

Civil Aviation Authority



CAA Monthly Statistics
(up to and including October 1980)

CAA Monthly Statistics

(up to and including October 1980)

© Civil Aviation Authority, 1981

ISSN 0306 3577

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

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

Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

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

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

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

Annual Subscription Rate £36.00
Individual Copy Rate £3.50

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

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & mail</i>	"
CA. 4	<i>Airline operations</i>	"
CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers – international and cabotage</i>	"
CA. 8	<i>Airline financial statistics</i>	(Annually – 1968 to 1971 only)

Annual versions of CA. 1 to CA. 7 were also published.

Contents

Foreword

Civil Aviation Statistics—October 1980

1

Part 1 UK Airline Operating and Traffic Statistics

Tables	Table Number Prior to January 1980	
1.1	(1)	4
1.2	(2)	5
<i>Scheduled Services by UK Airlines (1970–1979)</i>		
1.3.1	(8.1)	6
1.3.2	(8.2)	7
1.3.3	(8.3)	8
<i>Non-scheduled Services by UK Airlines (1970–1979)</i>		
1.4.1	(9.1)	9
1.4.2	(9.2)	10
1.4.3	(9.3)	11
<i>Scheduled Services</i>		
1.5.1	(22.1)	12
1.5.2	(22.2)	13
1.5.3	(22.3)	14
<i>Non-scheduled Services</i>		
1.6.1	(23.1)	15
1.6.2	(23.2)	16
1.6.3	(23.3)	17
1.7.1	(24)	18
1.7.2	(24)	18
1.7.3	(24)	18
1.8	(25)	19
1.9.1	(26.1)	20
1.9.2	(26.2)	20
1.9.3	(26.3)	20
1.10.1	(27.1)	21
1.10.2	(27.2)	21
1.10.3	(27.3)	21
1.11.1	(28.1)	22
1.11.2	(28.2)	22
1.11.3	(28.3)	22
1.12.1	(29.1)	23
1.12.2	(29.2)	24
1.12.3	(29.3)	24
1.13	(30.1)	25
<i>Aircraft Type and Utilisation</i>		
1.14.1	(31.1)	26
1.14.2	(31.2)	27-30
1.15	(32)	31
1.16	(33)	31
1.17.1		32
1.17.2		32
1.18	(34)	33

Contents *continued*

Part 2 UK Airports—Movements, Passenger and Cargo Statistics

Airport Tables		Table Number prior to January 1980	
2.1	Size of UK Airports	(1)	36
2.2	Main Outputs of UK Airports	(2)	36
2.3	Use of UK Airports	(3)	37
	<i>Airport Activity</i>		
2.4	Aircraft Movements at UK Airports by Purpose	(4)	38
2.5	Aircraft Movements	(11)	39
2.6	Air Transport Movements by Type and Nationality of Operator	(12)	40
2.7	Air Transport Landings Diverted from/to UK Reporting Airports	(14)	41
2.8	Air Transport Movements Comparison with the Previous Year	(13)	42
	<i>Air Passengers</i>		
2.9	Air Passengers by Type and Nationality of Operator	(15)	43
2.10	Terminal, International and Domestic Passenger Traffic by Airports	(16 and 17)	44
2.11	Passenger Movements by Air Analysis by Countries of Landing and of Embarkation	(10)	45
2.12	International Air Passenger Traffic to and from UK Airports	(18)	46–54
2.13	Passengers Uplifted on Domestic Routes	(19)	55–56
	<i>Air Cargo</i>		
2.14	Cargo by Type and Nationality of Operator	(20)	57
2.15	Cargo—Comparison with the Previous Year	(21)	58
2.16	Passenger and Air Transport Movements at Highland and Island Airports—Comparison with the Previous Year	—	59
Appendix A	Definitions—UK Airport Statistics		60–61
Appendix B	Definitions—UK Airline Statistics		62–64

Civil Aviation Statistics—October 1980

ACTIVITY AT UK AIRPORTS

1 Air Transport Movements

During October 1980 UK reporting airports handled 83,000 air transport movements (a marginal fall when compared with the same month in the previous year; a fall of 1.2 per cent excluding Unst for which 1979 data is not available); of which 6.7 per cent were all-cargo movements. The number of scheduled movements fell by 5.1 per cent whilst the number of charter movements rose by 13.9 per cent. The UK operators' share of scheduled movements fell by 1.1 percentage points to stand at 75.7 per cent of the total whilst their share of charter movements rose by 2.3 percentage points to stand at 89.5 per cent of the total.

