

Civil Aviation Authority



CAA Monthly Statistics
(up to and including December 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:

Civil Aviation Authority
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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—December 1980

ACTIVITY AT UK AIRPORTS

To enable comparisons to be made between the statistics of December 1980 and those of December 1979, this summary excludes the statistics of Unst Airport for which 1979 figures are not available

1. Air Transport Movements

During December 1980, UK reporting airports handled 64,000 air transport movements (a fall of 2.1 per cent when compared with the same month in the previous year); of which 7.1 per cent were all-cargo movements. The number of scheduled movements fell by 2.3 per cent whilst the number of charter movements rose by 4.1 per cent. The UK operators' share of scheduled movements fell marginally to stand at 75.2 per cent of the total whilst their share of charter movements rose by 1.4 percentage points to stand at 94.1 per cent of the total.

1.1 Air Transport Movements at London Area Airports

The London area airports handled 30,000 air transport movements (a fall of 4.2 per cent when compared with December 1979); of which 6.5 per cent were all-cargo movements. Only Luton reported an increase in the number of movements handled (209 additional movements; 14.4 per cent growth). Heathrow reported the heaviest fall in movements handled (894 fewer movements; 4.3 per cent decline) followed by Gatwick with 229 fewer movements (2.9 per cent decline). Southend with 222 fewer movements (26.3 per cent decline) and Stansted with 196 fewer movements (50.0 per cent decline).

1.2 Air Transport Movements outside the London area

Outside the London area, UK airports handled 34,000 air transport movements (a fall of 0.2 per cent when compared with December 1979); of which 7.6 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (1,017 additional movements; 20.1 per cent growth) followed by Glasgow with 363 additional movements (11.5 per cent growth) and East Midlands with 184 additional movements (21.8 per cent growth). Edinburgh reported the heaviest fall in the number of movements handled (275 fewer movements; 13.9 per cent decline) followed by Southampton with 207 fewer movements (21.5 per cent decline) and Lydd with 205 fewer movements (91.1 per cent decline).

2. Terminal Passengers

UK reporting airports handled 3.6 million terminal

passengers during December 1980 (a fall of 0.3 per cent when compared with the same month in the previous year). The number of scheduled passengers rose by 0.9 per cent whilst the number of charter passengers fell by 5.8 per cent. The UK operators' share of scheduled passengers rose by 1.0 percentage point to stand at 65.8 per cent of the total and their share of charter passengers rose by 2.4 percentage points to stand at 89.1 per cent of the total.

2.1 Terminal Passengers at London Area Airports

2.5 million terminal passengers used London area airports (a fall of 0.5 per cent when compared with December 1979). Only Gatwick reported an increase in the number of passengers handled (40,858 additional passengers; 8.7 per cent growth). Heathrow reported the heaviest fall in passengers handled (26,637 fewer passengers; 1.4 per cent decline) followed by Stansted with 13,640 fewer passengers (50.3 per cent decline). Luton with 11,005 fewer passengers (9.8 per cent decline) and Southend with 2,698 fewer passengers (33.4 per cent decline).

2.2 Terminal Passengers outside the London Area

UK airports outside the London area handled 1.0 million terminal passengers (0.2 per cent growth when compared with December 1979). Aberdeen reported the greatest increase in passengers handled (18,745 additional passengers; 18.5 per cent growth) followed by Glasgow with 9,253 additional passengers (6.7 per cent growth) and East Midlands with 3,950 additional passengers (15.7 per cent growth). Liverpool reported the heaviest fall in passengers handled (6,685 fewer passengers; 27.0 per cent decline) followed by Birmingham with 6,169 fewer passengers (7.9 per cent decline) and Southampton with 4,332 fewer passengers (23.9 per cent decline).

2.3 International Terminal Passengers

2.5 million terminal passengers used international services during December 1980 (a fall of 1.5 per cent when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA (carrying 17.8 per cent of all international scheduled passengers) followed by those to France (carrying 9.6 per cent) and those to West Germany (carrying 8.4 per cent). The most heavily used international charter services were those to Spain (carrying 23.2 per cent of all international charter passengers) followed by those to Italy (carrying 13.5 per cent) and those to the Canary Islands (carrying 9.3 per cent).

3. Cargo

During December 1980, UK reporting airports handled 60,000 tonnes of cargo (a fall of 8.5 per cent when compared with the same month in the previous year); of which 45.6 per cent was carried on all-cargo flights. The number of scheduled tonnes fell by 3.4 per cent and the number of charter tonnes fell by 27.4 per cent. The UK operators' share of scheduled tonnage rose by 0.9 percentage points to stand at 89.0 per cent of the total whilst their share of charter tonnage fell by 1.5 percentage points to stand at 89.0 per cent of the total.

3.1 Cargo at London Area Airports

The London area airports handled 50,000 tonnes of cargo (a fall of 6.6 per cent when compared with December 1979); of which 41.6 per cent was carried on all-cargo flights. None of the London area airports reported increases in the volume of tonnage handled. The heaviest fall in tonnage handled was reported by Heathrow (2,123 fewer tonnes; 5.4 per cent decline) followed by Gatwick with 1,044 fewer tonnes (9.1 per cent decline), Southend with 191 fewer tonnes (25.1 per cent decline), Stansted with 127 fewer tonnes (19.4 per cent decline) and Luton with 29 fewer tonnes (2.9 per cent decline).

3.2 Cargo outside the London Area

Outside the London area, UK airports handled 10,000 tonnes of cargo (a fall of 17.2 per cent when compared with December 1979); of which 65.8 per cent was carried on all-cargo flights. Aberdeen reported the greatest increase in tonnage handled (71 additional tonnes; 11.1 per cent growth) followed by Newcastle with 40 additional tonnes (50.6 per cent growth) and Sumburgh with 32 additional tonnes (11.6 per cent growth). Lydd, due to the withdrawal of Skyways Aviation, reported the heaviest fall in tonnage handled (393 fewer tonnes; 100.0 per cent decline) followed by Manchester with 299 fewer tonnes (11.5 per cent decline) and Prestwick with 263 fewer tonnes (16.8 per cent decline).

OUTPUT OF UK AIRLINES

1. All Services

During December 1980 the output of UK airlines for all services (excluding air taxi type operations) was 958

million available tonne kilometres (an increase of 0.3 per cent when compared with the same month in the previous year).

2. Scheduled Services

UK airlines' scheduled services accounted for 770 million available tonne-kilometres (9.2 per cent growth when compared with December 1979). The over-all weight load factor was 60.5 per cent, compared with 61.3 per cent in the same month in the previous year. The seat load factor on scheduled services averaged 60.6 per cent. International and domestic seat load factors averaged 60.6 and 60.8 per cent respectively (compared with 61.2 and 56.8 per cent during the same month in the previous year).

3. Non-Scheduled Services

188 million tonne-kilometres were made available on UK airlines' non-scheduled services (excluding air taxi type operations) during December 1980 (a decrease of 24.8 per cent when compared with the same month in the previous year). Inclusive Tour charters, performed on class 3 licences, accounted for 81.7 million available tonne-kilometres (compared with 85.9 million in December 1979) and the seat load factor averaged 70.4 per cent (compared with 71.0 per cent during the same month in the previous year). Advance Booking and Other Separate Fare charters ⁽¹⁾ performed on classes 2 and 4 licences accounted for 14.9 million available tonne-kilometres (compared with 9.9 million during December 1979) and the seat load factor averaged 71.6 per cent (compared with 73.0 per cent in December 1979). All-cargo charter services performed on class 6 licences accounted for 40.5 million available tonne-kilometres (compared with 84.4 million during the same month in the previous year).

⁽¹⁾ Figures quoted for class 2 and 4 licence operations include Inclusive Tours performed under class 4 licences.

NOTE: Statistics of airport activity, passenger 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 December 1980(a)

Table 1.1

	Output in available tonne – kilometres (000 000)	Percentage of all available tonne – kilometres
British Airways	7 955	60.30
British Caledonian Airways	1 168	8.85
Laker Airways	1 138	8.63
Britannia Airways	649	4.92
Dan-Air Services	432	3.27
Tradewinds Airways	278	2.11
British Airtours	271	2.05
British Midland Airways	267	2.02
Monarch Airlines	244	1.85
Air Europe	145	1.10
Pelican Air Transport	116	0.88
Air UK (d)	114	0.86
Orion Airways (e)	106	0.80
British Cargo Airlines (b) (c)	75	0.57
Scimitar Airlines	69	0.52
Redcoat Air Cargo	31	0.23
Air Bridge Carriers	27	0.20
Heavylift Cargo Airlines (f) (g)	20	0.15
British Air Ferries	14	0.11
British Airways Helicopters	14	0.11
Bristow Helicopters	11	0.08
Transmeridian Air Cargo (c)	10	0.08
Others (19 Airlines)	39	0.30

(a) Excludes Air Taxi operations.

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

(c) Ceased operations March, 1980.

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

(e) Commenced operations April, 1980.

(f) Formerly TAC Heavylift.

(g) Commenced operations March, 1980.

Main Output of UK Airlines(a) 1956-1980

Table 1.2

	Total (000 000)	Scheduled services (000 000)	Available tonne-km Non-scheduled services (000 000)
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
1980	13 215	9 829	3 386
Year ended			
December 1979	12 749	8 841	3 908
December 1980	13 215	9 829	3 386
Latest year's growth (percentages)	3.7	11.2	-13.4
Mean rates of growth (percentages) to 1980			
20 years	10.8	9.5	14.2
10 years	6.9	7.8	4.8
5 years	8.4	11.1	2.3

(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
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
1980	9 828.8	5 892.9	176.8	1 214.8	4 501.3	60.0	80 317.4	50 163.0	62.5
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	2 523.7	1 715.5	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
3rd quarter	2 803.9	1 756.5	41.4	305.3	1 409.7	62.6	23 254.6	15 791.8	67.9
4th quarter	2 385.6	1 435.8	50.6	336.7	1 048.6	60.2	19 136.9	11 657.7	60.9
1979 July	840.6	564.7	14.1	95.4	455.2	67.3	6 839.7	4 988.0	72.9
August	867.2	591.0	14.9	92.2	483.9	68.2	7 057.7	5 313.4	75.3
September	815.7	559.7	14.5	99.7	445.5	68.6	6 640.2	4 882.0	73.5
October	798.2	505.4	15.3	102.3	387.8	63.3	6 501.4	4 237.4	65.2
November	689.0	416.5	16.8	91.0	308.8	60.5	5 586.0	3 380.5	60.5
December	705.0	431.9	19.1	90.7	322.1	61.3	5 764.7	3 511.4	60.9
1980 July	945.6	581.9	14.3	102.2	465.3	61.5	7 882.2	5 211.8	66.1
August	958.7	613.3	13.4	100.5	499.4	64.0	7 948.9	5 616.3	70.7
September	899.6	561.3	13.7	102.6	445.0	62.4	7 423.5	4 963.7	66.9
October	862.1	523.4	15.1	116.9	391.4	60.7	7 001.1	4 381.8	62.6
November	753.6	446.5	16.8	113.4	316.4	59.2	5 941.1	3 523.5	59.3
December	769.9	465.9	18.7	106.4	340.8	60.5	6 194.7	3 752.4	60.6

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
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	170.2	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
1980	9 379.7	5 650.6	173.0	1 207.9	4 269.6	60.2	75 714.0	47 394.2	62.6
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	1 341.3	42.8	272.4	1 026.2	62.1	17 249.1	11 191.2	64.9
3rd quarter	2 403.0	1 637.9	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
3rd quarter	2 677.5	1 684.7	40.5	303.4	1 340.8	62.9	21 965.9	14 965.3	68.1
4th quarter	2 280.8	1 380.2	49.5	335.0	995.5	60.5	18 093.5	11 025.2	60.9
1979 July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.3	4 688.1	73.3
August	826.4	564.9	14.7	91.3	459.0	68.4	6 631.1	5 021.1	75.7
September	777.8	535.0	14.3	98.8	422.9	68.8	6 240.4	4 606.6	73.8
October	760.7	482.6	15.0	101.4	366.2	63.4	6 109.8	3 983.8	65.2
November	655.7	398.3	16.5	90.4	291.5	60.7	5 232.0	3 175.3	60.7
December	674.4	415.4	18.8	90.1	306.5	61.6	5 439.6	3 326.8	61.2
1980 July	901.9	557.1	14.0	101.6	441.5	61.8	7 434.9	4 925.9	66.3
August	916.3	589.1	13.1	99.9	476.1	64.3	7 515.8	5 336.2	71.0
September	859.3	538.5	13.4	101.9	423.2	42.7	7 015.2	4 703.2	67.0
October	822.8	502.2	14.8	116.3	371.1	61.0	6 606.9	4 138.9	62.6
November	720.6	429.4	16.4	112.8	300.1	59.6	5 613.3	3 329.2	59.3
December	737.4	448.6	18.3	105.9	324.3	60.8	5 873.3	3 557.1	60.1

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
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
1980		449.5	242.6	3.8	6.9	231.6	54.0	4 603.3	2 768.6	60.1
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	867.0	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
	3rd quarter	126.6	71.8	0.9	1.8	69.0	56.7	1 288.7	826.2	64.1
	4th quarter	104.9	55.8	1.1	1.6	53.1	53.2	1 043.3	632.5	60.6
1979	July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1
	August	40.8	26.1	0.3	0.9	25.0	64.1	426.6	292.4	68.5
	September	37.9	24.7	0.3	0.9	23.6	65.1	399.8	275.4	68.9
	October	37.5	22.8	0.3	1.0	21.6	60.8	391.6	253.6	64.8
	November	33.3	18.2	0.3	0.6	17.3	54.7	354.0	205.2	58.0
	December	30.6	16.5	0.3	0.6	15.6	53.8	325.1	184.7	56.8
1980	July	43.8	24.8	0.3	0.6	23.9	56.7	447.3	285.8	63.9
	August	42.4	24.3	0.3	0.6	23.3	57.2	433.1	280.0	64.7
	September	40.4	22.7	0.3	0.6	21.8	56.3	408.3	260.4	63.8
	October	39.3	21.3	0.4	0.6	20.3	54.2	394.2	242.9	61.6
	November	33.1	17.1	0.3	0.5	16.3	51.8	327.8	194.3	59.3
	December	32.5	17.4	0.4	0.5	16.5	53.4	321.3	195.3	60.8

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

Table 1.4.1

By Main Type of Service

	(b)		(c)					
	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
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
1980	3 386.1	25.6	1 814.2	13.7	345.0	2.6	1 227.0	9.3
1979 1st quarter	777.8	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
3rd quarter	1 082.5	27.8	662.4	17.0	140.7	3.6	279.4	7.2
4th quarter	683.4	22.3	341.1	11.1	63.8	2.1	278.7	9.1
1979 July	414.6	33.0	184.9	14.7	57.0	4.5	172.7	13.8
August	395.0	31.3	186.6	14.8	49.2	3.9	159.2	12.6
September	377.4	31.6	172.1	14.4	47.4	4.0	157.9	13.2
October	367.2	31.5	149.3	12.8	37.0	3.2	180.9	15.5
November	271.8	28.3	93.4	9.7	6.2	0.6	172.1	17.9
December	250.4	26.2	85.9	9.0	9.9	1.0	154.6	16.2
1980 July	364.7	27.8	225.8	17.2	47.7	3.6	91.2	7.0
August	368.9	27.8	225.1	17.0	48.6	3.7	95.3	7.2
September	348.9	27.9	211.5	16.9	44.4	3.6	92.9	7.4
October	306.8	26.2	170.9	14.6	34.0	2.9	102.0	8.7
November	188.4	20.0	88.5	9.4	14.9	1.6	85.1	9.0
December	188.2	19.6	81.7	8.5	14.9	1.6	91.6	9.6

(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)
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
1980	20 355.2	17 119.4	84.1	9 668.2	86 337	147 184	1 705	1 771
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
3rd quarter	7 417.4	6 703.7	90.4	3 793.5	31 173	53 029	1 701	1 767
4th quarter	3 814.3	3 037.4	79.6	1 600.5	15 187	27 450	1 807	1 898
1979 July	2 049.4	1 747.4	85.3	1 031.5	9 245	15 010	1 624	1 694
August	2 159.6	1 932.6	89.5	1 137.3	9 721	15 708	1 616	1 699
September	1 951.3	1 806.0	92.5	1 072.5	9 079	14 507	1 598	1 684
October	1 689.0	1 426.2	84.4	798.3	7 313	12 457	1 703	1 787
November	1 064.9	890.2	83.6	468.5	4 433	8 007	1 806	1 900
December	976.4	692.9	71.0	393.8	4 326	7 318	1 692	1 760
1980 July	2 526.4	2 155.7	85.3	1 224.4	10 666	18 132	1 700	1 761
August	2 521.7	2 357.9	93.5	1 348.6	10 727	18 051	1 683	1 748
September	2 369.3	2 190.1	92.4	1 220.5	9 780	16 846	1 722	1 794
October	1 903.6	1 587.6	83.4	857.3	7 657	13 494	1 762	1 852
November	992.2	803.3	81.0	401.6	3 803	7 219	1 898	2 000
December	918.5	646.5	70.4	341.6	3 727	6 737	1 003	1 893

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)
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	33 212	2 193	3 302
1979	3 732.5	2 871.9	76.9	1 068.5	10 935	20 787	1 901	2 688
1980	3 728.9	2 940.5	78.9	1 126.0	12 653	21 810	1 724	2 611
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
3rd quarter	1 516.1	1 269.8	83.7	468.7	5 125	8 688	1 695	2 709
4th quarter	690.9	527.2	76.3	207.1	2 220	4 026	1 814	2 546
1979 July	583.6	462.5	79.2	166.9	1 589	3 014	1 897	2 771
August	515.4	421.8	81.8	163.0	1 384	2 527	1 826	2 588
September	494.5	393.0	79.5	138.1	1 175	2 384	2 029	2 846
October	384.7	249.5	64.9	78.1	793	1 768	2 230	3 195
November	73.2	55.6	75.9	29.4	349	579	1 659	1 891
December	111.1	81.1	73.0	38.6	439	794	1 809	2 101
1980 July	513.3	410.9	80.1	162.1	1 714	2 908	1 696	2 535
August	524.2	455.9	87.0	183.1	1 865	3 042	1 631	2 490
September	478.6	403.0	84.2	123.5	1 546	2 738	1 771	3 263
October	365.3	284.0	77.7	102.3	1 040	2 042	1 963	2 776
November	162.4	126.4	77.8	44.7	516	955	1 851	2 828
December	163.2	116.8	71.6	60.1	664	1 029	1 550	1 943

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

(b) Advance Booking Charters commenced in April 1973.

