

Civil Aviation Authority



CAA Monthly Statistics
(up to and including November 1980)

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ISSN 0306 3577

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

Annual Subscription Rate £36.00
Individual Copy Rate £3.50

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—November 1980

ACTIVITY AT UK AIRPORTS

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

1. Air Transport Movements

During November 1980, UK reporting airports handled 65,000 air transport movements (a fall of 6.8 per cent when compared with the same month in the previous year); of which 7.9 per cent were all-cargo movements. The number of scheduled movements fell by 8.1 per cent and the number of charter movements fell by 2.9 per cent. The UK operators' share of scheduled movements fell by 2.5 percentage points to stand at 75.4 per cent of the total and their share of charter movements fell by 1.0 percentage points to stand at 91.7 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 3.9 per cent when compared with November 1979); of which 7.0 per cent were all-cargo movements. Only Luton reported an increase in the number of movements handled (60 additional movements; 4.0 per cent growth). Heathrow reported the heaviest fall in the number of movements handled (817 fewer movements; 3.9 per cent decline) followed by Southend with 375 fewer movements (36.0 per cent decline), Stansted with 71 fewer movements (24.7 per cent decline) and Gatwick with 29 fewer movements (0.4 per cent decline).

1.2 Air Transport Movements outside the London Area

UK airports outside the London area handled 34,000 air transport movements (a fall of 9.1 per cent when compared with November 1979); of which 8.2 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (341 additional movements; 6.3 per cent growth) followed by Bristol with 89 additional movements (22.7 per cent growth) and Manchester with 81 additional movements (2.1 per cent growth). Sumburgh reported the heaviest fall in movements handled (617 fewer movements; 19.3 per cent decline) followed by Edinburgh with 526 fewer movements (23.0 per cent decline) and Norwich with 293 fewer movements (30.7 per cent decline).

2. Terminal Passengers

3.6 million terminal passengers used UK reporting airports during November 1980 (a fall of 3.4 per cent

when compared with the same month in the previous year). The number of scheduled passengers fell by 2.5 per cent, and the number of charter passengers fell by 7.2 per cent. The UK operators' share of scheduled passengers fell by 1.1 percentage points to stand at 65.9 per cent of the total whilst their share of charter passengers remained unchanged at 86.6 per cent of the total.

2.1 Terminal Passengers at London Area Airports

The London area airports handled 2.5 million terminal passengers (a fall of 1.2 per cent when compared with November 1979). Only Gatwick reported an increase in the number of passengers handled (36,050 additional passengers; 7.6 per cent growth). Heathrow reported the heaviest fall in passengers handled (31,377 fewer passengers; 1.6 per cent decline) followed by Luton with 24,340 fewer passengers (22.4 per cent decline), Stansted with 6,782 fewer passengers (30.3 per cent decline) and Southend with 3,885 fewer passengers (45.2 per cent decline).

2.2 Terminal Passengers outside the London Area

Outside the London area, UK airports handled 1.1 million terminal passengers (a fall of 8.1 per cent when compared with November 1979). Manchester reported the greatest increase in passengers handled (7,828 additional passengers; 3.3 per cent growth) followed by Aberdeen with 3,107 additional passengers (2.8 per cent growth) and Bristol with 1,871 additional passengers (17.1 per cent growth). Glasgow reported the heaviest fall in passengers handled (12,621 fewer passengers; 7.3 per cent decline) followed by Edinburgh with 10,743 fewer passengers (11.8 per cent decline) and Birmingham with 10,198 fewer passengers (10.3 per cent decline).

2.3 International Terminal Passengers

2.5 million terminal passengers used international services during November 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 18.4 per cent of all international scheduled passengers) followed by those to France (carrying 10.2 per cent) and those to West Germany (carrying 8.9 per cent). The most heavily used international charter services were those to Spain (carrying 32.3 per cent of all international charter passengers) followed by those to Malta (carrying 9.4 per cent) and those to the Canary Islands (carrying 8.2 per cent).

3. Cargo

UK reporting airports handled 63,000 tonnes of cargo during November 1980 (a fall of 4.5 per cent when compared with the same month in the previous year); of which 46.8 per cent was carried on all-cargo flights. The number of scheduled tonnes rose by 1.1 per cent whilst the number of charter tonnes fell by 26.2 per cent. The UK operators' share of scheduled tonnage rose by 2.1 percentage points to stand at 43.3 per cent of the total whilst their share of charter tonnage fell by 6.5 percentage points to stand at 86.2 per cent of the total.

3.1 Cargo at London Area Airports

52,000 tonnes of cargo were handled at the London area airports (a fall of 2.7 per cent when compared with November 1979); of which 42.3 per cent was carried on all-cargo flights. Only Luton reported an increase in the volume of tonnage handled (159 additional tonnes; 14.0 per cent growth). Heathrow reported the heaviest fall in tonnage handled (940 fewer tonnes; 2.3 per cent decline) followed by Southend with 343 fewer tonnes (33.8 per cent decline), Stansted with 237 fewer tonnes (28.5 per cent decline) and Gatwick with 112 fewer tonnes (1.1 per cent decline).

3.2 Cargo outside the London Area

Outside the London area, UK airports handled 11,000 tonnes of cargo (a fall of 11.8 per cent when compared with November 1979); of which 68.1 per cent was carried on all-cargo flights. Prestwick reported the greatest increase in tonnage handled (390 additional tonnes; 29.1 per cent growth) followed by Belfast with 68 additional tonnes (5.9 per cent growth) and Newcastle with 32 additional tonnes (28.1 per cent growth). East Midlands reported the heaviest fall in tonnage handled (376 fewer tonnes; 42.3 per cent decline) followed by Manchester with 322 fewer tonnes (10.8 per cent decline) and Glasgow with 268 fewer tonnes (17.7 per cent decline).

OUTPUT OF UK AIRLINES

1. All Services

During November 1980 the output of UK airlines, for all services (excluding air taxi type operations), was 942 million available tonne-kilometres (a fall of 2.0 per

cent when compared with the same month in the previous year).

2. Scheduled Services

UK airlines' scheduled services accounted for 754 million available tonne-kilometres (9.4 per cent growth when compared with November 1979). The over-all weight load factor was 59.2 per cent, compared with 60.5 per cent in the same month in the previous year. The seat load factor on scheduled services averaged 59.3 per cent. International and domestic seat load factors both averaged 59.3 per cent (compared with 58.0 and 60.7 per cent respectively 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 November 1980 (a fall of 30.9 per cent when compared with the same month in the previous year). Inclusive Tour charters, performed on class 3 licences, accounted for 88.5 million available tonne-kilometres (compared with 93.4 million in November 1979) and the seat load factor averaged 81.0 per cent (compared with 83.6 per cent during the same month in the previous year). Advance Booking and Other Separate Fare charters⁽¹⁾ performed on class 2 and 4 licences accounted for 14.9 million available tonne-kilometres (compared with 6.2 million during November 1979) and the seat load factor averaged 77.8 per cent (compared with 75.9 per cent in November 1979). All-cargo charter services performed on class 6 licences accounted for 36 million available tonne-kilometres (compared with 64 million during the same month in the previous year).

⁽¹⁾ Figures quoted for class 2 and 4 licence operations include Inclusive Tour operators 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 November 1980(a)

Table 1.1

	Output in available tonne – kilometres (000 000)	Percentage of all available tonne – kilometres
British Airways	7 941	60·19
British Caledonian Airways	1 143	8·66
Laker Airways	1 120	8·49
Britannia Airways	646	4·90
Dan-Air Services	437	3·31
Tradewinds Airways	281	2·13
British Midland Airways	273	2·07
British Airtours	272	2·06
Monarch Airlines	247	1·87
Air Europe	143	1·08
British Cargo Airlines (b) (c)	120	0·91
Air UK (d)	116	1·88
Pelican Air Transport	105	0·80
Orion Airways (e)	100	0·76
Scimitar Airlines	75	0·57
Redcoat Air Cargo	30	0·23
Air Bridge Carriers	27	0·20
Transmeridian Air Cargo (c)	20	0·15
Heavylift Cargo Airlines (f) (g)	18	0·14
British Airways Helicopters	14	0·11
British Air Ferries	13	0·10
Bristow Helicopters	11	0·08
Others (18 Airlines)	41	0·31

(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) Commercial operations March, 1980.

Main Output of UK Airlines(a) 1951-1979

Table 1.2

	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-scheduled services (000 000)
1951	..	355	..
1952	..	395	..
1953	..	445	..
1954	..	464	..
1955	..	575	..
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
Year ended			
November 1979	12 706	8 802	3 958
November 1980	13 212	9 764	3 448
Latest year's growth (percentages)	4.0	10.9	—12.9
Mean rates of growth (percentages) to 1979			
20 years	..	10.1	..
10 years	7.8	7.7	8.0
5 years	9.6	10.4	8.1

(a) Excludes Air Taxi Operations.

Scheduled Services by UK Airlines

Table 1.3.1

All Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970		4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971		4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972		5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973		5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974		5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975		5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976		6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977		6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1978		8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.0	63.0
1979		8 841.3	5 549.8	178.7	1 070.2	4 300.7	62.8	71 591.1	47 084.7	65.8
1978	1st quarter	1 746.4	987.7	39.7	229.0	719.0	56.6	13 653.2	7 788.2	57.0
	2nd quarter	2 064.6	1 203.4	43.3	256.5	903.6	58.3	16 345.3	9 842.4	60.2
	3rd quarter	2 263.1	1 479.9	40.9	254.9	1 184.2	65.4	18 081.1	12 941.3	71.6
	4th quarter	2 020.7	1 201.0	49.4	248.1	903.4	59.4	16 090.6	9 869.6	61.3
1979	1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
	2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.1	11 938.7	64.8
	3rd quarter	2 523.7	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
1979	April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
	May	796.3	464.5	15.0	95.4	355.1	58.3	6 478.1	3 897.5	60.2
	June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.5	4 310.4	70.5
	July	840.6	564.7	14.1	94.4	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
1980	April	771.9	444.0	13.7	94.5	335.8	62.9	6 268.2	3 739.5	59.7
	May	857.7	483.7	14.0	102.3	367.4	56.4	7 053.1	4 107.4	58.2
	June	839.6	530.1	14.0	103.9	412.3	59.3	7 377.1	4 615.6	62.6
	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

Scheduled Services by UK Airlines

Table 1.3.2

International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970	3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971	4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977	6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978	7 714.8	4 651.3	170.2	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
1978 1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979 1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 923.0	8 328.1	59.8
2nd quarter	2 160.6	1 341.3	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
1979 April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.7	3 507.8	64.2
May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
June	716.1	478.7	14.8	91.9	372.0	66.8	5 711.7	4 042.9	70.8
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	422.0	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
1980 April	734.7	424.3	13.4	94.0	316.9	57.8	5 884.5	3 514.9	59.7
May	817.4	463.0	13.6	101.7	347.7	56.6	6 639.6	3 870.2	58.3
June	852.8	507.6	13.6	103.7	390.7	59.5	6 959.3	4 357.6	62.6
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

Scheduled Services by UK Airlines

Table 1.3.3

Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970	310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971	319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978	379.9	220.8	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1
1979	416.3	248.7	3.4	10.4	235.5	59.7	4 366.7	2 764.0	63.3
1978 1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979 1st quarter	83.6	46.2	0.9	2.7	42.8	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
3rd quarter	120.5	77.6	0.9	2.7	74.3	64.3	1 266.7	867.0	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
1979 April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
June	38.0	24.0	0.2	0.9	22.8	63.1	398.9	267.5	67.1
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
1980 April	37.2	19.7	0.3	0.5	18.8	52.8	383.7	224.6	58.5
May	40.3	20.7	0.3	0.6	19.7	51.4	413.5	237.2	57.4
June	40.8	22.6	0.3	0.7	21.5	54.8	417.8	258.1	62.2
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

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

Table 1.4.1

By Main Type of Service			(b)		(c)				
			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	
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6	
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6	
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7	
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0	
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8	
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0	
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9	
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6	
1978	3 875.8	32.4	1 234.7	10.3	616.2	5.1	2 025.1	16.9	
1979	3 907.9	30.7	1 546.2	12.1	352.3	2.8	2 009.4	15.8	
1978	1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
	2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
	3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
	4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979	1st quarter	777.8	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
1979	April	311.3	30.2	114.7	11.1	28.7	2.8	167.9	16.3
	May	375.1	32.0	150.3	12.8	33.3	2.8	191.5	16.3
	June	367.5	32.8	164.9	14.7	32.4	2.9	170.2	15.2
	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
1980	April	262.8	20.3	132.4	10.2	27.4	2.1	102.9	8.0
	May	325.9	27.5	183.6	15.5	42.4	3.6	99.9	8.4
	June	334.4	27.2	207.5	16.9	40.8	3.3	86.1	7.0
	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

(a) Excludes Air Taxi operations.

(b) Class 3 licence operations only.

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

Non-scheduled Passenger Services by UK Airlines

Table 1.4.2

Inclusive Tours performed on Class 3 licences only

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970		8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971		11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972		13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973		15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974		11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975		11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976		13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977		12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978		14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979		17 630.7	14 919.8	84.6	8 743.1	80 433	130 782	1 626	1 706
1978	1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
	2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
	3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
	4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979	1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
	2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 587	36 267	1 606	1 674
	3rd quarter	6 160.3	5 486.0	89.1	3 241.3	28 045	45 225	1 613	1 693
	4th quarter	3 730.3	3 009.3	80.7	1 660.6	16 072	27 782	1 729	1 812
1980	1st quarter	3 264.2	2 658.5	81.4	1 561.0	14 772	24 224	1 640	1 703
	2nd quarter	5 859.3	4 719.8	80.6	2 713.2	25 205	42 481	1 685	1 740
	3rd quarter	7 417.4	6 703.7	90.4	3 793.5	31 173	53 029	1 701	1 767
1979	April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 566	1 641
	May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
	June	1 881.5	1 551.3	82.5	928.0	8 601	13 801	1 605	1 672
	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
1980	April	1 481.7	1 229.4	83.0	702.6	6 549	10 966	1 674	1 750
	May	2 056.4	1 601.9	77.9	925.7	8 791	14 795	1 683	1 730
	June	2 321.2	1 888.5	81.4	1 084.9	9 865	16 720	1 695	1 741
	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

Non-scheduled Passenger Services by UK Airlines

Table 1.4.3

Other Separate Fare and Advance Booking Charters (a) (b)

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978	6 312.2	5 068.3	80.3	1 534.8	15 143	33 212	2 193	3 302
1979	3 732.5	2 871.9	76.9	1 068.5	10 935	20 787	1 901	2 688
1978 1st quarter	1 069.1	854.7	79.9	236.9	2 380	5 737	2 411	3 608
2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979 1st quarter	555.2	424.1	76.4	154.3	1 783	3 630	2 036	2 749
2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 613
3rd quarter	1 593.5	1 277.3	80.2	468.0	4 148	7 925	1 910	2 729
4th quarter	569.0	386.2	67.9	146.1	1 581	3 141	1 987	2 643
1980 1st quarter	340.2	269.3	79.2	130.9	1 570	2 657	1 692	2 057
2nd quarter	1 181.7	874.2	74.0	319.3	3 738	6 439	1 723	2 738
3rd quarter	1 516.1	1 269.8	83.7	468.7	5 125	8 688	1 695	2 709
1979 April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
June	357.9	271.3	75.8	109.3	1 307	2 340	1 790	2 482
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
1980 April	296.4	213.2	71.9	85.2	1 042	1 727	1 657	2 502
May	448.7	335.5	74.8	109.7	1 283	2 295	1 789	3 058
June	436.6	325.5	74.6	124.4	1 413	2 417	1 711	2 617
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

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

(b) Advance Booking Charters commenced in April 1973.

All Scheduled Services November 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	19 128	15 345	31 088	1 164 494	4 684 796	2 788 662	59.5	16 084	553 088	332 940	15 515	64 155	253 270	60.2
British Airways Helicopters	7	118	41	2 088	202	127	63.1	20	17	12	—	1	11	71.2
British Caledonian Airways	3 643	3 106	5 775	133 323	645 448	315 354	48.9	3 128	94 223	49 032	684	18 923	29 425	52.0
Air Ecosse	80	393	269	2 353	1 130	498	44.1	13	94	43	1	1	40	45.8
Air UK	1 077	3 381	3 674	57 843	43 952	19 309	43.9	406	4 312	1 778	13	127	1 637	41.2
Aurigny Air Services	72	1 347	354	13 643	1 151	678	58.9	101	102	60	1	5	54	58.9
British Midland Airways	588	1 963	1 873	69 669	45 035	22 610	50.2	186	4 195	1 827	4	56	1 768	43.6
Brymon Airways	178	821	831	6 044	4 361	1 599	36.7	—	398	131	—	—	131	33.0
Burnthills Aviation	4	34	26	46	15	5	33.8	—	1	—	—	—	—	30.4
Cabair	13	38	50	172	135	61	45.3	—	12	5	—	—	5	37.7
Dan-Air Services	460	1 389	1 409	29 136	29 708	12 744	42.9	40	2 523	1 109	—	27	1 082	43.9
Express Air Services	3	7	9	220	136	81	59.5	—	13	7	—	—	7	51.1
Guernsey Airlines	3	8	12	455	210	199	94.8	—	21	16	—	—	16	76.3
Jersey European Airways	79	461	325	2 575	1 032	421	40.8	—	83	34	—	—	34	40.6
Laker Airways	1 395	195	1 736	50 596	481 165	359 735	74.8	644	48 814	33 281	—	4 502	28 779	68.2
Loganair	172	1 372	811	8 659	2 625	1 394	53.7	—	238	126	—	—	126	52.9
TOTAL Passenger Services	26 901	29 978	48 281	1 541 316	5 941 101	3 523 476	59.3	20 623	708 132	420 400	16 219	87 796	316 385	59.4
Cargo Services														
British Airways	972	410	1 400	—	—	—	—	4 286	38 939	23 097	412	22 684	—	59.3
British Caledonian Airways	206	125	344	—	—	—	—	873	6 171	2 811	135	2 676	—	45.5
Air Continental	47	60	162	—	—	—	—	16	28	12	—	12	—	43.3
Air UK	68	237	257	—	—	—	—	680	314	189	9	180	—	60.2
British Midland Airways	5	20	20	—	—	—	—	26	63	7	2	5	—	10.8
TOTAL Cargo Services	1 298	852	2 183	—	—	—	—	5 880	45 515	26 116	558	25 557	—	57.4
GRAND TOTAL	28 199	30 830	50 464	1 541 316	5 941 101	3 523 476	59.3	26 503	753 647	446 516	16 777	113 353	316 385	59.2