1.1 Air Transport Movements at London Area Airports

The London area airports handled 38,000 air transport movements (a fall of 1.5 per cent when compared with October 1979); of which 6.3 per cent were all-cargo movements. Only Gatwick and Luton reported increases in the number of movements handled (675 additional movements; 6.6 per cent growth and 237 additional movements; 12.3 per cent growth respectively). Heathrow reported the heaviest fall in movements handled (1,139 fewer movements; 4.6 per cent decline) followed by Stansted with 210 fewer movements (50.0 per cent decline) and Southend with 134 fewer movements (12.6 per cent decline).

1.2 Air Transport Movements outside the London Area

Outside the London area, UK airports handled 45,000 air transport movements (1.3 per cent growth when compared with October 1979; a marginal fall excluding Unst for which 1979 data is not available); of which 6.9 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (1,372 additional movements; 26.8 per cent growth). Manchester, due to a strike of airport firemen during October 1979, reported the second largest growth in movements handled (659 additional movements; 13.1 per cent growth) followed by Leeds/Bradford with 120 additional movements (11.8 per cent growth). Prestwick reported the heaviest fall in the number of movements handled (357 fewer movements; 36.2 per cent decline) followed by Edinburgh with 305 fewer movements (11.8 per cent decline) and Glasgow with 302 fewer movements (6.4 per cent decline).

2 Terminal Passengers

5.1 million terminal passengers used UK reporting airports during October 1980 (a fall of 2.0 per cent

when compared with the same month in the previous year; 2.2 per cent fall excluding Unst for which 1979 data is not available). The number of scheduled passengers fell by 5.0 per cent whilst the number of charter passengers rose by 7.4 per cent. The UK operators' share of scheduled passengers remained unchanged at 64.9 per cent of the total whilst their share of charter passengers rose by 3.1 percentage points to stand at 82.6 per cent of the total.

2.1 Terminal Passengers at London Area Airports

Airports in the London area handled 3.5 million terminal passengers (a fall of 3.2 per cent when compared with October 1979). Only Gatwick reported an increase in the number of passengers handled (95,093 additional passengers; 12.1 per cent growth). Heathrow reported the heaviest fall in passengers handled (176,964 fewer passengers; 6.9 per cent decline) followed by Luton with 20,204 fewer passengers (11.8 per cent decline), Stansted with 7,135 fewer passengers (28.7 per cent decline) and Southend with 3,562 fewer passengers (25.5 per cent decline).

2.2 Terminal Passengers outside the London Area

UK airports outside the London area handled 1.6 million terminal passengers (0.6 per cent growth when compared with October 1979; a marginal fall excluding Unst for which 1979 data is not available). Due to a strike of airport firemen during October 1979, Manchester reported the greatest increase in passengers handled (59,822 additional passengers; 16.8 per cent growth) followed by Aberdeen with 15,717 additional passengers (13.9 per cent growth) and Newcastle with 8,477 additional passengers (11.1 per cent growth). Liverpool, which handled diverted traffic from Manchester in October 1979, reported the heaviest fall in passengers handled (22,569 fewer passengers; 50.4 per cent decline) followed by Glasgow with 21,915 fewer passengers (9.7 per cent decline) and Edinburgh with 7,488 fewer passengers (6.6 per cent decline).

2.3 International Terminal Passengers

3.7 million terminal passengers used international services during October 1980 (a fall of 0.6 per cent when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA (carrying 20.8 per cent of all international scheduled passengers) followed by those to France (carrying 10.3 per cent) and those to West Germany (carrying 8.7 per cent). The most

heavily used international charter services were those to Spain (carrying 39.5 per cent of all international charter passengers) followed by those to Greece (carrying 13.4 per cent) and those to Malta (carrying 7.9 per cent).