12 All Scheduled Services December 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)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	19 112	14 953	31 227	1 157 420	4 863 200	2 970 444	61.1	15 515	570 988	352 498	17 231	62 092	273 177	61.7
British Airways Helicopters	7	114	39	1 846	195	113	57.7	12	16	11	—	—	10	67.9
British Caledonian Airways	3 610	3 062	5 651	135 815	693 948	367 490	53.0	2 968	94 285	52 887	711	17 867	34 309	56.1
Air Ecosse	81	397	273	2 549	1 144	515	45.0	16	95	45	1	2	42	47.4
Air UK	1 074	3 370	3 686	59 527	43 705	19 774	45.2	430	4 293	1 820	14	126	1 679	42.4
Alderney Air Ferries	1	7	5	12	8	1	19.0	—	1	—	—	—	—	23.5
Aurigny Air Services	66	1 173	320	10 429	1 112	565	50.9	96	93	50	1	4	45	54.3
British Midland Airways	595	1 940	1 866	71 106	45 591	23 936	52.5	148	4 237	1 921	3	51	1 867	45.3
Brymon Airways	182	848	842	5 942	4 497	1 582	35.2	1	410	131	—	—	130	31.9
Burnthills Aviation	4	39	26	63	18	7	40.4	—	1	1	—	—	1	41.9
Cabair	13	38	50	154	135	55	40.5	—	12	4	—	—	4	33.9
Dan-Air Services	447	1 350	1 355	29 549	29 146	13 886	47.6	87	2 475	1 226	—	48	1 178	49.6
Guernsey Airlines	5	12	18	570	315	249	79.2	1	32	21	—	1	20	65.0
Haywards Aviation	1	6	4	18	7	3	37.5	—	1	—	—	—	—	31.3
Jersey European Airways	70	410	279	2 526	982	429	44.6	—	74	34	—	—	34	46.3
Laker Airways	1 473	209	1 834	50 569	508 100	351 795	69.2	675	51 546	32 709	—	4 666	28 143	63.5
Loganair	176	1 427	862	9 749	2 604	1 596	61.3	—	237	145	—	—	145	61.2
TOTAL Passenger Services	26 916	29 355	48 338	1 537 844	6 194 685	3 752 440	60.6	19 949	728 793	443 502	17 962	84 767	340 784	60.9
Cargo Services														
British Airways	900	379	1 181	—	—	—	—	3 484	35 166	19 198	603	18 597	—	54.7
British Caledonian Airways	186	114	303	—	—	—	—	927	6 545	3 048	132	2 916	—	55.0
Air Continental	46	58	158	—	—	—	—	13	30	10	—	10	—	35.2
Air UK	67	228	248	—	—	—	—	608	306	153	14	139	—	49.9
British Midland Airways	5	19	19	—	—	—	—	17	60	4	2	3	—	7.4
TOTAL Cargo Services	1 203	798	1 908	—	—	—	—	5 049	41 105	22 414	751	21 665	—	54.6
GRAND TOTAL	28 119	30 153	50 246	1 537 844	6 194 685	3 752 440	60.6	24 998	769 898	465 916	18 713	106 422	340 784	60.5

International Scheduled Services December 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	17 243	10 340	26 563	853 879	4 655 250	2 835 032	60.9	14 422	549 862	340 471	17 057	61 818	261 598	61.9
British Caledonian Airways	3 261	1 735	4 733	92 269	661 724	350 443	53.0	2 791	90 893	51 418	674	17 820	32 925	56.6
Air UK	681	1 668	2 216	27 486	28 267	11 570	40.9	252	2 808	1 073	—	91	982	38.2
Aurigny Air Services	66	1 173	320	10 429	1 112	565	50.9	96	93	50	1	4	45	54.3
British Midland Airways	63	150	193	4 074	4 579	1 681	36.7	17	366	138	—	7	131	37.8
Brymon Airways	22	98	98	396	433	107	24.6	—	35	9	—	—	9	26.3
Cabair	13	38	50	154	135	55	40.5	—	12	4	—	—	4	33.9
Dan-Air Services	199	515	574	9 213	12 925	5 474	42.4	36	1 097	485	—	22	463	44.2
Haywards Aviation	1	6	4	18	7	3	37.5	—	1	—	—	—	—	31.3
Jersey European Airways	62	366	243	2 340	818	386	47.3	—	64	31	—	—	31	48.1
Laker Airways	1 473	209	1 834	50 569	508 100	351 795	69.2	675	51 546	32 709	—	4 566	28 143	63.5
TOTAL Passenger Services	23 084	16 298	36 829	1 050 827	5 873 349	3 557 111	60.6	18 290	696 778	426 389	17 732	84 327	324 332	61.2
Cargo Services														
British Airways	900	379	1 181	—	—	—	—	3 484	35 165	19 198	603	18 597	—	54.7
British Caledonian Airways	162	72	253	—	—	—	—	699	5 358	2 923	7	2 916	—	54.5
Air Continental	46	58	158	—	—	—	—	13	30	10	—	10	—	35.2
Air UK	17	27	56	—	—	—	—	75	78	46	—	46	—	59.2
TOTAL Cargo Services	1 125	536	1 647	—	—	—	0.0	4 271	40 631	22 177	609	21 570	—	54.7
GRAND TOTAL	24 209	16 834	38 476	1 050 827	5 873 349	3 557 111	60.6	22 561	737 408	448 566	18 341	105 897	324 332	60.8

Domestic Scheduled Services December 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	1 868	4 613	4 664	303 541	207 949	135 412	65.1	1 092	21 126	12 027	174	275	11 579	56.9
British Airways Helicopters	7	114	39	1 846	195	113	57.7	12	16	11	—	—	10	67.9
British Caledonian Airways	349	1 327	918	43 546	32 225	17 048	52.9	177	3 392	1 468	37	47	1 384	43.3
Air Ecosse	81	397	273	2 549	1 144	515	45.0	15	95	45	1	2	42	47.4
Air UK	393	1 702	1 470	32 041	15 438	8 204	53.1	178	1 485	747	14	35	697	50.3
Alderney Air Ferries	1	7	5	12	8	1	19.0	—	1	—	—	—	—	23.5
British Midland Airways	532	1 790	1 673	67 032	41 013	22 255	54.3	131	3 871	1 783	3	44	1 736	46.1
Brymon Airways	161	750	744	5 546	4 064	1 476	36.3	1	375	121	—	—	121	32.4
Burnthills Aviation	4	39	26	63	18	7	40.4	—	1	1	—	—	1	41.9
Dan-Air Services	248	835	781	20 336	16 221	8 412	51.9	51	1 377	741	—	26	714	53.8
Guernsey Airlines	5	12	18	570	315	249	79.2	1	32	21	—	1	20	65.0
Jersey European Airways	8	44	36	186	144	42	29.4	—	10	3	—	—	3	34.6
Loganair	176	1 427	862	9 749	2 604	1 596	61.3	—	237	145	—	—	145	61.2
TOTAL Passenger Services	3 832	13 057	11 509	487 017	321 336	195 328	60.8	1 659	32 015	17 113	230	430	16 453	53.5
Cargo Services														
British Caledonian Airways	24	42	50	—	—	—	—	228	187	126	126	—	—	67.5
Air UK	50	201	192	—	—	—	—	533	228	106	14	92	—	46.7
British Midland Airways	5	19	19	—	—	—	—	17	60	4	2	3	—	7.4
TOTAL Cargo Services	79	262	261	—	—	—	—	778	474	237	142	95	—	49.9
GRAND TOTAL	3 911	13 319	11 770	487 017	321 336	195 328	60.8	2 436	32 489	17 350	371	525	16 453	53.4

All Non-scheduled Services December 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)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	136	37	305	3 808	32 968	24 538	74.4	5	3 500	2 731	6	126	2 598	78.0
British Airtours	820	348	1 204	21 479	133 903	80 943	60.4	—	12 279	6 927	—	24	6 903	56.4
British Airways Helicopters	562	3 553	2 792	37 855	11 130	6 296	56.6	317	1 197	558	—	54	504	46.6
British Caledonian Airways	242	164	399	10 134	13 457	7 962	59.2	806	5 488	4 245	—	3 559	686	77.3
Air Europe	694	359	1 097	34 720	90 156	69 041	76.6	3	8 537	5 528	4	2	5 523	64.8
Air UK	132	212	314	6 079	8 446	6 144	72.7	115	919	586	—	64	521	63.7
Air-Bridge Carriers	158	230	359	—	—	—	—	1 239	2 502	1 116	7	1 109	—	44.6
Alderney Air Ferries	8	64	43	339	71	41	58.6	—	6	3	—	—	3	57.6
Alldair	50	147	184	4 367	2 726	1 383	50.7	69	297	141	—	31	111	47.6
B.E.A.S.	141	6 074	942	39 427	1 551	915	59.0	68	141	87	—	4	83	61.7
Bristow Helicopters	642	3 639	3 782	27 859	11 267	5 148	45.7	310	954	525	—	63	462	55.0
Britannia Airways	3 546	1 903	5 610	168 118	457 390	308 635	67.5	—	39 314	26 398	—	168	26 230	67.1
British Air Ferries	398	827	1 286	94	17 158	7 952	46.3	107	1 780	766	26	104	636	43.0
British Caledonian Helicopters	17	59	86	431	320	123	38.4	6	38	13	—	2	11	34.2
British Midland Airways	486	146	678	594	50 943	23 330	45.8	—	14 571	6 614	—	4 795	1 819	45.4
Dan-Air Services	1 781	2 260	3 891	112 703	195 473	148 875	76.2	591	16 084	12 141	142	30	11 968	76.4
Express Air Services	42	243	197	—	—	—	—	671	207	145	37	109	—	70.2
General Aviation Services	18	45	82	—	—	—	—	5	64	31	5	26	—	47.8
Guernsey Airlines	3	7	10	—	180	—	—	—	18	—	—	—	—	—
Heavylift Cargo Airlines	54	34	139	—	—	—	—	223	1 819	788	—	788	—	43.3
Laker Airways	644	237	945	22 146	185 880	122 722	66.0	—	18 711	9 835	—	18	9 817	52.6
Loganair	234	713	1 023	6 632	3 624	2 411	66.5	5	334	222	—	3	219	65.5
Management Aviation	76	1 455	372	3 279	514	187	36.4	40	44	17	—	3	14	38.6
Monarch Airlines	822	458	1 221	45 809	120 239	88 208	73.4	14	11 924	8 069	101	—	7 969	67.7
North Scottish Helicopters	236	4 753	1 175	11 508	2 282	1 221	53.5	—	194	100	—	—	100	51.5
Orion Airways	527	293	843	25 554	68 494	46 662	68.1	—	6 481	3 714	—	—	3 714	57.3
Pelican Air Transport	328	114	461	—	—	—	—	1 824	12 662	8 927	—	8 927	—	70.5
Redcoat Air Cargo	114	67	251	—	—	—	—	395	2 582	1 608	—	1 608	—	62.3
Scimitar Airlines	126	38	175	—	—	—	—	—	4 765	3 464	—	3 464	—	72.7
Southern Int-Air Transport	11	20	46	—	—	—	—	—	71	31	—	31	—	43.3
Tradewinds Airways	494	201	705	—	—	—	—	2 451	20 716	13 331	—	13 331	—	64.3
TOTAL	13 542	28 700	30 617	581 935	1 408 172	952 737	67.7	9 274	188 200	118 658	328	38 440	79 890	63.0
Class 5 Licence TOTAL	34	18	51	1 813	4 342	3 364	77.5	N/A	368	285	—	—	285	77.4
TOTAL excludes 5 Licence	13 508	28 682	30 566	580 122	1 403 830	949 373	67.6	9 274	187 832	118 373	328	38 440	79 605	63.0

(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.

61 International Non-Scheduled Services December 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	132	26	294	3 682	32 746	24 451	74.7	5	3 484	2 723	6	126	2 591	78.2
British Airtrons	820	348	1 204	21 479	133 903	80 943	60.4	—	12 279	6 927	—	24	6 903	56.4
British Airways Helicopters	559	3,540	2 775	37 786	11 061	6 278	56.8	316	1 190	556	—	54	502	46.7
British Caledonian Airways	242	164	399	10 134	13 457	7 962	59.2	806	5 488	4 245	—	3 559	686	77.3
Air Europe	694	359	1 097	34 720	90 156	69 041	76.6	3	8 537	5 528	4	2	5 523	64.8
Air UK	128	203	303	6 015	8 292	6 081	73.3	115	904	580	—	64	516	64.2
Air-Bridge Carriers	78	63	170	—	—	—	—	433	1 396	716	—	716	—	51.3
Alidair	2	4	6	116	107	69	64.0	—	11	6	—	—	5	54.5
B.E.A.S.	141	6074	942	39 427	1 551	915	59.0	68	141	87	—	4	83	61.7
Bristow Helicopters	642	3 639	3 782	27 859	11 267	5 148	45.7	310	954	525	—	63	462	55.0
Britannia Airways	3 546	1 901	5 609	168 118	457 335	308 607	67.5	—	39 310	26 395	—	168	26 228	67.1
British Air Ferries	382	755	1 228	14	17 124	7 924	46.3	6	1 683	738	—	104	634	43.8
British Caledonian Helicopters	17	59	86	431	320	123	38.4	6	38	13	—	2	11	34.2
British Midland Airways	486	146	678	594	50 943	23 330	45.8	—	14 571	6 614	—	4 795	1 819	45.4
Dan-Air Services	1 370	1 121	2 375	8 4450	179 457	137 918	76.9	9	14 436	11 050	—	12	11 039	77.7
General Aviation Services	18	45	82	—	—	—	—	5	64	31	5	26	—	47.8
Heavylift Cargo Airlines	54	34	139	—	—	—	—	223	1 819	788	—	788	—	43.3
Laker Airways	644	237	945	22 146	185 880	122 722	66.0	—	18 711	9 835	—	18	9 817	52.6
Loganair	10	23	41	484	180	105	58.3	—	16	8	—	—	8	50.0
Management Aviation	76	1 455	372	3 279	514	187	36.4	40	44	17	—	3	14	38.6
Monarch Airlines	822	458	1 221	45 809	120 239	88 208	73.4	14	11 924	8 069	101	—	7 969	67.7
North Scottish Helicopters	236	4 753	1 175	11 508	2 282	1 221	53.5	—	194	100	—	—	100	51.5
Orion Airways	527	293	843	24 554	68 494	46 662	68.1	—	6 481	3 714	—	—	3 714	57.3
Pelican Air Transport	328	114	461	—	—	—	—	1 824	12 662	8 927	—	8 927	—	70.5
Redcoat Air Cargo	114	67	251	—	—	—	—	395	2 582	1 608	—	1 608	—	62.3
Scimitar Airlines	126	38	175	—	—	—	—	—	4 765	3 464	—	3 464	—	72.7
Tradewinds Airways	494	201	705	—	—	—	—	2 451	20 716	13 331	—	13 331	—	64.3
TOTAL	12 688	26 120	27 357	542 605	1 385 309	937 893	67.7	7 036	184 399	116 593	116	37 855	78 622	63.2
Class 5 Licence TOTAL	34	18	51	1 813	4 342	3 364	77.5	N/A	368	285	—	—	285	77.4
TOTAL excludes 5 Licence	12 654	26 102	27 306	540 792	1 380 967	934 529	67.7	7 036	184 031	116 308	116	37 855	78 337	63.2

(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 December 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	11	12	126	222	87	39.5	—	16	8	—	—	8	47.4
B A Helicopters	3	13	17	69	69	18	26.1	1	7	2	—	—	2	28.6
Air UK	3	9	11	64	153	63	41.3	—	16	5	—	—	5	34.9
Air-Bridge Carriers	79	167	189	—	—	—	—	806	1 106	400	7	393	—	36.1
Alderney Air Ferries	8	64	43	339	71	41	58.6	—	6	3	—	—	3	57.6
Alldair	48	143	179	4 251	2 619	1 314	50.2	69	287	136	—	30	105	47.3
Britannia Airways	—	2	1	—	56	27	49.4	—	5	2	—	—	2	49.1
British Air Ferries	17	72	58	80	35	29	83.3	100	97	29	26	—	2	29.3
Dan-Air Services	411	1 139	1 517	28 253	16 016	10 957	68.4	582	1 648	1 091	142	19	930	66.2
Express Air Services	42	243	197	—	—	—	—	671	207	145	37	109	—	70.2
Guernsey Airlines	3	7	10	—	180	—	—	—	18	—	—	—	—	—
Logenair	224	690	982	6 148	3 444	2 306	67.0	5	318	214	—	3	211	67.3
Southern Int-Air Transport	11	20	46	—	—	—	—	—	71	31	—	31	—	43.3
TOTAL	854	2 580	3 259	39 330	22 864	14 844	64.9	2 237	3 801	2 065	212	585	1 268	54.3
Class 5 Licence TOTAL	—	—	—	—	—	—	—	N/A	—	—	—	—	—	—
TOTAL excludes 5 licence	854	2 580	3 259	39 330	22 864	14 844	64.9	2 237	3 801	2 065	212	585	1 268	54.3

(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 December 1980

Table 1.7.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Others			
British Caledonian Airways	16	26	35	—	—	2 079	1 934	1 310	67.7
Air UK	7	8	14	—	62	448	579	483	83.4
Britannia Airways	211	191	386	—	19 821	—	27 446	21 473	78.2
Dan-Air Services	312	141	474	—	1 443	11 659	47 596	36 101	75.8
Laker Airways	118	68	192	1 714	—	2 649	18 996	13 259	69.8
Monarch Airlines	14	2	90	—	—	106	2 311	721	31.2
TOTAL	679	436	1 191	1 714	21 326	16 941	98 861	73 347	74.2

	Cargo and mail uplifted tonnes	Tonne—km Available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
British Caledonian Airways	—	178	113	—	—	113	63.7
Air UK	—	52	41	—	—	41	78.4
Britannia Airways	—	2 336	1 826	—	—	1 826	78.2
Dan-Air Services	—	3 809	2 889	—	—	2 889	75.8
Laker Airways	—	1 839	1 060	—	—	1 060	57.6
Monarch Airlines	14	224	165	101	—	64	73.3
TOTAL	14	8 438	6 093	101	—	5 993	72.2

International Class 2 Licence Operations December 1980

Table 1.7.2

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Others			
British Caledonian Airways	16	26	35	—	—	2 079	1 934	1 310	67.7
Air UK	7	8	14	—	62	448	579	483	83.4
Britannia Airways	211	191	386	—	19 821	—	27 446	21 473	78.2
Dan-Air Services	309	137	464	—	1 443	11 489	47 443	35 968	75.8
Laker Airways	118	68	192	1 714	—	2 649	18 996	13 259	69.8
Monarch Airlines	14	2	17	—	—	106	2 311	721	31.2
TOTAL	676	432	1 107	1 714	21 326	16 771	98 709	73 214	74.2

	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
British Caledonian Airways	—	178	113	—	—	113	63.7
Air UK	—	52	41	—	—	41	78.4
Britannia Airways	—	2 336	1 826	—	—	1 826	78.2
Dan-Air Services	—	3 796	2 877	—	—	2 877	75.8
Laker Airways	—	1 839	1 060	—	—	1 060	57.6
Monarch Airlines	14	224	165	101	—	64	73.3
TOTAL	14	8 425	6 082	101	—	5 981	72.2

Domestic Class 2 Licence Operations December 1980

Table 1.7.3

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Others			
Dan-Air Services	3	4	10	—	—	170	152	133	87.3
TOTAL	3	4	10	—	—	170	152	133	87.3

	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
Dan-Air Services	—	13	11	—	—	11	86.9
TOTAL	—	13	11	—	—	11	86.9