International Scheduled Services November 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	17 216	10 639	26 299	861 860	4 470 590	2 653 387	59.4	15 016	531 337	321 041	15 368	63 864	241 809	60.4
British Caledonian Airways	3 286	1 757	4 831	87 795	612 970	297 472	48.5	2 994	90 814	47 512	664	18 875	27 973	52.3
Air UK	674	1 654	2 190	26 335	28 161	11 050	39.2	282	2 796	1 035	—	100	936	37.0
Aurigny Air Services	72	1 347	354	13 643	1 151	678	58.9	101	102	60	1	5	54	58.9
British Midland Airways	70	166	209	5 453	5 250	2 295	43.7	25	448	193	—	10	183	43.1
Brymon Airways	20	85	89	265	396	72	18.1	—	33	6	—	—	6	17.7
Cabair	13	38	50	172	135	61	45.3	—	12	5	—	—	5	37.7
Dan-Air Services	197	501	570	7 278	12 656	4 039	31.9	26	1 074	361	—	18	343	33.6
Jersey European Airways	70	419	283	2 358	869	374	43.0	—	69	30	—	—	30	43.1
Laker Airways	1 395	195	1 736	50 596	481 165	359 735	74.8	644	48 814	3 3281	—	4 502	28 779	68.2
TOTAL Passenger Services	23 014	16 801	36 609	105 5 755	5 613 343	3 329 164	59.3	19 087	675 499	403 522	16 033	87 374	300 117	59.7
Cargo Services														
British Airways	972	410	1 400					4 286	38 939	23 097	412	22 684	—	59.3
British Caledonian Airways	182	83	295					621	5 987	2 676	—	2 676	—	44.7
Air Continental	47	60	162					16	28	12	—	12	—	43.3
Air UK	22	36	73					100	101	62	—	62	—	61.1
TOTAL Cargo Services	1 223	589	1 931					5 023	45 056	25 847	412	25 434	—	57.4
GRAND TOTAL	24 237	17 390	38 540	1 055 755	5 613 343	3 329 164	59.3	24 110	720 555	429 370	16 445	112 808	300 117	59.6

Domestic Scheduled Services November 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	1 911	4 708	4 789	302 634	214 206	135 275	63.2	1 068	21 751	11 899	147	291	11 461	54.7
British Airways Helicopters	7	118	41	2 088	202	127	63.1	20	17	12	—	1	11	71.2
British Caledonian Airways	356	1 349	944	45 528	32 478	17 881	55.1	134	3 409	1 520	21	47	1 452	44.6
Air Ecosse	80	393	269	2 353	1 130	498	44.1	13	94	43	1	1	40	45.8
Air UK	403	1 727	1 485	31 508	15 791	8 258	52.3	124	1 516	742	13	28	702	49.0
British Midland Airways	517	1 797	1 665	64 216	39 784	20 315	51.1	162	3 748	1 634	4	46	1 585	43.6
Brymon Airways	158	738	742	5 779	3 965	1 527	38.5	—	364	126	—	—	126	34.4
Burnthills Aviation	4	34	26	46	15	5	33.8	—	1	—	—	—	—	30.4
Dan-Air Services	263	888	839	21 858	17 051	8 704	51.0	14	1 448	748	—	9	739	51.6
Express Air Services	3	7	9	220	136	81	59.5	—	13	7	—	—	7	51.1
Guernsey Airlines	3	8	12	455	210	199	94.8	—	21	16	—	—	16	76.3
Jersey European Airways	9	42	42	217	163	47	28.7	—	14	4	—	—	4	27.7
Loganair	172	1 372	811	8 659	2 625	1 394	53.7	—	238	126	—	—	126	52.9
TOTAL Passenger Services	3 887	13 177	11 672	485 561	327 757	194 313	59.3	1 536	32 633	16 877	187	422	16 268	51.7
Cargo Services														
British Caledonian Airways	24	42	49	—	—	—	—	252	184	135	135	—	—	73.2
Air UK	46	201	184	—	—	—	—	580	212	127	9	118	—	59.8
British Midland Airways	5	20	20	—	—	—	—	28	63	7	2	5	—	10.8
TOTAL Cargo Services	75	263	253	—	—	—	—	857	459	268	146	123	—	58.4
GRAND TOTAL	3 962	13 440	11 925	485 561	327 757	194 313	59.3	2 393	33 092	17 145	332	545	16 268	51.8

All Non-scheduled Services November 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	131	31	339	3 764	33 281	26 540	79.7	6	3 522	2 531	11	175	2 346	71.9
British Airports	728	322	1 096	28 708	117 063	88 127	75.3	—	10 747	7 474	—	—	7 474	69.5
British Airways Helicopters	504	3 237	2 499	34 352	9 930	5 888	57.3	284	1 068	503	—	49	455	47.1
British Caledonian Airways	253	162	413	10 463	17 926	12 945	72.2	439	4 733	3 406	—	2 292	1 114	71.9
Air Europe	798	391	1 236	43 370	103 689	90 087	86.9	1	9 811	7 210	2	1	7 207	73.3
Air UK	109	178	265	4 311	6 531	4 833	74.0	189	749	472	—	61	411	63.1
Air-Bridge Carriers	121	209	315	—	—	—	—	1 193	2 093	903	5	897	—	43.1
Alderney Air Ferries	9	75	47	251	81	30	37.1	—	6	3	—	—	2	39.0
Alidair	47	125	162	3 850	2 794	1 368	48.9	25	279	131	—	21	109	46.7
B.E.A.S.	108	5 556	718	36 644	1 188	712	59.9	59	108	66	—	1	65	61.1
Bristow Helicopters	575	3 547	3 410	31 971	10 125	5 574	55.1	236	858	549	—	47	502	64.0
Britannia Airways	3 672	1 838	5 721	184 992	472 770	369 935	78.2	11	40 731	31 646	—	199	31 447	77.7
British Air Ferries	397	814	1 189	55	16 541	7 751	46.9	144	1 793	760	34	106	621	42.4
British Caledonian Helicopters	7	22	35	140	126	42	33.3	—	15	7	—	—	7	46.7
British Midland Airways	459	132	635	144	41 001	16 197	39.5	—	13 884	6 100	—	4 828	1 271	43.9
Dan-Air Services	1 682	1 904	3 584	108 701	183 152	146 891	80.2	559	14 896	11 964	137	18	11 809	80.3
Express Air Services	53	272	254	—	—	—	—	820	264	206	32	175	—	78.1
General Aviation Services	18	47	84	—	—	—	—	6	63	40	6	34	—	62.4
Guernsey Airlines	7	15	21	55	396	91	23.1	—	40	7	—	—	7	18.5
Heavylift Cargo Airlines	31	27	85	—	—	—	—	197	1 063	554	—	554	—	52.1
Jersey European Airways	2	4	8	18	10	8	77.7	—	1	1	—	—	1	45.9
Laker Airways	909	285	1 253	36 207	272 689	231 066	84.7	—	26 874	18 513	—	30	18 483	68.9
Loganair	233	707	1 017	6 023	3 244	2 196	67.7	31	317	211	—	12	199	66.0
Management Aviation	82	1 433	396	3 424	518	207	40.0	50	46	19	—	3	16	41.3
Monarch Airlines	573	312	858	30 996	82 295	65 398	79.5	—	8 172	5 909	—	—	5 909	72.3
North Scottish Helicopters	314	4 333	1 122	10 868	3 689	1 319	35.9	—	218	114	—	—	114	52.3
Orion Airways	708	392	1 122	40 618	92 033	76 808	83.6	—	8 708	6 138	—	—	6 138	70.5
Pelican Air Transport	252	97	349	—	—	—	—	969	9 496	6 079	—	6 079	—	64.0
Redcoat Air Cargo	129	46	273	—	—	—	—	382	2 960	1 404	—	1 404	—	47.4
Scimitar Airlines	92	27	128	—	—	—	—	—	3 496	2 385	—	2 385	—	68.2
Southern Int-Air Transport	26	50	123	—	—	—	—	—	190	86	—	86	—	45.0
Tradewinds Airways	505	200	701	—	—	—	—	2 261	21 197	14 184	—	14 184	—	66.9
TOTAL	13 633	26 790	29 458	617 915	1 471 050	1 153 813	78.4	7 871	188 397	129 574	227	33 640	95 707	68.8
Class 5 Licence TOTAL	34	18	51	1 536	4 342	2 850	65.6	N/A	368	242	—	—	242	65.8
TOTAL excludes 5 Licence	13 499	26 772	29 407	616 379	1 466 708	1 150 963	78.5	7 871	188 029	129 332	227	33 640	95 465	68.8

(a) Excludes Air Taxi Operations.

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

(c) Excludes cargo and mail uplifted on Class 5 Licences.

International Non-Scheduled Services November 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	129	25	332	3 683	33 150	28 478	79.9	6	3 511	2 526	11	175	2 340	71.9
British Airtours	728	322	1 096	28 708	117 063	88 127	75.3	—	10 747	7 474	—	—	7 474	69.5
British Airways Helicopters	502	3 230	2 495	34 335	9 918	5 685	57.3	283	1 066	503	—	49	455	47.2
British Caledonian Airways	253	162	413	10 463	17 926	12 945	72.2	439	4 733	3 408	—	2 292	1 114	71.9
Air Europe	798	391	1 236	43 370	103 689	90 087	86.9	1	9 811	7 210	2	1	7 207	73.5
Air UK	109	176	263	4 263	6 509	4 821	74.1	189	746	471	—	61	410	63.1
Air-Bridge Carriers	59	61	147	—	—	—	—	346	1 185	518	—	518	—	44.3
Alderney Air Ferries	—	4	1	11	2	1	30.6	—	—	—	—	—	—	27.6
Alldair	9	6	24	23	559	113	20.1	3	56	24	—	15	9	42.0
B.E.A.S.	108	5 556	718	36 644	1 188	712	59.9	59	108	68	—	1	65	61.1
Bristow Helicopters	575	3 547	3 410	31 971	10 125	6 574	55.1	236	858	549	—	47	502	64.0
Britannia Airways	3 672	1 838	5 721	184 992	472 770	369 935	78.2	11	40 731	31 646	—	199	31 447	77.7
British Air Ferries	381	743	1 128	13	18 509	7 737	46.9	18	1 686	725	—	106	619	43.0
British Caledonian Helicopters	7	22	35	140	126	42	33.3	—	15	7	—	—	7	46.7
British Midland Airways	458	130	632	—	40 930	16 127	39.4	—	13 878	6 094	—	4 828	1 266	43.9
Dan-Air Services	1 284	846	2 139	79 798	167 789	135 757	80.9	1	13 371	10 865	—	1	10 863	81.3
General Aviation Services	18	47	84	—	—	—	—	6	63	40	6	34	—	62.4
Guernsey Airlines	2	3	7	55	143	66	46.1	—	14	5	—	—	5	36.9
Heavy-lift Cargo Airlines	31	27	85	—	—	—	—	197	1 063	554	—	554	—	52.1
Jersey European Airways	2	2	6	8	8	6	80.0	—	1	1	—	—	1	42.9
Laker Airways	909	285	1 253	36 207	972 689	231 066	84.7	—	26 874	18 513	—	30	18 483	68.9
Loganair	11	24	43	284	198	130	65.7	28	18	12	—	—	12	66.7
Management Aviation	82	1 433	396	3 424	518	207	40.0	50	46	19	—	3	16	41.3
Monarch Airlines	573	312	858	30 996	82 295	65 398	79.5	—	8 172	5 909	—	—	5 909	72.3
North Scottish Helicopters	314	4 333	1 122	10 868	3 669	1 319	35.9	—	218	114	—	—	114	52.3
Orion Airways	708	392	1 122	40 618	92 033	76 808	83.5	—	8 708	6 138	—	—	6 138	70.5
Pelican Air Transport	252	97	349	—	—	—	—	969	9 496	6 079	—	6 079	—	64.0
Redcoat Air Cargo	129	46	273	—	—	—	—	382	2 960	1 404	—	1 404	—	47.4
Scimitar Airlines	92	27	128	—	—	—	—	—	3 496	2 385	—	2 385	—	68.2
Tradewinds Airways	505	200	701	—	—	—	—	2 261	21 197	14 184	—	14 184	—	66.9
TOTAL	12 698	24 287	26 216	580 874	1 449 804	1 139 140	78.6	5 494	184 808	127 439	19	32 963	94 457	69.0
Class 5 Licence TOTAL	34	18	51	1 536	4 342	2 850	65.6	N/A	388	242	—	—	242	65.8
TOTAL excludes 5 Licence	12 664	24 269	26 165	579 338	1 445 462	1 136 290	78.6	5 494	184 440	127 197	19	32 963	94 215	69.0

(a) Excludes Air Taxi Operators.

(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 November 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	2	6	7	71	131	62	47.0	—	11	5	—	—	5	50.5
British Airways Helicopters	2	7	4	17	12	3	25.0	—	2	—	—	—	—	0.0
Air UK	1	2	2	48	22	12	54.5	—	2	1	—	—	1	44.4
Air-Bridge Carriers	62	148	168	—	—	—	—	846	927	387	5	382	—	41.7
Alderney Air Ferries	9	71	46	240	79	29	37.3	—	6	2	—	—	2	39.3
Alidair	37	119	138	3 827	2 235	1 255	56.2	22	224	107	—	7	100	47.9
British Air Ferries	17	71	61	42	32	14	43.8	128	107	35	34	—	1	33.0
British Midland Airways	1	2	3	144	72	71	98.6	—	6	6	—	—	6	94.1
Dan-Air Services	399	1 058	1 445	26 903	15 363	11 134	72.5	558	1 525	1 099	137	17	946	72.1
Express Air Services	53	272	254	—	—	—	—	820	264	206	32	175	—	78.1
Guernsey Airlines	4	12	15	—	253	26	10.1	—	25	2	—	—	2	8.1
Jersey European Airways	—	2	2	10	3	2	71.4	—	—	—	—	—	—	57.1
Loganair	222	683	974	5 739	3 046	2 066	67.8	2	299	199	—	12	187	65.9
Southern Int-Air Transport	26	50	123	—	—	—	—	—	190	86	—	86	—	45.0
TOTAL	835	2 503	3 242	37 041	21 247	14 673	69.1	2 377	3 589	2 136	208	677	1 250	59.5
Class 5 Licenced TOTAL	—	—	—	—	—	—	—	N/A	—	—	—	—	—	0.0
TOTAL excludes 5 Licence	835	2 503	3 242	37 041	21 247	14 673	69.1	2 377	3 589	2 136	208	677	1 250	59.5

(a) Excludes Air Taxi operators.

(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 November 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	8	12	16	—	—	729	859	450	52.4
Air UK	4	2	6	—	164	—	331	305	92.1
Alidair	1	2	3	—	—	120	52	52	100.0
Britannia Airways	153	94	247	—	7 462	—	19 936	12 156	61.0
Dan-Air Services	294	124	435	—	378	11 855	46 114	36 433	79.0
Laker Airways	138	94	226	—	—	4 383	12 300	7 459	60.6
TOTAL	598	328	932	—	8 004	17 087	79 591	56 854	71.4

	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	—	81	39	—	—	39	48.0
Air UK	—	30	26	—	—	26	87.5
Alidair	—	5	4	—	—	4	80.0
Britannia Airways	—	1 697	1 034	—	—	1 034	60.9
Dan-Air Services	—	3 631	2 913	—	—	2 913	80.2
Laker Airways	—	1 106	597	—	—	597	54.0
TOTAL	—	6 549	4 612	—	—	4 612	70.4

International Class 2 Licence Operations November 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	8	12	16	—	—	729	859	450	52.4
Air UK	4	2	6	—	164	—	331	305	92.1
Britannia Airways	153	94	247	—	7 462	—	19 936	12 156	61.0
Dan-Air Services	293	121	429	—	142	11 809	45 963	36 285	78.9
Laker Airways	138	94	226	—	—	4 383	12 300	7 459	60.6
TOTAL	595	323	924	—	7 768	16 921	79 388	56 654	71.4

	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	—	81	39	—	—	39	48.0
Air UK	—	30	26	—	—	26	87.5
Britannia Airways	—	1 697	1 034	—	—	1 034	60.9
Dan-Air Services	—	3 619	2 901	—	—	2 901	80.2
Laker Airways	—	1 106	597	—	—	597	54.0
TOTAL	—	6 531	4 596	—	—	4 596	70.4

Domestic Class 2 Licence Operations November 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			
Alidair	1	2	3	—	—	120	52	52	100.0
Dan-Air Services	2	3	5	—	236	46	151	148	98.1
TOTAL	3	5	9	—	236	166	203	200	98.6

	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
Alidair	—	5	4	—	—	4	80.0
Dan-Air Services	—	12	12	—	—	12	98.0
TOTAL	—	18	16	—	—	16	92.7

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

Table 1.8

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km Available (000)	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	25	7	32	2 346	8 715	8 345	95.8	—	783	768	—	—	768	98.1	—
British Airtours	514	247	794	28 606	76 605	61 531	80.3	—	7 065	5 150	—	—	5 150	72.9	—
British Caledonian Airways	141	114	245	9 489	16 093	12 140	75.4	—	1 511	1 044	—	—	1 044	69.1	—
Air Europe	798	391	1 236	43 370	103 689	90 087	86.9	2	9 811	7 210	2	1	7 207	73.5	—
Air UK	17	10	29	600	1 538	1 070	69.6	—	138	91	—	—	91	66.0	1 589
Britannia Airways	3 389	1 601	5 257	165 692	440 728	348 640	79.1	—	37 476	29 637	—	—	29 637	79.1	—
Dan-Air Services	932	666	1 583	63 564	114 958	94 806	82.5	—	9 200	7 587	—	1	7 586	82.5	391
Guernsey Airlines	2	3	7	55	143	66	46.1	—	14	5	—	—	5	36.9	—
Laker Airways	238	106	340	22 932	70 784	53 254	75.2	—	7 145	4 259	—	—	4 259	59.6	7 105
Monarch Airlines	447	209	649	24 035	66 763	56 485	84.6	—	6 607	5 107	—	—	5 107	77.3	6 594
Orion Airways	708	392	1 122	40 618	92 033	76 808	83.6	—	8 708	6 138	—	—	6 138	70.5	—
TOTAL International Services	7 211	3 746	11 293	401 307	992 049	803 232	81.0	2	88 456	66 997	2	2	66 993	75.7	15 679
Domestic Services															
Alderney Air Ferries	7	54	35	215	59	26	44.2	—	5	2	—	—	2	45.2	16
Alidair	—	1	1	57	22	21	95.0	—	2	2	—	—	2	75.0	—
British Air Ferries	1	2	2	42	32	14	43.8	—	3	1	—	—	1	38.6	—
TOTAL Domestic Services	8	57	39	314	113	61	53.9	—	10	5	—	—	5	49.9	16
GRAND TOTAL	7 219	3 803	11 332	401 621	992 162	803 293	81.0	2	88 466	67 002	2	2	66 998	75.7	15 659

All Class 4 Licence Operations November 1980

Table 1.9.1

	Aircraft —km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted			Other	Seat-km		As percentage of available
					Affinity	IT			Available (000)	Used (000)	
Air UK	37	38	71	—	—	1 589		795	3 299	2 337	70.8
Alderney Air Ferries	2	15	9	—	—	16		8	16	3	17.8
Dan-Air Services	14	8	21	—	389	391		—	1 957	1 342	68.5
Laker Airways	181	26	244	1 109	—	7 105		—	62 476	57 211	91.6
Monarch Airlines	123	101	205	—	—	6 594		367	15 039	8 666	57.6
TOTAL	357	188	551	1 109	389	15 695		1 170	82 788	69 558	84.0

