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**Civil Aviation Authority**



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

# **CAA Monthly Statistics**

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# Foreword

## 1 CONTENT

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

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

- 2.2 **Rounding of Figures** In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

- 2.3 **Units of Measurement** Metric measurements are used throughout *CAA Monthly Statistics*

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

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

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

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**4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS** Statistics for the period from January 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's *Business Monitors*.

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight &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.

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# Civil Aviation Statistics—April 1980

## ACTIVITY AT UK AIRPORTS

### 1 Air Transport Movements

During April 1980 UK airports handled 78 000 air transport movements (2.7 per cent growth when compared with the same month in the previous year); of which 5.9 per cent were all-cargo movements. The number of scheduled movements rose by 0.4 per cent and the number of charter movements rose by 9.0 per cent. The UK operators share of scheduled movements fell marginally to stand at 76.9 per cent to the total whilst their share of charter movements rose by 2.5 percentage points to stand at 92.3 per cent of the total.

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

The London area airports handled 36 000 air transport movements (a decline of 1.7 per cent when compared with April 1979); of which 5.6 per cent were all-cargo movements. Only Gatwick and Luton reported increases in movements handled (361 additional movements; 3.7 per cent growth and 6 additional movements; 0.3 per cent growth respectively). Heathrow reported the heaviest fall in movements handled (483 fewer movements; 2.1 per cent decline) followed by Southend with 256 fewer movements (21.2 per cent decline) and Stansted with 247 fewer movements (48.5 per cent decline).

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

Outside the London area UK airports handled 42 000 air transport movements (6.7 per cent growth when compared with April 1979); of which 6.1 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (1 499 additional movements; 32.0 per cent growth) followed by Manchester with 968 additional movements (29.2 per cent growth) and Belfast with 353 additional movements (18.0 per cent growth). Humberside reported the heaviest fall in movements handled (181 fewer movements; 35.7 per cent decline) followed by Kirkwall with 177 fewer movements (17.7 per cent decline) and Sumburgh with 162 fewer movements (5.1 per cent decline).

### 2 Terminal Passengers

4.5 million terminal passengers were handled by UK airports during April 1980 (a decline of 2.8 per cent when compared with the same month in the previous year). The number of scheduled passengers handled fell by 3.2 per cent and the number of charter passengers handled fell by 1.7 per cent. The UK operators' share of scheduled passengers fell marginally to stand at 65.2

per cent of the total whilst their share of charter passengers rose by 3.5 percentage points to stand at 87.8 per cent of the total.

#### 2.1 Terminal Passengers at London Area Airports

The London area airports handled 3.2 million terminal passengers (4.5 per cent decline when compared with April 1979). Only Gatwick reported an increase in passengers handled (1 935 additional passengers; 0.3 per cent growth) Heathrow reported the heaviest fall in passengers handled (96 332 fewer passengers; 4.2 per cent decline) followed by Luton with 35 456 fewer passengers (16.5 per cent decline), Stansted with 10 479 fewer passengers (33.3 per cent decline) and Southend with 8 356 fewer passengers (45.8 per cent decline).

#### 2.2 Terminal Passengers outside the London Area

UK airports outside the London area handled 1.3 million terminal passengers (1.4 per cent growth when compared with April 1979). Manchester reported the greatest increase in passengers handled (66 410 additional passengers; 30.1 per cent growth), the airport was closed for part of April 1979 due to a strike of airport firemen. Aberdeen reported 18 994 additional passengers (18.5 per cent growth) and Birmingham reported 6 993 additional passengers (6.3 per cent growth). Liverpool reported the heaviest fall in passengers handled (21 659 fewer passengers; 40.1 per cent decline) due to additional passengers handled in April 1979 during a strike of airport firemen at Manchester. Glasgow reported 10 596 fewer passengers (5.7 per cent decline) and Lydd reported 7 953 fewer passengers (90.9 per cent decline).

#### 2.3 International Terminal Passengers

3.3 million international terminal passengers were handled by UK airports during April 1980 (3.6 per cent decline when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA (carrying 17.7 per cent of all international scheduled passengers) followed by those to France (11.3 per cent), and those to West Germany (9.4 per cent). The most heavily used international charter passengers were those to Spain (carrying 30.8 per cent of all international charter passengers) followed by those to Italy (15.6 per cent) and those to Greece (10.1 per cent).

### 3 Cargo

UK airports handled 62 000 tonnes of cargo during April 1980 (4.1 per cent decline when compared with the same month in the previous year); of which 48.3



per cent were carried on all-cargo flights. The number of scheduled tonnes fell by 2.4 per cent and the number of charter tonnes fell by 10.9 per cent. The UK operators' share of scheduled tonnage fell by 2.0 percentage points to stand at 40.5 per cent of the total and their share of charter tonnage fell by 3.8 percentage points to stand at 86.4 per cent of the total.

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

The London area airports handled 51 000 tonnes of cargo (4.9 per cent decline when compared with April 1979); of which 45.0 per cent were carried on all-cargo flights. Gatwick reported the greatest increase in tonnage handled (385 additional tonnes; 4.0 per cent growth) followed by Luton with 186 additional tonnes (24.7 per cent growth) and Southend with 76 additional tonnes (12.5 per cent growth). Stansted handled 1 677 fewer tonnes (89.7 per cent decline) and Heathrow handled 1 569 fewer tonnes (3.9 per cent decline).

### **3.2 Cargo Outside the London Area**

Outside the London area UK airports handled 11 000 tonnes of cargo (0.3 per cent decline when compared with April 1979); of which 62.9 per cent were carried on all-cargo flights. Manchester reported the greatest increase in tonnage handled (497 additional tonnes; 43.7 per cent growth) the increase was caused by diversion of traffic during a strike of airport firemen in April 1979. Sumburgh reported 119 additional tonnes (53.6 per cent growth) and Lydd reported 53 additional tonnes (14.1 per cent growth) Liverpool reported the greatest decrease in tonnage handled (146 fewer

tonnes; 8.7 per cent decline) and Bournemouth reported 123 fewer tonnes (11.5 per cent decline).

## **OUTPUT OF UK AIRLINES**

The output of UK airlines for all services in April 1980 was 1 035 million available tonne-kilometres, an increase of 0.2 per cent on April 1979.

The scheduled service output of 772 million available tonne-kilometres was 7.1 per cent higher than a year earlier. The overall load factor was 62.9 per cent, compared with 61.2 the previous year. Seat kilometres used were 59.7 per cent of those available. Seat factors on domestic and international scheduled services were 58.5 and 59.7 per cent respectively compared with 62.4 and 64.2 per cent a year earlier. The non-scheduled output of 263 million available tonne-kilometres was 15.7 per cent lower than in April 1979. Advance Booking Charters and Inclusive Tour Charters on Class 3 licences accounted for 19.3 and 132.4 million available tonne-kilometres respectively compared with 14.6 and 114.7 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 April 1980(a)

**Table 1.1**

	Output in available tonne – kilometres (000 000)	Percentage of all available tonne – kilometres
British Airways	7 840	60.68
British Caledonian Airways	1 001	7.76
Laker Airways	796	6.16
Britannia Airways	576	4.46
° Dan Air Services	425	3.29
British Cargo Airlines (b)	402	3.11
British Midland Airways	321	2.48
Tradewinds Airways	293	2.27
British Airtours	264	2.04
Monarch Airlines	250	1.93
Transmeridian Air Cargo	140	1.08
Air UK (c)	121	0.94
Scimitar Airlines	107	0.83
Air Europe	95	0.74
Pelican Air Transport	85	0.66
Air Transcontinental (d)	57	0.44
Redcoat Air Cargo	28	0.22
Air Bridge Carriers	26	0.20
British Airways Helicopters	13	0.10
Orion Airways (e)	12	0.09
Bristow Helicopters	11	0.09
Other (21 airlines)	51	0.39

(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.

(e) Commenced operations April, 1980.

# Main Output 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>			
April 1979	12 168	8 286	3 882
April 1980	12 933	9 154	3 779
<b>Latest year's growth (percentages)</b>			
	6.3	10.5	-2.7
<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	2 523.5	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
	April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
	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
	April	771.9	444.0	13.7	94.5	335.8	62.9	6 268.2	3 739.5	59.7

# 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
April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.7	3 507.8	64.2
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
April	734.7	424.3	13.4	94.0	316.9	57.8	5 884.5	3 514.9	59.7

# 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	867.7	68.5
4th quarter	101.4	57.5	0.9	2.2	54.5	56.7	1 070.7	643.5	60.1
1980 1st quarter	99.7	52.0	0.9	1.7	49.5	52.2	1 056.3	590.0	55.9
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
April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
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	6.6	18.3	55.9	364.8	217.8	59.7
April	37.2	19.7	0.3	0.5	18.8	52.8	383.7	224.6	58.5

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

Table 1.4.1

## By Main Type of Service

	Total		(b) Inclusive Tours		(c) Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978	3 875.8	32.4	1 234.7	10.3	616.2	5.1	2 025.1	16.9
1979	3 907.9	30.7	1 546.2	12.1	352.3	2.8	2 009.4	15.8
1978 1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979 1st quarter	777.6	29.5	244.1	9.3	51.2	1.9	482.6	18.3
2nd quarter	1 053.9	31.7	429.9	12.9	94.4	2.8	529.4	15.9
3rd quarter	1 187.0	32.0	543.6	14.7	153.6	4.1	489.7	13.2
4th quarter	889.4	28.9	328.6	10.7	53.1	1.7	507.6	16.5
1980 1st quarter	697.1	24.8	287.2	10.2	29.9	1.1	380.0	13.5
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
April	311.3	30.2	114.7	11.1	28.7	2.8	167.9	16.3
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
April	262.8	20.3	132.4	10.2	27.4	2.1	102.9	8.0

(a) Excludes Air Taxi operations.

(b) Class 3 licence operations only.

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



# Non-scheduled Passenger Services by UK Airlines Table 1.4.2

## Inclusive Tours Performed on Class 3 Licences only

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970		8 352·6	6 781·9	81·2	4 902·5	55 548	74 437	1 340	1 383
1971		11 571·4	9 714·2	84·0	6 664·5	71 125	101 640	1 429	1 458
1972		13 773·0	11 573·8	84·0	7 757·4	79 782	115 377	1 446	1 492
1973		15 573·1	12 493·8	80·2	8 405·4	83 081	119 315	1 436	1 486
1974		11 819·6	9 389·6	79·5	6 233·0	61 515	89 247	1 451	1 506
1975		11 772·6	10 131·5	86·1	6 700·2	61 902	91 044	1 471	1 512
1976		13 049·5	10 731·6	82·2	6 782·5	64 942	99 136	1 527	1 582
1977		12 818·9	10 795·9	84·2	6 825·5	64 678	97 399	1 506	1 582
1978		14 229·3	12 571·4	88·3	7 673·3	68 608	107 816	1 571	1 638
1979		17 630·7	14 919·8	84·6	8 743·1	80 433	130 782	1 626	1 706
1978	1st quarter	2 223·2	1 913·7	86·1	1 235·6	11 775	17 327	1 472	1 549
	2nd quarter	3 905·8	3 342·4	85·6	2 048·9	18 633	29 301	1 573	1 631
	3rd quarter	4 904·9	4 603·7	93·9	2 813·2	23 385	36 869	1 577	1 636
	4th quarter	3 195·4	2 711·5	84·9	1 575·6	14 815	24 319	1 642	1 721
1979	1st quarter	2 825·6	2 413·7	85·4	1 445·1	13 729	21 508	1 567	1 670
	2nd quarter	4 914·5	4 010·8	81·6	2 396·0	22 587	36 267	1 606	1 674
	3rd quarter	6 160·3	5 486·0	89·1	3 241·3	28 045	45 225	1 613	1 693
	4th quarter	3 730·3	3 009·3	80·7	1 660·6	16 072	27 782	1 729	1 812
1980	1st quarter	3 264·2	2 658·5	81·4	1 561·0	14 772	24 224	1 640	1 703
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	422·1	4 391	6 918	1 575	1 707
	February	880·4	766·8	87·1	457·4	4 226	6 647	1 573	1 676
	March	1 042·5	926·5	88·9	565·7	5 112	7 943	1 554	1 638
	April	1 321·4	1 147·0	86·8	698·9	6 348	9 945	1 566	1 641
	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
	April	1 481·7	1 229·4	83·0	702·6	6 549	10 966	1 674	1 750

# 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
April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
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
April	296.4	213.2	71.9	85.2	1 042	1 727	1 657	2 502

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

(b) Advance Booking Charters commenced in April 1973.

# All Scheduled Services April 1980

Table 1.5.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
Passenger Services															
British Airways	21 746	16 870	33 955	1 297 331	5 234 794	3 120 941	59.6	14 618	625 533	360 032	12 795	64 392	282 844	57.6	
British Airways Helicopters	26	434	140	9 294	789	567	71.9	9	65	46	—	1	45	70.0	
British Caledonian Airways	3 118	3 365	5 205	145 599	519 559	260 765	50.2	2 262	65 432	34 634	642	9 929	24 064	52.9	
Air Ecosse	48	253	178	1 725	720	300	41.7	7	55	25	1	—	24	46.4	
Air UK	1 538	5 450	5 300	107 433	70 451	32 440	46.0	666	6 762	2 953	9	195	2 749	43.7	
Aurigny Air Services	127	2 122	617	19 708	1 785	1 101	61.7	101	178	94	—	6	88	52.8	
British Midland Airways	849	2 727	2 664	98 644	64 612	33 042	51.1	179	5 511	2 639	1	63	2 575	47.9	
Brymon Airways	186	842	844	7 989	4 345	2 040	47.0	—	317	191	—	—	191	60.3	
Burnthills Aviation	4	32	21	71	14	8	55.5	—	1	1	—	—	1	55.2	
Cabair	14	40	59	115	113	41	36.2	—	22	3	—	—	3	14.9	
Dan-Air Services	560	1 764	1 704	47 730	36 374	20 594	56.6	76	3 088	1 793	—	41	1 752	58.1	
Express Air Services CI	53	123	182	2 871	2 459	1 490	60.6	—	214	112	—	—	112	52.4	
Guernsey Airlines	7	16	19	290	420	127	30.2	—	42	10	—	—	10	24.4	
Haywards Aviation	9	46	44	192	54	35	65.0	—	5	3	—	—	3	52.0	
Jersey European Airways	64	575	300	2 366	700	224	32.1	—	50	18	—	—	18	35.9	
Laker Airways	951	136	1 208	38 631	328 193	264 055	80.5	132	33 295	21 857	—	733	21 124	65.6	
Loganair	182	1 615	870	11 001	2 785	1 691	61.0	—	254	154	—	—	154	62.1	
Skyways Aviation	5	25	16	40	51	7	13.7	54	25	11	—	10	1	44.0	
TOTAL Passenger Services	29 487	36 435	53 325	1 791 028	6 268 217	3 739 467	59.7	18 104	740 850	424 575	13 448	75 369	335 758	62.9	
Cargo Services															
British Airways	1 130	482	1 611					3 097	25 792	16 056	118	15 939		62.3	
British Caledonian Airways	158	121	285					941	4 789	3 159	150	3 009		66.0	
Air Continental	46	58	156					16	27	13	—	13		45.7	
Air UK	74	305	284					638	342	150	18	132		43.7	
Air-Bridge Carriers	1	4	4					19	10	5	—	5		45.9	
Skyways Aviation	21	87	92					267	85	47	—	47		55.5	
TOTAL Cargo Services	1 430	1 057	2 432					4 977	31 046	19 429	285	19 144		67.2	
GRAND TOTAL	30 917	37 492	55 757	1 791 028	6 268 217	3 739 467	59.7	23 081	771 896	444 004	13 733	94 513	335 758	62.9	

# International Scheduled Services April 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	19 670	11 706	28 859	968 904	5 004 377	2 976 675	59.5	13 839	602 880	347 443	12 701	64 189	270 553	57.6
British Caledonian Airways	2 673	1 811	4 056	90 959	480 043	239 893	50.0	2 036	61 416	32 829	603	9 857	22 369	53.5
Air UK	828	2 186	2 634	45 311	40 036	18 225	45.5	378	3 878	1 692	—	148	1 545	43.6
Aurigny Air Services	127	2 122	617	19 706	1 785	1 101	61.7	101	178	94	—	5	88	52.8
British Midland Airways	124	301	385	8 552	9 041	3 780	41.8	31	686	309	—	15	294	45.0
Brymon Airways	30	130	139	719	402	179	44.5	—	30	14	—	—	14	46.4
Cabair	14	40	59	115	113	41	36.2	—	22	3	—	—	3	14.9
Dan-Air Services	289	697	811	17 511	19 119	10 405	54.4	50	1623	912	—	29	884	56.2
Express Air Services CI	16	31	57	593	642	327	50.9	—	57	25	—	—	25	43.5
Jersey European Airways	64	575	300	2 366	700	224	32.1	—	50	18	—	—	18	35.9
Laker Airways	951	136	1 208	38 631	328 193	264 055	80.5	132	33 295	21 857	—	733	21 124	65.6
Skyways Aviation	5	25	16	40	51	7	13.7	54	25	11	—	10	1	44.0
TOTAL Passenger Services	24 791	19 760	39 140	1 193 407	5 884 501	3 514 913	59.7	16 622	704 138	405 206	13 305	74 985	316 917	57.4
Cargo Services														
British Airways	1 130	482	1 611					3 097	25 792	16 056	118	15 939		62.0
British Caledonian Airways	133	77	232					669	4 593	3 017	8	3 009		65.7
Air Continental	46	58	156					16	27	13	—	13		45.7
Air UK	13	36	48					16	60	10	—	10		17.4
Skyways Aviation	21	87	92					267	85	47	—	47		55.5
TOTAL Cargo Services	1 343	740	2 140					4 065	30 557	19 142	126	19 017		62.6
GRAND TOTAL	26 134	20 500	41 280	1 193 407	5 884 501	3 514 913	59.7	20 687	734 695	424 348	13 431	94 002	316 917	57.8