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

Table 1.8

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo and mail uplifted tonnes	Tonne-Km Available (000)	Total (000)	Tonne-Km used Mail (000)	Cargo (000)	Passengers (000)	Percentage of available	Number of other IT passengers uplifted Class 4
International Services															
British Airways	28	8	37	2 557	9 960	9 095	91.3	—	916	870	—	—	870	95.0	—
British Airtrons	497	242	768	21 479	73 282	46 890	64.0	—	6 761	3 974	—	—	3 974	58.8	—
British Caledonian Airways	83	102	166	8 031	9 509	6 481	68.1	—	889	557	—	—	557	62.7	—
Air Europe	690	357	1091	34 720	89 657	68 774	76.7	3	8 490	5 507	4	2	5 501	64.9	—
Air UK	20	21	37	1 276	1800	1 274	70.8	—	148	102	—	—	102	68.9	1 872
Britannia Airways	3 184	1 528	4 968	131 559	414 077	274 337	66.3	—	35 211	23 315	—	—	23 315	66.2	—
British Midland Airways	7	9	14	526	566	438	77.4	—	56	34	—	—	34	61.1	—
Dan-Air Services	893	713	1 548	68 468	111 973	88 764	79.3	—	8 958	7 102	—	—	7 102	79.3	375
Laker Airways	160	79	256	14 361	42 536	30 721	72.2	—	4 264	2 457	—	—	2 457	57.6	2 959
Monarch Airlines	639	313	925	33 752	96 601	73 059	75.6	—	9 559	6 608	—	—	6 608	69.1	11 250
Orion Airways	527	293	843	24 554	68 494	46 662	68.1	—	6 481	3 714	—	—	3 714	57.3	—
TOTAL International Services	6 729	3 665	10 651	341 283	918 454	646 494	70.4	3	81 731	54 239	4	2	54 234	66.4	16 456
Domestic Services															
Alderney Air Ferries	8	62	41	338	68	41	60.6	—	6	3	—	—	3	58.6	—
TOTAL Domestic Services	8	62	41	338	68	41	60.6	—	6	3	—	—	3	58.6	—
GRAND TOTAL	6 737	3 727	10 692	341 621	918 522	646 535	70.4	3	81 737	5 4242	4	2	54 237	66.4	16 456

All Class 4 Licence Operations December 1980

Table 1.9.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km		As
				ABC	Affinity	IT	Other	Available (000)	Used (000)	percentage of available
Air UK	61	60	114	—	—	1 872	2 097	5 453	4 032	73.9
Dan-Air Services	17	12	29	—	371	375	—	1 896	1 305	68.9
Laker Airways	104	15	141	463	—	2 959	—	36 044	23 834	66.1
Monarch Airlines	167	141	275	—	—	11 250	701	20 936	14 249	68.1
TOTAL	350	228	559	463	371	16 456	2 798	64 328	43 421	67.5

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Passengers (000)	As
			Total (000)	Mail (000)	Cargo (000)		percentage of available
Air UK	—	504	348	—	—	348	69.1
Dan-Air Services	—	152	106	—	—	106	70.2
Laker Airways	—	3 657	1 906	—	—	1 906	52.1
Monarch Airlines	—	2 103	1 281	—	—	1 281	60.9
TOTAL	—	6 415	3 641	—	—	3 641	56.8

International Class 4 Licence Operations December 1980

Table 1.9.2

	Aircraft —km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted				Seat-km	As
					Affinity	IT	Other	Available (000)	Used (000)	percentage of available
Air UK	61	60	114	—	—	1 872	2 097	5 453	4 032	73.9
Dan-Air Services	17	12	29	—	371	375	—	1 896	1 305	68.9
Laker Airways	104	15	141	463	—	2 959	—	36 044	23 834	66.1
Monarch Airlines	167	141	275	—	—	11 250	701	20 936	14 249	68.1
TOTAL	350	228	559	463	371	16 456	2 798	64 328	43 421	67.5

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			Passengers (000)	As
				Mail (000)	Cargo (000)		percentage of available	
Air UK	—	504	348	—	—	348	69.1	
Dan-Air Services	—	152	106	—	—	106	70.2	
Laker Airlines	—	3 657	1 906	—	—	1 906	52.1	
Monarch Airlines	—	2 103	1 281	—	—	1 281	60.9	
TOTAL	—	6 415	3 641	—	—	3 641	56.8	

Domestic Class 4 Licence Operations December 1980

Table 1.9.3

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

All Class 6 Licence Operations December 1980

Table 1.10.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	96	23	134	409	2 981	2 413	—	2 413	81.0
Air-Bridge Carriers	137	199	311	1 240	2 167	930	5	924	42.9
Alidair	4	8	14	46	25	23	—	23	95.3
Dan-Air Services	3	2	8	2	13	5	—	4	36.5
Express Air Services	30	160	137	531	150	109	—	108	72.7
Heavylift Cargo Airlines	40	25	104	224	1 368	620	—	620	45.3
Pelican Air Transport	315	110	443	1 825	12 132	8 585	—	8 584	70.8
Redcoat Air Cargo	114	67	251	395	2 582	1 608	—	1 607	62.3
Tradewinds Airways	456	176	644	2 452	19 122	12 916	—	12 915	67.5
TOTAL	1 195	770	2 047	7 122	40 540	27 208	5	27 203	67.1

International Class 6 Licence Operations December 1980

Table 1.10.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	96	23	134	409	2 981	2 413	—	2 413	81.0
Air-Bridge Carriers	63	51	139	433	1 121	535	—	534	47.7
Dan-Air Services	3	2	8	2	13	5	—	4	36.5
Heavylift Cargo Airlines	40	25	104	224	1 368	620	—	620	45.3
Pelican Air Transport	315	110	443	1 825	12 132	8 585	—	8 584	70.8
Redcoat Air Cargo	114	67	251	395	2 582	1 608	—	1 607	62.3
Tradewinds Airways	456	176	644	2 452	19 122	12 916	—	12 915	67.5
TOTAL	1 087	454	1 723	5 739	39 319	26 680	—	26 680	67.9

Domestic Class 6 Licence Operations December 1980

Table 1.10.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	74	148	172	807	1 046	396	5	390	37.8
Alidair	4	8	14	46	25	23	—	23	95.3
Express Air Services	30	160	137	531	150	109	—	108	72.7
TOTAL	108	316	323	1 383	1 220	528	5	522	43.2

All Class 7 Licence Operations December 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 and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
B A Helicopters	562	3 553	2 792	37 855	11 130	6 296	56.6	317	1 197	558	—	54	504	46.6
B.E.A.S.	141	6 074	942	39 427	1 551	915	59.0	68	141	87	—	4	83	61.7
Bristow Helicopters	642	3 639	3 782	27 859	11 267	5 148	45.7	311	954	525	—	63	462	55.0
British Caledonian Helicopters	17	59	86	431	320	123	38.4	6	38	13	—	2	11	34.2
Management Aviation	76	1 455	372	3 279	514	187	36.4	41	44	17	—	3	14	38.6
North Scottish Helicopters	236	4 753	1 175	11 508	2 282	1 221	53.5	—	194	100	—	—	100	51.5
TOTAL	1 674	19 533	9 149	120 359	27 064	13 890	51.3	743	2 568	1 300	—	126	1 174	50.8

International Class 7 Licence Operations December 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 and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
B A Helicopters	559	3 540	2 775	37 786	11 061	6 278	56.8	316	1 190	556	—	54	502	46.7
B.E.A.S.	141	6 074	942	39 427	1 551	915	59.0	68	141	87	—	4	83	61.7
Bristow Helicopters	642	3 639	3 782	27 859	11 267	5 148	45.7	311	954	525	—	63	462	55.0
British Caledonian Helicopters	17	59	86	431	320	123	38.4	6	38	13	—	2	11	34.2
Management Aviation	76	1 455	372	3 279	514	187	36.4	41	44	17	—	3	14	38.6
North Scottish Helicopters	236	4 753	1 175	11 508	2 282	1 221	53.5	—	194	100	—	—	100	51.5
TOTAL	1 671	19 520	9 132	120 290	26 995	13 872	51.4	742	2 561	1 298	—	126	1 172	50.7

Domestic Class 7 Licence Operations December 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 and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
B A Helicopters	3	13	17	69	69	18	26.1	1	7	2	—	—	2	28.6
TOTAL	3	13	17	69	69	18	26.1	1	7	2	—	—	2	28.6

All Exempt Operations December 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 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	108	29	269	1 251	23 008	16 443	67.1	5	2 584	1 861	6	126	1 729	72.0
British Airtours	323	106	437	—	60 621	34 064	56.2	—	5 519	2 953	—	24	2 929	53.5
British Caledonian Airways	46	13	64	24	2 014	171	8.5	398	1 441	1 161	—	1 146	16	80.6
Air Europe	4	2	6	—	499	267	53.5	—	47	21	—	—	21	45.1
Air UK	44	123	149	324	614	355	57.8	115	215	95	—	64	30	44.0
Air-Bridge Carriers	20	31	49	—	—	—	—	—	335	185	1	184	—	55.4
Alderney Air Ferries	—	2	2	1	3	—	5.6	—	—	—	—	—	—	33.3
Alidair	45	139	170	4 367	2 727	1 383	50.7	23	273	118	—	8	111	43.3
Britannia Airways	117	166	205	14 925	11 525	9 460	82.1	—	1 400	972	—	168	804	69.4
British Air Ferries	398	827	1 286	94	17 168	7 952	46.3	107	1 780	766	26	104	636	43.0
British Midland Airways	480	137	665	68	50 377	22 892	45.4	—	14 515	6 580	—	4 795	1 785	45.3
Dan-Air Services	556	1 392	1 832	30 387	34 009	22 704	66.8	590	3 152	2 039	142	25	1 871	64.7
Express Air Services	13	83	59	—	—	—	—	141	57	37	37	—	—	63.7
General Aviation Services	18	45	82	—	—	—	—	5	64	31	5	26	—	47.8
Guernsey Airlines	3	7	10	—	180	—	—	—	18	—	—	—	—	—
Heavylift Cargo Airlines	13	9	35	—	—	—	—	—	451	168	—	168	—	37.3
Laker Airways	261	75	356	—	88 305	54 909	62.2	—	8 951	4 411	—	18	4 393	49.3
Loganair	234	713	1 023	6 632	3 624	2 411	66.5	6	334	222	—	3	219	66.5
Monarch Airlines	2	2	4	—	391	180	45.9	—	38	16	—	—	16	42.4
Pelican Air Transport	13	4	18	—	—	—	—	—	530	342	—	342	—	64.6
Scimitar Airlines	126	38	175	—	—	—	—	—	4 765	3 464	—	3 464	—	72.7
Southern Int-Air Transport	11	20	46	—	—	—	—	—	71	31	—	31	—	43.3
Tradewinds Airways	38	25	61	—	—	—	—	—	1 593	415	—	415	—	26.0
TOTAL	2 874	3 988	7 002	58 073	295 055	172 180	58.4	1 390	48 135	25 887	218	11 110	14 560	53.8

(a) Excludes Air Taxi operations.

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

International Exempt Operations December 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 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	104	18	257	1 125	22 786	15 355	67.4	5	2 568	1 854	6	126	1 721	72.2
British Airtours	323	106	437	—	60 621	34 054	56.2	—	5 519	2 953	—	24	2 929	53.5
British Caledonian Airways	46	13	64	24	2 014	171	8.5	398	1 441	1 161	—	1 146	16	80.6
Air Europe	4	2	6	—	499	267	53.5	—	47	21	—	—	21	45.1
Air UK	40	114	138	260	461	292	63.3	115	200	89	—	64	25	44.7
Air-Bridge Carriers	15	12	32	—	—	—	—	—	275	181	—	181	—	66.0
Alldair	2	4	6	116	107	69	64.0	—	11	6	—	—	6	54.6
Britannia Airways	116	164	204	14 925	11 470	9 432	82.2	—	1 396	970	—	168	802	69.5
British Air Ferries	382	755	1 228	14	17 124	7 924	46.3	7	1 683	738	—	104	634	43.8
British Midland Airways	480	137	665	68	50 377	22 892	45.4	—	14 515	6 580	—	4 795	1 785	45.3
Dan-Air Services	147	257	326	2 304	18 145	11 880	65.5	8	1 517	959	—	7	953	63.2
General Aviation Services	18	45	82	—	—	—	—	5	64	31	5	26	—	47.8
Heavylift Cargo Airlines	13	9	35	—	—	—	—	—	451	168	—	168	—	37.3
Laker Airways	261	76	356	—	88 305	54 909	62.2	—	8 951	4 411	—	18	4 393	49.3
Loganair	10	23	41	484	180	105	58.3	—	18	8	—	—	8	50.0
Monarch Airlines	2	2	4	—	391	180	45.9	—	38	16	—	—	16	42.4
Pelican Air Transport	13	4	18	—	—	—	—	—	530	342	—	342	—	64.5
Scimitar Airlines	126	38	175	—	—	—	—	—	4 765	3 464	—	3 464	—	72.7
Tradewinds Airways	38	25	61	—	—	—	—	—	1 593	415	—	415	—	26.0
TOTAL	2 142	1 803	4 135	19 320	272 480	157 529	57.8	537	45 580	24 367	11	11 048	13 308	53.5

(a) Excludes Air Taxi operations

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

Domestic Exempt Operations December 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 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	11	12	126	222	87	39.5	—	16	8	—	—	8	47.4
Air UK	3	9	11	64	153	63	41.3	—	16	5	—	—	5	34.9
Air-Bridge Carriers	5	19	17	—	—	—	—	—	60	4	1	3	—	6.8
Alderney Air Ferries	—	2	2	1	3	—	5.6	—	—	—	—	—	—	33.3
Alldair	44	135	165	4 251	2 620	1 314	50.2	23	262	112	—	7	105	42.8
Britannia Airways	—	2	1	—	56	27	49.4	—	5	2	—	—	2	49.1
British Air Ferries	17	72	58	80	35	29	83.3	101	97	29	26	—	2	29.3
Dan-Air Services	408	1 135	1 506	28 083	15 864	10 824	68.2	582	1 635	1 079	142	19	918	66.0
Express Air Services	13	83	59	—	—	—	—	141	57	37	37	—	—	63.7
Guernsey Airlines	3	7	10	—	180	—	—	—	18	—	—	—	—	—
Loganair	224	690	982	6 148	3 444	2 306	67.0	6	318	214	—	3	211	67.3
Southern Int-Air Transport	11	20	46	—	—	—	—	—	71	31	—	31	—	43.3
TOTAL	732	2 185	2 868	38 753	22 575	14 661	64.9	853	2 555	1 521	206	62	1 252	59.5

(a) Excludes Air Taxi operations

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

Class 5 Operations for UK Operators December 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 and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Britannia Airways	34	18	51	1 813	4 342	3 364	77.5	N/A	368	285	—	—	285	77.4
TOTAL	34	18	51	1 813	4 342	3 364	77.5	N/A	368	285	—	—	285	77.4

(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 December 1980(a)

Table 1.14.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended December 1980	Daily Utilisation per Aircraft (hrs) Quarter ended December 1980
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	63	371	—	311	—	2 712	461	4	2.6
Aerospatiale SA-365 Dauphin	30	483	47	133	5	1 074	64	4	1.5
Aviation Traders Merchantman	106	—	129	—	242	—	—	3	2.7
AW650 Argosy	51	—	101	—	117	—	—	3	1.4
BAC 111-200	445	975	—	1 049	—	38 122	19 003	9	4.5
BAC 111-300/400	774	1 005	—	1 510	—	41 709	37 670	19	4.4
BAC 111-500	2 846	4 822	42	5 964	50	290 604	178 351	40	5.7
BAC/Aerospatiale Concorde	654	117	—	449	—	6 311	35 161	6	3.3
Beech B90 Kingair	—	—	—	—	—	—	—	1	—
Bell 206 Jetranger	4	39	—	26	—	63	7	2	0.9
Bell 212 Twin	158	6 251	—	1 033	—	41 933	1 009	8	4.1
Boeing 707 120/120B	—	—	—	—	—	—	—	1	—
Boeing 707-320/336	3 778	669	520	3 227	2 033	36 149	210 744	28	6.5
Boeing 707-420	469	162	—	625	—	6 685	51 941	4	5.9
Boeing 720/720B	433	172	—	593	—	21 649	55 235	6	3.9
Boeing 727-100	361	214	—	566	—	20 299	37 702	7	4.4
Boeing 727-200	274	141	—	409	—	18 304	39 662	3	5.5
Boeing 737-200	7 004	4 939	23	11 656	52	363 998	567 351	58	7.6
Boeing 747-100	4 658	1 129	—	6 270	—	167 710	1 205 777	18	11.3
Boeing 747-200	2 843	540	—	3 514	—	81 525	759 024	10	12.2
Boeing 747F	253	—	60	—	325	—	—	1	9.9
Bristol Britannia 300	56	—	40	—	125	—	—	3	1.6
Britten-Norman Islander	107	1 138	17	491	34	4 226	348	15	1.4
Britten-Norman Trislander	106	1 220	—	558	—	9 157	817	11	1.8
Canadair CL 44	58	—	27	—	126	—	—	1	4.8
Cessna 404 Titan	13	38	—	50	—	154	55	1	2.6
DC3 Dakota/Pionair	25	—	82	—	116	—	—	(b)3	(b)2.3
DH106 Comet 4B/C	—	—	—	—	—	—	—	—	1.7
DHC6 Twin-Otter	402	1 864	—	1 828	—	16 353	3 797	17	3.7
Embraer Bandeirante	256	897	—	917	—	6 018	1 641	19	2.1
Fokker F28	—	—	—	—	—	—	—	2	—
Fokker Friendship 100/600	636	1 591	47	1 916	48	29 305	12 753	14	6.0
Hawker Siddeley 121 Trident 1C	243	524	—	558	—	30 301	14 310	11	1.6
Hawker Siddeley 121 Trident 2E	1 233	1 447	—	2 296	—	94 109	76 331	16	5.0
Hawker Siddeley 121 Trident 3B	1 812	2 970	—	3 840	—	270 890	160 665	25	5.4
HP Herald 100/200	802	2 009	563	2 377	530	29 300	14 714	30	4.3
HS 125	6	10	—	11	—	14	19	2	0.2
HS 748	707	2 061	225	2 373	225	48 881	18 103	21	4.2
Lockheed L1011 Tristar	730	471	—	1 185	—	89 009	137 077	9	4.9
Lockheed L-1011-200 Tristar	942	284	—	1 340	—	26 383	150 299	4	9.7
Lockheed L-1011-500 Tristar	584	201	—	742	—	13 936	73 891	6	6.0
MBB BO 105	202	5 104	190	984	29	9 079	366	13	3.3
McDonnell-Douglas DC10-10	652	164	—	873	—	34 267	168 022	6	6.6
McDonnell-Douglas DC9-10 to 40	232	560	—	541	—	25 523	11 112	3	6.1
McDonnell-Douglas DC-10-30	3 401	681	—	4 344	—	72 195	575 658	12	12.8
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	—	—
Piper PA31 Navajo (all series)	46	—	58	—	158	—	—	8	0.8
Piper PA34	—	—	—	—	—	—	—	1	—
Rockwell 690B	—	—	—	—	—	—	—	1	—
Short SC5/10 Belfast	66	—	34	—	139	—	—	2	2.2
Short SD-330	31	132	—	129	—	2 489	592	1	3.8
Sikorsky S61N	1 149	6 507	—	6 278	—	68 975	11 823	53	3.8
Sikorsky S76	59	312	—	250	—	1 734	327	7	1.4
Vickers Super VC10	293	82	—	832	—	4 904	29 229	4	5.1
Vickers Viscount 700	58	166	—	212	—	4 937	1 632	4	2.6
Vickers Viscount 700D/800/810	625	2 343	20	2 178	46	76 578	22 042	24	3.9
Westland Wessex	43	688	—	309	—	3 784	236	3	3.0
TOTAL	40 778	55 763	2 225	74 747	4 400	2 111 348	4 685 019	587	5.0

(a) Excludes Air Taxi operations.

