	—	16 199	6 689	—	4 697	1 992		41.3
Dan-Air Services	4 550	3 712	8 283	303 176	549 221	445 915	81.2	155	4 4069	35 758	21	19	35 718		81.1
Express Air Services CI	90	375	360	2 323	2 074	1 624	78.3	1 111	473	361	32	206	122		76.2
General Aviation Services	21	45	84	—	—	—	—	10	73	24	—	24	—		33.2
Guernsey Airlines	27	72	89	2 017	1 628	1 075	66.0	—	163	86	—	—	86		52.8
Invicta International Airlines	44	41	106	—	—	—	—	175	747	362	—	362	—		48.5
Jersey European Airways	5	25	17	—	100	90	89.5	—	8	7	—	—	7		89.0
Laker Airways	2 020	889	2 930	123 329	485 181	364 342	75.1	—	48 369	28 868	—	—	28 868		59.7
Loganair	549	1 648	2 074	12 148	7 038	4 394	62.4	14	666	410	—	12	398		61.6
Management Aviation	105	2 049	489	5 429	644	332	51.6	88	57	31	—	4	27		54.4
Monarch Airlines	1 932	1 128	2 985	128 237	302 135	238 570	79.0	—	29 509	21 573	—	—	21 573		73.1
North Scottish Helicopters	258	3 505	1 214	15 865	2 633	1 511	57.4	—	203	118	—	—	118		58.1
Orion Airways	1 044	638	1 696	66 478	135 698	116 661	86.0	—	12 839	9 328	—	—	9 328		72.7
Pelican Air Transport	245	76	327	—	—	—	—	1 271	10 275	7 114	—	7 114	—		69.2
Redcoat Air Cargo	125	57	274	—	—	—	—	200	2 193	968	—	968	—		44.1
Scimitar Airlines	147	49	207	—	—	—	—	—	5 786	3 900	—	3 900	—		67.4
Skyways Aviation	58	175	202	—	95	65	68.1	290	297	156	55	95	5		52.4
Southern Int-Air Transport	24	49	109	—	183	113	61.7	—	160	76	—	67	9		47.3
TAC Heavylift	61	35	157	—	—	—	—	516	2 060	703	—	703	—		34.1
Tradewinds Airways	470	165	646	—	—	—	—	1 839	19 724	11 667	—	11 667	—		59.2
TOTAL	24 971	34 410	49 271	1 402 926	3 022 015	2 378 153	78.7	9 318	334 433	233 441	186	35 684	197 571		69.8
Class 5 Licence TOTAL	65	35	99	3 297	8 444	6 118	72.5	..	717	519	—	—	519		72.4
TOTAL excludes 5 Licence	24 906	34 375	49 172	1 399 629	3 013 571	2 372 035	78.7	9 318	333 716	232 922	186	35 684	197 052		69.8

(a) Excludes Air Taxi operations

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

(c) Excludes cargo and mail uplifted on class 5 licences

International Non-scheduled Services June 1980^(a)

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) (c) Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	140	70	418	9 576	33 047	23 125	70.0	79	3 218	2 070	3	100	1 966	64.3
British Airtours	2 123	1 054	3 221	128 456	346 924	272 128	78.4	—	31 798	23 066	—	—	23 066	72.5
British Airways Helicopters	516	3 715	2 583	35 805	10 048	4 560	54.3	272	1 079	476	—	43	433	44.1
British Caledonian Airways	725	486	1 230	38 164	63 591	49 357	77.6	786	11 732	8 609	—	4 362	4 247	73.4
Air Europe	1 325	692	2 139	78 241	172 199	149 373	86.7	—	16 293	11 950	—	—	11 950	73.3
Air UK	609	588	1 173	29 278	49 023	38 067	77.7	353	4 678	3 358	1	122	3 236	71.8
Air-Bridge Carriers	119	177	320	—	—	—	—	790	1 884	741	—	741	—	39.4
Alidair	18	28	54	493	1 103	454	41.2	10	110	48	—	11	37	43.1
B.E.A.S.	80	3 723	531	18 521	880	398	45.2	57	80	37	—	1	36	46.3
Bristow Helicopters	608	4 329	3 598	38 521	10 312	5 971	57.9	189	875	577	—	40	537	65.9
Britannia Airways	5 924	3 323	9 444	353 029	776 118	626 225	80.7	—	66 386	53 225	—	—	53 225	80.2
British Air Ferries	208	423	723	564	9 090	4 190	46.1	4	885	353	—	18	335	41.2
British Caledonian Helicopters	2	6	12	49	18	12	66.7	—	5	2	—	1	1	40.0
British Midland Airways	567	194	728	1 955	56 862	25 092	44.1	—	16 122	6 651	—	4 697	1 954	41.3
Dan-Air Services	4 176	2 767	6 937	274 257	532 434	433 494	81.4	1	42 606	34 668	—	1	34 668	81.4
Express Air Services CI	5	10	16	342	240	178	74.2	10	28	19	—	6	13	67.9
General Aviation Services	17	38	67	—	—	—	—	5	59	21	—	21	—	36.2
Guernsey Airlines	17	44	56	1 805	1 046	770	73.6	—	105	62	—	—	62	58.9
Invicta International Airlines	44	41	106	—	—	—	—	175	747	362	—	362	—	48.5
Jersey European Airways	5	23	15	—	89	84	94.7	—	7	7	—	—	7	93.4
Laker Airways	2 020	889	2 930	123 329	485 181	364 342	75.1	—	48 369	28 868	—	—	28 868	59.7
Management Aviation	105	2 049	489	5 429	644	332	51.6	88	57	31	—	4	27	54.4
Monarch Airlines	1 932	1 128	2 985	128 237	302 135	238 570	79.0	—	29 509	21 573	—	—	21 573	73.1
North Scottish Helicopters	258	3 505	1 214	15 865	2 633	1 511	57.4	—	203	118	—	—	118	58.1
Orion Airways	1 044	638	1 696	66 478	135 698	116 661	86.0	—	12 839	9 328	—	—	9 328	72.7
Pelican Air Transport	245	76	327	—	—	—	—	1 271	10 275	7 114	—	7 114	—	69.2
Redcoat Air Cargo	125	57	274	—	—	—	—	200	2 193	968	—	968	—	44.1
Scimitar Airlines	147	49	207	—	—	—	—	—	5 786	3 900	—	3 900	—	67.4
Skyways Aviation	36	102	120	—	—	—	—	82	183	92	—	92	—	50.3
Southern Int-Air Transport	3	10	11	—	183	113	61.9	—	14	9	—	—	9	59.7
TAC Heavylift	61	35	157	—	—	—	—	516	2 060	703	—	703	—	34.1
Tradewinds Airways	470	165	646	—	—	—	—	1 839	19 724	11 667	—	11 667	—	59.2
TOTAL	23 673	30 434	44 425	1 348 394	2 989 497	2 355 907	78.8	6 735	329 879	230 673	4	34 974	195 696	69.9
Class 5 Licence Total	65	35	99	3 297	8 444	6 118	72.5	..	717	519	—	—	619	72.4
TOTAL Excludes 5 Licence	23 608	30 399	44 326	1 345 097	2 981 053	2 349 789	78.8	6 735	329 162	230 154	4	34 974	195 177	69.9

(a) Excludes Air Taxi Operations

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

(c) Excludes cargo and mail uplifted on Class 5 licences

Domestic Non-scheduled Services June 1980^(a)

Table 1.6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) (c) Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	4	12	12	298	246	141	57.5	—	20	12	—	—	12	68.2
British Airways Helicopters	8	103	41	1 735	154	131	85.1	—	16	11	—	—	11	68.8
Air UK	49	123	170	578	276	199	72.1	182	225	99	33	50	17	44.0
Air-Bridge Carriers	49	147	168	—	—	—	—	753	763	351	4	347	—	45.9
Alderney Air Ferries	19	160	98	944	171	114	66.8	—	15	9	—	—	9	60.2
Alldair	68	213	245	6 847	4 056	2 223	54.8	25	406	189	—	11	178	46.5
British Air Ferries	24	93	88	870	371	300	80.9	138	125	62	38	—	24	49.5
British Midland Airways	12	18	29	—	897	501	55.9	—	78	38	—	—	38	48.5
Dan-Air Services	374	945	1 347	28 919	16 787	12 421	74.0	154	1 463	1 090	21	18	1 051	74.5
Express Air Services CI	85	365	344	1 981	1 834	1 446	78.9	1 101	445	341	32	200	109	76.6
General Aviation Services	4	7	16	—	—	—	—	5	14	3	—	3	—	20.1
Guernsey Airlines	10	28	33	212	582	305	52.4	—	58	24	—	—	24	42.0
Jersey European Airways	1	2	3	—	11	5	46.9	—	1	—	—	—	—	50.0
Loganair	549	1 648	2 074	12 148	7 038	4 394	62.4	14	666	410	—	12	398	61.6
Skyways Aviation	22	73	82	—	95	65	68.1	207	115	64	55	3	5	55.7
Southern Int-Air Transport	22	39	98	—	—	—	—	—	145	67	—	67	—	46.1
TOTAL	1 298	3 976	4 846	54 532	32 518	22 247	68.4	2 582	4 554	2 769	183	711	1 876	60.8
Class 5 Licence TOTAL	—	—	—	—	—	—	—	..	—	—	—	—	—	—
TOTAL Excludes 5 Licence	1 298	3 976	4 846	54 532	32 518	22 247	68.4	2 582	4 554	2 769	183	711	1 876	60.8
(a) Excludes Air Taxi Operations														
(b) Excludes passengers, cargo and mail uplifted on exempt sub-charter operations														
(c) Excludes cargo and mail uplifted on Class 5 Licences														

All Class 2 Licence Operations—June 1980

Table 1.7.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat—km			Tonne—km		
				ABC	Affinity	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	1	2	3	—	62	—	42	30	70.5	4	3	60.2
British Caledonian Airways	10	16	22	—	—	1 493	1 176	950	80.8	110	82	74.1
Alldair	1	4	4	—	—	239	62	62	99.6	6	5	79.6
Britannia Airways	720	379	1 154	—	39 204	—	93 588	75 364	80.5	7 982	6 407	80.3
British Midland Airways	7	8	18	—	—	547	489	454	92.9	40	36	88.6
Dan-Air Services	442	296	758	—	3 897	22 864	61 725	44 733	72.5	4 939	3 579	72.5
Guernsey Airlines	5	10	16	—	—	478	328	261	79.7	33	21	63.7
Laker Airways	770	316	1 115	16 853	—	12 613	186 827	127 126	68.0	18 636	9 892	53.1
TOTAL	1 957	1 031	3 091	16 853	43 163	38 234	344 238	248 981	72.3	31 751	20 024	63.1

International Class 2 Licence Operations—June 1980

Table 1.7.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat—km			Tonne—km		
				ABC	Affinity	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	1	2	3	—	62	—	42	30	70·5	4	3	60·2
British Caledonian Airways	10	16	22	—	—	1 493	1 176	950	80·8	110	82	74·1
Britannia Airways	720	379	1 154	—	39 204	—	93 588	75 364	80·5	7 982	6 407	80·3
British Midland Airways	7	8	18	—	—	547	489	454	92·9	40	36	88·6
Dan-Air Services	442	296	758	—	3 897	22 864	61 725	44 733	72·5	4 939	3 579	72·5
Guernsey Airlines	5	10	16	—	—	478	328	261	79·7	33	21	63·7
Laker Airways	770	316	1 115	16 853	—	12 613	186 827	127 126	68·0	18 636	9 892	53·1
TOTAL	1 956	1 027	3 087	16 853	43 163	37 995	344 175	248 919	72·3	31 745	20 019	63·1

Domestic Class 2 Licence Operations—June 1980

Table 1.7.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Other	Seat—km		Percentage of available	Tonne—km		Percentage of available
				ABC	Affinity			Available (000)	Used (000)		Available (000)	Used (000)	
Alidair	1	4	4	—	—	239	62	62	99.6		6	5	79.6
TOTAL	1	4	4	—	—	239	62	62	99.6		6	5	79.6

Class 3 Licence Operations and Other Inclusive Tour Charter Passengers June 1980

Table 1.8

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available	Number of other IT passengers uplifted Class 4
International Services											
British Airways	38	26	65	1 387	3 084	2 497	81.0	278	218	78.4	—
British Airtours	1 887	963	2 924	125 185	302 460	245 172	81.1	27 754	20 750	74.8	3 182
British Caledonian Airways	490	390	866	34 664	55 784	44 691	80.1	5 234	3 840	73.4	1 127
Air Europe	1 325	692	2 139	78 241	172 199	149 373	86.7	16 293	11 950	73.3	—
Air UK	543	412	936	28 928	48 564	37 726	77.7	4 369	3 207	73.4	—
Britannia Airways	5 067	2 796	8 059	299 189	664 701	537 265	80.8	56 890	45 683	80.3	—
British Midland Airways	34	22	65	1 183	2 763	1 846	66.8	232	144	62.1	—
Dan-Air Services	3 576	2 331	5 857	239 147	453 751	376 005	82.9	36 302	30 063	82.8	2 419
Express Air Services CI	2	4	6	204	163	104	63.9	13	8	58.6	—
Guernsey Airlines	9	26	32	1 277	564	479	84.9	56	38	68.0	—
Laker Airways	1 018	526	1 515	86 726	219 177	167 093	76.2	21 704	13 367	61.6	4 568
Monarch Airlines	1 632	938	2 482	116 683	258 496	206 427	79.9	25 248	18 666	73.9	10 835
Orion Airways	1 044	638	1 696	66 478	135 698	116 661	86.0	12 839	9 328	72.7	—
TOTAL International Services	16 667	9 764	26 640	1 079 292	2 317 405	1 885 341	81.4	207 210	157 242	75.9	22 131
Domestic Services											
Alderney Air Ferries	—	—	—	—	—	—	—	—	—	—	759
Alidair	9	26	31	1 156	553	438	79.3	55	35	63.5	—
British Air Ferries	7	20	26	789	331	271	81.8	30	22	71.4	—
Dan-Air Services	13	20	26	1 643	1 152	1 063	92.3	92	85	92.3	—
Express Air Services CI	25	35	63	1 981	1 763	1 391	78.9	146	104	71.8	—
TOTAL Domestic Services	54	101	146	5 569	3 798	3 163	83.3	323	246	76.2	759
GRAND TOTAL	16 720	9 865	26 786	1 084 861	2 321 203	1 888 504	81.4	207 533	157 488	75.9	22 890

All Class 4 Licence Operations June 1980

Table 1.9.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat—km			Tonne—km		
				ABC	Affinity	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airtours	23	18	37	—	—	3 182	89	4 298	4 132	96.1	389	354	91.0
British Caledonian Airways	25	18	42	—	—	1 127	18	2 797	1 561	55.8	263	134	51.1
Alderney Air Ferries	18	146	91	—	—	759	108	160	106	66.0	14	9	59.5
Dan-Air Services	79	54	130	—	2 351	2 419	—	9 493	7 014	73.9	760	561	73.9
Laker Airways	167	24	211	2 569	—	4 568	—	57 670	49 709	86.2	5 851	3 977	68.0
Monarch Airlines	149	122	272	—	—	10 835	719	17 967	13 961	77.7	1 765	1 260	71.4
TOTAL	460	382	783	2 569	2 351	22 890	934	92 385	76 483	82.8	9 041	6 295	69.6

International Class 4 Licence Operations June 1980

Table 1.9.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat—km			Tonne—km		
				ABC	Affinity	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airtours	23	18	37	—	—	3 182	89	4 298	4 132	96.1	389	354	91.0
British Caledonian Airways	25	18	42	—	—	1 127	18	2 797	1 561	55.8	263	134	51.1
Dan-Air Services	79	54	130	—	2 351	2 419	—	9 493	7 014	73.9	760	561	73.9
Laker Airways	167	24	211	2 569	—	4 568	—	57 670	49 709	86.2	5 851	3 977	68.0
Monarch Airlines	149	122	272	—	—	10 835	719	17 967	13 961	77.7	1 765	1 260	71.4
TOTAL	442	236	692	2 569	2 351	22 131	826	92 225	76 377	82.8	9 027	6 286	69.6

Domestic Class 4 Licence Operations June 1980

Table 1.9.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat—km			Tonne—km		
				ABC	Affinity	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Alderney Air Ferries	18	146	91	—	—	759	108	160	106	66.0	14	9	59.5
TOTAL	18	146	91	—	—	759	108	160	106	66.0	14	9	59.5

All Class 6 Licence Operations June 1980

Table 1.10.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	152	35	226	633	4 971	3 875	—	3 875	78.0
Air-Bridge Carriers	130	281	396	1 543	1 972	714	2	711	36.2
British Air Ferries	18	70	67	142	107	43	37	5	40.2
Dan-Air Services	8	40	33	102	42	21	20	—	49.1
Express Air Services CI	11	20	52	125	74	70	—	70	94.6
Invicta International Airlines	30	29	71	176	491	241	—	241	49.2
Pelican Air Transport	245	76	327	1 272	10 275	7 114	—	7 114	69.2
Redcoat Air Cargo	124	54	270	201	2 167	955	—	954	44.1
Skyways Aviation	25	94	94	281	136	73	55	17	53.8
TAC Heavylift	61	35	157	516	2 060	703	—	702	34.1
Tradewinds Airways	453	151	618	1 839	19 010	11 368	—	11 368	59.8
TOTAL	1 255	885	2 310	6 830	41 304	25 176	116	25 060	61.0

International Class 6 Licence Operations June 1980

Table 1.10.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	152	35	226	633	4 971	3 875	—	3 875	78.0
Air-Bridge Carriers	85	152	247	790	1 265	407	—	407	32.2
British Air Ferries	3	2	9	4	16	5	—	5	33.1
Invicta International Airlines	30	29	71	176	491	241	—	241	49.2
Pelican Air Transport	245	76	327	1 272	10 275	7 114	—	7 114	69.2
Redcoat Air Cargo	124	54	270	201	2 167	955	—	954	44.1
Skyways Aviation	7	31	24	81	35	18	—	17	50.8
TAC Heavylift	61	35	157	516	2 060	703	—	702	34.1
Tradewinds Airways	453	151	618	1 839	19 010	11 368	—	11 368	59.8
TOTAL	1 157	565	1 948	5 511	40 290	24 686	—	24 686	61.3

