

***Civil Aviation Authority***

---



---

**CAA Monthly Statistics**  
(up to and including March 1980)

# **CAA Monthly Statistics**

**(up to and including March 1980)**

© Civil Aviation Authority, 1980

ISSN 0306 3577

*The Civil Aviation Authority has no objection to the reproduction of extracts of information contained in this document if the Authority is acknowledged as its source.*

Printed in England by D. Greenaway & Sons Ltd.,  
and distributed by Civil Aviation Authority, Greville House, 37 Gratton Road, Cheltenham.

# 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 kilograms

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 &amp; 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.

# Contents

## Foreword

## Civil Aviation Statistics—March 1980

1

## Part 1 UK Airline Operating and Traffic Statistics

Tables	Table Number Prior to January 1980	
1.1	(1)	4
1.2	(2)	5
<i>Scheduled Services by UK Airlines (1970–1979)</i>		
1.3.1	(8.1)	6
1.3.2	(8.2)	7
1.3.3	(8.3)	9
<i>Non-scheduled Services by UK Airlines (1970–1979)</i>		
1.4.1	(9.1)	9
1.4.2	(9.2)	10
1.4.3	(9.3)	11
<i>Scheduled Services</i>		
1.5.1	(22.1)	12
1.5.2	(22.2)	13
1.5.3	(22.3)	14
<i>Non-scheduled Services</i>		
1.6.1	(23.1)	15
1.6.2	(23.2)	16
1.6.3	(23.3)	17
1.7	(24)	18
1.8	(25)	18
1.9.1	(26.1)	19
1.9.2	(26.2)	19
1.9.3	(26.3)	19
1.10.1	(27.1)	20
1.10.2	(27.2)	20
1.10.3	(27.3)	20
1.11.1	(28.1)	21
1.11.2	(28.2)	21
1.11.3	(28.3)	21
1.12.1	(29.1)	22
1.12.2	(29.2)	23
1.12.3	(29.3)	23
1.13	(30.1)	24
<i>Aircraft Type and Utilisation</i>		
1.14.1	(31.1)	25
1.14.2	(31.2)	26-29
1.15	(32)	30
1.16	(33)	30
1.17	(34)	31

# Contents *continued*

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

	Table Number prior to January 1980	
<b>Airport Tables</b>		
2.1 Size of UK Airports	(1)	34
2.2 Main Outputs of UK Airports	(2)	34
2.3 Use of UK Airports	(3)	35
<i>Airport Activity</i>		
2.4 Aircraft Movements at UK Airports by Purpose	(4)	36
2.5 Aircraft Movements	(11)	37
2.6 Air Transport Movements by Type and Nationality of Operator	(12)	38
2.7 Air Transport Landings Diverted from/to UK Reporting Airports	(14)	39
2.8 Air Transport Movements Comparison with the Previous Year	(13)	40
<i>Air Passengers</i>		
2.9 Air Passengers by Type and Nationality of Operator	(15)	41
2.10 Terminal, International and Domestic Passenger Traffic by Airports	(16 and 17)	42
2.11 Passenger Movements by Air Analysis by Countries of Landing and of Embarkation	(10)	43
2.12 International Air Passenger Traffic to and from UK Airports	(18)	44-51
2.13 Passengers Uplifted on Domestic Routes	(19)	52
<i>Air Cargo</i>		
2.14 Cargo by Type and Nationality of Operator	(20)	53
2.15 Cargo—Comparison with the Previous Year	(21)	54
<b>Appendix A Definitions—UK Airport Statistics</b>		55
<b>Appendix B Definitions—UK Airline Statistics</b>		57

# Civil Aviation Statistics—March 1980

## ACTIVITY AT UK AIRPORTS

### 1 Air Transport Movements

UK airports handled 73 000 air transport movements during March 1980 (4.2 per cent growth when compared with the same month in the previous year); of which 7.0 per cent were all-cargo movements. The number of scheduled movements rose by 3.2 per cent and the number of charter movements rose by 7.0 per cent. The UK operators' share of scheduled movements fell by 3.1 percentage points to stand at 74.4 per cent of the total whilst their share of charter movements rose by 2.3 percentage points to stand at 93.6 per cent of the total.

#### 1.1 Air Transport Movements at London Area Airports

34 000 air transport movements were handled by the London area airports (3.6 per cent growth when compared with March 1979); of which 6.4 per cent were all-cargo movements. Gatwick reported the greatest increase in movements handled (879 additional movements; 11.0 per cent growth) followed by Heathrow with 399 additional movements (1.8 per cent growth) and Luton with 226 additional movements (14.0 per cent growth). Southend reported 260 fewer movements (24.4 per cent decline) and Stansted reported 57 fewer movements (16.0 per cent decline).

#### 1.2 Air Transport Movements outside the London Area

Outside the London area UK airports handled 39 000 air transport movements (4.8 per cent growth when compared with March 1979); of which 7.6 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (1 149 additional movements; 23.9 per cent growth) followed by Edinburgh with 302 additional movements (16.1 per cent growth) and Liverpool with 299 additional movements (24.8 per cent growth). Sumburgh reported the heaviest fall in movements handled (282 fewer movements; 8.8 per cent decline) followed by Kirkwall with 188 fewer movements (19.0 per cent decline) followed by Cardiff with 134 fewer movements (19.0 per cent decline).

### 2 Terminal Passengers

4.3 million terminal passengers used UK airports during March 1980 (7.7 per cent growth when compared with the same month in the previous year). The number of scheduled passengers rose by 8.2 per cent and the number of charter passengers rose by 6.0 per cent. The UK operators' share of scheduled passengers fell

marginally to stand at 66.1 per cent of the total whilst their share of charter passengers rose by 2.8 percentage points to stand at 88.6 per cent of the total.

#### 2.1 Terminal Passengers at London Area Airports

The London area airports handled 3.0 million terminal passengers (8.9 per cent growth when compared with March 1979). Heathrow reported the greatest increase in passengers handled (172 540 additional passengers; 5.6 per cent growth) followed by Gatwick with 77 169 additional passengers (14.5 per cent growth) and Stansted with 734 additional passengers (2.9 per cent growth). Both Luton and Southend reported falls in the number of passengers handled (3 842 fewer passengers; 2.4 per cent decline and 3 287 fewer passengers; 29.5 per cent decline respectively).

#### 2.2 Terminal Passengers outside the London Area

UK airports outside the London area handled 1.3 million terminal passengers (5.0 per cent growth when compared with March 1979). Manchester reported the greatest increase in passengers handled (31 026 additional passengers; 13.5 per cent growth) followed by Belfast with 16 659 additional passengers (17.5 per cent growth) and Aberdeen with 16 214 additional passengers (16.1 per cent growth). Sumburgh reported the heaviest fall in passengers handled (6 763 fewer passengers; 12.1 per cent decline) followed by Glasgow with 4 886 fewer passengers (2.7 per cent decline) and Lydd (handling no terminal passengers, compared with 4 649 during March 1979) and Edinburgh with 2 871 fewer passengers (2.9 per cent decline).

#### 2.3 International Terminal Passengers

3.0 million terminal passengers used international services during March 1980 (9.4 per cent growth when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA (carrying 15.7 per cent of all international scheduled passengers) followed by those to France (carrying 10.2 per cent) and those to Germany (carrying 9.1 per cent). The most heavily used international charter services were those to Spain (carrying 29.5 per cent of all international charter passengers) followed by those to Italy (carrying 17.7 per cent) and those to the Canary Islands (carrying 7.6 per cent).

### 3 Cargo

During March 1980 UK airports handled 69 000 tonnes of cargo (a decline of 4.3 per cent when compared with the same month in the previous year); of which



49.1 per cent were carried on all-cargo flights. The number of scheduled tonnes handled fell by 2.3 per cent and the number of charter tonnes handled fell by 12.4 per cent. The UK operators' share of scheduled tonnage fell by 0.7 percentage points to stand at 40.1 per cent of the total whilst their share of charter tonnage rose by 2.6 percentage points to stand at 88.6 per cent of the total.

### **3.1 Cargo at London Area Airports**

The London area airports handled 57 000 tonnes of cargo (a decline of 4.9 per cent when compared with March 1979); of which 44.4 per cent were carried on all-cargo flights. Luton reported 507 additional tonnes (more than one fold growth) followed by Gatwick with 475 additional tonnes (4.8 per cent growth) and Southend with 128 additional tonnes (19.2 per cent growth). Heathrow reported the heaviest fall in tonnage handled (2 714 fewer tonnes; 5.8 per cent decline) and Stansted reported 1 344 fewer tonnes (75.2 per cent decline).

### **3.2 Cargo outside the London Area**

13 000 tonnes of cargo were handled by UK airports outside the London area (a decline of 1.1 per cent when compared with March 1979); of which 70.1 per cent were carried on all-cargo flights. East Midlands reported the greatest increase in tonnage handled (185 additional tonnes; 33.3 per cent growth) followed by Bournemouth with 168 additional tonnes (18.8 per cent growth) and Blackpool with 129 additional

tonnes (35.6 per cent growth). Glasgow and Liverpool reported the heaviest falls in tonnage handled (252 fewer tonnes each; 27.2 and 13.0 per cent decline respectively). Belfast reported 72 fewer tonnes (6.0 per cent decline).

### **OUTPUT OF UK AIRLINES**

The output of UK airlines for all services in March 1980 was 978 million available tonne-kilometres, an increase of 2.2 per cent on March 1979.

The scheduled service output of 729 million available tonne-kilometres was 9.8 per cent more than a year earlier. The overall load factor was 62.4 per cent, compared with 60.0 the previous year. Seat kilometres used were 63.5 per cent of those available. Seat factors on domestic and international scheduled services were 59.7 and 63.7 per cent respectively compared with 62.1 and 61.2 per cent a year earlier. The non-scheduled output of 250 million available tonne-kilometres was 15.0 per cent less than in March 1979. Advance Booking Charters and Inclusive Tour Charters on Class 3 licences accounted for 0.8 and 109.9 million available tonne-kilometres respectively compared with 7.8 and 90.3 million a year earlier.

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

## **Part 1**

# **UK Airlines—Operating and Traffic Statistics**

# Size of UK Airlines by Available Capacity

## Year ended March 1980(a)

**Table 1.1**

	Output in available tonne – kilometres (000 000)	Percentage of all tonne – kilometres available
British Airways	7 802	60.43
British Caledonian Airways	1 001	7.75
Laker Airways	790	6.12
Britannia Airways	571	4.42
British Cargo Airlines (b)	441	3.42
Dan-Air Services	435	3.37
British Midland Airways	329	2.55
Tradewinds Airways	287	2.22
British Airtours	264	2.04
Monarch Airlines	250	1.94
Transmeridian Air Cargo	164	1.27
Air UK (c)	119	0.92
Scimitar Airlines	102	0.79
Pelican Air Transport	89	0.69
Air Europe	83	0.64
Air Transcontinental (d)	57	0.44
Redcoat Air Cargo	28	0.27
Air Bridge Carriers	25	0.19
British Airways Helicopters	13	0.10
Bristows Helicopters	11	0.08
Invicta International Airlines	10	0.08
Others (21 Airlines)	39	0.30

(a) Excludes Air Taxi operations.

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

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

(d) Ceased operations November, 1979.

# Main Outputs of UK Airlines(a) 1951-1979

**Table 1.2**

	<b>Available tonne-km</b>		
	<b>Total</b>	<b>Scheduled services</b>	<b>Non-scheduled services</b>
	<b>(000 000)</b>	<b>(000 000)</b>	<b>(000 000)</b>
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
<b>Year ended</b>			
March 1979	12 083	8 202	3 881
March 1980	12 931	9 103	3 827
<b>Latest year's growth (percentages)</b>	7.0	11.0	-1.4
<b>Mean rates of growth (percentages) to 1979</b>			
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
1978	October	703.6	420.1	14.0	89.3	316.7	59.7	5 571.3	3 462.6	62.1
	November	650.9	385.2	16.5	80.7	288.0	59.2	5 182.3	3 145.0	60.7
	December	666.2	395.7	18.9	78.1	298.7	59.4	5 337.0	3 262.0	61.1
1979	January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4
	February	589.2	330.9	13.2	77.2	240.5	56.2	4 674.3	2 627.1	56.2
	March	663.6	398.0	15.2	85.5	297.3	60.0	5 331.4	3 266.4	61.3
	October	798.2	505.4	15.3	102.3	387.8	63.3	6 501.4	4 237.4	65.2
	November	689.0	416.5	16.8	91.0	308.8	60.5	5 586.0	3 380.5	60.5
	December	705.0	431.9	19.1	90.7	322.1	61.3	5 764.7	3 511.4	60.9
1980	January	727.6	410.9	14.2	81.8	314.9	56.5	5 943.1	3 480.3	58.0
	February	659.9	377.4	14.0	90.8	272.5	57.2	5 363.9	3 013.8	56.2
	March	728.6	454.5	14.9	99.5	340.1	62.4	5 920.5	3 756.9	63.5

# 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
1978 October	670.3	400.0	13.8	88.4	297.8	59.7	5 227.5	3 238.3	61.9
November	620.4	368.0	16.2	79.7	272.1	59.3	4 867.5	2 956.2	60.7
December	640.0	380.9	18.7	77.2	285.0	59.5	5 065.8	3 100.0	61.2
1979 January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.5	2 796.5	61.8
February	561.7	316.3	12.9	76.3	227.1	56.3	4 389.3	2 467.7	56.2
March	632.2	379.7	14.9	84.5	280.2	60.1	5 005.1	3 063.9	61.2
October	760.7	482.6	15.0	101.4	366.2	63.4	6 109.8	3 983.8	65.2
November	655.7	398.3	16.5	90.4	291.5	60.7	5 232.0	3 175.3	60.7
December	674.4	415.4	18.8	90.1	306.5	61.6	5 439.6	3 326.8	61.2
1980 January	694.5	394.4	13.9	81.3	299.2	56.8	5 593.6	3 293.6	58.9
February	627.6	361.0	13.8	90.3	257.0	57.5	5 021.9	2 828.4	56.3
March	694.4	435.4	14.7	98.9	321.8	62.7	5 555.7	3 539.0	63.7

# 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
1978 October	33.3	20.1	0.2	1.0	18.9	60.4	343.8	224.3	65.2
November	30.5	17.2	0.3	1.0	15.9	56.5	314.8	188.8	60.0
December	26.2	14.8	0.3	0.8	13.7	56.6	271.2	162.0	59.8
1979 January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9
February	27.5	14.6	0.3	0.9	13.4	53.1	285.0	159.4	55.9
March	31.4	18.3	0.3	0.9	17.1	58.3	326.2	202.6	62.1
October	37.5	22.8	0.3	1.0	21.6	60.8	391.6	253.6	64.8
November	33.3	18.2	0.3	0.6	17.3	54.7	354.0	205.2	58.0
December	30.6	16.5	0.3	0.6	15.6	53.8	325.1	184.7	56.8
1980 January	33.1	16.5	0.3	0.5	15.7	49.9	349.5	186.7	53.4
February	32.3	16.3	0.3	0.6	15.5	50.5	342.0	185.5	54.2
March	34.3	19.2	0.3	0.6	18.3	55.9	364.8	217.8	59.7

# Non-scheduled Passenger and Cargo Services by UK Airlines<sup>(a)</sup>

Table 1.4.1

## By Main Type of Service

	(b)		(c)					
	Total Tonne-km available (000 000)	Percentage of all UK services	Inclusive Tours Tonne-km available (000 000)	Percentage of all UK services	Other separate fare and advance Tonne-km available (000 000)	Other separate booking charters Percentage of all UK services	Other charters 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
1978 October	328.1	31.8	111.1	10.8	38.6	3.7	178.4	17.3
November	311.0	32.3	89.0	9.3	16.1	1.7	205.9	21.4
December	300.5	31.1	75.7	7.8	20.7	2.1	204.1	21.1
1979 January	249.6	29.3	77.8	9.1	20.9	2.5	150.9	17.7
February	234.7	28.5	76.0	9.2	11.8	1.4	146.9	17.8
March	293.5	30.7	90.3	9.4	18.5	1.9	184.8	19.3
October	367.2	31.5	149.3	12.8	37.0	3.2	180.9	15.5
November	271.8	28.3	93.4	9.7	6.2	0.6	172.1	17.9
December	250.4	26.2	85.9	9.0	9.9	1.0	154.6	16.2
1980 January	227.9	23.9	89.9	9.4	10.8	1.1	127.1	13.3
February	219.5	25.0	87.4	9.9	7.1	0.8	125.0	14.2
March	249.7	25.5	109.9	11.2	12.0	1.2	127.9	13.1

(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
1978	October	1 280.5	1 124.4	87.8	672.3	6 008	9 643	1 605	1 672
	November	1 036.6	910.5	87.8	500.5	4 579	7 937	1 733	1 819
	December	878.3	676.6	77.0	402.8	4 228	6 739	1 594	1 680
1979	January	902.7	720.4	79.8	422.0	4 391	6 918	1 576	1 707
	February	880.4	766.8	87.1	457.4	4 226	6 647	1 573	1 676
	March	1 042.5	926.5	88.9	565.7	5 112	7 943	1 554	1 638
	October	1 689.0	1 426.2	84.4	798.3	7 313	12 457	1 703	1 787
	November	1 064.9	890.2	83.6	468.5	4 433	8 007	1 806	1 900
	December	976.4	692.9	71.0	393.8	4 326	7 318	1 692	1 760
1980	January	1 020.8	748.2	73.3	432.6	4 501	7 516	1 670	1 730
	February	996.9	831.1	83.4	485.2	4 507	7 423	1 647	1 713
	March	1 246.5	1 079.2	86.6	643.2	5 764	9 285	1 611	1 678

# 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
1978 October	408.6	321.6	78.7	102.1	1 124	2 437	2 168	3 150
November	177.6	125.5	70.7	44.1	501	1 085	2 166	2 846
December	226.1	175.0	77.4	64.1	726	1 456	2 006	2 730
1979 January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934
February	132.1	94.9	71.8	34.8	416	898	2 159	2 727
March	200.9	159.9	79.6	61.8	677	1 307	1 931	2 587
October	384.7	249.5	64.9	78.1	793	1 768	2 230	3 195
November	73.2	55.6	75.9	29.4	349	579	1 659	1 891
December	111.1	81.1	73.0	38.6	439	794	1 809	2 101
1980 January	121.5	89.3	73.5	39.3	501	886	1 768	2 272
February	81.8	66.6	81.4	35.2	435	682	1 568	1 892
March	136.9	113.4	82.8	56.4	634	1 089	1 718	2 011

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

(b) Advance Booking Charters commenced in April 1973.