(b) Excludes Skyways Aviation.

Aircraft Type and Utilisation—Individual Airlines Table 1.14.2

December 1980^(a)

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended December 1980	Daily Utilisation per Aircraft (hrs) Quarter ended December 1980
		Passenger	Cargo	Passenger	Cargo				
British Airways									
HS 748	78	323	—	286	—	6 448	1 640	2	4.2
Vickers Viscount 700D/800/810	222	871	—	780	—	28 683	7 991	10	2.8
BAC 111-300/400	238	439	—	510	—	14 488	7 469	5	4.2
BAC 111-500	1 560	3 151	—	3 465	—	182 238	85 924	21	5.9
Boeing 737-200	1 675	1 944	—	3 211	—	115 550	96 324	18	6.2
Hawker Siddley 121 Trident 2E	1 233	1 447	—	2 296	—	94 109	76 331	16	5.0
Hawker Siddley 121 Trident 1C	243	524	—	558	—	30 301	14 310	11	1.6
Hawker Siddley 121 Trident 3B	1 812	2 970	—	3 840	—	270 890	160 665	25	5.4
Vickers Super VC10	293	82	—	832	—	4 904	29 229	4	5.1
Lockheed L1011 Tristar	730	471	—	1 185	—	89 009	137 077	9	4.9
Boeing 707-320C/336	1 710	395	145	1 946	494	24 768	137 132	11	7.4
Lockheed L-1011-500 Tristar	584	201	—	742	—	13 936	73 891	6	6.0
Boeing 747-100	4 658	1 129	—	6 270	—	167 710	1 205 777	18	11.3
Boeing 747-200	2 843	540	—	3 514	—	81 525	759 024	10	12.2
Boeing 747F	253	—	60	—	325	—	—	1	9.9
Lockheed L-1011-200 Tristar	942	284	—	1 340	—	26 383	150 299	4	9.7
BAC/Aerospatiale Concorde	654	117	—	449	—	6 311	35 161	6	3.3
TOTAL	19 727	14 888	205	31 224	819	1 157 253	2 978 243	177	6.2
British Airtours									
Boeing 737-200	353	188	—	570	—	14 928	29 097	6	5.1
Boeing 707-420	469	162	—	625	—	6 685	51 941	4	5.9
TOTAL	822	350	—	1 195	—	21 613	81 038	10	5.5
British Airways Helicopters									
Sikorsky S61N	552	3 220	—	2 740	—	37 195	6 315	24	3.6
Bell 212 Twin	17	447	—	91	—	2 506	94	2	1.5
Sikorsky S76	—	—	—	—	—	—	—	1	—
TOTAL	569	3 667	—	2 831	—	39 701	6 409	27	3.5
British Caledonian Airways									
BAC 111-200	348	829	—	835	—	32 718	15 155	7	4.7
BAC 111-500	610	1 077	42	1 287	50	55 682	31 343	9	5.9
Boeing 707-320C/336	959	211	77	916	372	11 381	50 767	6	7.5
McDonnell-Douglas DC-10-30	2 079	490	—	2 675	—	38 196	277 060	7	12.7
Sikorsky S61N	23	576	—	144	—	7 086	283	1	4.8
TOTAL	4 017	3 183	119	5 857	422	145 063	374 609	30	7.4
Air Continental									
Beech B90 King Air	—	—	—	—	—	—	—	1	—
Piper PA31 Navajo (all series)	46	—	58	—	158	—	—	4	2.8
Piper PA34	—	—	—	—	—	—	—	1	—
TOTAL	46	—	58	—	158	—	—	6	1.4
Air Ecosse									
Britten-Norman Trislander	—	—	—	—	—	—	—	1	—
DHC 6 Twin Otter	—	—	—	—	—	—	—	2	—
Embraer Bandeirante	81	397	—	273	—	2 549	515	9	1.0
Piper PA 31 Navajo (all series)	—	—	—	—	—	—	—	3	1.0
Rockwell 690B	—	—	—	—	—	—	—	1	—
TOTAL	81	397	—	273	—	2 549	515	16	0.5
Air Europe									
Boeing 737-20	684	354	—	1 081	—	34 310	68 258	4	10.2
TOTAL	684	354	—	1 081	—	34 310	68 258	4	10.2

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended December 1980	Daily Utilisation per Aircraft (hrs) Quarter ended December 1980
		Passenger	Cargo	Passenger	Cargo				
Air UK									
Fokker F28	—	—	—	—	—	—	—	2	—
Fokker Friendship 100/600	636	1 591	47	1 916	48	29 305	12 763	14	6.0
HP Herald 100/200	351	1 208	267	1 107	277	27 316	6 137	15	5.3
Embraer Bandeirante	111	307	—	417	—	1 951	696	6	4.9
BAC 111-300/400	93	91	—	172	—	5 904	6 046	4	5.4
TOTAL	1 191	3 197	314	3 612	325	64 476	25 632	43	5.6
Air-Bridge Carriers									
AW650 Argosy	51	—	101	—	117	—	—	3	1.4
Aviation Traders Merchantman	106	—	129	—	242	—	—	3	2.7
TOTAL	158	—	230	—	359	—	—	6	2.1
Alderney Air Ferries									
Britten-Norman Islander	9	71	—	48	—	351	43	2	1.3
TOTAL	9	71	—	48	—	351	43	2	1.3
Alldair									
Vickers Viscount 700	50	147	—	184	—	4 367	1 383	3	2.7
TOTAL	50	147	—	184	—	4 367	1 383	3	2.7
Aurigny Air Services									
Britten-Norman Trislander	45	675	—	209	—	5 297	364	6	1.5
Britten-Norman Islander	5	72	—	23	—	274	17	2	0.5
DHC 6 Twin-Otter	16	426	—	89	—	4 858	185	1	2.9
TOTAL	66	1 173	—	321	—	10 429	565	9	1.4
B.E.A.S.									
Bell 212 Twin	141	6 074	—	942	—	39 427	915	5	6.3
TOTAL	141	6 074	—	942	—	39 427	915	5	6.3
Bristow Helicopters									
Bell 212 Twin	—	—	—	—	—	—	—	1	—
Sikorsky S61N	487	2 319	—	2 949	—	19 767	4 181	23	4.0
Westland Wessex	43	688	—	309	—	3 784	236	3	3.0
Sikorsky S76	49	261	—	213	—	1 596	300	4	1.6
Aerospatiale SA330J Puma	63	371	—	311	—	2 712	461	4	2.6
MBB BO 105	—	—	—	—	—	—	—	1	0.8
TOTAL	642	3 639	—	3 782	—	27 859	5 148	36	3.3
Britannia Airways									
Boeing 737-200	3 536	1 873	23	5 541	52	167 324	307 459	25	8.5
TOTAL	3 536	1 873	23	5 541	52	167 324	307 459	25	8.5
British Air Ferries									
HP Herald 100/200	392	717	100	1 158	118	80	7 934	12	3.3
HS 125	6	10	—	11	—	14	19	2	0.2
TOTAL	398	727	100	1 169	118	94	7 952	14	2.9
British Caledonian Helicopters									
Sikorsky S61N	17	59	—	86	—	431	123	1	1.5
TOTAL	17	59	—	86	—	431	123	1	1.5
British Midland Airways									
Vickers Viscount 700D/800/810	358	1 334	—	1 286	—	45 400	13 127	10	5.0
McDonnell-Douglas DC9-10 to 40	232	560	—	541	—	25 523	11 112	3	6.1
Boeing 707-320C/336	276	63	—	365	—	—	22 846	3	3.8
TOTAL	865	1 957	—	2 192	—	70 923	47 085	16	5.0

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended December 1980	Daily Utilisation per Aircraft (hrs) Quarter ended December 1980
		Passenger	Cargo	Passenger	Cargo				
Brymon Airways									
HP Herald 100/200	28	84	—	112	—	1 904	644	1	3.7
DHC 6 Twin-Otter	154	764	—	730	—	4 038	939	4	6.2
TOTAL	182	848	—	842	—	5 942	1 582	5	5.7
Burnthills Aviation									
Bell 206 Jetranger	4	39	—	26	—	63	7	2	0.9
TOTAL	4	39	—	26	—	63	7	2	0.9
Cabair									
Cessna 404 Titan	13	38	—	50	—	154	55	1	2.6
TOTAL	13	38	—	50	—	154	55	1	2.6
Dan-Air Services									
DH 106 Comet 6 B/C	—	—	—	—	—	—	—	—	1.7
HS 748	630	1 738	225	2 087	225	42 433	16 462	19	4.2
Vickers Viscount 700D/800/810	35	138	—	112	—	2 495	924	1	4.7
BAC 111-200	97	146	—	214	—	5 404	3 847	2	3.9
BAC 111-300/400	302	384	—	591	—	16 868	16 257	5	4.8
BAC 111-500	435	394	—	805	—	35 856	40 854	7	5.1
Boeing 727-200	274	141	—	409	—	18 304	39 662	3	5.5
Boeing 727-100	361	214	—	566	—	20 299	37 702	7	4.4
Boeing 737-200	82	201	—	190	—	—	6 807	1	3.5
TOTAL	2 215	3 356	225	4 974	225	141 659	162 515	45	4.4
Express Air Services									
DC3 Dakota/Pionair	6	—	37	—	34	—	—	1	3.2
HP Herald 100/200	31	—	196	—	135	—	—	2	5.3
Vickers Viscount 700D/800/810	—	—	—	—	—	—	—	—	1.9
TOTAL	37	—	233	—	169	—	—	3	4.1
General Aviation Services									
DC3 Dakota/Pionair	18	—	45	—	82	—	—	2	1.9
TOTAL	18	—	45	—	82	—	—	2	1.9
Guernsey Airlines									
Vickers Viscount 700	8	19	—	28	—	570	249	1	2.3
TOTAL	8	19	—	28	—	570	249	1	2.3
Haywards Aviation									
Britten-Norman Islander	1	6	—	4	—	18	3	1	0.3
TOTAL	1	6	—	4	—	18	3	1	0.3
Heavylift Cargo Airlines									
Short SC5/10 Belfast	66	—	34	—	139	—	—	2	2.2
TOTAL	66	—	34	—	139	—	—	2	2.2
Invicta International Airlines									
Bristol Britannia 300	—	—	—	—	—	—	—	2	0.2
TOTAL	—	—	—	—	—	—	—	2	0.2
Jersey European Airways									
Britten-Norman Islander	12	159	—	69	—	813	63	3	0.8
DHC 6 Twin-Otter	15	131	—	65	—	991	102	1	2.4
Embraer Bandeirante	43	120	—	145	—	722	264	2	3.0
Piper PA31 Navajo (all series)	—	—	—	—	—	—	—	1	0.1
TOTAL	70	410	—	279	—	2 526	429	7	1.6

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended December 1980	Daily Utilisation per Aircraft (hrs) Quarter ended December 1980
		Passenger	Cargo	Passenger	Cargo				
Laker Airways									
BAC 111-300/400	142	91	—	237	—	4 449	7 898	5	3.7
McDonnell-Douglas DC10-10	652	164	—	873	—	34 267	168 022	6	6.6
McDonnell-Douglas DC10-30	1 323	191	—	1 669	—	33 999	298 598	5	13.0
Boeing 707 320C/336	—	—	—	—	—	—	—	2	0.3
TOTAL	2 117	446	—	2 779	—	72 715	474 518	18	6.9
Loganair									
Britten-Norman Trislander	61	545	—	349	—	3 860	453	4	2.8
Britten-Norman Islander	80	830	17	347	34	2 770	223	7	2.0
DHC 6 Twin-Otter	217	543	—	944	—	6 466	2 571	9	3.6
Embraer Bandeirante	20	73	—	82	—	796	167	2	0.9
Short SD-330	31	132	—	129	—	2 489	592	1	3.8
TOTAL	410	2 123	17	1 851	34	16 381	4 007	23	2.7
Management Aviation									
MBB BO 105	46	735	190	206	29	2 205	123	4	2.4
Aerospatiale SA-365 Dauphin	30	483	47	133	5	1 074	64	3	1.7
TOTAL	76	1 218	237	339	34	3 279	187	7	2.1
Monarch Airlines									
BAC 111-500	242	200	—	407	—	16 828	20 230	3	5.1
Boeing 737-20D	147	86	—	220	—	7 332	12 744	1	4.5
Boeing 720/720B	433	172	—	593	—	21 649	55 235	6	3.9
TOTAL	822	458	—	1 220	—	45 809	88 208	10	4.2
North Scottish Helicopters									
Sikorsky S61N	70	333	—	359	—	4 496	951	4	3.2
MBB BO 105	156	4 369	—	778	—	6 874	243	8	4.1
Sikorsky S76	10	51	—	37	—	138	27	2	1.0
Aerospatiale SA-365 Dauphin	—	—	—	—	—	—	—	1	0.9
TOTAL	236	4 753	—	1 174	—	11 508	1 221	15	3.2
Orion Airways									
Boeing 737-200	527	293	—	843	—	24 554	46 662	4	10.1
TOTAL	527	293	—	843	—	24 554	46 662	4	10.1
Pelican Air Transport									
Boeing 707-320C/336	221	—	61	—	298	—	—	1	9.2
TOTAL	221	—	61	—	298	—	—	1	9.2
Redcoat Air Cargo									
Bristol Britannia 300	56	—	40	—	125	—	—	1	4.4
Canadair CL 44	58	—	27	—	126	—	—	1	4.8
TOTAL	114	—	67	—	251	—	—	2	4.6
Scimitar Airlines									
Boeing 707-320C/336	126	—	38	—	175	—	—	2	5.3
TOTAL	126	—	38	—	175	—	—	2	5.3
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	11	—	20	—	46	—	—	3	3.6
TOTAL	11	—	20	—	46	—	—	3	3.6
Tradewinds Airways									
Boeing 707-320C/336	487	—	199	—	694	—	—	3	8.0
TOTAL	487	—	199	—	694	—	—	3	8.0
GRAND TOTAL	40 778	55 763	2 225	74 747	4 400	2 111 348	4 685 019	587	5.0

(a) Excludes Air Taxi Operations.

Operations Subject to Variable Charge by Type of Licence for December 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	767 227	464 469	124 052	340 417	60.5
Class 2	8 409	6 075	101	5 975	72.2
Class 3	81 393	54 020	5	54 015	66.4
Class 4	6 415	3 641	—	3 641	56.8
Class 5	368	285	—	285	77.4
Class 6	36 627	24 329	24 329	—	66.4
Class 7	2 249	1 131	117	1 014	50.3
TOTAL	902 688	553 950	148 604	405 347	61.4
Non-chargeable Operations					
Aircraft hired from UK Operators	6 652	4 954	3 116	1 838	74.4
Aircraft hired from Foreign Operators	8 626	5 743	5 447	295	66.5
Exempt Services (a)	39 815	19 755	6 726	13 028	49.6
Exempt Aircraft	319	169	9	160	52.9
TOTAL	55 411	30 621	15 299	15 322	55.1
GRAND TOTAL	958 100	584 571	163 903	420 669	61.0

(a) Excludes Air Taxi operations.

Output by Type of Licence and Aircraft Ownership for December 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	767 227	290	2 381	769 898
Class 2	8 409	29	—	8 438
Class 3	81 393	344	—	81 737
Class 4	6 415	—	—	6 415
Class 6	36 627	3 913	—	40 540
Class 7	2 568	—	—	2 568
Exempt Services (a)	39 815	2 075	6 245	48 135
TOTAL	942 454	6 652	8 626	957 731
Class 5	368	—	—	368
TOTAL	368	—	—	368
GRAND TOTAL	942 822	6 652	8 626	958 100

(a) Excludes Air Taxi operations.

Table 1.17.1

SCHEDULED

	First Class	Normal Economy	Fare categories(a)					Specified Facilities	Other facilities IT & Fly Drive	Other Travel	Total Passengers
			Individual travel - only fares	Excursion	Apex/Ipex	Youth Student	Other				
CLASS 1											
All	77 406	759 993	359 596	180 266	2 157	41 355	78 483	13 947	24 641	1 537 844	
International	77 406	415 861	286 352	144 993	1 694	27 803	76 638	9 947	10 133	1 050 827	
Domestic	—	344 132	73 244	35 273	463	13 552	1 845	4 000	14 508	487 017	

(a) British Airways currently report scheduled passenger data under slightly different fare category headings from other UK operators. These are shown under the standard fare category headings as follows:—

CAA HEADINGS	BRITISH AIRWAYS HEADINGS
FIRST CLASS	FIRST CLASS AND SUPERSONIC
NORMAL ECONOMY	NORMAL ECONOMY
EXCURSION	DISCOUNT AND OTHER ECONOMY
APEX/IPEX	APEX
YOUTH/STUDENT	—
OTHER	—
SPECIFIED FACILITIES	PART CHARTER
IT & FLY DRIVE	—
OTHER TRAVEL	STANDBY

NON-SCHEDULED

Table 1.17.2

Licence Class		Charter Categories				Total Passengers
		ABC	Affinity	IT	Other	
Class 2	All	1 714	21 326		16 941	39 981
	International	1 714	21 326		16 771	39 811
	Domestic	—	—		170	170
Class 3	All			341 621		341 621
	International			341 283		341 283
	Domestic			338		338
Class 4	All	463	371	16 456	2 798	20 088
	International	463	371	16 456	2 798	20 088
	Domestic	—	—	—	—	—
Class 7	All				120 359	120 359
	International				120 290	120 290
	Domestic				69	69
Exempt Services (a)	All				58 073	58 073
	International				19 320	19 320
	Domestic				38 753	38 753
TOTAL	All	2 177	21 697	358 077	198 171	580 122
	International	2 177	21 697	357 739	159 179	540 792
	Domestic	—	—	338	38 992	39 330

(a) Excludes Air Taxi Operations

Public Transport Air-Taxi Operations (a)

Table 1.18

	October-December, 1980	
	Stage Flights	Aircraft Hours
Aero Turbo Commander 680T	131	167
Beech 76 Duchess	24	29
Beech 200 Super King Air	412	576
Beechcraft B55 Baron	16	15
Beechcraft B80 Queen-Air	14	12
Beechcraft B90 King Air	431	728
Bell 47G	40	10
Bell 206 Jetranger	1 294	798
Britten-Norman Islander	169	244
Cessna 150	7	9
Cessna 172 Skyhawk	31	39
Cessna 206 Super Skywagon	49	12
Cessna 310/320	225	148
Cessna 404 Titan	941	1 517
Cessna 401/402/411/414/421	342	330
Cessna 414 A Chancellor	46	62
Cessna 441 Conquest	103	113
Cessna 500 Citation	174	190
Cessna 550 Citation 2	109	126
Dassault M20/F20	169	227
DC3 Dakota/Pionair	207	249
DHC 6 Twin-Otter	698	643
Ecureil	140	126
Embraer Bandeirante	4 875	3 911
Enstrom F28A	71	99
Gates Learjet 35A	149	208
HS 125	1 206	1 336
Huges 269A (300)	21	21
Hughes 369 (500)	6	8
MBB BO 105	362	344
Partenavia P68B Victor	290	241
Piper PA23 Aztec (and Apache)	3 228	3 649
Piper PA28 (and PA32) Cherokee	24	23
Piper PA30/39 Twin Comanche	214	231
Piper PA31 Navajo (all series)	2 855	2 955
Piper PA34-200 Seneca	137	223
Sikorsky S61N	4	3
Sikorsky S76	13	7
Short SC7 Skyvan	131	85
Ted Smith Aerostar 601P	47	53
ALL OPERATORS TOTAL	19 405	19 767

(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.