## Domestic Scheduled Services April 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)	Mail (000)	Tonne-kilometres used		
												Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	2 076	5 164	5 096	328 427	230 418	144 266	62.6	779	22 653	12 589	95	204	12 291	55.6
British Airways Helicopters	26	434	140	9 294	789	567	71.9	9	65	46	—	1	45	70.0
British Caledonian Airways	445	1 554	1 149	54 640	39 516	20 872	52.1	226	4 016	1 806	39	72	1 695	45.0
Air Ecosse	48	253	178	1 725	720	300	41.7	7	55	25	1	—	24	46.4
Air UK	710	3 264	2 666	65 570	30 415	14 215	46.7	288	2 884	1 261	9	48	1 205	43.7
British Midland Airways	725	2 426	2 280	90 092	55 570	29 262	52.7	148	4 825	2 330	1	48	2 281	48.3
Brymon Airways	155	712	706	7 270	3 943	1 861	47.2	—	288	177	—	—	177	61.5
Burnthills Aviation	4	32	21	71	14	8	55.5	—	1	1	—	—	1	55.2
Dan-Air Services	272	1 067	892	30 219	17 256	10 188	59.0	26	1 466	881	—	13	868	60.1
Express Air Services Ct	37	92	125	2 278	1 817	1 163	64.0	—	157	88	—	—	88	55.6
Guernsey Airlines	7	16	19	290	420	127	30.2	—	42	10	—	—	10	24.4
Haywards Aviation	9	46	44	192	54	35	65.0	—	5	3	—	—	3	52.0
Loganair	182	1 615	870	11 001	2 785	1 691	61.0	—	254	154	—	—	154	61.0
TOTAL Passenger Services	4 695	16 675	14 185	597 621	383 717	224 555	58.5	1 483	36 711	19 370	143	386	18 841	52.8
Cargo Services														
British Caledonian Airways	25	44	53					272	196	141	141	—		72.1
Air UK	61	269	236					622	282	139	18	122		49.3
Air-Bridge Carriers	1	4	4					19	10	5	—	5		45.9
TOTAL Cargo Services	88	317	292					912	489	285	159	126		58.4
GRAND TOTAL	4 783	16 992	14 477	597 621	383 717	224 555	58.5	2 396	37 200	19 655	302	512	18 841	52.8

# All Non-scheduled Services April 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)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	20	14	267	6 175	12 674	7 717	60.9	358	1 923	1 240	10	529	701		64.5
British Airtours	1 078	539	1 597	43 822	191 387	133 822	69.9	—	17 465	11 462	—	—	11 462		65.6
British Airways Helicopters	507	3 332	2 522	34 520	9 997	5 595	56.0	291	1 074	496	—	48	448		46.2
British Caledonian Airways	621	403	996	28 874	47 944	38 662	80.6	1 455	12 681	10 050	—	6 676	3 374		79.3
Air Europe	934	501	1 486	55 900	121 402	105 874	87.2	—	11 487	8 469	—	—	8 469		73.7
Air UK	412	542	894	23 416	29 895	24 996	83.6	363	3 013	2 261	47	90	2 125		75.1
Air-Bridge Carriers	138	216	346	—	—	—	—	1 256	2 329	1 015	3	1 012	—		43.6
Alderney Air Ferries	15	120	71	522	132	64	48.3	—	12	5	—	—	5		43.8
Aldeir	85	256	273	5 682	5 111	2 805	54.9	352	511	349	—	140	209		68.3
Aurigny Air Services	2	10	9	—	27	16	60.2	—	3	1	—	—	1		51.4
B.E.A.S.	75	3 839	497	19 444	819	372	45.4	48	75	35	—	1	34		46.7
Bristow Helicopters	676	4 347	3 940	37 127	11 324	6 507	57.5	256	962	634	—	49	585		65.9
Britannia Airways	4 095	2 216	6 475	222 445	532 361	435 155	81.7	—	45 273	36 989	—	—	36 989		81.7
British Air Ferries	229	609	741	983	9 271	4 468	48.2	150	951	410	37	24	349		43.2
British Midland Airways	499	184	728	1 783	42 550	18 236	42.9	—	14 728	5 751	—	4 334	1 417		39.0
Dan-Air Services	3 244	3 007	6 185	220 598	362 915	302 428	83.3	157	29 162	24 329	18	27	24 284		83.4
Express Air Services CI	82	381	326	1 754	1 834	1 433	78.1	946	361	264	21	135	108		73.1
General Aviation Services	15	45	62	—	—	—	—	—	52	21	—	21	—		40.7
Guernsey Airlines	16	44	49	1 310	938	576	61.4	—	94	43	—	—	43		46.0
Invicta International Airlines	55	44	130	—	—	—	—	212	936	460	—	460	—		49.2
Laker Airways	1 630	774	2 441	88 814	347 195	260 113	74.9	—	34 427	21 204	—	—	21 204		61.6
Loganair	240	824	1 055	7 197	3 652	2 526	69.2	—	333	230	—	—	230		69.1
Management Aviation	79	1 243	385	3 657	402	259	64.4	47	36	24	—	3	21		66.7
Monarch Airlines	1 282	798	2 068	97 157	193 593	162 036	83.7	—	18 884	14 641	—	—	14 641		77.5
North Scottish Helicopters	230	2 768	1 113	12 209	2 266	1 518	67.0	—	165	111	—	—	111		67.3
Orion Airways	960	530	1 529	56 043	124 801	104 603	83.8	—	11 808	8 361	—	—	8 361		70.8
Pelican Air Transport	229	78	305	—	—	—	—	1 460	9 391	6 613	—	6 613	—		70.4
Redcoat Air Cargo	103	40	225	—	—	—	—	159	1 800	1 084	—	1 084	—		60.2
Scimitar Airlines	281	92	397	—	—	—	—	—	10 664	8 014	—	8 014	—		75.1
Skyways Aviation	54	180	195	520	146	96	65.4	272	290	139	52	80	7		47.5
Southern Int-Air Transport	43	80	187	558	3 260	501	15.4	141	260	124	—	79	45		47.8
Tac Heavylift	65	27	165	—	—	—	—	84	2 195	838	—	838	—		38.2
Tradewinds Airways	701	238	984	—	—	—	—	3 144	29 425	18 944	—	18 944	—		64.4
<b>TOTAL</b>	<b>18 694</b>	<b>28 321</b>	<b>38 640</b>	<b>970 510</b>	<b>2 055 896</b>	<b>1 620 376</b>	<b>78.8</b>	<b>11 157</b>	<b>262 768</b>	<b>184 613</b>	<b>188</b>	<b>49 202</b>	<b>135 224</b>		<b>70.3</b>
Class 5 Licence TOTAL	14	8	23	522	1 930	968	50.2	..	164	82	—	—	82		50.0
<b>TOTAL excludes 5 Licence</b>	<b>18 680</b>	<b>28 313</b>	<b>38 617</b>	<b>969 988</b>	<b>2 053 966</b>	<b>1 619 408</b>	<b>78.8</b>	<b>11 157</b>	<b>262 604</b>	<b>184 531</b>	<b>188</b>	<b>49 202</b>	<b>135 142</b>		<b>70.3</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 April 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	18	8	262	6 010	12 582	7 682	61.1	358	1 916	1 237	10	529	698	64.5
British Airtours	1 078	539	1 597	43 822	191 387	133 822	69.9	—	17 465	11 462	—	—	11 462	65.6
British Airways Helicopters	505	3 309	2 511	34 508	9 952	5 594	56.2	282	1 069	495	—	47	448	46.3
British Caledonian Airways	620	399	993	28 498	47 826	38 565	80.6	1 455	12 670	10 041	—	6 676	3 365	79.3
Air Europe	934	501	1 486	55 900	121 402	105 874	87.2	—	11 487	8 469	—	—	8 469	73.7
Air UK	357	393	704	23 213	29 802	24 930	83.7	197	2 761	2 156	—	36	2 119	78.1
Air-Bridge Carriers	93	75	205	—	—	—	—	482	1 622	719	—	719	—	44.3
Alidair	37	97	120	12	2 241	1 018	45.4	2	224	110	—	34	76	49.1
B.E.A.S.	75	3 839	497	19 444	819	372	45.4	48	75	35	—	1	34	46.7
Bristow Helicopters	676	4 347	3 940	37 127	11 324	6 507	57.5	256	962	634	—	49	585	65.9
Britannia Airways	4 095	2 216	6 475	222 445	532 361	435 155	81.7	—	45 273	36 989	—	—	36 989	81.7
British Air Ferries	192	470	601	722	8 313	4 002	48.1	—	775	337	—	22	315	43.4
British Midland Airways	494	177	716	1 783	42 196	17 961	42.6	—	14 701	5 730	—	4 334	1 396	39.0
Dan-Air Services	2 856	1 988	4 796	190 807	346 098	290 212	83.9	9	27 687	23 251	—	6	23 246	84.0
Express Air Services CI	6	15	16	480	390	327	83.9	—	30	25	—	—	25	83.8
General Aviation Services	13	36	53	—	—	—	—	—	46	18	—	18	—	39.5
Guernsey Airlines	11	29	33	1 190	631	454	72.0	—	63	34	—	—	34	54.0
Invicta International Airlines	55	44	130	—	—	—	—	212	936	460	—	460	—	49.2
Laker Airways	1 630	774	2 441	88 814	347 195	260 113	74.9	—	34 427	21 204	—	—	21 204	61.6
Loganair	1	2	4	28	23	20	87.5	—	3	2	—	—	2	57.9
Management Aviation	79	1 243	385	3 657	402	259	64.4	47	36	24	—	3	21	66.7
Monarch Airlines	1 282	798	2 068	97 157	193 593	162 036	83.7	—	18 884	14 641	—	—	14 641	77.5
North Scottish Helicopters	230	2 768	1 113	12 209	2 266	1 518	67.0	—	165	111	—	—	111	67.3
Orion Airways	960	530	1 529	56 043	124 801	104 603	83.8	—	11 808	8 361	—	—	8 361	70.8
Pelican Air Transport	229	78	305	—	—	—	—	1 460	9 391	6 613	—	6 613	—	70.4
Redcoat Air Cargo	103	40	225	—	—	—	—	159	1 800	1 084	—	1 084	—	60.2
Scimitar Airlines	281	92	397	—	—	—	—	—	10 664	8 014	—	8 014	—	75.1
Skyways Aviation	33	112	117	520	129	79	61.2	63	178	76	—	71	6	42.7
Southern Int-Air Transport	16	25	58	558	1 261	467	37.0	—	90	42	—	—	42	47.3
TAC Heavylift	65	27	165	—	—	—	—	84	2 195	838	—	838	—	38.2
Tradewinds Airways	701	238	984	—	—	—	—	3 144	29 425	18 944	—	18 944	—	64.4
<b>TOTAL</b>	<b>17 723</b>	<b>25 209</b>	<b>34 921</b>	<b>924 947</b>	<b>2 026 993</b>	<b>1 601 569</b>	<b>79.0</b>	<b>8 264</b>	<b>258 825</b>	<b>182 155</b>	<b>10</b>	<b>48 499</b>	<b>133 648</b>	<b>70.4</b>
Class 5 Licence Total	14	8	23	522	1 930	968	50.2	..	164	82	—	—	82	50.0
<b>TOTAL Excludes 5 Licence</b>	<b>17 709</b>	<b>25 201</b>	<b>34 898</b>	<b>924 425</b>	<b>2 025 063</b>	<b>1 600 601</b>	<b>79.0</b>	<b>8 264</b>	<b>258 661</b>	<b>182 073</b>	<b>10</b>	<b>48 499</b>	<b>133 566</b>	<b>70.4</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 April 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	6	5	165	92	36	38.8	—	7	3	—	—	3	43.1
British Airways Helicopters	2	23	11	12	45	1	2.2	8	5	1	—	1	—	20.0
British Caledonian Airways	1	4	3	376	118	97	82.5	—	11	8	—	—	8	75.5
Air UK	55	149	190	203	93	66	71.1	165	252	106	47	54	6	41.9
Air-Bridge Carriers	45	141	141	—	—	—	—	774	708	297	3	293	—	41.9
Alderney Air Ferries	15	120	71	522	132	64	48.3	—	12	5	—	—	5	43.8
Alidair	48	159	153	5 670	2 871	1 787	62.3	350	287	239	—	106	133	83.4
Aurigny Air Services	2	10	9	—	27	16	60.2	—	3	1	—	—	1	51.4
British Air Ferries	37	139	140	261	958	465	48.6	150	176	74	37	2	35	42.1
British Midland Airways	5	7	13	—	353	274	77.7	—	27	21	—	—	21	78.1
Dan-Air Services	389	1 019	1 390	29 791	16 817	12 216	72.6	148	1 475	1 078	18	22	1 038	73.1
Express Air Services CI	77	366	310	1 274	1 444	1 106	76.6	946	331	239	21	135	83	72.1
General Aviation Services	2	9	9	—	—	—	—	—	6	3	—	3	—	49.0
Guernsey Airlines	5	15	17	120	307	122	39.6	—	31	9	—	—	9	29.6
Loganair	239	822	1 051	7 169	3 629	2 506	69.1	—	330	228	—	—	228	69.1
Skyways Aviation	21	68	78	—	18	17	96.3	208	112	63	52	10	1	56.2
Southern Int-Air Transport	28	55	129	—	1 999	34	1.7	141	171	82	—	79	3	48.0
<b>TOTAL</b>	<b>971</b>	<b>3 112</b>	<b>3 719</b>	<b>45 563</b>	<b>28 903</b>	<b>18 807</b>	<b>65.1</b>	<b>2 893</b>	<b>3 943</b>	<b>2 458</b>	<b>178</b>	<b>704</b>	<b>1 576</b>	<b>62.3</b>
Class 5 Licence Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL Excludes 5 Licence</b>	<b>971</b>	<b>3 112</b>	<b>3 719</b>	<b>45 563</b>	<b>28 903</b>	<b>18 807</b>	<b>65.1</b>	<b>2 893</b>	<b>3 943</b>	<b>2 458</b>	<b>178</b>	<b>704</b>	<b>1 576</b>	<b>62.3</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—April 1980

Table 1.7.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat—km			Tonne—km		
				ABC	AFF	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	5	4	10	261	—	—	453	343	75.7	53	28	51.8
British Airtours	33	12	32	—	—	702	6 177	5 319	86.1	562	478	85.0
British Caledonian Airways	13	20	27	—	—	1 817	1 475	1 157	78.4	138	100	72.5
Air UK	3	4	6	—	—	344	247	239	96.6	22	20	91.6
Britannia Airways	248	147	391	—	15 464	—	32 260	26 090	80.9	2 744	2 218	80.8
British Midland Airways	6	8	15	—	—	527	432	399	92.3	34	31	90.4
Dan-Air Services	550	288	876	—	355	25 039	68 693	53 297	77.6	5 484	4 291	78.2
Guernsey Airlines	1	4	4	—	—	120	64	38	58.9	6	3	44.2
Laker Airways	552	320	908	6 488	—	18 631	103 913	68 197	65.6	10 042	5 473	54.5
Monarch Airlines	13	14	24	—	—	1 479	2 291	1 360	59.4	223	123	55.2
TOTAL	1 424	821	2 293	6 749	15 819	48 659	216 007	156 439	72.4	19 309	12 764	66.1

## International Class 2 Licence Operations—April 1980

Table 1.7.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat—km	Tonne—km				
				ABC	AFF	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	5	4	10	261	—	—	453	343	75.7	53	28	51.8
British Airtours	33	12	32	—	—	702	6 177	5 319	86.1	562	478	85.0
British Caledonian Airways	13	20	27	—	—	1 817	1 475	1 157	78.4	138	100	72.5
Air UK	3	4	6	—	—	344	247	239	96.6	22	20	91.6
Britannia Airways	248	147	391	—	15 464	—	32 260	26 090	80.9	2 744	2 218	80.8
British Midland Airways	6	8	15	—	—	527	432	399	92.3	34	31	90.4
Dan-Air Services	550	288	876	—	355	25 039	68 693	53 297	77.6	6 484	4 291	78.2
Laker Airways	552	320	908	6 488	—	18 631	103 913	68 197	65.6	10 042	5 473	54.5
Monarch Airlines	13	14	24	—	—	1 479	2 291	1 360	59.4	223	123	55.2
TOTAL	1 423	817	2 289	6 749	15 819	48 539	215 943	156 401	72.4	19 302	12 761	66.1

## Domestic Class 2 Licence Operations—April 1980

Table 1.7.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers			Available (000)	Seat—km		Percentage of available	Tonne—km		
				ABC	uplifted AFF	Other		Used (000)	Available (000)		Used (000)	Percentage of available	
Guernsey Airlines	1	4	4	—	—	120	64	38	58.9	6	3	44.2	
TOTAL	1	4	4	—	—	120	64	38	58.9	6	3	44.2	

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

**Table 1.8**

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available	Number of other IT passengers uplifted Class 4
<b>International Services</b>											
British Airtours	830	417	1 270	43 120	144 591	106 583	73.7	13 206	9 067	68.7	—
British Caledonian Airways	287	282	528	25 130	33 015	25 464	77.1	3 093	2 194	70.9	—
Air Europe	914	489	1 455	55 900	118 877	104 144	87.6	11 248	8 331	74.1	—
Air UK	326	299	587	22 698	29 485	24 635	83.6	2 606	2 094	80.4	—
Britannia Airways	3 427	1 713	5 393	187 747	445 381	369 462	83.0	37 876	31 406	82.9	—
British Air Ferries	4	9	13	323	187	140	74.8	17	11	61.4	—
British Midland Airways	24	21	61	1 256	1 757	1 387	78.9	140	108	76.8	—
Dan-Air Services	2 217	1 617	3 729	161 715	267 517	229 783	85.9	21 399	18 380	85.9	82
Express Air Services CI	5	14	15	480	367	309	84.3	28	23	84.6	—
Laker Airways	763	386	1 115	56 877	134 282	109 063	81.2	13 327	9 103	68.3	5 118
Monarch Airlines	1 181	712	1 885	88 937	179 823	152 486	84.8	17 538	13 776	78.6	6 573
Orion Airways	960	530	1 529	56 043	124 801	104 603	83.8	11 808	8 361	70.8	—
Skyways Aviation	2	12	7	520	77	71	92.2	8	5	66.3	—
<b>TOTAL International Services</b>	<b>10 939</b>	<b>6 501</b>	<b>17 586</b>	<b>700 746</b>	<b>1 480 161</b>	<b>1 228 130</b>	<b>83.0</b>	<b>132 293</b>	<b>102 858</b>	<b>77.8</b>	<b>11 773</b>
<b>Domestic Services</b>											
British Caledonian Airways	1	4	3	376	118	97	82.5	11	8	75.5	—
Alderney Air Ferries	—	—	—	—	—	—	—	—	—	—	426
British Air Ferries	1	4	5	165	64	55	85.9	6	4	69.9	—
Express Air Services CI	25	40	75	1 274	1 400	1 078	77.0	119	81	68.3	—
<b>TOTAL Domestic Services</b>	<b>27</b>	<b>48</b>	<b>83</b>	<b>1 815</b>	<b>1 583</b>	<b>1 230</b>	<b>77.7</b>	<b>136</b>	<b>94</b>	<b>69.0</b>	<b>426</b>
<b>GRAND TOTAL</b>	<b>10 966</b>	<b>6 549</b>	<b>17 669</b>	<b>702 561</b>	<b>1 481 744</b>	<b>1 229 360</b>	<b>83.0</b>	<b>132 429</b>	<b>102 952</b>	<b>77.7</b>	<b>12 199</b>

## All Class 4 Licence Operations April 1980

Table 1.9.1

	Aircraft —km (000)	Stage flights	Aircraft hours	ABC	Number of passengers			Seat—km			Tonne—km		
					uplifted AFF	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Alderney Air Ferries	15	119	71	—	—	426	96	131	64	48·7	12	5	43·9
Dan-Air Services	3	2	5	—	81	82	—	359	246	68·5	29	20	68·4
Laker Airways	198	28	256	1 700	—	5 118	—	68 375	48 212	70·5	6 937	3 857	55·6
Monarch Airlines	88	72	159	—	—	6 573	168	11 479	8 190	71·4	1 124	742	66·0
TOTAL	303	221	490	1 700	81	12 199	264	80 344	56 712	70·6	8 100	4 624	57·1