3 Cargo

UK reporting airports handled 66,000 tonnes of cargo during October 1980 (a fall of 5.8 per cent when compared with the same month in the previous year; No cargo was reported by Unst this month); of which 44.5 per cent was carried on all-cargo flights. The number of scheduled tonnes fell by 5.3 per cent and the number of charter tonnes fell by 7.9 per cent. The UK operators' share of scheduled tonnage fell by 2.7 percentage points to stand at 42.6 per cent of the total and their share of charter tonnage fell by 8.5 percentage points to stand at 83.5 per cent of the total.

3.1 Cargo at London Area Airports

The London area airports handled 54,000 tonnes of cargo (a fall of 4.5 per cent when compared with October 1979); of which 40.1 per cent was carried on all-cargo flights. Luton reported the greatest increase in tonnage handled (701 additional tonnes; more than one-fold growth) followed by Gatwick with 567 additional tonnes (5.5 per cent growth) and Southend with 46 additional tonnes (6.4 per cent growth). Heathrow reported the heaviest fall in tonnage handled (3,391 fewer tonnes; 7.7 per cent decline) followed by Stansted with 469 fewer tonnes (56.6 per cent decline).

3.2 Cargo outside the London Area

Outside the London area, UK airports handled 12,000 tonnes of cargo (a fall of 11.1 per cent when compared with October 1979); of which 64.5 per cent was carried on all-cargo flights. Due to a strike of airport firemen during October 1979, Manchester reported the greatest increase in tonnage handled (824 additional

tonnes; 41.5 per cent growth) followed by Cambridge with 135 additional tonnes (91.2 per cent growth) and Belfast with 133 additional tonnes (10.9 per cent growth). Liverpool, which handled traffic diverted from Manchester during October 1979, reported the heaviest fall in tonnage handled (1,178 fewer tonnes; 60.9 per cent decline) followed by East Midlands with 387 fewer tonnes (49.6 per cent decline) and Prestwick with 360 fewer tonnes (20.3 per cent decline).

OUTPUT OF UK AIRLINES

The output of UK airlines for all services in October 1980 was 1,169 million available tonne-kilometres, an increase of 0.3 per cent on October 1979.

The scheduled service output of 862 million available tonne-kilometres was 8.0 per cent more than a year earlier. The overall load factor was 60.7 per cent, compared with 63.3 the previous year. Seat kilometres used were 62.6 per cent of those available. Seat factors on domestic and international scheduled services were 61.6 and 62.6 per cent respectively compared with 64.8 and 65.2 per cent a year earlier. The non-scheduled output of 307 million available tonne-kilometres was 16.3 per cent less than in October 1979. Advance Booking and other Charters on Classes 2 and 4 licences and Inclusive Tour Charters on Class 3 licences accounted for 34.0 and 170.9 million available tonne-kilometres respectively compared with 26.7 and 149.3 a year earlier.

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

Part 1

UK Airlines—Operating and Traffic Statistics

Size of UK Airlines by Available Capacity

Year ended October 1980(a)

Table 1.1

	Output in available tonne—kilometres (000 000)	Percentage of all available tonne— kilometres
British Airways	7 926	60.00
British Caledonian Airways	1 125	8.52
Laker Airways	1 098	8.31
Britannia Airways	646	4.89
Dan-Air Services	444	3.36
Tradewinds Airways	292	2.21
British Midland Airways	278	2.10
British Airtours	274	2.07
Monarch Airlines	253	1.92
British Cargo Airlines (b) (c)	162	1.23
Air Europe	140	1.06
Air UK (d)	119	0.90
Pelican Air Transport	100	0.76
Orion Airways (e)	91	0.69
Scimitar Airlines	79	0.60
Redcoat Air Cargo	30	0.23
Transmeridian Air Cargo (c)	30	0.23
Air Bridge Carriers	28	0.21
Heavylift Cargo Airlines (f) (g)	17	0.13
British Airways Helicopters	14	0.11
Bristow Helicopters	11	0.08
British Air Ferries	11	0.08
Others (21 airlines)	42	0.32

(a) Excludes Air Taxi Operations.