# All Scheduled Services March 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
<b>Passenger Service</b>														
British Airways	21 611	17 829	35 274	1 343 539	4 907 033	3 221 414	65.6	16 610	582 456	376 045	13 771	68 483	293 790	64.6
British Airways Helicopters	11	188	66	3 568	323	218	67.4	10	27	19	—	1	18	71.0
British Caledonian Airways	3 228	3 407	5 405	135 865	54 138	265 139	49.0	2 404	68 357	36 593	692	11 411	24 490	53.5
Air Ecosse	32	196	101	1 581	500	250	50.0	9	38	22	1	1	21	58.8
Air UK	1 097	3 934	3 593	71 756	56 348	24 058	42.7	522	5 439	2 242	14	184	2 045	41.2
Aurigny Air Services	92	1 702	453	16 615	1 307	827	63.3	91	125	71	1	5	66	57.1
British Midlands Airways	582	1 958	1 912	65 800	43 483	21 143	48.6	176	3 642	1 711	3	60	1 649	47.0
Brymon Airways	136	549	589	5 450	35 76	1 533	42.9	5	334	127	—	2	125	38.0
Burnthills Aviation	4	36	24	67	16	8	46.5	—	1	1	—	—	1	46.3
Cabair	11	32	42	43	70	15	21.7	—	8	1	—	—	1	14.4
Dan-Air Services	421	1 249	1 255	28 522	28 328	13 667	48.2	66	2 405	1 201	—	40	1 160	49.9
Express Air Services CI	8	21	29	461	399	176	44.2	—	36	13	—	—	13	36.9
Haywards Aviation	—	3	3	8	4	1	17.7	—	1	—	—	—	—	13.4
Jersey European Airways	18	229	103	1 001	157	75	47.8	—	14	6	—	—	6	42.5
Laker Airways	971	136	1 234	29 706	334 906	206 970	61.8	—	33 976	16 557	—	—	16 557	48.7
Loganair	169	1 533	811	9 770	2 520	1 355	53.8	—	230	124	—	—	124	53.9
<b>TOTAL Passenger Services</b>	<b>28 392</b>	<b>33 002</b>	<b>50 892</b>	<b>1 713 752</b>	<b>5 920 508</b>	<b>3 756 850</b>	<b>63.5</b>	<b>19 893</b>	<b>697 088</b>	<b>434 732</b>	<b>14 481</b>	<b>80 186</b>	<b>340 065</b>	<b>62.4</b>
<b>Cargo Services</b>														
British Airways	919	448	1 261					3 296	23 415	15 047	329	14 718	—	64.3
British Caledonian Airways	234	103	328					947	7 637	4 488	121	4 367	—	58.8
Air Freight	36	156	367					353	140	81	—	81	—	58.0
Air UK	74	311	287					795	340	184	18	166	—	54.0
Air Bridge Carriers	2	10	9					70	27	16	—	16	—	58.6
<b>TOTAL CARGO SERVICES</b>	<b>1 265</b>	<b>1 028</b>	<b>2 253</b>					<b>5 461</b>	<b>31 559</b>	<b>19 815</b>	<b>468</b>	<b>19 348</b>	<b>—</b>	<b>62.8</b>
<b>GRAND TOTAL</b>	<b>29 657</b>	<b>34 030</b>	<b>53 145</b>	<b>1 713 752</b>	<b>5 920 508</b>	<b>3 756 850</b>	<b>63.5</b>	<b>25 354</b>	<b>728 647</b>	<b>454 547</b>	<b>14 948</b>	<b>99 533</b>	<b>340 065</b>	<b>62.4</b>

# International Scheduled Services March 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	19 250	11 559	28 997	964 370	4 656 224	3 062 116	65.8	15 574	559 345	362 142	13 667	68 188	280 288	64.7
British Caledonian Airways	2 788	1 865	4 254	84 872	502 939	244 660	48.6	2 201	64 433	34 841	668	11 345	22 827	54.1
Air UK	606	1 548	1 783	32 282	36 270	14 320	39.5	389	3 496	1 382	12	153	1 217	39.5
Aurigny Air Services	92	1 702	453	16 615	1 307	827	63.3	91	125	71	1	5	66	57.1
British Midland Airways	120	294	390	7 778	8 774	3 356	38.2	41	649	281	—	19	262	43.4
Brymon Airways	31	132	134	531	612	131	21.5	1	53	11	—	1	10	20.8
Cabair	11	32	42	43	70	15	21.7	—	8	1	—	—	1	14.4
Dan-Air Services	207	446	564	9 479	14 374	6 562	45.6	44	1 220	586	—	29	557	48.0
Express Air Services CI	1	1	2	31	26	16	62.0	—	2	1	—	—	1	51.1
Jersey European Airways	18	229	103	1 001	157	75	47.8	—	14	6	—	—	6	42.5
Laker Airways	971	136	1 234	29 706	334 906	206 970	61.8	—	33 976	16 557	—	—	16 557	48.7
TOTAL Passenger Services	24 095	17 944	37 954	1 146 708	5 555 659	3 539 049	63.7	18 342	663 320	415 879	14 347	79 740	321 792	62.7
Cargo Services														
British Airways	919	448	1 261					3 296	23 415	15 047	329	14 718	—	64.3
British Caledonian Airways	211	61	280					727	7 453	4 367	—	4 367	—	58.6
Air Freight	36	156	367					353	140	81	—	81	—	58.0
Air UK	6	15	21					25	28	11	—	10	—	37.8
TOTAL Cargo Services	1 171	680	1 929					4 401	31 036	19 506	329	19 177	—	62.8
GRAND TOTAL	25 266	18 624	39 883	1 146 708	5 555 659	3 539 049	63.7	22 742	694 356	435 384	14 676	98 916	321 792	62.7

# Domestic Scheduled Services March 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)	
<b>Passenger Services</b>														
British Airways	2 361	6 270	6 277	379 169	250 809	159 298	63.5	1 036	23 110	13 903	104	296	13 502	60.2
British Airways Helicopters	11	188	66	3 568	323	218	67.4	10	27	19	—	1	18	71.0
British Caledonian Airways	440	1 542	1 151	50 993	38 599	20 479	53.1	203	3 925	1 752	24	65	1 663	44.6
Air Ecosse	32	196	101	1 581	500	250	50.0	9	38	22	1	1	21	58.8
Air UK	491	2 386	1 810	39 474	20 078	9 738	48.5	133	1 943	861	2	31	828	44.3
British Midland Airways	462	1 664	1 522	58 022	34 709	17 787	51.2	135	2 993	1 430	3	40	1 387	47.8
Brymon Airways	106	417	455	4 919	2 964	1 402	47.3	5	281	116	—	1	115	41.3
Burnthills Aviation	4	36	24	67	16	8	46.5	—	1	1	—	—	1	46.3
Dan-Air Services	214	803	692	19 043	13 954	7 105	50.9	22	1 185	615	—	11	603	51.9
Express Air Services CI	7	20	27	430	373	160	43.0	—	34	12	—	—	12	35.9
Haywards Aviation	—	3	3	8	4	1	17.7	—	1	—	—	—	—	13.4
Loganair	169	1 533	811	9 770	2 520	1 355	53.8	—	230	124	—	—	124	53.9
<b>TOTAL Passenger Services</b>	<b>4 297</b>	<b>15 058</b>	<b>12 939</b>	<b>567 044</b>	<b>364 848</b>	<b>217 801</b>	<b>59.7</b>	<b>1 552</b>	<b>33 768</b>	<b>18 853</b>	<b>134</b>	<b>446</b>	<b>18 273</b>	<b>55.8</b>
<b>Cargo Services</b>														
British Caledonian Airways	24	42	48	—	—	—	—	220	184	121	121	—	—	65.8
Air UK	68	296	266	—	—	—	—	770	312	173	18	156	—	55.5
Air-Bridge Carriers	2	10	9	—	—	—	—	70	27	16	—	16	—	58.6
<b>TOTAL Cargo Services</b>	<b>94</b>	<b>348</b>	<b>324</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1 060</b>	<b>523</b>	<b>310</b>	<b>139</b>	<b>171</b>	<b>—</b>	<b>59.3</b>
<b>GRAND TOTAL</b>	<b>4 391</b>	<b>15 406</b>	<b>13 263</b>	<b>567 044</b>	<b>364 848</b>	<b>217 801</b>	<b>59.7</b>	<b>2 612</b>	<b>34 291</b>	<b>19 163</b>	<b>272</b>	<b>617</b>	<b>18 273</b>	<b>55.9</b>

# All Non-scheduled Services March 1980<sup>(a)</sup>

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	132	44	410	8 651	32 395	25 895	79.9	440	4 222	3 078	9	664	2 404	72.9
British Airtours	857	421	1 201	39 407	160 803	113 865	70.8	—	14 639	9 938	—	—	9 938	67.9
British Airways Helicopters	527	3 315	2 618	34 443	10 410	5 782	55.5	347	1 119	518	—	56	462	46.3
British Caledonian Airways	522	382	887	26 005	32 682	27 761	84.9	1 403	11 806	8 701	—	6 308	2 393	73.7
Air Europe	611	327	975	40 081	79 384	75 256	94.8	—	7 510	6 021	—	—	6 021	80.2
Air Freight	61	183	223	—	—	—	—	290	322	142	60	83	—	44.3
Air UK	320	484	756	16 855	21 310	18 014	84.5	401	2 259	1 665	42	96	1 528	73.7
Air-Bridge Carriers	165	258	415	—	—	—	—	1 478	2 736	1 180	4	1 177	—	43.1
Alderney Air Ferries	11	95	54	311	99	36	36.5	—	9	3	—	—	3	32.9
Alidair	50	149	160	5 015	3 014	1 830	60.7	32	301	148	—	11	137	49.3
B.E.A.S.	73	3 186	485	15 159	800	346	43.3	50	73	33	—	1	32	45.2
Bristow Helicopters	666	4 197	3 916	35 347	11 417	6 264	54.9	263	969	614	—	53	562	63.4
Britannia Airways	4 229	2 360	6 758	259 219	550 325	465 905	84.7	—	46 806	39 605	—	—	39 605	84.6
British Air Ferries	155	333	463	3 821	4 033	2 038	50.5	239	665	292	48	81	163	43.9
British Cargo Airlines	269	90	370	—	—	—	—	1 095	10 634	7 806	—	7 806	—	73.4
British Midland Airways	885	430	1 287	536	102 988	49 366	47.9	—	24 880	8 420	—	4 579	3 841	33.8
Dan-Air Services	2 911	2 730	5 538	196 827	318 483	275 523	86.5	138	25 607	22 131	18	19	22 094	86.4
Express Air Services CI	70	427	323	—	25	19	75.0	1 082	317	184	28	154	2	57.9
General Aviation Services	17	60	84	—	—	—	—	51	59	29	—	29	—	48.6
Guernsey Airlines	6	9	17	401	352	233	66.3	—	35	19	—	—	19	54.1
Invicta International Airlines	17	19	38	—	—	—	—	111	275	111	—	111	—	40.1
Laker Airways	1 055	572	1 607	68 934	172 047	140 933	81.9	—	16 686	11 274	—	—	11 274	67.6
Loganair	232	779	1 023	7 235	3 734	2 561	68.6	1	344	283	—	1	282	82.3
Management Aviation	87	1 244	418	3 831	466	294	63.1	83	44	27	—	4	23	61.4
Monarch Airlines	1 161	709	1 870	88 528	177 176	152 749	86.2	—	17 274	13 836	—	—	13 836	80.1
North Scottish Helicopters	159	1 423	799	5 836	1 541	925	60.0	—	127	74	—	—	74	58.3
Orion Airways	111	77	189	8 352	14 440	13 130	90.9	—	1 366	1 050	—	—	1 050	76.8
Pelican Air Transport	152	56	206	—	—	—	—	541	6 386	4 651	—	4 651	—	72.8
Redcoat Air Cargo	123	54	273	—	—	—	—	191	2 146	1 305	—	1 305	—	60.8
Scimitar Airlines	312	90	431	—	—	—	—	—	11 855	7 943	—	7 943	—	67.6
Southern Int-Air Transport	43	85	115	202	1 754	516	29.4	119	236	107	—	65	41	45.1
TAC Heavylift	36	11	94	—	—	—	—	72	1 213	405	—	405	—	33.4
Tradewinds Airways	841	279	1 157	—	—	—	—	4 035	35 470	22 387	—	22 387	—	63.1
Transmeridian Air Cargo	50	19	104	—	—	—	—	158	1 310	884	—	884	—	67.5
<b>TOTAL</b>	<b>16 916</b>	<b>24 897</b>	<b>35 262</b>	<b>864 996</b>	<b>1 699 678</b>	<b>1 379 242</b>	<b>81.1</b>	<b>12 628</b>	<b>249 700</b>	<b>174 863</b>	<b>208</b>	<b>58 873</b>	<b>116 783</b>	<b>70.0</b>
<b>Class 5 Licence TOTAL</b>	<b>54</b>	<b>30</b>	<b>85</b>	<b>2 706</b>	<b>7 238</b>	<b>5 021</b>	<b>69.4</b>	<b>..</b>	<b>614</b>	<b>426</b>	<b>—</b>	<b>—</b>	<b>426</b>	<b>69.4</b>
<b>TOTAL Excludes 5 Licence</b>	<b>16 862</b>	<b>24 867</b>	<b>35 177</b>	<b>862 290</b>	<b>1 692 440</b>	<b>1 374 221</b>	<b>81.2</b>	<b>12 628</b>	<b>249 086</b>	<b>174 437</b>	<b>208</b>	<b>58 873</b>	<b>116 357</b>	<b>70.0</b>

(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 March 1980<sup>(a)</sup>

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)(c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	132	43	410	8 588	42 388	25 889	79.9	440	4 221	3 077	9	664	2 404	72.9
British Airtours	857	421	1 201	39 407	160 803	113 865	70.8	—	14 639	9 938	—	—	9 938	67.9
British Airways Helicopters	523	3 257	2 596	34 419	10 320	5 780	56.0	299	1 109	514	—	52	462	46.3
British Caledonian Airways	522	382	887	26 005	32 682	27 761	84.9	1 403	11 806	8 701	—	6 308	2 393	73.7
Air Eurpoe	611	327	975	40 081	79 384	75 256	94.8	—	7 510	6 021	—	—	6 021	80.2
Air Freight	34	95	125	—	—	—	—	55	175	75	—	75	—	42.6
Air UK	266	318	559	16 686	21 239	17 956	84.5	111	2 010	1 560	1	37	1 523	77.6
Air-Bridge Carriers	111	97	250	—	—	—	—	588	1 911	832	—	832	—	43.5
Alderney Air Ferries	—	2	1	2	1	—	11.1	—	—	—	—	—	—	12.5
Alidair	7	8	19	79	405	295	72.9	—	41	23	—	1	22	56.8
B.E.A.S.	73	3 186	485	15 159	800	346	43.3	50	73	33	—	1	32	45.2
Bristow Helicopters	666	4 197	3 916	35 347	11 417	6 264	54.9	263	969	614	—	53	562	63.4
Britannia Airways	4 229	2 360	6 758	259 219	550 325	465 905	84.7	—	46 806	39 605	—	—	39 605	84.6
British Air Ferries	133	248	382	3 771	4 007	2 025	50.5	33	558	243	—	81	162	43.5
British Cargo Airlines	269	90	370	—	—	—	—	1 095	10 634	7 806	—	7 806	—	73.4
British Midland Airways	884	428	1 285	396	102 921	49 301	47.9	—	24 875	8 415	—	4 579	3 836	33.8
Dan-Air Services	2 543	1 783	4 243	169 642	302 639	264 341	87.3	2	24 217	21 145	—	1	21 144	87.3
Express Air Services CI	—	3	1	—	—	—	—	8	1	1	—	1	—	85.9
General Aviation Services	12	33	59	—	—	—	—	6	43	21	—	21	—	49.0
Guernsey Airlines	4	6	12	300	248	189	76.2	—	25	16	—	—	16	64.0
Invicta International Airlines	17	19	38	—	—	—	—	111	275	111	—	111	—	40.1
Laker Airways	1 055	572	1 607	68 934	172 047	140 933	81.9	—	16 686	11 274	—	—	11 274	67.6
Loganair	1	2	2	—	—	—	—	1	2	1	—	1	—	30.0
Management Aviation	87	1 244	418	3 831	466	294	63.1	83	44	27	—	4	23	61.4
Monarch Airlines	1 161	709	1 870	88 528	177 176	152 749	86.2	—	17 274	13 836	—	—	13 836	80.1
North Scottish Helicopters	159	1 423	799	5 836	1 541	925	60.0	—	127	74	—	—	74	58.3
Orion Airways	111	77	189	8 352	14 440	13 130	90.9	—	1 366	1 050	—	—	1 050	76.8
Pelican Air Transport	152	58	206	—	—	—	—	541	6 386	4 651	—	4 651	—	72.8
Redcoat Air Cargo	123	54	273	—	—	—	—	191	2 146	1 305	—	1 305	—	60.8
Scimitar Airlines	312	90	431	—	—	—	—	—	11 855	7 943	—	7 943	—	67.0
Southern Int-Air Transport	18	32	50	202	1 272	516	40.6	—	86	41	—	—	41	48.1
TAC Heavylift	36	11	94	—	—	—	—	72	1 213	405	—	405	—	33.4
Tradewinds Airways	841	279	1 157	—	—	—	—	4 035	35 470	22 387	—	22 387	—	63.1
Transmeridian Air Cargo	50	19	104	—	—	—	—	158	1 310	884	—	884	—	67.5
<b>TOTAL</b>	<b>16 001</b>	<b>21 871</b>	<b>31 770</b>	<b>824 784</b>	<b>1 676 519</b>	<b>1 363 721</b>	<b>81.3</b>	<b>9 553</b>	<b>245 861</b>	<b>172 627</b>	<b>10</b>	<b>58 201</b>	<b>114 416</b>	<b>70.2</b>
Class 5 Licence TOTAL	54	30	85	2 706	7 238	5 021	69.4	..	614	426	—	—	426	69.4
<b>TOTAL Excludes 5 Licence</b>	<b>15 947</b>	<b>21 841</b>	<b>31 685</b>	<b>822 078</b>	<b>1 669 281</b>	<b>1 358 700</b>	<b>81.4</b>	<b>9 553</b>	<b>245 247</b>	<b>172 201</b>	<b>10</b>	<b>58 201</b>	<b>113 990</b>	<b>70.2</b>

(a) Excludes Air Taxi Operations

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

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

# Domestic Non-Scheduled Services March 1980 <sup>(a)</sup>

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	—	1	1	63	7	6	88.7	—	1	1	—	—	1	100.0
British Airways Helicopters	4	58	22	24	90	2	2.2	48	10	4	—	4	—	40.0
Air Freight	27	88	99	—	—	—	—	234	146	68	60	8	—	48.4
Air UK	54	166	197	169	71	58	81.1	289	249	105	41	59	5	42.3
Air-Bridge Carriers	54	161	165	—	—	—	—	890	825	348	4	345	—	42.2
Alderney Air Ferries	11	93	53	309	98	36	36.7	—	9	3	—	—	3	33.1
Alldair	43	141	141	4 936	2 609	1 535	58.8	32	261	125	—	11	115	48.1
British Air Ferries	21	85	81	50	26	14	52.1	205	107	49	48	—	1	45.9
British Midland Airways	1	2	2	140	67	65	95.9	—	5	5	—	—	5	94.7
Dan-Air Services	368	947	1 294	27 185	15 844	11 182	70.6	135	1 391	986	18	18	951	70.9
Express Air Services CI	70	424	322	—	25	19	75.0	1 074	316	183	28	154	2	57.9
General Aviation Services	5	27	25	—	—	—	—	45	17	8	—	8	—	47.7
Guernsey Airlines	2	3	5	101	104	44	42.3	—	10	3	—	—	3	33.3
Loganair	231	777	1 021	7 235	3 734	2 561	68.6	—	342	282	—	—	282	82.5
Southern Int-Air Transport	25	53	65	—	483	—	—	119	150	65	—	65	—	43.5
<b>TOTAL</b>	<b>915</b>	<b>3 026</b>	<b>3 492</b>	<b>40 212</b>	<b>23 159</b>	<b>15 521</b>	<b>67.0</b>	<b>3 075</b>	<b>3 839</b>	<b>2 236</b>	<b>198</b>	<b>671</b>	<b>1 367</b>	<b>58.2</b>
Class 5 Licence TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL Excludes 5 Licence</b>	<b>915</b>	<b>3 026</b>	<b>3 492</b>	<b>40 212</b>	<b>23 159</b>	<b>15 521</b>	<b>67.0</b>	<b>3 075</b>	<b>3 839</b>	<b>2 236</b>	<b>198</b>	<b>671</b>	<b>1 367</b>	<b>58.2</b>

(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



## Class 2 Licence Operations March 1980

Table 1.7

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		As	Tonne—km		As
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
Laker Airways	23	5	30	1 031	—	7 934	5 889	74.2	805	471	58.5
TOTAL	23	5	30	1 031	—	7 934	5 889	74.2	805	471	58.5

## Class 3 Licence Operations and Other Inclusive Tour Charter Passengers March 1980

Table 1.8

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	As Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available	Number of other IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	29	17	46	2 484	9 062	8 048	88.8	902	737	81.7	—	—
British Airtours	464	249	703	37 919	86 679	71 091	82.0	7 893	6 145	77.9	—	—
British Caledonian Airways	263	270	490	24 322	30 984	26 641	86.0	2 881	2 297	79.7	—	—
Air Europe	609	326	973	40 081	79 203	75 075	94.8	7 493	6 006	80.2	—	—
Air UK	226	214	416	16 270	20 107	17 381	86.4	1 807	1 475	81.6	—	—
Britannia Airways	4 019	2 149	6 401	239 103	522 760	444 470	85.0	44 461	37 783	85.0	—	—
British Midland Airways	3	4	8	250	195	158	81.0	16	12	76.0	—	—
Dan-Air Services	1 892	1 439	3 224	142 905	224 467	197 620	88.0	17 957	15 802	88.0	—	—
Laker Airways	677	366	997	57 307	103 903	91 376	87.9	10 020	7 310	72.9	—	—
Monarch Airlines	981	567	1 541	73 908	154 627	134 200	86.8	15 061	12 156	80.7	—	13 322
Orion Airways	111	77	189	8 352	14 440	13 130	90.9	1 366	1 050	76.8	—	—
TOTAL International Services	9 274	5 678	14 986	642 901	1 246 427	1 079 191	86.6	109 857	90 773	82.6	—	13 322
Domestic Services												
Alderney Air Ferries	10	86	51	286	94	35	37.0	8	3	33.3	—	—
TOTAL Domestic Services	10	86	51	286	94	35	37.0	8	3	33.3	—	—
GRAND TOTAL	9 285	5 764	15 037	643 187	1 246 522	1 079 225	86.6	109 865	90 775	82.6	—	13 322