Domestic Class 6 Licence Operations June 1980

Table 1.10.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	45	129	150	753	706	306	2	303	43.4
British Air Ferries	16	68	58	138	91	38	37	—	41.5
Dan-Air Services	8	40	33	102	42	21	20	—	49.1
Express Air Services CI	11	20	52	125	74	70	—	70	94.6
Skyways Aviation	18	63	69	201	101	55	55	—	54.8
TOTAL	98	320	362	1 319	1 014	490	116	373	48.3

All Class 7 Licence Operations June 1980

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	524	3 818	2 624	37 540	10 202	5 591	54.8	273	1 095	487	43	444	44.5
B.E.A.S.	80	3 723	531	18 521	880	398	45.2	57	80	37	1	36	46.3
Bristow Helicopters	608	4 329	3 598	38 521	10 312	5 971	57.9	189	875	577	40	537	65.9
British Caledonian Helicopters	2	6	12	49	18	12	66.7	1	5	2	1	1	40.0
Managment Aviation	105	2 049	489	5 429	644	332	51.6	89	57	31	4	27	54.4
North Scottish Helicopters	258	3 505	1 214	15 865	2 633	1 511	57.4	—	203	118	—	118	58.1
TOTAL	1 577	17 430	8 467	115 925	24 689	13 815	56.0	609	2 315	1 252	89	1 163	54.1

International Class 7 Licence Operations June 1980

Table 1.11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	516	3 715	2 583	35 805	10 048	5 460	54.3	273	1 079	476	43	433	44.1
B.E.A.S.	80	3 723	531	18 521	880	398	45.2	57	80	37	1	36	46.3
Bristow Helicopters	608	4 329	3 598	38 521	10 312	5 971	57.9	189	875	577	40	537	65.9
British Caledonian Helicopters	2	6	12	49	18	12	66.7	1	5	2	1	1	40.0
Managment Aviation	105	2 049	489	5 429	644	332	51.6	89	57	31	4	27	54.4
North Scottish Helicopters	258	3 505	1 214	15 865	2 633	1 511	57.4	—	203	118	—	118	58.1
TOTAL	1 569	17 327	8 427	114 190	24 535	13 684	55.8	609	2 299	1 242	89	1 152	54.0

Domestic Class 7 Licence Operations June 1980

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	8	103	41	1 735	154	131	85.1	—	16	11	—	11	68.8
TOTAL	8	103	41	1 735	154	131	85.1	—	16	11	—	11	68.8

All Exempt Operations June 1980^(a)

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	104	54	381	8 425	30 166	20 739	68.7	80	2 956	1 861	3	100	1 758		63.0
British Airtours	213	73	261	—	40 166	22 823	56.8	—	3 655	1 963	—	—	1 963		53.7
British Caledonian Airways	48	27	73	862	3 835	2 155	56.2	153	1 154	677	—	486	191		58.7
Air UK	114	299	407	928	734	539	73.4	536	535	250	33	171	46		46.8
Air-Bridge Carriers	39	43	91	—	—	—	—	—	675	378	1	377	—		58.0
Alderney Air Ferries	1	14	7	77	11	9	78.8	—	1	1	—	—	1		70.6
Allair	76	211	265	5 945	4 545	2 177	47.9	36	455	196	—	22	174		43.1
Britannia Airways	72	113	131	11 339	9 384	7 478	79.7	—	798	636	—	—	636		79.6
British Air Ferries	206	426	719	645	9 130	4 220	46.2	—	843	350	—	12	338		41.5
British Midland Airways	538	182	674	225	54 507	23 293	42.7	—	15 927	6 510	—	4 697	1 812		40.9
Dan-Air Services	432	971	1 480	30 855	23 100	17 100	74.0	53	1 934	1 449	—	19	1 430		74.9
Express Air Services CI	52	316	239	138	148	129	87.1	987	240	178	32	136	10		74.3
General Aviation Services	21	45	84	—	—	—	—	11	73	24	—	24	—		33.2
Guernsey Airlines	12	36	42	262	735	334	45.5	—	74	27	—	—	27		36.4
Invicta International Airlines	15	12	36	—	—	—	—	—	256	121	—	121	—		47.3
Jersey European Airways	5	25	17	—	100	90	89.5	—	8	7	—	—	7		89.0
Laker Airways	65	23	90	—	21 507	20 413	94.9	—	2 178	1 633	—	—	1 633		74.9
Loganair	549	1 648	2 074	12 148	7 038	4 394	62.4	14	666	410	—	12	398		61.6
Monarch Airlines	151	68	231	—	25 672	18 182	70.8	—	2 497	1 647	—	—	1 647		66.0
Redcoat Air Cargo	1	3	4	—	—	—	—	—	26	13	—	13	—		49.5
Scimitar Airlines	147	49	207	—	—	—	—	—	5 786	3 900	—	3 900	—		67.4
Skyways Aviation	33	81	109	—	95	65	68.1	9	162	83	—	78	5		51.3
Southern Int-Air Transport	24	49	109	—	183	113	61.7	—	160	76	—	67	9		47.3
Tradewinds Airways	17	14	28	—	—	—	—	—	713	299	—	299	—		41.9
TOTAL	2 937	4 782	7 735	71 849	231 056	144 252	62.4	1 879	41 771	22 688	69	10 535	12 083		54.3

(a) Excludes air taxi operations.

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

International Exempt Operations June 1980^(a)

Table 1.12.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Mail (000)	Cargo (000)	Passengers (000)	
British Airways	101	42	349	8 127	29 920	20 597	68.8	80	2 936	1 849	3	—	100	1 746	63.0
British Airtours	213	73	261	—	40 166	22 823	56.8	—	3 655	1 963	—	—	—	1 963	53.7
British Caledonian Airways	48	27	73	862	3 835	2 155	56.2	153	1 154	677	—	486	191	—	58.7
Air UK	65	176	237	350	459	341	74.3	354	310	151	—	122	29	—	48.8
Air-Bridge Carriers	34	25	73	—	—	—	—	—	618	334	—	334	—	—	54.0
Alidair	18	28	54	493	1 103	454	41.2	11	110	48	—	11	37	—	43.1
Britannia Airways	72	113	131	11 339	9 384	7 478	79.7	—	798	636	—	—	636	—	79.6
British Air Ferries	205	421	715	564	9 090	4 190	46.1	—	839	348	—	12	335	—	41.4
British Midland Airways	526	164	645	225	53 610	22 792	42.5	—	15 850	6 472	—	4 697	1 775	—	40.8
Dan-Air Services	79	86	192	3 579	7 465	5 742	76.9	1	605	465	—	1	465	—	76.9
Express Air Services CI	3	6	10	138	77	74	95.9	10	14	11	—	6	6	—	78.8
General Aviation Services	17	38	67	—	—	—	—	6	59	21	—	21	—	—	36.2
Guernsey Airlines	3	8	9	50	153	29	18.9	—	15	2	—	—	2	—	15.2
Invicta International Airlines	15	12	36	—	—	—	—	—	256	121	—	121	—	—	47.3
Jersey European Airways	5	23	15	—	89	84	94.7	—	7	7	—	—	7	—	93.4
Laker Airways	65	23	90	—	21 507	20 413	94.9	—	2 178	1 633	—	—	1 633	—	74.9
Monarch Airlines	151	68	231	—	25 672	18 182	70.8	—	2 497	1 647	—	—	1 647	—	66.0
Redcoat Air Cargo	1	3	4	—	—	—	—	—	26	13	—	—	13	—	49.5
Scimitar Airlines	147	49	207	—	—	—	—	—	5 786	3 900	—	3 900	—	—	67.4
Skyways Aviation	29	71	96	—	—	—	—	2	148	74	—	—	74	—	50.2
Southern Int-Air Transport	3	10	11	—	183	113	61.9	—	14	9	—	—	9	—	59.7
Tradewinds Airways	17	14	28	—	—	—	—	—	713	299	—	299	—	—	41.9
TOTAL	1 817	1 480	3 531	25 727	202 713	125 467	61.9	617	38 591	20 679	3	10 198	10 478	—	53.6

(a) Excludes air taxi operations.

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

Domestic Exempt Operations June 1980^(a)

Table 1.12.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Mail (000)	Cargo (000)	Passengers (000)	
British Airways	4	12	12	298	246	141	57.5	—	20	12	—	—	—	12	58.2
Air UK	49	123	170	578	276	199	72.1	182	225	99	32	50	17	—	44.0
Air-Bridge Carriers	5	18	18	—	—	—	—	—	57	44	1	43	—	—	78.1
Alderney Air Ferries	1	14	7	77	11	9	78.8	—	1	1	—	—	1	—	70.6
Alidair	57	183	211	5 452	3 442	1 723	50.1	25	344	149	—	11	138	—	43.2
British Air Ferries	1	5	4	81	40	29	73.1	—	4	2	—	—	2	—	67.4
British Midland Airways	12	18	29	—	897	501	55.9	—	78	38	—	—	38	—	48.5
Dan-Air Services	353	885	1 288	27 276	15 635	11 358	72.6	52	1 329	984	—	18	966	—	74.1
Express Air Services CI	50	310	229	—	71	55	77.7	977	226	167	32	130	4	—	74.0
General Aviation Services	4	7	16	—	—	—	—	5	14	3	—	3	—	—	20.1
Guernsey Airlines	10	28	33	212	582	305	52.4	—	58	24	—	—	24	—	42.0
Jersey European Airways	1	2	3	—	11	5	46.9	—	1	—	—	—	—	—	50.0
Loganair	549	1 648	2 074	12 148	7 038	4 394	62.4	14	666	410	—	12	398	—	61.6
Skyways Aviation	3	10	13	—	95	65	68.1	7	14	9	—	3	5	—	62.8
Southern Int-Air Transport	22	39	98	—	—	—	—	—	145	67	—	67	—	—	46.1
TOTAL	1 120	3 302	4 204	46 122	28 343	18 785	66.3	1 262	3 180	2 008	66	337	1 605	—	63.2

(a) Excludes air taxi operations.

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

Class 5 Operations for UK Operators June 1980^(a)

Table 1.13

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
Britannia Airways	65	35	99	3 297	8 444	6 118	72.5	..	717	519	—	—	519	72.4
TOTAL	65	35	99	3 297	8 444	6 118	72.5	..	717	519	—	—	519	72.4

(a) Sub charter operations where the number of flights do not exceed 20% of the number of journeys authorised or advertised by the main licence holder or do not carry more than 20% of the cargo authorised, are reported as exempt operations.

Aircraft Type and Utilisation—All Airlines^(a)

June 1980

Table 1.14.1

	Aircraft—km (000)	Stage Flights Passenger Cargo	Aircraft hours Passenger Cargo	Passengers uplifted	Seat Kms used (000)	Aircraft in Service at Quarter ended June 1980	Daily utilisation per aircraft (hrs) Quarter ended June 1980
Aerospatiale SA330J Puma	61	306 —	301 —	3 250	648	4	2.7
Aerospatiale SA-365 Dauphin	60	1 283 25	246 4	6 838	299	(b) 2	(b) 2.3
Aviation Traders Merchantman	104	— 134	— 249	—	—	3	2.7
AW650 Argosy	70	— 209	— 259	—	—	3	2.0
BAC 111-200	779	1 778 —	1 860 —	75 964	35 210	9	6.5
BAC 111-300/400	2 806	2 711 —	5 063 —	150 041	175 231	20	7.5
BAC 111-500	4 742	6 427 41	9 422 48	439 974	356 431	39	7.7
BAC/Aerospatiale Concorde	998	177 —	701 —	9 586	58 443	6	4.5
Bell 206 Jetranger	7	61 —	46 —	103	12	2	0.8
Bell 212 Twin	126	5 560 —	799 —	29 970	652	9	2.6
Boeing 707 120/120B	—	— —	— —	—	—	1	—
Boeing 707-320C/336	4 560	762 524	4 207 1 967	36 257	226 307	28	8.3
Boeing 707-420	1 193	566 —	1 715 —	76 603	173 451	7	7.7
Boeing 720/720B	1 426	744 —	2 089 —	91 082	189 295	6	8.8
Boeing 727-100	1 393	741 —	2 075 —	81 080	153 525	7	9.1
Boeing 727-200	589	326 —	912 —	45 591	83 110	3	7.2
Boeing 737-200	9 859	6 375 —	16 242 —	637 019	1 029 482	48	10.4
Boeing 747-100	5 557	1 295 —	7 075 —	215 341	1 459 645	18	12.9
Boeing 747-200	3 204	561 —	3 955 —	90 172	818 487	10	12.7
Bristol Britannia 300	139	— 83	— 313	—	—	3	4.0
Britten-Norman Islander	216	2 061 —	1 031 —	6 451	715	14	2.2
Britten-Norman Trislander	231	2 439 18	966 13	20 970	1 421	11	2.7
Cessna 404 Titan	—	— —	— —	—	—	2	—
DC3 Dakota/Pionair	55	— 195	— 244	—	—	7	1.3
DH 106 Comet 4B/C	229	163 —	403 —	14 486	22 105	4	2.8
DHC 6 Twin-Otter	662	2 443 38	2 885 41	22 593	6 707	17	4.6
Embraer Bandeirante	368	1 301 —	1 238 —	8 716	2 385	(c) 9	(c) 4.7
Fairchild Hillier FH227B	79	106 180	85 188	1 031	337	2	4.2
Fokker F28 2000-6000	92	144 —	164 —	6 759	4 381	2	7.3
Fokker Friendship 100/600	659	1 994 —	2 134 —	38 912	15 906	12	7.1
Hawker Siddeley 121 Trident 1C	293	620 —	676 —	35 346	17 012	11	2.0
Hawker Siddeley 121 Trident 1E	304	568 —	668 —	49 117	25 850	4	5.9
Hawker Siddeley 121 Trident 2E	1 556	1 550 —	2 710 —	101 664	106 793	16	5.9
Hawker Siddeley 121 Trident 3B	2 231	3 157 —	4 572 —	309 889	217 047	25	5.9
HP Herald 100/200	1 156	3 524 841	3 639 843	76 125	22 243	36	4.6
HS 125	16	34 —	36 —	63	35	2	0.5
HS 748	824	2 516 40	2 983 33	66 460	24 672	21	4.4
Lockheed L1011 Tristar	916	757 —	1 502 —	145 893	178 488	9	5.7
Lockheed L-1011-200 Tristar	392	95 —	534 —	11 258	52 034	2	8.4
Lockheed L-1011-500 Tristar	1 291	420 —	1 764 —	25 736	152 894	6	8.8
MBB BO 105	192	3 603 260	943 21	10 745	553	(b) 5	(b) 2.3
McDonnell-Douglas DC10-10	2 178	542 —	2 816 —	124 516	582 554	6	11.0
McDonnell-Douglas DC9-10 to 40	314	826 —	765 —	39 883	16 461	3	7.2
McDonnell-Douglas DC-10-30	2 728	532 —	3 445 —	85 466	536 361	10	12.1
Piper PA23 Aztec (and Apache)	2	8 —	8 —	23	5	1	0.6
Piper PA31 Navajo (All Series)	50	13 60	11 156	26	9	(c) 6	(c) 1.1
Short SC5/10 Belfast	61	— 35	— 157	—	—	2	4.2
Short SD-330	53	182 —	170 —	2 819	672	1	5.1
Sikorsky S58T	—	— —	— —	—	—	—	2.3
Sikorsky S61N	1 021	6 379 2	5 568 7	78 025	11 796	(b) 49	(b) 3.7
Sikorsky S76	108	417 34	442 9	2 354	555	(b) 5	(b) 1.4
Vickers Super VC10	702	251 —	985 —	14 473	63 772	5	5.6
Vickers Viscount 700	132	356 —	447 —	11 180	4 549	5	3.0
Vickers Viscount 700D/800/810	1 194	3 880 19	3 977 50	143 349	48 042	28	5.1
Westland Wessex	58	561 —	411 —	2 061	213	4	3.3
TOTAL	58 037	71 070 2 738	104 686 4 602	3 445 260	6 876 793	570	6.1

(a) Excludes Air Taxi operations.

(b) Excludes North Scottish Helicopters.

(c) Excludes Air Ecosse.