(b) Formerly IAS Cargo Airlines.

(c) Ceased operations March 1980.

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

(e) Commenced operations April 1980.

(f) Formerly TAC Heavylift.

(g) Commenced operations March, 1980.

Main Output of UK Airlines(a) 1951-1979

Table 1.2

	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-scheduled services (000 000)
1951	..	355	..
1952	..	395	..
1953	..	445	..
1954	..	464	..
1955	..	575	..
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
Year ended			
October 1979	12 761	8 764	3 997
October 1980	13 231	9 699	3 532
Latest year's growth (percentages)	3.7	10.7	—11.6
Mean rates of growth (percentages) to 1979			
20 years	..	10.1	..
10 years	7.8	7.7	8.0
5 years	9.6	10.4	8.1

(a) Excludes Air Taxi Operations.

Scheduled Services by UK Airlines

Table 1.3.1

All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1978	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.0	63.0
1979	8 841.3	5 549.8	178.7	1 070.2	4 300.7	62.8	71 591.1	47 084.7	65.8
1978 1st quarter	1 746.4	987.7	39.7	229.0	719.0	56.6	13 653.2	7 788.2	57.0
2nd quarter	2 064.6	1 203.4	43.3	256.5	903.6	58.3	16 345.3	9 842.4	60.2
3rd quarter	2 263.1	1 479.9	40.9	254.9	1 184.2	65.4	18 081.1	12 941.3	71.6
4th quarter	2 020.7	1 201.0	49.4	248.1	903.4	59.4	16 090.6	9 869.6	61.3
1979 1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.1	11 938.7	64.8
3rd quarter	2 523.7	1 715.5	43.5	287.3	1 384.6	68.0	20 537.6	15 183.4	73.9
4th quarter	2 192.2	1 353.8	51.2	284.0	1 018.7	61.8	17 852.1	11 129.3	62.3
1980 1st quarter	2 116.1	1 242.8	43.1	272.1	927.5	58.7	17 227.5	10 251.0	59.5
2nd quarter	2 523.2	1 457.8	41.7	300.7	1 115.5	57.8	20 698.4	12 462.5	60.2
3rd quarter	2 803.9	1 756.5	41.4	305.3	1 409.7	62.6	23 254.6	15 791.8	67.9
1979 April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
May	796.3	464.5	15.0	95.4	355.1	58.3	6 478.1	3 897.5	60.2
June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.5	4 310.4	70.5
July	840.6	564.7	14.1	94.4	455.2	67.3	6 839.7	4 988.0	72.9
August	867.2	591.0	14.9	92.2	483.9	68.2	7 057.7	5 313.4	75.3
September	815.7	559.7	14.5	99.7	445.5	68.6	6 640.2	4 882.0	73.5
October	798.2	505.4	15.3	102.3	387.8	63.3	6 501.4	4 237.4	65.2
1980 April	771.9	444.0	13.7	94.5	335.8	62.9	6 268.2	3 739.5	59.7
May	857.7	483.7	14.0	102.3	367.4	56.4	7 053.1	4 107.4	58.2
June	893.6	530.1	14.0	103.9	412.3	59.3	7 377.1	4 615.6	62.6
July	945.6	581.9	14.3	102.2	465.3	61.5	7 882.2	5 211.8	66.1
August	958.7	613.3	13.4	100.5	499.4	64.0	7 948.9	5 616.3	70.7
September	899.6	561.3	13.7	102.6	445.0	62.4	7 423.5	4 963.7	66.9
October	862.1	523.4	15.1	116.9	391.4	60.7	7 001.1	4 381.8	62.6