## All Class 4 Licence Operations March 1980

Table 1.9.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		As Percentage of available	Tonne-km		As Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	6	4	10	—	131	367	172	46.8	38	16	41.0
British Airtours	70	24	99	—	1 488	13 219	12 072	91.3	1 203	1 063	88.3
British Caledonian Airways	11	18	24	—	1 460	1 288	906	70.3	121	78	64.5
Air UK	2	2	4	—	128	197	142	71.9	18	12	67.5
Alidair	1	2	4	—	118	65	64	98.3	7	5	73.3
Britannia Airways	55	37	90	—	3 657	7 127	5 249	73.7	608	446	73.5
British Midland Airways	3	4	8	—	286	225	222	98.8	18	17	97.2
Dan-Air Services	501	227	771	—	22 868	62 846	56 415	89.8	5 028	4 514	89.8
Laker Airways	237	169	424	—	10 596	21 078	14 843	70.4	1 893	1 187	62.7
Monarch Airlines	180	142	328	13 322	1 298	22 549	18 549	82.3	2 213	1 680	75.9
<b>TOTAL</b>	<b>1 066</b>	<b>629</b>	<b>1 761</b>	<b>13 322</b>	<b>42 030</b>	<b>128 980</b>	<b>108 633</b>	<b>84.2</b>	<b>11 145</b>	<b>9 017</b>	<b>80.9</b>

## International Class 4 Licence Operations March 1980

Table 1.9.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		As Percentage of available	Tonne-km		As Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	6	4	10	—	131	367	172	46.8	38	16	41.0
British Airtours	70	24	99	—	1 488	13 219	12 072	91.3	1 203	1 063	88.3
British Caledonian Airways	11	18	24	—	1 460	1 288	906	70.3	121	78	64.5
Air UK	2	2	4	—	128	197	142	71.9	18	12	67.5
Britannia Airways	55	37	90	—	3 657	7 127	5 249	73.7	608	446	73.5
British Midland Airways	2	2	6	—	146	157	157	100.0	12	12	98.2
Dan-Air Services	500	225	769	—	22 772	62 817	56 386	89.8	5 026	4 511	89.8
Laker Airways	237	169	424	—	10 596	21 078	14 843	70.4	1 893	1 187	62.7
Monarch Airlines	180	142	328	13 322	1 298	22 549	18 549	82.3	2 213	1 680	75.9
<b>TOTAL</b>	<b>1 064</b>	<b>623</b>	<b>1 753</b>	<b>13 322</b>	<b>41 676</b>	<b>128 798</b>	<b>108 476</b>	<b>84.2</b>	<b>11 131</b>	<b>9 005</b>	<b>80.9</b>

## Domestic Class 4 Licence Operations March 1980

Table 1.9.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
Alidair	1	2	4	—	118	65	64	98.3	7	5	73.3
British Midland Airways	1	2	2	—	140	67	65	95.9	5	5	94.7
Dan-Air Services	1	2	2	—	96	29	29	100.0	3	3	100.0
<b>TOTAL</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>—</b>	<b>354</b>	<b>162</b>	<b>158</b>	<b>97.6</b>	<b>14</b>	<b>12</b>	<b>85.9</b>

## All Class 6 Licence Operations March 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	179	67	276	833	6 187	4 679	—	4 678	75.6
Air Freight	29	104	116	274	154	72	59	12	46.9
Air-Bridge Carriers	137	220	348	1 479	2 261	1 039	2	1 037	46.0
British Air Ferries	23	88	88	211	118	53	48	5	45.1
British Cargo Airlines	252	80	345	1 095	9 951	7 180	—	7 180	72.2
Dan-Air Services	9	43	35	89	46	19	17	—	40.3
Invicta International Airlines	17	19	38	112	275	111	—	110	40.1
Pelican Air Transport	108	41	146	541	4 535	3 224	—	3 223	71.1
Redcoat Air Cargo	123	54	273	191	2 146	1 305	—	1 305	60.8
Southern Int-Air Transport	18	33	43	119	113	65	—	65	57.9
TAC Heavylift	25	6	63	72	851	282	—	282	33.2
Tradewinds Airways	830	276	1 141	4 035	34 995	22 156	—	22 155	63.3
Transmeridian Air Cargo	22	7	44	75	596	485	—	484	81.3
<b>TOTAL</b>	<b>1 771</b>	<b>1 038</b>	<b>2 954</b>	<b>9 127</b>	<b>62 228</b>	<b>40 670</b>	<b>127</b>	<b>40 542</b>	<b>65.4</b>

## International Class 6 Licence Operations March 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	179	67	276	833	6 187	4 679	—	4 678	75.6
Air Freight	4	20	23	56	19	13	—	12	68.2
Air-Bridge Carriers	89	79	203	588	1 499	696	—	695	46.4
British Air Ferries	2	5	9	5	13	5	—	5	38.6
British Cargo Airlines	252	80	345	1 095	9 951	7 180	—	7 180	72.2
Dan-Air Services	—	1	2	2	2	1	—	—	56.1
Invicta International Airlines	17	19	38	112	275	111	—	110	40.1
Pelican Air Transport	108	41	146	541	4 535	3 224	—	3 223	71.1
Redcoat Air Cargo	123	54	273	191	2 146	1 305	—	1 305	60.8
TAC Heavylift	25	6	63	72	851	282	—	282	33.2
Tradewinds Airways	830	276	1 141	4 035	34 995	22 156	—	22 155	63.3
Transmeridian Air Cargo	22	7	44	75	596	485	—	484	81.3
<b>TOTAL</b>	<b>1 651</b>	<b>655</b>	<b>2 563</b>	<b>7 607</b>	<b>61 068</b>	<b>40 135</b>	<b>—</b>	<b>40 134</b>	<b>65.7</b>

## Domestic Class 6 Licence Operations March 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 Freight	25	84	93	218	135	60	59	—	44.0
Air-Bridge Carriers	48	141	145	891	762	344	2	341	45.1
British Air Ferries	21	83	79	206	105	48	48	—	45.9
Dan-Air Services	9	42	33	87	44	18	17	—	39.7
Southern Int-Air Transport	18	33	43	119	113	65	—	65	57.9
<b>TOTAL</b>	<b>121</b>	<b>383</b>	<b>391</b>	<b>1 520</b>	<b>1 160</b>	<b>534</b>	<b>127</b>	<b>407</b>	<b>46.1</b>

# All Class 7 Licence Operations March 1980

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	527	3 315	2 618	34 443	10 410	5 782	55.5	348	1 119	518	56	462	46.3
B.E.A.S.	73	3 186	485	15 159	800	346	43.3	51	73	33	1	32	45.2
Bristow Helicopters	666	4 197	3 916	35 347	11 417	6 264	54.9	263	969	614	53	562	63.4
Management Aviation	87	1 244	418	3 831	466	294	63.1	83	44	27	4	23	61.4
North Scottish Helicopters	159	1 423	799	5 836	1 541	925	60.0	—	127	74	—	74	58.3
<b>TOTAL</b>	<b>1 512</b>	<b>13 365</b>	<b>8 235</b>	<b>94 616</b>	<b>24 634</b>	<b>13 611</b>	<b>55.3</b>	<b>745</b>	<b>2 332</b>	<b>1 266</b>	<b>114</b>	<b>1 152</b>	<b>54.3</b>

# International Class 7 Licence Operations March 1980

Table 1.11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	523	3 257	2 596	34 419	10 320	5 780	56.0	299	1 109	514	52	462	46.3
B.E.A.S.	73	3 186	485	15 159	800	346	43.3	51	73	33	1	32	45.2
Bristow Helicopters	666	4 197	3 916	35 347	11 417	6 264	54.9	263	969	614	53	562	63.4
Management Aviation	87	1 244	418	3 831	466	294	63.1	83	44	27	4	23	61.4
North Scottish Helicopters	159	1 423	799	5 836	1 541	925	60.0	—	127	74	—	74	58.3
<b>TOTAL</b>	<b>1 508</b>	<b>13 307</b>	<b>8 213</b>	<b>94 592</b>	<b>24 544</b>	<b>13 609</b>	<b>55.4</b>	<b>697</b>	<b>2 322</b>	<b>1 262</b>	<b>110</b>	<b>1 152</b>	<b>54.3</b>

# Domestic Class 7 Licence Operations March 1980

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	4	58	22	24	90	2	2.2	49	10	4	4	—	40.0
<b>TOTAL</b>	<b>4</b>	<b>58</b>	<b>22</b>	<b>24</b>	<b>90</b>	<b>2</b>	<b>2.2</b>	<b>49</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>—</b>	<b>40.0</b>

# All Exempt Operations March 1980<sup>(a)</sup>

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	97	23	355	6 036	22 966	17 675	77.0	441	3 282	2 325	5	669	1 652	70.9
British Airtours	323	148	399	—	60 906	30 702	50.4	—	5 543	2 731	—	—	2 731	49.3
British Caledonian Airways	69	27	97	223	409	214	52.3	570	2 618	1 648	—	1 630	18	63.0
Air Europe	1	1	2	—	181	181	100.0	—	17	15	—	—	15	84.6
Air Freight	32	79	107	—	—	—	—	17	168	70	—	70	—	41.9
Air UK	92	268	336	457	1 006	491	48.8	402	434	178	38	100	40	41.1
Air-Bridge Carriers	28	38	67	—	—	—	—	—	475	141	2	139	—	29.7
Alderney Air Ferries	—	9	3	25	4	1	26.4	—	—	—	—	—	—	25.4
Alidair	49	147	156	4 897	2 949	1 767	59.9	33	295	144	—	11	132	48.7
Britannia Airways	102	144	182	13 753	13 200	11 165	84.6	—	1 124	949	—	—	949	84.5
British Air Ferries	131	245	376	3 821	4 033	2 038	50.5	28	547	239	—	76	163	43.6
British Cargo Airlines	17	10	25	—	—	—	—	—	683	626	—	626	—	91.6
British Midland Airways	879	422	1 272	—	102 568	48 986	47.8	—	24 846	8 391	—	4 579	3 812	33.8
Dan-Air Services	509	1 021	1 507	31 051	31 149	21 487	69.0	49	2 576	1 797	—	18	1 779	69.8
Express Air Services CI	70	427	323	—	25	19	75.0	1 083	317	184	28	154	2	57.9
General Aviation Services	17	60	84	—	—	—	—	52	59	29	—	29	—	48.6
Guernsey Airlines	6	9	17	401	352	233	66.3	—	35	19	—	—	19	54.1
Laker Airways	118	32	157	—	39 132	28 825	73.7	—	3 968	2 306	—	—	2 306	58.1
Loganair	232	779	1 024	7 235	3 734	2 561	68.6	2	344	283	—	1	282	82.1
Pelican Air Transport	44	15	60	—	—	—	—	—	1 851	1 427	—	1 427	—	77.1
Scimitar Airlines	312	90	431	—	—	—	—	—	11 855	7 943	—	7 943	—	67.0
Southern Int-Air Transport	25	52	72	202	1 754	516	29.4	—	123	41	—	—	41	33.5
TAC Heavylift	11	5	31	—	—	—	—	—	362	123	—	123	—	34.0
Tradewinds Airways	11	3	16	—	—	—	—	—	475	232	—	232	—	48.9
Transmeridian Air Cargo	29	12	60	—	—	—	—	83	714	399	—	399	—	55.9
<b>TOTAL</b>	<b>3 205</b>	<b>4 066</b>	<b>7 160</b>	<b>68 101</b>	<b>284 370</b>	<b>166 861</b>	<b>58.7</b>	<b>2 757</b>	<b>62 712</b>	<b>32 238</b>	<b>73</b>	<b>18 225</b>	<b>13 941</b>	<b>51.4</b>

(a) Excludes air taxi operations.

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

# International Exempt Operations March 1980<sup>(a)</sup>

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	97	22	354	5 973	22 959	17 669	77.0	441	3 281	2 325	5	669	1 651	70.8
British Airtours	323	148	399	—	60 906	30 702	50.4	—	5 543	2 731	—	—	2 731	49.3
British Caledonian Airways	69	27	97	223	409	214	52.3	570	2 618	1 648	—	1 630	18	63.0
Air Europe	1	1	2	—	181	181	100.0	—	17	15	—	—	15	84.6
Air Freight	30	75	101	—	—	—	—	—	157	62	—	62	—	39.5
Air UK	38	102	140	288	935	433	46.3	112	184	73	—	37	36	39.5
Air-Bridge Carriers	23	18	47	—	—	—	—	—	412	136	—	136	—	33.1
Alderney Air Ferries	—	2	1	2	1	—	11.1	—	—	—	—	—	—	12.5
Alidair	7	8	19	79	405	295	72.9	—	41	23	—	1	22	56.8
Britannia Airways	102	144	182	13 753	13 200	11 165	84.6	—	1 124	949	—	—	949	84.5
British Air Ferries	131	243	373	3 771	4 007	2 025	50.5	28	545	237	—	76	162	43.6
British Cargo Airlines	17	10	25	—	—	—	—	—	683	626	—	626	—	91.6
British Midland Airways	879	422	1 272	—	102 568	48 986	47.8	—	24 846	8 391	—	4 579	3 812	33.8
Dan-Air Services	150	118	248	3 962	15 334	10 334	67.4	1	1 232	831	—	—	831	67.5
Express Air Services CI	—	3	1	—	—	—	—	9	1	1	—	1	—	85.9
General Aviation Services	12	33	59	—	—	—	—	6	43	21	—	21	—	49.0
Guernsey Airlines	4	6	12	300	248	189	76.2	—	25	16	—	—	16	64.0
Laker Airways	118	32	157	—	39 132	28 825	73.7	—	3 968	2 306	—	—	2 306	58.1
Loganair	1	2	2	—	—	—	—	2	2	1	—	1	—	30.0
Pelican Air Transport	44	15	60	—	—	—	—	—	1 851	1 427	—	1 427	—	77.1
Scimitar Airlines	312	90	431	—	—	—	—	—	11 855	7 943	—	7 943	—	67.0
Southern Int-Air Transport	18	32	50	202	1 272	516	40.6	—	86	41	—	—	41	48.1
TAC Heavylift	11	5	31	—	—	—	—	—	362	123	—	123	—	34.0
Tradewinds Airways	11	3	16	—	—	—	—	—	475	232	—	232	—	48.9
Transmeridian Air Cargo	29	12	60	—	—	—	—	83	714	399	—	399	—	55.9
<b>TOTAL</b>	<b>2 427</b>	<b>1 573</b>	<b>4 141</b>	<b>28 553</b>	<b>261 557</b>	<b>151 534</b>	<b>57.9</b>	<b>1 250</b>	<b>60 065</b>	<b>30 556</b>	<b>5</b>	<b>17 962</b>	<b>12 589</b>	<b>50.9</b>

(a) Excludes air taxi operations.

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

# Domestic Exempt Operations March 1980<sup>(a)</sup>

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	—	1	1	63	7	6	88.7	—	1	1	—	—	1	100.0
Air Freight	2	4	6	—	—	—	—	17	11	8	—	8	—	75.5
Air UK	54	166	197	169	71	58	81.1	290	249	105	38	62	5	42.3
Air-Bridge Carriers	5	20	20	—	—	—	—	—	63	5	2	3	—	7.3
Alderney Air Ferries	—	7	2	23	3	1	30.9	—	—	—	—	—	—	29.2
Alidair	42	139	137	4 818	2 544	1 471	57.8	33	254	121	—	11	110	47.4
British Air Ferries	1	2	2	50	26	14	52.1	—	2	1	—	—	1	45.5
Dan-Air Services	359	903	1 259	27 089	15 815	11 153	70.5	48	1 344	966	—	18	948	71.9
Express Air Services CI	70	424	322	—	25	19	75.0	1 074	316	183	28	154	2	57.9
General Aviation Services	5	27	25	—	—	—	—	45	17	8	—	8	—	47.7
Guernsey Airlines	2	3	5	101	104	44	42.3	—	10	3	—	—	3	33.3
Loganair	231	777	1 021	7 235	3 734	2 561	68.6	—	342	282	—	—	282	82.5
Southern Int-Air Transport	7	20	22	—	483	—	—	—	37	—	—	—	—	—
<b>TOTAL</b>	<b>777</b>	<b>2 493</b>	<b>3 019</b>	<b>39 548</b>	<b>22 812</b>	<b>15 327</b>	<b>67.2</b>	<b>1 507</b>	<b>2 647</b>	<b>1 683</b>	<b>68</b>	<b>263</b>	<b>1 351</b>	<b>63.6</b>

(a) Excludes air taxi operations.

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

# Class 5 Operations for UK Operators March 1980<sup>(a)</sup>

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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
Britannia Airways	54	30	85	2 706	7 238	5 021	69.4	..	614	426	—	—	426	69.4
<b>TOTAL</b>	<b>54</b>	<b>30</b>	<b>85</b>	<b>2 706</b>	<b>7 238</b>	<b>5 021</b>	<b>69.4</b>	<b>..</b>	<b>614</b>	<b>426</b>	<b>—</b>	<b>—</b>	<b>426</b>	<b>69.4</b>

(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 March 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 March 1980	Daily Utilisation per Aircraft (hrs) Quarter ended March 1980
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	91	488	—	445	—	5 989	1 117	5	2.9
Aerospatiale SA-365 Dauphin	20	183	18	86	3	1 098	114	1	2.1
Aviation Traders Merchantman	126	—	146	—	271	—	—	3	3.0
AW650 Argosy	41	—	122	—	153	—	—	3	1.6
BAC 111-200	726	1 662	—	1 745	—	66 060	31 422	9	5.8
BAC 111-300/400	2 090	2 140	—	3 767	—	120 193	134 900	21	5.8
BAC 111-500	3 451	5 169	42	7 158	48	353 853	256 080	36	6.2
BAC/Aerospatiale Concorde	1 025	182	—	738	—	10 229	64 337	5	3.6
Bell 206 Jetranger	4	36	—	24	—	67	8	1	0.9
Bell 212 Twin	105	3 720	—	675	—	18 144	522	10	2.3
Boeing 707-120/120B	—	—	—	—	—	—	—	1	—
Boeing 707-320C/336	5 267	943	783	4 040	3 244	40 311	238 700	31	7.6
Boeing 707-420	939	495	—	1 341	—	47 357	123 704	7	5.7
Boeing 720/720B	764	376	—	1 113	—	54 533	112 181	6	5.4
Boeing 727-100	1 113	568	—	1 682	—	64 134	135 259	8	6.3
Boeing 737-200	5 109	3 151	—	8 306	—	333 426	564 507	35	8.7
Boeing 747-100	4 915	1 185	—	6 399	—	158 292	1 295 878	18	11.4
Boeing 747-200	2 389	442	—	2 980	—	72 705	691 174	9	12.1
Bristol Britannia 300	118	—	62	—	265	—	—	3	3.7
Britten-Norman Islander	116	1 418	—	571	—	5 116	365	14	1.5
Britten-Norman Trislander	155	2 181	—	795	—	20 655	1 345	12	1.8
Canadair CL 44	50	—	19	—	104	—	—	(d) —	(d) 3.3
Cessna 404 Titan	—	—	—	—	—	—	—	2	—
DC3 Dakota/Pionair	53	—	250	—	315	—	—	7	1.3
DH 106 Comet 4B/C	88	73	—	159	—	7 181	9 392	3	1.3
DHC 6 Twin-Otter	333	1 102	—	1 455	—	10 991	3 590	13	4.3
Embraer Bandeirante	191	782	—	705	—	4 982	1 342	(c) 6	(c) 5.0
Fairchild Hillier FH227B	79	—	257	—	464	—	—	2	5.3
Fokker F27 100-200-400-600	257	1 028	—	828	—	14 848	5 168	10	3.2
Fokker F28 2000-6000	222	506	—	435	—	14 658	7 194	2	9.1
Hawker Siddeley 121 Trident 1C	424	803	—	920	—	46 118	25 679	11	2.4
Hawker Siddeley 121 Trident 1E	287	566	—	660	—	47 252	21 872	4	5.6
Hawker Siddeley 121 Trident 2E	1 613	1 584	—	2 842	—	101 331	103 287	16	5.9
Hawker Siddeley 121 Trident 3B	1 977	3 193	—	4 203	—	300 636	183 581	25	5.3
HP Herald 100/200	795	1 966	980	2 037	943	45 231	12 361	31	3.6
HS125	18	34	—	42	—	17	32	1	1.5
HS748	634	1 969	43	2 232	35	48 686	18 224	20	3.6
Lockheed L1011 Tristar	1 087	620	—	1 851	—	103 279	180 123	9	5.3
Lockheed L1011-200 Tristar	70	22	—	97	—	2 061	9 746	1	4.4
Lockheed L1011-500 Tristar	636	200	—	870	—	14 515	85 982	4	7.8
MBB BO 105	182	2 208	67	897	13	6 549	526	5	2.0
McDonnell-Douglas DC10-10	691	227	—	929	—	56 949	180 776	6	6.6
McDonnell-Douglas DC8-54F/55F	260	—	88	—	358	—	—	..	..
McDonnell-Douglas DC9-10 to 40	109	336	—	299	—	14 121	4 605	3	4.2
McDonnell-Douglas DC-10-30	1 842	389	—	2 339	—	37 433	270 987	7	10.1
Piper PA 23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
Piper PA31 Navajo (All Series)	31	116	—	121	—	484	121	(c) 8	(c) —
Short SC5/10 Belfast	36	—	11	—	94	—	—	2	1.0
Short SD-330	25	103	2	102	2	1 301	303	1	2.5
Sikorsky S61N	1 045	6 135	—	5 733	—	66 917	11 309	(b) 46	(b) 3.9
Sikorsky S76	48	213	—	207	—	1 182	266	2	2.5
Sikorsky S.58T	5	22	65	10	18	90	4	2	0.7
Vickers Super VC10	2 168	832	—	3 062	—	48 381	199 809	15	6.9
Vickers Viscount 700	56	158	—	177	—	5 416	2 063	5	1.1
Vickers Viscount 700D/800/810	1 218	4 297	33	4 166	43	149 229	45 214	34	3.9
Westland Wessex	51	1 034	—	366	—	4 550	224	4	2.7
TOTAL	45 146	54 857	2 988	79 609	6 373	2 526 550	5 035 393	546	5.1

(a) Excludes Air Taxi operations.