Aircraft Type and Utilisation—Individual Airlines^(a) Table 1.14.2

June 1980

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft Hours Passenger Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended June 1980	Daily utilisation per aircraft (hrs) Quarter ended June 1980
British Airways							
HS 748	86	352 —	316 —	8 336	2 196	2	5.2
Vickers Viscount 700D/800/810	248	973 —	864 —	34 418	9 623	10	2.7
BAC 111-300/400	611	1 099 —	1 320 —	45 526	24 415	6	6.1
BAC 111-500	1 961	3 830 —	4 336 —	230 053	114 327	20	7.2
Boeing 737-200	890	1 351 —	1 846 —	100 750	67 997	12	5.2
Hawker Siddeley 121 Trident 2E	1 556	1 505 —	2 710 —	101 664	106 793	16	5.9
Hawker Siddeley 121 Trident 1C	293	620 —	676 —	35 346	17 012	11	2.0
Hawker Siddeley 121 Trident 3B	2 231	3 157 —	4 572 —	309 889	217 047	25	5.9
Hawker Siddeley 121 Trident 1E	304	568 —	668 —	49 117	25 850	4	5.9
Vickers Super VC10	702	251 —	985 —	14 473	63 772	5	5.6
Lockheed L1011 Tristar	916	757 —	1 502 —	145 893	178 488	9	5.7
Boeing 707-320C/336	2 252	417 212	2 529 622	24 018	143 484	11	9.1
Lockheed L-1011-500 Tristar	1 291	420 —	1 764 —	25 736	152 894	6	8.8
Boeing 747-100	5 557	1 295 —	7 075 —	215 341	1 459 645	18	12.9
Boeing 747-200	3 204	561 —	3 955 —	90 172	818 487	10	12.7
Lockheed L-1011-200 Tristar	392	95 —	534 —	11 258	52 034	2	8.4
BAC/Aerospatiale Concorde	998	177 —	701 —	9 586	58 443	6	4.5
TOTAL	23 493	17 428 212	36 353 622	1 451 576	3 512 504	173	7.0
British Airtours							
Boeing 737-200	908	480 —	1 476 —	50 838	96 031	4	11.0
Boeing 707-420	1 193	566 —	1 715 —	76 603	173 451	7	7.7
TOTAL	2 102	1 046 —	3 191 —	127 441	269 481	11	8.7
British Airways Helicopter							
Sikorsky S61N	513	3 412 —	2 549 —	43 552	6 019	24	3.5
Sikorsky S76	5	42 —	40 —	224	27	1	0.4
Bell 212 Twin	32	786 —	176 —	3 693	151	2	2.2
TOTAL	550	4 240 —	2 765 —	47 469	6 197	27	3.3
British Caledonian Airways							
BAC 111-200	565	1 463 —	1 402 —	61 617	25 395	7	6.5
BAC 111-500	1 053	1 214 41	1 995 48	76 227	71 563	9	7.4
Boeing 707-320C/336	1 335	267 84	1 350 433	12 239	60 296	6	9.9
McDonnell-Douglas DC-10-30	1 667	386 —	2 105 —	33 859	227 419	5	12.7
Sikorsky S61N	23	578 —	144 —	7 389	296	1	4.9
TOTAL	4 644	3 908 125	6 996 481	191 331	384 969	28	8.5
Air Continental							
Piper PA31 Navajo (All Series)	47	— 60	— 156	—	—	2	2.6
Air Ecosse							
Embraer Bandeirante	73	356 —	258 —	2 189	449	..	..
Air Europe							
Boeing 737-200	1 325	692 —	2 139 —	78 241	149 373	5	12.1
Air UK							
Fokker Friendship 100/600	659	1 994 —	2 134 —	38 912	15 906	12	7.1
HP Herald 100/200	818	2 875 547	2 607 623	67 673	15 171	19	6.8
Fokker F28 2000-6000	92	144 —	164 —	6 759	4 381	2	7.3
Embraer Bandeirante	235	720 —	836 —	5 025	1 737	6	5.1
BAC 111-300/400	544	415 —	939 —	28 959	37 729	4	6.4
Cessna 404 Titan	—	— —	— —	—	—	2	0.0
TOTAL	2 348	6 148 547	6 680 623	147 328	74 924	45	6.1

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended June 1980	utilisation per aircraft (hrs) Quarter ended June 1980
Air-Bridge Carriers									
AW650 Argosy	70	—	209	—	259	—	—	3	2.0
Aviation Traders Merchantman	104	—	134	—	249	—	—	3	2.7
TOTAL	174	—	343	—	508	—	—	6	2.3
Alderney Air Ferries									
Britten-Norman Islander	19	160	—	98	—	944	114	2	1.5
Alidair									
Vickers Viscount 700	86	241	—	300	—	7 340	2 678	4	2.7
Aurigny Air Services									
Britten-Norman Trislander	71	1 537	—	358	—	15 408	685	6	2.5
Britten-Norman Islander	11	125	—	54	—	507	45	2	1.2
DHC 6 Twin-Otter	28	230	—	124	—	2 841	365	1	3.6
TOTAL	110	1 892	—	536	—	18 756	1 095	9	2.3
B.E.A.S.									
Bell 1212 Twin	80	3 723	—	531	—	18 521	398	4	3.7
Bristow Helicopters									
Sikorsky S61N	419	2 141	—	2 541	—	24 002	4 697	23	3.9
Westland Wessex	58	561	—	411	—	2 061	213	4	3.3
MBB BO 105	5	33	—	30	—	35	5	1	0.7
Sikorsky S76	51	237	—	222	—	1 417	305	4	1.6
Bell 1212 Twin	14	1 051	—	92	—	7 756	103	3	1.3
Aerospatiale SA330J Puma	61	306	—	301	—	3 250	648	4	2.7
Sikorsky S58T	—	—	—	—	—	—	—	—	2.3
TOTAL	608	4 329	—	3 597	—	38 521	5 971	39	3.1
Britannia Airways									
Boeing 737-200	5 692	3 214	—	9 085	—	340 712	599 421	23	11.4
British Air Ferries									
HP Herald 100/200	214	408	71	703	67	1 249	4 405	12	2.1
HS 125	16	34	—	36	—	63	35	2	0.5
TOTAL	230	442	71	739	67	1 312	4 440	14	1.9
British Caledonian Helicopters									
Sikorsky S61N	2	4	2	5	7	49	12	1	0.6
British Midland Airways									
Vickers Viscount 700D/800/810	750	2 331	—	2 526	—	89 553	30 914	12	6.9
McDonnell-Douglas DC9-10 to 40	314	826	—	765	—	39 883	16 461	3	7.2
Boeing 707-320C/336	304	78	—	328	—	—	22 527	3	3.5
TOTAL	1 368	3 235	—	3 619	—	129 436	69 902	18	6.4
Brymon Airways									
Britten-Norman Islander	4	20	—	16	—	57	13	—	1.6
HP Herald 100/200	34	101	—	132	—	2 519	855	1	3.8
DHC 6 Twin-Otter	175	861	—	812	—	6 473	1 433	4	7.0
TOTAL	213	982	—	960	—	9 049	2 301	5	6.8

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended June 1980	Daily utilisation per aircraft (hrs) Quarter ended June 1980
Burnthills Aviation									
Bell 206 Jetranger	7	61	—	46	—	103	12	2	0.8
Cabair									
Piper PA31 Navajo (All Series)	2	6	—	7	—	17	6	3	0.1
Dan-Air Services									
HS 748	738	2 164	40	2 667	33	58 124	22 476	19	4.4
Vickers Viscount 700D/800/810	128	476	—	415	—	15 891	4 987	2	7.0
BAC 111-200	214	315	—	458	—	14 347	9 816	2	6.2
BAC 111-300/400	824	699	—	1 490	—	43 584	57 250	5	8.6
BAC 111-500	1 222	999	—	2 195	—	96 539	121 266	7	9.1
Boeing 727-200	589	326	—	912	—	45 591	83 110	3	7.2
DH 106 Comet 4B/C	229	163	—	403	—	14 486	22 105	4	2.8
Boeing 727-100	1 393	741	—	2 075	—	81 080	153 525	7	9.1
TOTAL	5 336	5 883	40	10 615	33	369 642	474 535	49	6.4
Express Air Services CI									
DC3 Dakota/Pionair	14	—	85	—	78	—	—	2	1.6
HP Herald 100/200	90	140	223	197	153	4 684	1 811	4	3.7
Vickers Viscount 700D/800/810	44	70	—	113	—	3 487	2 404	1	3.8
TOTAL	147	210	308	310	231	8 171	4 215	7	3.2
General Aviation Services									
DC3 Dakota/Pionair	21	—	45	—	84	—	—	2	1.7
Guernsey Airlines									
Vickers Viscount 700	46	115	—	147	—	3 840	1 871	1	4.1
Haywards Aviation									
Britten-Norman Islander	13	60	—	68	—	367	81	1	1.5
Piper PA23 Aztec (and Apache)	2	8	—	8	—	23	5	1	0.6
TOTAL	15	68	—	76	—	390	86	2	1.0
Invicta International Airlines									
Bristol Britannia 300	44	—	41	—	106	—	—	2	2.1
Jersey European Airways									
DHC 6 Twin-Otter	13	112	—	52	—	522	131	1	1.7
Piper PA31 Navajo (All Series)	1	7	—	4	—	—	3	1	1.0
Embraer Bandeirante	31	209	—	122	—	1 388	161	2	2.7
Britten-Norman Islander	23	246	—	110	—	811	71	2	2.5
TOTAL	67	574	—	288	—	2 730	366	6	2.2
Laker Airways									
BAC 111-300/400	827	498	—	1 314	—	31 972	55 838	5	9.0
McDonnell-Douglas DC10-10	2 178	542	—	2 816	—	124 516	582 554	6	11.0
McDonnell-Douglas DC10-30	1 061	146	—	1 340	—	51 607	308 942	5	11.3
Boeing 707 320C/336	—	—	—	—	—	—	—	2	—
TOTAL	4 066	1 186	—	5 470	—	208 095	947 334	18	10.4
Loganair									
Britten-Norman Trislander	161	902	18	608	13	5 562	736	5	3.0
Britten-Norman Islander	146	1 450	—	685	—	3 765	390	7	2.4
DHC 6 Twin-Otter	445	1 240	38	1 897	41	12 757	4 778	11	4.1
Embraer Bandeirante	30	16	—	22	—	114	38	1	6.2
Short SD-330	53	182	—	170	—	2 819	672	1	5.1
TOTAL	835	3 790	56	3 382	54	25 017	6 615	25	3.4

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended June 1980	Daily utilisation per aircraft (hrs) Quarter ended June 1980
Management Aviation									
MBB BO 105	68	1 366	260	318	21	4 098	191	4	2.8
Sikorsky S76	17	73	34	51	9	445	84	—	—
Aerospatiale SA-365 Dauphin	20	291	25	85	4	886	57	2	2.3
TOTAL	105	1 730	319	454	34	5 429	332	6	2.6
Monarch Airlines									
BAC 111-500	505	384	—	896	—	37 155	49 275	3	9.1
Boeing 720/720B	1 426	744	—	2 089	—	91 082	189 295	6	8.8
Boeing 120/120B	—	—	—	—	—	—	—	1	—
TOTAL	1 932	1 128	—	2 985	—	128 237	238 570	10	8.0
North Scottish Helicopters									
Sikorsky S61N	64	244	—	329	—	3 033	773	..	..
MBB BO 105	119	2 204	—	595	—	6 612	357	..	..
Sikorsky S76	35	65	—	129	—	268	139	..	..
Aerospatiale SA-365 Dauphin	40	992	—	161	—	5 952	242	..	..
TOTAL	258	3 505	—	1 214	—	15 865	1 511	..	..
Orion Airways									
Boeing 737-200	1 044	638	—	1 696	—	66 478	116 661	4	13.9
Pelican Air Transport									
Boeing 707-320C/336	208	—	66	—	276	—	—	1	9.3
Redcoat Air Cargo									
Bristol Britannia 300	95	—	42	—	207	—	—	1	7.8
Scimitar Airlines									
Boeing 707-320C/336	147	—	49	—	207	—	—	2	7.3
Skyways Aviation									
DC3 Dakota/Pionair	20	—	65	—	82	—	—	3	0.8
Fairchild Hillier FH227B	79	106	180	85	188	1 031	337	2	4.2
TOTAL	99	106	245	85	270	1 031	337	5	2.2
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	24	30	19	59	50	—	113	3	6.1
TAC Heavylift									
Short SC5/10 Belfast	61	—	35	—	157	—	—	2	4.7
Tradewinds Airways									
Boeing 707-320C/336	314	—	113	—	429	—	—	3	6.6
GRAND TOTAL	58 037	71 070	2 738	104 686	4 602	3 445 260	6 876 793	570	6.1

(a) Excludes Air Taxi operations.

Operations Subject to Variable Charge by Type of Licence June 1980

Table 1.15

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo and mail (000)	Passengers (000)	As percentage of available
Chargeable Operations Own Aircraft					
Class 1	877 243	519 573	113 940	405 632	59.2
Class 2	31 742	2 0017	—	20 017	63.0
Class 3	203 601	154 860	—	154 860	76.0
Class 4	9 041	6 293	—	6 293	69.6
Class 5	717	519	—	519	72.3
Class 6	33 014	19 772	19 772	—	59.8
Class 7	2 315	1 242	91	1 151	53.7
TOTAL	1 157 674	722 275	133 803	588 472	62.4
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	25 361	16 717	9 585	7 132	65.9
Exempt Services (a)	33 041	17 013	6 027	10 986	51.4
TOTAL	58 402	33 730	15 611	18 119	57.8
GRAND TOTAL	1 216 076	756 006	149 415	606 590	62.2

(a) Excludes Air Taxi Operations.

Output by Type of Licence and Aircraft Ownership June 1980

Table 1.16

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	877 243	181	16 145	893 569
Class 2	31 742	9	—	31 751
Class 3	203 601	3 095	837	207 533
Class 4	9 041	—	—	9 041
Class 6	33 014	6 633	1 656	41 304
Class 7	2 315	—	—	2 315
Exempt services (a)	33 041	2 008	6 723	41 771
TOTAL	1 189 998	11 926	25 361	1 227 285
Class 5	717	—	—	717
TOTAL	717	—	—	717
GRAND TOTAL	1 190 715	11 926	25 361	1 228 002

(a) Excludes Air Taxi Operations.

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Public Transport Air-Taxi Operations^(a)

Table 1.18

	April-June 1980	
	Stage Flights	Aircraft Hours
Aero Commander	14	11
Beech 76 Duchess	36	38
Beech 200 Super King Air	243	319
Beechcraft B55 Baron	8	6
Beechcraft B80 Queen-Air	37	45
Beechcraft B90 King-Air	331	478
Bell 47G	56	67
Bell 206 Jetranger	3 591	2 396
Bell 212 Twin	23	22
Britten-Norman Islander	154	231
Britten-Norman Trislander	112	126
Cessna 150	8	8
Cessna 172 Skyhawk	633	229
Cessna 180/182	19	26
Cessna 206 Super Skywagon	163	45
Cessna 310/320	313	242
Cessna 404 Titan	676	950
Cessna 401/402/411/414/421	1 317	1 464
Cessna 500 Citation	77	89
Cessna 550 Citation 2	92	113
Dassault M20/F20	206	300
DC3 Dakota/Pionair	275	313
DHC 6 Twin Otter	500	427
DH 104 Dove	1	1
Ecureil	267	332
Embraer Bandeirante	4 480	4 150
Enstrom F28A	145	150
Gates Learjet 35A	125	110
HS 125	1 822	1 825
Hughes 269A (300)	65	37
Hughes 369 (500)	142	108
MBB BO 105	229	349
Partenavia P68B Victor	217	229
Piper PA23 Aztec (and Apache)	4 644	4 667
Piper PA28 (and PA32) Cherokee	39	36
Piper PA30/39 Twin Comanche	242	244
Piper PA31 Navajo (all Series)	3 431	3 526
Piper PA34-200 Seneca	280	197
Short SC7 Skyvan	17	25
Sikorsky S61N	6	3
Sikorsky S76	4	4
Ted Smith Aerostar 601P	87	107
Turbo Commander	211	264
ALL OPERATORS TOTAL	25 338	24 309

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

Part 2

UK Airports—Movements, Passenger and Cargo Statistics

Size of UK Airports Table 2.1

Year ended June 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	282 243	48.71
Gatwick	9 067	15.64
Manchester	3 742	6.45
Glasgow	2 358	4.07
Luton	2 165	3.73
Birmingham	1 624	2.80
Belfast	1 483	2.56
Aberdeen	1 393	2.40
Edinburgh	1 227	2.12
Newcastle	889	1.53
East Midlands	633	1.09
Sumburgh	618	1.07
Liverpool	564	0.97
Prestwick	422	0.73
Leeds/Bradford	392	0.68
Isle of Man	351	0.61
Stansted	335	0.58
Southampton	319	0.55
Tees-side	271	0.47
Cardiff	255	0.44
Bristol	238	0.41
Other 22 airports	1 392	2.40

Main Outputs of UK Airports 1951-1979 Table 2.2

Airports	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Cargo tonnes (000)
1951	499	187	2 471	44
1952	514	195	2 776	40
1953	556	214	3 419	64
1954	559	232	4 004	84
1955	601	259	4 831	113
1956	602	293	5 617	121
1957	720	329	6 600	139
1958	719	340	6 761	167
1959	727	358	7 867	226
1960	754	402	10 075	279
1961	810	447	12 249	313
1962	800	449	13 793	344
1963	818	458	15 506	360
1964	884	480	17 649	399
1965	957	508	19 918	418
1966	1 093	556	22 582	517
1967	1 213	566	24 003	488
1968	1 279	560	24 845	524
1969	1 399	591	28 064	585
1970	1 468	607	31 606	580
1971	1 618	630	34 934	532
1972	1 733	669	39 125	649
1973	1 892	719	43 125	699
1974	1 849	710	40 082	721
1975	1 911	701	41 846	638
1976	1 896	740	44 666	659
1977	1 912	759	45 927	705
1978	2 029	862	52 829	748
1979	2 198	924	56 992	797
Year ended				
June 1979	2 076	895	54 964	787
June 1980	2 272	949	57 981	766
Latest year's growth (percentages)				
	9.4	6.0	5.5	-2.7
Mean rates of growth (percentages) to 1979				
20 years	6.2	3.9	8.9	5.0
10 years	3.5	4.1	5.7	3.3
5 years	3.6	7.3	8.2	5.9