Scheduled Services by UK Airlines

Table 1.3.2

International Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970		3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971		4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972		5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973		5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974		5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975		5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976		6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977		6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978		7 714.8	4 651.3	170.2	977.2	3 503.8	60.3	60 234.8	37 996.9	63.1
1979		8 424.9	5 301.2	175.5	1 060.1	4 065.8	62.9	67 223.9	44 321.0	65.9
1978	1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
	2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
	3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
	4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979	1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 923.0	8 328.1	59.8
	2nd quarter	2 160.6	1 341.3	42.8	272.4	1 026.2	62.1	17 249.1	11 191.2	64.9
	3rd quarter	2 403.0	1 637.9	42.8	284.6	1 310.6	68.2	19 270.8	14 315.8	74.3
	4th quarter	2 090.8	1 296.3	50.3	281.9	964.2	62.0	16 781.4	10 485.9	62.5
1980	1st quarter	2 016.5	1 190.8	42.4	270.5	878.0	59.1	16 171.2	9 661.0	59.7
	2nd quarter	2 404.9	1 394.9	40.6	299.0	1 055.3	58.0	19 483.4	11 742.7	60.3
	3rd quarter	2 677.5	1 684.7	40.5	303.4	1 340.8	62.9	21 965.9	14 965.3	68.1
1979	April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.7	3 507.8	64.2
	May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
	June	716.1	478.7	14.8	91.9	372.0	66.8	5 711.7	4 042.9	70.8
	July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.3	4 688.1	73.3
	August	826.4	564.9	14.7	91.3	459.0	68.4	6 631.1	5 021.1	75.7
	September	777.8	535.0	14.3	98.8	422.0	68.8	6 240.4	4 606.6	73.8
	October	760.7	482.6	15.0	101.4	366.2	63.4	6 109.8	3 983.8	65.2
1980	April	734.7	424.3	13.4	94.0	316.9	57.8	5 884.5	3 514.9	59.7
	May	817.4	463.0	13.6	101.7	347.7	56.6	6 639.6	3 870.2	58.3
	June	852.8	507.6	13.6	103.7	390.7	59.5	6 959.3	4 357.6	62.6
	July	901.9	557.1	14.0	101.6	441.5	61.8	7 434.9	4 925.9	66.3
	August	916.3	589.1	13.1	99.9	476.1	64.3	7 515.8	5 336.2	71.0
	September	859.3	538.5	13.4	101.9	423.2	42.7	7 015.2	4 703.2	67.0
	October	822.8	502.2	14.8	116.3	371.1	61.0	6 606.9	4 138.9	62.6

Scheduled Services by UK Airlines

Table 1.3.3

Domestic Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970		310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971		319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972		344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973		384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974		369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975		344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976		388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977		325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978		379.9	220.8	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1
1979		416.3	248.7	3.4	10.4	235.5	59.7	4 366.7	2 764.0	63.3
1978	1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
	2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
	3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
	4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979	1st quarter	83.6	46.2	0.9	2.7	42.8	55.3	867.7	505.3	58.2
	2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
	3rd quarter	120.5	77.6	0.9	2.7	74.3	64.3	1 266.7	867.0	68.5
	4th quarter	101.4	57.5	0.9	2.2	54.5	56.7	1 070.7	643.5	60.1
1980	1st quarter	99.7	52.0	0.9	1.7	49.5	52.2	1 056.3	590.0	55.9
	2nd quarter	118.3	63.0	0.9	1.8	60.0	53.3	1 215.0	719.9	59.3
	3rd quarter	126.6	71.8	0.9	1.8	69.0	56.7	1 288.7	826.2	64.1
1979	April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
	May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
	June	38.0	24.0	0.2	0.9	22.8	63.1	398.9	267.5	67.1
	July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1
	August	40.8	26.1	0.3	0.9	25.0	64.1	426.6	292.4	68.5
	September	37.9	24.7	0.3	0.9	23.6	65.1	399.8	275.4	68.9
	October	37.5	22.8	0.3	1.0	21.6	60.8	391.6	253.6	64.8
1980	April	37.2	19.7	0.3	0.5	18.8	52.8	383.7	224.6	58.5
	May	40.3	20.7	0.3	0.6	19.7	51.4	413.5	237.2	57.4
	June	40.8	22.6	0.3	0.7	21.5	54.8	417.8	258.1	62.2
	July	43.8	24.8	0.3	0.6	23.9	56.7	447.3	285.8	63.9
	August	42.4	24.3	0.3	0.6	23.3	57.2	433.1	280.0	64.7
	September	40.4	22.7	0.3	0.6	21.8	56.3	408.3	260.4	63.8
	October	39.3	21.3	0.4	0.6	20.3	54.2	394.2	242.9	61.6