(b) Excludes North Scottish Helicopters.

(c) Excludes Air Ecosse.

(d) Excludes Transmeridian Air Cargo.



# Aircraft Type and Utilisation—Individual Airlines Table 1.14.2

## March 1980<sup>(a)</sup>

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
<b>British Airways</b>									
HS 748	84	337	—	298	—	7 106	1 911	2	4.4
Vickers Viscount 700D/800/810	661	2 499	—	2 368	—	95 009	27 020	20	3.8
BAC 111-300/400	453	841	—	1 008	—	37 849	18 915	7	5.1
BAC 111-500	1 599	3 160	—	3 608	—	198 141	95 635	18	6.3
Boeing 737-200	179	405	—	420	—	28 198	13 177	5	3.2
Hawker Siddeley 121 Trident 2E	1 613	1 584	—	2 842	—	101 331	103 287	16	5.9
Hawker Siddeley 121 Trident 1C	424	803	—	920	—	46 118	25 679	11	2.4
Hawker Siddeley 121 Trident 3B	1 977	3 193	—	4 203	—	300 636	183 581	25	5.3
Hawker Siddeley 121 Trident 1E	287	566	—	660	—	47 252	21 872	4	5.6
Vickers Super VC10	2 168	832	—	3 062	—	48 381	199 809	15	7.2
Lockheed L1011 Tristar	1 087	620	—	1 851	—	103 279	180 123	9	5.3
Boeing 707-320C/336	2 059	343	246	1 862	992	26 183	125 519	11	8.8
Lockheed L-1011-500 Tristar	636	200	—	870	—	14 515	85 982	4	7.8
Boeing 747-100	4 915	1 185	—	6 399	—	158 292	1 295 878	18	11.4
Boeing 747-200	2 389	442	—	2 980	—	72 705	691 174	9	12.1
Lockheed L-1011-200 Tristar	70	22	—	97	—	2 061	9 746	1	4.4
BAC/Aerospatiale Concorde	1 025	182	—	738	—	10 229	64 337	5	3.6
TOTAL	21 627	17 214	246	34 186	992	1 297 285	3 143 645	180	6.4
<b>British Airtours</b>									
Boeing 737-200	21	12	—	36	—	851	1 716	1	4.0
Boeing 707-420	939	495	—	1 341	—	47 357	123 704	7	5.7
TOTAL	960	507	—	1 377	—	48 208	125 420	8	5.7
<b>British Airways Helicopters</b>									
Sikorsky S61N	519	3 103	—	2 582	—	35 771	5 896	24	3.6
Bell 212 Twin	19	400	—	101	—	2 240	104	2	1.4
TOTAL	538	3 503	—	2 683	—	38 011	6 000	26	3.4
<b>British Caledonian Airways</b>									
BAC 111-200	559	1 413	—	1 394	—	54 152	22 868	7	6.0
BAC 111-500	754	1 070	42	1 508	48	62 676	46 970	8	6.5
Boeing 707-320C/336	1 353	267	124	1 224	588	14 128	62 692	6	8.9
McDonnell-Douglas DC-10-30	1 261	323	—	1 610	—	24 579	157 782	4	11.5
Sikorsky S61N	24	600	—	150	—	6 335	253	1	4.8
TOTAL	3 950	3 673	166	5 886	636	161 870	290 566	26	7.7
<b>Air Ecosse</b>									
Piper PA31 Navajo (All Series)	1	6	—	3	—	31	5	..	..
Embraer Bandeirante	31	190	—	98	—	1 550	246	..	..
TOTAL	32	196	—	101	—	1 581	250	..	..
<b>Air Europe</b>									
Boeing 737-200	611	327	—	975	—	40 081	75 256	4	9.3
<b>Air Freight</b>									
DC3 Dakota/Pionair	18	—	82	—	127	—	—	3	0.9
Fairchild Hillier FH227B	79	—	257	—	464	—	—	2	5.3
TOTAL	97	—	339	—	591	—	—	5	2.5

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
<b>Air UK</b>									
Fokker F27 100-200-400-600	257	1 028	—	828	—	14 848	5 168	10	3.2
HP Herald 100/200	570	1 686	537	1 638	560	38 639	9 373	19	4.8
Fokker F28 2000-6000	222	506	—	435	—	14 658	7 194	2	9.1
Embraer Bandeirante	160	592	—	607	—	3 432	1 097	6	5.0
BAC 111-300/400	259	293	—	482	—	16 341	18 907	4	4.6
Piper PA 31 Navajo (All Series)	19	80	—	79	—	418	104	5	4.7
Cessna 404 Titan	—	—	—	—	—	—	—	2	—
TOTAL	1 488	4 185	537	4 069	560	88 336	41 842	48	4.6
<b>Air-Bridge Carriers</b>									
AW650 Argosy	41	—	122	—	153	—	—	3	1.6
Aviation Traders Merchantman	126	—	146	—	271	—	—	3	3.1
TOTAL	167	—	268	—	424	—	—	6	2.3
<b>Alderney Air Ferries</b>									
Britten-Norman Islander	11	95	—	54	—	311	36	2	0.7
<b>Alidair</b>									
Vickers Viscount 700	50	149	—	160	—	5 015	1 830	4	1.3
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	82	1 552	—	406	—	15 972	788	6	1.9
Britten-Norman Islander	10	150	—	47	—	643	39	2	0.5
TOTAL	92	1 702	—	453	—	16 615	827	8	1.5
<b>B.E.A.S.</b>									
Bell 212 Twin	73	3 186	—	485	—	15 159	346	5	3.4
<b>Bristow Helicopters</b>									
Sikorsky S61N	458	2 278	—	2 777	—	22 782	4 580	21	4.2
Westland Wessex	51	1 034	—	366	—	4 550	224	4	2.7
Sikorsky S.58T	1	22	—	10	—	90	4	2	0.8
MBB BO 105	4	28	—	23	—	9	1	1	1.0
Sikorsky S76	48	213	—	207	—	1 182	266	2	2.5
Bell 212 Twin	13	134	—	89	—	745	72	3	1.0
Aerospatiale SA330J Puma	91	488	—	445	—	5 989	1 117	5	2.9
TOTAL	666	4 197	—	3 917	—	35 347	6 264	38	3.2
<b>Britannia Airways</b>									
Boeing 737-200	4 210	2 346	—	6 724	—	257 821	463 885	22	9.1
<b>British Air Ferries</b>									
HP Herald 100/200	137	173	126	255	166	3 804	2 006	7	1.9
HS 125	18	34	—	42	—	17	32	1	1.5
TOTAL	155	207	126	297	166	3 821	2 038	8	1.8
<b>British Cargo Airlines</b>									
McDonnell-Douglas DC8-54F/55F	260	—	88	—	358	—	—	..	..

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	467	1 594	—	1 583	—	51 215	16 589	10	5.1
McDonnell-Douglas DC9-10 to 40	109	336	—	299	—	14 121	4 605	3	4.2
Boeing 707-320C/336	879	329	93	939	333	—	48 986	6	6.6
TOTAL	1 455	2 259	93	2 821	333	65 336	70 180	19	5.5
<b>Brymon Airways</b>									
HP Herald 100/200	28	84	—	113	—	2 327	787	1	4.3
DHC 6 Twin-Otter	108	465	—	477	—	3 123	747	3	5.2
TOTAL	136	549	—	590	—	5 450	1 533	4	5.0
<b>Burnthills Aviation</b>									
Bell 206 Jetranger	4	36	—	24	—	67	8	1	0.9
<b>Cabair</b>									
Piper PA31 Navajo (All Series)	11	30	—	39	—	35	12	3	0.1
<b>Dan-Air Services</b>									
HS748	550	1 632	43	1 934	35	41 580	16 313	18	3.5
Vickers Viscount 700D/800/810	50	154	—	151	—	2 893	1 220	2	3.2
BAC 111-200	168	249	—	351	—	11 908	8 554	2	5.2
BAC 111-300/400	637	597	—	1 113	—	37 301	44 785	5	6.6
BAC 111-500	703	608	—	1 290	—	59 265	73 158	7	5.2
DH 106 Comet 4B/C	88	73	—	159	—	7 181	9 392	3	1.3
Boeing 727-100	1 113	568	—	1 682	—	64 134	135 259	8	6.3
TOTAL	3 308	3 881	43	6 680	35	224 262	288 681	45	4.5
<b>Express Air Services CI</b>									
DC3 Dakota/Pionair	18	—	108	—	104	—	—	2	1.0
HP Herald 100/200	59	23	317	31	217	461	195	4	1.8
Vickers Viscount 700D/800/810	—	—	—	—	—	—	—	1	0.1
TOTAL	78	23	425	31	321	461	195	7	1.2
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	17	—	60	—	84	—	—	2	1.7
<b>Guernsey Airlines</b>									
Vickers Viscount 700	6	9	—	17	—	401	233	1	0.3
<b>Haywards Aviation</b>									
Britten-Norman Islander	—	3	—	3	—	8	1	1	0.3
Piper PA 23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
TOTAL	—	3	—	3	—	8	1	2	0.3
<b>Invicta International Airlines</b>									
Bristol Britannia 300	17	—	19	—	38	—	—	2	1.1
<b>Jersey European Airways</b>									
Britten-Norman Islander	18	229	—	103	—	1 001	75	2	3.3
<b>Laker Airways</b>									
BAC 111-300/400	741	409	—	1 164	—	28 702	52 292	5	6.6
McDonnell-Douglas DC10-10	691	227	—	929	—	56 949	180 776	6	6.6
Boeing 707-320C/336	11	4	—	15	—	—	1 502	2	0.4
McDonnell-Douglas DC-10-30	581	66	—	729	—	12 854	113 205	3	7.4
TOTAL	2 024	706	—	2 837	—	98 505	347 775	16	5.8

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
		Passenger	Cargo	Passenger	Cargo				
<b>Loganair</b>									
Britten-Norman Trislander	73	629	—	389	—	4 683	556	6	1.8
Britten-Norman Islander	77	941	—	364	—	3 153	214	7	1.9
DHC 6 Twin-Otter	225	637	—	978	—	7 868	2 843	10	4.0
Short SD-330	25	103	2	102	2	1 301	303	1	2.5
<b>TOTAL</b>	<b>400</b>	<b>2 310</b>	<b>2</b>	<b>1 833</b>	<b>2</b>	<b>17 005</b>	<b>3 916</b>	<b>24</b>	<b>2.7</b>
<b>Management Aviation</b>									
Sikorsky S.58T	4	—	65	—	18	—	—	—	0.5
MBB BO 105	63	911	67	299	13	2 733	180	4	2.3
Aerospatiale SA-365 Dauphin	20	183	18	86	3	1 098	114	1	2.1
<b>TOTAL</b>	<b>87</b>	<b>1 094</b>	<b>150</b>	<b>385</b>	<b>34</b>	<b>3 831</b>	<b>294</b>	<b>5</b>	<b>2.0</b>
<b>Monarch Airlines</b>									
BAC 111-500	395	331	—	752	—	33 771	40 318	3	6.7
Boeing 720/720B	764	376	—	1 113	—	54 533	112 181	6	5.4
Boeing 120/120B	—	—	—	—	—	—	—	1	—
<b>TOTAL</b>	<b>1 159</b>	<b>707</b>	<b>—</b>	<b>1 865</b>	<b>—</b>	<b>88 304</b>	<b>152 499</b>	<b>10</b>	<b>5.8</b>
<b>North Scottish Helicopters</b>									
Sikorsky S61N	44	154	—	224	—	2 029	580	..	..
MBB BO 105	115	1 269	—	575	—	3 807	345	..	..
<b>TOTAL</b>	<b>159</b>	<b>1 423</b>	<b>—</b>	<b>799</b>	<b>—</b>	<b>5 836</b>	<b>925</b>	<b>..</b>	<b>..</b>
<b>Orion Airways</b>									
Boeing 737-200	88	61	—	151	—	6 475	10 473	3	12.6
<b>Pelican Air Transport</b>									
Boeing 707-320C/336	152	—	56	—	206	—	—	1	7.8
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	102	—	43	—	227	—	—	1	8.4
<b>Scimitar Airlines</b>									
Boeing 707-320C/336	312	—	90	—	431	—	—	2	5.5
<b>Southern Int-Air Transport</b>									
Vickers Viscount 700D/800/810	40	50	33	64	43	112	385	1	3.2
<b>TAC Heavylift</b>									
Short SC5/10 Belfast	36	—	11	—	94	—	—	2	1.0
<b>Tradewinds Airways</b>									
Boeing 707-320C/336	501	—	174	—	694	—	—	3	7.3
Canadair CL44	—	—	—	—	—	—	—	—	3.3
<b>TOTAL</b>	<b>501</b>	<b>—</b>	<b>174</b>	<b>—</b>	<b>694</b>	<b>—</b>	<b>—</b>	<b>3</b>	<b>6.5</b>
<b>Transmeridian Air Cargo</b>									
Canadair CL 44	50	—	19	—	104	—	—	..	..
<b>GRAND TOTAL</b>	<b>45 146</b>	<b>54 857</b>	<b>2 988</b>	<b>79 609</b>	<b>6 373</b>	<b>2 526 550</b>	<b>5 035 392</b>	<b>546</b>	<b>5.1</b>

(a) Excludes Air Taxi operations.

# Operations Subject to Variable Charge by Type of Licence March 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
<b>Chargeable Operations Own Aircraft</b>					
Class 1	711 517	442 822	111 259	331 565	62.2
Class 2	805	471	—	471	58.5
Class 3	109 075	90 160	—	90 160	82.7
Class 4	11 132	9 007	—	9 007	80.9
Class 5	614	426	—	426	69.3
Class 6	46 863	31 140	31 140	—	66.4
Class 7	2 332	1 261	113	1 148	54.1
<b>TOTAL</b>	<b>882 338</b>	<b>575 287</b>	<b>142 513</b>	<b>432 777</b>	<b>65.2</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	17 333	11 939	3 879	8 060	68.8
Exempt Services	62 692	32 226	18 298	13 929	51.4
<b>TOTAL</b>	<b>80 025</b>	<b>44 165</b>	<b>22 177</b>	<b>21 989</b>	<b>55.2</b>
<b>GRAND TOTAL</b>	<b>962 362</b>	<b>619 452</b>	<b>164 690</b>	<b>454 765</b>	<b>64.4</b>

# Output by Type of Licence and Aircraft Ownership for March 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	711 517	664	16 452	728 633
Class 2	805	—	—	805
Class 3	109 075	790	—	109 865
Class 4	11 132	13	—	11 145
Class 6	46 863	14 484	881	62 228
Class 7	2 332	—	—	2 332
Exempt Services (a)	62 692	19	—	62 712
<b>TOTAL</b>	<b>944 415</b>	<b>15 971</b>	<b>17 333</b>	<b>97 719</b>
Class 5	614	—	—	614
<b>TOTAL</b>	<b>614</b>	<b>—</b>	<b>—</b>	<b>614</b>
<b>GRAND TOTAL</b>	<b>945 029</b>	<b>15 971</b>	<b>17 333</b>	<b>978 333</b>

(a) Excludes Air Taxi operations.

# Public Transport Air-Taxi Operations

**Table 1.17**

	<b>January-March 1980</b>	
	<b>Stage Flights</b>	<b>Aircraft Hours</b>
Aero Commander	41	41
Aerospatiale SA-341 G Gazelle	1	2
Aero Turbo Commander 680T	4	5
Beagle 206	14	17
Beech 76 Duchess	6	5
Beech 200 Super King Air	225	272
Beechcraft 550 Baron	3	2
Beechcraft 880 Queen-Air	34	33
Beechcraft 890 King-Air	220	334
Bell 47G	2	—
Bell 206 Jetranger	1 608	928
Britten-Norman Islander	164	183
Britten-Norman Trislander	115	114
Cessna 172 Skyhawk	77	68
Cessna 206 Super Skywagon	107	24
Cessna 310/320	257	193
Cessna 337 Super Skymaster	8	4
Cessna 401/402/411/414/421	764	832
Cessna 404 Titan	189	281
Cessna 500 Citation	81	135
Cessna 550 Citation	49	65
Dassault M20/F20	109	153
DC3 Dakota/Pionair	169	187
DHC 6 Twin-Otter	299	260
Ecureil	98	108
Embraer Bandeirante	3 334	3 343
Embraer 121 Xingu	10	12
Enstrom F28A	26	17
H.S. 125	1 511	1 490
Hughes 269A (300)	46	26
Hughes 369 (500)	84	40
MBB BO 105	168	205
Partenavia P68 B Victor	218	171
Piper PA23 Aztec (and Apache)	3 424	3 681
Piper PA 31 Navajo (All Series)	2 467	2 947
Piper PA28 (and PA32) Cherokee	5	6
Piper PA30/39 Twin Comanche	190	185
Piper PA34-200 Seneca	126	127
Sikorsky S61N	16	20
Ted Smith Aerostar 601P	74	88
Turbo Commander	192	243
Westland Wessex	5	2
<b>ALL OPERATORS TOTAL</b>	<b>16 540</b>	<b>16 851</b>

This table was compiled from returns provided quarterly by some 111 operators who are in possession of Air Operators' Certificates.