Use of UK Airports

Table 2.3

Main Categories of Operator and Service

	A.T. Movements (000's)				Total	Terminal Passengers (000's)				Total
	Scheduled UK Operators	Overseas Operators	Non-scheduled UK Operators	Overseas Operators		Scheduled UK Operators	Overseas Operators	Non-scheduled UK Operators	Overseas Operators	
1970	360.4	142.2	87.9	16.3	606.7	16 265.7	7 841.3	6 215.6	1 283.8	31 606.5
1971	361.5	144.6	106.6	17.2	629.9	16 850.9	8 244.5	8 357.7	1 480.4	34 933.5
1972	384.7	144.9	119.2	20.5	669.3	18 788.5	9 144.0	9 495.8	1 697.0	39 125.4
1973	419.9	145.8	130.2	22.6	718.5	21 021.6	9 929.5	10 197.3	1 976.1	43 124.5
1974	420.9	148.6	122.7	17.9	710.1	20 391.1	10 125.0	7 996.8	1 569.5	40 082.4
1975	398.1	146.9	135.6	19.9	700.5	20 654.3	10 802.1	8 538.4	1 851.0	41 845.8
1976	412.9	150.0	153.0	23.9	739.9	21 721.8	11 865.2	8 902.2	2 176.6	44 665.8
1977	414.1	145.8	174.2	25.0	759.1	21 172.1	13 042.1	9 318.5	2 394.7	45 927.2
1978	479.1	150.7	203.8	28.8	862.5	25 328.2	14 284.3	10 539.0	2 678.1	52 829.5
1979	519.5	155.8	218.3	30.2	923.9	27 795.7	15 113.0	11 218.6	2 864.8	56 992.1
1978 1st quarter	100.3	32.8	40.7	3.9	177.7	4 988.5	2 647.9	1 763.7	268.5	9 668.6
2nd quarter	124.8	38.3	54.5	7.6	225.1	6 532.7	3 599.6	2 817.4	701.5	13 651.2
3rd quarter	138.3	43.1	60.7	11.5	253.6	7 816.2	4 707.6	3 800.7	1 261.0	17 585.5
4th quarter	115.7	36.5	48.0	5.8	206.0	5 990.8	3 329.2	2 157.3	447.0	11 924.3
1979 1st quarter	108.0	33.2	43.9	4.3	189.4	5 221.5	2 783.6	1 920.7	267.6	10 193.4
2nd quarter	138.5	40.0	58.4	8.7	245.7	7 411.9	3 943.0	3 078.5	827.7	15 261.2
3rd quarter	149.6	44.7	64.8	12.1	271.1	8 685.2	4 979.0	4 049.3	1 332.0	19 045.5
4th quarter	123.5	37.8	51.2	5.3	217.8	6 477.0	3 407.3	2 170.1	437.6	12 492.0
1980 1st quarter	119.2	36.8	50.4	3.4	209.8	5 891.0	3 048.8	2 060.7	240.2	11 240.6
2nd quarter	136.9	39.6	65.8	7.8	250.1	7 172.7	3 795.6	3 477.1	757.7	15 203.1
1978 October	42.1	13.5	18.4	2.8	76.8	2 295.1	1 299.7	939.5	241.0	4 775.3
November	38.9	11.6	15.5	1.6	67.6	1 927.2	1 006.2	624.3	105.0	3 662.7
December	34.7	11.4	14.1	1.5	61.7	1 768.6	1 023.3	593.4	101.0	3 486.3
1979 January	33.4	11.1	14.9	1.4	60.8	1 569.6	974.6	593.8	78.7	3 216.7
February	34.1	10.4	12.7	1.1	58.3	1 593.9	787.8	580.4	65.8	3 027.9
March	40.4	11.8	16.3	1.7	70.2	2 058.1	1 021.2	746.5	123.1	3 948.9
April	43.6	12.8	17.7	2.0	76.0	2 324.7	1 230.7	918.9	171.8	4 646.0
May	47.8	13.7	20.0	3.0	84.5	2 479.3	1 266.6	994.7	260.3	5 000.9
June	47.1	13.5	20.8	3.7	85.1	2 608.0	1 445.7	1 164.9	395.6	5 614.2
October	46.8	14.1	19.3	2.8	83.0	2 555.5	1 380.1	992.1	256.6	5 184.3
November	39.8	11.9	16.4	1.2	69.3	2 020.6	996.0	620.5	95.7	3 732.8
December	36.9	11.8	15.5	1.2	65.4	1 901.0	1 031.2	557.4	85.3	3 574.9
1980 January	39.8	12.4	16.1	1.1	69.3	1 875.4	1 020.6	594.7	70.2	3 560.9
February	38.2	11.7	16.4	1.0	67.3	1 813.4	900.0	648.8	65.1	3 427.3
March	41.2	12.6	18.0	1.3	73.1	2 202.2	1 128.2	817.2	104.8	4 252.4
April	43.5	13.1	19.8	1.7	78.1	2 245.2	1 197.9	941.7	130.9	4 515.7
May	46.6	13.6	22.4	2.7	85.3	2 349.1	1 240.3	1 185.4	259.3	5 034.2
June	46.8	12.9	23.6	3.4	86.8	2 578.4	1 357.5	1 349.9	367.5	5 653.2

Movements at UK Airports by Purpose

Table 2.4

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-Commercial Aero club and private (000)	Test and training (000)	Other (000)
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1979	2 198.2	1 012.7	923.9	88.8	1 185.4	921.7	146.1	117.7
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.4	172.6	34.3	24.0
1979 1st quarter	416.8	207.0	189.4	17.6	209.8	147.1	35.8	26.8
2nd quarter	606.2	270.0	245.7	24.4	336.1	266.9	37.2	32.1
3rd quarter	674.8	299.0	271.1	27.8	375.9	307.5	38.8	29.5
4th quarter	500.4	236.7	217.8	18.9	263.7	200.2	34.2	29.3
1980 1st quarter	480.6	226.9	209.7	17.2	253.7	181.4	42.4	29.8
2nd quarter	616.1	272.6	250.1	22.5	343.5	271.1	38.0	34.5
1978 October	180.5	85.0	76.8	8.2	95.5	72.7	14.3	8.6
November	156.9	73.7	67.6	6.1	83.1	61.6	12.5	9.0
December	119.8	67.6	61.7	5.9	52.2	38.3	7.5	6.4
1979 January	123.7	67.2	60.8	6.4	56.5	39.5	10.0	7.0
February	132.6	63.6	58.3	4.8	69.5	49.1	11.6	8.8
March	160.5	76.6	70.2	6.5	83.8	58.6	14.3	11.0
April	188.8	83.1	76.0	7.1	105.7	85.0	11.1	9.6
May	206.4	93.3	84.5	8.8	113.1	88.8	12.3	12.1
June	211.0	93.6	85.1	8.5	117.3	93.1	13.8	10.5
1979 October	190.1	90.6	83.0	7.6	99.5	77.6	10.9	11.0
November	165.3	75.3	69.3	6.0	90.0	66.4	13.2	10.4
December	144.9	70.8	65.4	5.3	74.2	56.2	10.1	7.1
1980 January	156.3	74.9	69.3	5.6	81.4	58.4	13.4	9.6
February	149.1	72.8	67.3	5.5	76.3	54.4	12.3	9.6
March	175.3	79.2	73.1	6.1	96.1	68.6	16.7	10.7
April	201.1	84.7	78.1	6.6	116.4	90.5	15.4	10.4
May	214.2	93.3	85.3	8.1	120.8	95.1	12.1	13.6
June	200.9	94.6	86.8	7.8	106.3	85.4	10.4	10.4

Aircraft Movements June 1980

Table 2.5

	Total	Commercial Movements					Other flights by air transport operators	Non-Commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
London Area Airports											
+Gatwick	13 973	12 058	—	641	1	102	29	—	1 086	—	56
+Heathrow	25 726	23 492	—	2	—	19	351	—	1 728	32	102
+Luton	5 906	2 757	6	674	88	122	80	711	1 460	—	8
+Southend	6 467	951	—	13	—	397	—	2 750	2 348	8	—
+Stansted	2 700	294	—	47	—	1 018	61	19	1 176	73	12
Total (London Area)	54 772	39 552	6	1 377	89	1 658	521	3 480	7 798	113	178
Westland Heliport (Battersea)	1 274	424	8	404	4	—	—	—	288	—	146
Other UK Airports											
+Aberdeen	9 097	6 234	1	702	—	737	32	1 307	17	—	67
+Belfast	6 488	2 609	—	133	109	—	2	746	335	—	2 554
Benbecula	262	198	—	5	25	—	2	—	6	—	26
+Birmingham	7 762	2 916	4	120	9	74	40	3 300	1 259	—	40
+Blackpool	7 029	572	156	96	9	154	—	5 212	743	—	87
+Bournemouth	6 601	766	76	74	—	977	3	2 019	1 671	—	1 015
+Bristol	3 077	581	44	73	—	33	—	1 295	1 045	—	6
+Cambridge	3 895	132	—	31	—	414	—	1 481	525	—	1 312
+Cardiff	3 701	767	—	50	—	480	—	1 829	555	—	20
+Coventry	5 743	157	—	40	—	455	34	4 197	850	—	10
+East Midlands	5 471	1 412	22	202	12	486	47	1 915	1 293	—	82
+Edinburgh	6 287	2 462	—	74	—	169	239	1 992	802	61	488
+Exeter	3 324	627	—	25	104	74	16	1 417	762	—	299
+Glasgow	8 255	4 640	—	452	100	111	211	1 461	977	9	294
Gloucester/Cheltenham	4 987	71	—	—	192	809	—	3 067	810	—	38
Hawarden	1 805	—	—	—	—	82	—	1 404	311	—	8
Humberside	2 090	348	—	143	31	32	6	1 467	59	—	4
Inverness	2 138	640	—	7	397	272	—	743	69	—	10
Islay	259	156	—	7	49	—	—	—	35	2	10
+Isle of Man	3 553	1 310	2	54	271	481	—	1 129	202	10	94
Isles of Scilly	608	544	—	1	15	—	—	—	44	—	4
+Kirkwall	1 322	954	—	55	48	4	—	210	49	—	2
+Leeds/Bradford	4 756	1 253	10	42	22	71	24	2 446	868	4	16
+Liverpool	6 796	1 547	—	306	2	742	—	1 973	2 146	—	80
+Lydd	6 231	215	36	70	146	25	—	4 517	1 092	6	124
+Manchester	8 185	5 686	—	222	6	100	356	622	1 132	6	55
+Manston	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	3 329	1 883	12	75	4	22	—	680	567	—	86
+Norwich	2 380	944	—	48	91	581	36	—	664	—	16
Penzance Heliport	438	424	—	—	10	—	—	—	4	—	—
+Prestwick	3 860	976	—	14	—	836	227	1 095	370	—	342
+Southampton	5 084	1 235	—	41	27	290	35	2 614	818	—	24
Stornoway	595	428	4	45	2	8	13	49	12	4	30
+Sumburgh	3 214	2 584	100	345	8	128	—	2	25	6	16
Swansea	1 954	73	2	27	14	18	—	750	372	—	698
+Tees-side	3 674	1 013	—	97	38	118	13	1 820	543	—	32
Tiree	62	56	—	—	—	2	—	2	2	—	—
Wick	549	437	—	14	—	2	6	80	2	—	8
Total (other UK Airports)	144 861	46 850	469	3 690	1 741	8 787	1 342	52 841	21 036	108	7 997
Total (Incl. London Area)	200 907	86 826	483	5 471	1 834	10 445	1 863	56 321	29 122	221	8 321
Channel Islands Airports											
Alderney	945	945	—	—	—	—	—	—	—	—	—
Guernsey	3 271	3 271	—	—	—	—	—	—	—	—	—
Jersey	6 541	5 268	—	—	—	—	—	—	1 265	—	8
Total (Channel Islands Airports)	10 757	9 484	—	—	—	—	—	—	1 265	—	8

Air Transport Movements by Type and Nationality of Operator for June 1980

Table 2.6

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	12 058	406	5 027	768	734	3 952	1 171
+Heathrow	23 492	10 579	2 258	10 643	—	5	7
+Luton	2 757	—	94	1	5	2 469	188
+Southend	951	—	549	—	—	402	—
+Stansted	294	—	76	—	—	29	189
TOTAL (London Area)	39 552	10 985	8 004	11 412	739	6 857	1 555
Westland Heliport (Battersea)	424	—	—	—	20	404	—
Other UK Airports							
+Aberdeen	6 234	932	572	—	820	3 811	99
+Belfast	2 609	1 021	1 161	44	—	186	197
Benbecula	198	46	152	—	—	—	—
+Birmingham	2 916	1 002	878	113	—	768	155
+Blackpool	572	—	434	—	—	135	3
+Bournemouth	766	—	595	—	—	167	4
Bristol	581	—	316	—	—	224	41
+Cambridge	132	—	93	—	—	33	6
+Cardiff	767	—	597	—	—	109	61
+Coventry	157	—	18	—	—	135	4
+East Midlands	1 412	—	705	—	—	616	91
+Edinburgh	2 462	791	1 467	—	3	157	44
+Exeter	627	—	602	—	—	11	14
+Glasgow	4 640	1 535	1 355	310	1	1 319	120
Gloucester/Cheltenham	71	—	46	—	—	25	—
Hawarden	—	—	—	—	—	—	—
Humberside	348	—	282	—	—	62	4
Inverness	640	317	188	—	—	129	6
Islay	156	—	140	—	—	16	—
+Isle of Man	1 310	—	1 305	—	—	4	1
Isles of Scilly	544	424	120	—	—	—	—
+Kirkwall	954	237	442	—	37	229	9
+Leeds/Bradford	1 253	—	1 104	—	—	144	5
+Liverpool	1 547	2	652	134	7	727	25
+Lydd	215	—	215	—	—	—	—
+Manchester	5 686	1 739	727	690	249	1 799	482
Manston	..	..	..	..	..	..	..
+Newcastle	1 883	300	911	—	10	531	131
Norwich	944	—	793	—	4	139	8
Penzance Heliport	424	424	—	—	—	—	—
+Ptestwick	976	145	262	245	3	86	235
+Southampton	1 235	—	1 135	—	—	91	9
Stornoway	428	100	133	—	1	191	3
+Sumburgh	2 584	242	42	—	855	1 387	58
Swansea	73	—	—	—	—	73	—
+Tees-side	1 013	—	711	—	3	253	46
Tiree	56	—	52	—	—	4	—
Wick	437	—	392	—	3	42	—
TOTAL Other UK Airports	46 850	9 257	18 597	1 536	1 996	13 603	1 861
TOTAL All Reporting Airports	86 826	20 242	26 601	12 948	2 755	20 864	3 416
Channel Islands Airports							
Alderney	945	—	767	—	—	178	—
Guernsey	3 271	—	3 085	97	—	70	19
Jersey	5 268	298	4 590	110	—	164	106
TOTAL (Channel Islands Airports)	9 484	298	8 442	207	—	412	125

June 1980

Table 2.7

Airport of intended landing	Total number of diversions	Airport of actual arrival																														Table
		Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		31
Gatwick	8					1Ma 4He				1Ma				1He																	1Ex	
Heathrow	7	1Em								2Ga 1Bl 1St					3Pr																	
Luton	8											1Em 1Ga			1Em									1Em 3St								
Aberdeen	7						2In								4Gl		1In															
Birmingham	2	1Lu				1Em																										
Bristol	1																															
Edinburgh	2													1Gl																		
Exeter	1																															
Humberside	1																															
Isle of Man	1																															
Kirkwall	1																															
Leeds	17													2Em 1Bl 2Te	5Em 2Ma 1Hu 1Te																3Em	
Manchester	123	4Em 1He 1Li	7Li	4Em 7Li	9Li	5Li	1Bl 4Li	1Li	1Li	1Li	3Li	4Li	3Li	4Li	1Bl 4Li	3Li	3Li	1Bl 5Li	3Li	2Li	4Li	4Li	1Li	1Li	1Ex 4Li	5Li	3Li	2Li	2Li	2Li	2Li	
Newcastle	11						1Lu							1Em 1Ma 1Te	1Gl 2Ma 3Te									1Em								
Sumburgh	6																															
Wick	2																															
Other Internal	32		1Sh 1Bo 5Ex 1Ki	2Gl		1Sh	1Em 3In											2In					1Ti									
Overseas	11	1Em 1He				1No						1He 1Pr	1No		1No		1No						1Pr 1Sh					1Ma				
All Aerodromes	241	19	16	13	10	12	13	1	1	6	3	8	4	13	30	3	5	8	21	2	5	5	1	6	7	5	4	3	4	2	11	

Aerodrome of actual landing: letter code

Ab	Aberdeen	Ca	Cambridge	Go	Gloucester/Cheltenham	Lb	Leeds/Bradford	Po	Portsmouth	Te	Tees-side
As	Ashford	Cd	Cardiff	Ha	Hawarden	Li	Liverpool	Pr	Prestwick	Ti	Tiree
Ba	Belfast	Co	Coventry	He	Heathrow	Lu	Luton	Sh	Southampton	Wi	Wick
Bb	Benbecula	Em	East Midlands	Hu	Humberside	Ld	Lydd	So	Southend	Xi	Other Internal
Bi	Birmingham	Ed	Edinburgh	In	Inverness	Ma	Manchester	St	Stansted	Xo	Overseas
Bl	Blackpool	Ex	Exeter	Is	Islay	Mt	Manston	Sw	Stornoway		
Bo	Bournemouth	Ga	Gatwick	Im	Isle of Man	Ne	Newcastle	Su	Sumburgh		
Br	Bristol	Gl	Glasgow	Ki	Kirkwall	No	Norwich	Ss	Swansea		