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				Passengers (000)	As percentage of available
			Total (000)	Mail (000)	Cargo (000)			
Air UK	—	297	199	—	—		199	67.0
Alderney Air Ferries	—	1	—	—	—		—	17.9
Dan-Air Services	—	157	107	—	—		107	68.6
Laker Airways	—	6 338	4 577	—	—		4 577	72.2
Monarch Airlines	—	1 517	780	—	—		780	51.4
TOTAL	—	8 310	5 663	—	—		5 663	68.1

International Class 4 Licence Operations November 1980

Table 1.9.2

	Aircraft —km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted			Other	Seat-km		As percentage of available
					Affinity	IT			Available (000)	Used (000)	
Air UK	37	38	71	—	—	1 589		795	3 299	2 337	70.8
Dan-Air Services	14	8	21	—	389	391		—	1 957	1 342	68.5
Laker Airways	181	26	244	1 109	—	7 105		—	62 476	57 211	91.6
Monarch Airlines	123	101	205	—	—	6 594		367	15 039	8 666	57.6
TOTAL	355	173	541	1 109	389	15 679		1 162	82 771	69 555	84.0

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				Passengers (000)	As percentage of available
			Total (000)	Mail (000)	Cargo (000)			
Air UK	—	297	199	—	—		199	67.0
Dan-Air Services	—	157	107	—	—		107	68.6
Laker Airways	—	6 338	4 577	—	—		4 577	72.2
Monarch Airlines	—	1 517	780	—	—		780	51.4
TOTAL	—	8 309	5 663	—	—		5 663	68.2

Domestic Class 4 Licence Operations November 1980

Table 1.9.3

	Aircraft —km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted			Other	Seat-km		As percentage of available
					Affinity	IT			Available (000)	Used (000)	
Alderney Air Ferries	2	15	9	—	—	16		8	16	3	17.8
TOTAL	2	15	9	—	—	16		8	16	3	17.8

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				Passengers (000)	As percentage of available
			Total (000)	Mail (000)	Cargo (000)			
Alderney Air Ferries	—	1	—	—	—		—	17.9
TOTAL	—	1	—	—	—		—	17.9

All Class 6 Licence Operations November 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	93	30	134	439	3 053	2 292	—	2 291	75.1
Air-Bridge Carriers	95	173	250	1 193	1 663	690	3	686	41.5
British Air Ferries	7	9	25	15	41	16	—	15	38.0
Express Air Services	42	199	207	700	214	175	—	174	81.5
Heavylift Cargo Airlines	22	21	61	198	733	343	—	342	46.8
Pelican Air Transport	228	87	313	969	8 501	5 591	—	5 591	65.8
Redcoat Air Cargo	129	46	273	383	2 960	1 404	—	1 404	47.4
Tradewinds Airways	454	175	627	2 262	19 062	13 088	—	13 087	68.7
TOTAL	1 069	740	1 889	6 158	36 226	23 598	3	23 593	65.1

International Class 6 Licence Operations November 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	93	30	134	439	3 053	2 292	—	2 291	75.1
Air-Bridge Carriers	39	45	104	347	799	308	—	307	38.5
British Air Ferries	7	9	25	15	41	16	—	15	38.0
Heavylift Cargo Airlines	22	21	61	198	733	343	—	342	46.8
Pelican Air Transport	228	87	313	969	8 501	5 591	—	5 591	65.8
Redcoat Air Cargo	129	46	273	383	2 960	1 404	—	1 404	47.4
Tradewinds Airways	454	175	627	2 262	19 062	13 088	—	13 087	68.7
TOTAL	971	413	1 537	4 612	35 148	23 041	—	23 040	65.6

Domestic Class 6 Licence Operations November 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	57	128	146	847	864	382	3	378	44.2
Express Air Services	42	199	207	700	214	175	—	174	81.5
TOTAL	98	327	353	1 547	1 078	557	3	552	51.6

All Class 7 Licence Operations November 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)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
B A Helicopters	504	3 237	2 499	34 352	9 930	5 688	57.3	284	1 068	503	—	49	455		47.1
B.E.A.S.	108	5 556	718	36 644	1 188	712	59.9	59	108	66	—	1	65		61.1
Bristow Helicopters	575	3 547	3 410	31 971	10 125	5 574	55.1	237	858	549	—	47	502		64.0
British Caledonian Helicopters	7	22	35	140	126	42	33.3	—	15	7	—	—	7		46.7
Management Aviation	82	1 433	398	3 424	518	207	40.0	50	46	19	—	3	16		41.3
North Scottish Helicopters	314	4 333	1 122	10 868	3 669	1 319	35.9	—	218	114	—	—	114		52.3
TOTAL	1 590	18 128	8 179	117 399	25 556	13 542	53.0	630	2 313	1 258	—	100	1 158		54.4

International Class 7 Licence Operations November 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)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
B A Helicopters	502	3 230	2 495	34 335	9 918	5 685	57.3	284	1 066	503	—	49	455		47.2
B.E.A.S.	108	5 556	718	36 644	1 188	712	59.9	59	108	66	—	1	65		61.1
Bristow Helicopters	575	3 547	3 410	31 971	10 125	5 574	55.1	237	858	549	—	47	502		64.0
British Caledonian Helicopters	7	22	35	140	126	42	33.3	—	15	7	—	—	7		46.7
Management Aviation	82	1 433	398	3 424	518	207	40.0	50	46	19	—	3	16		41.3
North Scottish Helicopters	314	4 333	1 122	10 868	3 669	1 319	35.9	—	218	114	—	—	114		52.3
TOTAL	1 588	18 121	8 175	117 382	25 544	13 539	53.0	630	2 311	1 258	—	100	1 158		54.4

Domestic Class 7 Licence Operations November 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)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
B A Helicopters	2	7	4	17	12	3	25.0	—	2	—	—	—	—		—
TOTAL	2	7	4	17	12	3	25.0	—	2	—	—	—	—		—

All Exempt Operations November 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	106	24	307	1 408	24 566	18 195	74.1	7	2 739	1 736	11	175	1 578	64.4
British Airtours	215	75	302	102	40 457	26 696	65.7	—	3 682	2 325	—	—	2 325	63.1
British Caledonian Airways	11	6	18	245	974	355	36.5	—	89	31	—	—	31	34.3
Air UK	51	128	159	1 163	1 363	1 121	82.3	190	284	156	—	61	95	55.0
Air-Bridge Carriers	26	36	65	—	—	—	—	—	430	213	2	211	—	49.6
Alderney Air Ferries	1	6	3	12	5	1	15.7	1	—	—	—	—	—	35.0
Alidair	45	122	157	3 673	2 720	1 295	47.6	25	272	125	—	21	103	45.8
Britannia Airways	95	125	166	10 302	7 764	6 289	81.0	11	1 191	734	—	199	535	61.6
British Air Ferries	390	803	1 163	13	16 509	7 737	46.9	130	1 749	744	34	90	619	42.5
British Midland Airways	459	132	635	144	41 001	16 197	39.5	—	13 884	6 100	—	4 828	1 271	43.9
Dan-Air Services	442	1 106	1 546	30 124	20 122	14 310	71.1	560	1 909	1 356	137	17	1 202	71.1
Express Air Services	11	73	48	—	—	—	—	121	50	32	32	—	—	63.6
General Aviation Services	18	47	84	—	—	—	—	6	63	40	6	34	—	62.4
Guernsey Airlines	4	12	15	—	253	26	10.1	—	25	2	—	—	2	8.1
Heavylift Cargo Airlines	10	6	24	—	—	—	—	—	330	211	—	211	—	64.0
Jersey European Airways	2	4	8	18	10	8	77.7	—	1	1	—	—	1	45.9
Laker Airways	351	59	443	678	127 130	113 142	89.0	—	12 285	9 081	—	30	9 051	73.9
Loganair	233	707	1 017	6 023	3 244	2 196	67.7	31	317	211	—	12	199	66.6
Monarch Airlines	3	2	4	—	494	247	50.0	—	48	22	—	—	22	46.7
Pelican Air Transport	24	10	36	—	—	—	—	—	995	488	—	488	—	49.0
Scimitar Airlines	92	27	128	—	—	—	—	—	3 496	2 385	—	2 385	—	68.2
Southern-Int Air Transport	26	50	123	—	—	—	—	—	190	86	—	86	—	45.0
Tradewinds Airways	51	25	74	—	—	—	—	—	2 135	1 097	—	1 097	—	51.4
TOTAL	2 666	3 585	6 524	53 905	286 611	207 716	72.5	1 081	46 165	27 200	221	9 945	17 034	58.9

(a) Excludes Air Taxi operations

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

International Exempt Operations November 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	300	1 337	24 436	18 134	74.2	7	2 729	1 758	11	175	1 572	64.4
British Airtours	215	75	302	102	40 457	26 596	65.7	—	3 682	2 325	—	—	2 325	63.1
British Caledonian Airways	11	6	18	245	974	355	36.5	—	89	31	—	—	31	34.3
Air UK	51	126	158	1 115	1 341	1 109	82.7	190	282	155	—	61	94	55.1
Air-Bridge Carriers	20	16	43	—	—	—	—	—	366	208	—	208	—	56.8
Alderney Air Ferries	—	4	1	11	2	1	30.6	—	—	—	—	—	—	27.6
Alidair	9	6	24	23	599	113	20.1	3	56	24	—	15	9	42.0
Britannia Airways	95	125	166	10 302	7 764	6 289	81.0	11	1 191	734	—	199	535	61.6
British Air Ferries	374	734	1 104	13	16 509	7 737	46.9	4	1 645	709	—	90	619	43.1
British Midland Airways	458	130	632	—	40 930	16 127	39.4	—	13 878	6 094	—	4 828	1 266	43.9
Dan-Air Services	46	51	107	3 503	4 910	3 325	67.7	2	396	269	—	1	269	68.0
General Aviation Services	18	47	84	—	—	—	—	6	63	40	6	34	—	62.4
Heavylift Cargo Airlines	10	6	24	—	—	—	—	—	330	211	—	211	—	64.0
Jersey European Airways	2	2	6	8	8	6	80.0	—	1	1	—	—	1	42.9
Laker Airways	351	59	443	678	127 130	113 142	89.0	—	12 285	9 081	—	30	9 051	73.9
Loganair	11	24	43	284	198	130	65.7	28	18	12	—	—	12	66.7
Monarch Airlines	3	2	4	—	494	247	50.0	—	48	22	—	—	22	46.7
Pelican Air Transport	24	10	36	—	—	—	—	—	995	488	—	488	—	49.0
Scimitar Airlines	92	27	128	—	—	—	—	—	3 496	2 385	—	2 385	—	68.2
Tradewinds Airways	51	25	74	—	—	—	—	—	2 135	1 097	—	1 097	—	51.4
TOTAL	1 944	1 493	3 694	17 621	265 709	193 310	72.8	251	43 685	25 643	17	9 820	15 805	58.7

(a) Excludes Air Taxi operations.

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

Domestic Exempt Operations November 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	2	6	7	71	131	62	47.0	—	11	5	—	—	5	50.5
Air UK	1	2	2	48	22	12	54.5	—	2	1	—	—	1	44.4
Air-Bridge Carriers	5	20	22	—	—	—	—	—	63	5	2	3	—	7.6
Alderney Air Ferries	—	2	2	1	3	—	5.6	1	—	—	—	—	—	40.0
Alidair	36	116	134	3 650	2 161	1 182	54.7	22	216	101	—	7	95	46.8
British Air Ferries	18	69	59	—	—	—	—	126	104	34	34	—	—	32.9
British Midland Airways	1	2	3	144	72	71	98.6	—	6	6	—	—	6	94.1
Dan-Air Services	397	1 055	1 439	26 621	15 212	10 985	72.2	558	1 513	1 087	137	17	934	71.9
Express Air Services	11	73	48	—	—	—	—	121	50	32	32	—	—	63.6
Guernsey Airlines	4	12	15	—	253	26	10.1	—	25	2	—	—	2	8.1
Jersey European Airways	—	2	2	10	3	2	71.4	—	—	—	—	—	—	57.1
Loganair	222	683	975	5 739	3 046	2 066	67.8	3	299	199	—	12	187	66.6
Southern Int-Air Transport	26	50	123	—	—	—	—	—	190	86	—	86	—	45.0
TOTAL	722	2 092	2 829	36 284	20 902	14 406	68.9	830	2 480	1 558	204	124	1 229	62.8

(a) Excludes Air Taxi operations.

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

Class 5 Operations for UK Operators November 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	1 536	4 342	2 850	65.6	N/A	368	242	—	—	242	65.8
TOTAL	34	18	51	1 536	4 342	2 850	65.6	N/A	368	242	—	—	242	65.8

(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 November 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 September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	59	402	—	290	—	3 660	537	4	3.0
Aerospatiale SA-365 Dauphin	30	455	62	132	7	1 082	68	(b) 3	(b) 2.3
Aviation Traders Merchantman	81	—	114	—	194	—	—	3	2.3
AW650 Argosy	40	—	95	—	121	—	—	3	1.8
BAC 111-200	468	995	—	1 100	—	40 342	19 789	9	6.6
BAC 111-300/400	838	1 048	—	1 602	—	42 341	41 478	19	7.6
BAC 111-500	2 877	4 851	42	6 050	49	298 837	181 189	40	8.3
BAC/Aerospatiale Concorde	795	143	—	543	—	8 448	47 116	6	3.7
Beech B90 King Air	—	—	—	—	—	—	—	1	—
Bell 206 Jetranger	4	34	—	26	—	46	5	2	0.8
Bell 212 Twin	127	6 036	—	820	—	39 206	811	7	3.7
Boeing 707 120/120B	—	—	—	—	—	—	—	1	—
Boeing 707-320C/336	3 647	619	535	2 956	2 177	30 533	171 619	28	7.7
Boeing 707-420	379	140	—	533	—	9 731	51 386	7	8.9
Boeing 720/720B	250	86	—	343	—	12 761	38 147	6	11.3
Boeing 727-100	385	217	—	594	—	23 652	43 525	7	10.3
Boeing 727-200	230	102	—	334	—	12 646	34 547	3	11.6
Boeing 737-200	7 440	4 866	28	12 195	63	410 166	687 714	53	11.1
Boeing 747-100	4 426	1 093	—	6 010	—	146 908	1 077 491	18	13.4
Boeing 747-200	2 732	511	—	3 499	—	75 373	715 872	10	13.5
Boeing 747F	273	—	67	—	345	—	—	—	—
Bristol Britannia 300	54	—	22	—	116	—	—	3	3.1
Britten-Norman Islander	129	1 147	65	492	135	4 165	322	14	2.0
Britten-Norman Trislander	116	1 471	—	591	—	12 060	906	11	2.7
Canadair CL44	67	—	23	—	132	—	—	1	5.1
Cessna 404 Titan	13	38	—	50	—	172	61	3	2.4
DC3 Dakota/Pionair	31	—	126	—	156	—	—	(c) 2	(c) 4.8
DH106 Comet 4B/C	—	—	—	—	—	—	—	4	4.4
DHC6 Twin-Otter	381	1 719	—	1 738	—	15 807	3 569	17	4.2
Embraer Bandeirante	246	865	—	882	—	5 587	1 596	18	2.8
Fokker F28 2000-6000	—	—	—	—	—	—	—	2	5.2
Fokker Friendship 100/600	626	1 556	50	1 881	49	27 522	12 165	14	6.7
Hawker Siddeley 121 Trident 1C	205	429	—	473	—	24 169	12 045	11	1.9
Hawker Siddeley 121 Trident 1E	—	—	—	—	—	—	—	—	5.9
Hawker Siddeley 121 Trident 2E	1 298	1 535	—	2 378	—	98 058	77 296	16	5.1
Hawker Siddeley 121 Trident 3B	1 945	3 186	—	4 217	—	295 626	175 734	25	6.0
HP Herald 100/200	808	2 022	545	2 287	536	29 251	14 578	30	5.8
HS 125	7	14	—	14	—	13	10	2	0.3
HS 748	742	2 167	200	2 508	190	50 504	18 927	21	4.8
Lockheed L-1011 Tristar	725	474	—	1 170	—	92 147	138 590	9	6.7
Lockheed L-1011-200 Tristar	649	211	—	886	—	16 487	83 314	3	9.2
Lockheed L-1011-500 Tristar	894	278	—	1 221	—	19 394	118 658	6	9.7
MBB BO 105	288	4 766	141	1 005	29	9 082	538	(b) 5	(b) 2.3
McDonnell-Douglas DC10-10	613	159	—	810	—	36 516	165 751	6	14.0
McDonnell-Douglas DC-9/10 to 40	225	594	—	541	—	24 117	9 653	3	8.6
McDonnell-Douglas DC-10-30	3 596	693	—	4 576	—	75 511	648 555	11	14.5
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
Piper PA31 Navajo (All Series)	49	4	60	8	162	18	8	12	0.6
Piper PA34	—	—	—	—	—	—	—	1	—
Rockwell 690 B	—	—	—	—	—	—	—	1	—
Short SC5/10 Belfast	31	—	27	—	85	—	—	2	2.8
Short SD-330	28	115	—	110	—	1 959	465	1	6.8
Sikorsky S61N	1 033	6 006	—	5 643	—	67 980	11 527	(b) 49	(b) 3.7
Sikorsky S76	43	258	—	151	—	1 494	240	(b) 4	(b) 2.2
Vickers Super VC10	282	82	—	379	—	4 781	26 400	4	7.1
Vickers Viscount 700	57	148	—	195	—	4 360	1 658	4	3.5
Vickers Viscount 700D/800/810	629	2 303	50	2 152	123	76 903	21 784	27	5.6
Westland Wessex	41	708	—	295	—	3 876	224	4	3.9
TOTAL	40 932	54 546	2 252	73 680	4 669	2 153 276	4 655 863	577	6.6

(a) Excludes Air Taxi operations.

(b) Excludes North Scottish Helicopters.

(c) Excludes Skyways Aviation.