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Part 2

UK Airports—Movements, Passenger and Cargo Statistics

Size of UK Airports

Table 2.1

Year ended Dec. 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	27 471	47.53
Gatwick	9 704	16.79
Manchester	4 316	7.47
Glasgow	2 337	4.04
Luton	2 088	3.61
Birmingham	1 563	2.70
Belfast	1 478	2.56
Aberdeen	1 448	2.50
Edinburgh	1 160	2.01
Newcastle	917	1.59
East Midlands	667	1.15
Sumburgh	598	1.03
Prestwick	393	0.68
Liverpool	380	0.66
Leeds/Bradford	362	0.63
Isle of Man	303	0.52
Southampton	285	0.49
Stansted	275	0.48
Tees-side	264	0.46
Cardiff	261	0.45
Bristol	239	0.41
Other 22 airports	1 292	2.24

Main Outputs of UK Airports 1952-1980

Table 2.2

Airports	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Cargo tonnes (000)
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
1980	2 181	948	57 802	744

Year ended

December 1979	2 198	924	56 992	797
December 1980	2 181	948	57 802	744

Latest year's growth (percentages)

—0.8	2.6	1.4	—6.6
------	-----	-----	------

Mean rates of growth (percentages) to 1980

20 years	6.0	3.9	8.3	4.6
10 years	2.9	4.4	5.4	2.9
5 years	4.3	7.2	7.6	3.7

Use of UK Airports

Table 2.3

Main Categories of Operator and Service

		A.T. Movements (000's)				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		
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	25 322.2	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
1980		515.6	157.6	247.0	27.7	947.9	27 776.7	14 893.9	12 468.2	2 663.6	57 802.4
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
	3rd quarter	144.7	43.9	74.4	11.4	274.5	8 401.8	4 720.5	4 684.8	1 274.6	19 091.7
	4th quarter	114.7	37.3	56.4	5.1	213.6	6 311.3	3 329.0	2 245.5	388.5	12 274.4
1979	July	50.9	15.2	22.1	4.4	92.5	2 930.5	1 691.7	1 316.4	474.8	6 413.3
	August	51.5	15.1	21.7	4.0	92.3	2 988.2	1 695.1	1 393.9	457.3	6 534.6
	September	47.2	14.3	21.0	3.7	86.3	2 766.5	1 592.2	1 339.0	399.9	6 097.6
	October	46.8	14.1	19.3	2.8	83.0	2 555.5	1 380.1	992.1	256.6	5 184.4
	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	July	50.0	14.6	24.9	3.9	93.4	2 839.0	1 550.5	1 509.8	432.3	6 331.7
	August	48.5	15.0	24.4	4.0	91.9	2 900.3	1 664.1	1 649.6	467.9	6 681.9
	September	46.2	14.3	25.1	3.5	89.2	2 662.5	1 505.8	1 525.4	374.4	6 068.1
	October	43.8	14.1	22.5	2.7	83.0	2 427.9	1 312.1	1 107.4	233.2	5 080.6
	November	35.8	11.7	16.6	1.4	65.5	1 938.1	1 004.4	586.9	89.0	3 618.4
	December	35.1	11.6	17.3	1.0	65.0	1 945.4	1 012.5	551.2	66.3	3 575.4

Aircraft 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)
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
1980	2 180.8	1 029.8	947.9	81.9	1 150.9	893.6	139.6	117.8
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
3rd quarter	627.6	299.2	274.5	24.8	328.4	266.7	34.5	27.2
4th quarter	456.4	231.0	213.6	17.5	225.3	174.4	24.6	26.3
1979 July	239.3	102.1	92.5	9.5	137.3	111.0	14.9	11.4
August	226.0	102.2	92.3	9.9	123.8	101.8	13.2	8.9
September	209.5	94.7	86.3	8.5	114.8	94.7	10.8	9.3
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	7.9
1980 July	217.0	101.6	93.4	8.2	115.5	94.0	13.3	8.2
August	210.2	100.3	91.9	8.4	109.9	90.9	10.7	8.3
September	200.5	97.4	89.2	8.2	103.1	81.8	10.6	10.7
October	180.1	90.2	83.0	7.2	89.9	70.1	9.3	10.5
November	145.8	70.6	65.5	5.0	75.3	57.9	8.1	9.4
December	130.4	70.3	65.0	5.3	60.1	46.4	7.3	6.4

Aircraft Movements December 1980

Table 2.5

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	8 971	7 709	—	399	—	52	17	—	751	—	43
+ Heathrow	21 454	19 920	—	2	16	26	222	—	1,232	1	35
+ Luton	3 416	1 665	—	448	—	125	16	272	889	1	—
+ Southend	3 577	621	—	6	—	172	—	1 642	1,134	2	—
+ Stansted	2 002	196	—	88	—	800	—	38	794	82	4
Total (London Area)	39 420	30 111	—	943	16	1 175	255	1 952	4,800	86	82
Westland Heliport (Battersea)	508	144	10	146	—	—	—	—	178	—	30
Other UK Airports											
+ Aberdeen	8 177	6 088	1	838	—	472	21	528	212	7	10
+ Belfast	5 025	2 076	—	98	102	—	—	682	340	—	1 727
Benbecula	246	201	—	3	27	—	2	—	3	—	10
+ Birmingham	4 998	2 055	—	62	—	106	28	1 964	771	4	10
+ Blackpool	3 306	152	—	82	3	64	—	2 629	366	—	8
+ Bournemouth	4 461	429	—	56	—	513	4	1 998	960	—	501
+ Bristol	1 748	461	—	89	—	18	—	783	389	—	8
+ Cambridge	2 479	35	1	16	—	63	—	1 190	191	—	983
+ Cardiff	1 910	488	—	55	—	155	—	842	356	—	14
+ Coventry	3 048	81	—	17	—	434	—	2 086	430	—	—
+ East Midlands	3 469	1 029	—	148	17	300	55	1 144	776	—	—
+ Edinburgh	4 038	1 702	—	52	—	143	149	901	417	—	674
+ Exeter	2 368	300	—	13	49	138	26	1 312	356	—	174
+ Glasgow	5 628	3 529	—	322	70	61	159	799	558	5	125
Gloucester/Cheltenham	2 560	17	18	—	258	138	—	1 689	424	—	16
Hawarden	1 199	—	—	—	—	88	—	970	129	—	12
Humberside	1 146	188	—	94	57	14	6	723	64	—	—
Inverness	1 156	457	—	11	167	143	—	350	28	—	—
Islay	187	144	—	—	14	—	—	—	25	—	4
+ Isle of Man	1 784	576	—	40	166	474	—	351	83	4	90
Isles of Scilly	136	114	—	—	10	—	—	10	—	—	2
+ Kirkwall	876	750	—	13	7	—	1	24	81	—	—
+ Leeds/Bradford	2 702	830	2	8	36	178	17	1 146	485	—	—
+ Liverpool	4 306	1 089	—	182	2	483	95	1 536	875	—	44
+ Lydd	1 094	20	—	20	76	—	—	716	244	2	16
+ Manchester	4 794	3 542	—	101	4	13	165	215	707	2	45
+ Manston	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	1 775	1 116	6	24	8	24	19	252	302	—	24
+ Norwich	2 042	663	—	73	62	862	28	—	352	—	2
Penzance Heliport	126	114	—	—	8	4	—	—	—	—	—
+ Prestwick	1 977	313	—	10	—	782	13	455	201	—	203
+ Southampton	2 934	757	—	21	22	167	24	1 432	491	5	15
Stornoway	368	269	—	41	—	—	—	20	21	8	9
+ Sumburgh	3 355	2 922	—	285	—	131	1	—	14	—	2
Swansea	1 304	50	—	15	20	—	—	742	210	—	267
+ Tees-side	2 221	713	—	112	25	155	14	846	293	—	63
Tiree	76	71	—	3	—	—	—	—	—	—	2
Unst	1 011	987	—	—	10	—	6	—	—	—	8
Wick	472	428	—	7	—	—	3	14	6	4	10
TOTAL Other UK Airports	90 502	34 756	28	2 911	1 220	6 123	836	28 349	11 160	41	5 078
TOTAL (Incl. London Area)	130 430	65 011	38	4 000	1 236	7 298	1 091	30 301	16 138	127	5 190
Channel Islands Airports											
Alderney	498	498	..	..	..	..	..	..	..	..	..
Guernsey	1 838	1 838	..	..	..	..	..	..	..	..	..
Jersey	3 243	2 624	..	..	..	..	..	..	603	..	16
TOTAL (Channel Islands Airports)	5 579	4 960	..	..	..	..	..	..	603	..	16

Air Transport Movements by Type and Nationality of Operator

December 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	7 709	436	4 152	708	197	1 845	371
+Heathrow	19 920	8 836	1 786	9 294	2	—	2
+Luton	1 665	—	65	3	—	1 503	94
+Southend	621	—	307	—	—	314	—
+Stansted	196	—	1	—	—	70	125
TOTAL (London Area)	30 111	9 272	6 311	10 005	199	3 732	592
Westland Heliport (Battersea)	144	—	—	—	—	144	—
Other UK Airports							
+Aberdeen	6 088	821	454	—	849	3 839	125
+Belfast	2 076	923	899	39	—	176	39
Benbecula	201	50	150	—	—	1	—
+Birmingham	2 055	832	685	156	—	353	29
+Blackpool	152	—	52	—	—	98	2
+Bournemouth	429	2	361	—	—	62	4
Bristol	461	—	235	42	—	175	9
+Cambridge	35	—	—	—	—	15	20
+Cardiff	488	—	439	2	—	47	—
+Coventry	81	—	—	—	—	81	—
+East Midlands	1 029	—	595	—	—	412	22
+Edinburgh	1 702	634	831	30	—	204	3
+Exeter	300	—	293	—	—	7	—
+Glasgow	3 529	1 339	1 028	288	—	859	15
Gloucester/Cheltenham	17	—	—	—	—	17	—
Hawarden	—	—	—	—	—	—	—
Humberside	188	—	157	—	—	31	—
Inverness	457	279	93	—	—	84	1
Islay	144	—	112	—	—	32	—
+Isle of Man	576	—	576	—	—	—	—
Isles of Scilly	114	114	—	—	—	—	—
+Kirkwall	750	196	428	—	12	114	—
+Leeds/Bradford	830	—	764	—	—	58	8
+Liverpool	1 089	—	336	72	—	681	—
+Lydd	20	—	—	—	—	20	—
+Manchester	3 542	1 453	551	796	42	655	45
Manston	..	..	..	..	..	..	..
+Newcastle	1 116	241	688	—	—	185	2
Norwich	663	—	488	—	—	168	7
Penzance Heliport	114	114	—	—	—	—	—
+Prestwick	313	122	17	133	—	2	39
+Southampton	757	—	698	—	—	54	5
Stornoway	269	101	124	—	—	44	—
+Sumburgh	2 922	235	41	—	958	1 629	59
Swansea	50	—	—	—	—	47	3
+Tees-side	713	—	523	—	—	188	2
Tiree	71	—	64	—	—	7	—
Unst	987	—	36	—	36	915	—
Wick	428	—	374	—	—	54	—
TOTAL other UK Airports	34 756	7 456	12 092	1 558	1 897	11 314	439
Total All Reporting Airports	65 011	16 728	18 403	11 563	2 096	15 190	1 031
Channel Islands Airports							
Alderney	498	—	429	—	—	69	—
Guernsey	1 838	—	1 746	4	—	88	—
Jersey	2 624	269	2 195	—	—	160	—
TOTAL (Channel Islands Airports)	4 960	269	4 370	4	—	317	—

Table 2.7

Air Transport Landings Diverted from/to UK Reporting Airports December 1980

Airport of actual arrival

Airport of intended landing		Total number of diversions	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		9										3Lu 3He 2St							1Ne															
Heathrow		2										1Bi	2Bi			1Ma		1Ma																
Luton		7										1Em								3Bi														
Belfast		1							1Em																									
Birmingham		1				1He																												
Bristol		1																						1Lu										
Coventry		1				1Bi																												
East Midlands		1																			1Hu													
Edinburgh		2										1Gi		1Lu																				
Glasgow		8			1Ma																5Pr 2Ed													
Kirkwall		1																																
Leeds		9													1Em									1Ed								1Em		
																				4Em 1Ma 1Bi 1Te														
Norwich		1												1Bi																				
Sumburgh		2										2Ki																						
Tees-side		1																																
Other Internal		32	1St	3Wi								3Ki	4Ex	3Ex 1Bo	1Sh 1Bo	1Ex		1Ex	1Bo			1Ne									1Ex	1Gi		1Ex
Overseas		20		1He 1Ga				1He 1Pr	1No				1Ma 2He		1He		1Ma		1He	1Pr				7Ex 1Bo	1Sh 1Bo					2He	5He			1Gi
All Aerodromes		99	1	5	1	—	2	—	2	2	—	6	14	10	2	3	1	1	3	1	19	2	—	9	3	—	—	—	2	6	2	—	2	
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										
Be	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 for December 1980

Table 2.8

Total Compared with the previous year

	International				Domestic				Total 1980		Total 1979		Percentage Change	
	Scheduled Passenger Aircraft	Scheduled Cargo Aircraft	Charter Passenger Aircraft	Charter Cargo Aircraft	Scheduled Passenger Aircraft	Scheduled Cargo Aircraft	Charter Passenger Aircraft	Charter Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
+ Gatwick	2 798	100	2 143	142	2 169	229	84	44	7 194	615	7 260	678	-0.9	-24.0
+ Heathrow	14 309	913	—	2	4 694	—	2	—	19 005	915	19 733	1 081	-3.7	-15.4
+ Luton	35	33	1 076	108	—	—	115	298	1 226	439	1 249	207	-1.8	112.1
+ Southend	258	—	146	—	49	—	168	—	621	—	843	—	-26.3	—
+ Stansted	1	—	119	47	—	—	1	28	121	75	349	43	-65.3	74.4
TOTAL (London Area)	17 401	1 046	3 484	299	6 912	229	370	370	28 167	1 944	29 434	2 009	-4.3	-3.2
Westland Heliport (Battersea)	—	—	—	—	—	—	144	—	144	—	154	—	-6.5	—
Other UK Airports														
+ Aberdeen	255	1	2 591	73	1 017	2	2 085	64	5 948	140	4 995	76	19.1	84.2
+ Belfast	39	—	42	7	1 752	70	4	162	1 837	239	1 679	258	9.4	-7.4
+ Benbecula	—	—	—	—	197	3	1	—	198	3	173	1	14.5	200.0
+ Birmingham	652	—	277	—	1 021	—	101	4	2 051	4	2 019	1	1.6	300.0
+ Blackpool	—	—	4	—	51	1	27	69	82	70	195	138	-57.9	-49.3
+ Bournemouth	—	—	6	2	172	191	56	2	234	195	248	210	-5.6	-7.1
+ Bristol	152	—	69	—	125	—	41	74	387	74	347	37	11.5	100.0
+ Cambridge	—	—	23	1	—	—	11	—	34	1	86	—	-60.5	—
+ Cardiff	112	—	31	—	328	1	16	—	487	1	461	1	5.6	—
+ Coventry	—	—	61	—	—	—	20	—	81	—	41	2	97.6	—
+ East Midlands	156	11	168	52	428	—	76	138	828	201	654	191	26.6	5.2
+ Edinburgh	203	—	35	1	1 250	42	96	75	1 584	118	1 863	114	-15.0	3.5
+ Exeter	54	—	—	—	202	37	4	3	260	40	320	4	-18.7	900.0
+ Glasgow	424	94	199	3	2 137	—	528	144	3 288	241	2 962	204	11.0	18.1
+ Gloucester/Cheltenham	—	—	—	—	—	—	17	—	17	—	24	—	-29.2	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	37	—	5	—	120	—	26	—	188	—	306	—	-38.6	—
+ Inverness	—	—	3	—	372	—	82	—	457	—	479	—	-4.6	—
+ Islay	—	—	—	—	112	—	32	—	144	—	130	—	10.8	—
+ Isle of Man	26	—	—	—	522	28	—	—	548	28	570	27	-3.9	3.7
+ Isles of Scilly	—	—	—	—	114	—	—	—	114	—	104	—	9.6	—
+ Kirkwall	—	—	6	—	624	—	120	—	750	—	805	—	-6.8	—
+ Leeds/Bradford	186	—	36	1	578	—	29	—	829	1	957	2	-13.4	-50.0
+ Liverpool	56	16	8	4	336	—	59	610	459	630	793	471	-42.1	33.8
+ Lydd	—	—	—	—	—	—	—	20	—	20	77	148	—	-86.5
+ Manchester	1 128	227	673	12	1 444	1	57	—	3 302	240	3 256	304	1.4	-21.1
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	215	—	123	—	684	30	64	—	1 086	30	1 112	34	-2.3	-11.8
+ Norwich	190	—	45	2	297	1	67	61	599	64	781	63	-23.3	1.6
+ Penzance Heliport	—	—	—	—	114	—	—	—	114	—	104	—	9.6	—
+ Prestwick	100	66	22	18	72	34	1	—	195	118	346	118	-43.6	—
+ Southampton	202	—	11	4	494	2	42	2	749	8	941	23	-20.4	-65.2
+ Stornoway	—	—	—	—	224	1	44	—	268	1	319	6	-16.0	-83.3
+ Sumburgh	—	—	1 569	52	275	1	967	58	2 811	111	2 743	105	2.5	5.7
+ Swansea	—	—	3	—	—	—	47	—	50	—	40	—	25.0	—
+ Tees-side	54	—	42	—	469	—	148	—	713	—	803	2	11.2	—
+ Tiree	—	—	—	—	64	—	7	—	71	—	75	—	-5.3	—
+ Unst	—	—	483	—	36	—	468	—	987	—	—	—	—	—
+ Wick	—	—	—	—	374	—	52	2	426	2	462	5	-7.8	-60.0
TOTAL other UK Airports	4 241	415	6 535	232	16 005	445	5 395	1 488	32 176	2 580	31 270	2 545	2.9	1.4
TOTAL all reporting UK Airports	21 642	1 461	10 019	531	22 917	674	5 909	1 858	60 487	4 524	60 858	4 554	-0.6	-0.7
Channel Islands Airports														
+ Alderney	..	..	..	..	..	..	..	..	498	..	478	..	4.2	—
+ Guernsey	..	..	..	..	..	..	..	..	1 838	..	2 008	..	-8.5	—
+ Jersey	..	..	..	..	..	..	..	..	2 624	..	2 841	..	-7.6	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	4 960	..	5 327	..	-6.9	—