Air Transport Movements June 1980

Table 2.8

Comparison with the previous year

	International				Domestic				1980		1979		Percentage	
	Scheduled	Charter	Passenger Aircraft		Scheduled	Charter	Passenger Aircraft		Total	Cargo Aircraft	Total	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	3 394	101	5 549	160	2 522	184	45	103	11 510	548	10 678	492	7.8	11.4
+ Heathrow	16 943	973	2	5	5 561	3	—	5	22 506	986	22 574	1 191	-0.3	-17.2
+ Luton	40	1	1 951	177	54	—	207	327	2 252	505	2 303	186	-2.2	171.6
+ Southend	414	—	170	—	135	—	232	—	951	—	1 480	—	-35.7	—
+ Stansted	—	—	199	11	76	—	7	1	282	12	448	73	-37.1	-83.6
TOTAL (London Area)	20 791	1 075	7 871	353	8 348	187	491	436	37 501	2 051	37 483	1 942	—	5.6
Westland Heliport (Battersea)	—	—	—	—	—	—	424	—	424	—	482	—	-12.0	—
Other UK Airports														
+ Aberdeen	280	—	2 345	54	1 224	—	2 272	59	6 121	113	4 806	74	27.4	52.7
+ Belfast	44	—	193	18	2 070	112	19	153	2 326	283	2 000	219	16.3	29.2
+ Benbecula	—	—	—	—	198	—	—	—	198	—	214	—	-7.6	—
+ Birmingham	719	—	826	—	1 274	—	92	5	2 911	5	3 086	3	-5.7	66.7
+ Blackpool	84	—	5	2	314	36	38	93	441	131	591	139	-25.4	-5.8
+ Bournemouth	—	1	29	1	375	219	132	9	536	230	463	218	15.8	5.5
+ Bristol	144	—	178	—	172	—	24	63	518	63	647	2	-19.9	3 050.0
+ Cambridge	—	—	22	1	93	—	16	—	131	1	142	—	-7.7	—
+ Cardiff	120	—	162	2	477	—	6	—	765	2	808	—	-5.3	—
+ Coventry	—	—	95	5	18	—	39	—	152	5	76	5	100.0	—
+ East Midlands	248	20	420	47	435	2	93	147	1 196	216	1 186	130	0.8	66.2
+ Edinburgh	245	—	132	1	1 886	127	20	51	2 283	179	2 185	114	4.5	57.0
+ Exeter	89	—	16	—	484	29	9	—	598	29	587	2	1.9	1 350.0
+ Glasgow	456	104	641	—	2 637	3	683	116	4 417	223	4 395	181	0.5	23.2
+ Gloucester/Cheltenham	—	—	—	—	46	—	25	—	71	—	130	—	-45.4	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	76	—	—	—
+ Humberside	44	—	18	—	238	—	48	—	348	—	518	2	-32.8	—
+ Inverness	—	—	17	—	505	—	118	—	640	—	643	—	-0.6	—
+ Islay	—	—	—	—	140	—	16	—	156	—	183	—	-14.8	—
+ Isle of Man	77	—	1	—	1 198	30	4	—	1 280	30	1 339	30	-4.4	—
+ Isles of Scilly	—	—	—	—	544	—	—	—	544	—	602	—	-9.6	—
+ Kirkwall	—	—	75	1	679	—	198	1	952	2	961	8	-0.9	-75.0
+ Leeds/Bradford	294	—	94	5	810	—	45	5	1 243	10	1 117	30	11.3	-66.7
+ Liverpool	23	117	141	40	645	3	105	473	914	633	1 065	288	-14.2	119.8
+ Lydd	72	117	—	—	26	—	—	—	98	117	154	138	-36.4	-15.2
+ Manchester	1 362	80	2 435	10	1 713	1	84	1	5 594	92	4 959	88	12.8	4.5
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	302	—	507	—	871	38	165	—	1 845	38	1 681	32	9.8	18.8
+ Norwich	252	—	35	2	539	2	75	39	901	43	1 106	4	-18.5	975.0
+ Penzance Heliport	—	—	—	—	424	—	—	—	424	—	468	—	-9.4	—
+ Prestwick	205	77	211	6	309	61	86	21	811	165	825	125	-1.7	32.0
+ Southampton	259	—	44	8	873	3	48	—	1 224	11	1 303	15	-6.1	-26.7
+ Stornoway	—	—	25	—	233	—	169	1	427	1	425	3	0.5	-66.7
+ Sumburgh	—	—	1 416	47	284	—	804	33	2 504	80	2 674	78	-6.4	2.6
+ Swansea	—	—	—	—	—	—	73	—	73	—	214	—	-65.9	—
+ Tees-side	59	—	134	—	652	—	167	1	1 012	1	1 168	3	-13.2	-66.7
+ Tiree	—	—	—	—	52	—	4	—	56	—	68	—	-3.4	—
+ Wick	—	—	3	—	392	—	42	—	437	—	430	2	1.6	—
TOTAL other UK Airports	5 378	516	10 220	250	22 830	666	5 719	1 271	44 147	2 703	43 283	1 933	2.0	39.8
TOTAL all reporting UK Airports	26 169	1 591	18 091	603	31 178	853	6 634	1 707	82 072	4 754	81 248	3 875	1.0	22.7
Channel Islands Airports														
+ Alderney	—	—	—	—	—	—	—	—	945	—	826	—	14.4	—
+ Guernsey	—	—	—	—	—	—	—	—	3 271	—	3 073	—	6.4	—
+ Jersey	—	—	—	—	—	—	—	—	5 268	—	5 338	—	-1.3	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	9 484	—	9 237	—	2.7	—

Air Passengers by Type and Nationality of Operator June 1980

Table 2.9

	Total			Scheduled Services						Charter Flights						
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Others		Overseas operators		United Kingdom operators		Others		Overseas operators		
				British Airways	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	British Airways	Transit	Terminal	Transit	Terminal	Transit
London Area Airports																
+Gatwick	1 037 959	1 031 513	6 446	18 739	—	288 509	—	65 434	2 197	100 629	141	405 098	1 403	163 104	2 705	
+Heathrow	2 540 929	2 513 283	27 646	1 221 467	169	68 276	165	1 223 508	27 270	—	—	—	—	32	42	
+Luton	218 384	217 509	875	—	—	3 584	—	—	—	328	—	198 101	792	15 496	83	
+Southend	14 303	14 303	—	—	—	13 601	—	—	—	—	—	702	—	—	—	
+Stansted	26 268	25 967	301	—	—	805	—	—	—	—	—	2 007	244	23 155	57	
TOTAL (London Area)	3 837 843	3 802 575	35 268	1 240 206	169	374 775	165	1 288 942	29 467	100 957	141	605 908	2 439	191 787	2 887	
Westland Heliport (Battersea)	1 354	1 354	—	—	—	—	—	—	—	63	—	1 291	—	—	—	
Other UK Airports																
+Aberdeen	127 130	126 811	319	43 658	133	14 635	—	—	—	9 245	—	56 033	186	3 240	—	
+Belfast	134 898	134 657	241	77 083	—	36 552	11	982	1	—	—	1 009	—	19 031	229	
+Benbecula	1 981	1 930	51	1 188	—	742	51	—	—	—	—	—	—	—	—	
+Birmingham	161 666	159 613	2 053	43 927	475	25 179	676	5 909	42	—	—	71 169	447	13 429	413	
+Blackpool	8 228	8 108	120	—	—	7 969	116	—	—	—	—	126	4	13	—	
+Bournemouth	13 588	13 420	168	—	—	10 323	37	—	—	—	—	2 849	131	248	—	
+Bristol	25 789	24 879	910	—	—	7 754	780	—	—	—	—	14 094	1	3 031	129	
+Cambridge	3 829	3 829	—	—	—	3 698	—	—	—	—	—	88	—	43	—	
+Cardiff	33 713	29 554	4 159	—	—	11 319	4 158	—	—	—	—	11 117	—	7 118	1	
+Coventry	1 608	1 608	—	—	—	801	—	—	—	—	—	787	—	20	—	
+East Midlands	76 304	76 172	132	—	—	30 518	—	—	—	—	—	37 014	132	8 640	—	
+Edinburgh	113 594	108 740	4 854	64 511	24	29 746	4 745	—	—	362	—	10 255	—	3 866	85	
+Exeter	8 817	8 486	331	—	—	7 254	331	—	—	—	—	324	—	908	—	
+Glasgow	230 968	229 096	1 872	100 675	27	34 538	33	10 475	1 700	56	—	72 197	19	11 155	93	
+Gloucester/Cheltenham	1 781	1 781	—	—	—	1 693	—	—	—	—	—	88	—	—	—	
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Humberside	4 240	3 938	302	—	—	3 518	302	—	—	—	—	390	—	30	—	
+Inverness	14 109	13 037	1 072	10 927	929	1 072	24	—	—	—	—	456	119	582	—	
+Islay	1 180	1 180	—	—	—	1 153	—	—	—	—	—	27	—	—	—	
+Isle of Man	39 092	38 340	752	—	—	38 052	752	—	—	—	—	193	—	95	—	
+Isles of Scilly	11 528	11 528	—	10 456	—	1 072	—	—	—	—	—	—	—	—	—	
+Kirkwall	10 176	8 256	1 920	4 145	1 397	2 535	—	—	—	196	150	1 311	360	69	13	
+Leeds/Bradford	39 023	36 594	2 429	—	—	26 749	2 425	—	—	—	—	9 808	4	37	—	
+Liverpool	44 171	43 635	536	163	—	25 484	61	2 153	358	864	—	12 938	117	2 033	—	
+Lydd	1 051	1 051	—	—	—	1 051	—	—	—	—	—	—	—	—	—	
+Manchester	476 682	467 732	8 950	123 483	723	19 368	2 233	33 290	1 117	27 960	—	201 592	—	62 039	4 877	
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Newcastle	103 931	99 803	4 128	19 609	—	23 124	3 439	—	—	1 166	—	41 822	47	14 082	642	
+Norwich	16 190	14 933	1 257	—	—	13 574	1 257	—	—	40	—	1 291	—	28	—	
+Penzance Heliport	10 456	10 456	—	10 456	—	—	—	—	—	—	—	—	—	—	—	
+Prestwick	91 322	57 258	34 064	11 205	6 602	1 930	10	15 714	10 328	149	—	5 737	2 969	22 523	14 155	
+Southampton	26 357	26 087	270	—	—	25 555	239	—	—	—	—	505	31	27	—	
+Stornoway	6 863	6 703	160	4 054	—	768	—	—	—	35	—	1 842	153	4	7	
+Sumburgh	48 954	48 845	109	7 240	10	291	—	—	—	12 723	31	28 041	68	550	—	
+Swansea	799	787	12	—	—	—	—	—	—	—	—	787	12	—	—	
+Tees-side	28 379	26 917	1 462	—	—	19 302	1 445	—	—	145	—	4 633	17	2 837	—	
+Tiree	363	352	11	—	—	344	10	—	—	—	—	8	1	—	—	
+Wick	3 246	3 190	56	—	—	2 947	—	—	—	13	10	230	46	—	—	
TOTAL other UK Airports	1 922 006	1 849 306	72 700	532 780	10 320	430 610	23 135	68 523	13 546	52 954	191	588 761	4 864	175 678	20 644	
TOTAL (Incl. London Area)	5 761 203	5 653 235	107 968	1 772 986	10 489	805 385	23 300	1 357 465	43 013	153 974	332	1 195 960	7 303	367 465	23 531	
Channel Islands Airports																
Alderney	7 601	7 601	—	—	—	6 679	—	—	—	—	—	922	—	—	—	
Guernsey	57 782	54 922	2 860	—	—	52 079	2 701	1 815	106	—	—	503	5	525	48	
Jersey	154 060	150 941	3 119	21 040	—	121 716	2 912	5 231	207	—	—	595	—	2 359	—	
TOTAL (Channel Is. Airports)	219 443	213 464	5 979	21 040	—	180 474	5 613	7 046	313	—	—	2 020	5	2 884	48	

NOTE: The figures for total terminal passengers include passengers carried on aircraft chartered by Government departments.

Terminal, International and Domestic Passenger Traffic by Airports June 1980

Table 2.10

Comparison with the previous year

	Total 1980	Total 1979	Percentage change	1980	International 1979	Percentage change	1980	Domestic 1979	Percentage change
London Area Airports									
+ Gatwick	1 031 513	893 101	15.5	936 979	808 555	15.9	94 534	84 546	11.8
+ Heathrow	2 513 283	2 626 674	-4.3	2 157 614	2 252 257	-4.2	355 669	374 417	-5.0
+ Luton	217 509	222 747	-2.4	212 051	218 747	-3.1	5 458	4 000	36.5
+ Southend	14 303	21 143	-32.4	6 259	12 894	-51.5	8 044	8 249	-2.5
+ Stansted	25 967	32 279	-19.6	25 015	31 296	-20.1	952	983	-3.2
TOTAL (London Area)	3 802 575	3 795 944	0.2	3 337 918	3 323 749	0.4	464 657	472 195	-1.6
Westland Heliport (Battersea)	1 354	1 499	-9.7	—	—	—	1 354	1 499	-9.7
Other UK Airports									
+ Aberdeen	126 811	113 889	11.3	36 912	30 582	20.7	89 899	83 307	7.9
+ Belfast	134 657	129 493	4.0	19 482	16 555	17.7	115 175	112 938	2.0
Benbecula	1 930	2 216	-12.9	—	—	—	1 930	2 216	-12.9
+ Birmingham	159 613	149 932	6.5	116 241	104 588	11.1	43 372	45 344	-4.3
+ Blackpool	8 108	13 429	-39.6	811	865	-6.2	7 297	12 564	-41.9
+ Bournemouth	13 420	14 297	-6.1	2 261	2 310	-2.1	11 159	11 987	-6.9
+ Bristol	24 879	27 611	-9.9	19 711	22 116	-10.9	5 168	5 495	-6.0
+ Cambridge	3 829	4 480	-14.5	85	316	-73.1	3 744	4 164	-10.1
+ Cardiff	29 554	24 880	18.8	21 529	17 853	20.6	8 025	7 027	14.2
+ Coventry	1 608	663	142.5	556	245	126.9	1 052	418	151.7
+ East Midlands	76 172	65 073	17.1	52 119	40 971	27.2	24 053	24 102	-0.2
+ Edinburgh	108 740	124 633	-12.8	19 676	26 252	-25.0	89 064	98 381	-9.5
+ Exeter	8 486	8 741	-2.9	2 595	2 275	14.1	5 891	6 466	-8.9
+ Glasgow	229 096	230 349	-0.5	83 791	75 683	10.7	145 305	154 666	-6.1
Gloucester/Cheltenham	1 781	2 737	-34.9	—	—	—	1 781	2 737	-34.9
Hawarden	—	244	—	—	—	—	—	244	—
Humberside	3 938	5 462	-27.9	566	676	-16.3	3 372	4 786	-29.5
Inverness	13 037	14 635	-10.9	623	1 433	-56.5	12 414	13 202	-6.0
Islay	1 180	1 321	-10.7	—	—	—	1 180	1 321	-10.7
+ Isle of Man	38 340	51 714	-25.9	1 818	2 706	-32.8	36 522	49 008	-25.5
Isles of Scilly	11 528	13 659	-15.6	—	—	—	11 528	13 659	-15.6
+ Kirkwall	8 256	8 969	-7.9	511	28 1 725.0	—	7 745	8 941	-13.4
+ Leeds/Bradford	36 594	39 222	-6.7	15 094	13 288	13.6	21 500	25 934	-17.1
+ Liverpool	43 635	55 482	-21.4	17 741	30 393	-41.6	25 894	25 089	3.2
+ Lydd	1 051	6 280	-83.3	340	6 280	-94.6	711	—	—
+ Manchester	467 732	399 978	16.9	371 293	305 947	21.4	96 439	94 031	2.6
+ Manston	..	..	..	..	..	..	..	..	..
+ Newcasttle	99 803	95 102	4.9	64 032	55 356	15.7	35 771	39 746	-10.0
+ Norwich	14 933	17 400	-14.2	6 482	7 135	-9.2	8 451	10 265	-17.7
Penzance	10 456	12 395	-15.6	—	—	—	10 456	12 395	-15.6
+ Prestwick	57 258	58 911	-2.8	54 441	56 358	-3.4	2 817	2 553	10.3
+ Southampton	26 087	33 089	-21.2	4 166	4 240	-1.7	21 921	28 849	-24.0
Stornoway	6 703	7 171	-6.5	96	434	-77.9	6 607	6 737	-1.9
+ Sumburgh	48 845	50 416	-3.1	20 960	20 776	0.9	27 885	29 640	-5.9
Swansea	787	1 357	-42.0	—	—	—	787	1 357	-42.0
+ Tees-side	26 917	27 640	-2.6	7 769	8 271	-6.1	19 148	19 369	-1.1
Tiree	352	384	-8.3	—	—	—	352	384	-8.3
Wick	3 190	3 528	-9.6	1	144	-99.3	3 189	3 384	-5.8
TOTAL other UK Airports	1 849 306	1 816 782	1.8	941 702	854 076	10.3	907 604	962 706	-5.7
TOTAL all reporting UK Airports	5 653 235	5 614 225	0.7	4 279 620	4 177 825	2.4	1 373 615	1 436 400	-4.4
Channel Islands Airports (Channel Islands do not supply an International/Domestic split).									
Alderney	7 601	7 185	5.8	—	—	—	—	—	—
Guernsey	54 922	59 812	-8.2	—	—	—	—	—	—
Jersey	150 941	169 926	-11.2	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	213 464	236 923	-9.9	—	—	—	—	—	—

Note: The figures for terminal passengers include passengers carried on aircraft chartered by Government Departments.

International Air Passenger Traffic to and from U.K. reporting Airports in Thousands

Table 2.11

Comparison Quarterly for last 2 years and annually for last 10 years.