Aircraft Type and Utilisation—Individual Airlines Table 1.14.2

November 1980^(a)

	Aircraft-km (000)	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
British Airways									
HS 748	85	354	—	312	—	6 707	1 737	2	5.1
Vickers Viscount 700D/800/810	219	869	—	771	—	29 036	8 028	10	2.9
BAC 111-300/400	298	527	—	623	—	17 592	9 477	5	5.6
BAC 111-500	1 619	3 288	—	3 597	—	197 533	90 491	21	7.1
Boeing 737-200	1 743	1 982	—	3 350	—	112 416	97 906	16	6.2
Hawker Siddley 121 Trident 2E	1 298	1 535	—	2 378	—	98 058	77 296	16	5.1
Hawker Siddley 121 Trident 1C	205	429	—	473	—	24 169	12 045	11	1.9
Hawker Siddley 121 Trident 3B	1 945	3 186	—	4 217	—	295 626	175 734	25	6.0
Vickers Super VC10	282	82	—	379	—	4 781	26 400	4	7.1
Lockheed L1011 Tristar	725	474	—	1 170	—	92 147	138 590	9	6.7
Boeing 707-320C/336	1 642	350	170	1 707	719	20 536	115 223	11	9.1
Lockheed L-1011-500 Tristar	894	278	—	1 221	—	19 394	118 658	6	9.7
Boeing 747-100	4 426	1 093	—	6 010	—	146 908	1 077 491	18	13.4
Boeing 747-200	2 732	511	—	3 499	—	75 373	715 872	10	13.5
Boeing 747F	273	—	67	—	345	—	—	—	—
Lockheed L-1011-200 Tristar	649	211	—	886	—	16 487	83 314	3	9.2
BAC/Aerospatiale Concorde	795	143	—	543	—	8 448	47 116	6	3.7
Hawker Siddley 121 Trident 1E	—	—	—	—	—	—	—	—	5.9
TOTAL	19 832	15 312	237	31 136	1 064	1 165 211	2 795 378	173	7.2
British Airtours									
Boeing 737-200	349	182	—	563	—	18 977	36 741	4	12.5
Boeing 707-420	379	140	—	533	—	9 731	51 386	7	8.9
TOTAL	728	322	—	1 096	—	28 708	88 127	11	10.2
British Airways Helicopters									
Sikorsky S61N	492	2 875	—	2 438	—	33 878	5 716	24	3.7
Bell 212 Twin	19	480	—	102	—	2 562	99	2	2.4
Sikorsky S76	—	—	—	—	—	—	—	1	1.3
TOTAL	511	3 355	—	2 540	—	36 440	5 815	27	3.5
British Caledonian Airways									
BAC 111-200	372	856	—	881	—	35 067	16 197	7	6.4
BAC 111-500	670	1 104	42	1 441	49	61 142	38 393	9	7.5
Boeing 707-320C/336	926	196	79	880	361	8 357	37 128	6	9.9
McDonnell-Douglas DC10-30	2 098	494	—	2 704	—	32 336	236 306	6	13.4
Sikorsky S61N	24	588	—	147	—	6 884	275	1	4.8
TOTAL	4 089	3 238	121	6 053	410	14 386	328 299	29	8.9
Air Continental									
Piper PA31 Navajo (All Series)	47	—	60	—	162	—	—	3	2.2
Beech B90 King Air	—	—	—	—	—	—	—	1	—
Piper PA 34	—	—	—	—	—	—	—	1	—
TOTAL	47	—	60	—	162	—	—	5	1.4
Air Ecosse									
Embraer Bandeirante	80	393	—	269	—	2 353	498	9	0.6
Piper PA31 Navajo (All Series)	—	—	—	—	—	—	—	5	—
Britten-Norman Trislander	—	—	—	—	—	—	—	1	—
Rockwell 690B	—	—	—	—	—	—	—	1	—
DHC Twin Otter	—	—	—	—	—	—	—	2	—
TOTAL	80	393	—	269	—	2 353	498	18	0.3

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Air Europe									
Boeing 737-200	798	391	—	1 236	—	43 370	90 087	5	14.1
TOTAL	798	391	—	1 236	—	43 370	90 087	5	14.1
Air UK									
Fokker F28 2000-6000	—	—	—	—	—	—	—	2	5.2
Fokker Friendship 100/600	626	1 556	50	1 881	49	27 522	12 165	14	6.7
HP Herald 100/200	362	1 243	271	1 142	279	27 130	6 129	17	7.4
Embraer Bandeirante	105	286	—	399	—	1 959	693	6	7.3
BAC 111-300/400	73	64	—	132	—	4 163	4 789	4	9.1
Cessna 404 Titan	—	—	—	—	—	—	—	2	—
TOTAL	1 165	3 149	321	3 554	328	60 774	23 775	45	7.3
Air-Bridge Carriers									
AW650 Argosy	40	—	95	—	121	—	—	3	1.8
Aviation Traders Merchantman	81	—	114	—	194	—	—	3	2.3
TOTAL	121	—	209	—	315	—	—	6	2.0
Alderney Air Ferries									
Britten-Norman Islander	9	75	—	47	—	251	30	2	2.2
TOTAL	9	75	—	47	—	251	30	2	2.2
Alidair									
Vickers Viscount 700	47	125	—	162	—	3 850	1 368	3	3.0
TOTAL	47	125	—	162	—	3 850	1 368	3	3.0
Aurigny Air Services									
Britten-Norman Trislander	55	932	—	264	—	8 552	481	6	2.6
Britten-Norman Islander	3	48	—	14	—	173	10	2	1.2
DHC 6 Twin-Otter	14	367	—	76	—	4 918	187	1	4.5
TOTAL	72	1 347	—	354	—	13 643	678	9	2.5
B.E.A.S.									
Bell 212 Twin	108	5 556	—	718	—	36 644	712	4	5.4
TOTAL	108	5 556	—	718	—	36 644	712	4	5.4
Bristow Helicopters									
Bell 212 Twin	—	—	—	—	—	—	—	1	1.6
Sikorsky S61N	440	2 206	—	2 665	—	23 056	4 599	23	3.8
Westland Wessex	41	708	—	295	—	3 867	224	4	3.9
MBB BO 105	3	25	—	21	—	50	6	1	1.1
Sikorsky S76	32	206	—	140	—	1 338	208	3	2.5
Aerospatiale SA330J Puma	59	402	—	290	—	3 660	537	4	3.0
TOTAL	575	3 547	—	3 411	—	31 971	5 574	36	3.4
Britannia Airways									
Boeing 737-200	3 669	1 808	28	5 653	63	184 822	369 688	24	12.5
TOTAL	3 669	1 808	28	5 653	63	184 822	369 688	24	12.5
British Air Ferries									
HP Herald 100/200	391	694	106	1 033	142	42	7 741	12	2.8
HS 125	7	14	—	14	—	13	10	2	0.3
TOTAL	397	708	106	1 047	142	55	7 751	14	2.5
British Caledonian Helicopters									
Sikorsky S61N	7	22	—	35	—	140	42	1	0.6
TOTAL	7	22	—	35	—	140	42	1	0.6
British Midland Airways									
Vickers Viscount 700D/800/810	352	1 312	—	1 279	—	45 018	12 864	12	7.3
McDonnell-Douglas DC9-10 to 40	225	594	—	541	—	24 117	9 653	3	8.6
Boeing 707-320C/336	256	61	—	336	—	—	16 127	3	4.6
TOTAL	833	1 967	—	2 156	—	69 135	38 644	18	7.1

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Brymon Airways									
HP Herald 100/200	27	80	—	105	—	1 929	652	1	4.5
DHC 6 Twin-Otter	150	741	—	725	—	4 115	947	4	7.0
TOTAL	178	821	—	830	—	6 044	1 599	5	6.5
Burnthills Aviation									
Bell 206 Jetranger	4	34	—	26	—	46	5	2	0.8
TOTAL	4	34	—	26	—	46	5	2	0.8
Cabair									
Cessna 404 Titan	13	38	—	50	—	172	61	1	2.4
Piper PA31 Navajo (All Series)	—	—	—	—	—	—	—	3	2.0
TOTAL	13	38	—	50	—	172	61	4	2.4
Dan-Air Services									
HS 748	657	1 813	200	2 196	190	43 797	17 189	19	4.8
Vickers Viscount 700D/800/810	31	122	—	102	—	2 849	891	2	7.1
BAC 111-200	96	139	—	219	—	5 275	3 592	2	7.0
BAC 111-300/400	298	347	—	573	—	15 114	17 551	5	7.1
BAC 111-500	374	293	—	660	—	27 077	35 288	7	11.0
Boeing 727-200	230	102	—	334	—	12 646	34 547	3	11.6
Boeing 737-200	68	53	—	114	—	5 025	6 715	—	—
Boeing 727-100	385	217	—	594	—	23 652	43 525	7	10.3
DH106 Comet 4B/C	—	—	—	—	—	—	—	4	4.4
TOTAL	2 138	3 086	200	4 792	190	135 435	159 299	49	7.2
Express Air Services									
DC3 Dakota/Pionair	13	—	79	—	72	—	—	..	..
HP Herald 100/200	29	5	168	7	115	150	56	..	..
TOTAL	41	5	247	7	187	150	56	..	..
General Aviation Services									
DC3 Dakota/Pionair	18	—	47	—	84	—	—	2	1.3
TOTAL	18	—	47	—	84	—	—	2	1.3
Guernsey Airlines									
Vickers Viscount 700	10	23	—	33	—	510	290	1	4.9
TOTAL	10	23	—	33	—	510	290	1	4.9
Haywards Aviation									
Britten Norman Islander	—	—	—	—	—	—	—	1	1.4
Piper PA 23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
TOTAL	—	—	—	—	—	—	—	2	1.2
Heavylift Cargo Airlines									
Short SC5/10 Belfast	31	—	27	—	85	—	—	2	2.8
TOTAL	31	—	27	—	85	—	—	2	2.8
Invicta International Airlines									
Bristol Britannia 300	—	—	—	—	—	—	—	2	1.4
Jersey European Airways									
Britten-Norman Islander	19	239	—	108	—	1 098	85	2	1.9
DHC 6 Twin-Otter	12	90	—	58	—	778	86	1	2.6
Piper PA31 Navajo (All Series)	2	4	—	8	—	18	8	1	0.3
Embraer Bandeirante	48	132	—	159	—	699	250	2	5.0
TOTAL	81	465	—	333	—	2 593	429	6	2.8

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Laker Airways									
BAC 111-300/400	169	110	—	274	—	5 472	9 661	5	9.6
McDonnell-Douglas DC10-10	613	159	—	810	—	36 516	165 751	6	14.0
Boeing 707-320C/336	23	12	—	33	—	1 640	3 141	2	1.1
McDonnell-Douglas DC10-30	1 498	199	—	1 872	—	43 175	412 249	5	15.8
TOTAL	2 303	480	—	2 989	—	86 803	590 801	18	11.8
Loganair									
Britten-Norman Trislander	61	539	—	327	—	3 508	425	4	3.4
Britten-Norman Islander	98	785	65	323	135	2 643	197	7	2.3
DHC 6 Twin-Otter	204	521	—	879	—	5 996	2 349	9	3.7
Embraer Bandeirante	14	54	—	55	—	576	155	1	2.7
Short SD-330	28	115	—	110	—	1 959	465	1	5.6
TOTAL	405	2 014	65	1 694	135	14 682	3 590	22	3.3
Management Aviation									
MBB B0 105	54	789	141	239	29	2 367	143	4	2.5
Aerospatiale SA-365 Dauphin	28	441	62	123	7	1 057	64	3	2.3
TOTAL	82	1 230	203	362	36	3 424	207	7	2.4
Monarch Airlines									
BAC 111-500	214	166	—	352	—	13 085	17 017	3	10.9
Boeing 737-200	105	58	—	157	—	4 932	9 769	—	—
Boeing 720/720B	250	86	—	343	—	12 761	38 147	6	11.3
Boeing 707 120/120B	—	—	—	—	—	—	—	1	—
TOTAL	569	310	—	852	—	30 778	64 933	10	10.1
North Scottish Helicopters									
Sikorsky S61N	70	315	—	358	—	4 022	894	..	..
MBB B0 105	231	3 952	—	745	—	6 665	389	..	..
Sikorsky S76	11	52	—	11	—	156	32	..	..
Aerospatiale SA-365 Dauphin	2	14	—	9	—	25	4	..	..
TOTAL	314	4 333	—	1 123	—	10 868	1 319	..	..
Orion Airways									
Boeing 737-200	708	392	—	1 122	—	40 618	76 808	4	13.9
TOTAL	708	392	—	1 122	—	40 618	76 808	4	13.9
Pelican Air Transport									
Boeing 707-320C/336	204	—	59	—	268	—	—	1	8.5
TOTAL	204	—	59	—	268	—	—	1	8.5
Redcoat Air Cargo									
Bristol Britannia 300	54	—	22	—	116	—	—	1	6.5
Canadair CL 44	67	—	23	—	132	—	—	1	5.1
TOTAL	121	—	45	—	248	—	—	2	6.0
Scimitar Airlines									
Boeing 707-320C/336	92	—	27	—	128	—	—	2	3.7
TOTAL	92	—	27	—	128	—	—	2	3.7
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	26	—	50	—	123	—	—	3	4.3
TOTAL	26	—	50	—	123	—	—	3	4.3
Tradewinds Airways									
Boeing 707-320C/336	505	—	200	—	701	—	—	3	7.6
TOTAL	505	—	200	—	701	—	—	3	7.6
GRAND TOTAL	40 932	54 546	2 252	73 680	4 669	2 153 276	4 655 863	577	6.6

(a) Excludes Air Taxi operations.

Operations Subject to Variable Charge by Type of Licence for November 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	750 956	444 955	129 013	315 944	59.3
Class 2	6 549	4 612	—	4 612	70.4
Class 3	88 310	66 922	4	66 919	75.7
Class 4	8 310	5 663	—	5 663	68.1
Class 5	368	242	—	242	65.7
Class 6	35 490	23 185	23 185	—	65.3
Class 7	2 015	1 104	94	1 010	54.8
TOTAL	891 998	546 683	152 296	394 389	61.2
Non-chargeable Operations					
Aircraft hired from UK Operators	3 597	2 251	782	1 469	62.5
Aircraft hired from Foreign Operators	8 767	6 025	5 629	397	68.7
Exempt Services (a)	37 384	20 975	5 285	15 690	56.1
Exempt Aircraft	298	154	6	148	51.6
TOTAL	50 046	29 406	11 701	17 705	58.7
GRAND TOTAL	942 044	576 089	163 997	412 094	61.0

(a) Excludes Air Taxi operations.

Output by Type of Licence and Aircraft Ownership for November 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	750 956	296	2 396	753 647
Class 2	6 549	—	—	6 549
Class 3	88 310	156	—	88 466
Class 4	8 310	—	—	8 310
Class 6	35 490	568	168	36 226
Class 7	2 313	—	—	2 313
Exempt services (a)	37 384	2 577	6 203	46 165
TOTAL	929 312	3 597	8 767	941 676
Class 5	368	—	—	368
TOTAL	368	—	—	368
GRAND TOTAL	929 680	3 597	8 767	942 044

(a) Excludes Air Taxi operations.

Passenger Analysis by Type of Licence and Fare Category November 1980

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				
CLASS 1										
All	96 774	825 762	288 098	135 670	802	47 995	95 573	21 477	29 165	1 541 316
International	96 774	467 061	228 730	113 754	511	33 780	91 813	9 184	14 148	1 055 755
Domestic	—	358 701	59 368	21 916	291	14 215	3 760	12 293	15 017	485 561

(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

FIRST CLASS
NORMAL ECONOMY
EXCURSION
APEX/IPEX
YOUTH/STUDENT
OTHER
SPECIFIED FACILITIES
IT & FLY DRIVE
OTHER TRAVEL

BRITISH AIRWAYS HEADINGS

FIRST CLASS AND SUPERSONIC
NORMAL ECONOMY
DISCOUNT AND OTHER ECONOMY
APEX
—
—
PART CHARTER
—
STANDBY

NON-SCHEDULED

Table 1.17.2

Licence Class	ABC	Charter Categories			Total Passengers
		AFFINITY	IT	Other	
Class 2 All	—	8 004		17 087	25 091
International	—	7 768		16 921	24 689
Domestic	—	236		166	402
Class 3 All			401 621		401 621
International			401 307		401 307
Domestic			314		314
Class 4 All	1 109	389	15 695	1 170	18 363
International	1 109	389	15 679	1 162	18 339
Domestic	—	—	16	8	24
Class 7 All				117 399	117 399
International				117 382	117 382
Domestic				17	17
Exempt Services (a)					
All				53 905	53 905
International				17 621	17 621
Domestic				36 284	36 284
TOTAL All	1 109	8 393	417 316	189 561	616 379
International	1 109	8 157	416 986	153 086	579 338
Domestic	—	236	330	36 475	37 041

(a) Excludes Air Taxi Operations.

Public Transport Air-Taxi Operations (a)

Table 1.18

	July-September 1980	
	Stage Flights	Aircraft Hours
Aero Turbo Commander 680T	214	266
Aerospatiale Alouette II	1	1
Aerospatiale SA- 341G Gazelle	2	12
Beech 76 Duchess	41	48
Beech 200 Super King Air	344	433
Beechcraft B55 Baron	13	15
Beechcraft B80 Queen Air	31	47
Beechcraft B90 King Air	371	537
Bell 47G	239	149
Bell 206 Jetranger	3 049	1 963
Bell 212 Twin	18	14
Britten-Norman Islander	206	113
Britten-Norman Trislander	65	77
Cessna 150	6	8
Cessna Skyhawk	1 186	190
Cessna 180/182	11	11
Cessna 206 Super Skywagon	126	50
Cessna 310/320	427	270
Cessna 404 Titan	609	919
Cessna 401/402/411/414/412	590	711
Cessna 441 Conquest	94	122
Cessna 500 Citation	230	237
Cessna 550 Citation 2	99	175
Dassault M20/F20	192	239
DC3 Dakota/Pionair	206	270
DHC 6 Twin-Otter	630	553
Ecureil	284	379
Embraer Bandeirante	4 740	4 568
Enstrom F28A	112	211
Gates Learjet	201	185
HS 125	1 254	1 383
Hughes 269A (300)	41	33
Hughes 500	6	10
MBB BO 105	265	343
Partenavia P68B Victor	297	267
Piper PA23 Aztec (and Apache)	4 324	4 390
Piper PA28 (and PA32) Cherokee	29	30
Piper PA30/39 Twin Comanche	222	261
Piper PA31 Navajo (all series)	3 635	4 137
Piper PA34-200 Seneca	205	217
Short SC7 Skyvan	5	10
Sikorsky S61N	5	6
Sikorsky S76	6	3
Ted Smith Aerostar 601P	62	80
ALL OPERATORS TOTAL	24 693	23 934

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

Part 2

UK Airports—Movements, Passenger and Cargo Statistics

Size of UK Airports Table 2.1

Year ended Nov. 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	27 497	47.57
Gatwick	9 664	16.72
Manchester	4 312	7.46
Glasgow	2 328	4.03
Luton	2 099	3.63
Birmingham	1 569	2.71
Belfast	1 478	2.56
Aberdeen	1 429	2.47
Edinburgh	1 162	2.01
Newcastle	916	1.58
East Midlands	664	1.15
Sumburgh	595	1.03
Prestwick	396	0.68
Liverpool	387	0.67
Leeds/Bradford	366	0.63
Isle of Man	304	0.53
Southampton	290	0.50
Stansted	289	0.50
Tees-side	265	0.46
Cardiff	262	0.45
Bristol	237	0.41
Other 22 airports	1 294	2.24

Main Outputs of UK Airports 1951-1979 Table 2.2

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

Year ended

November 1979	2 173	920	56 904	795
November 1980	2 195	948	57 802	750

Latest year's growth (percentages)