## **Part 2**

# **UK Airports—Movements, Passenger and Cargo Statistics**

## Size of UK Airports Table 2.1

Year ended March 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	28 542	49.18
Gatwick	8 831	15.21
Manchester	3 569	6.15
Glasgow	2 387	4.11
Luton	2 219	3.82
Birmingham	1 593	2.74
Belfast	1 467	2.53
Aberdeen	1 354	2.33
Edinburgh	1 261	2.17
Newcastle	874	1.51
Sumburgh	631	1.09
East Midlands	604	1.04
Liverpool	592	1.02
Prestwick	417	0.72
Leeds/Bradford	405	0.70
Isle of Man	378	0.65
Stansted	344	0.59
Southampton	335	0.58
Tees-side	274	0.47
Cardiff	248	0.43
Bristol	239	0.41
Other 22 airports	1 475	2.54

## 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				
March 1979	2 032	874	53 354	775
March 1980	2 262	944	58 039	780

Latest year's growth (percentages)				
	11.3	8.0	8.8	0.6

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
1978	October	42.1	13.5	18.4	2.8	76.8	2 295.1	1 299.7	939.5	4 775.3
	November	38.9	11.6	15.5	1.6	67.6	1 927.2	1 006.2	624.3	3 668.7
	December	34.7	11.4	14.1	1.5	61.7	1 768.6	1 023.3	593.4	3 486.3
1979	January	33.4	11.1	14.9	1.4	60.8	1 569.6	974.6	593.8	3 216.7
	February	34.1	10.4	12.7	1.1	58.3	1 593.9	787.8	580.4	3 027.8
	March	40.4	11.8	16.3	1.7	70.2	2 058.1	1 021.2	746.5	3 948.9
	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
	December	36.9	11.8	15.5	1.2	65.4	1 901.0	1 031.2	557.4	3 574.9
1980	January	39.8	12.4	16.1	1.1	69.3	1 875.4	1 020.6	594.7	3 560.9
	February	38.2	11.7	16.4	1.0	67.3	1 813.4	900.0	648.8	3 427.3
	March	41.2	12.6	18.0	1.3	73.1	2 202.2	1 128.2	817.2	4 252.4

# Aircraft Movements at UK Airports by Purpose

Table 2.4

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Tota (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
1978 October	180.5	85.0	76.8	8.2	95.5	72.7	14.3	8.6
November	156.9	73.7	67.6	6.1	83.1	61.6	12.5	9.0
December	119.8	67.6	61.7	5.9	52.2	38.3	7.5	6.4
1979 January	123.7	67.2	60.8	6.4	56.5	39.5	10.0	7.0
February	132.6	63.6	58.3	4.8	69.5	49.1	11.6	8.8
March	160.5	76.6	70.2	6.5	83.8	58.6	14.3	11.0
October	190.1	90.6	83.0	7.6	99.5	77.6	10.9	11.0
November	165.3	75.3	69.3	6.0	90.0	66.4	13.2	10.4
December	144.9	70.8	65.4	5.3	74.2	56.2	10.1	7.1
1980 January	156.3	74.9	69.3	5.6	81.4	58.4	13.4	9.6
February	149.1	72.8	67.3	5.5	76.3	54.4	12.3	9.6
March	175.3	79.2	73.1	6.1	96.1	68.6	16.7	10.7

# Aircraft Movements March 1980

Table 2.5

	Total	Commercial Movements				Non-Commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	10 551	8 796	—	577	1	169	26	—	932	16	34
+ Heathrow	24 464	22 572	1	6	—	54	310	1	1 474	8	38
+ Luton	4 233	1 840	—	465	4	175	63	615	1 060	1	10
+ Southend	4 994	807	—	—	—	303	—	2 104	1 769	11	—
+ Stansted	2 883	299	—	43	—	1 311	35	15	1 112	63	5
Total (London Area)	47 125	34 314	1	1 091	5	2 012	434	2 735	6 347	99	87
Westland Heliport (Battersea)	667	224	2	222	6	—	—	136	—	—	77
Other UK Airports											
+ Aberdeen	9 433	5 961	—	652	—	1 529	16	1 252	9	—	14
+ Belfast	6 020	2 120	43	121	43	—	—	999	358	—	2 336
+ Benbecula	292	210	—	3	13	4	26	—	—	—	36
+ Birmingham	6 788	2 456	—	119	10	58	50	3 018	1 056	—	21
+ Blackpool	6 121	341	—	91	—	280	2	4 711	690	—	6
+ Bournemouth	6 067	730	2	89	—	791	—	2 315	974	4	1 162
+ Bristol	2 571	471	—	61	—	59	—	1 260	690	2	28
+ Cambridge	3 577	65	—	30	—	378	1	1 214	287	—	1 602
+ Cardiff	2 782	541	—	79	—	300	—	1 511	343	—	8
+ Coventry	5 340	104	15	30	2	1 048	7	3 543	591	—	—
+ East Midlands	5 120	1 048	12	163	4	1 574	61	1 151	1 097	2	8
+ Edinburgh	6 631	2 173	—	11	—	194	202	1 690	600	4	1 757
+ Exeter	2 642	324	—	5	50	56	23	1 245	647	—	292
+ Glasgow	7 054	3 658	—	228	78	151	168	1 320	717	1	733
+ Gloucester/Cheltenham	4 002	54	—	—	120	970	—	2 177	653	—	28
+ Hawarden	1 525	—	—	—	—	140	—	1 190	182	—	13
+ Humberside	2 497	369	—	119	130	143	12	1 657	61	6	—
+ Inverness	1 939	593	—	24	301	494	—	460	53	—	14
+ Islay	200	124	—	1	33	—	—	—	18	2	22
+ Isle of Man	2 446	625	—	20	147	979	—	463	146	—	66
+ Isles of Scilly	228	188	—	—	8	—	—	—	28	—	4
+ Kirkwall	1 092	803	—	44	32	10	1	117	81	—	4
+ Leeds/Bradford	3 513	1 037	2	20	54	98	49	1 460	787	4	2
+ Liverpool	6 847	1 506	—	243	—	1 153	—	1 912	1 977	—	56
+ Lydd	2 952	197	44	93	86	14	—	1 777	717	—	24
+ Manchester	5 935	3 920	12	229	15	46	219	638	828	—	28
+ Manston	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	2 784	1 349	34	96	10	18	—	794	449	—	34
+ Norwich	2 998	934	—	106	48	1 383	33	—	492	—	2
+ Penzance Heliport	206	188	2	—	8	8	—	—	—	—	—
+ Prestwick	4 722	596	—	29	—	1 752	122	1 537	241	—	445
+ Southampton	3 325	1 000	—	37	28	198	44	1 441	557	—	20
+ Stornoway	593	395	—	57	2	2	20	92	11	2	12
+ Sumburgh	3 765	2 916	—	389	43	391	3	—	11	2	10
+ Swansea	1 007	39	—	11	2	2	—	705	228	—	20
+ Tees-side	3 858	1 021	—	93	36	496	41	1 409	704	2	56
+ Tiree	99	98	—	1	—	—	—	—	—	—	—
+ Wick	516	441	—	3	—	—	6	46	12	—	8
Total other UK airports	127 487	38 595	166	3 297	1 303	14 719	1 106	43 104	16 295	31	8 871
Total all reporting UK airports	175 279	73 133	169	4 610	1 314	16 731	1 540	45 975	22 642	130	9 035
Channel Islands Airports											
Alderney	701	701	—	—	—	—	—	—	—	—	—
Guernsey	2 482	2 482	—	—	—	—	—	—	—	—	—
Jersey	4 081	3 375	—	—	—	—	—	—	694	—	12
Total (Channel Islands Airports)	7 264	6 558	—	—	—	—	—	—	694	—	12

# Air Transport Movements by Type and Nationality of Operator for March 1980

Table 2.6

	Total	Scheduled Services			Chartered Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	8 796	356	4 446	535	246	2 736	477
+Heathrow	22 572	10 527	1 628	10 392	3	8	14
+Luton	1 840	—	29	2	2	1 712	95
+Southend	807	—	453	—	—	336	18
+Stansted	299	—	41	—	—	55	203
TOTAL (London Area)	34 314	10 883	6 597	10 929	251	4 847	807
Westland Heliport (Battersea)	224	—	—	—	—	224	—
Other UK Airports							
+Aberdeen	5 961	945	558	—	825	3 575	58
+Belfast	2 120	1 119	606	24	—	338	33
Benbecula	210	52	158	—	—	—	—
+Birmingham	2 456	1 089	687	161	—	449	70
+Blackpool	341	—	211	—	—	128	2
+Bournemouth	730	—	598	—	—	131	1
Bristol	471	138	155	47	—	103	28
+Cambridge	65	1	18	—	1	29	16
+Cardiff	541	126	313	1	—	52	49
+Coventry	104	—	—	—	—	104	—
+East Midlands	1 048	—	549	—	—	484	15
+Edinburgh	2 173	770	1 293	33	—	61	16
+Exeter	324	—	324	—	—	—	—
+Glasgow	3 658	1 481	1 078	280	—	780	39
Gloucester/Cheltenham	54	—	10	—	—	44	—
Hawarden	—	—	—	—	—	—	—
Humberside	369	—	314	—	—	55	—
Inverness	593	324	194	—	2	73	—
Islay	124	—	102	—	—	122	—
+Isle of Man	625	166	459	—	—	—	—
Isles of Scilly	188	188	—	—	—	—	—
+Kirkwall	803	254	411	—	4	134	—
+Leeds/Bradford	1 037	310	632	—	—	90	5
+Liverpool	1 506	—	602	251	—	636	17
+Lydd	197	—	191	—	—	6	—
+Manchester	3 920	1 774	419	717	1	984	25
Manston	..	..	..	..	..	..	..
+Newcastle	1 349	326	731	—	—	280	12
Norwich	934	—	782	—	—	132	20
Penzance Heliport	188	188	—	—	—	—	—
+Prestwick	596	182	158	206	—	29	21
+Southampton	1 000	112	793	—	—	87	8
Stornoway	395	106	134	—	—	155	—
+Sumburgh	2 916	260	115	—	909	1 559	73
Swansea	39	—	—	—	—	39	—
+Tees-side	1 021	—	724	—	—	265	32
Tiree	98	—	94	—	—	4	—
Wick	441	—	408	—	—	33	—
TOTAL Other UK Airports	38 595	9 911	13 821	1 720	1 742	10 861	540
TOTAL all Reporting Airports	73 133	20 794	20 418	12 649	1 993	15 932	1 347
Channel Islands Airports							
Alderney	701	—	600	—	—	101	—
Guernsey	2 482	183	2 155	60	—	78	6
Jersey	3 375	516	2 639	6	—	205	9
TOTAL (Channel Islands Airports)	6 558	699	5 394	66	—	384	15

# Air Transport Landings Diverted from/to UK Reporting Airports

March 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	9						1He		1He			1He		1He		1He													3He		1Em	
Heathrow	1																						1Ma									
Luton	1																															
Aberdeen	8							1Ed									1Ed					2GI 1Ed 2In						1Em 1Ed				
Belfast	1		1GI																													
Benbecula	1																															
Birmingham	2																					1Ma			1GI 1Lu							
Bristol	1																													1He		
East Midlands	1																			1Bi												
Edinburgh	1																						1GI									
Glasgow	3																				1Pr 1Wi	2Pr										
Inverness	1																															
Leeds	34						4Ma 1Hu 2Te				1Te							3Ma 3Em	4Ma 2Te	1Em 1Te						1Ma	1Ma			3Ma 2Te	3Ma 1Em 1Te	
Liverpool	1																						1GI									
Manchester	37		1Li	1Li			2Li	2Li	2Li		2Li		1Lu		2Li	4Li	1Li	2Li 1Te				1Li	3Li	2Li		2Li		3Li		3Li	2Li	1Li
Newcastle	1																															
Prestwick	1																						1GI									
Other Internal	8						1Ti						3Ex															1Sh				2Ex 1Wi
Overseas	6	1He	1Bi					1Pr		1He							1He									1He						
All Aerodromes	118	1	3	1	—	—	11	4	3	1	3	1	4	1	2	5	1	11	6	3	3	13	4	1	5	1	3	8	12	2	—	5

## 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 March 1980

## Comparison with the previous year

Table 2.8

	International				Domestic				1980		1979		Percentage	
	Scheduled	Charter	Scheduled	Charter	Scheduled	Charter	Scheduled	Charter	Total	Total	Total	Total	Change	Change
	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
<b>London Area Airports</b>														
+ Gatwick	2 772	93	3 097	224	2 330	142	28	110	8 227	569	7 426	495	10.8	14.9
+ Heathrow	15 866	1 199	4	16	5 422	60	—	5	21 292	1 280	20 693	1 480	2.9	-13.5
+ Luton	29	2	1 398	150	—	—	129	132	1 556	284	1 578	36	-1.4	688.9
+ Southend	415	—	171	—	38	—	183	—	807	—	1 067	—	-24.4	—
+ Stansted	—	—	205	16	41	—	1	36	247	52	264	92	-6.4	-43.5
TOTAL (London Area)	19 082	1 294	4 875	406	7 831	202	341	283	32 129	2 185	31 028	2 103	3.5	3.9
Westland Heliport (Battersea)	—	—	—	—	—	—	224	—	224	—	202	—	10.9	—
<b>Other UK Airports</b>														
+ Aberdeen	304	—	2 295	68	1 198	1	2 048	47	5 845	116	4 746	66	23.2	75.8
+ Belfast	24	1	67	10	1 600	124	128	166	1 819	301	1 653	234	10.0	28.6
+ Benbecula	—	—	—	—	208	2	—	—	208	2	218	—	-4.6	—
+ Birmingham	680	—	431	—	1 257	—	81	7	2 449	7	2 376	—	3.1	—
+ Blackpool	25	—	7	—	142	44	19	104	193	148	193	122	—	21.3
+ Bournemouth	2	—	14	3	266	330	89	26	371	359	330	253	12.4	41.9
+ Bristol	160	1	77	1	178	1	14	39	429	42	453	2	-5.3	2 000.0
+ Cambridge	1	—	33	—	18	—	13	—	65	—	38	—	71.1	—
+ Cardiff	135	—	94	—	305	—	7	—	541	—	671	4	-19.4	—
+ Coventry	—	—	79	—	—	—	24	1	103	1	74	4	39.2	-75.0
+ East Midlands	250	21	205	49	278	—	108	137	841	207	807	91	4.2	127.5
+ Edinburgh	282	—	71	—	1 683	131	6	—	2 042	131	1 792	79	14.0	65.8
+ Exeter	20	—	—	—	303	1	—	—	323	1	419	2	-22.9	-50.0
+ Glasgow	495	46	233	2	2 294	4	530	54	3 552	106	3 618	93	-1.8	14.0
+ Gloucester/Cheltenham	—	—	—	—	10	—	44	—	54	—	75	—	-28.0	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	77	—	—	—
+ Humberside	46	—	10	—	268	—	45	—	369	—	475	—	-22.3	—
+ Inverness	—	—	1	—	518	—	74	—	593	—	608	—	-2.5	—
+ Islay	—	—	—	—	102	—	22	—	124	—	128	—	-3.1	—
+ Isle of Man	25	—	—	—	569	31	—	—	594	31	619	30	-4.0	3.3
+ Isles of Scilly	—	—	—	—	188	—	—	—	188	—	200	—	-6.0	—
+ Kirkwall	—	—	12	—	665	—	126	—	803	—	989	2	-18.8	—
+ Leeds/Bradford	247	—	56	1	695	—	36	2	1 034	3	872	9	18.6	-66.7
+ Liverpool	109	181	59	7	561	2	197	390	926	580	935	272	-1.0	113.2
+ Lydd	—	191	—	6	—	—	—	—	—	197	308	—	—	—
+ Manchester	1 230	157	922	11	1 521	2	77	—	3 750	170	3 570	139	5.0	22.3
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	282	—	150	1	734	41	140	1	1 306	43	1 185	10	10.2	330.0
+ Norwich	249	1	45	1	532	—	65	41	891	43	957	2	-6.9	2 050.0
+ Penzance Heliport	—	—	—	—	188	—	—	—	188	—	308	—	-39.0	—
+ Prestwick	119	145	38	9	93	189	3	—	253	343	385	239	-34.3	43.5
+ Southampton	246	1	28	5	651	7	61	1	986	14	896	11	10.0	27.3
+ Stornoway	—	—	—	1	238	2	152	2	390	5	400	5	-2.5	—
+ Sumburgh	—	—	1 557	73	375	—	881	30	2 813	103	3 112	86	-9.6	19.8
+ Swansea	—	—	1	—	—	—	38	—	39	—	71	1	-45.1	—
+ Tees-side	64	—	67	4	660	—	219	7	1 010	11	1 015	1	-0.5	1 000.0
+ Tiree	—	—	—	—	94	—	4	—	98	—	100	—	-2.0	—
+ Wick	—	—	—	—	403	5	33	—	436	5	417	5	4.6	—
TOTAL other UK Airports	4 995	745	6 552	252	18 795	917	5 284	1 055	35 626	2 969	35 090	1 762	1.5	68.5
TOTAL All reporting UK Airports	24 077	2 039	11 427	658	26 626	1 119	5 849	1 338	67 979	5 154	66 320	3 865	2.5	33.4
<b>Channel Islands Airports</b>														
+ Alderney	..	..	..	..	..	..	..	..	701	—	583	—	20.2	—
+ Guernsey	..	..	..	..	..	..	..	..	2 482	—	2 305	—	7.7	—
+ Jersey	..	..	..	..	..	..	..	..	3 375	—	3 315	—	1.8	—
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	6 558	—	6 203	—	5.7	—

# Air Passengers by Type and Nationality of Operator March 1980

Table 2.9

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others		Terminal	Transit	British Airways		Others		Terminal	Transit
				Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit		
London Area Airports															
+Gatwick	611 820	608 863	2 957	20 690	—	203 062	376	38 251	365	38 190	187	264 208	1 422	44 462	607
+Heathrow	2 210 616	2 189 064	21 552	1 114 290	153	45 202	—	1 029 103	21 399	449	—	—	—	20	—
+Luton	157 680	156 602	1 078	—	—	70	—	—	—	148	—	151 354	1 042	5 030	36
+Southend	7 870	7 870	—	—	—	7 812	—	—	—	—	—	50	—	8	—
+Stansted	25 717	25 700	17	—	—	251	—	—	—	—	—	1 236	17	24 213	—
TOTAL (London Area)	3 013 703	2 988 099	25 604	1 134 980	153	256 397	376	1 067 354	21 764	38 787	187	416 848	2 481	73 733	643
Westland Heliport (Battersea)	556	556	—	—	—	—	—	—	—	—	—	556	—	—	—
Other UK Airports															
+Aberdeen	116 988	116 641	347	41 234	127	14 659	112	—	—	9 018	—	50 690	108	1 040	—
+Belfast	112 083	112 081	2	85 787	—	17 364	2	478	—	—	—	5 325	—	3 127	—
+Benbecula	2 022	1 967	55	1 185	—	782	55	—	—	—	—	—	—	—	—
+Birmingham	122 984	117 809	5 175	47 344	1 733	13 523	2 343	8 574	375	—	—	42 306	724	6 062	—
+Blackpool	3 427	3 427	—	—	—	3 303	—	—	—	—	—	100	—	24	—
+Bournemouth	9 391	9 328	63	—	—	7 998	48	—	—	—	—	1 330	15	—	—
+Bristol	15 777	13 887	1 890	1 974	1 641	3 462	160	2 121	—	—	—	5 172	80	1 158	9
+Cambridge	2 157	2 157	—	81	—	403	—	—	—	47	—	601	—	1 025	—
+Cardiff	20 907	18 356	2 551	3 385	296	4 853	1 748	118	—	—	—	5 141	507	4 859	—
+Coventry	708	708	—	—	—	—	—	—	—	—	—	708	—	—	—
+East Midlands	41 621	41 228	393	—	—	19 161	—	—	—	—	—	21 840	393	227	—
+Edinburgh	99 416	95 041	4 375	59 595	177	25 315	4 190	1 631	—	—	—	7 101	8	1 399	—
+Exeter	4 192	3 765	427	—	—	3 765	427	—	—	—	—	—	—	—	—
+Glasgow	179 426	177 715	1 711	99 014	75	29 367	—	9 552	1 544	—	—	35 687	92	4 095	—
+Gloucester/Cheltenham	410	410	—	—	—	237	—	—	—	—	—	173	—	—	—
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Humberside	3 768	3 296	472	—	—	3 009	468	—	—	—	—	287	4	—	—
+Inverness	12 028	11 144	884	9 736	884	1 184	—	—	—	19	—	205	—	—	—
+Islay	955	955	—	—	—	918	—	—	—	—	—	37	—	—	—
+Isle of Man	17 972	16 568	1 404	7 136	—	9 432	1 404	—	—	—	—	—	—	—	—
+Isles of Scilly	3 804	3 804	—	3 804	—	—	—	—	—	—	—	—	—	—	—
+Kirkwall	7 748	6 279	1 469	3 419	1 304	2 492	—	—	—	—	20	368	145	—	—
+Leeds/Bradford	30 639	26 678	3 961	12 471	—	8 497	3 956	—	—	—	—	5 646	5	64	—
+Liverpool	31 881	31 528	353	—	—	20 732	178	3 774	38	—	—	6 344	137	678	—
+Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Manchester	266 037	260 912	5 125	119 045	502	11 888	2 332	30 235	1 053	187	—	96 655	1 238	2 902	—
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Newcastle	60 282	56 893	3 389	22 315	—	17 142	3 367	—	—	—	—	16 485	22	951	—
+Norwich	15 234	14 167	1 067	—	—	12 227	1 067	—	—	—	—	1 658	—	282	—
+Penzance Heliport	3 804	3 804	—	3 804	—	—	—	—	—	—	—	—	—	—	—
+Prestwick	21 506	12 130	9 376	4 078	3 723	—	—	4 334	5 338	—	—	1 709	—	2 009	315
+Southampton	22 431	22 111	320	5 623	66	16 248	205	—	—	—	—	210	49	30	—
+Stornoway	6 972	6 972	—	4 129	—	759	—	—	—	—	—	2 084	—	—	—
+Sumburgh	49 584	49 223	361	6 660	28	605	—	—	—	13 271	86	27 849	247	838	—
+Swansea	163	144	19	—	—	—	—	—	—	—	—	144	19	—	—
+Tees-side	21 157	19 104	2 053	—	—	16 273	2 035	—	—	—	—	2 500	18	331	—
+Tiree	475	267	208	—	—	251	208	—	—	—	—	16	—	—	—
+Wick	3 290	3 251	39	—	—	3 106	—	—	—	—	—	145	39	—	—
TOTAL other UK Airports	1 311 239	1 263 750	47 489	541 819	10 556	268 955	24 305	60 817	8 348	22 542	106	338 516	3 850	31 101	324
TOTAL all reporting UK Airports	4 325 498	4 252 405	73 093	1 676 799	10 709	525 352	24 681	1 128 171	30 112	61 329	293	755 920	6 331	104 834	967
Channel Islands Airports															
Alderney	4 406	4 406	—	—	—	4 086	—	—	—	—	—	320	—	—	—
Guernsey	38 232	36 136	2 096	9 060	60	25 893	2 036	502	—	—	—	665	—	16	—
Jersey	77 232	76 154	1 078	29 873	36	45 183	879	628	—	—	—	451	130	19	33
TOTAL (Channel Is. Airports)	119 870	116 696	3 174	38 933	96	75 162	2 915	1 130	—	—	—	1 436	130	35	33