	Austria	Belgium	Denmark	Finland	France	German F.R.	Greece	Irish Republic	Italy	Malta	Nether-lands	Norway	Portugal	Spain	Sweden	Switzerland	Turkey	Yugoslavia	Eastern Europe(a)	Cyprus
1970	107	818	383	50	2 365	1 874	289	1 649	1 430	264	1 306	189	295	3 472	184	1 053	44	192	204	88
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	239	1 435	209	385	4 726	188	1 105	49	291	230	126
1972	135	832	447	70	2 805	2 438	625	1 567	1 900	170	1 508	244	483	5 493	236	1 130	61	291	284	166
1973	160	934	474	84	2 928	2 525	747	1 709	2 032	263	1 734	279	578	5 974	275	1 181	95	394	334	218
1974	156	859	479	88	2 678	2 247	543	1 641	1 771	384	1 619	275	429	4 842	281	1 032	90	323	347	100
1975	171	788	486	101	2 740	2 277	691	1 672	1 860	497	1 634	351	309	5 298	336	1 093	94	410	410	9
1976	200	850	567	120	2 901	2 470	882	1 722	1 941	478	1 835	522	296	4 667	423	1 181	120	414	395	79
1977	229	854	626	133	2 904	2 619	884	1 727	2 037	489	1 934	591	399	4 617	524	1 289	135	285	338	121
1978	237	874	621	134	3 026	2 882	1 162	1 933	2 279	670	1 994	564	474	5 553	524	1 372	114	428	418	161
1979	241	867	626	138	3 102	3 081	1 562	2 015	2 550	940	1 959	550	591	5 650	500	1 413	111	508	634	232
1978 3rd quarter (i)	87	229	188	42	881	858	526	705	847	246	562	168	167	2 173	158	401	38	188	169	74
4th quarter (i)	52	219	144	30	688	673	206	433	413	166	472	120	106	1 155	116	312	28	77	80	33
1979 1st quarter (ii)	38	187	119	24	636	625	110	370	475	134	391	110	81	806	87	311	23	35	73	26
2nd quarter (ii)	64	234	173	40	872	841	462	496	694	235	537	151	164	1 591	141	376	24	158	137	54
3rd quarter (ii)	88	230	195	45	958	913	725	700	946	352	550	166	213	2 200	162	412	42	233	231	106
4th quarter	50	217	139	29	636	702	265	449	435	218	481	120	133	1 053	110	315	23	81	93	45
1980 1st quarter	40	194	117	29	641	683	119	420	575	170	421	115	100	738	95	341	16	27	81	35
2nd quarter	63	209	153	40	815	826	561	438	728	310	510	157	195	1 602	108	378	16	129	131	59
	Canary Islands	Near East (b)	North Africa (c)	East Africa (d)	West Africa (e)	Central Africa (f)	Southern Africa (g)	Middle East (h)	Indian Sub-Cont. (j)	Far East (k)	Japan	Australia & New Zealand	Canada	United States of America	Central America (l)	South America (m)	Caribbean (n)	Oil Rigs	Others (o)	Total
1970	178	210	154	144	87	40	155	173	164	128	45	113	904	2 511	14	50	160	..	169	21 655
1971	218	283	177	156	91	44	163	203	143	189	71	108	933	2 814	11	54	174	..	202	24 831
1972	264	305	406	190	94	49	179	255	230	243	80	146	1 102	3 203	12	67	222	..	217	28 149
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	125	324	28 152
1975	402	353	353	189	173	71	307	529	357	375	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	529	327	415	218	221	69	342	812	391	464	171	374	1 448	3 518	23	89	297	249	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	333	34 414
1978	656	499	509	224	370	69	344	1 263	491	541	216	429	1 505	5 128	25	120	303	500	380	38 992
1979	758	554	633	240	366	67	371	1 063	564	602	257	618	1 637	5 388	31	133	353	481	391	41 677
1978 3rd quarter (i)	174	175	166	73	123	22	100	442	129	173	61	118	676	1 883	8	36	90	60	113	13 329
4th quarter (i)	193	114	128	55	78	16	90	273	141	148	64	123	234	1 112	7	30	86	58	97	8 570
1979 1st quarter (ii)	198	108	119	56	72	14	90	205	142	133	64	139	163	836	6	29	73	122	83	7 313
2nd quarter (ii)	168	128	153	51	83	16	88	240	131	137	57	156	456	1 479	7	29	83	56	95	11 057
3rd quarter (ii)	207	188	188	76	117	23	103	370	140	185	75	160	780	1 888	11	43	105	60	119	14 305
4th quarter	185	128	173	57	94	14	91	248	150	148	61	163	238	1 185	8	32	93	192	94	8 948
1980 1st quarter	192	128	166	62	95	13	104	233	146	139	56	170	189	909	4	33	83	131	94	7 903
2nd quarter	159	128	171	52	96	15	94	228	128	150	55	149	410	1 622	4	32	92	141	94	11 247

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.

Special Note—Sumburgh

(i) Sumburgh traffic not included for 1978.

(ii) Sumburgh traffic not included for March-September 1979.

International Air Passenger Traffic to and from UK Airports for June 1980

Table 2.12

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Austria	22 192	15 523	6 669	21 263	15 719	5 544	4
London (a) – Vienna	16 550	12 595	3 955	17 658	13 808	3 850	
– Salzburg	2 440	2 440	—	1 911	1 911	—	
Luton – Vienna	2 521	—	2 521	1 658	—	1 658	
Belgium	71 926	71 335	591	79 337	77 230	2 107	–9
London (a) – Brussels	53 101	53 101	—	55 785	55 785	—	
– Antwerp	6 202	6 202	—	6 526	6 526	—	
– Ostend	283	213	70	350	231	119	
– Liege	524	524	—	503	503	—	
– Charleroi	460	460	—	379	379	—	
Manchester – Brussels	4 882	4 882	—	4 774	4 774	—	
Birmingham – Brussels	3 105	3 073	32	2 520	2 520	—	
Southend – Ostend	1 641	1 641	—	5 631	4 986	645	
Denmark	57 569	46 776	10 793	65 768	50 134	15 634	–12
London (a) – Copenhagen (c)	41 388	36 706	4 682	43 858	36 803	7 055	
– Aarhus	1 881	1 618	263	2 493	2 135	358	
Glasgow (b) – Copenhagen (c)	2 770	2 770	—	3 016	3 016	—	
Manchester – Copenhagen (c)	4 956	4 956	—	5 701	5 701	—	
Luton – Copenhagen (c)	2 416	—	2 416	3 868	—	3 868	
Finland	18 179	13 339	4 840	18 650	13 421	5 229	–3
France	278 502	265 169	13 333	295 906	276 714	19 192	–6
London (a) – Paris (d)	183 185	182 919	266	184 357	179 924	4 433	
– Toulouse	2 753	2 739	14	2 500	2 500	—	
– Caen	392	392	—	298	298	—	
– Marseille	5 699	5 617	82	6 219	6 056	163	
– Lille	1 791	1 791	—	1 660	1 633	27	
– Nice	25 290	24 213	1 077	25 424	24 949	475	
– Rennes	284	284	—	225	225	—	
– Bordeaux	4 057	4 057	—	4 033	3 995	38	
– Le Touquet	2 808	2 808	—	5 860	5 818	42	
– Montpellier	2 449	2 449	—	2 135	2 077	58	
– Strasbourg	2 494	2 494	—	3 743	3 743	—	
– Ajaccio	2 367	614	1 753	2 001	626	1 375	
– Lyon	6 059	5 984	75	5 835	5 528	307	
– Le Havre	—	—	—	—	—	—	
– Deauville	1 263	102	1 161	198	138	60	
– Quimper	358	358	—	264	264	—	
– Dijon	194	129	65	321	321	—	
– Nantes	1 714	1 714	—	1 737	1 737	—	
– Perpignan	683	683	—	545	545	—	
– Nimes	222	222	—	215	215	—	
Manchester – Paris (d)	8 604	8 405	199	9 547	9 528	19	
Birmingham – Paris (d)	5 524	5 346	178	5 674	5 647	27	
Southend – Le Touquet	947	797	150	1 297	1 211	86	
Luton – Toulouse	—	—	—	5	—	5	
Lydd – Beauvais	340	340	—	6 280	6 280	—	
German Fed. Republic	295 035	227 285	67 750	275 118	217 501	57 617	7
London (a) – Berlin (e)	15 279	10 104	5 175	14 508	8 283	6 225	
– Frankfurt	67 857	62 200	5 657	69 611	63 233	6 378	
– Hamburg	31 018	27 319	3 699	31 161	27 228	3 933	
– Dusseldorf	39 545	35 814	3 731	38 749	34 268	4 481	
– Munich	49 631	31 458	18 173	35 210	20 848	14 362	
– Stuttgart	15 363	10 921	4 442	15 433	11 922	3 511	

Table 2.12 cont.

Comparison with the previous year

Comparison with the previous year							Percentage change of total traffic	
1980			1979					
	Total	Sched.	Charter	Total	Sched.	Charter		
German Fed. Republic (continued)								
London (a) – Cologne (Bonn)	15 217	15 100	117	17 648	16 016	1 632	-7	
– Nuremburg	2 270	2 270	—	2 605	2 605	—		
– Bremen	5 136	5 136	—	6 854	6 854	—		
– Hanover	14 904	12 016	2 888	13 261	10 355	2 906		
Manchester – Frankfurt	5 269	5 269	—	5 880	5 880	—		
– Dusseldorf	3 794	3 785	9	4 216	4 216	—		
– Munich	4 810	—	4 810	1 478	—	1 478		
Birmingham – Frankfurt	1 642	1 642	—	1 294	1 294	—		
– Dusseldorf	2 547	2 547	—	2 325	2 315	10		
Luton – Munich	10 442	—	10 442	2 542	—	2 542		
– Stuttgart	—	—	—	2 242	—	2 242		
Gibraltar	9 402	3 868	5 534	10 112	4 545	5 567		
London (a) – Gibraltar	7 744	3 868	3 876	7 607	4 545	3 062		
Greece								
London (a) – Athens	72 859	39 819	33 040	74 831	41 564	33 267		24
– Salonika	6 013	1 987	4 026	3 015	2 497	518		
– Corfu	35 639	—	35 639	26 462	1 281	25 181		
– Rhodes	15 719	—	15 719	10 170	—	10 170		
– Crete	18 796	—	18 796	18 384	—	18 384		
Manchester – Athens	7 937	—	7 937	5 627	—	5 627		
– Corfu	17 355	—	17 355	11 540	—	11 540		
Luton – Salonika	1 613	—	1 613	1 220	—	1 220		
– Corfu	10 960	—	10 960	12 861	—	12 861		
Iceland								
London (a) – Keflavik	3 318	3 318	—	3 427	3 404	23	-10	
Glasgow (b) – Keflavik	1 063	1 063	—	1 317	1 317	—		
Luton – Keflavik	—	—	—	—	—	—		
Irish Republic								
London (a) – Dublin	75 894	75 805	89	84 207	84 132	75	-19	
– Shannon	12 313	12 313	—	12 410	12 401	9		
– Cork	15 304	15 254	50	14 343	14 343	—		
Glasgow (b) Dublin	4 944	4 944	—	8 921	8 921	—		
Liverpool – Dublin	4	—	4	4 270	4 270	—		
Manchester – Dublin	12 173	12 129	44	13 459	13 459	—		
Edinburgh – Dublin	60	—	60	4 408	4 358	50		
Birmingham – Dublin	9 306	9 305	1	11 539	11 539	—		
Luton – Dublin	98	—	98	72	—	72		
Leeds/Bradford – Dublin	2 076	2 076	—	2 241	2 227	14		
Bristol – Dublin	1	—	1	2 233	2 175	58		
E. Midlands – Dublin	2 058	2 055	3	1 635	1 629	6		
Belfast – Shannon	257	257	—	3 613	3 290	323		
Italy								
London (a) – Rome (f)	43 040	37 015	6 025	42 695	35 935	6 760		11
– Milan (g)	50 187	35 636	14 551	49 018	34 236	14 782		
– Turin	4 530	3 909	621	2 803	2 803	—		
– Pisa	14 745	9 110	5 635	13 344	8 153	5 191		
– Naples	15 250	3 997	11 253	13 561	4 672	8 889		
– Venice	20 394	7 541	12 853	16 231	6 286	9 945		
– Genoa	6 231	3 991	2 240	8 103	3 538	4 565		
– Bologna	1 196	1 196	—	1 593	—	1 593		
– Rimini	17 220	—	17 220	13 508	2 105	11 403		
Manchester – Milan (g)	4 716	3 155	1 561	4 808	3 199	1 609		
– Rimini	8 983	—	8 983	5 662	—	5 662		
Luton – Rome (f)	4 576	—	4 576	3 346	—	3 346		
– Milan (g)	12 324	—	12 324	12 676	—	12 676		
– Naples	6 404	—	6 404	6 454	—	6 454		
– Venice	5 352	—	5 352	6 193	—	6 193		
– Genoa	1 165	—	1 165	1 568	—	1 568		
– Palermo	2 964	—	2 964	4 159	—	4 159		
– Rimini	5 252	—	5 252	5 482	—	5 482		

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Luxembourg	5 955	5 900	55	5 823	5 712	111	2
London (a) – Luxembourg	5 944	5 900	44	5 786	5 712	74	
Malta	128 518	29 021	99 497	98 763	33 303	65 460	30
London (a) – Malta	60 588	25 297	35 291	56 288	30 223	26 065	
Manchester – Malta	22 989	3 724	19 265	16 548	3 080	13 468	
Birmingham – Malta	10 532	—	10 532	4 964	—	4 964	
Luton – Malta	8 305	—	8 305	8 087	—	8 087	
Newcastle – Malta	7 233	—	7 233	5 954	—	5 954	
Netherlands	166 379	164 439	1 940	174 881	173 758	1 123	–5
London (a) – Amsterdam	92 844	92 747	97	98 420	98 341	79	
– Rotterdam	16 611	16 532	79	18 113	18 113	—	
– Maastricht	2 554	2 495	59	2 277	2 276	1	
Glasgow (b) – Amsterdam	3 986	3 986	—	4 370	4 343	27	
Norwich – Amsterdam	5 074	5 072	2	5 206	5 203	3	
Southampton – Amsterdam	2 173	2 173	—	2 355	2 265	90	
Manchester – Amsterdam	10 910	10 903	7	11 314	11 308	6	
Edinburgh – Amsterdam	4 463	4 463	—	3 912	3 912	—	
Birmingham – Amsterdam	5 031	4 840	191	3 791	3 791	—	
Luton – Amsterdam	146	—	146	2	—	2	
Newcastle – Amsterdam	5 479	5 479	—	5 126	5 126	—	
Aberdeen – Amsterdam	3 238	3 233	5	3 008	3 008	—	
Leeds/Bradford – Amsterdam	2 550	2 550	—	2 807	2 807	—	
East Midlands – Amsterdam	2 908	2 908	—	2 765	2 731	34	
Southend – Rotterdam	2 868	2 868	—	4 690	4 505	185	
Norway	58 702	47 537	11 165	58 221	45 652	12 569	1
London (a) – Oslo (h)	29 507	23 726	5 781	28 275	21 714	6 561	
– Bergen	11 034	10 861	173	10 339	10 138	201	
– Stavanger	5 949	5 793	156	6 091	5 557	534	
– Kristiansand	603	603	—	644	644	—	
Luton – Oslo (h)	—	—	—	1 192	—	1 192	
Newcastle – Stavanger	1 330	1 330	—	2 610	2 610	—	
Aberdeen – Stavanger	2 117	531	1 586	2 137	1 096	1 041	
Portugal	70 932	23 815	47 117	63 328	27 605	35 723	12
London (a) – Lisbon	20 552	16 332	4 220	21 091	17 878	3 213	
– Oporto	2 162	2 162	—	3 155	3 155	—	
– Faro	24 456	5 091	19 365	22 817	6 572	16 245	
Manchester – Faro	6 973	—	6 973	5 661	—	5 661	
Luton – Lisbon	2 659	—	2 659	2 286	—	2 286	
– Faro	4 019	—	4 019	3 015	—	3 015	
Spain	639 250	98 613	540 637	638 554	102 858	535 696	—
London (a) – Madrid	37 348	30 481	6 867	38 710	33 694	5 016	
– Barcelona	20 584	14 746	5 838	23 462	16 577	6 885	
– Valencia	6 351	5 691	660	7 192	6 619	573	
– Seville	1 619	1 619	—	1 505	1 505	—	
– Malaga	32 442	15 167	17 275	32 832	14 272	18 560	
– Bilbao	7 290	7 195	95	6 704	6 578	126	
– Majorca	73 374	10 852	62 522	72 369	11 342	61 027	
– Santiago	2 150	1 720	430	1 930	1 405	525	
– Minorca	17 436	1 868	15 568	18 313	1 603	16 710	
– Alicante	23 219	4 480	18 739	23 721	4 970	18 751	
– Ibiza	25 671	2 545	23 126	21 611	2 752	18 859	
– Gerona	17 930	1 021	16 909	18 616	694	17 922	
– Almeria	1 609	—	1 609	2 393	—	2 393	
Glasgow (b) – Majorca	13 080	—	13 080	12 021	—	12 021	
– Alicante	4 783	—	4 783	5 827	—	5 827	
– Ibiza	6 216	—	6 216	5 021	—	5 021	
– Gerona	5 039	—	5 039	4 149	—	4 149	

Table 2.12 cont.