## International Class 4 Licence Operations April 1980

Table 1.9.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers				Other	Seat—km			Tonne—km		
				ABC	uplifted AFF	IT	Available (000)		Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	
Dan-Air Services	3	2	5	—	81	82	—	359	246	68·5	29	20	68·4	
Laker Airways	198	28	256	1 700	—	5 118	—	68 375	48 212	70·5	6 937	3 857	55·6	
Monarch Airlines	88	72	159	—	—	6 573	168	11 479	8 190	71·4	1 124	742	66·0	
TOTAL	289	102	420	1 700	81	11 773	168	80 213	56 648	70·6	8 089	4 619	57·1	

## Domestic Class 4 Licence Operations April 1980

Table 1.9.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers				Seat—km			Tonne—km		
				ABC	uplifted AFF	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Alderney Air Ferries	15	119	71	—	—	426	96	131	64	48.7	12	5	43.9
TOTAL	15	119	71	—	—	426	96	131	64	48.7	12	5	43.9

# All Class 6 Licence Operations April 1980

**Table 1.10.1**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	168	42	221	757	5 263	4 820	—	4 820	91·6
Air-Bridge Carriers	112	178	279	1 257	1 895	889	2	886	46·9
British Air Ferries	18	68	67	150	90	38	37	—	42·6
Dan-Air Services	10	43	39	92	53	21	17	3	40·3
Invicta International Airlines	42	38	100	212	707	316	—	315	44·7
Pelican Air Transport	223	76	295	1 460	9 134	6 454	—	6 453	70·7
Redcoat Air Cargo	103	40	225	159	1 800	1 084	—	1 084	60·2
Skyways Aviation	28	105	110	253	151	84	52	31	55·6
TAC Heavylift	55	21	138	84	1 855	681	—	680	36·7
Tradewinds Airways	690	235	969	3 144	28 966	18 672	—	18 671	64·5
<b>TOTAL</b>	<b>1 447</b>	<b>846</b>	<b>2 444</b>	<b>7 568</b>	<b>49 913</b>	<b>33 058</b>	<b>109</b>	<b>32 949</b>	<b>66·2</b>

# International Class 6 Licence Operations April 1980

**Table 1.10.2**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	168	42	221	757	5 263	4 820	—	4 820	91·6
Air-Bridge Carriers	72	58	159	483	1 254	598	—	597	47·7
British Air Ferries	—	1	2	—	3	1	—	—	35·7
Dan-Air Services	1	2	5	4	8	3	—	3	41·7
Invicta International Airlines	42	38	100	212	707	316	—	315	44·7
Pelican Air Transport	223	76	295	1 460	9 134	6 454	—	6 453	70·7
Redcoat Air Cargo	103	40	225	159	1 800	1 084	—	1 084	60·2
Skyways Aviation	11	45	42	63	54	31	—	31	57·4
TAC Heavylift	55	21	138	84	1 855	681	—	680	36·7
Tradewinds Airways	690	235	969	3 144	28 966	18 672	—	18 671	64·5
<b>TOTAL</b>	<b>1 364</b>	<b>558</b>	<b>2 156</b>	<b>6 367</b>	<b>49 043</b>	<b>32 660</b>	<b>—</b>	<b>32 660</b>	<b>66·6</b>

# Domestic Class 6 Licence Operations April 1980

**Table 1.10.3**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	40	120	129	775	641	291	2	288	45·3
British Air Ferries	17	67	65	150	87	37	37	—	42·8
Dan-Air Services	9	41	35	88	45	18	17	—	40·1
Skyways Aviation	18	60	68	190	97	52	52	—	53·9
<b>TOTAL</b>	<b>84</b>	<b>288</b>	<b>288</b>	<b>1 203</b>	<b>870</b>	<b>398</b>	<b>109</b>	<b>289</b>	<b>45·8</b>

## All Class 7 Licence Operations April 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	2	2	3	37	195	29	14.9	—	16	4	—	4	27.0
British Airways Helicopters	507	3 332	2 522	34 520	9 997	5 595	56.0	291	1 074	496	48	448	46.2
B.E.A.S.	75	3 839	497	19 444	819	372	45.4	49	75	35	1	34	46.7
Bristow Helicopters	676	4 347	3 940	37 127	11 324	6 507	57.5	256	962	634	49	585	65.9
Management Aviation	79	1 243	385	3 657	402	259	64.4	48	36	24	3	21	66.7
North Scottish Helicopters	230	2 768	1 113	12 209	2 266	1 518	67.0	—	165	111	—	111	67.3
<b>TOTAL</b>	<b>1 569</b>	<b>15 531</b>	<b>8 458</b>	<b>106 994</b>	<b>25 003</b>	<b>14 280</b>	<b>57.1</b>	<b>644</b>	<b>2 328</b>	<b>1 304</b>	<b>101</b>	<b>1 203</b>	<b>56.0</b>

## International Class 7 Licence Operations April 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	2	2	3	37	195	29	14.9	—	16	4	—	4	27.0
British Airways Helicopters	505	3 309	2 511	34 508	9 952	5 594	56.2	283	1 069	495	47	448	46.3
B.E.A.S.	75	3 839	497	19 444	819	372	45.4	49	75	35	1	34	46.7
Bristow Helicopters	676	4 347	3 940	37 127	11 324	6 507	57.5	256	962	634	49	585	65.9
Management Aviation	79	1 243	385	3 657	402	259	64.4	48	36	24	3	21	66.7
North Scottish Helicopters	230	2 768	1 113	12 209	2 266	1 518	67.0	—	165	111	—	111	67.3
<b>TOTAL</b>	<b>1 567</b>	<b>15 508</b>	<b>8 447</b>	<b>106 982</b>	<b>24 958</b>	<b>14 279</b>	<b>57.2</b>	<b>636</b>	<b>2 323</b>	<b>1 303</b>	<b>101</b>	<b>1 203</b>	<b>56.1</b>

## Domestic Class 7 Licence Operations April 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	2	23	11	12	45	1	2.2	8	5	1	1	—	20.0
<b>TOTAL</b>	<b>2</b>	<b>23</b>	<b>11</b>	<b>12</b>	<b>45</b>	<b>1</b>	<b>2.2</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>—</b>	<b>20.0</b>

# All Exempt Operations April 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 & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	13	8	254	5 877	12 026	7 345	61.1	359	1 855	1 208	10	529	670		65.1
British Airtours	215	110	295	—	40 619	21 920	54.0	—	3 697	1 918	—	—	1 918		51.9
British Caledonian Airways	153	55	217	1 551	13 335	11 944	89.6	698	4 177	2 927	—	1 856	1 071		70.1
AirEurope	19	12	32	—	2 524	1 730	68.5	—	239	138	—	—	138		58.0
Air UK	84	239	302	374	163	122	74.9	363	385	146	23	113	10		38.1
Air-Bridge Carriers	27	38	67	—	—	—	—	—	434	127	1	126	—		29.2
Alderney Air Ferries	—	1	—	—	1	—	—	—	—	—	—	—	—		25.0
Alidair	85	256	273	5 682	5 111	2 805	54.9	352	511	349	—	140	209		68.3
Aurigny Air Services	2	10	9	—	27	16	60.2	—	3	1	—	—	1		51.4
Britannia Airways	406	348	669	18 712	52 789	38 634	73.2	—	4 489	3 284	—	—	3 284		73.2
British Air Ferries	206	528	657	495	9 020	4 273	47.4	—	838	358	—	23	335		42.7
British Midland Airways	469	155	652	—	40 360	16 449	40.8	—	14 554	5 612	—	4 334	1 279		38.6
Dan-Air Services	464	1 057	1 536	33 326	26 346	19 102	72.5	66	2 197	1 617	—	24	1 593		73.6
Express Air Services C.I.	52	327	236	—	67	46	68.3	946	215	159	21	135	4		74.2
General Aviation Services	15	45	62	—	—	—	—	—	52	21	—	21	—		40.7
Guernsey Airlines	15	40	45	1 190	874	538	61.6	—	87	40	—	—	40		46.2
Invicta International Airlines	13	6	30	—	—	—	—	—	229	144	—	144	—		63.1
Laker Airways	118	40	162	—	40 625	34 641	85.3	—	4 121	2 771	—	—	2 771		67.2
Loganair	240	824	1 055	7 197	3 652	2 526	69.2	—	333	230	—	—	230		69.0
Pelican Air Transport	6	2	9	—	—	—	—	—	257	160	—	160	—		62.2
Scimitar Airlines	281	92	397	—	—	—	—	—	10 664	8 014	—	8 014	—		75.1
Skyways Aviation	24	63	77	—	18	17	96.3	19	131	50	—	49	1		38.0
Southern Int-Air Transport	43	80	187	558	3 260	501	15.4	141	260	124	—	79	45		47.8
TAC Heavylift	10	6	26	—	—	—	—	—	341	158	—	158	—		46.2
Tradewinds Airways	11	3	15	—	—	—	—	—	459	272	—	272	—		59.3
<b>TOTAL</b>	<b>2 970</b>	<b>4 345</b>	<b>7 263</b>	<b>74 962</b>	<b>250 816</b>	<b>162 609</b>	<b>64.8</b>	<b>2 945</b>	<b>50 526</b>	<b>29 829</b>	<b>55</b>	<b>16 175</b>	<b>13 599</b>		<b>59.0</b>

(a) Excludes air taxi operations.

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

# International Exempt Operations April 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 & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	12	2	249	5 712	11 934	7 310	61.3	359	1 847	1 205	10	—	666	—	65.2
British Airtours	215	110	295	—	40 619	21 920	54.0	—	3 697	1 918	—	—	1 918	—	51.9
British Caledonian Airways	153	55	217	1 551	13 335	11 944	89.6	698	4 177	2 927	—	1 856	1 071	—	70.1
Air Europe	19	12	32	—	2 524	1 730	68.5	—	239	138	—	—	138	—	58.0
Air UK	29	90	112	171	70	56	79.9	198	133	41	1	35	5	—	30.8
Air-Bridge Carriers	21	17	46	—	—	—	—	—	368	121	—	121	—	—	32.8
Alidair	37	97	120	12	2 241	1 018	45.4	2	224	110	—	34	76	—	49.1
Britannia Airways	406	348	669	18 712	52 789	38 634	73.2	—	4 489	3 284	—	—	3 284	—	73.2
British Air Ferries	187	460	586	399	8 126	3 862	47.5	—	755	325	—	21	304	—	43.0
British Midland Airways	464	148	639	—	40 007	16 175	40.4	—	14 526	5 591	—	4 334	1 257	—	38.5
Dan-Air Services	84	79	181	3 535	9 529	6 886	72.3	5	768	557	—	3	555	—	72.6
Express Air Services C.I.	—	1	1	—	23	17	76.7	—	2	1	—	—	1	—	71.7
General Aviation Services	13	36	53	—	—	—	—	—	46	18	—	18	—	—	39.6
Guernsey Airlines	11	29	33	1 190	631	454	72.0	—	63	34	—	—	34	—	54.0
Invicta International Airlines	13	6	30	—	—	—	—	—	229	144	—	144	—	—	63.1
Laker Airways	118	40	162	—	40 625	34 641	85.3	—	4 121	2 771	—	—	2 771	—	67.2
Loganair	1	2	4	28	23	20	87.5	—	3	2	—	—	2	—	57.9
Pelican Air Transport	6	2	9	—	—	—	—	—	257	160	—	160	—	—	62.2
Scimitar Airlines	281	92	397	—	—	—	—	—	10 664	8 014	—	8 014	—	—	75.1
Skyways Aviation	21	55	68	—	—	—	—	—	116	39	—	39	—	—	33.7
Southern Int-Air Transport	16	25	58	558	1 261	467	37.0	—	90	42	—	—	42	—	47.3
TAC Heavylift	10	6	26	—	—	—	—	—	341	158	—	158	—	—	46.2
Tradewinds Airways	11	3	15	—	—	—	—	—	459	272	—	272	—	—	59.3
<b>TOTAL</b>	<b>2 128</b>	<b>1 715</b>	<b>4 001</b>	<b>31 868</b>	<b>223 736</b>	<b>145 134</b>	<b>64.9</b>	<b>1 262</b>	<b>47 612</b>	<b>27 873</b>	<b>11</b>	<b>15 737</b>	<b>12 125</b>	<b>—</b>	<b>58.5</b>

(a) Excludes air taxi operations.

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

# Domestic Exempt Operations April 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 & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	1	6	5	165	92	36	38.8	—	7	3	—	—	3	—	43.1
Air UK	55	149	190	203	93	66	71.1	165	252	106	22	78	6	—	41.9
Air-Bridge Carriers	6	21	21	—	—	—	—	—	66	6	1	5	—	—	9.0
Alderney Air Ferries	—	1	—	—	1	—	—	—	—	—	—	—	—	—	25.0
Alidair	48	159	153	5 670	2 871	1 787	62.3	350	287	239	—	106	133	—	83.4
Aurigny Air Services	2	10	9	—	27	16	60.2	—	3	1	—	—	1	—	51.4
British Air Ferries	19	68	70	96	894	410	45.9	—	82	32	—	2	31	—	39.3
British Midland Airways	5	7	13	—	353	274	77.7	—	27	21	—	—	21	—	78.1
Dan-Air Services	380	978	1 355	29 791	16 817	12 216	72.6	61	1 430	1 059	—	21	1 038	—	74.1
Express Air Services C.I.	52	326	235	—	44	28	64.0	946	213	158	21	135	2	—	74.2
General Aviation Services	2	9	9	—	—	—	—	—	6	3	—	3	—	—	49.0
Guernsey Airlines	4	11	13	—	243	84	34.6	—	24	6	—	—	6	—	25.8
Loganair	239	822	1 051	7 169	3 629	2 506	69.1	—	330	228	—	—	228	—	69.1
Skyways Aviation	3	8	10	—	18	17	96.3	19	16	11	—	10	1	—	70.5
Southern Int-Air Transport	28	55	129	—	1 999	34	1.7	141	171	82	—	79	3	—	48.0
<b>TOTAL</b>	<b>842</b>	<b>2 630</b>	<b>3 262</b>	<b>43 094</b>	<b>27 080</b>	<b>17 475</b>	<b>64.5</b>	<b>1 683</b>	<b>2 914</b>	<b>1 957</b>	<b>44</b>	<b>438</b>	<b>1 474</b>	<b>—</b>	<b>67.1</b>

(a) Excludes air taxi operations.

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

# Class 5 Operations for UK Operators April 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 & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Britannia Airways	14	8	23	522	1 930	968	50·2	..	164	82	—	—	82	50·0
TOTAL	14	8	23	522	1 930	968	50·2	..	164	82	—	—	82	50·0

(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<sup>(a)</sup>

## April 1980

Table 1.14.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat Kilometres 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	97	480	—	474	—	5 362	1 080	5	2.9
Aerospatiale SA-365 Dauphin	52	755	20	209	4	4 532	302	1	2.1
Aviation Traders Merchantman	111	—	129	—	244	—	—	3	3.0
AW650 Argosy	28	—	91	—	105	—	—	3	1.6
BAC 111-200	678	1 554	—	1 615	—	68 211	32 114	9	5.8
BAC111-300/400	2 377	2 456	—	4 357	—	138 967	160 986	21	5.8
BAC 111-500	4 081	6 034	44	8 243	53	411 507	300 555	36	6.2
BAC/Aerospatiale Concorde	972	174	—	691	—	8 928	54 901	5	3.6
Bell 206 Jetranger	4	32	—	21	—	71	8	1	0.9
Bell 212 Twin	114	4 543	—	730	—	23 564	605	10	2.3
Boeing 707 120/120B	—	—	—	—	—	—	—	1	—
Boeing 707-320C/336	4 587	719	665	3 457	2 819	34 587	202 190	31	7.6
Boeing 707-420	947	494	—	1 398	—	49 757	123 164	7	5.7
Boeing 720/720B	805	408	—	1 198	—	59 055	115 294	6	5.4
Boeing 727-100	1 171	609	—	1 760	—	65 015	131 155	8	6.3
Boeing 727-200	47	30	—	73	—	3 668	6 023	—	—
Boeing 737-200	6 285	3 889	—	10 206	—	366 168	661 833	35	8.7
Boeing 747-100	5 256	1 242	—	6 814	—	173 832	1 276 137	18	11.4
Boeing 747-200	2 646	474	—	3 194	—	71 372	666 567	9	12.1
Bristol Britannia 300	138	—	73	—	312	—	—	3	3.7
Britten-Norman Islander	180	1 856	—	870	—	6 258	573	14	1.5
Britten-Norman Trislander	182	2 539	—	916	—	23 685	1 643	12	1.8
Canadair CL44	—	—	—	—	—	—	—	(d) —	(d) 3.3
Cessna 404 Titan	8	20	—	30	—	90	36	2	—
DC3 Dakota/Pionair	44	—	189	—	212	—	—	7	1.3
DH 106 Comet 4B/C	128	85	—	222	—	8 522	13 172	3	1.3
DHC 6 Twin-Otter	365	1 308	—	1 636	—	12 850	3 913	13	4.3
Embraer Bandeirante	309	1 142	—	1 116	—	7 544	2 016	(c) 6	(c) 5.0
Fairchild Hillier FH227B	63	40	180	25	193	560	96	2	5.3
Fokker F28 2000-6000	114	280	—	231	—	8 701	4 314	2	9.1
Fokker Friendship 100/600	500	1 586	18	1 561	26	31 688	11 265	10	3.2
Hawker Siddeley 121 Trident 1C	304	660	—	683	—	36 969	17 725	11	2.4
Hawker Siddeley 121 Trident 1E	342	610	—	716	—	43 758	24 653	4	5.6
Hawker Siddeley 121 Trident 2E	1 695	1 690	—	3 233	—	103 446	104 675	16	5.9
Hawker Siddeley 121 Trident 3B	2 163	3 087	—	4 071	—	279 666	193 163	25	5.3
HP Herald 100/200	1 076	3 302	834	3 258	780	63 119	19 894	31	3.6
HS 125	18	37	—	41	—	38	43	1	1.5
HS 748	729	2 302	43	2 537	39	59 848	21 771	20	3.6
Lockheed L1011 Tristar	929	770	—	1 523	—	131 045	164 636	9	5.3
Lockheed L1011-200 Tristar	269	59	—	357	—	6 454	31 350	1	4.4
Lockheed L1011-500 Tristar	821	254	—	1 120	—	17 105	100 274	4	7.8
MBB BO 105	191	2 863	176	924	30	8 498	547	5	2.0
McDonnell-Douglas DC10-10	872	274	—	1 167	—	68 983	246 657	6	6.6
McDonnell-Douglas DC9-10 to 40	219	657	—	562	—	27 916	9 481	3	4.2
McDonnell-Douglas DC-10-30	2 012	402	—	2 551	—	48 569	363 604	7	10.1
Piper PA23 Aztec (and Apache)	6	28	—	28	—	109	21	1	—
Piper PA31 Navajo (All Series)	62	41	58	62	156	111	36	(c) 8	(c) —
Short SC5/10 Belfast	65	—	27	—	165	—	—	2	1.0
Short SD-330	35	149	—	139	—	2 399	559	1	2.5
Sikorsky S61N	1 030	6 176	—	5 627	—	72 831	11 818	(b) 46	(b) 3.9
Sikorsky S76	64	277	—	278	—	1 623	384	2	2.5
Sikorsky S.58T	9	103	—	60	—	805	71	2	0.7
Vickers Super VC10	1 410	497	—	1 969	—	29 230	132 992	15	6.9
Vickers Viscount 700	108	316	—	341	—	7 282	3 508	5	1.1
Vickers Viscount 700D/800/810	1 096	3 684	—	3 676	—	125 290	41 367	34	3.9
Westland Wessex	59	1 183	—	421	—	5 199	259	4	2.7
<b>TOTAL</b>	<b>47 872</b>	<b>62 170</b>	<b>2 547</b>	<b>86 391</b>	<b>5 138</b>	<b>2 724 790</b>	<b>5 259 430</b>	<b>546</b>	<b>5.1</b>