1.0	3.1	1.6	-5.7
-----	-----	-----	------

Mean rates of growth (percentages) to 1979

20 years	6.2	3.9	8.9	5.0
10 years	3.5	4.1	5.7	3.3
5 years	3.6	7.3	8.2	5.9

Use of UK Airports

Table 2.3

Main Categories of Operator and Service

		A.T. Movements (000's)				Terminal Passengers (000's)				
		Scheduled		Non-scheduled		Scheduled		Non-scheduled		Total
		UK Operators	Overseas Operators	UK Operators	Overseas Operators	UK Operators	Overseas Operators	UK Operators	Overseas Operators	
1970		360.4	142.2	87.9	16.3	606.7	16 265.7	7 841.3	6 215.6	31 606.5
1971		361.5	144.6	106.6	17.2	629.9	16 850.9	8 244.5	8 357.7	34 933.5
1972		384.7	144.9	119.2	20.5	669.3	18 788.5	9 144.0	9 495.8	39 125.4
1973		419.9	145.8	130.2	22.6	718.5	21 021.6	9 929.5	10 197.3	43 124.5
1974		420.9	148.6	122.7	17.9	710.1	20 391.1	10 125.0	7 996.8	40 082.4
1975		398.1	146.9	135.6	19.9	700.5	20 654.3	10 802.1	8 538.4	41 845.8
1976		412.9	150.0	153.0	23.9	739.9	21 721.8	11 865.2	8 902.2	44 665.8
1977		414.1	145.8	174.2	25.0	759.1	21 172.1	13 042.1	9 318.5	45 927.2
1978		479.1	150.7	203.8	28.8	862.5	25 322.2	14 284.3	10 539.0	52 829.5
1979		519.5	155.8	218.3	30.2	923.9	27 795.7	15 113.0	11 218.6	56 992.1
1978 1st quarter		100.3	32.8	40.7	3.9	177.7	4 988.5	2 647.9	1 763.7	9 668.6
2nd quarter		124.8	38.3	54.5	7.6	225.1	6 532.7	3 599.6	2 817.4	13 651.2
3rd quarter		138.3	43.1	60.7	11.5	253.6	7 816.2	4 707.6	3 800.7	17 585.5
4th quarter		115.7	36.5	48.0	5.8	206.0	5 990.8	3 329.2	2 157.3	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	10 193.4
2nd quarter		138.5	40.0	58.4	8.7	245.7	7 411.9	3 943.0	3 078.5	15 261.2
3rd quarter		149.6	44.7	64.8	12.1	271.1	8 685.2	4 979.0	4 049.3	19 045.5
4th quarter		123.5	37.8	51.2	5.3	217.8	6 477.0	3 407.3	2 170.1	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	11 240.6
2nd quarter		136.9	39.6	65.8	7.8	250.1	7 172.7	3 795.6	3 477.1	15 203.1
3rd quarter		144.7	43.9	74.4	11.4	274.5	8 401.8	4 720.5	4 684.8	19 091.7
1979 April		43.6	12.8	17.7	2.0	76.0	2 324.7	1 230.7	918.9	4 646.0
May		47.8	13.7	20.0	3.0	84.5	2 479.3	1 266.6	994.7	5 000.9
June		47.1	13.5	20.8	3.7	85.1	2 608.0	1 445.7	1 164.9	5 614.2
July		50.9	15.2	22.1	4.4	92.5	2 930.5	1 691.7	1 316.4	6 413.3
August		51.5	15.1	21.7	4.0	92.3	2 988.2	1 695.1	1 393.9	6 534.6
September		47.2	14.3	21.0	3.7	86.3	2 766.5	1 592.2	1 339.0	6 097.6
October		46.8	14.1	19.3	2.8	83.0	2 555.5	1 380.1	992.1	5 184.4
November		39.8	11.9	16.4	1.2	69.3	2 020.6	996.0	620.5	3 732.8
1980 April		43.5	13.1	19.8	1.7	78.1	2 245.2	1 197.9	941.7	4 515.7
May		46.6	13.6	22.4	2.7	85.3	2 349.1	1 240.3	1 185.4	5 034.2
June		46.8	12.9	23.6	3.4	86.8	2 578.4	1 357.5	1 349.9	5 653.2
July		50.0	14.5	24.9	3.9	93.4	2 839.0	1 550.5	1 509.8	6 331.7
August		48.5	15.0	24.4	4.0	91.9	2 900.3	1 664.1	1 649.6	6 681.9
September		46.2	14.3	25.1	3.5	89.2	2 662.5	1 505.8	1 525.4	6 068.1
October		43.8	14.1	22.5	2.7	83.0	2 427.9	1 312.1	1 107.4	5 080.6
November		35.8	11.7	16.6	1.4	65.5	1 938.1	1 004.4	586.9	3 618.4

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)
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1979	2 198.2	1 012.7	923.9	88.8	1 185.4	921.7	146.1	117.7
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.4	172.6	34.3	24.0
1979 1st quarter	416.8	207.0	189.4	17.6	209.8	147.1	35.8	26.8
2nd quarter	606.2	270.0	245.7	24.4	336.1	266.9	37.2	32.1
3rd quarter	674.8	299.0	271.1	27.8	375.9	307.5	38.8	29.5
4th quarter	500.4	236.7	217.8	18.9	263.7	200.2	34.2	29.3
1980 1st quarter	480.6	226.9	209.7	17.2	253.7	181.4	42.4	29.8
2nd quarter	616.1	272.6	250.1	22.5	343.5	271.1	38.0	34.5
3rd quarter	627.6	299.2	274.5	24.8	328.4	266.7	34.5	27.2
1979 April	188.8	83.1	76.0	7.1	105.7	85.0	11.1	9.6
May	206.4	93.3	84.5	8.8	113.1	88.8	12.3	12.1
June	211.0	93.6	85.1	8.5	117.3	93.1	13.8	10.5
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
1980 April	201.1	84.7	78.1	6.6	116.4	90.5	15.4	10.4
May	214.2	93.3	85.3	8.1	120.8	95.1	12.1	13.6
June	200.9	94.6	86.8	7.8	106.3	85.4	10.4	10.4
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

	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	9 066	7 659	—	374	—	83	22	—	880	3	45
+ Heathrow	21 930	20 264	—	4	—	14	231	—	1 361	2	54
+ Luton	3 610	1 571	—	444	6	136	37	402	1 010	—	4
+ Southend	4 156	667	—	11	—	306	—	1 841	1 329	2	—
+ Stansted	2 042	216	—	103	—	730	4	37	865	84	3
Total (London Area)	40 804	30 377	—	936	6	1 269	294	2 280	5 445	91	106
Westland Heliport (Battersea)	539	176	2	175	—	—	—	—	164	—	22
Other UK Airports											
+ Aberdeen	8 460	5 788	—	616	—	734	36	1 201	68	—	17
+ Belfast	5 323	1 967	—	114	71	—	—	635	317	—	2 219
Benbecula	276	210	—	10	34	—	—	2	—	—	20
+ Birmingham	5 731	2 200	—	61	10	90	28	2 338	988	—	16
+ Blackpool	4 637	157	4	92	—	68	4	3 830	478	—	4
+ Bournemouth	4 606	465	16	81	—	623	4	1 439	988	2	988
+ Bristol	2 152	481	—	86	—	22	—	962	597	—	4
+ Cambridge	3 041	55	—	22	—	177	4	1 036	276	—	1 471
+ Cardiff	2 396	518	—	45	—	392	—	1 046	352	21	22
+ Coventry	4 751	92	—	16	—	571	—	3 639	431	—	2
+ East Midlands	4 055	1 090	16	132	9	334	58	1 500	900	4	12
+ Edinburgh	5 043	1 758	—	53	—	230	144	1 180	574	8	1 096
+ Exeter	2 740	280	—	9	88	103	15	1 333	530	—	382
+ Glasgow	6 896	3 800	1	310	61	62	131	1 357	639	2	533
Gloucester/Cheltenham	2 481	8	8	—	172	70	—	1 743	450	—	30
Hawarden	1 520	—	—	—	—	62	—	1 282	158	—	18
Humberside	1 307	205	—	85	4	28	1	658	324	—	2
Inverness	1 349	480	—	8	215	91	—	494	59	—	2
Islay	188	124	—	2	20	10	—	—	24	4	4
+ Isle of Man	1 684	576	—	54	170	359	—	357	100	—	68
Isles of Scilly	148	118	—	—	8	—	—	15	—	—	7
+ Kirkwall	888	712	—	6	7	—	2	136	21	—	4
+ Leeds/Bradford	3 488	839	—	24	49	115	23	1 718	714	—	6
+ Liverpool	5 728	1 102	—	176	—	994	122	1 966	1 318	—	50
+ Lydd	1 425	29	—	29	74	2	—	896	391	—	4
+ Manchester	5 678	3 943	—	115	15	43	238	319	963	2	40
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	2 091	1 124	6	43	8	36	9	340	482	—	43
+ Norwich	2 004	661	—	66	61	746	80	—	390	—	—
Penzance Heliport	150	118	—	—	28	4	—	—	—	—	—
+ Prestwick	1 929	327	—	2	1	276	23	738	213	—	349
+ Southampton	3 045	724	—	21	21	104	13	1 589	559	—	14
Stornoway	423	282	—	33	—	—	2	63	8	2	33
+ Sumburgh	3 111	2 581	—	207	—	300	—	4	11	—	8
Swansea	1 469	48	—	16	10	—	12	774	307	—	302
+ Tees-side	2 821	767	34	93	32	136	11	1 341	365	10	32
Tiree	94	91	—	1	—	—	—	2	—	—	—
Unst	914	891	5	—	—	—	4	—	—	—	14
Wick	459	383	—	3	4	—	4	49	8	—	8
Total other UK Airports	104 501	34 994	90	2 631	1 172	6 782	968	35 982	14 003	55	7 824
Total all Reporting Airports	145 844	65 547	92	3 742	1 178	8 051	1 262	38 262	19 612	146	7 952
Channel Islands Airports											
Alderney	497	497	..	..	..	..	..	..	..	..	..
Guernsey	2 046	2 046	..	..	..	..	..	..	..	..	..
Jersey	3 556	2 871	..	..	..	..	..	..	677	..	8
Total (Channel Islands Airports)	6 099	5 414	..	..	..	..	..	..	677	..	..

Air Transport Movements by Type and Nationality of Operator November 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	7 659	473	4 093	753	194	1 605	541
+Heathrow	20 264	9 136	1 920	9 198	—	1	9
+Luton	1 571	—	68	8	—	1 369	126
+Southend	667	—	305	—	—	355	7
+Stansted	216	—	—	—	—	82	134
TOTAL (London Area)	30 377	9 609	6 386	9 959	194	3 412	817
Westland Heliport (Battersea)	176	—	—	—	2	174	—
Other UK Airports							
+Aberdeen	5 788	860	440	24	804	3 531	129
+Belfast	1 967	874	827	48	—	182	36
Benbecula	210	50	154	—	—	6	—
+Birmingham	2 200	880	719	159	—	390	52
+Blackpool	157	—	55	—	—	99	3
+Bournemouth	465	—	373	—	—	84	8
Bristol	481	—	256	43	—	160	22
+Cambridge	55	—	4	—	—	27	24
+Cardiff	518	—	445	2	—	60	11
+Coventry	92	—	—	—	—	90	2
+East Midlands	1 090	—	619	2	—	435	34
+Edinburgh	1 758	693	831	34	—	188	12
+Exeter	280	—	277	—	—	1	2
+Glasgow	3 800	1 404	1 052	320	2	1 000	22
Gloucester-Cheltenham	8	—	—	—	—	8	—
Hawarden	—	—	—	—	—	—	—
Humberside	205	—	157	—	—	39	9
Inverness	480	286	96	—	—	98	—
Islay	124	—	100	—	—	24	—
+Isle of Man	576	—	576	—	—	—	—
Isles of Scilly	118	118	—	—	—	—	—
+Kirkwall	712	200	387	—	16	109	—
+Leeds/Bradford	839	—	766	—	—	65	8
+Liverpool	1 102	—	356	75	—	665	6
+Lydd	29	—	—	—	—	29	—
+Manchester	3 943	1 491	572	882	55	862	81
Manston	..	..	..	..	..	..	..
+Newcastle	1 124	252	679	—	—	187	6
Norwich	661	—	505	—	—	145	11
Penzance Heliport	118	118	—	—	—	—	—
+Prestwick	327	112	32	140	—	4	39
+Southampton	724	—	664	—	—	51	9
Stornoway	282	100	130	—	—	52	—
+Sumburgh	2 581	243	42	—	878	1 344	74
Swansea	48	—	—	—	—	48	—
+Tees-side	767	—	560	—	—	199	8
Tiree	91	—	83	—	—	8	—
Unst	891	—	40	—	32	819	—
Wick	383	—	353	—	—	30	—
TOTAL other UK Airports	34 994	7 681	12 150	1 729	1 787	11 039	608
Total All Reporting Airports	65 547	17 290	18 536	11 688	1 983	14 625	1 425
Channel Islands Airports							
Alderney	497	—	418	—	—	79	—
Guernsey	2 046	—	1 957	—	—	87	2
Jersey	2 871	268	2 428	4	—	153	18
TOTAL (Channel Islands Airports)	5 414	268	4 803	4	—	319	20

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

Airport of actual arrival

Table 2.7

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	2				1He	1He																												
Luton	10																																	
Aberdeen	2																																	
Birmingham	2																																	
East Midlands	2																																	
Edinburgh	1																																	
Glasgow	1																																	
Isle of Man	1																																	
Leeds/Bradford	9																																	
Manchester	2																																	
Newcastle	2																																	
Sumburgh	3																																	
Tees-side	3																																	
Other Internal	18																																	
Overseas	10																																	
All Aerodromes	68	—	—	—	1	1	—	1	2	1	1	—	2	1	4	3	1	6	—	6	3	1	5	5	4	2	—	1	11	6	—			

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 November 1980

Table 2.8

Comparison with the previous year

	International				Domestic				1980 Total		1979 Total		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	2 882	91	2 076	148	2 179	167	76	40	7 213	446	7 184	504	0.4	—11.5
+ Heathrow	14 300	1 022	4	5	4 872	60	1	—	19 177	1 087	19 848	1 233	—3.4	—11.8
+ Luton	38	38	894	150	—	—	126	325	1 058	513	1 266	245	—16.4	109.4
+ Southend	267	—	157	7	38	—	198	—	660	7	1 042	—	—36.7	—
+ Stanstead	—	—	137	49	—	—	—	30	137	79	244	43	—43.9	83.7
TOTAL (London Area)	17 487	1 151	3 268	359	7 089	227	401	395	28 245	2 132	29 684	2 026	—4.6	5.3
Westland Heliport (Battersea)	—	—	—	—	—	—	176	—	176	—	220	—	—20.0	—
Other UK Airports														
+ Aberdeen	268	1	2 429	56	1 053	2	1 930	49	5 680	108	5 364	83	5.9	30.1
+ Belfast	48	1	32	21	1 637	63	5	160	1 722	245	1 659	256	3.8	—4.3
+ Benbecula	—	—	—	—	203	1	6	—	209	1	204	2	2.5	—50.0
+ Birmingham	712	—	329	—	1 043	3	108	5	2 192	8	2 314	2	—5.3	300.0
+ Blackpool	—	—	7	—	51	4	25	70	83	74	234	139	—64.5	—46.8
+ Bournemouth	—	—	22	5	172	201	65	—	259	206	341	190	24.0	8.4
+ Bristol	171	—	82	2	127	1	26	72	406	75	354	38	14.7	97.4
+ Cambridge	—	—	38	—	4	—	13	—	55	—	84	—	—34.5	—
+ Cardiff	100	—	60	—	347	—	11	—	518	—	531	2	—2.4	—
+ Coventry	—	—	61	—	—	—	30	1	91	1	44	—	106.8	—
+ East Midlands	171	17	195	50	432	1	87	137	885	205	810	201	9.3	2.0
+ Edinburgh	212	—	47	—	1 307	39	72	81	1 638	120	2 158	126	—24.1	—4.8
+ Exeter	45	—	2	—	194	38	1	—	242	38	326	—	—25.8	—
+ Glasgow	456	114	227	—	2 205	1	655	142	3 543	257	3 519	220	0.7	16.8
+ Gloucester/Cheltenham	—	—	—	—	—	—	8	—	8	—	51	—	—84.3	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	40	—	23	—	117	—	25	—	205	—	388	—	—47.2	—
+ Inverness	—	—	—	—	382	—	98	—	480	—	552	—	—13.0	—
+ Islay	—	—	—	—	100	—	24	—	124	—	157	—	—21.0	—
+ Isle of Man	24	—	—	—	523	29	—	—	547	29	573	30	—4.5	—3.3
+ Isles of Scilly	—	—	—	—	118	—	—	—	118	—	112	—	5.4	—
+ Kirkwall	—	—	3	—	585	2	122	—	710	2	923	1	—23.1	100.0
+ Leeds/Bradford	185	—	43	—	581	—	28	2	837	2	1 107	1	—24.4	100.0
+ Liverpool	51	24	12	6	355	1	84	569	502	600	833	368	—39.7	63.0
+ Lydd	—	—	—	—	—	—	—	29	—	29	74	181	—	—84.0
+ Manchester	1 207	272	889	15	1 466	—	94	—	3 656	287	3 566	296	2.5	—3.0
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	206	—	149	—	687	38	44	—	1 086	38	1 260	41	—13.8	—7.3
+ Norwich	201	—	44	—	302	2	74	38	621	40	913	41	—32.0	—2.4
+ Penzance Heliport	—	—	—	—	118	—	—	—	118	—	112	—	5.4	—
+ Prestwick	82	87	24	14	64	51	5	—	175	152	401	126	—56.4	20.6
+ Southampton	185	1	24	2	476	2	34	—	719	5	944	12	—23.8	—58.3
+ Stornoway	—	—	—	—	230	—	52	—	282	—	406	4	—30.5	—
+ Sumburgh	—	—	1 418	33	284	1	803	42	2 505	76	3 066	132	—18.3	—42.4
+ Swansea	—	—	—	—	—	—	48	—	48	—	44	—	9.1	—
+ Tees-side	53	—	68	—	507	—	139	—	767	—	1 013	1	—24.3	—
+ Tiree	—	—	—	—	83	—	8	—	91	—	78	—	16.7	—
+ Unst	—	—	434	—	40	—	417	—	891	—	—	—	—	—
+ Wick	—	—	—	—	353	—	30	—	383	—	499	3	—23.2	—
TOTAL other UK Airports	4 417	517	6 662	204	16 146	480	5 171	1 397	32 396	2 598	35 014	2 496	—7.5	4.1
TOTAL All reporting UK Airports	21 904	1 668	9 930	563	23 235	707	5 748	1 792	60 817	4 730	64 818	4 521	—6.2	4.6
Channel Islands Airports														
+ Alderney	..	..	..	..	..	..	..	..	497	..	522	..	—4.8	—
+ Guernsey	..	..	..	..	..	..	..	..	2 046	..	2 203	..	—7.1	—
+ Jersey	..	..	..	..	..	..	..	..	2 871	..	3 110	..	—7.7	—
TOTAL (Channel Islands)	..	..	..	..	..	..	..	..	5 414	..	5 835	..	—7.2	—