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

Table 1.4.1

By Main Type of Service		(b)		(c)					
		Total	Inclusive Tours	fare and advance booking	Other separate	Other charters	Other charters	Other charters	Other charters
		Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1970		1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971		2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972		2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973		3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974		2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975		2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976		3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977		3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978		3 875.8	32.4	1 234.7	10.3	616.2	5.1	2 025.1	16.9
1979		3 907.9	30.7	1 546.2	12.1	352.3	2.8	2 009.4	15.8
1978	1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
	2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
	3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
	4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979	1st quarter	777.8	29.5	244.1	9.3	51.2	1.9	482.6	18.3
	2nd quarter	1 053.9	31.7	429.9	12.9	94.4	2.8	529.4	15.9
	3rd quarter	1 187.0	32.0	543.6	14.7	153.6	4.1	489.7	13.2
	4th quarter	889.4	28.9	328.6	10.7	53.1	1.7	507.6	16.5
1980	1st quarter	697.1	24.8	287.2	10.2	29.9	1.1	380.0	13.5
	2nd quarter	923.1	26.8	523.5	15.2	110.6	3.2	288.9	8.4
	3rd quarter	1 082.5	27.8	662.4	17.0	140.7	3.6	279.4	7.2
1979	April	311.3	30.2	114.7	11.1	28.7	2.8	167.9	16.3
	May	375.1	32.0	150.3	12.8	33.3	2.8	191.5	16.3
	June	367.5	32.8	164.9	14.7	32.4	2.9	170.2	15.2
	July	414.6	33.0	184.9	14.7	57.0	4.5	172.7	13.8
	August	395.0	31.3	186.6	14.8	49.2	3.9	159.2	12.6
	September	377.4	31.6	172.1	14.4	47.4	4.0	157.9	13.2
	October	367.2	31.5	149.3	12.8	37.0	3.2	180.9	15.5
1980	April	262.8	20.3	132.4	10.2	27.4	2.1	102.9	8.0
	May	325.9	27.5	183.6	15.5	42.4	3.6	99.9	8.4
	June	334.4	27.2	207.5	16.9	40.8	3.3	86.1	7.0
	July	364.7	27.8	225.8	17.2	47.7	3.6	91.2	7.0
	August	368.9	27.8	225.1	17.0	48.6	3.7	95.3	7.2
	September	348.9	27.9	211.5	16.9	44.4	3.6	92.9	7.4
	October	306.8	26.2	170.9	14.6	34.0	2.9	102.0	8.7

(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.T

Inclusive Tours performed on Class 3 licences only

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft - km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970		8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971		11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972		13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973		15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974		11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975		11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976		13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977		12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978		14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979		17 630.7	14 919.8	84.6	8 743.1	80 433	130 782	1 626	1 706
1978	1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
	2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
	3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
	4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979	1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
	2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 587	36 267	1 606	1 674
	3rd quarter	6 160.3	5 486.0	89.1	3 241.3	28 045	45 225	1 613	1 693
	4th quarter	3 730.3	3 009.3	80.7	1 660.6	16 072	27 782	1 729	1 812
1980	1st quarter	3 264.2	2 658.5	81.4	1 561.0	14 772	24 224	1 640	1 703
	2nd quarter	5 859.3	4 719.8	80.6	2 713.2	25 205	42 481	1 685	1 740
	3rd quarter	7 417.4	6 703.7	90.4	3 793.5	31 173	53 029	1 701	1 767
1979	April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 566	1 641
	May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
	June	1 881.5	1 551.3	82.5	928.0	8 601	13 801	1 605	1 672
	July	2 049.4	1 747.4	85.3	1 031.5	9 245	15 010	1 624	1 694
	August	2 159.6	1 932.6	89.5	1 137.3	9 721	15 708	1 616	1 699
	September	1 951.3	1 806.0	92.5	1 072.5	9 079	14 507	1 598	1 684
	October	1 689.0	1 426.2	84.4	798.3	7 313	12 457	1 703	1 787
1980	April	1 481.7	1 229.4	83.0	702.6	6 549	10 966	1 674	1 750
	May	2 056.4	1 601.9	77.9	925.7	8 791	14 795	1 683	1 730
	June	2 321.2	1 888.5	81.4	1 084.9	9 865	16 720	1 695	1 741
	July	2 526.4	2 155.7	85.3	1 224.4	10 666	18 132	1 700	1 761
	August	2 521.7	2 357.9	93.5	1 348.6	10 727	18 051	1 683	1 748
	September	2 369.3	2 190.1	92.4	1 220.5	9 780	16 846	1 722	1 794
	October	1 903.6	1 587.6	83.4	857.3	7 657	13 494	1 762	1 852