(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<sup>(a)</sup> Table 1.14.2

## April 1980

	Aircraft—km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours 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	92	380	—	286	—	8 961	2 395	2	4.4
Vickers Viscount 700D/800/810	257	999	—	878	—	37 559	10 332	20	3.8
BAC 111—300/400	558	1 037	—	1 216	—	43 098	22 808	7	5.1
BAC 111—500	1 814	3 653	—	3 997	—	224 231	106 737	18	6.3
Boeing 737—200	331	668	—	767	—	46 353	23 130	5	3.2
Hawker Siddeley 121 Trident 2E	1 695	1 690	—	3 233	—	103 446	104 675	16	5.9
Hawker Siddeley 121 Trident 1C	304	660	—	683	—	36 969	17 725	11	2.4
Hawker Siddeley 121 Trident 3B	2 163	3 087	—	4 071	—	279 666	193 163	25	5.3
Hawker Siddeley 121 Trident 1E	342	610	—	716	—	43 758	24 653	4	5.6
Vickers Super VC10	1 410	497	—	1 969	—	29 230	132 992	15	7.2
Lockheed L1011 Tristar	929	770	—	1 523	—	131 045	164 636	9	5.3
Boeing 707—320C/336	2 124	402	232	1 908	1 030	21 481	117 810	11	8.8
Lockheed L—1011—500 Tristar	821	254	—	1 120	—	17 105	100 274	4	7.8
Boeing 747—100	5 256	1 242	—	6 814	—	173 832	1 276 137	18	11.4
Boeing 747—200	2 646	474	—	3 194	—	71 372	666 567	9	12.1
Lockheed L—1011—200 Tristar	269	59	—	357	—	6 454	31 350	1	4.4
BAC/Aerospatiale Concorde	972	174	—	691	—	8 928	54 901	5	3.6
<b>TOTAL</b>	<b>21 984</b>	<b>16 656</b>	<b>232</b>	<b>33 423</b>	<b>1 030</b>	<b>1 283 488</b>	<b>3 050 286</b>	<b>180</b>	<b>6.4</b>
<b>British Airtours</b>									
Boeing 737—200	204	113	—	333	—	424	18 561	1	4.0
Boeing 707—420	948	494	—	1 398	—	49 757	123 164	7	5.7
<b>TOTAL</b>	<b>1 152</b>	<b>607</b>	<b>—</b>	<b>1 731</b>	<b>—</b>	<b>50 181</b>	<b>141 725</b>	<b>8</b>	<b>5.7</b>
<b>British Airways Helicopters</b>									
Sikorsky S61N	512	3 247	—	2 546	—	40 873	6 041	24	3.6
Bell 212 Twin	21	519	—	116	—	2 941	121	2	1.4
<b>TOTAL</b>	<b>533</b>	<b>3 766</b>	<b>—</b>	<b>2 662</b>	<b>—</b>	<b>43 814</b>	<b>6 162</b>	<b>26</b>	<b>3.4</b>
<b>British Caledonian Airways</b>									
BAC 111—200	514	1 330	—	1 274	—	55 518	21 921	7	6.0
BAC 111—500	862	1 232	44	1 712	53	72 481	51 526	8	6.5
Boeing 707—320C/336	1 293	253	120	1 213	516	13 106	68 204	6	8.9
McDonnell-Douglas DC—10—30	1 201	292	—	1 520	—	26 607	157 083	4	11.5
Sikorsky S61N	23	582	—	146	—	6 163	247	1	4.8
<b>TOTAL</b>	<b>3 894</b>	<b>3 689</b>	<b>164</b>	<b>5 865</b>	<b>569</b>	<b>173 875</b>	<b>298 981</b>	<b>26</b>	<b>7.7</b>
<b>Air Continental</b>									
Piper PA31 Navajo (All Series)	46	—	58	—	156	—	—	—	—
<b>Air Ecosse</b>									
Piper PA31 Navajo (All Series)	1	7	—	5	—	48	7	..	..
Embraer Bandeirante	46	246	—	173	—	1 677	292	..	..
<b>TOTAL</b>	<b>48</b>	<b>253</b>	<b>—</b>	<b>178</b>	<b>—</b>	<b>1 725</b>	<b>300</b>	<b>..</b>	<b>..</b>
<b>Air Europe</b>									
Boeing 737—200	934	501	—	1 486	—	55 900	105 874	4	9.3
<b>Air UK</b>									
Fokker Friendship 100/600	499	1 586	18	1 561	26	31 688	11 265	10	3.2
HP Herald 100/200	748	2 594	517	2 342	548	56 527	13 075	19	4.8
Fokker F28 2000—6000	114	280	—	231	—	8 701	4 314	2	9.1
Cessna 404 Titan	8	20	—	30	—	90	36	2	—
Embraer Bandeirante	247	738	—	878	—	4 844	1 623	6	5.0
BAC 111—300/400	331	307	—	598	—	23 181	25 069	4	4.6
Piper PA31 Navajo (All Series)	—	—	—	—	—	—	—	5	4.7
<b>TOTAL</b>	<b>1 946</b>	<b>5 525</b>	<b>535</b>	<b>5 640</b>	<b>574</b>	<b>125 031</b>	<b>55 383</b>	<b>48</b>	<b>4.6</b>

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
<b>Air-Bridge Carriers</b>									
AW650 Argosy	28	—	91	—	105	—	—	3	1.6
Aviation Traders Merchantman	111	—	129	—	244	—	—	3	3.1
<b>TOTAL</b>	<b>139</b>	<b>—</b>	<b>220</b>	<b>—</b>	<b>349</b>	<b>—</b>	<b>—</b>	<b>6</b>	<b>2.3</b>
<b>Alderney Air Ferries</b>									
Britten-Norman Islander	15	120	—	71	—	522	64	2	0.7
<b>Alidair</b>									
Vickers Viscount 700	85	256	—	273	—	5 682	2 805	4	1.3
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	111	1 903	—	538	—	18 842	1 053	6	1.9
Britten-Norman Islander	18	229	—	88	—	864	64	2	0.5
<b>TOTAL</b>	<b>129</b>	<b>2 132</b>	<b>—</b>	<b>626</b>	<b>—</b>	<b>19 706</b>	<b>1 117</b>	<b>8</b>	<b>1.5</b>
<b>B.E.A.S.</b>									
Bell 212 Twin	75	3 839	—	497	—	19 444	372	5	3.4
<b>Bristow Helicopters</b>									
Sikorsky S61N	429	2 145	—	2 601	—	23 056	4 613	21	4.2
Westland Wessex	59	1 183	—	421	—	5 199	259	4	2.7
Sikorsky S.58T	9	103	—	60	—	805	71	2	0.8
MBB BO 105	3	31	—	17	—	2	1	1	1.0
Sikorsky S76	61	251	—	266	—	1 526	372	2	2.5
Bell 212 Twin	18	185	—	117	—	1 179	112	3	1.0
Aerospatiale SA330J Puma	97	480	—	474	—	5 362	1 080	5	2.9
<b>TOTAL</b>	<b>676</b>	<b>4 378</b>	<b>—</b>	<b>3 956</b>	<b>—</b>	<b>37 129</b>	<b>6 508</b>	<b>38</b>	<b>3.2</b>
<b>Britannia Airways</b>									
Boeing 737-200	4 053	2 193	—	6 409	—	220 187	561 021 431 212	22	9.1
<b>British Air Ferries</b>									
HP Herald 100/200	211	504	68	633	67	945	4 425	7	1.9
HS 125	18	37	—	41	—	38	43	1	1.5
<b>TOTAL</b>	<b>229</b>	<b>541</b>	<b>68</b>	<b>674</b>	<b>67</b>	<b>983</b>	<b>4 468</b>	<b>8</b>	<b>1.8</b>
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	665	2 104	—	2 189	—	72 431	25 591	10	5.1
McDonnell-Douglas DC9-10 to 40	219	657	—	562	—	27 916	9 481	3	4.2
Boeing 707-320C/336	250	64	—	336	—	—	16 175	6	6.6
<b>TOTAL</b>	<b>1 133</b>	<b>2 825</b>	<b>—</b>	<b>3 087</b>	<b>—</b>	<b>100 347</b>	<b>51 247</b>	<b>19</b>	<b>5.5</b>
<b>Brymon Airways</b>									
Britten-Norman Islander	18	82	—	88	—	352	82	—	—
HP Herald 100/200	28	84	—	108	—	2 522	852	1	4.3
DHC 6 Twin-Otter	138	666	—	640	—	5 026	1 090	3	5.2
<b>TOTAL</b>	<b>184</b>	<b>832</b>	<b>—</b>	<b>836</b>	<b>—</b>	<b>7 900</b>	<b>2 023</b>	<b>4</b>	<b>5.0</b>
<b>Burnthills Aviation</b>									
Bell 206 Jetranger	4	32	—	21	—	71	8	1	0.9
<b>Cabair</b>									
Piper PA31 Navajo (All Series)	4	12	—	17	—	25	9	3	0.1

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
<b>Dan-Air Services</b>									
HS 748	637	1 922	43	2 251	39	50 887	19 376	18	3.5
Vickers Viscount 700D/800/810	120	477	—	392	—	13 242	4 253	2	3.2
BAC 111-200	165	224	—	341	—	12 693	10 193	2	5.2
BAC 111-300/400	589	586	—	1 092	—	36 188	42 118	5	6.6
BAC 111-500	929	761	—	1 667	—	76 778	95 626	7	5.2
Boeing 727-200	47	30	—	73	—	3 668	6 023	—	—
DH 106 Comet 4B/C	128	85	—	222	—	8 522	13 172	3	1.3
Boeing 727-100	1 171	609	—	1 760	—	65 015	131 155	8	6.3
<b>TOTAL</b>	<b>3 786</b>	<b>4 694</b>	<b>43</b>	<b>7 798</b>	<b>39</b>	<b>266 993</b>	<b>321 916</b>	<b>45</b>	<b>4.5</b>
<b>Express Air Services CI</b>									
DC3 Dakota/Pionair	12	—	72	—	66	—	—	2	1.0
HP Herald 100/200	89	120	249	175	165	3 125	1 542	4	1.8
Vickers Viscount 700D/800/810	14	26	—	35	—	1 500	762	1	0.1
<b>TOTAL</b>	<b>115</b>	<b>146</b>	<b>321</b>	<b>210</b>	<b>231</b>	<b>4 625</b>	<b>2 305</b>	<b>7</b>	<b>1.2</b>
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	15	—	45	—	62	—	—	2	1.7
<b>Guernsey Airlines</b>									
Vickers Viscount 700	23	60	—	68	—	1 600	703	1	0.3
<b>Haywards Aviation</b>									
Britten-Norman Islander	3	18	—	16	—	83	14	1	0.3
Piper PA23 Aztec (and Apache)	6	28	—	28	—	109	21	1	—
<b>TOTAL</b>	<b>9</b>	<b>46</b>	<b>—</b>	<b>44</b>	<b>—</b>	<b>192</b>	<b>35</b>	<b>2</b>	<b>0.3</b>
<b>Invicta International Airlines</b>									
Bristol Britannia 300	55	—	44	—	130	—	—	2	1.1
<b>Jersey European Airways</b>									
Britten-Norman Islander	39	397	—	199	—	1 333	125	2	3.3
Piper PA31 Navajo (All Series)	11	22	—	40	—	38	19	—	—
Embraer Bandeirante	14	156	—	61	—	995	80	—	—
<b>TOTAL</b>	<b>64</b>	<b>575</b>	<b>—</b>	<b>300</b>	<b>—</b>	<b>2 366</b>	<b>224</b>	<b>2</b>	<b>3.3</b>
<b>Laker Airways</b>									
BAC 111-300/400	899	526	—	1 451	—	36 500	70 990	5	6.6
Boeing 707 320C/336	—	—	—	—	—	—	—	2	0.4
McDonnell-Douglas DC-10-10	872	274	—	1 167	—	68 983	246 657	6	6.6
McDonnell-Douglas DC-10-30	811	110	—	1 031	—	21 962	206 521	3	7.4
<b>TOTAL</b>	<b>2 582</b>	<b>910</b>	<b>—</b>	<b>3 649</b>	<b>—</b>	<b>127 445</b>	<b>524 168</b>	<b>16</b>	<b>5.8</b>
<b>Loganair</b>									
Britten-Norman Trislander	71	636	—	378	—	4 843	590	6	1.8
Britten-Norman Islander	88	1 010	—	408	—	3 104	224	7	1.9
DHC 6 Twin-Otter	227	642	—	996	—	7 824	2 824	10	4.0
Embraer Bandeirante	1	2	—	4	—	28	20	—	—
Short SD-330	35	149	—	139	—	2 399	559	1	2.5
<b>TOTAL</b>	<b>422</b>	<b>2 439</b>	<b>—</b>	<b>1 925</b>	<b>—</b>	<b>18 198</b>	<b>4 218</b>	<b>24</b>	<b>2.7</b>
<b>Management Aviation</b>									
MBB BO 105	63	875	176	284	30	2 625	171	4	2.3
Aerospatiale SA-365 Dauphin	16	172	20	66	4	1 032	88	1	2.1
Sikorsky S.58T	—	—	—	—	—	—	—	—	0.5
<b>TOTAL</b>	<b>79</b>	<b>1 047</b>	<b>196</b>	<b>350</b>	<b>34</b>	<b>3 657</b>	<b>259</b>	<b>5</b>	<b>2.0</b>

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
<b>Monarch Airlines</b>									
BAC 111-500	475	388	—	867	—	38 018	46 666	3	6.7
Boeing 720/720B	805	408	—	1 198	—	59 055	115 294	6	5.4
Boeing 120/120B	—	—	—	—	—	—	—	1	—
TOTAL	1 280	796	—	2 065	—	97 073	161 961	10	5.8
<b>North Scottish Helicopters</b>									
Sikorsky S61N	66	202	—	334	—	2 741	917	..	..
MBB BO 105	125	1 957	—	623	—	5 871	375	..	..
Sikorsky S76	3	26	—	12	—	97	12	..	..
Aerospatiale SA-365 Dauphin	36	583	—	143	—	3 500	214	..	..
TOTAL	230	2 768	—	1 112	—	12 209	1 518	..	..
<b>Orion Airways</b>									
Boeing 737-200	762	414	—	1 211	—	43 304	83 057	3	12.6
<b>Pelican Air Transport</b>									
Boeing 707-320C/336	214	—	74	—	285	—	—	1	7.8
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	83	—	29	—	182	—	—	1	8.4
<b>Scimitar Airlines</b>									
Boeing 707-320C/336	281	—	92	—	397	—	—	2	5.5
<b>Skyways Aviation</b>									
DC3 Dakota/Pionair	17	—	72	—	84	—	—	3	0.9
Fairchild Hillier FH227B	63	40	180	25	193	560	96	2	5.3
TOTAL	79	40	252	25	277	560	96	5	2.5
<b>Southern Int-Air Transport</b>									
Vickers Viscount 700D/800/810	40	78	—	182	—	558	429	1	3.2
<b>TAC Heavylift</b>									
Shorts SC5/10 Belfast	65	—	27	—	165	—	—	2	1.0
<b>Tradewinds Airways</b>									
Boeing 707-320C/336	426	—	147	—	591	—	—	3	7.3
Canadair CL44	—	—	—	—	—	—	—	—	3.3
TOTAL	426	—	147	—	591	—	—	3	6.5
GRAND TOTAL	47 872	62 170	2 547	86 391	5 138	2 724 790	5 259 430	546	5.1

(a) Excludes Air Taxi operations.

# Operations Subject to Variable Charge by Type of Licence April 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	759 773	436 056	106 249	329 805	57.4
Class 2	19 266	12 729	—	12 729	66.0
Class 3	129 354	100 770	—	100 770	77.9
Class 4	8 100	4 625	—	4 625	57.1
Class 5	164	82	—	82	50.0
Class 6	37 385	24 932	24 932	—	66.6
Class 7	2 328	1 302	102	1 200	55.9
<b>TOTAL</b>	<b>956 370</b>	<b>580 496</b>	<b>131 283</b>	<b>449 211</b>	<b>60.7</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	19 425	12 270	6 395	5 875	63.1
Exempt Services	43 446	25 696	12 125	13 571	59.1
<b>TOTAL</b>	<b>62 871</b>	<b>37 966</b>	<b>18 521</b>	<b>19 446</b>	<b>60.3</b>
<b>GRAND TOTAL</b>	<b>1 019 241</b>	<b>618 462</b>	<b>149 804</b>	<b>468 657</b>	<b>60.7</b>

# Output by Type of Licence and Aircraft Ownership April 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	759 773	548	11 575	771 896
Class 2	19 266	42	—	19 309
Class 3	129 354	2 908	166	132 428
Class 4	8 100	—	—	8 100
Class 6	37 385	11 888	640	49 913
Class 7	2 328	—	—	2 328
Exempt Services (a)	43 446	36	7 044	50 526
<b>TOTAL</b>	<b>999 652</b>	<b>15 423</b>	<b>19 425</b>	<b>1 034 500</b>
Class 5	164	—	—	164
<b>TOTAL</b>	<b>164</b>	<b>—</b>	<b>—</b>	<b>164</b>
<b>GRAND TOTAL</b>	<b>999 816</b>	<b>15 423</b>	<b>19 425</b>	<b>1 034 664</b>

(a) Excludes air taxi operations.