Comparison with the previous year

Comparison with the previous year							Percentage change of total traffic
	1980			1979			
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain (continued)							
Manchester – Barcelona	6 409	—	6 409	6 653	—	6 653	
– Malaga	11 377	—	11 377	9 581	—	9 581	
– Majorca	36 021	—	36 021	29 726	—	29 726	
– Minorca	13 380	—	13 380	11 421	—	11 421	
– Alicante	15 612	—	15 612	14 080	—	14 080	
– Ibiza	16 486	—	16 486	12 774	—	12 774	
– Gerona	8 368	—	8 368	10 217	—	10 217	
Belfast – Majorca	5 278	—	5 278	4 397	—	4 397	
Edinburgh – Majorca	2 773	—	2 773	3 433	—	3 433	
– Alicante	1 344	—	1 344	2 234	—	2 234	
Birmingham – Barcelona	3 214	—	3 214	1 570	—	1 570	
– Malaga	2 725	—	2 725	3 867	—	3 867	
– Majorca	14 644	—	14 644	13 642	—	13 642	
– Alicante	5 832	—	5 832	7 002	—	7 002	
– Ibiza	7 673	—	7 673	7 369	—	7 369	
– Gerona	3 300	—	3 300	3 514	—	3 514	
Luton – Madrid	1 854	—	1 854	1 906	—	1 906	
– Barcelona	1 426	—	1 426	5 552	—	5 552	
– Malaga	7 956	—	7 956	8 802	—	8 802	
– Majorca	18 072	—	18 072	20 465	—	20 465	
– Alicante	8 284	—	8 284	10 791	—	10 791	
– Ibiza	7 951	—	7 951	9 979	—	9 979	
– Gerona	8 085	—	8 085	8 577	—	8 577	
Cardiff – Majorca	4 696	—	4 696	4 467	—	4 467	
– Alicante	1 715	—	1 715	1 670	—	1 670	
Newcastle – Barcelona	1 669	—	1 669	2 894	—	2 894	
– Majorca	7 660	—	7 660	8 894	—	8 894	
– Alicante	3 791	—	3 791	3 612	—	3 612	
Leeds/Bradford – Majorca	4 018	—	4 018	3 400	—	3 400	
– Alicante	1 936	—	1 936	2 100	—	2 100	
Bristol – Majorca	3 679	—	3 679	3 997	—	3 997	
East Midlands – Majorca	8 249	—	8 249	7 540	—	7 540	
– Alicante	4 195	—	4 195	3 985	—	3 985	
– Ibiza	3 568	—	3 568	3 315	—	3 315	
Sweden	53 364	33 101	20 263	54 935	32 726	22 209	–3
London (a) – Stockholm (i)	30 772	23 863	6 909	33 877	23 237	10 640	
– Goteborg	14 388	9 103	5 285	14 429	9 489	4 940	
– Malmo	3 039	—	3 039	2 606	—	2 606	
Luton – Stockholm (i)	3 288	—	3 288	2 229	—	2 229	
Switzerland	128 220	97 895	30 325	124 829	98 462	26 367	3
London (a) – Berne	2 236	2 236	—	2 259	2 211	48	
– Zurich	59 958	42 033	17 925	56 739	44 020	12 719	
– Geneva	42 394	34 830	7 564	44 063	35 828	8 235	
– Basle	11 609	9 192	2 417	10 839	8 578	2 261	
Manchester – Zurich	6 568	6 568	—	6 064	6 064	—	
– Geneva	1 092	1 092	—	1 114	1 114	—	
Birmingham – Zurich	1 372	1 372	—	—	—	—	
Luton – Zurich	7	—	7	1 770	—	1 770	
Turkey	7 106	6 285	821	9 090	9 088	2	–22
London (a) – Istanbul	6 285	6 285	—	9 088	9 088	—	
– Ankara	—	—	—	2	—	2	
Yugoslavia	58 375	17 997	40 378	77 257	25 251	52 006	–24
London (a) – Belgrade	5 177	4 788	389	7 305	5 380	1 925	
– Zagreb	2 930	2 930	—	5 433	5 326	107	
– Ljubljana	2 689	1 954	735	4 614	3 341	1 273	
– Dubrovnic	6 577	1 947	4 630	10 166	2 313	7 853	
– Pula	6 514	1 183	5 331	12 558	2 433	10 125	
Manchester – Pula	4 996	783	4 213	6 034	1 354	4 680	
Luton – Pula	2 383	—	2 383	3 829	—	3 829	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Eastern Europe	63 934	27 396	36 538	66 350	29 852	36 498	-4
Bulgaria	12 050	1 179	10 871	12 921	1 459	11 462	
Czechoslovakia	3 204	3 204	—	3 368	3 211	157	
German Democratic Republic	354	25	329	145	137	8	
Hungary	6 158	5 642	516	4 608	4 608	—	
Poland	12 826	10 856	1 970	12 917	9 634	3 283	
Rumania	23 063	1 581	21 482	20 393	1 642	18 751	
U.S.S.R.	6 279	4 909	1 370	11 998	9 161	2 837	
London (a) – Moscow (j)	5 357	4 507	850	9 311	8 549	762	
– Leningrad	638	402	236	1 343	612	731	
TOTAL EUROPE	2 810 082	1 493 389	1 316 693	2 774 914	1 568 517	1 206 397	1
Cyprus	20 024	19 893	131	19 266	18 834	432	4
London (a) – Larnaca	17 726	17 726	—	17 564	17 564	—	
Canary Islands	50 407	3 365	47 042	51 075	2 832	48 243	-1
London (a) – Las Palmas	5 849	2 445	3 404	6 751	2 214	4 537	
– Tenerife (k)	14 988	920	14 068	12 739	618	12 121	
– Arrecife	3 135	—	3 135	3 536	—	3 536	
Glasgow (b) – Tenerife (k)	2 251	—	2 251	2 787	—	2 787	
Manchester – Las Palmas	1 180	—	1 180	908	—	908	
– Tenerife (k)	7 893	—	7 893	9 512	—	9 512	
Birmingham – Tenerife (k)	2 400	—	2 400	3 433	—	3 433	
Luton – Las Palmas	1 333	—	1 333	786	—	786	
– Tenerife (k)	4 269	—	4 269	5 070	—	5 070	
E. Midlands – Tenerife (k)	2 116	—	2 116	1 173	—	1 173	
Near East	42 997	33 168	9 829	41 506	39 889	1 617	4
Israel	27 351	17 522	9 829	25 411	23 794	1 617	
London (a) – Tel Aviv	23 270	17 522	5 748	25 113	23 794	1 319	
Jordan	6 193	6 193	—	5 921	5 921	—	
Lebanon	5 460	5 460	—	4 768	4 768	—	
Syria	3 993	3 993	—	5 406	5 406	—	
North Africa	60 581	29 326	31 255	53 321	35 116	18 205	14
Algeria	3 482	3 482	—	3 037	3 037	—	
London (a) – Algiers	2 659	2 659	—	3 037	3 037	—	
– Oran	823	823	—	—	—	—	
Egypt	12 565	12 565	—	13 625	13 625	—	
Libya	7 338	7 338	—	11 201	10 266	935	
London (a) – Tripoli	5 336	5 336	—	8 088	7 310	778	
– Benghazi	2 002	2 002	—	3 113	2 956	157	
Morocco	11 476	2 375	9 101	8 537	3 397	5 140	
London (a) – Tangiers	4 565	1 051	3 514	4 005	1 219	2 786	
– Marrakesh	—	—	—	—	—	—	
– Casablanca (l)	1 324	1 324	—	2 178	2 178	—	
Tunisia	25 720	3 566	22 154	16 921	4 791	12 130	
London (a) – Tunis	5 961	2 930	3 031	6 471	4 791	1 680	
– Djerba	1 485	343	1 142	—	—	—	
– Monastir	6 763	293	6 470	1 973	—	1 973	
Manchester – Monastir	2 831	—	2 831	1 568	—	1 568	
Luton – Monastir	2 081	—	2 081	2 305	—	2 305	
East Africa	19 360	18 312	1 048	18 902	18 807	95	2
Kenya	10 192	9 637	555	9 990	9 895	95	
London (a) – Nairobi	9 378	9 378	—	9 990	9 895	95	
– Mombasa	814	259	555	—	—	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
East Africa (continued)							
Uganda	493	—	493	—	—	—	
Tanzania	1 777	1 777	—	1 564	1 564	—	
London — (a) Dar-es-Salaam	1 476	1 476	—	1 403	1 403	—	
— Kilimanjaro	301	301	—	—	—	—	
Sudan	5 304	5 304	—	5 900	5 900	—	
Somali Republic	—	—	—	—	—	—	
Ethiopia	1 594	1 594	—	1 448	1 448	—	
West Africa	31 565	31 565	—	24 552	23 541	1 011	29
Ghana	3 657	3 657	—	4 596	4 596	—	
Nigeria	25 140	25 140	—	17 164	16 221	943	
London (a) — Kano	2 196	2 196	—	1 199	1 199	—	
— Lagos	22 944	22 944	—	15 826	15 022	804	
Sierra Leone	1 290	1 290	—	1 031	963	68	
Gambia	739	739	—	84	84	—	
Liberia (m)	352	352	—	1 060	1 060	—	
Ivory Coast	280	280	—	617	617	—	
Senegal	107	107	—	—	—	—	
Central Africa	4 973	4 968	5	5 600	5 600	—	-11
Zambia	4 209	4 207	2	4 320	4 320	—	
Malawi	761	761	—	1 280	1 280	—	
Southern Africa	32 999	32 999	—	30 508	30 508	—	7
Zimbabwe	4 524	4 524	—	—	—	—	
South African Republic	28 475	28 475	—	30 854	30 508	346	
London (a) — Johannesburg	26 582	26 582	—	28 122	28 122	—	
— Cape Town	1 893	1 893	—	2 386	2 386	—	
Middle East	82 857	82 806	51	91 669	90 707	962	-10
Iraq	6 553	6 553	—	3 049	3 049	—	
Kuwait	13 482	13 482	—	14 973	14 973	—	
Saudi Arabia	32 374	32 327	47	32 447	31 683	764	
London (a) — Jeddah	17 395	17 348	47	15 444	15 281	163	
— Dhahran	7 651	7 651	—	9 003	9 003	—	
— Riyadh	7 328	7 328	—	8 000	7 399	601	
Iran	4 211	4 211	—	14 616	14 418	198	
Persian Gulf States	13 226	13 226	—	12 272	12 272	—	
Bahrain	4 928	4 928	—	4 992	4 992	—	
Qatar	1 827	1 827	—	2 151	2 151	—	
Oman	6 471	6 471	—	5 129	5 129	—	
United Arab Emirates	13 007	13 007	—	14 312	14 312	—	
London (a) — Dubai	6 972	6 972	—	8 405	8 405	—	
— Abu Dhabi	6 035	6 035	—	5 907	5 907	—	
Indian Sub-Continent	45 894	45 564	330	44 838	44 838	—	2
Pakistan	12 619	12 619	—	12 950	12 950	—	
London (a) — Karachi	5 985	5 985	—	5 635	5 635	—	
— Rawalpindi	6 634	6 634	—	7 315	7 315	—	
Bangladesh	4 968	4 968	—	4 231	4 231	—	
India	24 092	24 092	—	25 652	25 652	—	
London (a) — Delhi	8 244	8 244	—	8 411	8 411	—	
— Bombay	14 486	14 486	—	15 833	15 833	—	
— Calcutta	1 362	1 362	—	1 331	1 331	—	
Sri Lanka (n)	3 330	3 000	330	1 364	1 364	—	
Afghanistan	885	885	—	641	641	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Far East	73 282	73 282	—	71 207	70 912	295	3
Hong Kong	15 047	15 047	—	16 273	15 978	295	
Bandar Seri Begawan	549	549	—	315	315	—	
Singapore	20 535	20 535	—	22 488	22 488	—	
Malaysia	6 979	6 979	—	4 367	4 367	—	
Thailand	7 382	7 382	—	6 364	6 364	—	
Japan	21 129	21 129	—	21 400	21 400	—	
London (a) – Tokyo (o)	19 212	19 212	—	19 144	19 144	—	
– Osaka	1 917	1 917	—	2 256	2 256	—	
Indonesia	—	—	—	—	—	—	
Philippines	1 661	1 661	—	—	—	—	
Australasia	45 174	45 174	—	52 277	52 277	—	-14
Australia	43 547	43 547	—	50 475	50 475	—	
London (a) – Sydney	14 158	14 158	—	17 922	17 922	—	
– Darwin	323	323	—	1 032	1 032	—	
– Melbourne (p)	17 878	17 878	—	19 987	19 987	—	
– Perth	5 253	5 253	—	5 560	5 560	—	
– Brisbane	5 935	5 935	—	5 974	5 974	—	
New Zealand	1 627	1 627	—	1 802	1 802	—	
Canada	202 700	105 490	97 210	221 693	124 406	97 287	-9
London (a) – Montreal (q)	19 770	19 518	252	20 316	20 316	—	
– Toronto	65 491	40 107	25 384	74 736	44 555	30 181	
– Ottawa	801	—	801	—	—	—	
– Calgary	7 385	7 385	—	10 153	7 778	2 375	
– Vancouver	22 201	5 028	17 173	23 420	7 361	16 059	
– Edmonton	7 140	6 562	578	7 206	6 280	926	
– Halifax	4 373	4 373	—	6 436	6 436	—	
– Winnipeg	4 568	2 695	1 873	4 953	3 934	1 019	
– Gander	3 520	3 520	—	3 649	3 649	—	
Glasgow (b) – Montreal (q)	693	693	—	2 237	2 052	185	
– Toronto	21 446	5 635	15 811	23 895	8 747	15 148	
– Calgary	958	958	—	1 696	1 394	302	
– Vancouver	5 664	928	4 736	4 578	1 387	3 191	
– Halifax	1 132	1 132	—	1 214	1 214	—	
– Winnipeg	777	777	—	965	632	333	
Manchester – Montreal (q)	1 202	1 202	—	2 780	1 822	958	
– Toronto	15 326	3 068	12 258	18 078	6 020	12 058	
United States of America	644 650	599 795	44 855	571 645	531 101	40 544	13
London (a) – Detroit (r)	12 088	11 872	216	15 755	14 056	1 699	
– Chicago (s)	43 753	41 860	1 893	43 814	41 877	1 937	
– Seattle (t)	23 127	23 127	—	20 617	20 617	—	
– Washington (u)	36 449	36 449	—	31 628	30 876	752	
– Dallas (v)	18 427	18 175	252	20 733	20 231	502	
– New York (w)	193 360	187 383	5 977	197 858	183 629	14 229	
– Boston	38 973	38 973	—	37 278	37 180	98	
– San Francisco	33 405	33 405	—	34 158	34 158	—	
– Los Angeles	78 943	77 271	1 672	63 491	59 459	4 032	
– Miami	62 720	58 469	4 251	31 585	30 649	936	
– Philadelphia	7 234	7 234	—	12 691	12 202	489	
– Atlanta	19 824	19 714	110	14 232	14 232	—	
– St. Louis	2 316	2 316	—	—	—	—	
– Minneapolis/ St. Paul	5 178	5 178	—	79	—	79	
– New Orleans	—	—	—	—	—	—	
– Denver	—	—	—	594	—	594	
– Houston	15 047	15 047	—	12 606	12 606	—	
– Anchorage	1 206	1 206	—	1 162	1 162	—	
Glasgow (b) – New York (w)	9 057	5 875	3 182	8 644	6 611	2 033	
– Boston	9 799	9 799	—	7 222	7 222	—	
Manchester – New York (w)	9 624	5 237	4 387	6 584	3 803	2 781	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Central America	2 090	2 090	—	2 559	2 559	—	-18
Mexico	1 869	1 869	—	2 254	2 254	—	
Panama	221	221	—	305	305	—	
South America	10 909	10 645	264	9 615	9 409	206	13
Guyana	380	380	—	757	757	—	
Ecuador	101	101	—	—	—	—	
London (a) – Quito	75	75	—	—	—	—	
– Guayaquil	26	26	—	—	—	—	
Venezuela	1 864	1 864	—	406	406	—	
Colombia	936	936	—	520	520	—	
London (a) – Bogota	927	927	—	520	520	—	
– Baranquilla	9	9	—	—	—	—	
Peru	784	784	—	1 771	1 771	—	
Brazil	4 205	4 205	—	1 790	1 790	—	
London (a) – Sao Paulo	435	435	—	—	—	—	
– Recife	335	335	—	52	52	—	
– Rio de Janeiro (x)	3 435	3 435	—	1 738	1 738	—	
Argentina	1 861	1 861	—	2 206	2 206	—	
London (a) – Buenos Aires (y)	1 861	1 861	—	2 206	2 206	—	
– Cordoba	—	—	—	—	—	—	
Chile	778	514	264	2 165	1 959	206	
Caribbean Area	28 401	26 148	2 253	27 277	27 156	121	4
Bermuda	4 529	4 356	173	4 978	4 978	—	
Leeward Islands	2 197	1 720	477	1 896	1 775	121	
London (a) – Antigua	1 720	1 720	—	1 775	1 775	—	
Windward Islands	2 502	1 152	1 350	1 292	1 292	—	
London (a) – St. Lucia (z)	1 152	1 152	—	1 292	1 292	—	
Jamaica	3 996	3 996	—	5 213	5 213	—	
London (a) – Kingston	3 946	3 946	—	4 477	4 477	—	
– Montego Bay	50	50	—	736	736	—	
Barbados	8 464	8 464	—	7 693	7 693	—	
Trinidad & Tobago	4 804	4 804	—	4 654	4 654	—	
Bahamas	1 514	1 261	253	1 551	1 551	—	
Puerto Rico	395	395	—	—	—	—	
Indian Ocean Islands	3 173	3 173	—	4 224	4 224	—	-25
Seychelles	1 477	1 477	—	1 846	1 846	—	
Mauritius	1 696	1 696	—	2 378	2 378	—	
Atlantic Ocean Islands	8 133	1 144	6 989	5 498	1 119	4 379	48
Madeira	8 133	1 144	6 989	5 498	1 119	4 379	
London (a) – Funchal	3 798	1 144	2 654	2 675	1 119	1 556	
Manchester – Funchal	2 410	—	2 410	804	—	804	
Pacific Ocean Islands	—	—	—	—	—	—	—
TOTAL (Exc. Oil Rigs)	4 220 251	2 662 296	1 557 955	4 123 146	2 702 352	1 420 794	2
Oil Rigs	45 359	—	45 359	19 444	—	19 444	133
Aberdeen	24 685	—	24 685	17 838	—	17 838	
Sumburgh	20 131	—	20 131	xx	—	xx	
Tees-side	2	—	2	1 006	—	1 006	

Table 2.12 cont.

Guide to Footnotes

- a. London includes Heathrow, Gatwick and Stansted.
- b. Glasgow includes Abbotsinch and Prestwick.
- c. Copenhagen includes Kastrup and Roskilde.
- d. Paris includes Charles de Gaulle, Orly and Le Bourget.
- e. Berlin includes Gatow, Tempelhof and Tegel.
- f. Rome includes Ciampino and Leonardo da Vinci/Fiumicino.
- g. Milan includes Malpensa and Linate.
- h. Oslo includes Gardemoen and Fornebu.
- i. Stockholm includes Bromma and Arlanda.
- j. Moscow includes Sheremetyevo, Domodedovo and Vnukovo.
- k. Tenerife includes Norte los Rodeos and Sur Reina Sofia.
- l. Casablanca includes Anfa and Nouassuer.
- m. Monrovia includes Roberts International and Sprigg Payne.