Non-scheduled Passenger Services by UK Airlines

Table 1.4.3

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978	6 312.2	5 068.3	80.3	1 534.8	15 143	33 212	2 193	3 302
1979	3 732.5	2 871.9	76.9	1 068.5	10 935	20 787	1 901	2 688
1978 1st quarter	1 069.1	854.7	79.9	236.9	2 380	5 737	2 411	3 608
2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979 1st quarter	555.2	424.1	76.4	154.3	1 783	3 630	2 036	2 749
2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 613
3rd quarter	1 593.5	1 277.3	80.2	468.0	4 148	7 925	1 910	2 729
4th quarter	569.0	386.2	67.9	146.1	1 581	3 141	1 987	2 643
1980 1st quarter	340.2	269.3	79.2	130.9	1 570	2 657	1 692	2 057
2nd quarter	1 181.7	874.2	74.0	319.3	3 738	6 439	1 723	2 738
3rd quarter	1 516.1	1 269.8	83.7	468.7	5 125	8 688	1 695	2 709
1979 April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
June	357.9	271.3	75.8	109.3	1 307	2 340	1 790	2 482
July	583.6	462.5	79.2	166.9	1 589	3 014	1 897	2 771
August	515.4	421.8	81.8	163.0	1 384	2 527	1 826	2 588
September	494.5	393.0	79.5	138.1	1 175	2 384	2 029	2 846
October	384.7	249.5	64.9	78.1	793	1 768	2 230	3 195
1980 April	296.4	213.2	71.9	85.2	1 042	1 727	1 657	2 502
May	448.7	335.5	74.8	109.7	1 283	2 295	1 789	3 058
June	436.6	325.5	74.6	124.4	1 413	2 417	1 711	2 617
July	513.3	410.9	80.1	162.1	1 714	2 908	1 696	2 535
August	524.2	455.9	87.0	183.1	1 865	3 042	1 631	2 490
September	478.6	403.0	84.2	123.5	1 546	2 738	1 771	3 263
October	365.3	284.0	77.7	102.3	1 040	2 042	1 963	2 776

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

(b) Advance Booking Charters commenced in April 1973.