Air Passengers by Type and Nationality of Operator November 1980

Table 2.9

	Total			Scheduled Services								Charter Flights			
				United Kingdom operators				Overseas operators				Overseas operators			
				British Airways		Others						British Airways		Others	
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+ Gatwick	518 113	510 597	7 516	23 625	52	215 760	43	53 992	2 199	25 134	177	148 507	3 596	43 579	1 449
+ Heathrow	1 943 314	1 918 743	24 571	966 285	—	54 805	3	897 544	24 468	—	—	38	—	71	100
+ Luton	85 966	84 128	1 838	—	—	175	—	—	—	—	—	79 728	1 697	4 225	141
+ Southend	4 712	4 712	—	—	—	4 649	—	—	—	—	—	63	—	—	—
+ Stansted	15 707	15 586	121	—	—	—	—	—	—	—	—	779	—	14 807	121
TOTAL (London Area)	2 567 812	2 533 766	34 046	989 910	52	275 389	46	951 536	26 667	25 134	177	229 115	5 293	62 682	1 811
Westland Heliport (Battersea)	519	519	—	—	—	—	—	—	—	4	—	515	—	—	—
Other UK Airports															
+ Aberdeen	113 413	112 874	539	39 885	222	10 592	17	1 071	—	8 841	—	50 431	300	2 054	—
+ Belfast	89 184	89 120	64	65 702	—	21 172	2	960	3	—	—	17	—	1 269	59
+ Benbecula	1 781	1 727	54	1 015	—	683	54	—	—	—	—	29	—	—	—
+ Birmingham	93 567	88 687	4 880	35 146	172	13 325	2 244	6 978	350	—	—	28 826	2 030	4 412	84
+ Blackpool	1 326	1 277	49	—	—	958	49	—	—	—	—	118	—	201	—
+ Bournemouth	6 034	6 031	3	—	—	4 721	3	—	—	—	—	1 148	—	162	—
+ Bristol	13 667	12 824	843	—	—	3 887	256	1 395	44	—	—	6 293	494	1 249	49
+ Cambridge	589	589	—	—	—	171	—	—	—	—	—	156	—	262	—
+ Cardiff	14 160	10 792	3 368	—	—	5 087	2 529	20	71	—	—	4 766	768	919	—
+ Coventry	508	508	—	—	—	—	—	—	—	—	—	484	—	24	—
+ East Midlands	36 005	35 412	593	—	—	14 675	243	32	—	—	—	18 798	341	1 907	9
+ Edinburgh	82 454	80 520	1 934	53 530	44	20 140	1 747	1 232	1	—	—	4 704	140	914	2
+ Exeter	2 638	2 481	157	—	—	2 256	157	—	—	—	—	46	—	179	—
+ Glasgow	160 445	159 861	584	90 024	22	25 583	—	7 230	551	98	—	34 771	11	2 155	—
+ Gloucester/Cheltenham	25	25	—	—	—	—	—	—	—	—	—	25	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	1 651	1 362	289	—	—	1 198	270	—	—	—	—	129	19	35	—
+ Inverness	10 712	10 132	580	9 394	496	465	11	—	—	—	—	273	73	—	—
+ Islay	921	921	—	—	—	843	—	—	—	—	—	78	—	—	—
+ Isle of Man	16 244	13 810	2 434	—	—	13 810	2 434	—	—	—	—	—	—	—	—
+ Isles of Scilly	2 204	2 204	—	2 204	—	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	6 435	5 237	1 198	2 421	954	2 245	—	—	—	—	121	571	123	—	—
+ Leeds/Bradford	23 713	21 576	2 137	—	—	17 312	2 079	—	—	—	—	4 212	58	52	—
+ Liverpool	18 207	17 865	342	—	—	14 726	330	1 863	—	—	—	1 196	12	80	—
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Manchester	249 651	242 817	6 834	95 357	2 346	14 528	2 264	28 894	878	5 657	180	90 342	492	8 039	674
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	53 152	50 901	2 251	18 903	—	16 359	2 250	—	—	—	—	15 517	1	122	—
+ Norwich	8 405	8 405	—	—	—	7 852	—	—	—	—	—	471	—	82	—
+ Penzance Heliport	2 204	2 204	—	2 204	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	16 191	8 684	7 507	3 793	3 110	—	—	3 197	2 834	—	—	236	174	1 458	1 389
+ Southampton	13 604	13 542	62	—	—	13 348	50	—	—	—	—	168	12	26	—
+ Stornoway	5 171	5 163	8	4 029	—	685	—	—	—	—	—	449	8	—	—
+ Sumburgh	46 620	45 997	623	5 140	32	256	—	—	—	13 203	96	26 675	495	723	—
+ Swansea	144	141	3	—	—	—	—	—	—	—	—	141	3	—	—
+ Teesside	17 020	16 314	706	—	—	14 284	650	—	—	—	—	2 004	47	26	9
+ Tiree	423	243	180	—	—	230	172	—	—	—	—	13	8	—	—
+ Unst	11 216	11 216	—	—	—	127	26	—	—	438	—	10 651	—	—	—
+ Wick	2 763	2 685	78	—	—	2 487	—	—	—	—	—	198	52	—	—
TOTAL other UK Airports	1 122 447	1 084 147	38 300	428 747	7 398	244 005	17 837	52 872	4 732	28 237	397	303 936	5 661	28 350	2 275
TOTAL (incl. London Area)	3 690 778	3 618 432	72 346	1 418 657	7 450	519 394	17 883	1 004 408	31 399	53 375	574	533 566	10 954	89 032	4 086
Channel Islands Airports															
+ Alderney	3 187	3 187	—	—	—	2 940	—	—	—	—	—	247	—	—	—
+ Guernsey	27 424	26 508	916	—	—	26 290	914	—	—	—	—	212	2	6	—
+ Jersey	60 977	60 068	909	16 040	—	41 981	620	144	—	—	—	1 369	289	534	—
TOTAL (Channel Is. Airports)	91 588	89 763	1 825	16 040	—	71 211	1 534	144	—	—	—	1 828	291	540	—

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

Terminal, International and Domestic Passenger Traffic by Airports November 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	510 597	474 547	7.6	437 458	401 260	9.0	73 139	73 287	-0.2
+ Heathrow	1 918 743	1 950 120	-1.6	1 600 793	1 620 825	-1.2	317 950	329 295	-3.4
+ Luton	84 128	108 468	-22.4	82 605	107 661	-23.3	1 523	807	88.7
+ Southend	4 712	8 597	-45.2	3 921	7 545	-48.0	791	1 052	-24.8
+ Stansted	15 586	22 368	-30.3	15 586	22 088	-29.4	—	280	—
TOTAL (London Area)	2 533 766	2 564 100	-1.2	2 140 363	2 159 379	-0.9	393 403	404 721	-2.8
Westland Heliport (Battersea)	519	505	2.8	—	—	—	519	505	2.8
Other UK Airports									
+ Aberdeen	112 874	109 767	2.8	31 995	26 086	22.7	80 879	83 681	-3.3
+ Belfast	89 120	95 443	-6.6	2 228	1 770	25.9	86 892	93 673	-7.2
Benbecula	1 727	2 063	-16.3	—	—	—	1 727	2 063	-16.3
+ Birmingham	88 687	98 885	-10.3	60 005	66 309	-9.5	28 682	32 576	-12.0
+ Blackpool	1 277	3 964	-67.8	222	291	-23.7	1 055	3 673	-71.3
+ Bournemouth	6 031	8 063	-25.2	1 038	2 347	-55.8	4 993	5 716	-12.6
+ Bristol	12 824	10 953	17.1	10 112	8 978	12.6	2 712	1 975	37.3
+ Cambridge	589	694	-15.1	339	351	-3.4	250	343	-27.1
+ Cardiff	10 792	12 626	-14.5	7 278	8 747	-16.8	3 514	3 879	-9.4
+ Coventry	508	232	119.0	372	198	87.9	136	34	300.0
+ East Midlands	35 412	35 530	-0.3	24 505	22 891	7.1	10 907	12 639	-13.7
+ Edinburgh	80 520	91 263	-11.8	9 607	11 765	-18.3	70 913	79 498	-10.8
+ Exeter	2 481	3 922	-36.7	350	587	-40.4	2 131	3 335	-36.1
+ Glasgow	159 861	172 482	-7.3	33 805	33 468	1.0	126 056	139 014	-9.3
Gloucester/Cheltenham	25	632	-96.0	—	—	—	25	632	-96.0
Hawarden	—	—	—	—	—	—	—	—	—
Humberside	1 362	3 294	-58.7	675	732	-7.8	687	2 562	-73.2
Inverness	10 132	11 090	-8.6	—	—	—	10 132	11 090	-8.6
Islay	921	1 153	-20.1	—	—	—	921	1 153	-20.1
+ Isle of Man	13 810	16 175	-14.6	350	521	-32.8	13 460	15 654	-14.0
Isles of Scilly	2 204	2 058	7.1	—	—	—	2 204	2 058	7.1
+ Kirkwall	5 237	6 743	-22.3	—	45	—	5 237	6 698	-21.8
+ Leeds/Bradford	21 576	29 396	-26.6	7 731	11 881	-34.9	13 845	17 515	-21.0
+ Liverpool	17 865	23 622	-24.4	2 395	4 457	-46.3	15 470	19 165	-19.3
+ Lydd	—	3 721	—	—	3 721	—	—	—	—
+ Manchester	242 817	234 989	3.3	160 710	154 256	4.2	82 107	80 733	1.7
+ Manston	..	..	—	..	..	—	..	..	—
+ Newcastle	50 901	55 598	-8.4	21 171	23 946	-11.6	29 730	31 652	-6.1
+ Norwich	8 405	12 663	-33.6	4 296	5 670	-24.2	4 109	6 993	-41.2
Penzance	2 204	2 058	7.1	—	—	—	2 204	2 058	7.1
+ Prestwick	8 684	13 044	-33.4	8 545	11 478	-25.6	139	1 566	-91.1
+ Southampton	13 542	21 222	-36.2	2 450	3 590	-31.8	11 092	17 632	-37.1
Stornoway	5 163	6 334	-18.5	—	—	—	5 163	6 334	-18.5
+ Sumburgh	45 997	54 961	-16.3	20 614	24 710	-16.6	25 383	30 251	-16.1
Swansea	141	176	-19.9	—	5	—	141	171	-17.5
+ Tees-side	16 314	19 993	-18.4	2 205	4 312	-48.9	14 109	15 681	-10.0
Tiree	243	251	-3.2	—	—	—	243	251	-3.2
Unst	11 216	..	—	6 019	..	—	5 197	..	—
Wick	2 685	3 118	-13.9	—	—	—	2 685	3 118	-13.9
TOTAL other UK Airports	1 084 147	1 168 178	-7.2	419 017	433 112	-3.3	665 130	735 066	-9.5
TOTAL all reporting Airports	3 618 432	3 732 783	-3.1	2 559 380	2 592 491	-1.3	1 059 052	1 140 292	-7.1
Channel Islands Airports (Channel Islands do not supply an International/Domestic split)									
Alderney	3 187	4 085	-22.0	—	—	—	—	—	—
Guernsey	26 508	30 548	-13.2	—	—	—	—	—	—
Jersey	60 068	67 582	-11.1	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	89 763	102 215	-12.2	—	—	—	—	—	—

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
1970	107	818	383	50	2 365	1 874	289	1 649	1 430	264	1 308	189	295	3 472	184	1 053	44	192	204	88
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	239	1 435	209	385	4 726	188	1 105	49	291	230	128
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	1 582	2 016	2 550	940	1 959	550	591	5 650	500	1 413	111	508	534	232
1978 4th quarter (i)	52	219	144	30	688	673	206	433	413	166	472	120	106	1 155	116	312	28	77	80	33
1979 1st quarter (ii)	38	187	119	24	636	625	110	370	475	134	391	110	81	806	87	311	23	35	73	28
2nd quarter (ii)	64	234	173	40	872	841	462	498	694	235	537	151	164	1 591	141	376	24	158	137	54
3rd quarter (ii)	88	230	195	45	958	913	725	700	946	352	550	166	213	2 200	162	412	42	233	231	108
4th quarter	50	217	139	29	636	702	265	449	435	218	481	120	133	1 063	110	315	23	81	93	45
1980 1st quarter	40	194	117	29	641	683	119	420	575	170	421	115	100	738	95	341	18	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	168	256	2 258	144	420	33	202	248	102
	Canary Islands	Near East (b)	North Africa (c)	East Africa (d)	West Africa (e)	Central Africa (f)	Southern Africa (g)	Middle East (h)	Indian Sub-Cont. (j)	Far East (k)	Japan	Australia & New Zealand	Canada	United States of America	Central America (l)	South America (m)	Caribbean (n)	Oil Rigs	Others (o)	Total
1970	178	210	154	144	87	40	155	173	164	128	45	113	904	2 511	14	50	160	..	169	21 655
1971	218	283	177	156	91	44	163	203	143	189	71	108	933	2 814	11	54	174	..	202	24 831
1972	264	305	406	190	94	49	179	255	230	243	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	270	333	440	171	117	53	198	290	236	324	114	207	1 289	3 320	22	75	246	..	258	30 885
1974	303	354	313	162	135	59	248	349	289	353	126	257	1 303	2 926	21	62	269	125	324	28 152
1975	402	353	353	189	173	71	307	529	357	375	181	328	1 407	2 939	25	89	278	183	301	30 065
1976	629	327	415	218	221	69	342	812	391	464	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	563	438	425	200	340	71	324	1 097	444	484	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	656	499	509	224	370	69	344	1 263	491	541	216	429	1 505	5 128	25	120	303	500	380	38 992
1979	758	554	633	240	366	67	371	1 063	564	602	257	618	1 637	5 388	31	133	353	481	391	41 677
1978 4th quarter (i)	193	114	128	55	78	16	90	273	141	148	64	123	234	1 112	7	30	86	58	97	8 570
1979 1st quarter (ii)	198	108	119	56	72	14	90	205	142	133	64	139	163	838	6	29	73	122	83	7 313
2nd quarter (ii)	168	128	153	51	83	16	88	240	131	137	57	156	456	1 479	7	29	83	56	95	11 057
3rd quarter (ii)	207	188	188	76	117	23	103	370	140	185	75	160	780	1 888	11	43	105	60	119	14 305
4th quarter	185	128	173	57	94	14	91	248	150	148	61	163	238	1 185	8	32	93	192	94	8 948
1980 1st quarter	192	128	166	62	95	13	104	233	146	139	56	170	189	909	4	33	83	131	94	7 903
2nd quarter	159	128	171	52	96	15	94	228	128	150	55	149	410	1 622	4	32	92	141	94	11 247
3rd quarter	199	186	220	76	137	21	111	305	163	230	67	139	675	2 073	29	39	97	142	119	14 685

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

The following countries are included in the groupings below:—

- (a) Albania, Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Poland, Rumania and U.S.S.R.
- (b) Jordan, Lebanon, Israel, Syria.
- (c) Algeria, Egypt, Libya, Morocco, Tunisia.
- (d) Burundi, Djibouti, Ethiopia, Kenya, Rwanda, Somali Republic, Sudan, Tanzania, Uganda.
- (e) Benin, Camerouns, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo, Upper Volta, Western Sahara.
- (f) Angola, Central African Republic, Chad, Congo, Malawi, Zaire, Zambia.
- (g) Botswana, Lesotho, Mozambique, Namibia, South African Republic, Swaziland, Zimbabwe.
- (h) Iran, Iraq, Kuwait, Persian Gulf States, Saudi Arabia, United Arab Emirates, Yemeni Arab Republic, Yemeni Peoples Republic.

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

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

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

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

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

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

Special Note—Sumburgh

(i) Sumburgh traffic not included for 1978.

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

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

Table 2.12

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Austria	15 061	11 011	4 050	16 098	12 090	4 008	—6
London (a) — Vienna	11 646	9 837	1 809	13 640	11 390	2 250	
— Salzburg	938	859	79	700	700	—	
Luton — Vienna	1 686	—	1 686	1 632	—	1 632	
Belgium	67 657	67 326	331	75 377	74 736	641	—10
London (a) — Brussels	52 594	52 594	—	55 302	55 302	—	
— Antwerp	5 250	5 250	—	7 003	7 003	—	
— Ostend	190	190	—	175	175	—	
— Liege	501	501	—	617	617	—	
— Charleroi	365	365	—	491	491	—	
Manchester — Brussels	3 786	3 772	14	4 522	4 514	8	
Birmingham — Brussels	3 038	3 038	—	2 997	2 991	6	
Southend — Ostend	1 202	1 184	18	2 148	1 919	229	
Denmark	39 480	33 658	5 822	46 545	36 726	9 819	—15
London (a) — Copenhagen (c)	29 781	26 585	3 196	32 749	28 799	3 950	
— Aarhus	1 030	1 030	—	1 519	1 519	—	
Glasgow (b) — Copenhagen (c)	1 219	1 219	—	1 545	1 545	—	
Manchester — Copenhagen (c)	3 867	3 849	18	4 331	4 331	—	
Luton — Copenhagen (c)	1 020	—	1 020	3 811	—	3 811	
Finland	9 141	8 608	533	9 592	8 979	613	—5
France	203 405	199 972	3 433	172 873	166 672	6 201	18
London (a) — Paris (a)	159 745	159 522	223	123 515	119 890	3 625	
— Toulouse	1 851	1 845	6	954	711	243	
— Caen	326	326	—	415	415	—	
— Marseille	3 211	3 211	—	3 679	3 679	—	
— Lille	1 408	1 408	—	910	910	—	
— Nice	8 049	7 931	18	7 631	7 425	206	
— Rennes	229	229	—	258	240	18	
— Bordeaux	2 140	2 032	108	1 904	1 904	—	
— Le Touquet	745	745	—	4 485	4 485	—	
— Montpellier	125	125	—	287	287	—	
— Strasbourg	1 728	1 728	—	1 830	1 830	—	
— Ajaccio	—	—	—	—	—	—	
— Lyon	4 387	4 300	87	3 228	3 228	—	
— Le Havre	—	—	—	—	—	—	
— Deauville	—	—	—	44	44	—	
— Quimper	213	213	—	235	204	31	
— Dijon	—	—	—	244	244	—	
— Nantes	1 138	1 138	—	689	689	—	
— Perpignan	—	—	—	55	55	—	
— Nîmes	—	—	—	—	—	—	
Manchester — Paris (d)	6 648	6 490	158	5 562	5 533	29	
Birmingham — Paris (d)	4 246	4 245	1	4 042	3 998	44	
Southend — Le Touquet	—	—	—	1 168	1 168	—	
Luton — Toulouse	—	—	—	—	—	—	
Lydd — Beauvais	—	—	—	3 721	3 721	—	
German Federal Republic	193 447	174 682	18 765	205 949	175 480	30 469	—6
London (a) — Berlin (e)	12 498	9 016	3 482	11 748	6 808	4 940	
— Frankfurt	50 419	48 233	2 186	55 592	49 845	5 747	
— Hamburg	25 306	23 238	2 068	26 462	22 968	3 494	
— Dusseldorf	29 540	27 740	1 800	30 404	27 255	3 149	
— Munich	21 878	17 722	4 156	22 698	17 166	5 532	
— Stuttgart	10 767	9 171	1 596	11 856	9 540	2 316	
London (a) — Cologne (Bonn)	11 083	11 003	80	14 348	14 348	—	
— Nuremberg	1 490	1 490	—	1 465	1 465	—	
— Bremen	5 684	5 684	—	5 619	5 619	—	
— Hanover	9 159	8 613	546	8 968	7 019	1 949	