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

# Terminal, International and Domestic Passenger Traffic by Airports March 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
<b>London Area Airports</b>									
+ Gatwick	608 863	531 694	14.5	531 160	462 434	14.9	77 703	69 260	12.2
+ Heathrow	2 189 064	2 016 524	8.6	1 833 036	1 690 033	8.5	356 028	326 491	9.0
+ Luton	156 602	160 444	-2.4	155 813	159 988	-2.6	789	456	73.0
+ Southend	7 870	11 157	-29.5	6 487	9 965	-34.9	1 383	1 192	16.0
+ Stansted	25 700	24 966	2.9	25 449	24 687	3.1	251	279	-10.0
TOTAL (London Area)	2 988 099	2 744 785	8.9	2 551 945	2 347 107	8.7	436 154	397 678	9.7
Westland Heliport (Battersea)	556	530	4.9	—	—	—	556	530	4.9
<b>Other UK Airports</b>									
+ Aberdeen	116 641	100 427	16.1	31 110	23 379	33.1	85 531	77 048	11.0
+ Belfast	112 081	95 422	17.5	7 073	4 332	63.3	105 008	91 090	15.3
Benbecula	1 967	2 087	-5.7	—	—	—	1 967	2 087	-5.7
+ Birmingham	117 809	105 682	11.5	80 389	72 428	11.0	37 420	33 254	12.5
+ Blackpool	3 427	4 263	-19.6	306	244	25.4	3 121	4 019	-22.3
+ Bournemouth	9 328	10 598	-12.0	989	1 230	-19.6	8 339	9 368	-11.0
+ Bristol	13 887	13 236	4.9	11 139	10 719	3.9	2 748	2 517	9.2
+ Cambridge	2 157	1 165	85.2	1 717	1 120	53.3	440	45	877.8
+ Cardiff	18 356	15 034	22.1	14 444	10 695	35.1	3 912	4 339	-9.8
+ Coventry	708	365	94.0	472	310	52.3	236	55	329.1
+ East Midlands	41 228	38 954	5.8	29 250	28 467	2.8	11 978	10 487	14.2
+ Edinburgh	95 041	97 912	-2.9	15 269	17 028	-10.3	79 772	80 884	-1.4
+ Exeter	3 765	5 162	-27.1	516	1 546	-66.6	3 249	3 616	-10.1
+ Glasgow	177 715	182 601	-2.7	38 954	38 070	2.3	138 761	144 531	-4.0
Gloucester/Cheltenham	410	646	-36.5	—	—	—	410	646	-36.5
Hawarden	—	368	—	—	—	—	—	368	—
Humberside	3 296	3 527	-6.5	594	972	-38.9	2 702	2 555	5.8
Inverness	11 144	11 491	-3.0	15	329	-95.4	11 129	11 162	-0.3
Islay	955	1 035	-7.7	—	—	—	955	1 035	-7.7
+ Isle of Man	16 568	17 785	-6.8	501	566	-11.5	16 067	17 219	-6.7
Isles of Scilly	3 804	4 003	-5.0	—	—	—	3 804	4 003	-5.0
+ Kirkwall	6 279	9 026	-30.4	—	82	—	6 279	8 944	-29.8
+ Leeds/Bradford	26 678	26 728	-0.2	10 344	9 678	6.9	16 334	17 050	-4.2
+ Liverpool	31 528	30 050	4.9	10 351	10 612	-2.5	21 177	19 438	8.9
+ Lydd	—	4 649	—	—	4 649	—	—	—	—
+ Manchester	260 912	229 886	13.5	167 111	149 938	11.5	93 801	79 948	17.3
+ Manston	..	..	..	..	..	..	..	..	..
+ Newcastle	56 893	51 155	11.2	24 402	20 296	20.2	32 491	30 859	5.3
+ Norwich	14 167	13 435	5.4	6 636	6 464	2.7	7 531	6 971	8.0
Penzance	3 804	4 402	-13.6	—	399	—	3 804	4 003	-5.0
+ Prestwick	12 130	14 030	-13.5	12 012	13 159	-8.7	118	871	-86.5
+ Southampton	22 111	22 446	-1.5	3 273	2 804	16.7	18 838	19 642	-4.1
Stornoway	6 972	5 696	22.4	—	—	—	6 972	5 696	22.4
+ Sumburgh	49 223	55 986	-12.1	21 881	25 292	-13.5	27 342	30 694	-10.9
Swansea	°144	86	67.4	5	19	-73.7	139	67	107.5
+ Tees-side	19 104	21 125	-9.6	2 504	3 477	-28.0	16 600	17 648	-5.9
Tiree	267	279	-4.3	—	—	—	267	279	-4.3
Wick	3 251	2 800	16.1	—	—	—	3 251	2 800	16.1
TOTAL other UK Airports	1 263 750	1 203 542	5.0	491 257	458 304	7.2	772 493	745 238	3.7
TOTAL all reporting UK Airports	4 252 405	3 948 857	7.7	3 043 202	2 805 411	8.5	1 209 203	1 143 446	5.8
<b>Channel Islands Airports</b> (Channel Islands do not supply an International/Domestic split)									
Alderney	4 406	3 430	28.5	—	—	—	—	—	—
Guernsey	36 136	31 812	13.6	—	—	—	—	—	—
Jersey	76 154	71 255	6.9	—	—	—	—	—	—
TOTAL Channel Islands Airports	116 696	106 497	9.6	—	—	—	—	—	—

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



# Passenger Movements by Air<sup>(A)</sup> for March 1980 In Thousands

Table 2.11

Analysis by Countries of Landing and of Embarkation  
Comparison with previous years

	Austria	Belgium	Denmark	Finland	France	Germany (F.R.)	Greece	Irish Republic	Italy	Nether- lands	Norway	Portugal	Spain	Sweden	Switzerland	Yugoslavia	Eastern Europe (a)	Medit- erranean Area (b)	Canary Islands
1970	107	818	383	50	2 365	1 874	289	1 649	1 430	1 306	189	295	3 472	184	1 053	192	204	352	178
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	1 435	209	385	4 726	188	1 105	291	230	365	218
1972	135	832	447	70	2 805	2 438	625	1 567	1 900	1 508	244	483	5 493	236	1 130	291	284	336	264
1973	160	934	474	84	2 928	2 525	747	1 709	2 032	1 734	279	578	5 974	275	1 181	394	334	481	270
1974	156	859	479	88	2 678	2 247	543	1 641	1 771	1 619	275	429	4 842	281	1 032	323	347	484	303
1975	171	788	486	101	2 740	2 277	691	1 672	1 860	1 634	351	309	5 298	336	1 093	410	410	508	402
1976	200	850	567	120	2 901	2 470	882	1 722	1 941	1 835	522	296	4 667	423	1 181	414	395	557	529
1977	229	854	626	133	2 904	2 619	884	1 727	2 037	1 934	591	399	4 617	524	1 289	285	338	610	563
1978	237	874	621	134	3 026	2 882	1 162	1 933	2 279	1 994	564	474	5 553	524	1 372	428	418	831	656
1979	241	867	626	138	3 102	3 083	1 562	2 015	2 550	1 959	652	591	5 650	500	1 413	508	534	1 171	758
1978 2nd quarter (i)	57	230	159	37	829	745	336	447	561	529	151	127	1 509	147	347	132	97	200	148
3rd quarter (i)	87	229	188	42	881	858	526	705	847	562	168	167	2 173	158	401	188	169	320	174
4th quarter (i)	52	219	144	30	688	673	206	433	413	472	120	106	1 155	116	312	77	80	199	193
1979 1st quarter (i)	38	187	119	24	636	624	110	370	475	391	106	81	806	87	311	35	73	160	198
2nd quarter (i)	64	234	173	40	872	841	462	496	694	537	151	164	1 591	141	376	158	137	289	168
3rd quarter (i)	88	230	195	45	958	913	725	700	946	550	166	213	2 200	162	412	233	231	458	207
4th quarter	50	217	139	29	636	701	265	449	435	481	118	133	1 053	110	315	81	93	263	185
March (i)	14	73	46	10	251	235	43	142	173	158	41	35	332	33	116	19	28	66	70
1980 1st quarter	40	194	117	29	641	683	119	420	575	421	115	100	738	95	341	27	81	205	192
March	15	70	44	12	236	262	52	157	229	154	45	47	328	38	128	12	31	84	68
	Near East (c)	North Africa (d)	East Africa (e)	West Africa (f)	Central Africa (g)	Southern Africa (h)	Middle East (j)	Indian Sub- Continent (k)	Far East (l)	Japan	Australia & New Zealand	Canada	United States of America (m)	Central America (n)	South America (o)	Caribbean (o)	Oil Rigs	Others (p)	Total
1970	254	154	144	87	40	155	173	162	130	45	113	904	2 511	14	50	160	..	169	21 655
1971	332	177	156	91	44	163	203	141	191	71	108	933	2 814	11	54	174	..	202	24 831
1972	366	406	190	94	49	179	255	169	304	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	428	440	171	117	53	198	290	227	338	114	207	1 289	3 320	22	75	245	..	268	30 885
1974	444	313	162	135	59	248	349	278	364	126	257	1 303	2 926	21	62	259	125	324	28 152
1975	447	353	189	173	71	307	529	346	386	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	447	415	218	221	69	342	812	388	467	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	573	425	200	340	71	324	1 097	432	496	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	613	509	224	370	69	344	1 263	480	552	216	429	1 505	5 128	25	120	303	500	380	38 992
1979	665	633	240	366	67	371	1 063	553	613	257	618	1 637	5 388	31	133	353	579	390	41 774
1978 2nd quarter (i)	136	118	46	86	16	77	286	101	117	45	99	425	1 379	5	28	62	84	87	9 985
3rd quarter (i)	213	166	73	123	22	100	442	126	176	61	118	676	1 883	8	36	90	60	113	13 329
4th quarter (i)	142	128	55	78	16	90	273	138	151	64	123	234	1 112	7	30	86	58	97	8 570
1979 1st quarter (i)	131	119	56	72	14	90	205	140	135	64	139	163	836	6	29	73	88	82	7 269
2nd quarter (i)	152	153	51	83	16	88	240	129	139	57	156	456	1 479	7	29	83	56	95	11 057
3rd quarter (i)	230	188	76	117	23	103	370	137	188	75	160	780	1 888	11	43	105	60	119	14 305
4th quarter (i)	151	173	57	94	14	91	248	147	151	61	163	238	1 185	8	32	93	126	94	8 879
March (i)	49	45	19	25	5	29	74	47	44	24	53	60	318	2	10	25	19	31	2 765
1980 1st quarter	144	166	62	95	13	104	233	143	142	56	170	189	909	4	33	83	131	94	7 903
March	54	61	21	34	5	34	81	48	52	23	63	67	350	1	11	29	45	35	3 026

(A) This table excludes all domestic passengers.

(i) Traffic at Sumburgh March–Sept. 1979 not included.

The following countries are included in the groupings below:—

(a) Albania, Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Poland, Rumania and United Soviet Socialist Republic.

(b) Cyprus and Malta.

(c) Jordan, Lebanon, Israel, Syria and Turkey.

(d) Algeria, Egypt, Libya, Morocco and Tunisia.

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

(f) Behin, Cameroon, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bassau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo, Upper Volta and Western Sahara.

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

(h) Botswana, Mozambique, Namibia, South African Republic, Swaziland and Zimbabwe.

(i) Iran, Iraq, Kuwait, Persian Gulf States, Republic of North Yemen, Republic of South Yemen, Saudi Arabia and United Arab Emirates.

(k) Bangladesh, India, Pakistan and Sri Lanka.

(l) Afghanistan, Bender Seri Begawan, Burma, China, Hong Kong, Indonesia, Kampuchea, Korea, Laos, Malaysia, Nepal, Philippines, Singapore, Taiwan, Thailand and Vietnam.

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

(n) Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Paraguay, Peru, Uruguay and Venezuela.

(o) Bahamas, Barbados, Bermuda, Curacao, Guadeloupe, Jamaica, Leeward Islands, Martinique, Puerto Rico, Trinidad and Tobago and Windward Islands.

(p) Faroes, Gibraltar, Iceland, Luxembourg, Atlantic Ocean Islands, Indian Ocean Islands, Pacific Ocean Islands.

# International Air Passenger Traffic to and from UK Airports for March 1980

Table 2.12

Comparison with the previous year							Percentage change of total traffic
	1980			1979			
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Austria</b>	15 021	11 018	4 003	13 929	10 232	3 697	8
London (a) – Vienna	12 036	9 622	2 414	10 853	9 134	1 719	
– Salzburg	1 295	1 295	—	1 301	1 098	203	
Luton – Vienna	1 589	—	1 589	1 775	—	1 775	
<b>Belgium</b>	69 961	69 402	559	72 709	69 169	3 540	–4
London (a) –Brussels	50 949	50 949	—	53 482	51 027	2 455	
– Antwerp	6 666	6 557	109	6 470	6 238	232	
Manchester – Brussels	4 700	4 696	4	4 474	4 474	—	
Birmingham – Brussels	3 146	3 146	—	2 008	2 008	—	
Southend – Ostend	1 458	1 452	6	3 231	2 763	468	
<b>Denmark</b>	44 414	36 959	7 455	45 517	34 818	10 699	–2
London (a) – Copenhagen (c)	33 194	28 979	4 215	34 051	28 698	5 353	
Glasgow (b) – Copenhagen (c)	1 649	1 649	—	1 611	1 611	—	
Manchester – Copenhagen (c)	4 020	4 020	—	3 669	3 669	—	
Luton – Copenhagen (c)	2 234	—	2 234	3 206	—	3 206	
<b>Finland</b>	11 558	10 691	867	9 561	9 039	522	21
<b>France</b>	236 113	224 986	11 127	251 052	226 458	24 594	–6
London (a) – Paris (e)	165 564	163 139	2 425	169 884	163 652	6 232	
– Toulouse	2 534	2 218	316	4 129	1 672	2 457	
– Marseille	3 936	3 936	—	3 877	3 877	—	
– Lille	1 572	1 572	—	1 850	1 850	—	
– Nice	12 587	11 324	1 263	10 642	10 189	453	
– Bordeaux	3 307	3 079	228	3 370	2 640	730	
– Le Touquet	3 080	3 080	—	5 163	5 163	—	
– Strasbourg	2 577	2 577	—	2 036	1 980	56	
– Lyon	5 717	5 717	—	5 952	5 414	538	
Manchester – Paris (e)	8 593	8 593	—	8 359	8 355	4	
Birmingham – Paris (e)	5 854	5 671	183	5 588	5 327	261	
Southend – Le Touquet	985	985	—	1 354	776	578	
Luton – Toulouse	—	—	—	2 310	—	2 310	
Lydd – Beauvais	—	—	—	4 649	4 649	—	
<b>German Fed. Republic</b>	261 513	201 049	60 464	235 435	182 586	52 849	11
London (a) – Berlin (d)	15 628	8 896	6 732	12 534	8 129	4 405	
– Frankfurt	59 034	53 494	5 540	55 540	50 330	5 210	
– Hamburg	30 205	26 160	4 045	26 932	23 037	3 895	
– Dusseldorf	34 952	31 026	3 926	30 990	27 580	3 410	
– Munich	43 227	21 195	22 032	31 587	18 397	13 190	
– Stuttgart	14 817	11 854	2 963	11 879	9 985	1 894	
– Cologne (Bonn)	16 518	16 518	—	14 970	14 960	10	
– Nuremburg	1 656	1 656	—	1 383	1 383	—	
– Bremen	6 614	6 614	—	6 917	6 917	—	
– Hanover	11 489	8 909	2 580	9 941	7 140	2 801	
Manchester – Frankfurt	5 104	5 104	—	5 212	5 212	—	
– Dusseldorf	3 917	3 917	—	4 039	3 942	97	
– Munich	4 366	—	4 366	1 759	—	1 759	
Birmingham – Frankfurt	1 551	1 551	—	1 455	1 373	82	
– Dusseldorf	2 156	2 156	—	1 885	1 885	—	
Luton – Munich	4 112	—	4 112	4 677	—	4 677	
– Stuttgart	301	—	301	1 920	—	1 920	
<b>Gibraltar</b>	8 098	4 453	3 645	5 770	3 987	1 783	40
London (a) – Gibraltar	8 046	4 453	3 593	5 679	3 987	1 692	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Greece</b>	51 699	28 740	22 959	42 728	28 614	14 114	21
London (a) – Athens	35 880	27 911	7 969	32 563	26 766	5 797	
– Salonika	697	697	—	1 840	1 840	—	
– Corfu	435	132	303	—	—	—	
– Rhodes	2 195	—	2 195	178	—	178	
– Crete	4 828	—	4 828	2 790	—	2 790	
Manchester – Athens	562	—	562	130	—	130	
– Corfu	285	—	285	76	—	76	
Luton – Salonika	—	—	—	—	—	—	
– Corfu	—	—	—	—	—	—	
<b>Iceland</b>	3 155	2 643	512	2 644	2 420	244	19
London (a) – Keflavik	1 770	1 770	—	1 626	1 510	116	
Glasgow (b) – Keflavik	873	873	—	910	910	—	
Luton – Keflavik	410	—	410	—	—	—	
<b>Irish Republic</b>	157 222	150 264	6 958	142 392	135 009	7 383	10
London (a) – Dublin	81 207	81 207	—	72 827	72 827	—	
– Shannon	7 793	7 793	—	7 087	7 087	—	
– Cork	12 679	12 679	—	11 079	10 972	107	
Glasgow (b) – Dublin	5 482	5 482	—	5 892	5 892	—	
Liverpool – Dublin	3 979	3 943	36	3 688	3 658	30	
Manchester – Dublin	13 165	13 151	14	12 287	12 056	231	
Edinburgh – Dublin	1 631	1 631	—	5 956	1 956	4 000	
Birmingham – Dublin	14 032	12 580	1 452	11 921	10 265	1 656	
Luton – Dublin	45	—	45	115	—	115	
Leeds/Bradford – Dublin	1 321	1 315	6	1 513	1 513	—	
Bristol – Dublin	2 281	2 137	144	1 500	1 461	39	
East Midlands – Dublin	1 458	1 454	4	1 124	1 122	2	
Belfast – Shannon	478	478	—	634	634	—	
<b>Italy</b>	229 248	84 178	145 070	173 402	57 992	115 410	32
London (a) – Rome (f)	37 169	29 918	7 251	32 024	23 469	8 555	
– Milan (g)	50 755	29 268	21 487	35 899	16 515	19 384	
– Turin	19 992	2 811	17 181	10 744	2 199	8 545	
– Pisa	9 026	7 204	1 822	6 317	3 685	2 632	
– Naples	5 362	2 473	2 889	2 891	1 822	1 069	
– Venice	14 994	5 057	9 937	8 948	1 734	7 214	
– Genoa	3 258	3 143	115	2 867	2 787	80	
– Rimini	—	—	—	—	—	—	
Manchester – Milan (g)	4 676	2 275	2 401	4 993	3 000	1 993	
– Rimini	—	—	—	—	—	—	
Luton – Rome (f)	3 808	—	3 808	4 610	—	4 610	
– Milan (g)	13 532	—	13 532	9 454	—	9 454	
– Naples	4 542	—	4 542	3 356	—	3 356	
– Venice	6 378	—	6 378	10 875	—	10 875	
– Genoa	171	—	171	923	—	923	
– Palermo	682	—	682	1 754	—	1 754	
– Rimini	—	—	—	1 347	—	1 347	
<b>Luxembourg</b>	5 232	5 232	1	5 046	5 037	9	4
London (a) – Luxembourg	5 232	5 231	1	5 037	5 037	—	
<b>Malta</b>	68 718	20 693	48 025	54 565	20 398	34 167	26
London (a) – Malta	33 298	18 416	14 882	35 918	19 215	16 703	
Manchester – Malta	13 576	1 071	12 505	9 074	1 063	8 011	
Birmingham – Malta	6 482	—	6 482	3 330	—	3 330	
Luton – Malta	6 875	—	6 875	2 913	—	2 913	
Newcastle – Malta	1 026	—	1 026	907	—	907	

Table 2.12 cont.