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# Public Transport Air-Taxi Operations

**Table 1.18**

	<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	199	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 April 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	28 446	49.12
Gatwick	8 833	15.25
Manchester	3 636	6.28
Glasgow	2 376	4.10
Luton	2 184	3.77
Birmingham	1 600	2.76
Belfast	1 473	2.54
Aberdeen	1 373	2.37
Edinburgh	1 259	2.17
Newcastle	871	1.50
Sumburgh	628	1.08
East Midlands	605	1.05
Liverpool	570	0.98
Prestwick	416	0.72
Leeds/Bradford	398	0.69
Isle of Man	373	0.64
Stansted	334	0.58
Southampton	330	0.57
Tees-side	274	0.47
Cardiff	246	0.42
Bristol	238	0.41
Other 22 airports	1 447	2.50

## 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

April 1979	2 045	883	54 067	776
April 1980	2 274	946	57 909	778

### Latest year's growth (percentages)

11.2	7.1	7.1	0.3
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### Mean rates of growth (percentages) to 1979

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

# Use of UK Airports

**Table 2.3**

## Main Categories of Operator and Service

	A.T. Movements (000's)				Total	Terminal Passengers (000's)				Total
	Scheduled UK Operators	Overseas Operators	Non-scheduled UK Operators	Overseas Operators		Scheduled UK Operators	Overseas Operators	Non-scheduled UK Operators	Overseas Operators	
1970	360.4	142.2	87.9	16.3	606.7	16 265.7	7 841.3	6 215.6	1 283.8	31 606.5
1971	361.5	144.6	106.6	17.2	629.9	16 850.9	8 244.5	8 357.7	1 480.4	34 933.5
1972	384.7	144.9	119.2	20.5	669.3	18 788.5	9 144.0	9 495.8	1 697.0	39 125.4
1973	419.9	145.8	130.2	22.6	718.5	21 021.6	9 929.5	10 197.3	1 976.1	43 124.5
1974	420.9	148.6	122.7	17.9	710.1	20 391.1	10 125.0	7 996.8	1 569.5	40 082.4
1975	398.1	146.9	135.6	19.9	700.5	20 654.3	10 802.1	8 538.4	1 851.0	41 845.8
1976	412.9	150.0	153.0	23.9	739.9	21 721.8	11 865.2	8 902.2	2 176.6	44 665.8
1977	414.1	145.8	174.2	25.0	759.1	21 172.1	13 042.1	9 318.5	2 394.7	45 927.2
1978	479.1	150.7	203.8	28.8	862.5	25 328.2	14 284.3	10 539.0	2 678.1	52 829.5
1979	519.5	155.8	218.3	30.2	923.9	27 795.7	15 113.0	11 218.6	2 864.8	56 992.1
1978 1st quarter	100.3	32.8	40.7	3.9	177.7	4 988.5	2 647.9	1 763.7	268.5	9 668.6
2nd quarter	124.8	38.3	54.5	7.6	225.1	6 532.7	3 599.6	2 817.4	701.5	13 651.2
3rd quarter	138.3	43.1	60.7	11.5	253.6	7 816.2	4 707.6	3 800.7	1 261.0	17 585.5
4th quarter	115.7	36.5	48.0	5.8	206.0	5 990.8	3 329.2	2 157.3	447.0	11 924.3
1979 1st quarter	108.0	33.2	43.9	4.3	189.4	5 221.5	2 783.6	1 920.7	267.6	10 193.4
2nd quarter	138.5	40.0	58.4	8.7	245.7	7 411.9	3 943.0	3 078.5	827.7	15 261.2
3rd quarter	149.6	44.7	64.8	12.1	271.1	8 685.2	4 979.0	4 049.3	1 332.0	19 045.5
4th quarter	123.5	37.8	51.2	5.3	217.8	6 477.0	3 407.3	2 170.1	437.6	12 492.0
1980 1st quarter	119.2	36.8	50.4	3.4	209.8	5 891.0	3 048.8	2 060.7	240.2	11 240.6
1978 October	42.1	13.5	18.4	2.8	76.8	2 295.1	1 299.7	939.5	241.0	4 775.3
November	38.9	11.6	15.5	1.6	67.6	1 927.2	1 006.2	624.3	105.0	3 662.7
December	34.7	11.4	14.1	1.5	61.7	1 768.6	1 023.3	593.4	101.0	3 486.3
1979 January	33.4	11.1	14.9	1.4	60.8	1 569.6	974.6	593.8	78.7	3 216.7
February	34.1	10.4	12.7	1.1	58.3	1 593.9	787.8	580.4	65.8	3 027.9
March	40.4	11.8	16.3	1.7	70.2	2 058.1	1 021.2	746.5	123.1	3 948.9
April	43.6	12.8	17.7	2.0	76.0	2 324.7	1 230.7	918.9	171.8	4 646.0
October	46.8	14.1	19.3	2.8	83.0	2 555.5	1 380.1	992.1	256.6	5 184.3
November	39.8	11.9	16.4	1.2	69.3	2 020.6	996.0	620.5	95.7	3 732.8
December	36.9	11.8	15.5	1.2	65.4	1 901.0	1 031.2	557.4	85.3	3 574.9
1980 January	39.8	12.4	16.1	1.1	69.3	1 875.4	1 020.6	594.7	70.2	3 560.9
February	38.2	11.7	16.4	1.0	67.3	1 813.4	900.0	648.8	65.1	3 427.3
March	41.2	12.6	13.0	1.3	73.1	2 202.2	1 128.2	817.2	104.8	4 252.4
April	43.5	13.1	19.8	1.7	78.1	2 245.2	1 197.9	941.7	130.9	4 515.7

# Movements at UK Airports by Purpose

Table 2.4

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

# Aircraft Movements April 1980

Table 2.5

	Total	Commercial Movements				Other flights by air transport operators	Non-Commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights		Test and training	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	11 870	10 061	1	678	2	144	6	—	935	—	43
+ Heathrow	24 630	22 837	—	6	8	17	264	—	1 407	11	80
+ Luton	5 286	2 127	—	551	56	146	31	1 087	1 278	—	10
+ Southend	6 846	954	—	13	—	173	—	3 408	2 284	14	—
+ Stansted	2 869	262	—	29	1	1 254	68	26	1 168	58	3
Total (London Area)	51 501	36 241	1	1 277	67	1 734	369	4 521	7 072	83	136
Westland Heliport (Battersea)	884	240	10	239	2	—	—	—	296	—	97
Other UK Airports											
+ Aberdeen	10 438	6 186	—	546	—	1 144	20	2 505	17	—	20
+ Belfast	6 719	2 318	20	123	71	—	—	1 271	382	—	2 534
+ Benbecula	292	218	—	4	16	—	6	—	4	—	44
+ Birmingham	8 143	2 494	—	86	14	86	31	4 094	1 320	—	18
+ Blackpool	7 806	409	74	113	—	374	—	6 040	790	—	6
+ Bournemouth	7 884	848	67	103	3	1 114	—	2 332	1 809	—	1 608
+ Bristol	3 701	489	—	58	—	42	—	2 122	974	—	16
+ Cambridge	4 145	77	—	20	—	572	2	1 752	412	—	1 310
+ Cardiff	3 840	605	2	46	—	894	—	1 898	373	6	16
+ Coventry	6 310	103	—	30	—	937	9	4 244	985	—	2
+ East Midlands	5 481	1 176	42	165	8	993	57	1 795	1 218	—	27
+ Edinburgh	6 533	2 220	—	36	—	179	201	1 910	628	—	1 359
+ Exeter	4 437	519	—	21	98	152	16	2 088	1 148	—	395
+ Glasgow	7 631	3 816	1	201	124	281	175	1 714	858	4	457
+ Gloucester/Cheltenham	5 335	45	—	—	184	1 032	—	3 226	800	—	48
+ Hawarden	2 135	—	—	—	—	98	—	1 806	223	—	8
+ Humberside	2 268	326	12	115	60	38	58	1 595	58	—	6
+ Inverness	1 835	570	—	10	307	228	—	643	73	2	2
+ Islay	212	134	—	1	37	—	—	—	38	2	—
+ Isle of Man	2 404	870	4	46	154	437	—	694	119	2	78
+ Isles of Scilly	634	538	—	—	6	—	—	—	76	—	14
+ Kirkwall	1 051	823	—	33	24	18	—	115	38	—	—
+ Leeds/Bradford	4 828	1 173	10	31	46	76	38	2 638	802	2	12
+ Liverpool	6 813	1 476	—	214	2	1 429	—	1 807	1 856	—	29
+ Lydd	4 647	205	94	69	136	50	—	2 824	1 235	—	34
+ Manchester	6 745	4 279	—	260	34	63	284	797	1 002	—	26
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	2 702	1 345	36	71	8	25	1	627	467	—	122
+ Norwich	2 887	888	2	74	79	1 232	51	—	555	—	6
+ Penzance Heliport	444	434	—	—	4	4	—	—	2	—	—
+ Prestwick	4 748	711	—	33	—	1 299	145	1 935	339	—	286
+ Southampton	5 089	1 242	—	12	25	280	20	2 668	822	—	20
+ Stornoway	561	416	—	65	—	18	10	28	9	4	11
+ Sumburgh	3 841	3 024	—	451	32	314	—	5	7	—	8
+ Swansea	1 415	73	—	21	20	16	—	998	275	—	12
+ Tees-side	3 988	949	4	84	25	254	13	1 912	725	—	22
+ Tiree	127	116	—	3	—	2	—	—	2	—	4
+ Wick	607	455	—	10	—	—	10	112	8	—	12
Total other UK Airports	148 676	41 570	368	3 155	1 517	13 681	1 147	58 195	20 449	22	8 572
Total all reporting UK Airports	201 061	78 051	379	4 671	1 586	15 415	1 516	62 716	27 817	105	8 805
Channel Islands Airports											
Alderney	1 009	1 009	—	—	—	—	—	—	—	—	—
Guernsey	3 364	3 364	—	—	—	—	—	—	—	—	—
Jersey	6 083	4 745	—	—	—	—	—	—	1 314	—	24
Total (Channel Islands Airports)	10 456	9 118	—	—	—	—	—	—	1 314	—	24

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

Table 2.6

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	10 061	386	4 547	684	368	3 379	697
+Heathrow	22 837	10 033	2 267	10 514	3	8	12
+Luton	2 127	—	44	4	—	1 948	131
+Southend	954	—	498	—	—	456	—
+Stansted	262	2	81	—	—	27	152
TOTAL (London Area)	36 241	10 421	7 437	11 202	371	5 818	992
Westland Heliport (Battersea)	240	—	—	—	—	240	—
Other UK Airports							
+Aberdeen	6 186	901	521	—	757	3 918	89
+Belfast	2 318	1 061	886	37	—	285	49
Benbecula	218	52	166	—	—	—	—
+Birmingham	2 494	966	806	195	—	450	77
+Blackpool	409	—	301	—	—	104	4
+Bournemouth	848	—	673	—	—	166	9
Bristol	489	—	334	42	—	91	22
+Cambridge	77	—	44	—	—	16	17
+Cardiff	605	—	526	—	—	61	18
+Coventry	103	—	—	—	—	99	4
+East Midlands	1 176	—	620	—	—	501	55
+Edinburgh	2 220	732	1 323	60	—	80	25
+Exeter	519	—	508	—	—	4	7
+Glasgow	3 816	1 489	1 105	280	1	907	34
Gloucester/Cheltenham	45	—	12	—	—	33	—
Hawarden	—	—	—	—	—	—	—
Humberside	326	—	267	—	—	57	2
Inverness	570	299	195	—	—	75	1
Islay	134	—	104	—	—	30	—
+Isle of Man	870	—	868	—	—	1	1
Isles of Scilly	538	434	104	—	—	—	—
+Kirkwall	823	246	397	—	6	167	7
+Leeds/Bradford	1 173	—	1 076	—	—	88	9
+Liverpool	1 476	1	585	244	—	644	2
+Lydd	205	—	197	—	—	8	—
+Manchester	4 279	1 714	597	763	13	1 127	65
Manston	..	..	..	..	..	..	..
+Newcastle	1 345	264	824	—	2	226	29
Norwich	888	—	754	—	—	130	4
Penzance Heliport	434	434	—	—	—	—	—
+Prestwick	711	185	156	252	2	94	22
+Southampton	1 242	—	1 198	—	—	35	9
Stornoway	416	107	138	—	—	166	5
+Sumburgh	3 024	242	111	—	966	1 631	74
Swansea	73	—	—	—	—	73	—
+Tees-side	949	1	647	—	—	278	23
Tiree	116	—	100	—	—	16	—
Wick	455	—	416	—	—	39	—
TOTAL Other U.K. Airports	41 570	9 128	16 559	1 873	1 747	11 600	663
TOTAL All Reporting Airports	78 051	19 549	23 996	13 075	2 118	17 658	1 655
Channel Islands Airports							
Alderney	1 009	—	883	—	—	126	—
Guernsey	3 364	2	3 160	104	—	85	13
Jersey	4 745	300	4 044	72	—	248	81
TOTAL (Channel Islands Airports)	9 118	302	8 087	176	—	459	94

## April 1980

**Airport of actual arrival****Aerodrome of actual landing: letter code**

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

# Air Transport Movements April 1980

Table 2.8

## Comparison with the previous year

	International				Domestic				1980		1979		Percentage Change	
	Scheduled Passenger Aircraft	Scheduled Cargo Aircraft	Charter Passenger Aircraft	Charter Cargo Aircraft	Scheduled Passenger Aircraft	Scheduled Cargo Aircraft	Charter Passenger Aircraft	Charter Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
<b>London Area Airports</b>														
+Gatwick	2 929	97	4 092	196	2 398	193	48	108	9 467	594	9 172	528	3.2	12.5
+Heathrow	16 271	1 057	3	16	5 485	1	—	4	21 759	1 078	22 112	1 208	-1.6	-10.8
+Luton	39	1	1 612	160	8	—	114	193	1 773	354	2 048	73	-13.4	384.9
+Southend	438	—	185	—	60	—	271	—	954	—	1 210	—	-21.2	—
+Stansted	1	—	156	13	82	—	4	6	243	19	425	84	-42.8	-77.4
TOTAL (London Area)	19 678	1 155	6 048	385	8 033	194	437	311	34 196	2 045	34 967	1 893	-2.2	8.0
Westland Heliport (Battersea)	—	—	—	—	—	—	240	—	240	—	218	—	10.1	—
<b>Other UK Airports</b>														
+Aberdeen	251	—	2 377	48	1 170	1	2 289	50	6 087	99	4 616	71	31.9	39.4
+Belfast	36	1	56	19	1 836	111	84	175	2 012	306	1 774	191	13.4	60.2
+Benbecula	—	—	—	—	218	—	—	—	218	—	202	—	7.9	—
+Birmingham	779	—	435	—	1 188	—	84	8	2 486	8	2 531	1	-1.8	700.0
+Blackpool	33	—	7	—	224	44	6	95	270	139	407	132	-33.7	5.3
+Bournemouth	—	—	24	—	395	278	125	26	544	304	480	307	13.3	-1.0
+Bristol	243	2	69	—	130	1	5	39	447	42	526	1	-15.0	4 100.0
+Cambridge	—	—	27	—	44	—	6	—	77	—	94	—	-18.1	—
+Cardiff	124	—	73	—	402	—	6	—	605	—	684	2	-11.5	—
+Coventry	—	—	75	1	—	—	27	—	102	1	40	5	155.0	-80.0
+East Midlands	258	21	255	53	341	—	114	134	968	208	886	117	9.3	77.8
+Edinburgh	292	—	69	—	1 694	129	8	28	2 063	157	1 886	112	9.4	40.2
+Exeter	71	—	9	—	400	37	2	—	482	37	519	5	-7.1	640.0
+Glasgow	501	41	247	1	2 332	—	654	40	3 734	82	3 856	71	-3.2	15.5
+Gloucester/Cheltenham	—	—	—	—	12	—	33	—	45	—	71	—	-36.6	—
+Hawarden	—	—	—	—	—	—	—	—	—	—	66	—	—	—
+Humberside	43	—	12	—	224	—	47	—	326	—	505	2	-35.4	—
+Inverness	—	—	1	—	494	—	75	—	570	—	552	—	3.3	—
+Isle of Man	—	—	—	—	104	—	30	—	134	—	181	—	-26.0	—
+Isles of Scilly	35	1	1	—	805	27	1	—	842	28	756	32	11.4	-12.5
+Kirkwall	—	—	—	—	538	—	—	—	538	—	520	—	3.5	—
+Leeds/Bradford	—	—	38	—	643	—	142	—	823	—	994	6	-17.2	—
+Liverpool	307	—	54	1	769	—	38	4	1 168	5	974	21	19.9	-76.2
+Lydd	67	181	59	2	582	—	507	78	1 215	261	1 114	229	9.1	14.0
+Manchester	197	—	—	8	—	—	—	—	8	197	180	146	-95.6	34.9
+Manston	1 386	111	1 120	16	1 576	1	68	1	4 150	129	3 246	65	27.8	98.5
+Newcastle	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Norwich	291	—	152	2	761	36	102	1	1 306	39	1 301	35	0.4	11.4
+Penzance Heliport	243	—	30	1	511	—	65	38	849	39	994	1	-14.6	3 800.0
+Prestwick	—	—	—	—	434	—	—	—	434	—	454	—	-4.4	—
+Prestwick	157	150	50	9	116	170	34	25	357	354	402	206	-11.2	71.8
+Southampton	291	1	15	2	901	5	25	2	1 232	10	1 080	14	14.1	-28.6
+Stornoway	—	—	6	1	242	3	161	3	409	7	446	2	-8.3	250.0
+Sumburgh	—	—	1 665	59	353	—	915	32	2 933	91	3 099	87	-5.4	4.6
+Swansea	—	—	—	—	—	—	73	—	73	—	141	—	-48.2	—
+Tees-side	57	1	74	—	590	—	219	8	940	9	1 065	5	-11.7	80.0
+Tiree	—	—	—	—	100	—	16	—	116	—	59	—	96.6	—
+Wick	—	—	—	—	416	—	37	2	453	2	382	2	18.6	—
TOTAL other UK Airports	5 662	510	7 000	223	20 545	843	5 998	789	39 016	2 554	37 083	1 868	5.2	36.7
TOTAL All reporting UK Airports	25 340	1 665	13 048	608	28 578	1 037	6 675	1 100	73 452	4 599	72 268	3 761	1.6	22.3
<b>Channel Islands Airports</b>														
Alderney	..	..	..	..	..	..	..	..	1 009	—	929	—	8.6	—
Guernsey	..	..	..	..	..	..	..	..	3 364	—	3 021	—	11.4	—
Jersey	..	..	..	..	..	..	..	..	4 745	—	4 628	—	2.5	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	9 118	—	8 578	—	6.3	—