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	4 997	4 997	—	4 888	4 886	2	
– Dusseldorf	2 896	2 896	—	3 355	3 355	—	
– Munich	130	—	130	—	—	—	
Birmingham – Frankfurt	1 542	1 410	132	1 224	1 216	8	
– Dusseldorf	2 005	2 005	—	1 914	1 789	125	
Luton – Munich	942	—	942	1 275	—	1 275	
– Stuttgart	—	—	—	—	—	—	
Gibraltar	6 182	2 987	3 195	6 526	3 071	3 455	—5
London (a) – Gibraltar	6 088	2 987	3 101	6 525	3 071	3 454	
Greece	51 467	29 308	22 159	53 163	26 537	26 626	—3
London (a) – Athens	36 197	28 853	7 344	37 132	25 488	11 644	
– Salonika	455	455	—	865	865	—	
– Corfu	—	—	—	—	—	—	
– Rhodes	1 683	—	1 683	1 736	—	1 736	
– Crete	3 630	—	3 630	5 240	—	5 240	
Manchester – Athens	847	—	847	2 280	—	2 280	
– Corfu	—	—	—	—	—	—	
Luton – Salonika	—	—	—	—	—	—	
– Corfu	126	—	126	—	—	—	
Iceland	2 783	2 095	688	3 190	2 682	508	—13
London (a) – Keflavik	1 882	1 882	—	1 958	1 958	—	
Glasgow (b) – Keflavik	213	213	—	724	724	—	
Luton – Keflavik	315	—	315	391	—	391	
Irish Republic	125 627	124 795	832	130 748	130 179	569	—4
London (a) – Dublin	71 265	71 160	105	70 658	70 658	—	
– Shannon	7 670	7 670	—	7 268	7 268	—	
– Cork	11 026	11 026	—	10 663	10 626	37	
Glasgow (b) – Dublin	4 201	4 201	—	5 342	5 342	—	
Liverpool – Dublin	1 836	1 756	80	2 921	2 921	—	
Manchester – Dublin	11 230	11 221	9	11 731	11 715	16	
Edinburgh – Dublin	1 232	1 232	—	1 508	1 508	—	
Birmingham – Dublin	9 600	9 600	—	10 126	10 120	6	
Luton – Dublin	1	—	1	73	—	73	
Leeds/Bradford – Dublin	916	916	—	1 630	1 630	—	
Bristol – Dublin	1 484	1 472	12	1 409	1 409	—	
E. Midlands – Dublin	813	797	16	243	243	—	
Belfast – Shannon	236	236	—	391	391	—	
Italy	108 426	74 109	34 317	116 609	73 766	42 843	—7
London (a) – Rome (f)	32 171	27 920	4 251	34 620	27 204	7 416	
– Milan (g)	27 747	25 783	1 964	29 329	26 242	3 087	
– Turin	2 107	1 592	515	2 584	2 584	—	
– Pisa	7 773	6 999	774	7 133	5 855	1 278	
– Naples	5 607	1 981	3 626	3 350	1 882	1 468	
– Venice	3 784	3 434	350	6 611	3 118	3 493	
– Genoa	2 856	2 512	344	4 152	2 879	1 273	
– Bologna	707	707	—	100	—	100	
– Rimini	—	—	—	—	—	—	
Manchester – Milan (g)	1 633	1 633	—	1 722	1 722	—	
– Rimini	—	—	—	—	—	—	
Luton – Rome (f)	3 921	—	3 921	4 086	—	4 086	
– Milan (g)	2 810	—	2 810	4 110	—	4 110	
– Naples	2 670	—	2 670	3 260	—	3 260	
– Venice	2 558	—	2 558	2 088	—	2 088	
– Genoa	1 467	—	1 467	—	—	—	
– Palermo	1 015	—	1 015	597	—	597	
– Rimini	—	—	—	537	—	537	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Luxembourg	5 107	5 107	—	5 595	5 366	229	—9
London (a) – Luxembourg	5 107	5 107	—	5 366	5 366	—	
Malta	69 654	15 542	54 112	70 522	17 915	52 607	—1
London (a) – Malta	31 906	14 294	17 612	30 866	15 591	15 275	
Manchester – Malta	15 531	1 248	14 283	16 922	1 167	15 755	
Birmingham – Malta	5 591	—	5 591	5 407	—	5 407	
Luton – Malta	4 907	—	4 907	7 549	—	7 549	
Newcastle – Malta	1 517	—	1 517	2 345	—	2 345	
Netherlands	141 867	134 140	7 727	157 930	156 540	1 390	—10
London (a) – Amsterdam	81 933	81 933	—	88 201	88 201	—	
– Rotterdam	12 870	7 420	5 450	18 687	18 672	15	
– Maastricht	2 258	2 258	—	2 592	2 592	—	
Glasgow (b) – Amsterdam	3 201	3 201	—	3 028	3 028	—	
Norwich – Amsterdam	4 136	4 037	99	4 496	4 450	46	
Southampton – Amsterdam	1 848	1 848	—	1 906	1 903	3	
Manchester – Amsterdam	9 699	9 699	—	9 666	9 654	12	
Edinburgh – Amsterdam	2 237	2 227	10	3 183	2 940	243	
Birmingham – Amsterdam	4 710	4 395	315	4 191	3 847	344	
Luton – Amsterdam	77	—	77	15	—	15	
Newcastle – Amsterdam	3 987	3 879	108	4 645	4 641	4	
Aberdeen – Amsterdam	2 068	2 037	31	2 504	2 504	—	
Leeds/Bradford – Amsterdam	2 129	2 119	10	2 550	2 550	—	
E. Midlands – Amsterdam	2 999	2 999	—	2 644	2 644	—	
Southend – Rotterdam	2 187	2 187	—	3 256	3 256	—	
Norway	38 489	30 639	7 850	38 714	31 253	7 461	—1
London (a) – Oslo (h)	20 643	17 104	3 539	20 480	17 042	3 438	
– Bergen	5 369	5 369	—	4 798	4 798	—	
– Stavanger	5 067	4 737	330	4 629	4 580	49	
– Kristiansand	20	20	—	292	292	—	
Luton – Oslo (h)	—	—	—	—	—	—	
Newcastle – Stavanger	747	747	—	1 345	1 314	31	
Aberdeen – Stavanger	2 688	1 397	1 291	2 750	1 853	897	
Portugal	46 932	19 950	26 982	41 016	20 646	20 370	14
London (a) – Lisbon	15 076	14 041	1 035	16 788	13 992	2 796	
– Oporto	1 493	1 493	—	1 746	1 746	—	
– Faro	14 536	4 400	10 136	12 409	4 908	7 501	
Manchester – Faro	4 275	—	4 275	2 079	—	2 079	
Luton – Lisbon	1 986	—	1 986	1 925	—	1 925	
– Faro	613	—	613	2 115	—	2 115	
Spain	252 301	66 883	185 418	281 182	71 000	210 182	—10
London (a) – Madrid	29 773	23 193	6 580	33 324	26 887	6 437	
– Barcelona	13 355	11 400	1 955	15 410	11 831	3 579	
– Valencia	3 682	2 631	1 051	3 447	2 460	987	
– Seville	699	699	—	837	837	—	
– Malaga	22 928	9 719	13 209	23 048	9 953	13 095	
– Bilbao	5 533	5 533	—	5 298	5 298	—	
– Majorca	26 425	6 547	19 878	27 596	6 884	20 712	
– Santiago	1 900	1 137	763	1 109	889	220	
– Minorca	2 069	812	1 257	1 846	731	1 115	
– Alicante	15 110	3 382	11 728	14 704	3 308	11 396	
– Ibiza	1 923	644	1 279	2 297	674	1 623	
– Gerona	1 042	—	1 042	2 151	—	2 151	
– Almeria	571	571	—	315	315	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain (continued)							
Glasgow (b) – Majorca	7 345	—	7 345	7 255	—	7 255	
– Alicante	3 985	—	3 985	4 644	—	4 644	
– Ibiza	714	—	714	943	—	943	
– Gerona	114	—	114	—	—	—	
Manchester – Barcelona	—	—	—	3	—	3	
– Malaga	8 278	—	8 278	10 346	—	10 346	
– Majorca	17 851	—	17 851	19 220	—	19 220	
– Minorca	539	—	539	1 130	—	1 130	
– Alicante	13 740	—	13 740	14 373	—	14 373	
– Ibiza	798	—	798	1 385	—	1 385	
– Gerona	579	—	579	1 034	—	1 034	
Belfast – Majorca	1 069	—	1 069	730	—	730	
Edinburgh – Majorca	1 942	—	1 942	2 087	—	2 087	
– Alicante	1 336	—	1 336	1 007	—	1 007	
Birmingham – Barcelona	—	—	—	—	—	—	
– Malaga	2 288	—	2 288	2 356	—	2 356	
– Majorca	7 812	—	7 812	9 417	—	9 417	
– Alicante	4 217	—	4 217	6 489	—	6 489	
– Ibiza	806	—	806	933	—	933	
– Gerona	—	—	—	363	—	363	
Luton – Madrid	966	—	966	1 701	—	1 701	
– Barcelona	1 256	—	1 256	4	—	4	
– Malaga	4 860	—	4 860	3 939	—	3 939	
– Majorca	5 237	—	5 237	9 445	—	9 445	
– Alicante	5 119	—	5 119	7 577	—	7 577	
– Ibiza	343	—	343	1 231	—	1 231	
– Gerona	118	—	118	1 413	—	1 413	
Cardiff – Majorca	2 228	—	2 228	2 065	—	2 065	
– Alicante	1 680	—	1 680	1 643	—	1 643	
Newcastle – Barcelona	—	—	—	—	—	—	
– Majorca	3 531	—	3 531	4 528	—	4 528	
– Alicante	2 786	—	2 786	3 708	—	3 708	
Leeds/Bradford – Majorca	1 651	—	1 651	2 300	—	2 300	
– Alicante	1 546	—	1 546	1 515	—	1 515	
Bristol – Majorca	2 558	—	2 558	2 935	—	2 935	
E. Midlands – Majorca	4 264	—	4 264	4 819	—	4 819	
– Alicante	4 686	—	4 686	4 965	—	4 965	
– Ibiza	865	—	865	791	—	791	
Sweden	34 695	25 812	8 883	36 714	25 747	10 967	–5
London (a) – Stockholm (i)	22 921	18 640	4 281	23 934	18 293	5 641	
– Gothenburg	9 457	7 131	2 326	9 613	7 454	2 159	
– Malmo	1 204	—	1 204	1 333	—	1 333	
Luton – Stockholm (i)	1 063	—	1 063	588	—	588	
Switzerland	81 861	67 072	14 789	90 983	72 367	18 616	–10
London (a) – Berne	641	641	—	596	596	—	
– Zurich	39 531	31 127	8 404	43 751	32 920	10 831	
– Geneva	32 049	26 211	5 838	35 569	29 297	6 272	
– Basle	5 134	4 883	251	6 006	4 537	1 469	
Manchester – Zurich	3 161	3 161	—	3 719	3 718	1	
– Geneva	636	345	291	409	409	—	
Birmingham – Zurich	704	704	—	219	219	—	
Luton – Zurich	—	—	—	—	—	—	
Turkey	5 087	4 778	309	6 393	6 356	37	–20
London (a) – Istanbul	4 259	4 259	—	6 356	6 356	—	
– Ankara	519	519	—	34	—	34	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Yugoslavia	10 116	5 857	4 259	13 206	8 162	5 044	-23
London (a) – Belgrade	3 941	3 714	227	5 558	4 006	1 552	
– Zagreb	1 185	1 185	—	2 799	2 724	75	
– Ljubljana	728	728	—	2 511	939	1 572	
– Dubrovnic	709	167	542	409	—	409	
– Pula	266	—	266	1 025	—	1 025	
Manchester – Pula	80	—	80	—	—	—	
Luton – Pula	—	—	—	—	—	—	
Eastern Europe	17 454	16 293	1 161	23 743	20 242	3 501	-26
Bulgaria	1 056	801	255	839	664	175	
Czechoslovakia	1 778	1 639	139	1 861	1 861	—	
German Democratic Republic	40	40	—	83	83	—	
Hungary	4 173	4 173	—	4 241	4 241	—	
Poland	5 136	5 136	—	5 914	5 782	132	
Rumania	1 101	883	218	1 448	1 045	403	
U.S.S.R.	4 170	3 621	549	9 357	6 566	2 791	
London (a) – Moscow (j)	3 544	3 339	205	6 702	6 077	625	
– Leningrad	626	282	344	1 269	489	780	
TOTAL EUROPE	1 526 239	1 120 624	405 615	1 602 674	1 146 512	456 162	-5
Cyprus	14 789	14 755	34	13 077	13 077	—	13
London (a) – Larnaca	13 272	13 272	—	11 685	11 685	—	
Canary Islands	51 295	4 473	46 822	60 205	3 878	56 327	-15
London (a) – Las Palmas	7 337	3 052	4 285	7 574	2 372	5 202	
– Tenerife (k)	14 617	1 421	13 196	14 761	1 324	13 437	
– Arrecife	2 921	—	2 921	4 553	—	4 553	
Glasgow (b) – Tenerife (k)	2 549	—	2 549	3 080	—	3 080	
Manchester – Las Palmas	2 563	—	2 563	1 153	—	1 153	
– Tenerife (k)	9 106	—	9 106	10 292	—	10 292	
Birmingham – Tenerife (k)	3 219	—	3 219	3 322	—	3 322	
Luton – Las Palmas	949	—	949	1 364	—	1 364	
– Tenerife (k)	3 269	—	3 269	4 754	—	4 754	
E. Midlands – Tenerife (k)	176	—	176	723	—	723	
Near East	37 669	26 235	11 434	39 226	30 946	8 280	-4
Israel	25 652	14 218	11 434	26 430	18 150	8 280	
London (a) – Tel Aviv	20 874	14 218	6 656	22 487	18 150	4 337	
Jordan	5 100	5 100	—	4 887	4 887	—	
Lebanon	3 695	3 695	—	4 268	4 268	—	
Syria	3 222	3 222	—	3 641	3 641	—	
North Africa	59 374	27 934	31 440	59 436	30 989	28 447	—
Algeria	2 225	2 003	222	2 839	2 837	2	
London (a) – Algiers	2 003	2 003	—	2 603	2 603	—	
– Oran	—	—	—	234	234	—	
Egypt	14 076	13 990	86	13 661	13 513	148	
Libya	6 690	6 690	—	7 686	7 573	113	
London (a) – Tripoli	4 531	4 531	—	5 622	5 509	113	
– Benghazi	2 159	2 159	—	2 032	2 032	—	
Morocco	9 951	2 266	7 685	10 282	2 702	7 580	
London (a) – Tangiers	452	452	—	672	672	—	
– Marrakesh	156	156	—	512	—	512	
– Casablanca (l)	1 901	1 658	243	2 030	2 030	—	
Tunisia	26 432	2 985	23 447	24 968	4 364	20 604	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
North Africa (continued)							
London (a) – Tunis	5 111	2 649	2 462	6 333	3 502	2 831	
– Djerba	—	—	—	1 555	161	1 394	
– Monastir	7 602	336	7 266	5 420	577	4 843	
Manchester – Monastir	3 149	—	3 149	3 682	—	3 682	
Luton – Monastir	1 664	—	1 664	2 381	—	2 381	
East Africa	17 900	16 451	1 449	16 331	16 218	113	10
Kenya	10 977	10 248	729	9 860	9 747	113	
London (a) – Nairobi	9 576	9 576	—	9 739	9 739	—	
– Mombasa	1 401	672	729	121	8	113	
Uganda	319	319	—	—	—	—	
Tanzania	1 918	1 198	720	1 406	1 406	—	
London (a) – Dar-es-Salaam	1 609	889	720	1 036	1 036	—	
– Kilimanjaro	309	309	—	370	370	—	
Sudan	3 156	3 156	—	3 696	3 696	—	
Somali Republic	—	—	—	—	—	—	
Ethiopia	1 530	1 530	—	1 369	1 369	—	
West Africa	34 046	33 366	680	28 229	27 381	848	21
Ghana	3 880	3 880	—	4 890	4 706	184	
Nigeria	26 215	26 215	—	19 937	19 937	—	
London (a) – Kano	2 097	2 097	—	700	700	—	
– Lagos	23 612	23 612	—	19 115	19 115	—	
Sierra Leone	1 453	1 453	—	1 626	1 626	—	
Gambia	1 801	1 121	680	805	146	659	
Liberia (m)	240	240	—	901	901	—	
Ivory Coast	272	272	—	70	65	5	
Senegal	185	185	—	—	—	—	
Central Africa	3 954	3 950	4	3 717	3 676	41	6
Zambia	3 401	3 401	—	3 081	3 040	41	
Malawi	549	549	—	636	636	—	
Southern Africa	31 471	31 471	—	26 618	26 618	18	
Zimbabwe	4 071	4 071	—	—	—	—	
South African Republic	27 400	27 400	—	26 618	26 618	—	
London (a) – Johannesburg	25 353	25 353	—	25 128	25 128	—	
– Cape Town	2 047	2 047	—	1 490	1 490	—	
Middle East	50 978	50 838	140	71 724	71 432	292	-29
Iraq	197	197	—	4 319	4 319	—	
Kuwait	6 564	6 564	—	8 884	8 884	—	
Saudi Arabia	21 440	21 300	140	26 441	26 355	86	
London (a) – Jeddah	11 163	11 094	69	12 991	12 925	66	
– Dhahran	5 636	5 636	—	6 625	6 625	—	
– Riyadh	4 641	4 570	71	6 579	6 559	20	
Iran	854	854	—	10 561	10 561	—	
Persian Gulf States	11 390	11 390	—	10 969	10 775	194	
Bahrain	4 355	4 355	—	4 423	4 229	194	
Qatar	1 802	1 802	—	2 142	2 142	—	
Oman	5 233	5 233	—	4 404	4 404	—	
United Arab Emirates	10 533	10 533	—	10 538	10 538	—	
London (a) – Dubai	6 167	6 167	—	6 192	6 192	—	
– Abu Dhabi	4 366	4 366	—	4 346	4 346	—	
Indian Sub-Continent	51 763	51 153	610	43 836	43 836	—	18
Pakistan	12 835	12 835	—	10 961	10 961	—	
London (a) – Karachi	4 894	4 894	—	4 556	4 556	—	
– Rawalpindi	7 941	7 941	—	6 405	6 405	—	
Bangladesh	4 770	4 770	—	3 910	3 910	—	
India	29 085	28 945	140	25 745	25 745	—	