## Comparison with the previous year

			1980			1979			Percentage change of total traffic
			Total	Sched.	Charter	Total	Sched.	Charter	
<b>Netherlands</b>			153 572	151 914	1 658	158 410	155 222	3 188	-3
London (a) – Amsterdam			84 291	84 240	51	89 510	88 023	1 487	
– Rotterdam			17 406	17 175	231	18 316	18 165	151	
– Maastricht			2 592	2 592	—	2 519	2 519	—	
Glasgow (b) – Amsterdam			3 391	3 391	—	3 791	3 683	108	
Norwich – Amsterdam			4 915	4 909	6	5 064	5 055	9	
Southampton – Amsterdam			2 017	2 017	—	1 695	1 695	—	
Manchester – Amsterdam			10 746	10 732	14	10 648	10 648	—	
Edinburgh – Amsterdam			3 358	3 268	90	2 353	2 353	—	
Birmingham – Amsterdam			4 581	4 135	446	3 628	3 625	3	
Luton – Amsterdam			12	—	12	423	—	423	
Newcastle – Amsterdam			4 615	4 615	—	4 018	4 018	—	
Aberdeen – Amsterdam			2 557	2 557	—	2 375	2 361	14	
Leeds/Bradford – Amsterdam			2 499	2 499	—	2 221	2 221	—	
East Midlands – Amsterdam			3 331	3 331	—	2 705	2 705	—	
Southend – Rotterdam			2 845	2 845	—	4 039	3 652	387	
<b>Norway</b>			45 261	35 850	9 411	41 182	31 557	9 625	10
London (a) – Oslo (h)			24 194	19 639	4 555	22 197	17 779	4 418	
– Bergen			6 511	5 876	635	4 193	4 017	176	
– Stavanger			5 118	4 963	155	4 491	3 926	565	
Luton – Oslo (h)			1	—	1	1 246	—	1 246	
Newcastle – Stavanger			1 552	1 538	14	1 863	1 828	35	
Aberdeen – Stavanger			3 025	1 919	1 106	2 540	1 420	1 120	
<b>Portugal</b>			46 726	24 925	21 801	35 099	19 416	15 683	33
London (a) – Lisbon			18 752	16 726	2 026	14 543	13 580	963	
– Oporto			1 718	1 718	—	1 694	1 694	—	
– Faro			16 235	6 481	9 754	13 149	4 142	9 007	
Manchester – Faro			2 781	—	2 781	1 677	—	1 677	
Luton – Lisbon			2 305	—	2 305	2 015	—	2 015	
– Faro			1 024	—	1 024	796	—	796	
<b>Spain</b>			328 425	86 156	242 269	331 552	77 263	254 289	-1
London (a) – Madrid			37 980	30 794	7 186	33 328	28 522	4 806	
– Barcelona			19 536	13 968	5 568	16 754	12 745	4 009	
– Valencia			5 065	3 629	1 436	4 576	3 280	1 296	
– Malaga			29 589	13 367	16 222	29 060	11 775	17 285	
– Bilbao			6 426	6 426	—	4 724	4 724	—	
– Majorca			34 162	7 909	26 253	39 647	8 538	31 109	
– Santiago			1 572	909	663	1 462	984	478	
– Minorca			1 994	768	1 226	717	717	—	
– Alicante			18 041	3 928	14 113	20 965	3 508	17 457	
– Ibiza			2 234	1 113	1 121	1 570	740	830	
– Gerona			2 520	—	2 520	4 619	—	4 619	
Glasgow (b) – Majorca			9 163	—	9 163	6 990	—	6 990	
– Alicante			3 893	—	3 893	5 205	—	5 205	
– Ibiza			1 067	—	1 067	1 136	—	1 136	
– Gerona			—	—	—	—	—	—	
Manchester – Barcelona			—	—	—	—	—	—	
– Malaga			9 374	—	9 374	9 095	—	9 095	
– Majorca			18 606	—	18 606	19 363	—	19 363	
– Minorca			1 163	—	1 163	—	—	—	
– Alicante			14 873	—	14 873	15 691	—	15 691	
– Ibiza			1 601	—	1 601	1 015	—	1 015	
– Gerona			1 422	—	1 422	1 897	—	1 897	
Belfast – Majorca			1 031	—	1 031	714	—	714	
Edinburgh – Majorca			2 102	—	2 102	2 283	—	2 283	
– Alicante			2 324	—	2 324	2 094	—	2 094	
Birmingham – Barcelona			—	—	—	—	—	—	
– Malaga			3 491	—	3 491	4 709	—	4 709	
– Majorca			8 163	—	8 163	8 124	—	8 124	
– Alicante			6 839	—	6 839	6 222	—	6 222	
– Ibiza			1 486	—	1 486	2 430	—	2 430	
– Gerona			106	—	106	2 044	—	2 044	

Table 2.12 cont.

## Comparison with the previous year

		1980		1979		Percentage change of total traffic	
	Total	Sched.	Charter	Total	Sched.	Charter	
Luton – Madrid	2 624	—	2 624	2 441	—	2 441	
– Barcelona	518	—	518	—	—	—	
– Malaga	6 653	—	6 653	8 104	—	8 104	
– Majorca	9 118	—	9 118	9 206	—	9 206	
– Alicante	6 976	—	6 976	9 632	—	9 632	
– Ibiza	1 945	—	1 945	985	—	985	
– Gerona	1 807	—	1 807	2 063	—	2 063	
Cardiff – Majorca	3 604	—	3 604	3 783	—	3 783	
– Alicante	1 074	929	145	1 008	—	1 008	
Newcastle – Barcelona	—	—	—	—	—	—	
– Majorca	5 497	—	5 497	3 908	—	3 908	
– Alicante	4 107	—	4 107	3 442	—	3 442	
Leeds/Bradford – Majorca	2 036	—	2 036	2 193	—	2 193	
– Alicante	2 302	—	2 302	1 684	—	1 684	
Bristol – Majorca	2 722	—	2 722	2 039	—	2 039	
East Midlands – Majorca	4 452	—	4 452	5 998	—	5 998	
– Alicante	4 639	—	4 639	5 857	—	5 857	
– Ibiza	1 110	—	1 110	1 235	—	1 235	
<b>Sweden</b>	38 251	25 908	12 343	33 005	23 355	9 650	16
London (a) – Stockholm (i)	24 290	18 504	5 786	20 519	16 657	3 862	
– Goteborg	10 987	7 404	3 583	7 882	6 611	1 271	
– Malmo	1 264	—	1 264	1 081	—	1 081	
Luton – Stockholm>(i)	1 012	—	1 012	2 254	—	2 254	
<b>Switzerland</b>	128 342	90 423	37 919	116 009	80 321	35 688	11
London (a) – Zurich	49 294	39 240	10 054	46 436	37 268	9 168	
– Geneva	59 208	36 734	22 474	49 520	31 144	18 376	
– Basle	7 603	6 102	1 501	5 330	5 043	287	
Manchester – Zurich	4 857	4 857	—	4 493	4 493	—	
– Geneva	1 552	1 552	—	962	962	—	
Luton – Zurich	1 050	—	1 050	3 327	—	3 327	
<b>Turkey</b>	4 990	4 990	—	8 724	8 724	—	-43
London (a) – Istanbul	4 990	4 990	—	8 724	8 724	—	
<b>Yugoslavia</b>	12 354	5 797	6 557	19 468	7 507	11 961	-37
London (a) – Belgrade	3 653	3 008	645	8 134	3 218	4 916	
– Zagreb	2 381	2 119	262	4 139	3 296	843	
– Ljubljana	1 624	670	954	2 604	993	1 611	
– Dubrovnic	1 096	—	1 096	948	—	948	
– Pula	478	—	478	498	—	498	
Manchester – Pula	—	—	—	—	—	—	
Luton – Pula	—	—	—	—	—	—	
<b>Eastern Europe</b>	31 140	21 689	9 451	28 100	20 445	7 655	11
Albania	—	—	—	—	—	—	
Bulgaria	4 806	974	3 832	3 409	954	2 455	
Czechoslovakia	1 875	1 768	107	1 943	1 943	—	
London (a) – Prague	1 875	1 768	107	1 943	1 943	—	
Hungary	4 548	4 548	—	3 961	3 861	100	
London (a) – Budapest	4 548	4 548	—	3 861	3 861	—	
Poland	6 348	6 009	339	6 993	5 309	1 684	
London (a) – Warsaw	6 066	6 009	57	6 059	5 309	750	
Rumania	1 572	1 425	147	1 082	1 024	58	
U.S.S.R.	10 740	5 931	4 809	9 726	6 368	3 358	
London (a) – Moscow (k)	6 984	5 312	1 672	6 727	5 924	803	
– Leningrad	2 200	619	1 581	1 408	444	964	

TOTAL EUROPE	1 951 016	1 297 959	653 057	1 826 303	1 209 569	616 734	7
--------------	-----------	-----------	---------	-----------	-----------	---------	---

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Cyprus</b>	15 317	15 314	3	11 344	11 343	1	35
London (a) – Larnaca	14 469	14 469	—	11 343	11 343	—	
<b>Canary Islands</b>	67 521	5 397	62 124	69 612	4 115	65 497	—3
London (a) – Las Palmas	9 311	3 745	5 566	9 032	2 759	6 273	
– Tenerife (I)	18 428	1 652	16 776	19 169	1 356	17 813	
– Arrecife	5 138	—	5 138	5 789	—	5 789	
Glasgow (b) – Tenerife (I)	2 282	—	2 282	3 663	—	3 663	
Manchester – Las Palmas	2 999	—	2 999	2 231	—	2 231	
– Tenerife (I)	9 607	—	9 607	10 936	—	10 936	
Birmingham – Tenerife (I)	2 381	—	2 381	3 918	—	3 918	
Luton – Las Palmas	2 196	—	2 196	2 227	—	2 227	
– Tenerife (I)	5 804	—	5 804	5 057	—	5 057	
East Midlands – Tenerife (I)	1 900	—	1 900	2 004	—	2 004	
<b>Near East</b>	49 054	37 394	11 660	40 446	32 366	8 080	21
Israel	36 614	24 954	11 660	28 191	20 112	8 079	
London (a) – Tel Aviv	30 910	24 954	5 956	22 619	20 112	2 507	
Jordan	4 154	4 154	—	3 949	3 949	—	
London (a) – Amman	4 154	4 154	—	3 949	3 949	—	
Lebanon	4 276	4 276	—	3 797	3 796	1	
London (a) – Beirut	4 276	4 276	—	3 797	3 796	1	
Syria	4 010	4 010	—	4 509	4 509	—	
London (a) – Damascus	4 010	4 010	—	4 509	4 509	—	
<b>North Africa</b>	60 815	32 908	27 907	45 302	34 261	11 041	34
Algeria	3 090	3 090	—	2 525	2 524	1	
London (a) – Algiers	2 410	2 410	—	2 524	2 524	—	
Egypt	15 054	15 054	—	14 395	14 395	—	
London (a) – Cairo	15 054	15 054	—	14 395	14 395	—	
Libya	7 610	7 610	—	9 498	9 498	—	
London (a) – Tripoli	5 627	5 627	—	6 959	6 959	—	
– Benghazi	1 983	1 983	—	2 539	2 539	—	
Morocco	9 076	3 362	5 714	4 910	3 783	1 127	
London (a) – Tangiers	987	740	247	1 274	1 274	—	
– Marrakesh	—	—	—	—	—	—	
– Casablanca (w)	2 622	2 622	—	2 134	1 988	146	
Tunisia	25 985	3 792	22 193	13 974	4 061	9 913	
London (a) – Tunis	6 604	3 066	3 538	5 489	4 061	1 428	
– Monastir	5 578	437	5 141	2 710	—	2 710	
Manchester – Monastir	3 440	—	3 440	513	—	513	
Luton – Monastir	2 786	—	2 786	2 582	—	2 582	
<b>East Africa</b>	21 334	20 403	931	19 069	19 031	38	12
Kenya	13 981	13 050	931	12 219	12 215	4	
London (a) – Nairobi	12 998	12 998	—	12 215	12 215	—	
Uganda	—	—	—	34	—	34	
Tanzania	1 528	1 528	—	1 456	1 456	—	
London (a) – Dar-es-Salaam	1 162	1 162	—	1 130	1 130	—	
Sudan	4 107	4 107	—	4 197	4 197	—	
London (a) – Khartoum	4 107	4 107	—	4 197	4 197	—	
Somali Republic	—	—	—	—	—	—	
Ethiopia	1 718	1 718	—	1 163	1 163	—	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>West Africa</b>	34 046	32 623	1 423	25 225	24 479	746	35
Ghana	4 737	4 736	1	3 169	3 167	2	
London (a) – Accra	4 736	4 736	—	3 169	3 167	2	
Nigeria	23 665	23 665	—	18 124	18 124	—	
London (a) – Kano	877	877	—	1 023	1 023	—	
— Lagos	22 788	22 788	—	17 101	17 101	—	
Sierra Leone	2 036	2 036	—	1 278	1 278	—	
Liberia	1 316	1 316	—	880	880	—	
London (a) – Monrovia (x)	1 316	1 316	—	880	880	—	
<b>Central Africa</b>	5 004	5 004	—	4 846	4 846	—	3
Zambia	4 290	4 290	—	3 682	3 682	—	
London (a) – Lusaka	4 290	4 290	—	3 682	3 682	—	
Malawi	714	714	—	1 164	1 164	—	
<b>Southern Africa</b>	34 371	33 970	401	28 945	28 945	—	19
Zimbabwe	2 294	1 893	401	—	—	—	
London (a) – Salisbury	2 294	1 893	401	—	—	—	
South African Republic	32 077	32 077	—	28 945	28 945	—	
London (a) – Johannesburg	29 779	29 779	—	26 752	26 752	—	
— Cape Town	2 298	2 298	—	2 193	2 193	—	
<b>Middle East</b>	80 523	80 503	20	73 539	73 435	104	10
Iraq	5 090	5 090	—	2 697	2 697	—	
London (a) – Baghdad	5 090	5 090	—	2 697	2 697	—	
Kuwait	10 099	10 099	—	8 854	8 854	—	
London (a) – Kuwait	10 099	10 099	—	8 854	8 854	—	
Saudi Arabia	25 894	25 874	20	29 371	29 371	—	
London (a) – Jeddah	12 552	12 552	—	13 662	13 662	—	
— Dhahran	6 849	6 849	—	8 447	8 447	—	
— Riyadh	6 493	6 473	20	7 262	7 262	—	
Iran	14 217	14 217	—	8 307	8 307	—	
London (a) – Tehran	14 217	14 217	—	8 307	8 307	—	
— Abadan	—	—	—	—	—	—	
<b>Persian Gulf States</b>	12 864	12 864	—	11 735	11 735	—	
Bahrain	4 929	4 929	—	5 939	5 939	—	
London (a) – Bahrain	4 929	4 929	—	5 939	5 939	—	
Doha	2 137	2 137	—	1 922	1 922	—	
London (a) – Doha	2 137	2 137	—	1 922	1 922	—	
Oman	5 798	5 798	—	3 962	3 874	88	
London (a) – Muscat	5 798	5 798	—	3 962	3 874	88	
United Arab Emirates	12 359	12 359	—	12 471	12 471	—	
London (a) – Dubai	7 080	7 080	—	7 536	7 526	—	
— Abu Dhabi	5 279	5 279	—	4 935	4 935	—	
<b>Indian Sub-Continent</b>	47 724	47 724	—	47 049	47 049	—	1
Pakistan	12 859	12 859	—	12 443	12 443	—	
London (a) – Karachi	5 052	5 052	—	4 715	4 715	—	
— Rawalpindi	7 807	7 807	—	7 728	7 728	—	
Bangladesh	4 536	4 536	—	3 950	3 950	—	
London (a) – Dacca	4 536	4 536	—	3 950	3 950	—	
India	26 469	26 469	—	28 985	28 985	—	
London (a) – Delhi	13 239	13 239	—	13 559	13 559	—	
— Bombay	11 826	11 826	—	14 051	14 051	—	
— Calcutta	1 354	1 354	—	1 358	1 358	—	
Sri Lanka	3 860	3 860	—	1 671	1 671	—	
London (a) – Colombo (y)	3 860	3 860	—	1 671	1 671	—	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Far East</b>	75 788	75 788	—	68 964	68 670	294	10
Hong Kong	17 165	17 165	—	15 111	14 817	294	
London (a) – Hong Kong	17 165	17 165	—	15 111	14 817	294	
Singapore	19 064	19 064	—	18 401	18 401	—	
London (a) – Singapore	19 064	19 064	—	18 401	18 401	—	
Malaysia	6 665	6 665	—	2 187	2 187	—	
London (a) – Kuala Lumpur	6 665	6 665	—	2 187	2 187	—	
Afghanistan	1 127	1 127	—	721	721	—	
Thailand	8 376	8 376	—	8 031	8 031	—	
London (a) – Bangkok	8 376	8 376	—	8 031	8 031	—	
Japan	22 967	22 967	—	24 206	24 206	—	
London (a) – Tokyo (m)	20 630	20 630	—	20 934	20 934	—	
– Osaka	2 337	2 337	—	3 272	3 272	—	
<b>Australasia</b>	63 343	63 343	—	53 308	53 308	—	19
Australia	61 463	61 463	—	51 374	51 374	—	
London (a) – Sydney	22 538	22 538	—	20 974	20 974	—	
– Melbourne (n)	24 490	24 490	—	19 424	19 424	—	
– Perth	7 603	7 603	—	5 903	5 903	—	
– Brisbane	6 564	6 564	—	4 892	4 892	—	
New Zealand	1 880	1 880	—	1 934	1 934	—	
London (a) – Auckland	1 880	1 880	—	1 922	1 922	—	
<b>Canada</b>	67 028	64 197	2 831	59 532	54 258	5 274	13
London (a) – Montreal (o)	13 987	13 987	—	12 656	12 656	—	
– Toronto	29 320	27 024	2 296	23 451	18 776	4 675	
– Ottawa	—	—	—	—	—	—	
– Calgary	8 099	8 099	—	3 679	3 679	—	
– Vancouver	262	262	—	2 402	2 402	—	
– Edmonton	4 026	4 026	—	2 553	2 553	—	
– Halifax	1 440	1 440	—	1 638	1 130	508	
– Winnipeg	1 157	1 157	—	1 550	1 550	—	
– Gander	2 870	2 870	—	2 432	2 432	—	
Glasgow (b) – Montreal (o)	—	—	—	607	607	—	
– Toronto	2 401	2 031	370	3 971	3 971	—	
Manchester – Montreal (o)	—	—	—	713	713	—	
– Toronto	1 746	1 586	160	2 458	2 386	72	
<b>United States of America</b>	349 614	346 821	2 793	318 654	306 119	12 535	10
London (a) – Detroit (p)	7 164	7 164	—	6 827	6 827	—	
– Chicago (q)	24 812	24 652	160	19 988	19 681	307	
– Seattle (z)	7 680	7 680	—	9 094	9 094	—	
– Washington	21 693	21 693	—	17 509	17 509	—	
– Dallas (r)	11 592	11 592	—	11 425	11 425	—	
– New York (s)	110 400	109 367	1 033	105 668	102 517	3 151	
– Boston	18 149	18 149	—	19 436	19 436	—	
– San Francisco	18 961	18 961	—	19 029	19 029	—	
– Los Angeles	53 202	53 202	—	39 671	36 350	3 321	
– Miami	35 429	35 429	—	30 451	30 451	—	
– Philadelphia	6 161	6 161	—	7 013	7 013	—	
– Atlanta	12 801	12 801	—	87 94	8 656	138	
– New Orleans	—	—	—	—	—	—	
– Houston	12 456	12 456	—	10 665	10 665	—	
– Anchorage	364	364	—	313	313	—	
Glasgow (b) – New York (s)	1 940	1 940	—	2 771	2 771	—	
Manchester – New York (s)	2 593	2 593	—	3 804	3 744	60	



Table 2.12 cont.