# Air Passengers by Type and Nationality of Operator April 1980

Table 2.9

	Total			Scheduled Services						Charter Flights					
				United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators	
				British Airways		Others		British Airways		Others		British Airways		Others	
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
<b>London Area Airports</b>															
+ Gatwick	734 658	731 727	2 931	18 283	—	220 667	—	47 634	65	51 092	—	328 615	963	65 436	1 903
+ Heathrow	2 239 854	2 218 683	21 171	1 068 501	—	66 563	—	1 083 432	21 171	187	—	—	—	—	—
+ Luton	180 370	179 538	832	—	—	319	—	318	—	—	—	171 242	754	7 659	78
+ Southend	9 902	9 902	—	—	—	9 883	—	—	—	—	—	19	—	—	—
+ Stansted	21 272	20 972	300	—	124	606	47	—	—	—	—	1 087	127	19 279	2
TOTAL (London Area)	3 186 056	3 160 822	25 234	1 086 784	124	298 038	47	1 131 384	21 236	51 279	—	500 963	1 844	92 374	1 983
Westland Heliport (Battersea)	763	763	—	—	—	—	—	—	—	—	—	763	—	—	—
<b>Other UK Airports</b>															
+ Aberdeen	122 271	121 928	343	41 458	154	13 145	—	—	—	8 550	—	56 306	189	2 469	—
+ Belfast	120 648	120 473	175	86 769	—	28 971	118	505	—	—	—	2 424	—	1 804	57
+ Benbecula	2 309	2 246	63	1 520	—	726	63	—	—	—	—	—	—	—	—
+ Birmingham	119 845	117 765	2 080	43 069	241	19 406	658	8 765	711	—	—	39 834	465	6 691	5
+ Blackpool	4 614	4 613	1	—	—	4 070	1	—	—	—	—	284	—	259	—
+ Bournemouth	14 981	14 916	65	—	—	12 046	57	—	—	—	—	2 484	—	416	8
+ Bristol	18 760	18 400	360	—	—	8 462	324	1 883	36	—	—	5 772	—	2 283	—
+ Cambridge	1 736	1 736	—	—	—	1 430	—	—	—	—	—	62	—	244	—
+ Cardiff	20 470	16 285	4 185	—	—	9 527	3 661	—	—	—	—	5 501	524	1 257	—
+ Coventry	577	577	—	—	—	—	—	—	—	—	—	547	—	30	—
+ East Midlands	51 163	50 622	541	—	—	24 322	—	—	—	—	—	21 973	541	4 327	—
+ Edinburgh	96 663	91 865	4 798	55 525	41	26 306	4 681	2 491	76	—	—	5 423	—	2 120	—
+ Exeter	6 522	6 173	349	—	—	5 483	349	—	—	—	—	122	—	568	—
+ Glasgow	177 685	176 358	1 327	93 742	—	29 714	19	10 697	1 258	46	—	38 218	50	3 941	—
+ Gloucester/Cheltenham	548	548	—	—	—	381	—	—	—	—	—	167	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	3 526	3 123	403	—	—	2 616	380	—	—	—	—	497	23	10	—
+ Inverness	12 719	11 844	875	10 339	853	1 277	—	—	—	—	—	203	22	25	—
+ Islay	1 081	1 081	—	—	—	1 036	—	—	—	—	—	45	—	—	—
+ Isle of Man	22 129	20 622	1 507	—	—	20 412	1 507	—	—	—	—	128	—	82	—
+ Isles of Scilly	10 283	10 283	—	9 585	—	698	—	—	—	—	—	—	—	—	—
+ Kirkwall	8 595	6 741	1 854	3 560	1 537	2 447	—	—	—	—	35	685	282	49	—
+ Leeds/Bradford	30 102	27 692	2 410	—	—	22 920	2 410	—	—	—	—	4 509	—	263	—
+ Liverpool	32 512	32 318	194	38	—	22 143	104	3 033	42	—	—	7 087	48	17	—
+ Lydd	806	798	8	—	—	798	—	—	—	—	—	—	8	—	—
+ Manchester	292 488	286 715	5 773	115 638	591	15 082	2 535	32 718	1 360	1 827	—	114 748	1 287	6 702	—
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	59 794	56 389	3 405	18 439	—	20 863	3 392	—	—	129	—	14 458	13	2 500	—
+ Norwich	14 418	13 276	1 142	—	—	11 999	1 141	—	—	—	—	1 220	1	57	—
+ Penance Heliport	9 585	—	—	9 585	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	35 635	18 551	17 084	6 580	6 497	87	95	6 404	7 023	378	—	3 643	3 063	1 459	406
+ Southampton	24 814	24 728	86	—	—	24 600	81	—	—	—	—	103	4	25	1
+ Stornoway	6 899	6 879	20	4 418	—	726	—	—	—	—	—	1 709	20	26	—
+ Sumburgh	53 965	53 743	222	7 153	—	621	—	—	—	13 778	62	31 562	160	629	—
+ Swansea	380	371	9	—	—	—	—	—	—	—	—	371	9	—	—
+ Tees-side	22 508	21 000	1 508	111	—	16 881	1 435	—	—	—	—	3 721	17	287	56
+ Tiree	665	343	322	—	—	323	309	—	—	—	—	20	13	—	—
+ Wick	3 524	3 486	38	—	—	3 313	—	—	—	—	—	173	38	—	—
TOTAL other UK Airports	1 405 220	1 354 073	51 147	507 529	9 914	352 831	23 320	66 496	10 506	24 708	97	363 969	6 777	38 540	533
TOTAL all reporting UK Airports	4 592 039	4 515 658	76 381	1 594 313	10 038	650 869	23 367	1 197 880	31 742	75 987	97	865 695	8 621	130 914	2 516
<b>Channel Islands Airports</b>															
+ Alderney	6 232	6 232	—	—	—	5 737	—	—	—	—	—	495	—	—	—
+ Guernsey	49 121	45 157	3 964	82	—	42 073	3 890	1 625	74	—	—	1 141	—	236	—
+ Jersey	108 337	106 181	2 156	19 124	—	79 534	2 065	3 075	66	—	—	2 881	—	1 567	25
TOTAL (Channel Is. Airports)	163 690	157 570	6 120	19 206	—	127 344	5 955	4 700	140	—	—	4 517	—	1 803	25

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

# Terminal, International and Domestic Passenger Traffic by Airports April 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	731 727	729 792	0.3	647 505	651 003	-0.5	84 222	78 789	6.9
+ Heathrow	2 218 683	2 315 015	-4.2	1 878 976	1 969 336	-4.6	339 707	345 679	-1.7
+ Luton	179 538	214 994	-16.5	178 793	213 772	-16.4	745	1 222	-39.0
+ Southend	9 902	18 258	-45.8	7 260	15 721	-53.8	2 642	2 537	4.1
+ Stansted	20 972	31 451	-33.3	20 324	30 977	-34.4	648	474	36.7
TOTAL (London Area)	3 160 822	3 309 510	-4.5	2 732 858	2 880 809	-5.1	427 964	428 701	-0.2
Westland Heliport (Battersea)	763	586	30.2	—	—	—	763	586	30.2
<b>Other UK Airports</b>									
+ Aberdeen	121 928	102 934	18.5	33 523	24 172	38.7	88 405	78 762	12.2
+ Belfast	120 473	115 288	4.5	3 009	3 816	-21.1	117 464	111 472	5.4
+ Benbecula	2 246	2 081	7.9	—	—	—	2 246	2 081	7.9
+ Birmingham	117 765	110 772	6.3	80 295	75 228	6.7	37 470	35 544	5.4
+ Blackpool	4 613	8 193	-43.7	742	885	-16.2	3 871	7 308	-47.0
+ Bournemouth	14 916	16 126	-7.5	2 200	2 389	-7.9	12 716	13 737	-7.4
+ Bristol	18 400	19 123	-3.8	15 221	15 353	-0.9	3 179	3 770	-15.7
+ Cambridge	1 736	3 150	-44.9	290	915	-68.3	1 446	2 235	-35.3
+ Cardiff	16 285	18 889	-13.8	10 878	13 685	-20.5	5 407	5 204	3.9
+ Coventry	577	203	184.2	461	173	166.5	116	30	286.7
+ East Midlands	50 622	48 995	3.3	34 779	34 986	-0.6	15 843	14 009	13.1
+ Edinburgh	91 865	93 412	-1.7	15 358	15 884	-3.3	76 507	77 528	-1.3
+ Exeter	6 173	7 775	-20.6	1 585	2 370	-33.1	4 588	5 405	-15.1
+ Glasgow	176 358	186 954	-5.7	42 445	41 123	3.2	133 913	145 831	-8.2
Gloucester/Cheltenham	548	831	-34.1	—	—	—	548	831	-34.1
Hawarden	—	238	—	—	—	—	—	238	—
Humberside	3 123	4 432	-29.5	528	725	-27.2	2 595	3 707	-30.0
Inverness	11 844	11 393	4.0	25	321	-92.2	11 819	11 072	6.7
Islay	1 081	1 123	-3.7	—	—	—	1 081	1 123	-3.7
+ Isle of Man	20 622	25 791	-20.0	856	962	-11.0	19 766	24 829	-20.4
Isles of Scilly	10 283	10 485	-1.9	—	—	—	10 283	10 485	-1.9
+ Kirkwall	6 741	8 885	-24.1	158	29	444.8	6 583	8 856	-25.7
+ Leeds/Bradford	27 692	34 659	-20.1	10 315	14 136	-27.0	17 377	20 523	-15.3
+ Liverpool	32 318	53 977	-40.1	9 633	25 410	-62.1	22 685	28 567	-20.6
+ Lydd	798	8 751	-90.9	609	8 751	-93.0	189	—	—
+ Manchester	286 715	220 305	30.1	197 313	152 211	29.6	89 402	68 094	31.3
+ Manston	..	..	..	..	..	..	..	..	..
+ Newcastle	56 389	58 940	-4.3	26 118	26 445	-1.2	30 271	32 495	-6.8
+ Norwich	13 276	14 125	-6.0	6 210	6 161	0.8	7 066	7 964	-11.3
Penzance	9 585	10 269	-6.7	—	377	—	9 585	9 892	-3.1
+ Prestwick	18 551	19 772	-6.2	17 758	19 105	-7.1	793	667	18.9
+ Southampton	24 728	29 904	-17.3	4 445	4 424	0.5	20 283	25 480	-20.4
Stornoway	6 879	6 434	6.9	26	4	550.0	6 853	6 430	6.6
+ Sumburgh	53 743	57 292	-6.2	23 390	23 584	-0.8	30 353	33 708	-10.0
Swansea	371	247	50.2	—	—	—	371	247	50.2
+ Tees-side	21 000	21 045	-0.2	3 524	3 807	-7.4	17 476	17 238	1.4
Tiree	343	330	3.9	—	—	—	343	330	3.9
Wick	3 486	2 820	23.6	—	4	—	3 486	2 816	23.8
TOTAL other UK Airports	1 354 073	1 335 943	1.4	541 694	517 435	4.7	812 379	818 508	-0.7
TOTAL all reporting UK Airports	4 515 658	4 646 039	-2.8	3 274 552	3 398 244	-3.6	1 241 106	1 247 795	-0.5
<b>Channel Islands Airports</b> (Channel Islands do not supply an International/Domestic split).									
Alderney	6 232	6 617	-5.8	—	—	—	—	—	—
Guernsey	45 157	47 690	-5.3	—	—	—	—	—	—
Jersey	106 181	120 494	-11.9	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	157 570	174 801	-9.9	—	—	—	—	—	—

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

**Table 2.11**

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

Table 2.12

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

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Austria</b>	19 327	12 592	6 735	22 686	14 619	8 067	-15
London (a) – Vienna	14 814	10 196	4 618	17 351	12 631	4 720	
– Salzburg	1 869	1 869	—	1 988	1 988	—	
Luton – Vienna	2 111	—	2 111	2 586	—	2 586	
<b>Belgium</b>	66 178	65 103	1 075	74 075	72 195	1 880	-11
London (a) – Brussels	48 032	48 032	—	52 046	52 046	—	
– Antwerp	6 108	6 014	94	6 073	6 073	—	
– Ostend	361	222	139	395	226	169	
– Liege	550	550	—	503	503	—	
– Charleroi	422	422	—	495	495	—	
Manchester – Brussels	4 459	4 388	71	3 373	3 373	—	
Birmingham – Brussels	2 798	2 798	—	2 302	2 302	—	
Southend – Ostend	1 670	1 670	—	5 735	5 662	73	
<b>Denmark</b>	44 693	37 912	6 781	51 175	40 181	10 994	-13
London (a) – Copenhagen (c)	31 594	28 763	2 831	34 999	30 022	4 977	
– Aarhus	1 751	1 657	94	1 673	1 573	100	
Glasgow (b) – Copenhagen (c)	2 135	2 135	—	1 938	1 938	—	
Manchester – Copenhagen (c)	4 610	4 555	55	3 783	3 783	—	
Luton – Copenhagen (c)	2 370	—	2 370	4 342	—	4 342	
<b>Finland</b>	10 884	9 891	993	10 772	9 450	1 322	1
<b>France</b>	271 454	258 565	12 889	298 584	276 829	21 755	-9
London (a) – Paris (d)	174 388	174 028	360	186 546	179 823	6 723	
– Toulouse	2 838	2 669	169	2 867	2 572	295	
– Caen	510	375	135	248	117	131	
– Marseille	6 473	6 473	—	6 032	5 978	54	
– Lille	1 740	1 740	—	1 555	1 555	—	
– Nice	19 506	19 295	211	17 529	17 527	2	
– Rennes	493	314	179	180	180	—	
– Bordeaux	4 995	4 437	558	5 317	5 317	—	
– Le Touquet	4 166	4 166	—	7 726	7 680	46	
– Montpellier	1 802	1 802	—	380	380	—	
– Strasbourg	3 076	3 076	—	2 955	2 955	—	
– Ajaccio	226	226	—	226	226	—	
– Lyon	7 447	7 447	—	8 555	7 828	727	
– Le Havre	21	17	4	7	7	—	
– Deauville	52	52	—	73	72	1	
– Quimper	362	362	—	127	127	—	
– Dijon	268	268	—	46	—	46	
– Nantes	2 207	2 207	—	2 312	2 312	—	
– Perpignan	799	799	—	544	544	—	
– Nimes	98	98	—	285	285	—	
Manchester – Paris (d)	9 197	8 993	204	8 013	8 013	—	
Birmingham – Paris (d)	6 151	6 121	30	6 457	6 453	4	
Southend – Le Touquet	1 249	1 249	—	1 991	1 990	1	
Luton – Toulouse	—	—	—	1 919	—	1 919	
Lydd – Beauvais	609	609	—	8 751	8 751	—	
<b>German Fed. Republic</b>	269 890	214 937	54 953	303 159	226 713	76 446	-11
London (a) – Berlin (e)	18 619	10 983	7 636	19 775	9 886	9 889	
– Frankfurt	60 228	54 306	5 922	68 043	61 332	6 711	
– Hamburg	28 156	24 801	3 355	34 104	28 529	5 575	
– Dusseldorf	36 870	32 625	4 245	41 659	35 305	6 354	
– Munich	37 331	22 919	14 412	34 962	20 658	14 304	
– Stuttgart	16 529	11 947	4 582	17 006	13 267	3 739	

Table 2.12 cont.

## Comparison with the previous year

Comparison with the previous year							Percentage change of total traffic	
1980			1979					
	Total	Sched.	Charter	Total	Sched.	Charter		
<b>German Fed. Republic</b> (continued)								
London (a) – Cologne (Bonn)	15 271	15 271	—	19 561	17 810	1 751		
– Nuremburg	1 921	1 921	—	1 908	1 908	—		
– Bremen	7 484	7 484	—	7 151	7 074	77		
– Hanover	21 014	17 639	3 375	21 970	16 891	5 079		
Manchester – Frankfurt	5 096	5 094	2	4 321	4 321	—		
– Dusseldorf	3 713	3 713	—	3 286	3 286	—		
– Munich	708	—	708	485	—	485		
Birmingham – Frankfurt	1 949	1 949	—	1 384	1 384	—		
– Dusseldorf	2 481	2 481	—	2 415	2 328	87		
Luton – Munich	3 784	—	3 784	5 170	—	5 170		
– Stuttgart	303	—	303	3 383	—	3 383		
<b>Gibraltar</b>	8 496	4 202	4 294	6 908	4 549	2 359		23
London (a) – Gibraltar	8 166	4 202	3 964	6 908	4 549	2 359		
<b>Greece</b>	129 757	37 482	92 275	101 579	41 024	60 555		28
London (a) – Athens	58 882	35 853	23 029	54 451	37 657	16 794		
– Salonika	1 389	1 389	—	2 008	2 008	—		
– Corfu	12 812	240	12 572	11 299	1 098	10 201		
– Rhodes	7 833	—	7 833	3 823	—	3 823		
– Crete	14 413	—	14 413	8 873	—	8 873		
Manchester – Athens	3 479	—	3 479	488	—	488		
– Corfu	5 490	—	5 490	1 689	—	1 689		
Luton – Salonika	714	—	714	3	—	3		
– Corfu	3 396	—	3 396	1 560	—	1 560		
<b>Iceland</b>	3 597	3 081	516	3 988	3 576	412		-10
London (a) – Keflavik	2 242	2 242	—	2 165	2 165	—		
Glasgow (b) – Keflavik	839	839	—	1 411	1 411	—		
Luton – Keflavik	415	—	415	250	—	250		
<b>Irish Republic</b>	150 702	149 643	1 059	160 892	159 718	1 174		-6
London (a) – Dublin	75 948	75 948	—	80 663	80 663	—		
– Shannon	11 020	11 005	15	11 505	11 505	—		
– Cork	14 029	13 669	360	15 268	14 566	702		
Glasgow (b) – Dublin	6 053	6 053	—	6 580	6 578	2		
Liverpool – Dublin	2 982	2 982	—	6 349	6 346	3		
Manchester – Dublin	13 066	13 058	8	11 026	11 019	7		
Edinburgh – Dublin	2 548	2 491	57	2 685	2 685	—		
Birmingham – Dublin	11 627	11 391	236	11 797	11 797	—		
Luton – Dublin	59	—	59	12	—	12		
Leeds/Bradford – Dublin	1 757	1 753	4	1 933	1 926	7		
Bristol – Dublin	2 282	2 282	—	2 284	2 282	2		
E. Midlands – Dublin	1 639	1 622	17	1 819	1 801	18		
Belfast – Shannon	210	210	—	608	608	—		
<b>Italy</b>	232 341	90 337	142 004	234 198	88 810	145 388		-1
London (a) – Rome (f)	40 814	30 650	10 164	43 597	32 049	11 548		
– Milan (g)	48 661	30 594	18 067	52 323	30 162	22 161		
– Turin	13 768	3 728	10 040	8 368	2 526	5 842		
– Pisa	10 076	7 507	2 569	9 435	6 826	2 609		
– Naples	9 088	2 831	6 257	10 521	3 869	6 652		
– Venice	15 733	5 838	9 895	16 800	5 444	11 356		
– Genoa	3 769	3 349	420	4 335	3 449	886		
– Bologna	1 114	1 114	—	—	—	—		
– Rimini	—	—	—	—	—	—		
Manchester – Milan (g)	3 231	2 505	726	2 689	1 982	707		
– Rimini	—	—	—	—	—	—		
Luton – Rome (f)	7 381	—	7 381	12 271	—	12 271		
– Milan (g)	13 346	—	13 346	12 999	—	12 999		
– Naples	5 192	—	5 192	5 650	—	5 650		
– Venice	7 717	—	7 717	13 611	—	13 611		
– Genoa	—	—	—	323	—	323		
– Palermo	2 788	—	2 788	2 960	—	2 960		
– Rimini	—	—	—	2 649	—	2 649		