Air Passengers by Type and Nationality of Operator December 1980

Table 2.9

	Total			Scheduled Services						Charter Flights						
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators		
				British Airways		Others				British Airways		Others				
London Area Airports																
+ Gatwick	514 868	508 798	6 070	22 372	22	220 881	20	53 409	2 515	21 661	—	155 978	2 462	34 497	1 051	
+ Heathrow	1 949 627	1 920 309	29 318	959 075	213	54 053	—	906 977	29 105	204	—	—	—	—	—	
+ Luton	102 510	100 971	1 539	—	—	178	—	—	—	—	—	97 428	1 487	3 365	52	
+ Southend	5 368	5 368	—	—	—	5 332	—	—	—	—	—	36	—	—	—	
+ Stansted	13 903	13 490	413	—	—	19	—	—	—	—	—	328	—	13 143	413	
TOTAL (London Area)	2 586 276	2 548 936	37 340	981 447	235	280 463	20	960 386	31 620	21 865	—	253 770	3 949	51 005	1 516	
Westland Heliport (Battersea)	475	475	—	—	—	—	—	—	—	—	—	475	—	—	—	
Other UK Airports																
+ Aberdeen	120 606	120 154	452	40 658	156	11 055	—	—	—	9 401	—	56 618	296	2 422	—	
+ Belfast	106 831	106 769	62	75 505	—	28 057	1	946	3	—	—	465	—	1 796	58	
+ Benbecula	1 941	1 887	54	1 188	—	692	54	—	—	—	—	7	—	—	—	
+ Birmingham	77 926	71 815	6 111	32 378	552	11 397	2 092	6 819	440	—	—	19 244	2 962	1 977	65	
+ Blackpool	1 228	1 228	—	—	—	1 103	—	—	—	—	—	75	—	50	—	
+ Bournemouth	4 380	4 325	55	24	48	3 801	7	—	—	—	—	333	—	167	—	
+ Bristol	12 532	11 161	1 371	—	—	4 216	242	1 683	—	—	—	4 486	1 129	776	—	
+ Cambridge	185	185	—	—	—	—	—	—	—	—	—	67	—	118	—	
+ Cardiff	11 918	8 530	3 388	—	—	6 134	2 547	75	—	—	—	2 321	841	—	—	
+ Coventry	461	461	—	—	—	—	—	—	—	—	—	461	—	—	—	
+ East Midlands	29 522	29 178	344	—	—	14 400	116	—	—	—	—	13 886	228	892	—	
+ Edinburgh	76 649	74 508	2 141	49 325	129	19 966	1 772	1 252	—	—	—	3 902	240	63	—	
+ Exeter	2 918	2 587	331	—	—	2 446	331	—	—	—	—	141	—	—	—	
+ Glasgow	147 155	146 517	638	85 814	—	24 835	—	8 107	590	—	—	26 567	48	1 194	—	
+ Gloucester/Cheltenham	260	260	—	—	—	—	—	—	—	—	—	260	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	1 671	1 383	288	—	—	1 182	288	—	—	—	—	201	—	—	—	
+ Inverness	10 841	10 215	626	9 513	610	453	2	—	—	—	—	248	14	1	—	
+ Islay	1 104	1 104	—	—	—	1 049	—	—	—	—	—	55	—	—	—	
+ Isle of Man	17 309	14 945	2 364	—	—	14 945	2 364	—	—	—	—	—	—	—	—	
+ Isles of Scilly	1 955	1 955	—	1 955	—	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	7 122	5 881	1 241	2 725	1 007	2 422	5	—	—	58	54	676	175	—	—	
+ Leeds/Bradford	22 884	20 738	2 146	—	—	17 519	1 884	—	—	—	—	3 174	262	45	—	
+ Liverpool	18 264	18 030	234	—	—	14 822	228	2 507	—	—	—	701	6	—	—	
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Manchester	206 978	200 984	5 994	96 517	1 420	14 300	2 174	26 844	1 145	2 762	—	57 336	560	3 225	695	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	49 329	46 504	2 825	19 909	—	16 196	2 722	—	—	—	—	10 389	103	10	—	
+ Norwich	8 302	8 278	24	—	—	7 810	24	—	—	—	—	422	—	46	—	
+ Penzance Heliport	1 955	1 955	—	1 955	—	—	—	—	—	—	—	—	—	—	—	
+ Prestwick	20 997	12 123	8 874	5 809	3 757	117	—	3 926	4 530	—	—	480	—	1 791	587	
+ Southampton	13 976	13 828	148	—	—	13 571	137	—	—	—	—	234	9	23	2	
+ Stornoway	5 530	5 530	—	4 350	—	715	—	—	—	—	—	465	—	—	—	
+ Sumburgh	52 441	51 609	832	5 124	—	262	—	—	—	14 538	98	31 129	733	556	1	
+ Swansea	194	179	15	—	—	—	—	—	—	—	—	172	15	7	—	
+ Tees-side	16 845	16 055	790	—	—	14 079	682	—	—	—	—	1 889	108	87	—	
+ Tiree	342	256	86	—	—	241	84	—	—	—	—	15	2	—	—	
+ Unst	12 437	11 831	606	—	—	135	—	—	—	—	245	11 696	361	—	—	
+ Wick	3 125	3 033	92	—	—	2 802	21	—	—	—	—	231	71	—	—	
TOTAL other U.K. Airports	1 068 113	1 025 981	42 132	432 749	7 679	250 722	17 777	52 159	6 708	26 759	397	248 346	8 163	15 246	1 408	
TOTAL (Incl. London Area)	3 654 864	3 575 392	79 472	1 414 196	7 914	531 185	17 797	1 012 545	38 328	48 624	397	502 591	12 112	66 251	2 924	
Channel Islands Airports																
Alderney	3 210	3 210	—	—	—	2 862	—	—	—	—	—	348	—	—	—	
Guernsey	24 030	23 445	585	—	—	23 223	577	79	—	—	—	143	8	—	—	
Jersey	52 042	50 768	1 274	15 799	—	34 267	871	—	—	—	—	702	403	—	—	
TOTAL (Channel Is. Airports)	79 282	77 423	1 859	15 799	—	60 352	1 448	79	—	—	—	1 193	411	—	—	

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

Terminal, International and Domestic Passenger Traffic by Airports December 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	508 798	467 940	8.7	434 814	401 321	8.3	73 984	66 619	11.1
+ Heathrow	1 920 309	1 946 946	-1.4	1 604 245	1 644 388	-2.4	316 064	302 558	4.5
+ Luton	100 971	111 976	-9.8	100 038	111 382	-10.2	933	594	57.1
+ Southend	5 368	8 066	-33.4	4 306	6 885	-37.5	1 062	1 181	-10.1
+ Stansted	13 490	27 130	-50.3	13 490	26 828	-49.7	—	302	—
TOTAL (London Area)	2 548 936	2 562 058	-0.5	2 156 893	2 190 804	-1.5	392 043	371 254	5.6
Westland Heliport (Battersea)	475	385	23.4	—	—	—	475	385	23.4

Other UK Airports

+ Aberdeen	120 154	101 409	18.5	33 338	25 722	29.6	86 816	75 687	14.7
+ Belfast	106 769	107 537	-0.7	3 197	2 820	13.4	103 572	104 717	-1.1
Benbecula	1 887	1 948	-3.1	—	—	—	1 887	1 948	-3.1
+ Birmingham	71 815	77 984	-7.9	45 484	48 479	-6.2	26 331	29 505	-10.8
+ Blackpool	1 228	3 676	-66.6	58	290	-80.0	1 170	3 386	-65.4
+ Bournemouth	4 325	4 430	-2.4	188	220	-14.5	4 137	4 210	-1.7
+ Bristol	11 161	9 121	22.4	8 468	7 384	14.7	2 693	1 737	55.0
+ Cambridge	185	1 345	-86.2	171	838	-79.6	14	507	-97.2
+ Cardiff	8 530	8 754	-2.6	5 440	5 781	-5.9	3 090	2 973	3.9
+ Coventry	461	191	141.4	373	129	189.1	88	62	41.9
+ East Midlands	29 178	25 228	15.7	18 894	14 227	32.8	10 284	11 001	-6.5
+ Edinburgh	74 508	76 593	-2.7	7 779	10 554	-26.3	66 729	66 039	1.0
+ Exeter	2 587	3 630	-28.7	282	590	-52.2	2 305	3 040	-24.2
+ Glasgow	146 517	137 264	6.7	28 928	25 960	11.4	117 589	111 304	5.6
Gloucester/Cheltenham	260	132	97.0	—	—	—	260	132	97.0
Hawarden	—	—	—	—	—	—	—	—	—
Humberside	1 383	2 651	-47.8	600	609	-1.5	783	2 042	-61.7
Inverness	10 215	9 766	4.6	5	—	—	10 210	9 766	4.5
Islay	1 104	936	17.9	—	—	—	1 104	936	17.9
+ Isle of Man	14 945	16 035	-6.8	507	470	7.9	14 438	15 565	-7.2
Isles of Scilly	1 955	1 847	5.8	—	—	—	1 955	1 847	5.8
+ Kirkwall	5 881	6 206	-5.2	27	23	17.4	5 854	6 183	-5.3
+ Leeds/Bradford	20 738	24 202	-14.3	6 689	9 754	-31.4	14 049	14 448	-2.8
+ Liverpool	18 030	24 715	-27.0	2 808	5 124	-45.2	15 222	19 591	-22.3
+ Lydd	—	2 819	—	—	2 811	—	—	8	—
+ Manchester	200 984	197 504	1.8	119 058	120 589	-1.3	81 926	76 915	6.5
+ Manston	..	..	—	..	..	—	..	..	—
+ Newcastle	46 504	44 959	3.4	15 580	18 320	-15.0	30 924	26 639	16.1
+ Norwich	8 278	11 301	-26.7	4 323	5 233	-17.4	3 955	6 068	-34.8
Penzance	1 955	1 847	5.8	—	—	—	1 955	1 847	5.8
+ Prestwick	12 123	15 426	-21.4	11 848	13 568	-12.7	275	1 858	-85.2
+ Southampton	13 828	18 160	-23.9	2 576	3 361	-23.4	11 252	14 799	-24.0
Stornoway	5 530	5 906	-6.4	—	236	—	5 530	5 670	-2.5
+ Sumburgh	51 609	48 618	6.2	23 009	21 132	8.9	28 600	27 486	4.1
Swansea	179	161	11.2	7	9	-22.2	172	152	13.2
+ Tees-side	16 055	16 955	-5.3	1 718	2 486	-30.9	14 337	14 469	-0.9
Tiree	256	269	-4.8	—	—	—	256	269	-4.8
Unst	11 831	..	..	6 210	..	..	5 621	..	..
Wick	3 033	2 921	3.8	—	17	—	3 033	2 904	4.4
TOTAL other UK Airports	1 025 981	1 012 446	1.3	347 565	346 736	0.2	678 416	665 710	1.9
TOTAL all reporting Airports	3 575 392	3 574 889	—	2 504 458	2 537 540	-1.3	1 070 934	1 037 349	3.2

Channel Islands Airports

Alderney	3 210	3 036	5.7						
Guernsey	23 445	26 678	-12.1						
Jersey	50 768	56 665	-10.4						
TOTAL (Channel Islands Airports)	77 423	86 379	-10.4						

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	Netherlands	Norway	Portugal	Spain	Sweden	Switzerland	Turkey	Yugoslavia	Eastern Europe (a)	Cyprus
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	534	232
1980	235	809	558	141	3 070	3 136	1 839	1 861	2 692	1 175	1 903	557	701	5 592	449	1 444	82	414	532	243
1979 1st quarter (i)	38	187	119	24	636	625	110	370	475	134	391	110	81	806	87	311	23	35	73	26
2nd quarter (i)	64	234	173	40	872	841	462	496	694	235	537	151	164	1 591	141	376	24	158	137	54
3rd quarter (i)	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	316	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
3rd quarter	83	206	164	44	949	975	876	587	972	450	522	166	256	2 258	144	420	33	202	248	102
4th quarter	49	199	123	28	663	652	284	415	416	245	449	118	150	994	102	304	17	56	71	48
	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	Total
1971	218	283	177	156	91	44	163	203	143	189	71	108	933	2 814	11	64	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	30 066
1976	529	327	416	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	1 150	4 091	19	99	282	374	333	34 414
1978	656	499	609	224	370	69	344	1 263	491	541	216	429	1 505	5 128	25	120	303	600	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
1980	716	574	729	249	440	64	410	954	604	716	235	596	1 496	5 914	49	133	367	577	390	42 645
1979 1st quarter (i)	198	108	119	56	72	14	90	205	142	133	64	139	163	836	6	29	73	122	83	7 313
2nd quarter (i)	168	128	153	51	83	16	88	240	131	137	57	156	456	1 479	7	29	83	56	95	11 057
3rd quarter (i)	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
3rd quarter	199	186	220	76	137	21	111	305	163	230	67	139	675	2 073	29	39	97	142	119	14 685
4th quarter	167	131	172	59	113	14	100	188	167	195	57	138	224	1 309	14	29	89	162	86	8 797

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 March-September 1979.

International Air Passenger Traffic to and from UK Reporting Airports for December 1980

Table 2.12

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Austria	13 593	10 196	3 397	13 253	9 434	3 819	3
London (a) – Vienna	10 613	8 715	1 898	11 228	8 464	2 764	
– Salzburg	1 138	1 138	—	970	970	—	
Luton – Vienna	993	—	993	1 055	—	1 055	
Belgium	58 191	58 111	80	59 498	59 386	112	–2
London (a) – Brussels	44 942	44 942	—	45 263	45 263	—	
– Antwerp	4 577	4 577	—	4 659	4 659	—	
– Ostend	161	161	—	131	131	—	
– Liege	335	335	—	418	418	—	
– Charleroi	341	341	—	343	343	—	
Manchester – Brussels	3 640	3 640	—	3 678	3 676	2	
Birmingham – Brussels	2 264	2 263	1	2 171	2 171	—	
Southend – Ostend	1 460	1 434	26	1 601	1 601	—	
Denmark	36 122	30 480	5 642	41 221	32 992	8 229	–12
London (a) – Copenhagen (c)	28 120	25 103	3 017	28 981	25 351	3 630	
– Aarhus	166	166	—	1 404	1 404	—	
Glasgow (b) – Copenhagen (c)	1 301	1 301	—	1 728	1 728	—	
Manchester – Copenhagen (c)	3 910	3 910	—	3 904	3 904	—	
Luton – Copenhagen (c)	635	—	635	2 851	—	2 851	
Finland	9 959	7 391	2 568	9 707	7 887	1 820	3
France	191 096	189 020	2 076	177 418	172 328	5 090	8
London (a) – Paris (d)	146 008	145 981	27	125 664	123 592	2 072	
– Toulouse	2 932	2 677	255	2 177	1 852	325	
– Caen	350	350	—	282	282	—	
– Marseille	3 811	3 811	—	3 870	3 755	115	
– Lille	1 499	1 499	—	1 027	1 027	—	
– Nice	8 351	8 351	—	7 820	7 696	124	
– Rennes	256	256	—	246	246	—	
– Bordeaux	2 481	2 481	—	2 603	2 603	—	
– Le Touquet	1 212	1 212	—	3 861	3 861	—	
– Montpellier	394	394	—	527	527	—	
– Strasbourg	1 403	1 403	—	1 738	1 738	—	
– Ajaccio	—	—	—	—	—	—	
– Lyon	5 063	5 063	—	4 560	4 560	—	
– Le Havre	—	—	—	18	18	—	
– Deauville	19	—	19	48	—	48	
– Quimper	281	281	—	249	249	—	
– Dijon	—	—	—	130	130	—	
– Nantes	1 382	1 382	—	1 347	1 279	68	
– Perpignan	40	40	—	93	93	—	
– Nimes	—	—	—	—	—	—	
Manchester – Paris (d)	5 176	5 176	—	5 247	5 247	—	
Birmingham – Paris (d)	3 782	3 563	219	3 748	3 622	126	
Southend – Le Touquet	—	—	—	1 002	1 002	—	
Luton – Toulouse	—	—	—	—	—	—	
Lydd – Beauvais	—	—	—	2 811	2 811	—	
German Federal Republic	200 892	165 676	35 216	210 593	168 325	42 268	–5
London (a) – Berlin (e)	12 470	9 498	2 972	11 900	7 017	4 883	
– Frankfurt	47 255	45 043	2 212	49 706	45 654	4 052	
– Hamburg	23 246	20 890	2 356	23 934	21 204	2 730	
– Dusseldorf	28 431	26 234	2 197	29 990	26 574	3 416	
– Munich	29 243	16 949	12 294	29 599	16 771	12 828	
– Stuttgart	9 464	7 880	1 584	11 048	9 195	1 853	
London (a) – Cologne (Bonn)	10 519	10 519	—	13 465	13 297	168	
– Nuremburg	1 385	1 385	—	1 364	1 364	—	
– Bremen	5 135	5 135	—	6 463	6 463	—	
– Hanover	11 491	9 597	1 894	10 709	8 390	2 319	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Germany (continued)							
Manchester – Frankfurt	4 098	4 098	—	4 033	4 033	—	
– Dusseldorf	3 744	3 740	4	3 864	3 864	—	
– Munich	1 436	—	1 436	1 206	—	1 206	
Birmingham – Frankfurt	1 225	1 134	91	1 022	1 022	—	
– Dusseldorf	1 962	1 962	—	1 740	1 740	—	
Luton – Munich	2 255	—	2 255	2 593	—	2 593	
– Stuttgart	44	—	44	—	—	—	
Gibraltar	5 954	3 198	2 756	6 606	2 917	3 689	–10
London (a) – Gibraltar	5 855	3 123	2 732	6 605	2 917	3 688	
Greece	38 516	27 977	10 539	41 779	27 435	14 344	–8
London (a) – Athens	30 235	27 171	3 064	34 596	26 600	7 996	
– Salonika	806	806	—	822	822	—	
– Corfu	—	—	—	—	—	—	
– Rhodes	382	—	382	836	—	836	
– Crete	1 917	—	1 917	2 529	—	2 529	
Manchester – Athens	—	—	—	672	—	672	
– Corfu	—	—	—	—	—	—	
Luton – Salonika	—	—	—	—	—	—	
– Corfu	—	—	—	2	—	2	
Iceland	2 444	2 226	218	2 227	2 226	1	10
London (a) – Keflavik	1 838	1 838	—	1 661	1 661	—	
Glasgow (b) – Keflavik	388	388	—	565	565	—	
Luton – Keflavik	168	—	168	—	—	—	
Irish Republic	134 151	133 426	725	140 810	140 316	494	–5
London (a) – Dublin	75 213	75 213	—	75 945	75 945	—	
– Shannon	8 613	8 613	—	8 352	8 352	—	
– Cork	12 322	12 322	—	12 550	12 550	—	
Glasgow (b) – Dublin	4 843	4 843	—	4 877	4 757	120	
Liverpool – Dublin	2 467	2 467	—	3 536	3 536	—	
Manchester – Dublin	10 887	10 642	245	11 657	11 632	25	
Edinburgh – Dublin	1 252	1 252	—	1 663	1 663	—	
Birmingham – Dublin	9 866	9 866	—	11 462	11 462	—	
Luton – Dublin	3	—	3	27	—	27	
Leeds/Bradford – Dublin	1 118	1 112	6	1 385	1 385	—	
Bristol – Dublin	1 912	1 908	4	1 905	1 905	—	
E. Midlands – Dublin	1 016	1 015	1	559	556	3	
Belfast – Shannon	118	118	—	737	737	—	
Italy	136 261	68 194	68 067	147 447	66 440	81 007	–8
London (a) – Rome (f)	30 031	27 369	2 662	32 343	26 816	5 527	
– Milan (g)	34 294	23 618	10 676	37 201	21 999	15 202	
– Turin	8 518	2 074	6 444	10 891	2 531	8 360	
– Pisa	5 090	4 712	378	5 896	5 083	813	
– Naples	1 728	1 728	—	5 037	1 858	3 179	
– Venice	5 220	2 826	2 394	5 738	2 589	3 149	
– Genoa	2 611	2 611	—	3 838	2 850	988	
– Bologna	931	931	—	74	—	74	
– Rimini	83	—	83	—	—	—	
Manchester – Milan (g)	1 598	1 297	301	1 946	1 260	686	
– Rimini	—	—	—	—	—	—	
Luton – Rome (f)	3 023	—	3 023	2 796	—	2 796	
– Milan (g)	13 940	—	13 940	13 705	—	13 705	
– Naples	2 927	—	2 927	2 309	—	2 309	
– Venice	1 901	—	1 901	6 567	—	6 567	
– Genoa	393	—	393	2 475	—	2 475	
– Palermo	1 605	—	1 605	700	—	700	
– Rimini	—	—	—	—	—	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Luxembourg	4 450	4 436	14	4 623	4 521	102	-4
London (a) – Luxembourg	4 436	4 436	—	4 601	4 521	80	
Malta	51 648	12 291	39 357	49 885	13 404	36 481	4
London (a) –	26 370	11 705	14 665	23 306	12 148	11 158	
Manchester – Malta	9 368	575	8 793	10 555	678	9 877	
Birmingham – Malta	3 484	—	3 484	3 774	—	3 774	
Luton – Malta	2 714	—	2 714	4 941	—	4 941	
Newcastle – Malta	1 654	—	1 654	1 412	—	1 412	
Netherlands	132 978	132 030	948	137 502	136 348	1 154	-3
London (a) – Amsterdam	76 128	76 124	4	77 437	77 372	65	
– Rotterdam	13 333	13 261	72	15 524	15 524	—	
– Maastricht	1 788	1 788	—	1 862	1 862	—	
Glasgow (b) – Amsterdam	3 105	3 105	—	3 074	3 074	—	
Norwich – Amsterdam	4 186	4 119	67	4 014	4 008	6	
Southampton – Amsterdam	1 847	1 842	5	1 752	1 750	2	
Manchester – Amsterdam	9 005	9 005	—	8 824	8 824	—	
Edinburgh – Amsterdam	2 195	2 189	6	2 857	2 857	—	
Birmingham – Amsterdam	3 386	3 386	—	3 583	3 360	223	
Luton – Amsterdam	35	—	35	20	—	20	
Newcastle – Amsterdam	3 610	3 582	28	4 272	4 272	—	
Aberdeen – Amsterdam	2 381	2 375	6	2 565	2 477	88	
Leeds/Bradford – Amsterdam	2 068	2 068	—	2 189	2 189	—	
E. Midlands – Amsterdam	2 836	2 836	—	2 485	2 485	—	
Southend – Rotterdam	2 088	2 088	—	2 963	2 866	97	
Norway	36 077	29 787	6 290	38 931	30 326	8 605	-7
London (a) – Oslo (h)	18 872	16 659	2 213	20 952	16 408	4 544	
– Bergen	5 261	4 992	269	4 504	4 464	40	
– Stavanger	4 865	4 559	306	4 475	4 475	—	
– Kristiansand	—	—	—	411	411	—	
Luton – Oslo (h)	16	—	16	208	—	208	
Newcastle – Stavanger	801	801	—	1 427	1 422	5	
Aberdeen – Stavanger	2 726	1 213	1 513	2 335	1 520	815	
Portugal	31 037	17 549	13 488	30 132	16 813	13 319	3
London (a) – Lisbon	14 727	13 459	1 268	15 632	12 698	2 934	
– Oporto	1 833	1 833	—	1 238	1 238	—	
– Faro	8 049	2 257	5 792	7 145	2 877	4 268	
Manchester – Faro	1 866	—	1 866	1 435	—	1 435	
Luton – Lisbon	883	—	883	1 583	—	1 583	
– Faro	110	—	110	1 348	—	1 348	
Spain	180 848	63 913	116 935	207 957	65 461	142 496	-13
London (a) Madrid	30 874	22 620	8 254	31 404	24 270	7 134	
– Barcelona	12 612	10 905	1 707	16 197	12 527	3 670	
– Valencia	3 716	3 009	707	4 045	2 800	1 245	
– Seville	915	915	—	941	941	—	
– Malaga	18 102	8 079	10 023	18 234	8 189	10 045	
– Bilbao	5 639	5 603	36	6 092	5 774	318	
– Majorca	17 086	5 598	11 488	20 352	5 138	15 214	
– Santiago	2 037	994	1 043	1 914	951	963	
– Minorca	1 091	591	500	1 245	618	627	
– Alicante	10 131	2 714	7 417	12 169	3 087	9 082	
– Ibiza	698	698	—	689	689	—	
– Gerona	561	—	561	1 525	—	1 525	
– Almeria	699	556	143	474	336	138	
Glasgow (b) – Majorca	3 989	—	3 989	4 593	—	4 593	
– Alicante	2 602	—	2 602	2 895	—	2 895	
– Ibiza	—	—	—	—	—	—	
– Gerona	—	—	—	—	—	—	