- n. Colombo includes Katunayake and Ratmalana.
- o. Tokyo includes Haneda and Narita.
- p. Melbourne includes Tullamarine International and Essendon.
- q. Montreal includes Dorval and Mirabel.
- r. Detroit includes City, Metropolitan and Willow Run.
- s. Chicago includes Midway, O'Hare, Meigs Field, Du-Page and Palwaukee.
- t. Seattle includes Boeing Field and Tacoma.
- u. Washington includes Baltimore.
- v. Dallas includes Dallas/Ft. Worth, Love Field, and Addison Field.
- w. New York includes John F. Kennedy, La Guardia and Newark.
- x. Rio De Janeiro includes Santos Dumont and Galeao.
- y. Buenos Aires includes Aero Parque and Ezeiza.
- z. St. Lucia includes Vigie and Hewanorra.

NOTES

- 1) Traffic is only published for a country if the annual total exceeds 17,500 and for city-to-city (with the exception of London) if exceeding 9,500.
- 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) Traffic at Sumburgh not available for January – September 1979.

Passengers Uplifted on Domestic Routes for June 1980 (a)

Table 2.13

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Channel Islands (b)	Coventry	Dundee	East Midlands	Edinburgh	Enniskillen	Exeter	Glasgow	Gloucester
Heathrow	7 389																					
Gatwick																						
Luton																						
Southend																						
Stansted																						
Aberdeen					1 080																	
Belfast																						
Birmingham						1 300	6 252															
Blackpool							988															
Bournemouth								126														
Bristol							417															
Cambridge																						
Cardiff							1 122															
Channel Islands (b)	22 551	18 547	3 282	8 310	641	466	1 521	12 082	548	9 206	1 862	3 559	4 542	15 556								
Coventry														1 104								
Dundee						154																
East Midlands	27						3 494							13 177								
Edinburgh	53 322	13 889			99	1 601	2 557	3 449						1 161								
Enniskillen																						
Exeter		571					978							2 788								
Glasgow	59 514	14 167				4 599	7 351	6 079			283		447	1 762			4 148		37	406		
Gloucester														1 681								
Highlands & Islands (c)						1 105												742			18 167	
Humberside	1 124					741								455							397	
Inverness	5 315																				2 351	
Isle of Man	5 032	660				481	4 927	1 042	5 869	239	589		287				824	637			2 573	
Isle of Scilly																		747				
Kirkwall						2 510															486	
Leeds/Bradford	8 714	758			77	926	2 354				163		449	3 067				756			1 814	
Liverpool	8 991					4 033								4 519			15					
Londonderry																					558	
Lydd														720								
Manchester	41 587	8 685				2 424	10 528	25		925			255	7 508		416		3 791			5 301	
Newcastle	18 652	4 104				2 775	1 530	298		398			400	2 952							1 090	
Norwich	1 359				61	1 118		463						1 535				824				
Penzance																						
Prestwick						305	254							1 087				274				
Shoreham														541								
Southampton														17 008						812		
Sumburgh						22 512															1 207	
Swansea														574								
Tees-side	11 276					2 151								1 996							1 169	
Other Routes (d)																						

- (a) Excludes passengers uplifted on air taxi operations and traffic carried by Brymon Airways.
 (b) Comprises Alderney, Guernsey and Jersey.
 (c) Excludes Inverness, Kirkwall and Sumburgh.
 (d) These comprise routes which operate on a non-scheduled basis only.

Passangers Uplifted on Domestic Routes for June 1980^(a)

Table 2.13 (continued)

	Highlands & Islands (c)	Humberside	Inverness	Isle of Man	Isle of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Lydd	Manchester	Newcastle	Norwich	Penzance	Prestwick	Shoreham	Southampton	Sumburgh	Swansea	Tees-side	Other Routes (d)
Heathrow																					
Gatwick																					
Luton																					
Southend																					
Stansted																					
Aberdeen																					
Belfast																					
Birmingham																					
Blackpool																					
Bournemouth																					
Bristol																					
Cambridge																					
Cardiff																					
Channel Islands (b)																					
Coventry																					
Dundee																					
East Midlands																					
Edinburgh																					
Enniskillen																					
Exeter																					
Glasgow																					
Gloucester																					
Highlands and Islands (c)	4 360																				
Humberside	2 205																				
Inverness																					
Isle of Man																					
Isle of Scilly																					
Kirkwall			463																		
Leeds/Bradford				830																	
Liverpool				5 815																	
Londonderry																					
Lydd																					
Manchester				4 027							623										
Newcastle				1 007								489									
Norwich		582					642														
Penzance					9 929																
Prestwick				213																	
Shoreham																					
Southampton	310		520			885															
Sumburgh																					
Swansea												99	47								
Tees-side		239		468																	
Other Routes (d)																					1 359

(a) Excludes passengers uplifted on Air Taxi operations and traffic carried by Brymon Airways.

(b) Comprises Alderney, Guernsey and Jersey.

(c) Excludes Inverness, Kirkwall and Sumburgh.

(d) These comprise routes which operate on a non-scheduled basis only.

Cargo by Type and Nationality of Operator June 1980

Table 2.14

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted
London Area Airports													
+ Gatwick	9 062.8	23.6	25.1	1 551.7	1 948.4	464.2	295.6	—	0.5	1 161.0	2 963.3	325.7	303.7
+ Heathrow	38 268.2	7 635.1	6 152.0	8.1	162.9	11 069.2	13 032.5	—	—	—	79.9	71.3	57.2
+ Luton	1 072.4	—	—	—	—	10.7	—	2.5	—	183.9	669.9	63.4	142.0
+ Southend	707.0	—	—	118.0	103.0	—	—	—	—	150.0	336.0	—	—
+ Stansted	278.9	—	—	—	0.1	—	—	—	—	—	138.3	25.2	115.3
TOTAL (London Area)	49 389.3	7 658.7	6 177.1	1 677.8	2 214.4	11 544.1	13 328.1	2.5	0.5	1 494.9	4 187.4	485.6	618.2
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	679.2	64.5	125.9	30.0	31.1	—	—	17.2	49.7	103.8	245.6	4.9	6.5
+ Belfast	1 186.9	115.4	119.2	268.8	20.1	4.7	0.6	—	—	490.1	167.1	0.9	—
+ Benbecula	11.1	9.8	0.6	0.6	0.1	—	—	—	—	—	—	—	—
+ Birmingham	262.9	126.5	68.6	7.7	2.5	27.1	20.2	—	—	5.5	4.8	—	—
+ Blackpool	485.9	—	—	4.3	55.4	—	—	—	—	—	426.2	—	—
+ Bournemouth	742.9	—	—	441.1	294.1	—	—	—	—	7.4	0.3	—	—
+ Bristol	16.7	—	—	10.5	6.2	—	—	—	—	—	—	—	—
+ Cambridge	17.5	—	—	—	—	—	—	—	—	—	13.3	4.2	—
+ Cardiff	25.8	—	—	11.4	11.6	—	—	—	—	—	2.8	—	—
+ Coventry	2.9	—	—	—	—	—	—	—	—	—	2.9	—	—
+ East Midlands	502.0	—	—	31.6	98.2	—	—	—	—	117.2	156.0	29.1	69.9
+ Edinburgh	140.9	24.8	35.0	26.7	15.0	—	—	—	—	36.4	3.0	—	—
+ Exeter	15.8	—	—	5.2	10.6	—	—	—	—	—	—	—	—
+ Glasgow	1 168.1	107.9	151.7	56.6	32.3	278.4	246.9	—	—	282.2	12.1	—	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	4.3	—	—	2.6	1.7	—	—	—	—	—	—	—	—
+ Inverness	21.1	6.4	12.1	—	—	—	—	—	—	1.3	1.3	—	—
+ Islay	9.8	—	—	5.5	4.3	—	—	—	—	—	—	—	—
+ Isle of Man	215.0	—	—	195.5	19.5	—	—	—	—	—	—	—	—
+ Isles of Scilly	7.8	7.4	0.4	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	46.8	26.3	16.7	0.7	1.0	—	—	—	1.0	0.9	0.2	—	—
+ Leeds/Bradford	40.7	—	—	20.9	16.4	—	—	—	—	0.6	2.8	—	—
+ Liverpool	1 655.5	—	—	13.9	25.6	310.7	339.0	—	—	159.5	806.8	—	—
+ Lydd	324.5	—	—	169.6	154.9	—	—	—	—	—	—	—	—
+ Manchester	1 387.7	326.9	188.2	15.5	14.1	380.7	314.6	1.1	0.1	18.6	73.8	14.1	40.0
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	125.6	45.1	18.7	33.2	28.0	—	—	—	—	0.4	—	0.2	—
+ Norwich	60.1	—	—	29.0	29.0	—	—	—	—	1.7	0.3	0.1	—
+ Penzance Heliport	7.8	0.4	7.4	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 585.2	350.1	131.5	188.9	22.4	496.0	182.8	—	—	9.6	8.6	159.0	36.3
+ Southampton	123.7	—	—	13.2	81.8	—	—	—	—	4.0	24.7	—	—
+ Stornoway	38.8	34.5	3.1	0.1	0.7	—	—	—	—	0.3	0.1	—	—
+ Sumburgh	305.3	63.9	14.3	0.1	—	—	—	19.6	50.2	93.8	62.6	0.8	—
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	12.0	—	—	9.6	1.8	—	—	—	—	—	0.6	—	—
+ Tiree	1.2	—	—	1.1	0.1	—	—	—	—	—	—	—	—
+ Wick	7.6	—	—	3.5	1.1	—	—	—	—	1.5	1.5	—	—
TOTAL other UK Airports	11 239.1	1 309.9	893.4	1 597.4	979.6	1 497.6	1 104.1	37.9	101.0	1 334.8	2 017.4	213.3	152.7
TOTAL all reporting UK Airports	60 628.4	8 968.6	7 070.5	3 275.2	31 94.0	13 041.7	14 432.2	40.4	101.5	2 829.7	6 204.8	698.9	770.9
Channel Islands Airports													
+ Alderney	29.8	—	—	24.8	5.0	—	—	—	—	—	—	—	—
+ Guernsey	860.0	—	—	320.0	533.0	4.0	2.0	—	—	1.0	—	—	—
+ Jersey	677.5	22.8	5.7	469.9	178.9	—	—	—	—	0.2	—	—	—
TOTAL (Channel Islands Airports)	1 567.3	22.8	5.7	814.7	716.9	4.0	2.0	—	—	1.2	—	—	—

Cargo June 1980

Table 2.15

Comparison with the previous year

	International				Domestic				1980		1979		Tonnes	
	Scheduled		Charter		Scheduled		Charter		Total	Total	Total	Total	Percentage change	
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft					Passenger Aircraft	Cargo Aircraft
London Area Airports														
+Gatwick	3 251	454	136	4 236	205	398	—	382	3 592	5 470	1 732	6 326	107.4	-13.5
+Heathrow	25 348	12 132	—	128	556	24	—	80	25 904	12 364	25 711	16 132	0.8	-23.4
+Luton	—	11	103	461	—	—	6	491	109	963	82	422	32.9	128.2
+Southend	220	—	278	—	1	—	208	—	707	—	647	—	9.3	—
+Stansted	—	—	—	260	—	—	—	18	—	278	—	1 581	—	-82.4
TOTAL (London Area)	28 819	12 597	517	5 085	762	422	214	971	30 312	19 075	28 172	24 461	7.6	-22.0
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+Aberdeen	48	—	246	24	203	—	139	18	636	42	587	30	8.3	40.0
+Belfast	6	—	1	7	310	214	—	650	317	871	343	891	-7.6	-2.2
+Benbecula	—	—	—	—	11	—	—	—	11	—	14	—	-21.4	—
+Birmingham	211	—	—	—	41	—	—	11	252	11	286	15	-11.9	-26.7
+Blackpool	8	—	—	10	45	8	—	416	53	434	51	435	3.9	-0.2
+Bournemouth	—	—	—	6	3	733	—	1	3	740	2	794	50.0	-6.8
+Bristol	12	—	—	—	5	—	—	—	17	—	46	3	-63.0	—
+Cambridge	—	—	4	13	—	—	—	—	4	13	—	—	—	—
+Cardiff	14	—	—	3	8	—	—	—	22	3	19	—	15.8	—
+Coventry	—	—	—	3	—	—	—	—	—	3	—	2	—	50.0
+East Midlands	41	38	—	259	50	—	3	110	94	407	82	500	14.6	-18.6
+Edinburgh	12	—	—	3	87	3	—	36	99	42	126	4	-21.4	950.0
+Exeter	3	—	—	—	12	1	—	—	15	1	19	30	-21.1	-96.7
+Glasgow	162	431	—	—	286	5	12	283	450	719	440	1 095	2.3	-34.3
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Humberside	—	—	—	—	4	—	—	—	4	—	5	23	-20.0	—
+Inverness	—	—	—	—	18	—	2	—	20	—	24	—	-16.7	—
+Islay	—	—	—	—	10	—	—	—	10	—	10	—	—	—
+Isle of Man	—	—	—	—	96	118	—	—	96	118	113	116	-15.0	1.7
+Isles of Scilly	—	—	—	—	8	—	—	—	8	—	9	—	-11.1	—
+Kirkwall	—	—	—	1	45	—	—	1	45	2	43	—	4.7	—
+Leeds/Bradford	13	—	—	2	24	—	—	2	37	4	32	5	15.6	-20.0
+Liverpool	—	645	—	352	40	5	—	614	40	1 616	83	2 327	-51.8	-30.6
+Lydd	99	225	—	—	1	—	—	—	100	225	—	409	—	-45.0
+Manchester	652	406	—	147	155	27	—	1	807	581	931	517	-13.3	12.4
+Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	41	—	1	—	82	3	—	—	124	3	88	3	40.9	—
+Norwich	32	—	—	2	25	—	—	—	57	2	60	1	-5.0	100.0
+Penzance Heliport	—	—	—	—	8	—	—	—	8	—	9	—	-11.1	—
+Prestwick	307	854	—	195	4	205	—	19	311	1 273	322	1 400	-3.4	-9.1
+Southampton	12	—	1	28	81	1	—	—	94	29	102	6	-7.8	383.3
+Stornoway	—	—	—	—	39	—	—	—	39	—	39	1	—	—
+Sumburgh	—	—	94	29	78	—	89	14	261	43	169	25	54.4	72.0
+Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Tees-side	2	—	—	—	10	—	—	1	12	1	13	1	-7.7	—
+Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+Wick	—	—	—	—	5	—	4	—	9	—	5	8	80.0	—
All other UK Airports	1 665	2 599	347	1 084	1 795	1 323	249	2 177	4 056	7 183	4 073	8 641	-0.4	-16.9
TOTAL all reporting UK Airports	30 484	15 196	864	6 169	2 557	1 745	463	3 148	34 368	26 258	32 245	33 102	6.6	-20.7
Channel Islands Airports														
+Alderney	..	..	..	..	..	..	..	..	30	—	31	—	-3.2	—
+Guernsey	..	..	..	..	..	..	..	..	860	—	796	—	8.0	—
+Jersey	..	..	..	..	..	..	..	..	678	—	707	—	-4.1	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	1 568	—	1 534	—	2.2	—

Passenger and Air Transport Movements at Highland and Island Airports for June 1980 Comparison with the previous year

Table 2.16

Airport	Passengers		Air Transport Movements					Helicopters	Percentage change on June 1979
	Total Terminal and Transit (a)	Percentage change on June 1979	Total	Percentage change on June 1979	Fixed	Percentage change on June 1979			
Benbecula	1 981	-13.7	198	-7.5	198	-7.5	—	—	—
Islay	1 180	-10.7	156	-14.8	156	-14.8	—	—	—
Inverness	14 109	-10.0	640	-0.5	540	3.1	100	-16.0	—
Kirkwall	10 176	-8.7	954	-1.5	841	-11.3	113	438.1	—
Stornoway	6 863	-4.3	428	—	386	-9.8	42	None previous year for month	—
Sumburgh	48 954	-2.9	2 584	-6.1	1 166	—	1 418	—	—
Tiree	363	-6.0	56	-3.4	56	-3.4	—	—	—
Wick	3 246	-25.9	437	1.2	431	3.1	6	-57.1	—

(a) Transit passengers are only counted on arrival.

.. No breakdown available for Sumburgh June 1979.

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 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.
Empty charter positioning movements	are movements by chartered aircraft moving into position for transport flights or returning to base after such flights.
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.
Military movements	are movements exclusively for military purposes.

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.
A transit passenger	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transiting 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 passengers' and crews' permitted baggage and mail. 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 or cargo.

CLASSES OF LICENCE

Licence means an air transport licence granted under Section 22 of the Civil Aviation Act 1971

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 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 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than

- (a) flights to or from a vessel or installation used or intended to be used in connection with oil or gas exploration or production under the sea, not being a vessel or installation still in the course of construction;
- (b) flights for the carriage of cargo or passengers and cargo to, from or within the United Kingdom, Channel Islands and Isle of Man by aircraft having a maximum total weight authorised of 25 000 kg or more;
- (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.

Also exempt from 1 August 1979 are substitute charter flights, on behalf of an operator using British registered aircraft, which do not (a) exceed 20% of the number of journeys authorised or advertised, whichever is the less, by the other operator in that year or period (whichever is shorter); or (b) carry more than 10% of the quantity of cargo authorised in that year or period (whichever is the shorter).

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

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

TYPES OF SERVICES

International services are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands.

Domestic services are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.

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

MEASURES AND THEIR COMPUTATION

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

Aircraft days available	The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies.
Aircraft hours	An aircraft-hour is said to be performed when 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.
Aircraft hours flown per day	This is an average per aircraft computed by dividing the actual hours of use by the number of days on which the aircraft is available.
Aircraft kilometres used	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 are computed in the same 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.
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 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.
Passenger load factor	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
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.
Stage distance flown per aircraft	The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.
Stage flight	Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).
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.