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	
Indian Sub-Continent (continued)							
London (a) – Delhi	12 811	12 765	46	11 798	11 798	—	
– Bombay	14 332	14 332	—	12 500	12 500	—	
– Calcutta	1 848	1 848	—	1 411	1 411	—	
Sri Lanka (n)	4 275	3 805	470	2 047	2 047	—	
Afghanistan	798	798	—	1 173	1 173	—	
Far East							
	83 360	83 360	—	71 494	71 175	319	17
Hong Kong	29 091	29 091	—	16 784	16 465	319	
Bandar Seri Begawan	293	293	—	214	214	—	
Singapore	15 366	15 366	—	18 418	18 418	—	
Malaysia	4 733	4 733	—	3 704	3 704	—	
Thailand	9 137	9 137	—	7 870	7 870	—	
Japan	21 700	21 700	—	24 504	24 504	—	
London (a) – Tokyo (o)	19 340	19 340	—	21 166	21 166	—	
– Osaka	2 360	2 360	—	3 261	3 261	—	
Indonesia	552	552	—	—	—	—	
Philippines	2 009	2 009	—	—	—	—	
Australasia							
	46 582	46 582	—	53 401	53 401	—	-13
Australia	44 842	44 842	—	51 535	51 535	—	
London (a) – Sydney	14 715	14 715	—	17 446	17 446	—	
– Darwin	229	229	—	199	1 99	—	
– Melbourne (p)	18 560	18 560	—	21 167	21 167	—	
– Perth	6 810	6 810	—	6 644	6 644	—	
– Brisbane	4 528	4 528	—	5 433	5 433	—	
New Zealand	1 740	1 740	—	1 866	1 866	—	
Canada							
	50 034	44 525	5 509	49 223	45 737	3 486	2
London (a) – Montreal (q)	11 444	11 444	—	12 038	11 723	315	
– Toronto	20 493	17 848	2 645	21 088	18 738	2 350	
– Ottawa	—	—	—	—	—	—	
– Calgary	4 587	4 587	—	5 419	5 419	—	
– Vancouver	1 609	322	1 287	314	314	—	
– Edmonton	3 137	3 137	—	1 883	1 833	—	
– Halifax	1 177	1 177	—	640	640	—	
– Winnipeg	526	526	—	584	584	—	
– Gander	1 057	1 057	—	1 853	1 853	—	
Glasgow (b)– Montreal (q)	—	—	—	—	—	—	
– Toronto	2 049	1 787	262	2 272	2 050	222	
– Calgary	251	251	—	330	330	—	
– Vancouver	532	532	—	381	381	—	
– Halifax	309	309	—	225	225	—	
– Winnipeg	231	231	—	188	188	—	
Manchester – Montreal (q)	—	—	—	—	—	—	
– Toronto	2 485	1 317	1 168	1 629	1 409	220	
United States of America							
	381 193	362 974	18 219	332 825	329 332	3 493	15
London	—	—	—	—	—	—	
– Detroit (r)	5 648	5 648	—	5 854	5 854	—	
– Chicago (s)	18 465	18 465	—	21 109	21 109	—	
– Seattle (t)	8 963	8 963	—	6 868	6 868	—	
– Washington (u)	20 394	20 394	—	21 535	21 535	—	
– Dallas (v)	8 508	8 508	—	9 112	9 112	—	
– New York (w)	115 146	115 120	26	109 334	108 750	584	
– Boston	19 401	18 923	478	17 483	17 483	—	
– San Francisco	20 191	20 191	—	18 055	18 055	—	
– Los Angeles	50 389	50 055	334	50 659	50 659	—	
– Miami	59 847	55 648	4 199	33 609	33 191	418	
– Philadelphia	4 845	4 596	249	5 689	5 689	—	
– Atlanta	12 166	12 166	—	10 521	10 521	—	
– St. Louis	1 568	1 568	—	—	—	—	

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	
United States of America (continued)							
London (a) – Minneapolis							
St. Paul	3 297	3 297	—	—	—	—	
– New Orleans	—	—	—	—	—	—	
– Denver	—	—	—	—	—	—	
– Houston	9 985	9 985	—	11 351	11 351	—	
– Anchorage	699	699	—	343	343	—	
Glasgow(b)– New York (w)	2 519	2 519	—	2 205	2 205	—	
– Boston	1 295	1 295	—	2 371	2 371	—	
Manchester – New York (w)	3 024	3 024	—	2 172	2 172	—	
Central America	3 907	3 907	—	2 052	2 052	—	90
Mexico	3 158	3 158	—	1 655	1 655	—	
Panama	215	215	—	397	397	—	
South America	9 277	9 277	—	9 683	9 683	—	–4
Guyana	—	—	—	544	544	—	
Ecuador	101	101	—	—	—	—	
London (a) – Quito	48	48	—	—	—	—	
– Guayaquil	53	53	—	—	—	—	
Venezuela	1 646	1 646	—	732	732	—	
Colombia	358	358	—	352	352	—	
London (a) – Bogota	358	358	—	352	352	—	
– Baranquilla	—	—	—	—	—	—	
Peru	672	672	—	2 017	2 017	—	
Brazil	4 476	4 476	—	2 278	2 278	—	
London (a) – Sao Paulo	438	438	—	—	—	—	
– Recife	183	183	—	—	—	—	
– Riode Janeiro (x)	3 855	3 855	—	2 278	2 278	—	
Argentina	1 729	1 729	—	2 038	2 038	—	
London (a) – Buenos Aires (y)	1 729	1 729	—	2 038	2 038	—	
– Cordoba	—	—	—	—	—	—	
Chile	295	295	—	1 722	1 722	—	
Caribbean Area	31 859	30 752	1 107	31 973	30 332	1 641	—
Bermuda	3 413	3 413	—	3 159	3 159	—	
Leeward Islands	2 697	2 391	306	2 540	2 375	165	
London (a)– Antigua	2 391	2 391	—	2 375	2 375	—	
Windward Islands	1 694	939	755	2 616	1 493	1 123	
London (a) – St. Lucia (z)	939	939	—	1 493	1 493	—	
Jamaica	4 072	4 026	46	5 953	5 953	—	
London (a) – Kingston	3 743	3 697	46	5 953	5 953	—	
– Montego Bay	329	329	—	—	—	—	
Barbados	12 985	12 985	—	10 877	10 877	—	
Trinidad & Tobago	4 943	4 943	—	4 604	4 604	—	
Bahamas	2 055	2 055	—	1 871	1 871	—	
Puerto Rico	—	—	—	353	—	353	
Indian Ocean Islands	3 888	3 888	—	3 792	3 792	—	3
Seychelles	1 400	1 400	—	1 635	1 635	—	
Mauritius	2 488	2 488	—	2 157	2 157	—	
Atlantic Ocean Islands	8 502	1 114	7 388	14 329	1 891	12 438	–41
Madeira	8 502	1 114	7 388	14 321	1 883	12 438	
London (a) – Funchal	4 422	1 114	3 308	6 610	1 883	4 727	
Manchester – Funchal	1 980	—	1 980	3 069	—	3 069	
Pacific Ocean Islands	—	—	—	—	—	—	—
TOTAL (Exc. Oil Rigs)	2 498 080	1 967 629	530 451	2 533 845	1 961 958	571 887	–1
Oil Rigs	49 840	—	49 840	44 083	—	44 083	13
Aberdeen	24 218	—	24 218	19 384	—	19 384	
Sumburgh	19 595	—	19 595	23 685	—	23 685	
Tees-side	8	—	8	722	—	722	

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 November 1980 ^(a)

Table 2.13

	Heathrow	Gatwick	Southend	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	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
Heathrow																																			
Gatwick	6 884																																		
Southend																																			
Aberdeen	24 628	5 066																																	
Belfast	42 816	6 754																																	
Birmingham	7 885			1 258	5 015																														
Blackpool																																			
Bournemouth																																			
Bristol																																			
Cambridge																																			
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)																																			

(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 November 1980

Table 2.14

Tonnes		Total		Scheduled Services						Charter Flights			
		UK operators		Overseas operators						UK operators		Overseas operators	
		British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others		
		Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted
London Area Airports													
+ Gatwick	10 092.2	165.1	69.3	1 942.3	2 477.3	695.2	592.9	0.7	0.3	1 435.3	2 560.8	33.8	119.2
+ Heathrow	39 671.0	7 793.2	6 341.3	44.3	192.5	11 624.3	13 616.5	—	—	—	—	16.1	42.8
+ Luton	1 290.8	—	—	0.2	13.9	58.9	—	—	—	132.1	794.7	69.2	221.8
+ Southend	678.0	—	—	121.0	112.0	—	—	—	—	113.0	331.0	—	1.0
+ Stansted	595.1	—	—	—	—	—	—	—	—	50.7	376.8	38.3	130.3
TOTAL (London Area)	52 327.1	7 958.3	6 410.6	2 107.8	2 795.7	12 378.4	14 209.4	0.7	0.3	1 731.1	4 062.3	157.4	515.1
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	644.7	48.5	106.8	27.1	25.9	5.6	3.9	21.5	56.4	81.9	262.7	0.8	3.6
+ Belfast	1 226.2	66.6	105.5	255.4	18.8	7.3	3.0	—	—	624.8	20.0	3.4	121.4
+ Benbecula	12.3	10.6	0.5	0.8	0.4	—	—	—	—	—	—	—	—
+ Birmingham	256.4	116.6	63.5	8.3	1.8	33.8	21.8	—	—	7.6	3.0	—	—
+ Blackpool	340.3	—	—	2.5	27.6	—	—	—	—	—	310.2	—	—
+ Bournemouth	530.0	—	—	254.2	267.2	—	—	—	—	—	—	1.7	6.9
+ Bristol	50.7	—	—	11.8	2.6	4.0	1.8	—	—	1.7	28.8	—	—
+ Cambridge	94.3	—	—	—	—	—	—	—	—	—	—	84.1	10.2
+ Cardiff	17.9	—	—	8.7	9.2	—	—	—	—	—	—	—	—
+ Coventry	3.7	—	—	—	—	—	—	—	—	—	3.7	—	—
+ East Midlands	511.2	—	—	22.8	80.9	3.3	3.3	—	—	49.2	203.4	6.4	141.9
+ Edinburgh	88.1	25.4	25.9	17.4	14.1	3.6	1.7	—	—	—	—	—	—
+ Exeter	11.2	—	—	4.5	6.7	—	—	—	—	—	—	—	—
+ Glasgow	1 251.1	99.0	152.0	46.0	28.6	240.9	304.9	—	—	370.0	9.7	—	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	5.1	—	—	3.3	1.8	—	—	—	—	—	—	—	—
+ Inverness	30.6	8.1	22.4	0.1	—	—	—	—	—	—	—	—	—
+ Islay	9.2	—	—	5.2	4.0	—	—	—	—	—	—	—	—
+ Isle of Man	175.5	—	—	153.5	22.0	—	—	—	—	—	—	—	—
+ Isles of Scilly	12.8	12.0	0.8	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	40.7	26.9	12.2	0.8	0.8	—	—	—	—	—	—	—	—
+ Leeds/Bradford	24.8	—	—	16.7	8.0	—	—	—	—	—	0.1	—	—
+ Liverpool	766.2	—	—	13.2	9.1	9.1	265.4	—	—	57.0	411.6	0.9	—
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Manchester	2 661.9	248.1	146.7	22.8	5.8	859.0	1 160.5	—	—	—	91.0	0.4	127.6
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	146.0	19.2	15.6	42.2	68.9	—	—	—	—	—	0.1	—	—
+ Norwich	40.9	—	—	17.9	18.7	—	—	—	—	—	4.3	—	—
+ Penzance Heliport	12.8	0.8	12.0	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 734.0	345.7	198.2	190.2	1.1	567.8	234.9	—	—	—	—	143.7	52.4
+ Southampton	100.6	—	—	13.0	72.3	—	—	—	—	—	14.4	0.9	—
+ Stornoway	42.6	37.4	4.1	0.3	0.8	—	—	—	—	—	—	—	—
+ Sumburgh	273.1	57.2	8.6	0.3	0.1	—	—	19.5	51.5	81.1	53.3	1.1	0.4
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	6.7	—	—	5.7	0.9	—	—	—	—	—	0.1	—	—
+ Tiree	1.1	—	—	1.0	0.1	—	—	—	—	—	—	—	—
+ Uns	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Wick	8.3	—	—	7.2	1.0	—	—	—	—	—	0.1	—	—
TOTAL other UK Airports	11 131.0	1 122.1	874.8	1 152.9	699.2	1 734.4	2 001.2	41.0	107.9	1 273.3	1 416.4	243.4	464.4
TOTAL all reporting Airports	63 458.1	9 080.4	7 285.4	3 260.7	3 494.9	14 112.8	16 210.6	41.7	108.2	3 004.4	5 478.7	400.8	979.5
Channel Islands Airports													
+ Alderney	31.8	—	—	24.0	7.8	—	—	—	—	—	—	—	—
+ Guernsey	535.0	—	—	272.0	254.0	—	—	—	—	5.0	4.0	—	—
+ Jersey	538.6	17.7	8.4	371.9	140.2	—	—	—	—	0.3	0.1	—	—
TOTAL (Channel Islands Airports)	11 05.4	17.7	8.4	667.9	402.0	—	—	—	—	5.3	4.1	—	—

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	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	4 950	424	58	4 009	194	374	—	83	5 202	4 890	2 720	7 484	91.3	—34.7
+ Heathrow	23 798	15 245	—	59	475	94	—	—	24 273	15 398	24 882	15 729	—2.4	—2.1
+ Luton	—	73	25	598	—	—	—	595	25	1 266	156	976	—84.0	29.7
+ Southend	208	—	308	1	25	—	136	—	677	1	1 021	—	—33.7	—
+ Stansted	—	—	37	322	—	—	—	236	37	558	6	826	516.7	—32.4
TOTAL (London Area)	28 956	15 742	428	4 989	694	468	136	914	30 214	22 113	28 785	25 015	5.0	—11.6
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	50	—	249	26	167	—	143	10	609	36	662	35	—8.0	2.9
+ Belfast	10	—	3	122	237	210	—	644	250	976	280	878	—10.7	11.2
Benbecula	—	—	—	—	12	—	—	—	12	—	15	—	—20.0	—
+ Birmingham	199	—	—	—	47	—	—	11	246	11	296	7	—16.9	57.1
+ Blackpool	—	—	—	—	16	14	—	310	16	324	32	419	—50.0	—22.7
+ Bournemouth	—	—	—	9	2	519	—	—	2	528	15	627	—86.7	—15.8
+ Bristol	18	—	—	29	3	—	2	—	23	29	33	—	—30.3	—
+ Cambridge	—	—	94	—	—	—	—	—	94	—	127	—	—26.0	—
+ Cardiff	6	—	—	—	11	—	—	—	17	—	18	3	—5.6	—
+ Coventry	—	—	—	—	—	—	—	4	—	4	—	—	—	—
+ East Midlands	31	20	—	380	60	—	2	19	93	419	89	799	4.5	—47.6
+ Edinburgh	15	—	—	—	74	—	—	—	89	—	138	43	—35.5	—
+ Exeter	—	—	—	—	8	2	—	—	8	2	19	—	—57.9	—
+ Glasgow	166	428	—	—	276	—	9	370	451	798	476	1 041	—5.3	—23.3
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	3	—	—	—	1	—	—	—	4	—	2	—	100.0	—
*Inverness	—	—	—	—	30	—	—	—	30	—	21	—	42.9	—
Islay	—	—	—	—	9	—	—	—	9	—	12	—	—25.0	—
+ Isle of Man	1	—	—	—	58	116	—	—	59	116	94	120	—37.2	—3.3
Isles of Scilly	—	—	—	—	13	—	—	—	13	—	15	—	—13.3	—
+ Kirkwall	—	—	—	—	41	—	—	—	41	—	48	—	—14.6	—
+ Leeds/Bradford	13	—	—	—	13	—	—	—	26	—	32	1	—18.8	—
+ Liverpool	4	271	—	2	22	—	—	466	26	739	49	711	—46.9	3.9
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	392	—	—
+ Manchester	570	1 702	—	218	171	—	—	—	741	1 920	798	2 185	—7.1	—12.1
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	43	—	—	—	72	31	—	—	115	31	111	3	3.6	933.3
+ Norwich	20	—	—	—	16	—	—	4	36	4	57	—	—36.8	—
Penzance Heliport	—	—	—	—	13	—	—	—	13	—	15	—	—13.3	—
+ Prestwick	111	1 237	1	195	13	175	—	—	125	1 607	161	1 181	—22.4	36.1
+ Southampton	10	—	—	15	75	—	—	—	85	15	95	89	—10.5	—83.1
Stornaway	—	—	—	—	43	—	—	—	43	—	48	—	—10.4	—
+ Sumburgh	—	—	95	12	66	—	90	10	251	22	240	52	4.6	—57.7
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	—	—	—	—	7	—	—	—	7	—	15	4	—53.3	—
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
Unst	—	—	—	—	—	—	—	—	—	—	—	—	—	—
*Wick	—	—	—	—	8	—	—	—	8	—	7	5	14.3	—
All other UK Airports	1 270	3 658	442	1 008	1 585	1 067	246	1 848	3 543	7 581	4 021	8 595	—11.9	—11.8
*TOTAL all reporting UK Airports	30 226	19 400	870	5 997	2 279	1 535	382	2 762	33 757	29 694	32 806	33 610	2.9	—11.7
Channel Islands Airports														
Alderney	..	..	..	..	..	..	..	..	32	—	26	—	23.1	—
Guernsey	..	..	..	..	..	..	..	..	535	—	606	—	—11.7	—
Jersey	..	..	..	..	..	..	..	..	539	—	678	—	—20.5	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	1 106	—	1 310	—	—15.6	—

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

Table 2.16

Airport	Passengers		Air Transport Movements					Helicopters	Percentage change on Nov. '79
	Total Terminal (a) and Transit	Percentage change on Nov. '79	Total	Percentage change on Nov. '79	Fixed Wing	Percentage change on Nov. '79			
Benbecula	1 781	-15.8	210	1.9	209	1.5	1	—	
Islay	921	-20.1	124	-21.0	124	-21.0	—	—	
Inverness	10 712	-10.1	480	-13.0	411	-20.2	69	86.5	
Kirkwall	6 435	-24.9	712	-22.9	690	-21.1	22	-55.1	
Stornoway	5 171	-18.5	282	-31.2	278	-32.2	4	—	
Sumburgh	46 620	-15.2	2 581	-19.3	1 146	-20.0	1 435	-18.7	
Tiree	423	2.4	91	16.7	91	16.7	—	—	
Wick	2 763	-12.8	383	-23.7	383	-23.7	—	—	

(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 Airline Statistics). These arise mainly because UK airlines are not asked to report non-revenue passengers or cargo.

MOVEMENTS

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

PASSENGERS

Passengers	All revenue and non-revenue passengers on air transport movement flights.
A terminal passenger	is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger.
A transit passenger	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is 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.