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	—	—	—	—	—	—	
– Malaga	4 795	—	4 795	4 936	—	4 936	
– Majorca	9 050	—	9 050	10 893	—	10 893	
– Minorca	—	—	—	—	—	—	
– Alicante	7 809	—	7 809	10 381	—	10 381	
– Ibiza	—	—	—	—	—	—	
– Gerona	493	—	493	660	—	660	
Belfast – Majorca	375	—	375	519	—	519	
Edinburgh – Majorca	1 158	—	1 158	1 752	—	1 752	
– Alicante	835	—	835	491	—	491	
Birmingham – Barcelona	—	—	—	—	—	—	
– Malaga	1 079	—	1 079	1 411	—	1 411	
– Majorca	4 438	—	4 438	5 158	—	5 158	
– Alicante	1 876	—	1 876	3 640	—	3 640	
– Ibiza	—	—	—	124	—	124	
– Gerona	—	—	—	—	—	—	
Luton – Madrid	1 588	—	1 588	1 489	—	1 489	
– Barcelona	1 442	—	1 442	85	—	85	
– Malaga	3 032	—	3 032	3 548	—	3 548	
– Majorca	3 840	—	3 840	5 386	—	5 386	
– Alicante	3 330	—	3 330	5 971	—	5 971	
– Ibiza	—	—	—	—	—	—	
– Gerona	360	—	360	133	—	133	
Cardiff – Majorca	649	—	649	795	—	795	
– Alicante	481	—	481	1 284	—	1 284	
Newcastle – Barcelona	—	—	—	—	—	—	
– Majorca	1 099	—	1 099	3 099	—	3 099	
– Alicante	2 099	—	2 099	2 492	—	2 492	
Leeds/Bradford – Majorca	1 307	—	1 307	1 645	—	1 645	
– Alicante	970	—	970	1 695	—	1 695	
Bristol – Majorca	1 131	—	1 131	1 724	—	1 724	
E. Midlands – Majorca	3 136	—	3 136	3 805	—	3 805	
– Alicante	3 104	—	3 104	2 060	—	2 060	
– Ibiza	—	—	—	—	—	—	
Sweden	30 596	23 135	7 461	34 309	22 877	11 432	–11
London (a) – Stockholm (i)	20 310	16 854	3 456	22 234	16 240	5 994	
– Gothenburg	8 222	6 281	1 941	9 149	6 637	2 512	
– Malmo	908	—	908	1 962	—	1 962	
Luton – Stockholm (i)	943	—	943	928	—	928	
Switzerland	106 616	77 699	28 917	103 655	75 959	27 696	3
London (a) – Berne	961	961	—	1 028	1 028	—	
– Zurich	42 109	33 161	8 948	43 781	33 357	10 424	
– Geneva	47 167	32 174	14 993	45 165	30 812	14 353	
– Basle	5 653	5 594	59	6 534	4 992	1 542	
Manchester – Zurich	3 741	3 741	—	3 931	3 931	—	
– Geneva	1 666	1 125	541	1 271	987	284	
Birmingham – Zurich	824	824	—	—	—	—	
Luton – Zurich	631	—	631	423	—	423	
Turkey	5 505	5 505	—	7 037	7 037	—	–22
London (a) – Istanbul	5 505	5 505	—	7 037	7 037	—	
– Ankara	—	—	—	—	—	—	
Yugoslavia	7 262	5 587	1 675	10 194	7 098	3 096	–29
London (a) – Belgrade	3 888	3 591	297	4 626	3 337	1 289	
– Zagreb	1 310	1 310	—	2 882	2 684	198	
– Ljubljana	1 030	686	344	2 185	1 077	1 108	
– Dubrovnik	213	—	213	385	—	385	
– Pula	—	—	—	—	—	—	
Manchester – Pula	—	—	—	—	—	—	
Luton – Pula	—	—	—	—	—	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Eastern Europe	20 457	17 688	2 769	31 734	22 450	9 284	-36
Bulgaria	2 322	1 155	1 167	4 457	1 128	3 329	
Czechoslovakia	1 869	1 869	—	2 106	2 106	—	
German Democratic Republic	230	67	163	140	67	73	
Hungary	3 649	3 649	—	3 712	3 712	—	
Poland	6 016	5 646	370	7 818	6 117	1 701	
Rumania	1 251	1 053	198	1 529	1 529	—	
U.S.S.R.	5 120	4 249	871	11 972	7 791	4 181	
London (a) – Moscow (j)	4 463	3 940	523	8 626	7 396	1 230	
– Leningrad	657	309	348	1 516	395	1 121	
TOTAL EUROPE	1 434 654	1 085 515	349 139	1 506 644	1 092 100	414 544	-5
Cyprus	11 685	11 358	327	11 766	11 562	204	-1
London (a) – Larnaca	10 553	10 553	—	10 983	10 816	167	
Canary Islands	51 560	4 356	47 204	50 732	3 992	46 740	2
London (a) – Las Palmas	7 734	2 868	4 866	7 862	2 625	5 237	
– Tenerife (k)	15 567	1 488	14 079	14 276	1 270	13 006	
– Arrecife	2 262	—	2 262	3 125	—	3 125	
Glasgow (b) – Tenerife (k)	2 401	—	2 401	1 781	—	1 781	
Manchester – Las Palmas	2 894	—	2 894	1 224	—	1 224	
– Tenerife (k)	8 649	—	8 649	8 204	—	8 204	
Birmingham – Tenerife (k)	2 879	—	2 879	2 228	—	2 228	
Luton – Las Palmas	734	—	734	1 566	—	1 566	
– Tenerife (k)	3 563	—	3 563	4 237	—	4 237	
E. Midlands – Tenerife (k)	537	—	537	129	—	129	
Near East	41 910	28 006	13 904	41 744	33 332	8 412	
Israel	26 070	12 166	13 904	28 198	19 786	8 412	
London (a) – Tel Aviv	20 383	12 166	8 217	24 282	19 647	4 635	
Jordan	6 906	6 906	—	4 605	4 605	—	
Lebanon	4 930	4 930	—	5 191	5 191	—	
Syria	4 004	4 004	—	3 750	3 750	—	
North Africa	48 201	30 394	17 807	55 361	33 278	22 083	-13
Algeria	2 843	2 773	70	4 061	3 685	376	
London (a) – Algiers	2 773	2 733	—	3 453	3 080	373	
– Oran	—	—	—	605	605	—	
Egypt	14 945	14 859	86	14 698	14 698	—	
Libya	8 057	7 908	149	9 383	9 055	328	
London (a) – Tripoli	6 063	5 914	149	6 807	6 639	168	
– Benghazi	1 994	1 994	—	2 576	2 416	160	
Morocco	8 381	2 504	5 877	8 387	2 804	5 583	
London (a) – Tangiers	472	472	—	545	545	—	
– Marrakesh	252	252	—	—	—	—	
– Casablanca (l)	1 883	1 780	103	2 109	2 109	—	
Tunisia	13 975	2 350	11 625	18 832	3 036	15 796	
London (a) – Tunis	2 863	2 126	737	4 911	2 603	2 308	
– Djerba	—	—	—	1 293	122	1 171	
– Monastir	5 150	82	5 068	4 116	311	3 805	
Manchester – Monastir	1 950	—	1 950	2 867	—	2 867	
Luton – Monastir	590	—	590	1 792	—	1 792	
East Africa	20 174	19 154	1 020	20 713	20 426	287	-3
Kenya	12 513	11 495	1 018	11 857	11 570	287	
London (a) – Nairobi	10 388	10 388	—	11 545	11 533	12	
– Mombasa	2 125	1 107	1 018	312	37	275	
Uganda	764	762	2	—	—	—	
Tanzania	1 031	1 031	—	1 379	1 379	—	
London (a) – Dar-es-Salaam	751	751	—	1 025	1 025	—	
– Kilimanjaro	280	280	—	354	354	—	
Sudan	4 036	4 036	—	5 488	5 488	—	
Somali Republic	—	—	—	—	—	—	
Ethiopia	1 830	1 830	—	1 989	1 989	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
West Africa	42 069	39 855	2 214	35 736	34 704	1 032	18
Ghana	4 993	4 993	—	4 508	4 507	1	
Nigeria	30 848	30 481	367	26 302	25 997	305	
London (a) – Kano	2 182	2 182	—	907	907	—	
– Lagos	27 691	27 324	367	25 395	25 090	305	
Sierra Leone	2 107	2 107	—	2 276	2 275	1	
Gambia	3 182	1 342	1 840	727	4	723	
Liberia (m)	510	510	—	1 244	1 242	2	
Ivory Coast	250	250	—	535	535	—	
Senegal	172	172	—	144	144	—	
Central Africa	5 329	5 329	—	5 854	5 854	—	–9
Zambia	4 630	4 630	—	4 938	4 938	—	
Malawi	699	699	—	916	916	—	
Southern Africa	35 809	35 354	455	34 908	34 386	522	3
Zimbabwe	5 147	5 147	—	—	—	—	
South African Republic	30 662	30 207	455	34 908	34 386	522	
London (a) – Johannesburg	28 902	28 447	455	32 409	32 154	255	
– Cape Town	1 760	1 760	—	2 232	2 232	—	
Middle East	70 632	70 632	—	87 331	86 984	347	–19
Iraq	—	—	—	6 430	6 430	—	
Kuwait	9 563	9 563	—	11 752	11 752	—	
Saudi Arabia	30 899	30 899	—	30 583	30 583	—	
London (a) – Jeddah	14 741	14 741	—	14 641	14 641	—	
– Dhahran	10 043	10 043	—	8 673	8 673	—	
– Riyadh	6 115	6 115	—	7 269	7 269	—	
Iran	1 065	1 065	—	11 246	11 246	—	
Persian Gulf States	15 414	15 414	—	14 143	14 143	—	
Bahrain	5 663	5 663	—	5 324	5 324	—	
Qatar	2 397	2 397	—	2 386	2 386	—	
Oman	7 354	7 354	—	6 433	6 433	—	
United Arab Emirates	13 553	13 553	—	13 177	12 830	347	
London (a) – Dubai	7 842	7 842	—	8 214	8 045	169	
– Abu Dhabi	5 711	5 711	—	4 785	4 785	—	
Indian Sub-Continent	62 791	62 791	—	57 459	57 450	9	9
Pakistan	14 680	14 680	—	14 091	14 091	—	
London (a) – Karachi	6 514	6 514	—	5 854	5 854	—	
– Rawalpindi	8 166	8 166	—	8 237	8 237	—	
Bangladesh	5 192	5 192	—	5 385	5 385	—	
India	37 363	37 363	—	34 008	33 999	9	
London (a) – Delhi	16 682	16 682	—	15 367	15 367	—	
– Bombay	17 738	17 738	—	16 735	16 735	—	
– Calcutta	2 943	2 943	—	1 821	1 821	—	
Sri Lanka (n)	4 931	4 931	—	2 739	2 739	—	
Afghanistan	625	625	—	1 236	1 236	—	
Far East	79 286	78 881	405	63 776	63 350	426	24
Hong Kong	32 652	32 247	405	16 792	16 792	—	
Bandar Seri Begawan	433	433	—	548	548	—	
Singapore	16 626	16 626	—	17 628	17 628	—	
Malaysia	5 911	5 911	—	5 582	5 156	426	
Thailand	5 770	5 770	—	7 916	7 916	—	
Japan	13 958	13 958	—	15 310	15 310	—	
London (a) – Tokyo (o)	12 495	12 495	—	14 218	14 218	—	
– Osaka	1 463	1 463	—	1 092	1 092	—	
Indonesia	939	939	—	—	—	—	
Philippines	2 588	2 588	—	—	—	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Australasia	47 929	47 929	—	56 704	56 704	—	-15
Australia	46 180	46 180	—	54 450	54 450	—	
London (a) — Sydney	14 613	14 613	—	19 618	19 618	—	
— Darwin	109	109	—	190	190	—	
— Melbourne (p)	21 737	21 737	—	22 712	22 712	—	
— Perth	5 731	5 731	—	6 149	6 149	—	
— Brisbane	3 990	3 990	—	5 781	5 781	—	
New Zealand	1 749	1 749	—	2 254	2 254	—	
Canada	69 542	61 621	7 921	69 022	64 495	4 527	1
London (a) — Montreal (q)	14 050	14 050	—	13 884	13 884	—	
— Toronto	27 692	24 467	3 225	27 764	24 722	3 042	
— Ottawa	—	—	—	—	—	—	
— Calgary	6 540	6 540	—	6 651	6 651	—	
— Vancouver	2 915	1 237	1 678	1 386	1 386	—	
— Edmonton	2 969	2 969	—	3 823	3 823	—	
— Halifax	1 171	1 171	—	1 676	1 676	—	
— Winnipeg	859	859	—	965	965	—	
— Gander	2 513	2 513	—	1 926	1 776	150	
Glasgow (b) — Montreal (q)	—	—	—	112	112	—	
— Toronto	4 580	3 672	908	4 885	4 332	553	
— Calgary	466	466	—	346	346	—	
— Vancouver	621	621	—	604	604	—	
— Halifax	247	247	—	285	285	—	
— Winnipeg	428	428	—	281	281	—	
Manchester — Montreal (q)	—	—	—	289	289	—	
— Toronto	3 971	2 381	1 590	3 813	3 363	450	
United States of America	360 544	352 771	7 773	327 396	324 032	3 364	10
London (a) — Detroit (r)	5 545	5 545	—	7 651	7 651	—	
— Chicago (s)	18 888	18 888	—	22 301	22 301	—	
— Seattle (t)	9 499	9 499	—	8 292	8 292	—	
— Washington (u)	19 533	19 533	—	22 207	22 207	—	
— Dallas (v)	7 703	7 703	—	10 216	10 216	—	
— New York (w)	115 371	115 359	12	104 894	103 023	1 871	
— Boston	17 782	17 782	—	15 795	15 795	—	
— San Francisco	18 866	18 866	—	18 302	18 302	—	
— Los Angeles	47 669	47 367	302	46 962	46 962	—	
— Miami	53 496	51 652	1 844	32 118	32 118	—	
— Philadelphia	3 555	3 555	—	5 437	5 437	—	
— Atlanta	11 101	11 101	—	11 827	11 827	—	
— St. Louis	1 760	1 760	—	—	—	—	
London (a) — Minneapolis	—	—	—	—	—	—	
— St. Paul	3 387	3 387	—	—	—	—	
— New Orleans	—	—	—	—	—	—	
— Denver	—	—	—	—	—	—	
— Houston	9 859	9 859	—	10 949	10 949	—	
— Anchorage	571	571	—	389	389	—	
Glasgow (b) — New York (w)	2 869	2 869	—	2 569	2 569	—	
— Boston	1 150	1 150	—	2 576	2 576	—	
Manchester — New York (w)	3 521	3 521	—	2 969	2 969	—	
Central America	4 016	4 016	—	1 949	1 949	—	106
Mexico	3 018	3 018	—	1 670	1 670	—	
Panama	312	312	—	279	279	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
South America	10 002	9 984	18	11 365	11 252	113	-12
Guyana	—	—	—	548	548	—	
Ecuador	147	147	—	—	—	—	
London (a) – Quito	85	85	—	—	—	—	
– Guayaquil	62	62	—	—	—	—	
Venezuela	2 150	2 132	18	1 359	1 359	—	
Colombia	298	298	—	454	454	—	
London (a) – Bogota	298	298	—	454	454	—	
– Baranquilla	—	—	—	—	—	—	
Peru	804	804	—	2 142	2 142	—	
Brazil	4 095	4 095	—	2 628	2 586	42	
London (a) – Sao Paulo	414	414	—	—	—	—	
– Recife	244	244	—	—	—	—	
– Rio de Janeiro (x)	3 437	3 437	—	2 586	2 586	—	
Argentina	1 695	1 695	—	2 172	2 172	—	
London (a) – Buenos Aires (y)	1 695	1 695	—	2 172	2 172	—	
– Cordoba	—	—	—	—	—	—	
Chile	813	813	—	1 991	1 991	—	
Caribbean Area	26 250	24 159	2 091	30 871	28 821	2 050	-15
Bermuda	2 540	2 497	43	2 802	2 802	—	
Leeward Islands	2 627	2 468	159	2 525	2 329	196	
London (a) – Antigua	2 468	2 468	—	2 329	2 329	—	
Windward Islands	2 844	1 179	1 665	2 485	1 277	1 208	
London (a) – St. Lucia (z)	1 179	1 179	—	1 277	1 277	—	
Jamaica	3 426	3 426	—	7 146	7 146	—	
London (a) – Kingston	3 111	3 111	—	7 146	7 146	—	
– Montego Bay	315	315	—	—	—	—	
Barbados	9 227	9 227	—	8 076	8 076	—	
Trinidad & Tobago	3 904	3 904	—	5 605	5 605	—	
Bahamas	1 458	1 458	—	1 586	1 586	—	
Puerto Rico	224	—	224	646	—	646	
Indian Ocean Islands	3 723	3 723	—	4 659	4 659	—	-20
Seychelles	1 016	1 016	—	1 662	1 662	—	
Mauritius	2 707	2 707	—	2 997	2 997	—	
Atlantic Ocean Islands	7 454	807	6 647	9 038	1 185	7 853	-18
Madeira	7 422	807	6 615	8 783	930	7 853	
London (a) – Funchal	3 747	807	2 940	3 609	925	2 684	
Manchester – Funchal	1 519	—	1 519	1 942	—	1 942	
Pacific Ocean Islands	—	—	—	—	—	—	
TOTAL (Exc. Oil Rigs)	2 433 560	1 976 635	456 925	2 483 028	1 970 515	512,513	-2
Oil Rigs	54 385	—	54 385	39 525	—	39 525	38
Aberdeen	26 034	—	26 034	18 965	—	18 965	
Sumburgh	22 110	—	22 110	20 006	—	20 006	
Tees-side	—	—	—	530	—	530	