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Luxembourg</b>	5 908	5 907	1	6 295	5 958	337	-6
London (a) – Luxembourg	5 908	5 907	1	6 195	5 958	237	
<b>Malta</b>	79 121	21 427	57 694	62 585	24 832	37 753	26
London (a) – Malta	41 114	18 548	22 566	38 109	22 263	15 846	
Manchester – Malta	13 507	1 637	11 870	10 774	1 999	8 775	
Birmingham – Malta	6 520	—	6 520	2 539	—	2 549	
Luton – Malta	7 241	—	7 241	5 918	—	5 918	
Newcastle – Malta	1 909	—	1 909	1 017	—	1 017	
<b>Netherlands</b>	171 203	162 830	8 373	179 710	177 261	2 449	-5
London (a) – Amsterdam	88 217	87 745	472	96 753	96 602	151	
– Rotterdam	19 171	17 322	1 849	20 025	20 025	—	
– Maastricht	2 317	2 317	—	2 260	2 260	—	
Glasgow (b) – Amsterdam	3 857	3 857	—	4 456	4 456	—	
Norwich – Amsterdam	4 924	4 924	—	5 360	5 343	17	
Southampton – Amsterdam	2 385	2 385	—	2 422	2 422	—	
Manchester – Amsterdam	12 281	12 139	142	9 748	9 674	74	
Edinburgh – Amsterdam	4 726	3 829	897	3 510	3 510	—	
Birmingham – Amsterdam	4 999	4 904	95	4 434	4 434	—	
Luton – Amsterdam	248	—	248	774	—	774	
Newcastle – Amsterdam	5 667	5 537	130	5 673	5 597	76	
Aberdeen – Amsterdam	2 913	2 910	3	2 728	2 630	98	
Leeds/Bradford – Amsterdam	2 992	2 992	—	3 313	3 308	5	
E. Midlands – Amsterdam	7 456	4 156	3 300	3 491	3 422	69	
Southend – Rotterdam	3 104	3 104	—	6 218	6 218	—	
<b>Norway</b>	46 852	35 229	11 623	46 815	35 057	11 758	—
London (a) – Oslo (h)	25 040	19 334	5 706	22 920	17 472	5 448	
– Bergen	6 389	5 906	483	5 855	5 500	355	
– Stavanger	4 920	4 741	179	5 963	5 342	621	
– Kristiansand	148	148	—	848	675	173	
Luton – Oslo (h)	1 014	—	1 014	1 286	—	1 286	
Newcastle – Stavanger	1 172	1 172	—	2 195	2 184	11	
Aberdeen – Stavanger	1 760	375	1 385	2 532	1 434	1 098	
<b>Portugal</b>	54 295	25 885	28 410	48 141	25 020	23 121	13
London (a) – Lisbon	20 544	17 209	3 335	20 052	16 449	3 603	
– Oporto	2 599	2 599	—	2 793	2 418	375	
– Faro	19 232	6 077	13 155	18 102	6 153	11 949	
Manchester – Faro	4 673	—	4 673	1 687	—	1 687	
Luton – Lisbon	2 307	—	2 307	3 294	—	3 294	
– Faro	870	—	870	931	—	931	
<b>Spain</b>	370 457	89 566	280 891	424 074	100 098	323 976	-13
London (a) – Madrid	37 047	28 151	8 896	42 771	34 120	8 651	
– Barcelona	20 437	14 649	5 788	24 532	16 029	8 503	
– Valencia	6 300	4 736	1 564	7 003	5 521	1 482	
– Seville	1 376	240	1 136	1 941	1 941	—	
– Malaga	34 016	14 924	19 092	36 034	15 571	20 463	
– Bilbao	6 411	6 328	83	6 557	6 331	226	
– Majorca	44 108	9 228	34 880	48 141	10 334	37 807	
– Santiago	1 689	1 135	554	2 038	1 180	858	
– Minorca	6 392	732	5 660	5 432	804	4 628	
– Alicante	20 074	3 888	16 186	26 730	4 992	21 738	
– Ibiza	8 171	1 578	6 593	7 840	2 616	5 224	
– Gerona	3 945	134	3 811	6 432	—	6 432	
– Almeria	1 351	60	1 291	1 056	—	1 056	
Glasgow (b) – Majorca	9 521	—	9 521	8 681	—	8 681	
– Alicante	4 136	—	4 136	6 352	—	6 352	
– Ibiza	1 005	—	1 005	900	—	900	
– Gerona	—	—	—	—	—	—	

Table 2.12 cont.

## Comparison with the previous year

Comparison with the previous year							Percentage change of total traffic
1980			1979				
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain (continued)</b>							
Manchester – Barcelona	—	—	—	1 323	—	1 323	
– Malaga	10 347	—	10 347	8 427	—	8 427	
– Majorca	21 175	—	21 175	17 520	—	17 520	
– Minorca	3 494	—	3 494	1 728	—	1 728	
– Alicante	12 957	—	12 957	14 291	—	14 291	
– Ibiza	4 405	—	4 405	3 466	—	3 466	
– Gerona	1 047	—	1 047	2 146	—	2 146	
Belfast – Majorca	818	—	818	1 021	—	1 021	
Edinburgh – Majorca	2 023	—	2 023	1 885	—	1 885	
– Alicante	2 260	—	2 260	2 273	—	2 273	
Birmingham – Barcelona	—	—	—	—	—	—	
– Malaga	2 897	—	2 897	4 579	—	4 579	
– Majorca	7 191	—	7 191	9 912	—	9 912	
– Alicante	6 065	—	6 065	4 744	—	4 744	
– Ibiza	2 037	—	2 037	2 988	—	2 988	
– Gerona	746	—	746	1 409	—	1 409	
Luton – Madrid	2 626	—	2 626	4 814	—	4 814	
– Barcelona	1 345	—	1 345	633	—	633	
– Malaga	5 658	—	5 658	7 814	—	7 814	
– Majorca	9 482	—	9 482	14 622	—	14 622	
– Alicante	7 806	—	7 806	11 163	—	11 163	
– Ibiza	3 663	—	3 663	4 557	—	4 557	
– Gerona	1 931	—	1 931	4 814	—	4 814	
Cardiff – Majorca	3 764	—	3 764	5 170	—	5 170	
– Alicante	384	—	384	943	—	943	
Newcastle – Barcelona	—	—	—	—	—	—	
– Majorca	4 520	—	4 520	5 257	—	5 257	
– Alicante	3 715	—	3 715	4 594	—	4 594	
Leeds/Bradford – Majorca	2 054	—	2 054	2 956	—	2 956	
– Alicante	2 112	—	2 112	2 316	—	2 316	
Bristol – Majorca	1 995	—	1 995	2 943	—	2 943	
E. Midlands – Majorca	3 843	—	3 843	6 263	—	6 263	
– Alicante	2 839	—	2 839	5 164	—	5 164	
– Ibiza	1 809	—	1 809	1 872	—	1 872	
<b>Sweden</b>							
London (a) – Stockholm (i)	31 029	20 804	10 225	43 446	26 852	16 594	–29
– Goteborg	18 726	14 763	3 963	27 680	18 562	9 118	
– Malmo	8 604	6 041	2 563	11 878	8 290	3 588	
– Luton	1 193	—	1 193	1 932	—	1 932	
Luton – Stockholm (i)	1 526	—	1 526	506	—	506	
<b>Switzerland</b>							
London (a) – Berne	130 439	90 349	40 090	137 418	90 527	46 891	–5
– Zurich	1 307	1 307	—	1 229	1 193	36	
– Geneva	57 124	37 322	19 802	58 273	40 577	17 696	
– Basle	51 408	35 312	16 096	53 233	34 097	19 136	
Manchester – Zurich	10 985	7 921	3 064	11 497	7 338	4 159	
– Geneva	5 251	5 251	—	4 569	4 569	—	
Birmingham – Zurich	1 488	1 367	121	1 220	1 220	—	
Luton – Zurich	1 067	1 067	—	224	224	—	
<b>Turkey</b>							
London (a) – Istanbul	4 468	4 381	87	7 896	7 896	—	–43
– Ankara	4 381	4 381	—	7 896	7 896	—	
<b>Yugoslavia</b>							
London (a) – Belgrade	—	—	—	—	—	—	
– Zagreb	20 171	7 748	12 423	24 362	9 206	15 156	–17
– Ljubljana	3 690	3 600	90	5 814	3 938	1 876	
– Dubrovnic	2 261	2 181	80	4 124	3 551	573	
– Pula	2 034	1 967	67	3 528	1 717	1 811	
Manchester – Pula	4 095	—	4 095	3 930	—	3 930	
Luton – Pula	1 921	—	1 921	2 440	—	2 440	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Eastern Europe</b>	28 436	21 266	7 170	32 986	24 560	8 426	-14
Bulgaria	2 761	999	1 762	4 053	1 872	2 181	
Czechoslovakia	2 248	2 248	—	2 788	2 617	171	
German Dem. Republic	90	90	—	159	159	—	
Hungary	3 147	3 147	—	3 458	3 458	—	
Poland	7 544	7 143	401	8 239	7 399	840	
Rumania	2 341	1 336	1 005	2 588	1 275	1 313	
U.S.S.R.	10 188	6 303	3 885	11 701	7 780	3 921	
London (a) – Moscow (j)	7 144	5 835	1 309	8 386	7 383	1 003	
– Leningrad	2 067	433	1 634	1 961	397	1 564	
<b>TOTAL EUROPE</b>	<b>2 149 698</b>	<b>1 369 137</b>	<b>780 561</b>	<b>2 281 757</b>	<b>1 464 931</b>	<b>816 826</b>	<b>-6</b>
<b>Cyprus</b>	19 361	18 435	926	17 958	16 476	1 482	8
London (a) – Larnaca	16 507	16 494	13	16 247	16 247	—	
<b>Canary Islands</b>	57 963	3 422	54 541	65 850	2 838	63 012	-12
London (a) – Las Palmas	6 374	2 471	3 903	8 191	2 106	6 085	
– Tenerife (k)	14 322	951	13 371	17 720	732	16 988	
– Arrecife	5 016	—	5 016	4 298	—	4 298	
Glasgow (b) – Tenerife (k)	2 476	—	2 476	3 058	—	3 058	
Manchester – Las Palmas	1 991	—	1 991	2 176	—	2 176	
– Tenerife (k)	8 718	—	8 718	8 453	—	8 453	
Birmingham – Tenerife (k)	2 755	—	2 755	4 499	—	4 499	
Luton – Las Palmas	2 085	—	2 085	2 466	—	2 466	
– Tenerife (k)	5 711	—	5 711	5 597	—	5 597	
E. Midlands – Tenerife (k)	962	—	962	2 220	—	2 220	
<b>Near East</b>	46 527	35 158	11 369	47 992	43 980	4 012	-3
Israel	33 734	22 365	11 369	33 424	29 416	4 008	
London (a) – Tel Aviv	27 558	22 365	5 193	31 394	29 416	1 978	
Jordan	4 702	4 702	—	4 733	4 733	—	
Lebanon	4 359	4 359	—	5 632	5 632	—	
Syria	3 732	3 732	—	4 203	4 203	—	
<b>North Africa</b>	55 091	29 895	25 196	53 484	36 264	17 220	3
Algeria	3 128	3 046	82	3 044	3 044	—	
London (a) – Algiers	2 636	2 636	—	3 044	3 044	—	
– Oran	492	410	82	—	—	—	
Egypt	13 269	13 269	—	13 925	13 925	—	
Libya	6 892	6 892	—	9 114	9 114	—	
London (a) – Tripoli	4 872	4 872	—	6 707	6 707	—	
– Benghazi	2 020	2 020	—	2 407	2 407	—	
Morocco	8 096	2 986	5 110	6 718	4 196	2 522	
London (a) – Tangiers	2 089	1 478	611	2 317	1 495	822	
– Marrakesh	—	—	—	—	—	—	
– Casablanca (l)	1 508	1 508	—	3 288	2 701	587	
Tunisia	23 706	3 702	20 004	20 683	5 985	14 698	
London (a) – Tunis	6 034	3 021	3 013	7 641	5 856	1 785	
– Djerba	1 725	212	1 513	—	—	—	
– Monastir	5 752	469	5 283	3 912	—	3 912	
Manchester – Monastir	2 830	—	2 830	1 271	—	1 271	
Luton – Monastir	2 193	—	2 193	3 002	—	3 002	
<b>East Africa</b>	17 792	17 304	488	17 120	17 120	—	4
Kenya	10 546	10 060	486	9 619	9 619	—	
London (a) – Nairobi	9 952	9 952	—	9 619	9 619	—	
– Mombasa	594	108	486	—	—	—	



Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>East Africa (continued)</b>							
Uganda	2	—	2	—	—	—	
Tanzania	935	935	—	1 249	1 249	—	
London (a) – Dar-es-Salaam	802	802	—	1 066	1 066	—	
– Kilimanjaro	77	77	—	37	37	—	
Sudan	4 519	4 519	—	4 922	4 922	—	
Somali Republic	—	—	—	—	—	—	
Ethiopia	1 790	1 790	—	1 330	1 330	—	
<b>West Africa</b>	34 240	33 078	1 162	30 397	30 397	—	13
Ghana	3 326	3 326	—	4 802	4 802	—	
Nigeria	25 675	25 663	12	21 853	21 853	—	
London (a) – Kano	2 258	2 258	—	900	900	—	
– Lagos	23 417	23 405	12	20 953	20 953	—	
Sierra Leone	1 469	1 469	—	1 391	1 391	—	
Gambia	1 335	1 207	128	373	373	—	
Liberia (m)	664	664	—	1 032	1 032	—	
Ivory Coast	513	513	—	753	753	—	
Senegal	237	237	—	193	193	—	
<b>Central Africa</b>	5 267	5 267	—	5 562	5 562	—	–5
Zambia	4 380	4 380	—	4 198	4 198	—	
Malawi	887	887	—	1 364	1 364	—	
<b>Southern Africa</b>	29 434	29 434	—	28 070	27 951	119	5
Zimbabwe	3 140	3 140	—	—	—	—	
South African Republic	26 294	26 294	—	27 951	27 951	—	
London (a) – Johannesburg	24 791	24 791	—	26 445	26 445	—	
– Cape Town	1 503	1 503	—	1 506	1 506	—	
<b>Middle East</b>	77 997	77 997	—	77 475	77 453	22	1
Iraq	4 964	4 964	—	3 261	3 261	—	
Kuwait	8 613	8 613	—	8 328	8 306	22	
Saudi Arabia	27 365	27 365	—	29 536	29 536	—	
London (a) – Jeddah	13 745	13 745	—	14 092	14 092	—	
– Dhahran	7 352	7 352	—	8 189	8 189	—	
– Riyadh	6 268	6 268	—	7 255	7 255	—	
Iran	11 325	11 325	—	9 396	9 396	—	
Persian Gulf States	12 836	12 836	—	12 814	12 814	—	
Bahrain	4 770	4 770	—	5 785	5 785	—	
Qatar	1 708	1 708	—	1 549	1 549	—	
Oman	6 358	6 358	—	5 480	5 480	—	
United Arab Emirates	12 894	12 894	—	14 140	14 140	—	
London (a) – Dubai	6 603	6 603	—	7 772	7 772	—	
– Abu Dhabi	6 291	6 291	—	6 368	6 368	—	
<b>Indian Sub-Continent</b>	41 674	41 674	—	44 821	44 821	—	–7
Pakistan	11 537	11 537	—	12 809	12 809	—	
London (a) – Karachi	5 008	5 008	—	5 461	5 461	—	
– Rawalpindi	6 529	6 529	—	7 348	7 348	—	
Bangladesh	3 913	3 913	—	3 441	3 441	—	
India	22 217	22 217	—	26 319	26 319	—	
London (a) – Delhi	9 658	9 658	—	11 411	11 411	—	
– Bombay	11 447	11 447	—	13 911	13 911	—	
– Calcutta	1 112	1 112	—	960	960	—	
Sri Lanka (n)	3 052	3 052	—	1 343	1 343	—	
Afghanistan	955	955	—	909	909	—	