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Central America</b>	743	743	—	2 200	2 200	—	-66
Mexico	530	530	—	1 920	1 920	—	
London (a) – Mexico City	530	530	—	1 920	1 920	—	
Panama	213	213	—	280	280	—	
<b>South America</b>	10 955	10 955	—	10 002	10 002	—	10
Guyana	576	576	—	608	608	—	
Venezuela	758	758	—	805	805	—	
Peru	1 883	1 883	—	1 663	1 663	—	
London (a) – Lima	1 883	1 883	—	1 663	1 663	—	
Brazil	2 750	2 750	—	1 778	1 778	—	
London (a) – Rio de Janeiro (t)	2 342	2 342	—	1 718	1 718	—	
Argentina	2 312	2 313	—	2 574	2 574	—	
London (a) – Buenos Aires (u)	2 312	2 312	—	2 574	2 574	—	
Chile	2 318	2 318	—	2 292	2 292	—	
London (a) – Santiago	2 318	2 318	—	2 292	2 292	—	
<b>Caribbean</b>	29 355	27 623	1 732	24 733	23 884	849	19
Bermuda	4 278	4 278	—	2 965	2 965	—	
London (a) – Bermuda	4 278	4 278	—	2 965	2 965	—	
Leeward Islands	2 003	2 003	—	1 903	1 903	—	
London (a) – Antigua	2 003	2 003	—	1 903	1 903	—	
Windward Islands	2 444	1 285	1 159	2 247	1 398	849	
London (a) – St. Lucia (v)	1 285	1 285	—	1 398	1 398	—	
Jamaica	4 643	4 643	—	3 494	3 494	—	
London (a) – Kingston	4 506	4 506	—	3 494	3 494	—	
Barbados	8 125	8 125	—	7 025	7 025	—	
London (a) – Bridgetown	8 125	8 125	—	7 025	7 025	—	
Trinidad and Tobago	5 319	5 319	—	5 373	5 373	—	
London (a) – Port of Spain	5 319	5 319	—	5 373	5 373	—	
Bahamas	1 970	1 970	—	1 726	1 726	—	
London (a) – Nassau	1 970	1 970	—	1 440	1 440	—	
<b>Islands in Indian Ocean</b>	4 798	4 798	—	4 686	4 686	—	2
Seychelles	2 285	2 285	—	2 296	2 296	—	
London (a) – Seychelles	2 285	2 285	—	2 296	2 296	—	
Mauritius	2 513	2 513	—	2 390	2 390	—	
London (a) – Mauritius	2 513	2 513	—	2 390	2 390	—	
<b>Islands in Atlantic Ocean</b>	13 200	1 725	11 475	11 849	1 563	10 286	11
Madeira	13 200	1 725	11 475	11 684	1 563	10 121	
London (a) – Funchal	5 904	1 725	4 179	5 062	1 563	3 499	
Manchester – Funchal	3 503	—	3 503	1 759	—	1 759	
Azores	—	—	—	165	—	165	
London (a) – Santa Maria	—	—	—	—	—	—	
Cape Verde	—	—	—	—	—	—	
London (a) – Ilha do Sal	—	—	—	—	—	—	
<b>Islands in Pacific Ocean</b>	—	—	—	177	177	—	—
<b>TOTAL (Excl. Oil Rigs)</b>	2 981 549	2 205 192	776 357	2 745 785	2 014 306	731 479	9
<b>Oil Rigs</b>	44 515	—	44 515	19 250	—	19 250	131
Aberdeen	23 767	—	23 767	16 666	—	16 666	
Sumburgh	20 663	—	20 663	xx	—	xx	
Tees-side	70	—	70	1 000	—	1 000	

**Table 2.12 cont.**

- a. London includes Heathrow, Gatwick and Stansted.
- b. Glasgow includes Abbotsinch and Prestwick.
- c. Copenhagen includes Kastrup and Roskilde.
- d. Excludes Schonefeld.
- e. Paris includes Charles de Gaulle, Orly and Le Bourget.
- f. Rome includes Ciampino and Leonardo Da Vinci/Fiumicino.
- g. Milan includes Malpensa and Linate.
- h. Oslo includes Gardemoen and Fornebu.
- i. Stockholm includes Bromma and Arlanda.
- j. Includes Berlin (Schonefeld).
- k. Moscow includes Sheremetyevo, Domodedovo and Vnukovo.
- l. Tenerife includes Norte Los Rodeos and Sur Reina Sofia.
- m. Tokyo includes Haneda and Narita.
- n. Melbourne includes Tullamarine International and Essendon.

- o. Montreal includes Dorval and Mirabel.
- p. Detroit includes City, Metropolitan and Willow Run.
- q. Chicago includes Midway, O'Hare, Meigs Field, Du Page and Pal-Waukee.
- r. Dallas includes Dallas/Ft. Worth and Love Field.
- s. New York includes John F. Kennedy, La Guardia and Newark.
- t. Rio de Janeiro includes Santos Dumont and Galeao.
- u. Buenos Aires includes Aero Parque and Ezeiza.
- v. St. Lucia includes Vigie and Hewanorra.
- w. Casablanca includes Anfa and Nowassuer.
- x. Monrovia includes Roberts International and Spring Payne.
- y. Colombo includes Katunayake and Ratmalana.
- z. Seattle includes Boeing Field and Tacoma.

**NOTES**

- 1) Groups in Table 2.12 are the same as for Table 2.11.
- 2) Traffic is only published for a country if the annual total exceeds 9,500 and for city to city if exceeding 17,500.
- 3) 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.
- 4) Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. This has been the practice since the 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 charter services excluding those carried on aircraft chartered by Government Departments.
- 5) Traffic at Sumburgh not available for January – September 1979.

# Passengers Uplifted on Domestic Routes for March 1980 (a)

Table 2.13

	Heathrow	Gatwick	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Channel Islands (b)	East Midlands	Edinburgh	Exeter	Glasgow	Gloucester	Highlands & Islands (c)	Humberside	Inverness	Isle of Man	Isle of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Manchester	Newcastle	Norwich	Penzance	Southampton	Sumburgh	Tees-side	Other Routes (d)
Heathrow																																			
Gatwick	6 335																																		
Southend																																			
Stansted																																			
Aberdeen	23 607	3 533		30																															
Belfast	51 685	5 843																																	
Birmingham	5 815				1 041	5 999																													
Blackpool						504																													
Bournemouth							179																												
Bristol						545																													
Cambridge																																			
Cardiff						512		226	166																										
Channel Islands (b)	24 169	13 104	1 336			14 080		6 223	1 335	430	1 167	15 114																							
East Midlands						3 423							2 664																						
Edinburgh	46 358	12 532		82	3 902	2 672	3 543																												
Exeter		468	952			973						1 271																							
Glasgow	69 297	13 406			5 056	7 249	6 360			343		357	4 039			213																			
Gloucester													230																						
Highlands & Islands (c)			25		1 402	372							624				16 431		934																
Humberside	858				776												346																		
Inverness	4 286																2 374		2 577																
Isle of Man	2 937					899	2 707										801																		
Isle of Scilly																																			
Kirkwall					1 968										174		347		2 458	327															
Leeds/Bradford	9 040	592		35	932	2 183				101	195				2 770		1 864		355																
Liverpool	9 206				4 719								15									4 347													
Londonderry																	375																		
Manchester	45 781	8 535			2 166	11 095	548	1 005				240	1 584		3 887		5 581				3 809														
Newcastle	18 914	3 558			1 801	1 376	348	247				553					1 135		489																
Norwich	1 007				1 843		469						20		920					726															
Penzance																																			
Southampton												17 132										3 568													
Sumburgh					21 200												2 011						578												
Tees-side	11 285				2 208												615		501	496															
Other Routes (d)																		20	263															332	

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

(b) Comprises Alderney, Guernsey and Jersey.

(c) Excludes Inverness, Kirkwall and Sumburgh.

(d) These comprise scheduled routes where less than 10 passengers were uplifted and routes which operate on a non-scheduled basis only.

# Cargo by Type and Nationality of Operator March 1980

Table 2.14

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted
London Area Airports													
+ Gatwick	10 385.5	22.3	16.0	1 222.2	1 732.9	506.8	220.7	—	—	2 383.9	3 885.5	171.9	223.3
+ Heathrow	44 161.2	7 581.5	6 166.0	57.9	235.2	14 484.0	15 213.0	0.1	0.3	41.5	52.6	270.4	58.7
+ Luton	949.4	—	—	—	—	32.4	—	—	—	156.3	617.2	17.9	125.6
+ Southend	793.0	—	—	149.0	154.0	—	—	—	—	79.0	411.0	—	—
+ Stansted	444.0	—	—	0.8	—	—	—	—	—	69.8	239.0	13.7	120.7
TOTAL (London Area)	56 733.1	7 603.8	6 182.0	1 429.9	2 122.1	15 023.2	15 433.7	0.1	0.3	2 730.5	5 205.3	473.9	528.3
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	697.8	57.9	128.5	26.4	37.9	—	—	20.4	55.3	98.0	253.0	0.5	19.9
+ Belfast	1 121.6	87.3	88.4	286.0	20.8	1.6	1.5	—	—	615.0	20.4	0.6	—
+ Benbecula	12.5	11.0	0.5	0.8	0.2	—	—	—	—	—	—	—	—
+ Birmingham	269.7	118.0	74.9	12.6	0.1	27.7	17.3	—	—	13.6	5.5	—	—
+ Blackpool	492.3	—	—	3.4	38.8	—	—	—	—	—	450.1	—	—
+ Bournemouth,	1 061.3	—	—	705.6	277.8	—	—	—	—	39.9	33.7	4.3	—
+ Bristol	110.1	2.3	0.1	10.7	2.3	16.2	8.8	—	—	—	—	33.0	36.7
+ Cambridge	17.9	—	—	—	—	—	—	—	—	—	—	11.0	6.9
+ Cardiff	18.1	—	4.0	11.6	2.3	—	—	—	—	—	0.2	—	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	740.7	—	—	41.6	78.5	—	—	—	—	120.8	363.6	99.4	36.8
+ Edinburgh	113.3	25.7	34.4	23.7	26.3	2.5	0.7	—	—	—	—	—	—
+ Exeter	19.6	—	—	9.0	10.6	—	—	—	—	—	—	—	—
+ Glasgow	675.5	110.4	143.8	76.6	32.1	152.4	141.7	—	—	1.2	15.3	1.5	0.5
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	4.8	—	—	3.9	0.9	—	—	—	—	—	—	—	—
+ Inverness	23.0	7.7	15.3	—	—	—	—	—	—	—	—	—	—
+ Islay	8.0	—	—	4.5	3.5	—	—	—	—	—	—	—	—
+ Isle of Man	223.9	9.0	33.5	168.3	13.1	—	—	—	—	—	—	—	—
+ Isles of Scilly	7.8	6.7	1.1	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	45.2	32.7	10.9	0.8	0.7	—	—	—	—	0.1	—	—	—
+ Leeds/Bradford	30.3	7.7	5.7	10.3	6.2	—	—	—	—	0.2	—	—	0.2
+ Liverpool	1 688.7	—	—	15.8	34.5	360.1	822.6	—	—	17.0	386.1	25.7	26.9
+ Lydd	458.1	—	—	177.2	280.8	—	—	—	—	0.1	—	—	—
+ Manchester	1 846.5	276.4	172.4	22.9	4.4	677.2	509.4	—	—	0.2	109.6	34.0	40.0
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	98.1	16.7	16.4	29.4	24.1	—	—	—	—	5.8	6.7	—	—
+ Norwich	59.2	—	—	30.2	27.5	—	—	—	—	0.1	0.8	—	0.6
+ Penzance Heliport	7.8	1.1	6.7	—	—	—	—	—	—	—	—	—	—
+ Prestwick	2 354.1	404.7	213.8	576.6	0.4	702.4	312.9	—	—	107.0	6.5	26.1	3.7
+ Southampton	159.2	2.5	0.8	27.2	81.0	—	—	—	—	0.3	47.4	—	—
+ Stornoway	44.5	41.5	1.9	0.1	0.8	—	—	—	—	0.2	—	—	—
+ Sumburgh	292.1	60.9	10.9	0.2	0.3	—	—	20.1	59.3	81.8	57.0	1.1	0.5
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	53.2	—	—	10.1	2.1	—	—	—	—	37.2	3.8	—	—
+ Tiree	0.9	—	—	0.9	—	—	—	—	—	—	—	—	—
+ Wick	7.6	—	—	4.7	2.9	—	—	—	—	—	—	—	—
TOTAL other UK Airports	12 763.4	1 280.2	964.0	2 291.1	1 010.9	1 940.1	1 814.9	40.5	114.6	1 138.5	1 758.7	237.2	172.7
TOTAL all reporting UK Airports	69 496.5	8 884.0	7 146.0	3 721.0	3 133.0	16 963.3	17 248.6	40.6	114.9	3 869.0	6 964.0	711.1	701.0
Channel Islands Airports													
+ Alderney	30.2	—	—	27.0	3.2	—	—	—	—	—	—	—	—
+ Guernsey	732.0	7.0	1.0	261.0	452.0	4.0	1.0	—	—	—	6.0	—	—
+ Jersey	958.0	2.6	1.9	393.6	520.3	—	—	—	—	13.3	26.3	—	—
TOTAL (Channel Islands Airports)	1 720.2	9.6	2.9	681.6	975.5	4.0	1.0	—	—	33.3	32.3	—	—

# Cargo March 1980

Table 2.15

## Comparison with the previous year

	International				Domestic				1980		1979		Tonnes	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Percentage change	
	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
<b>London Area Airports</b>														
+ Gatwick	2 802	376	51	6 298	222	322	—	316	3 075	7 312	2 431	7 481	26.5	-2.3
+ Heathrow	27 137	16 066	—	372	429	105	—	51	27 566	16 594	26 150	20 724	5.4	-19.9
+ Luton	—	32	88	349	—	—	9	472	97	853	170	273	-42.9	212.5
+ Southend	302	—	309	—	1	—	181	—	793	—	665	—	19.2	—
+ Stansted	—	—	—	273	1	—	—	170	1	443	44	1 744	-97.7	-74.6
TOTAL (London Area)	30 241	16 474	448	7 292	653	427	190	1 009	31 532	25 202	29 460	30 222	7.0	-16.6
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>														
+ Aberdeen	52	—	262	46	199	1	119	20	632	67	600	25	5.3	168.0
+ Belfast	4	2	6	—	265	215	21	609	296	826	402	792	-26.4	4.3
+ Benbecula	—	—	—	—	13	—	—	—	13	—	13	—	—	—
+ Birmingham	207	—	—	—	43	—	—	19	250	19	310	—	-19.4	—
+ Blackpool	2	—	—	—	22	17	—	450	24	467	28	334	-14.3	39.8
+ Bournemouth	—	—	8	20	3	981	—	49	11	1 050	22	871	-50.0	20.6
+ Bristol	34	1	69	1	4	1	—	—	107	3	55	15	94.5	-80.0
+ Cambridge	—	—	18	—	—	—	—	—	18	—	7	—	157.1	—
+ Cardiff	12	—	—	—	6	—	—	—	18	—	29	8	-37.9	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	6	—	—
+ East Midlands	42	36	—	566	42	—	—	54	84	656	102	453	-17.6	44.8
+ Edinburgh	14	—	—	—	99	—	—	—	113	—	134	22	-15.7	—
+ Exeter	3	—	—	—	17	—	—	—	20	—	13	31	53.8	—
+ Glasgow	178	185	—	3	270	23	13	4	461	215	476	452	-3.2	-52.4
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	4	—	—	—	—	—	—	—	4	—	5	—	-20.0	—
+ Inverness	—	—	—	—	23	—	—	—	23	—	29	—	-20.7	—
+ Islay	—	—	—	—	9	—	—	—	9	—	8	—	12.5	—
+ Isle of Man	—	—	—	—	100	123	—	—	100	123	116	118	-13.8	4.2
+ Isles of Scilly	—	—	—	—	8	—	—	—	8	—	32	—	-75.0	—
+ Kirkwall	—	—	—	—	45	—	—	—	45	—	44	—	2.3	—
+ Leeds/Bradford	15	—	—	—	15	—	—	—	30	—	34	1	-11.8	—
+ Liverpool	10	1 174	14	39	48	2	—	403	72	1 618	160	1 792	-52.0	-9.7
+ Lydd	—	458	—	—	—	—	—	—	—	458	—	476	—	-3.8
+ Manchester	602	880	—	184	181	—	—	—	783	1 064	849	939	-7.8	13.3
+ Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	43	—	—	5	43	—	—	5	86	10	93	11	-7.5	-9.1
+ Norwich	41	1	1	—	16	—	—	—	58	1	47	—	23.4	—
+ Penzance Heliport	—	—	—	—	8	—	—	—	8	—	40	—	-80.0	—
+ Prestwick	139	1 415	—	143	2	655	—	—	141	2 213	161	2 267	-6.6	-2.4
+ Southampton	10	16	—	47	75	12	—	—	85	75	98	68	-13.3	10.3
+ Stornoway	—	—	—	—	45	—	—	—	45	—	42	2	7.1	—
+ Sumburgh	—	—	96	29	72	—	86	11	254	40	218	29	16.5	37.9
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	4	—	—	37	8	—	1	3	13	40	31	—	-58.1	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Wick	—	—	—	—	8	—	—	—	8	—	5	16	60.0	—
All other UK Airports	1 416	4 168	474	1 120	1 690	2 030	240	1 627	3 820	8 945	4 184	8 728	-8.7	2.5
TOTAL all reporting UK Airports	31 657	20 642	922	8 412	2 343	2 457	430	2 636	35 352	34 147	33 644	38 950	5.1	-12.3
<b>Channel Islands Airports</b>														
+ Alderney	..	..	..	..	..	..	..	..	30	—	32	—	-6.2	—
+ Guernsey	..	..	..	..	..	..	..	..	732	—	745	—	-1.7	—
+ Jersey	..	..	..	..	..	..	..	..	958	—	865	—	10.8	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	1 720	—	1 642	—	4.8	—

# Passenger and Air Transport Movements at Highland and Island Airports for March 1980

Table 2.16

## Comparison with the previous year

Airport	Passengers		Air Transport Movements					
	Total Terminal and Transit(a)	Percentage change on March '79	Total March '79	Percentage change on March '79	Fixed Wing March '79	Percentage change on March '79	Helicopters March '79	Percentage change on March '79
Benbecula	2 022	-5.7	210	-3.7	210	-3.7	—	—
Islay	955	-7.7	124	-3.1	124	-3.1	—	—
Inverness	12 028	-4.2	593	-2.5	530	-2.2	63	-4.5
Kirkwall	7 748	-26.2	803	-19.0	775	-19.7	28	7.7
Stornoway	6 972	22.4	395	-2.5	395	-2.5	—	—
Sumburgh	49 584	-11.4	2 916	-25.6	1 349	..	1 567	..
Tiree	475	-4.2	98	-2.0	98	-2.0	—	—
Wick	3 290	-20.0	441	4.5	441	4.8	—	1 prev. year month

(a) Transit passengers are only counted on arrival.

.. No breakdown for Sumburgh in March '79.

# Appendix A Definitions—UK Airport Statistics <sup>(a)</sup>

(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

<b>Aircraft movement</b>	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
<b>Air transport movements</b>	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.
<b>Empty charter positioning movements</b>	are movements by chartered aircraft moving into position for transport flights or returning to base after such flights.
<b>Other commercial movements</b>	are miscellaneous non air transport movements (eg commercial delivery or ferrying empty aircraft and local flights for the Press, survey companies or farmers).
<b>Local pleasure movements</b>	are commercial flights purely for public entertainment purposes ie air experience flights, joy flights at air displays.
<b>Test and training movements</b>	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.
<b>Other non-commercial movements</b>	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.
<b>Private movements</b>	are movements for purely non-commercial purposes by private owners or other private aircraft operators, excluding aero-clubs movements. (See below).
<b>Aero-club movements</b>	are movements operated by aero-club members for instruction or pleasure.
<b>Official movements</b>	are movements for official purposes by British or foreign civil Government Departments excluding air transport movements.
<b>Military movements</b>	are movements exclusively for military purposes.

## PASSENGERS

<b>Passengers</b>	All revenue and non-revenue passengers on air transport movement flights.
<b>A terminal passenger</b>	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.
<b>A transit passenger</b>	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

<b>Cargo</b>	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.
--------------	--

## **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 <sup>(a)</sup>

(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 advance booking charter flights;

**Class 3** authorises inclusive tour charter flights;

**Class 4** authorises other charter flights for the carriage of passengers (not being sole use charters);

**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.

<b>Cabotage</b>	here includes is 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.)
<b>Scheduled services</b>	are those performed according to a published timetable, including those supplementary thereto, and available for use by members of the public.
<b>Non-scheduled or charter services</b>	include all air transport flights other than scheduled services.
<b>Inclusive Tour Charter</b>	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.
<b>Advance Booking Charter</b>	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.
<b>Sole-use Charters</b>	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.
<b>Separate Fare Charters</b>	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.

<b>Aircraft days available</b>	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.
<b>Aircraft hours</b>	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.
<b>Aircraft hours flown per day</b>	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.
<b>Aircraft kilometres used</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
<b>Cargo (or mail) tonne-kilometres used</b>	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.
<b>Cargo</b>	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.
<b>Cargo (or mail) tonnes uplifted</b>	The number of tonnes of revenue cargo uplifted is obtained by counting each tonne or cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that journey.
<b>Distance flown per passenger</b>	The average distance flown per passenger is computed by dividing the seat kilometres used by the number of passengers carried.
<b>Seat-kilometres available</b>	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.

<b>Seat-kilometres used</b>	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.
<b>Passenger load factor</b>	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
<b>Passengers uplifted</b>	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 state of that flight.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
<b>Revenue passengers</b>	Those who pay 25% or more of the normal applicable fare.
<b>Stage distance flown per aircraft</b>	The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.
<b>Stage flight</b>	Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).
<b>Tonne</b>	1000 kilogrammes.
<b>Tonne-kilometres available</b>	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.
<b>Tonne-kilometres used</b>	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.
<b>Tonnes available</b>	The capacity of the aircraft for the carriage of payload measured in tonnes.
<b>Weight load factor</b>	Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.