Table 2.12 cont.

Guide to Footnotes

- | | |
|--|--|
| <p>a. London includes Heathrow, Gatwick and Stansted.</p> <p>b. Glasgow includes Abbotsinch and Prestwick.</p> <p>c. Copenhagen includes Kastrup and Roskilde.</p> <p>d. Paris includes Charles de Gaulle, Orly and Le Bourget.</p> <p>e. Berlin includes Gatow, Tempelhof and Tegel.</p> <p>f. Rome includes Ciampino and Leonardo da Vinci/Fiumicino.</p> <p>g. Milan includes Malpensa and Linate.</p> <p>h. Oslo includes Gardemoen and Fornebu.</p> <p>i. Stockholm includes Bromma and Arlanda.</p> <p>j. Moscow includes Sheremetyevo, Domodedovo and Vnukovo.</p> <p>k. Tenerife includes Norte los Rodeos and Sur Reina Sofia.</p> <p>l. Casablanca includes Anfa and Nouassuer.</p> <p>m. Monrovia includes Roberts International and Sprigg Payne.</p> <p>n. Colombo includes Katunayake and Ratmalana.</p> | <p>o. Tokyo includes Haneda and Narita.</p> <p>p. Melbourne includes Tullamarine International and Essendon.</p> <p>q. Montreal includes Dorval and Mirabel.</p> <p>r. Detroit includes City, Metropolitan and Willow Run.</p> <p>s. Chicago includes Midway, O'Hare, Meigs Field, Du Page and Palwaukee.</p> <p>t. Seattle includes Boeing Field and Tacoma.</p> <p>u. Washington includes Baltimore.</p> <p>v. Dallas includes Dallas/Ft. Worth, Love Field and Addison Field.</p> <p>w. New York includes John F. Kennedy, La Guardia and Newark.</p> <p>x. Rio de Janeiro includes Santos Dumont and Galeao.</p> <p>y. Buenos Aires includes Aero Parque and Ezeiza.</p> <p>z. St. Lucia includes Vigie and Hewanorra.</p> |
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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. Exceptionally in the case of the USA, all scheduled traffic is shown, regardless of the amount, to or from gateways specified in the Bermuda II Agreement.
- 2) Other than in the case of the USA, 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 and 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.

Passengers Uplifted on Domestic Routes for December 1980 (a)

Table 2.13

	Heathrow	Gatwick	Southend	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cardiff	Channel Islands (b)	Dundee	East Midlands	Edinburgh	Exeter	Glasgow	Highlands & Islands (c)	Humberside	Inverness	Isle of Man	Isles of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Manchester	Newcastle	Norwich	Penzance	Shoreham	Southampton	Sumburgh	Tees-side	Other Routes (d)
Heathrow	7 086																																	
Gatwick																																		
Southend																																		
Aberdeen		24 222	5 002																															
Belfast	49 641	10 405																																
Birmingham	6 822			1 534	6 006																													
Blackpool						68																												
Bournemouth																																		
Bristol					1 301																													
Cardiff								95	383																									
Channel Islands (b)	17 088	8 700	1 121			2 393		2 667	249	1 222	9 176																							
Dundee				303																														
East Midlands					3 002						2 359																							
Edinburgh	40 707	10 438		589	2 443	2 445																												
Exeter		151			1 048						757																							
Glasgow	52 191	11 460		5 071	5 808	4 509			199	312		3 227		124																				
Highlands & Islands (c)				2 221	423									684	37	12 435	913																	
Humberside	4 432															193																		
Inverness																2 056	2 521																	
Isle of Man	4 342				1 024		1 027									668																		
Isles of Scilly																																		
Kirkwall				1 625										486		382	2 162	320																
Leeds/Bradford	7 369			900	2 285				91	242			669		1 328																			
Liverpool	7 681				3 085																													
Londonderry																482																		
Manchester	40 036	7 695		2 453	9 852	11		787		147	2 725	577		2 835		4 838																		
Newcastle	18 915	3 600		1 017	1 470	275		282		2 047						827	125																	
Norwich				1 715		235								628				88																
Penzance											188																							
Shoreham											10 156																							
Southampton				23 407											466	1 756	257	354				432												
Sumburgh				1 785										24		609	343																	
Tees-side	10 236																																	
Other Routes (d)																																		443

(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 routes operate on a non-scheduled basis only.

NOTE: This table is compiled from statistics provided by UK Airlines.

Cargo by Type and Nationality of Operator December 1980

Table 2.14

Tonnes	Total		Scheduled Services				Charter Flights				Overseas operators	
	UK operators		Overseas operators		UK operators		Others		Overseas operators			
	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted
London Area Airports												
+ Gatwick	10 388.6	120.9	52.1	1 863.2	2 313.2	699.5	567.4	1.8	13.5	1 859.4	2 809.1	69.9
+ Heathrow	37 308.1	6 995.8	5 612.9	86.3	66.4	11121.4	13 367.1	—	—	—	—	58.2
+ Luton	977.5	—	—	0.1	12.3	15.6	—	—	—	159.8	607.4	132.7
+ Southend	569.0	—	—	94.0	84.0	—	—	—	—	102.0	289.0	—
+ Stansted	529.1	—	—	—	—	—	—	—	—	26.4	359.6	137.5
TOTAL (London Area)	49 772.3	7 116.7	5 685.0	2 043.6	2 475.9	11 836.5	13 934.5	1.8	13.5	2 147.6	4 065.1	398.3
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports												
+ Aberdeen	708.1	50.7	90.9	28.7	29.6	—	—	21.7	66.8	96.1	316.5	5.3
+ Belfast	977.2	70.8	82.3	227.6	15.8	6.5	4.5	—	—	533.3	34.4	0.5
Benbecula	10.8	9.3	0.4	0.9	0.2	—	—	—	—	—	—	—
+ Birmingham	218.1	98.4	57.8	7.6	1.8	32.7	15.7	—	—	2.3	1.8	—
+ Blackpool	291.1	—	—	1.5	15.1	—	—	—	—	—	274.5	—
+ Bournemouth	484.7	—	—	247.5	230.6	—	—	—	—	0.1	0.6	5.9
+ Bristol	26.2	—	—	11.3	3.7	8.2	1.5	—	—	—	1.5	—
+ Cambridge	88.1	—	—	—	—	—	—	—	—	—	—	56.2
+ Cardiff	19.0	—	—	8.8	9.9	0.1	0.1	—	—	0.1	—	31.9
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	571.0	—	—	16.9	67.4	—	—	—	—	86.5	227.4	135.7
+ Edinburgh	93.0	26.7	26.1	21.0	15.4	1.5	2.3	—	—	—	—	—
+ Exeter	7.6	—	—	4.4	3.2	—	—	—	—	—	—	—
+ Glasgow	1 151.5	95.1	168.2	45.5	23.5	217.9	242.6	—	—	345.4	12.0	11.3
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	3.5	—	—	3.0	0.5	—	—	—	—	—	—	—
Inverness	26.1	5.0	21.1	—	—	—	—	—	—	—	—	—
Islay	11.0	—	—	6.0	5.0	—	—	—	—	—	—	—
+ Isle of Man	159.5	—	—	129.8	29.7	—	—	—	—	—	—	—
Isles of Scilly	7.0	5.0	2.0	—	—	—	—	—	—	—	—	—
+ Kirkwall	40.5	27.3	10.8	0.7	0.9	—	—	0.5	0.2	0.1	—	—
+ Leeds/Bradford	24.7	—	—	17.6	6.9	—	—	—	—	—	0.2	—
+ Liverpool	580.0	—	—	11.4	7.3	5.0	183.3	—	—	31.2	341.8	—
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—
+ Manchester	2 325.0	194.8	133.9	29.1	6.2	670.6	1 074.3	—	—	18.3	68.0	65.4
+ Manston	—	—	—	—	—	—	—	—	—	—	—	64.4
+ Newcastle	118.4	19.5	13.4	43.9	39.5	—	—	—	—	1.3	0.8	—
+ Norwich	55.3	—	—	20.6	18.1	—	—	—	—	1.1	15.5	—
Penzance Heliport	7.0	2.0	5.0	—	—	—	—	—	—	—	—	—
+ Prestwick	1 306.2	267.3	181.1	102.2	0.2	395.5	136.8	—	—	—	194.9	28.2
+ Southampton	101.8	—	—	11.6	51.8	—	—	—	—	—	38.4	—
Stornoway	36.8	32.5	3.3	0.1	0.9	—	—	—	—	—	—	—
+ Sumburgh	307.4	47.7	10.7	0.2	0.2	—	—	21.8	63.4	96.3	76.3	0.4
Swansea	—	—	—	—	—	—	—	—	—	—	0.4	0.4
+ Tees-side	10.1	—	—	7.2	1.9	—	—	—	—	—	0.3	—
Tiree	0.9	—	—	0.8	0.1	—	—	—	—	—	—	—
Unst	—	—	—	—	—	—	—	—	—	—	—	—
Wick	13.5	—	—	7.5	1.5	—	—	—	—	4.4	0.1	—
TOTAL other UK Airports	9 781.1	951.9	797.0	1 011.4	586.9	1 338.0	1 661.1	44.0	120.4	1 216.5	1 410.1	335.9
TOTAL (Incl. London Area)	59 553.4	8 068.6	6 482.0	3 055.0	3 062.8	13 174.5	15 595.6	45.8	133.9	3 364.1	5 475.2	706.2
Channel Islands Airports												
Alderney	28.2	—	—	22.0	6.2	—	—	—	—	—	—	—
Guernsey	453.0	—	—	204.0	236.0	—	—	—	—	8.0	6.0	—
Jersey	476.7	19.0	7.5	313.4	136.8	—	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	957.9	19.0	7.5	539.4	379.0	—	—	—	—	8.0	6.0	—

Cargo for November 1980

Table 2.15

Compared with the previous year

	International				Domestic				1980		1979		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total	Total				
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft			Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	4 373	583	129	4 547	194	466	—	95	4 696	5 691	2 815	8 616	66.8	—33.9
+ Heathrow	23 261	13 533	—	58	455	—	—	—	23 716	13 591	24 416	15 014	—2.9	—9.5
+ Luton	—	28	44	379	—	—	13	513	57	920	103	903	—44.7	1.9
+ Southend	177	—	289	—	1	—	102	—	569	—	760	—	—25.1	—
+ Stansted	—	—	21	319	—	—	—	189	21	508	60	596	—65.0	—14.8
TOTAL (London Areas)	27 811	14 144	483	5 303	650	466	115	797	29 059	20 710	28 154	25 129	3.2	—17.6
Westland Herryport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	44	—	282	46	153	—	152	31	631	77	614	23	2.8	234.8
+ Belfast	11	—	2	22	217	179	—	545	230	746	222	799	3.6	—6.6
+ Benbecula	—	—	—	—	11	—	—	—	11	—	14	—	—21.4	—
+ Birmingham	177	—	—	—	37	—	—	4	214	4	236	—	—9.3	—
+ Blackpool	—	—	—	—	13	4	—	274	13	278	26	404	—50.0	—31.2
+ Bournemouth	—	—	—	6	1	477	—	1	1	484	20	629	—95.0	—23.1
+ Bristol	21	—	—	—	5	—	—	1	26	1	38	2	—31.6	—50.0
+ Cambridge	—	—	81	7	—	—	—	—	81	7	180	—	—55.0	—
+ Cardiff	7	—	—	—	12	—	—	—	19	—	14	—	—35.7	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	1	—	—
+ East Midlands	16	15	7	445	54	—	10	27	87	487	69	656	26.1	—25.8
+ Edinburgh	15	—	—	—	78	—	—	—	93	—	118	—	—21.2	—
+ Exeter	—	—	—	—	7	—	—	—	7	—	11	37	—36.4	—
+ Glasgow	149	360	—	13	274	—	8	348	431	721	411	943	4.9	—23.5
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	3	—	—	—	—	—	—	—	3	—	3	—	—	—
+ Inverness	—	—	—	—	26	—	—	—	26	—	18	—	44.4	—
+ Islay	—	—	—	—	11	—	—	—	11	—	10	—	10.0	—
+ Isle of Man	1	—	—	—	68	90	—	—	69	90	74	107	—6.8	—15.9
+ Isles of Scilly	—	—	—	—	7	—	—	—	7	—	6	—	16.7	—
+ Kirkwall	—	—	—	—	40	—	1	—	41	—	48	—	—14.6	—
+ Leeds/Bradford	12	—	—	—	12	—	—	—	24	—	23	—	4.3	—
+ Liverpool	3	185	—	18	18	—	—	355	21	558	43	702	—51.2	—20.5
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	393	—	—
+ Manchester	469	1 479	1	197	161	1	—	—	631	1 677	707	1 900	—10.7	—11.7
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	43	—	—	—	68	6	2	—	113	6	77	2	46.8	200.0
+ Norwich	22	—	—	16	16	—	—	—	38	16	44	—	—13.6	—
+ Penzance Heliport	—	—	—	—	7	—	—	—	7	—	6	—	16.7	—
+ Prestwick	104	824	—	223	22	133	—	—	126	1 180	250	1 319	—49.6	—10.5
+ Southampton	9	—	—	37	51	4	1	—	61	41	72	189	—15.3	—78.3
+ Stornoway	—	—	—	—	37	—	—	—	37	—	39	2	—5.1	—
+ Sumburgh	—	—	104	30	59	—	89	26	252	56	241	35	4.6	60.0
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	1	—	1	—	8	—	—	—	10	—	13	5	—23.1	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Unst	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Wick	—	—	—	—	9	—	—	4	9	4	9	—	—	—
TOTAL ALL other UK Airports	1 107	2 863	478	1 060	1 483	894	263	1 616	3 331	6 433	3 657	8 148	—8.9	—21.0
TOTAL all reporting UK Airports	28 918	17 007	961	6 363	2 133	1 360	378	2 413	32 390	27 143	31 811	33 277	1.8	—18.4
Channel Island Airports														
Alderney	—	—	—	—	—	—	—	—	28	—	27	—	3.7	—
Guernsey	—	—	—	—	—	—	—	—	453	—	562	—	—19.4	—
Jersey	—	—	—	—	—	—	—	—	477	—	596	—	—20.0	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	958	—	1 185	—	—19.2	—

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

Table 2.16

Airport	Passengers		Air Transport Movements					
	Total Terminal (a) and Transit	Percentage change on Dec. '79	Total	Percentage change on Dec. '79	Fixed Wing	Percentage change on Dec. '79	Helicopters	Percentage change on Dec. '79
Benbecula	1 941	-2.6	201	15.5	201	15.5	—	—
Islay	1 104	17.9	144	10.8	144	10.8	—	—
Inverness	10 841	2.6	457	-4.6	389	-15.6	68	277.8
Kirkwall	7 122	-7.5	750	-6.8	728	-8.0	22	57.1
Stornoway	5 530	-8.2	269	-17.2	269	-17.2	—	—
Sumburgh	52 441	7.9	2 922	2.6	1 272	-3.5	1 650	7.8
Tiree	342	-16.8	71	-5.3	69	-5.5	2	—
Wick	3 125	4.4	428	-8.4	428	-8.4	—	—

(a) Transit passengers are only counted on arrival.

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 Airlines 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 flight, 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 transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

CARGO

Cargo	is the weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags, but excluding 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 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.