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>	65 908	65 908	—	59 521	59 521	—	11
Hong Kong	14 587	14 587	—	15 391	15 391	—	
Bandar Seri Begawan	688	688	—	311	311	—	
Singapore	18 225	18 225	—	17 828	17 828	—	
Malaysia	6 053	6 053	—	2 051	2 051	—	
Thailand	8 613	8 613	—	6 868	6 868	—	
Japan	16 609	16 609	—	17 072	17 072	—	
London (a) — Tokyo (o)	15 307	15 307	—	15 104	15 104	—	
— Osaka	1 302	1 302	—	1 968	1 968	—	
Indonesia	—	—	—	—	—	—	
Philippines	1 370	1 370	—	—	—	—	
<b>Australasia</b>	49 945	49 945	—	48 737	48 737	—	2
Australia	48 283	48 283	—	47 470	47 470	—	
London (a) — Sydney	17 553	17 553	—	19 329	19 329	—	
— Darwin	297	297	—	144	144	—	
— Melbourne (p)	19 899	19 899	—	17 473	17 473	—	
— Perth	5 228	5 228	—	4 908	4 908	—	
— Brisbane	5 306	5 306	—	5 616	5 616	—	
New Zealand	1 662	1 662	—	1 267	1 267	—	
<b>Canada</b>	70 787	65 977	4 810	85 862	73 963	11 899	-18
London (a) — Montreal (q)	13 433	13 433	—	16 534	16 534	—	
— Toronto	29 344	25 564	3 780	32 757	25 630	7 127	
— Ottawa	—	—	—	—	—	—	
— Calgary	6 266	6 266	—	5 321	5 321	—	
— Vancouver	1 454	1 454	—	4 625	3 618	1 007	
— Edmonton	4 548	4 548	—	4 525	4 525	—	
— Halifax	1 345	1 345	—	2 123	2 123	—	
— Winnipeg	1 221	1 221	—	1 805	1 805	—	
— Gander	3 013	3 003	10	2 173	2 173	—	
Glasgow (b) — Montreal (q)	—	—	—	938	938	—	
— Toronto	4 396	4 040	356	5 714	5 088	626	
— Calgary	509	509	—	395	395	—	
— Vancouver	781	781	—	721	721	—	
— Halifax	311	311	—	490	490	—	
— Winnipeg	343	343	—	662	662	—	
Manchester — Montreal (q)	—	—	—	761	761	—	
— Toronto	3 815	3 159	656	4 796	2 713	2 083	
<b>United States of America</b>	426 008	407 226	18 782	416 852	395 712	21 140	2
London (a) — Detroit (r)	8 538	8 538	—	9 674	9 674	—	
— Chicago (s)	27 842	27 842	—	22 976	22 875	101	
— Seattle (t)	9 509	9 509	—	10 861	10 838	23	
— Washington (u)	25 981	25 981	—	23 581	23 581	—	
— Dallas (v)	14 150	14 150	—	14 178	14 038	140	
— New York(w)	134 159	133 797	362	140 954	133 601	7 353	
— Boston	21 689	21 453	236	26 068	26 017	51	
— San Francisco	23 896	23 896	—	24 507	24 507	—	
— Los Angeles	60 349	60 108	241	58 905	52 407	6 498	
— Miami	44 789	37 883	6 906	34 649	34 649	—	
— Philadelphia	6 241	6 241	—	9 813	9 813	—	
— Atlanta	14 380	14 069	311	12 951	12 704	247	
— St. Louis	—	—	—	—	—	—	
— New Orleans	—	—	—	—	—	—	
— Denver	—	—	—	137	—	137	
— Houston	12 481	12 481	—	11 800	11 800	—	
— Anchorage	756	756	—	595	561	34	
Glasgow (b) — New York (w)	3 012	2 844	168	4 300	3 843	457	
— Boston	4 148	4 148	—	266	266	—	
Manchester — New York (w)	4 257	3 390	867	4 051	3 346	705	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Central America</b>	951	951	—	2 543	2 543	—	-63
Mexico	704	704	—	2 274	2 274	—	
Panama	247	247	—	269	269	—	
<b>South America</b>	10 358	10 358	—	9 881	9 545	336	5
Guyana	460	460	—	594	594	—	
Ecuador	36	36	—	—	—	—	
London (a) – Quito	22	22	—	—	—	—	
– Guayaquil	14	14	—	—	—	—	
Venezuela	1 681	1 681	—	1 046	1 046	—	
Colombia	659	659	—	513	513	—	
London (a) – Bogota	659	659	—	513	513	—	
– Baranquilla	—	—	—	—	—	—	
Peru	867	867	—	1 732	1 732	—	
Brazil	4 287	4 287	—	1 696	1 696	—	
London (a) – Sao Paulo	404	404	—	—	—	—	
– Recife	235	235	—	983	983	—	
– Rio de Janeiro(x)	3 648	3 648	—	1 696	1 696	—	
Argentina	1 681	1 681	—	1 635	1 635	—	
London (a) – Buenos Aires (y)	1 681	1 681	—	1 635	1 635	—	
– Cordoba	—	—	—	—	—	—	
Chile	687	687	—	2 665	2 329	336	
<b>Caribbean Area</b>	30 499	28 665	1 834	28 525	27 959	566	7
Bermuda	3 995	3 995	—	4 678	4 283	395	
Leeward Islands	2 783	2 783	—	2 187	2 187	—	
London (a) – Antigua	2 783	2 783	—	2 187	2 187	—	
Windward Islands	2 622	1 425	1 197	1 818	1 818	—	
London (a) – St. Lucia (z)	1 425	1 425	—	1 818	1 818	—	
Jamaica	4 461	4 461	—	4 338	4 338	—	
London (a) – Kingston	4 428	4 428	—	3 831	3 831	—	
– Montego Bay	33	33	—	507	507	—	
Barbados	8 830	8 830	—	8 544	8 544	—	
Trinidad & Tobago	4 847	4 847	—	4 815	4 815	—	
Bahamas	1 982	1 982	—	1 974	1 974	—	
Puerto Rico	979	342	637	—	—	—	
<b>Indian Ocean Islands</b>	3 571	3 571	—	4 564	4 564	—	-22
Seychelles	1 657	1 657	—	2 088	2 088	—	
Mauritius	1 914	1 914	—	2 476	2 476	—	
<b>Atlantic Ocean Islands</b>	12 966	868	12 098	10 914	1 821	9 093	19
Madeira	12 911	868	12 043	10 636	1 821	8 815	
London (a) – Funchal	4 361	868	3 493	4 755	1 821	2 934	
Manchester – Funchal	2 452	—	2 452	1 331	—	1 331	
<b>Pacific Ocean Islands</b>	—	—	—	29	29	—	—
<b>TOTAL (excluding Oil Rigs)</b>	3 206 037	2 294 270	911 767	3 337 914	2 392 187	945 727	-4
<b>Oil Rigs</b>	48 212	—	48 212	17 885	—	17 885	170
Aberdeen	25 618	—	25 618	15 870	—	15 870	
Sumburgh	22 461	—	22 461	xx	—	xx	
Tees-Side	14	—	14	913	—	913	

**Table 2.12 cont.**

**Guide to Footnotes**

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

**NOTES**

- 1) Traffic is only published for a country if the annual total exceeds 9,500 and for city-to-city (with the exception of London) if exceeding 17,500.
- 2) These figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination.
- 3) Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. This has been the practice since 1 January 1976 – before this date missing information was replaced by estimates made by the Authority. The figures in this Table include all passengers carried on scheduled and chartered services excluding those carried on aircraft chartered by Government Departments.
- 4) A total alongside a country without any sector traffic shown indicates traffic to/from London only.
- 5) Traffic at Sumburgh not available for January – September 1979.

# Passengers Uplifted on Domestic Routes for April 1980<sup>(a)</sup>

Table 2.13

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Channel Islands (b)	East Midlands	Edinburgh	Exeter	Glasgow	Gloucester	Highlands & Islands	Humberside	Inverness	Isle of Man	Isle of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Manchester	Newcastle	Norwich	Penzance	Prestwick	Shoreham	Southampton	Sunburgh	Swansea	Teeside	Other Routes (d)		
Heathrow	6 163																																								
Gatwick																																									
Luton																																									
Southend																																									
Stansted						45																																			
Aberdeen	22 632	4 225																																							
Belfast	54 900	8,424																																							
Birmingham	9 368					1 196	7 236																																		
Blackpool							684																																		
Bournemouth								130																																	
Bristol							556																																		
Cambridge					26																																				
Cardiff							501				67 130																														
Channel Islands (b)	21 826	15 696	293 2 976	335			483 6 909		269 10 638	639 1 322 3 347	16 843																														
East Midlands	75						4 054				6 249																														
Edinburgh	44 914	14 582			103	4 473	2 399 3 220																																		
Exeter		438					955																																		
Glasgow	53 082	13 360				5 817	7 995 4 675				274		433		2 263	3 813	305																								
Gloucester														367																											
Highlands & Islands (c)						1 206																																			
Humberside																556		15 203		1 247																					
Inverness	4 471															818		2 414		2 633																					
Isle of Man	4 825						2 048		3 044									932																							
Isles of Scilly																																									
Kirkwall						1 841										173		368		2 258		488																			
Leeds/Bradford	8 589	673			68	807	2 099				120		371	434		893		1 646																							
Liverpool	9 021						5 536	61						1 041	23																										
Londonderry																																									
Manchester	40 965	8 830				2 578	12 669	26		943			204	3 808	3 366		4 984																								
Newcastle	17 265	3 660				3 120	1 053	287		329			373		311		1 077																								
Norwich	2 108				103	757		446						338	251					355 1 618						669															
Penzance																																									
Prestwick														277																											
Shoreham														234																											
Southampton														18 973		641																									
Sunburgh						25 124												1 608		592		512				701															
Swansea														188																											
Tees-side	11 511					3 254								497				853		1 383																					
Other Routes (d)																																									1 473

(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 April 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	10 103.5	27.7	20.9	1 115.5	1 902.6	545.1	191.4	—	0.4	2 211.9	3 409.3	336.6	342.1	
+Heathrow	38 858.1	6 815.2	5 176.4	6.9	176.6	12 586.3	13 640.0	—	—	152.4	36.8	205.7	61.8	
+Luton	938.7	—	—	—	—	12.2	—	—	—	157.1	587.9	30.4	151.1	
+Southend	683.0	—	—	129.0	131.0	—	—	—	—	82.0	341.0	—	—	
+Stansted	192.1	—	—	0.2	—	—	—	—	—	31.9	76.5	52.7	30.8	
TOTAL (London Area)	50 775.4	6 842.9	5 197.3	1 251.6	2 210.2	13 143.6	13 831.4	—	0.4	2 635.3	4 451.5	625.4	585.8	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Aberdeen	614.9	47.9	113.5	24.0	21.6	—	—	16.2	46.2	86.2	247.2	4.3	7.8	
+Belfast	956.8	52.7	60.1	250.6	22.1	1.6	0.4	—	—	539.9	27.2	2.0	0.2	
+Benbecula	10.9	9.5	0.5	0.8	0.1	—	—	—	—	—	—	—	—	
+Birmingham	241.0	100.8	53.1	9.2	1.9	39.0	20.6	—	—	8.3	8.1	—	—	
+Blackpool	447.7	—	—	4.0	47.3	—	—	—	—	0.1	396.3	—	—	
+Bournemouth	941.6	—	—	590.5	330.6	—	—	—	—	9.0	5.2	—	6.3	
+Bristol	36.2	—	—	11.4	7.1	5.4	11.4	—	—	—	0.9	—	—	
+Cambridge	15.5	—	—	—	—	—	—	—	—	3.8	0.5	5.5	5.7	
+Cardiff	24.2	—	—	12.0	12.2	—	—	—	—	—	—	—	—	
+Coventry	0.1	—	—	—	—	—	—	—	—	—	0.1	—	—	
+East Midlands	582.4	—	—	41.7	86.3	—	—	—	—	112.1	273.6	7.8	60.9	
+Edinburgh	112.7	19.0	29.8	21.0	20.2	2.6	1.9	—	—	18.2	—	—	—	
+Exeter	16.8	—	—	6.9	9.9	—	—	—	—	—	—	—	—	
+Glasgow	566.2	84.5	124.7	61.8	40.3	102.9	106.6	—	—	33.6	11.8	—	—	
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Humberside	3.8	—	—	2.1	1.7	—	—	—	—	—	—	—	—	
+Inverness	19.3	7.7	11.6	—	—	—	—	—	—	—	—	—	—	
+Islay	9.2	—	—	5.0	4.2	—	—	—	—	—	—	—	—	
+Isle of Man	221.2	—	—	176.4	44.8	—	—	—	—	—	—	—	—	
+Isles of Scilly	7.2	6.1	1.1	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	42.8	32.4	8.6	0.9	0.9	—	—	—	—	—	—	—	—	
+Leeds/Bradford	33.3	—	—	18.7	13.1	—	—	—	—	0.6	0.9	—	—	
+Liverpool	1 536.2	—	—	22.0	25.4	367.5	720.9	—	—	30.4	370.0	—	—	
+Lydd	430.4	—	—	155.0	275.1	—	—	—	—	0.1	0.2	—	—	
+Manchester	1 634.3	265.2	187.9	66.3	12.5	457.8	394.1	—	1.2	33.5	93.7	14.8	107.3	
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Newcastle	92.6	7.5	5.6	31.2	35.5	—	—	—	—	12.5	—	0.3	—	
+Norwich	63.0	—	—	25.7	25.4	—	—	—	—	11.7	0.2	—	—	
+Penzance Heliport	7.2	1.1	6.1	—	—	—	—	—	—	—	—	—	—	
+Prestwick	2 067.0	346.3	147.6	444.0	6.8	658.1	285.5	—	—	63.5	—	79.7	35.5	
+Southampton	120.8	—	—	11.4	78.5	—	—	—	—	0.5	30.4	—	—	
+Stornoway	45.2	40.9	2.0	0.1	0.8	—	—	—	—	0.7	—	0.7	—	
+Sumburgh	342.3	63.2	9.0	0.1	—	—	—	25.2	68.1	102.1	73.6	1.0	—	
+Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Tees-side	18.7	—	—	11.3	1.8	—	—	—	—	0.4	5.2	—	—	
+Tiree	1.3	—	—	1.2	0.1	—	—	—	—	—	—	—	—	
+Wick	4.7	—	—	3.0	1.2	—	—	—	—	0.2	0.3	—	—	
TOTAL other UK Airports	11 267.5	1 084.8	761.2	2 008.3	1 127.4	1 634.9	1 541.4	41.4	115.5	1 067.4	1 545.4	116.1	223.7	
TOTAL all reporting UK Airports	62 042.9	7 927.7	5 958.5	3 259.9	3 337.6	14 778.5	15 372.8	41.4	115.9	3 702.7	5 996.9	741.5	809.5	
Channel Islands Airports														
Alderney	27.6	—	—	23.8	3.8	—	—	—	—	—	—	—	—	
Guernsey	866.0	—	—	312.0	548.0	3.0	1.0	—	—	2.0	—	—	—	
Jersey	680.9	19.7	9.6	423.3	216.4	—	—	—	—	—	7.8	4.1	—	
TOTAL (Channel Islands Airports)	1 574.5	19.7	9.6	759.1	768.2	3.0	1.0	—	—	2.0	7.8	4.1	—	

# Cargo April 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	2 797	396	119	5 829	238	371	1	351	3 155	6 947	2 420	7 297	30.4	-4.8
+Heathrow	23 930	14 207	—	420	263	—	—	37	24 193	14 664	24 317	16 109	-0.5	-9.0
+Luton	1	11	110	345	—	—	4	467	115	823	102	650	12.7	26.6
+Southend	259	—	—	251	1	—	172	—	432	251	607	—	-28.8	—
+Stansted	—	—	11	163	—	—	—	18	11	181	49	1 820	-77.6	-90.1
TOTAL (London Area)	26 987	14 614	240	7 008	502	371	177	873	27 906	22 866	27 495	25 876	1.5	-11.6
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>														
+Aberdeen	35	—	227	24	172	—	145	12	579	36	550	34	5.3	5.9
+Belfast	2	—	2	8	202	183	12	547	218	738	314	606	-30.6	21.8
Benbecula	—	—	—	—	11	—	—	—	11	—	14	—	-21.4	—
+Birmingham	191	—	—	—	33	—	—	16	224	16	293	—	-23.5	—
+Blackpool	5	—	—	—	34	12	—	396	39	408	46	374	-15.2	9.1
+Bournemouth	—	—	9	—	2	920	—	12	11	932	3	1 063	266.7	-12.3
+Bristol	32	—	—	—	2	1	—	1	34	2	46	1	-26.1	100.0
+Cambridge	—	—	15	—	—	—	—	—	15	—	—	—	—	—
+Cardiff	17	—	—	—	8	—	—	—	25	—	15	8	66.7	—
+Coventry	—	—	—	—	—	—	—	—	—	—	—	2	—	—
+East Midlands	32	39	—	425	56	—	—	29	88	493	107	593	-17.8	-16.9
+Edinburgh	17	—	—	—	77	—	—	18	94	18	110	—	-14.5	—
+Exeter	2	—	—	—	12	2	—	—	14	2	13	73	7.7	-97.3
+Glasgow	177	103	—	—	242	—	12	33	431	136	450	334	-4.2	-59.3
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	—	—	—	—	3	—	—	—	3	—	4	5	-25.0	—
Inverness	—	—	—	—	20	—	—	—	20	—	17	—	17.6	—
Islay	—	—	—	—	9	—	—	—	9	—	10	—	-10.0	—
+Isle of Man	—	—	—	—	124	97	—	—	124	97	106	113	17.0	-14.2
Isles of Scilly	—	—	—	—	7	—	—	—	7	—	8	—	-12.5	—
+Kirkwall	—	—	—	—	43	—	—	—	43	—	42	—	2.4	—
+Leeds/Bradford	14	—	—	—	18	—	—	2	32	2	32	5	—	-60.0
+Liverpool	6	1 082	—	—	48	—	—	400	54	1 482	112	1 570	-51.8	-5.6
+Lydd	430	—	—	—	—	—	—	—	430	—	—	377	—	—
+Manchester	672	522	2	248	187	3	—	1	861	774	676	462	27.4	67.5
+Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	40	—	—	13	39	—	—	—	79	13	87	60	-9.2	-78.3
+Norwich	33	—	—	11	18	—	—	1	51	12	52	—	-1.9	—
Penzance Heliport	—	—	—	—	7	—	—	—	7	—	13	—	-46.2	—
+Prestwick	204	1 100	—	160	4	579	—	19	208	1 858	122	1 936	70.5	-4.0
+Southampton	9	—	—	30	80	1	—	2	89	33	94	61	-5.3	-45.9
Stornoway	—	—	—	1	44	—	—	—	44	1	38	—	15.8	—
+Sumburgh	—	—	124	20	72	—	112	13	308	33	190	32	62.1	3.1
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Taes-side	4	—	—	—	9	—	1	4	14	4	20	2	-30.0	100.0
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
Wick	—	—	—	—	4	—	—	—	4	—	4	—	—	—
All other UK airports	1 922	2 846	379	940	1 588	1 798	282	1 506	4 171	7 090	3 589	7 711	16.2	-8.1
TOTAL all reporting UK airports	28 909	17 460	619	7 948	2 090	2 169	459	2 379	32 077	29 956	31 084	33 587	3.2	-10.8
<b>Channel Islands Airports</b>														
Alderney	..	..	..	..	..	..	..	..	28	—	30	—	6.7	—
Guernsey	..	..	..	..	..	..	..	..	866	..	849	—	2.0	—
Jersey	..	..	..	..	..	..	..	..	681	—	898	—	-24.2	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	1 575	—	1 777	—	-11.4	—

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

Table 2.16

Airport	Passengers		Air Transport Movements					
	Total Terminal and Transit(a)	Percentage change on April '79	Total	Percentage change on April '79	Fixed Wing	Percentage change on April '79	Helicopters	Percentage change on April '79
Benbecula	2 309	7.9	218	7.9	218	7.9	—	—
Islay	1 081	-3.7	134	-26.0	134	-26.0	—	—
Inverness	12 719	2.8	570	3.3	506	3.7	64	16.4
Kirkwall	8 595	-18.6	823	-17.7	763	-22.3	60	233.3
Storoway	6 899	5.6	416	-7.1	412	-8.0	4	None previous year
Sumburgh	53 965	-5.8	3 024	-5.1	1 349	..	1 675	..
Tiree	665	88.9	116	96.6	115	98.3	1	—
Wick	3 524	-7.4	455	18.5	451	17.4	4	None previous year

(a) Transit passengers are only counted on arrival.



# 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.
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**TYPES OF SERVICES**

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

## Appendix B Definitions—UK Airline Statistics <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 the carriage of charter categories other than ITC's and sole users;

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

**Class 4** authorises the carriage, on the same aircraft, of ITC's and other categories, other than sole use;

**Class 5** authorises substitute charter flights (except exempted operations) for other airlines using UK registered aircraft;

**Class 6** authorises charter flights for the carriage of cargo and attendants;

**Class 7** authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.

**NB** These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specifications for each class of licence is published in the Civil Aviation Authority Official Record Series 1.

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

- (a) flights to or from a vessel or installation used or intended to be used in connection with oil or gas exploration or production under the sea, not being a vessel or installation still in the course of construction;
- (b) flights for the carriage of cargo or passengers and cargo to, from or within the United Kingdom, Channel Islands and Isle of Man by aircraft having a maximum total weight authorised of 25 000 kg or more;
- (c) flights beginning or ending at London (Heathrow) Airport, being flights for the carriage of passengers by aircraft having more than 10 seats available for occupation by passengers.

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

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

Examples of exempted flights are ambulance flights, air-crew 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 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 of 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.