2 All Scheduled Services October 1980

Table 1.5.1

Airline Name	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	22 204	17 259	35 408	1 385 432	5 435 128	3 367 494	62.0	16 780	641 865	390 914	14 096	71 908	304 910	60.9
British Airways Helicopters	17	286	96	6 383	516	389	75.5	11	43	33	—	1	32	76.6
British Caledonian Airways	4 120	3 611	6 531	169 511	719 502	391 924	54.5	3 074	98 007	55 234	663	18 133	36 438	56.4
Air Ecosse	86	411	284	2 565	1 219	529	43.4	18	101	46	2	1	43	45.5
Air UK	1 571	5 237	5 461	102 993	66 518	31 825	47.8	684	6 475	2 936	13	214	2 709	45.3
Aurigny Air Services	106	1 897	519	19 072	1 629	1 011	62.1	93	146	86	1	5	81	59.0
British Midland Airways	822	2 612	2 612	100 966	62 403	35 121	56.3	202	5 423	2 812	5	68	2 740	51.9
Brymon Airways	209	958	957	8 780	5 144	2 181	42.4	—	472	179	—	—	179	37.9
Burnthills Aviation	6	43	32	83	19	9	48.3	—	2	1	—	—	1	48.1
Cabair	16	46	59	187	163	66	40.7	—	15	5	—	—	5	33.6
Dan-Air Services	600	1 874	1 853	51 134	39 203	20 987	53.5	92	3 328	1 835	—	54	1 781	55.1
Express Air Services CI	47	125	163	4 264	2 552	1 699	66.6	—	228	136	—	—	136	59.6
Guernsey Airlines	16	37	53	1 315	909	577	63.5	—	91	46	—	—	46	50.9
Haywards Aviation	6	26	27	83	47	19	39.9	—	5	2	—	—	2	33.2
Jersey European Airways	97	563	384	3 471	1 476	593	40.1	—	104	47	—	—	47	45.4
Laker Airways	1 926	272	2 405	74 102	661 576	525 663	79.5	669	67 113	46 450	36	4 360	42 054	69.2
Loganair	203	1 646	980	11 650	3 126	1 839	59.6	—	284	168	—	—	168	59.6
Skyways Aviation	9	42	45	788	334	203	60.9	60	51	23	—	7	16	44.6
TOTAL Passenger Services	32 061	36 914	57 866	1 942 779	7 001 464	4 382 129	62.6	21 682	823 752	500 951	14 814	94 749	391 388	60.8
Cargo Services														
British Airways	1 015	455	1 396					3 810	33 729	20 345	162	20 183	—	60.3
British Caledonian Airways	147	125	288					864	4 280	1 988	147	1 841	—	46.5
Air Continental	49	62	162					17	29	13	—	13	—	44.6
Air UK	54	214	208					638	249	132	10	122	—	54.0
British Midland Airways	6	23	23					57	73	15	2	13	—	20.7
Skyways Aviation	13	49	53					83	49	22	—	22	—	45.4
TOTAL Cargo Services	1 284	928	2 129					5 468	38 409	22 515	321	22 194	—	58.6
GRAND TOTAL	23 345	37 842	59 995	1 942 779	7 001 464	4 382 129	62.6	27 150	862 161	523 466	16 135	116 943	391 388	60.7

International Scheduled Services October 1980

Table 1.5.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	20 080	12 004	30 062	1 047 150	5 200 700	3 217 231	61.9	15 713	617 947	377 705	13 951	71 609	292 145	61.1
British Caledonian Airways	3 665	2 028	5 332	107 594	678 775	367 546	54.1	2 899	93 773	53 167	633	18 076	34 458	56.7
Air UK	887	2 108	2 775	40 375	37 071	16 306	44.0	387	3 665	1 548	—	162	1 386	42.3
Aurigny Air Services	106	1 897	519	19 072	1 629	1 011	62.1	93	146	86	1	5	81	59.0
British Midland Airways	91	215	271	5 958	6 708	2 551	38.0	30	579	212	—	13	199	36.5
Brymon Airways	25	119	113	515	502	129	25.7	—	43	11	—	—	11	24.8
Cabair	16	46	59	187	163	66	40.7	—	15	5	—	—	5	33.6
Dan-Air Services	272	639	759	13 519	18 186	7 819	43.0	44	1 543	692	—	28	664	44.8
Express Air Services CI	3	5	10	115	166	69	41.8	—	15	6	—	—	6	37.4
Jersey European Airways	86	511	332	2 984	1 274	487	38.2	—	91	39	—	—	39	42.9
Laker Airways	1 926	272	2 405	74 102	661 576	525 663	79.5	669	67 113	46 450	36	4 360	42 054	69.2
Skyways Aviation	5	28	31	280	126	52	41.7	59	28	11	—	7	4	38.9
TOTAL Passenger Services	27 142	19 872	42 669	1 311 851	6 606 875	4 138 931	62.6	19 893	784 957	479 931	14 620	94 260	371 051	61.1
Cargo Services														
British Airways	1 015	455	1 396	—	—	—	—	3 809	33 729	20 345	162	20 183	—	60.3
British Caledonian Airways	122	81	236	—	—	—	—	590	4 084	1 841	1	1 841	—	45.1
Air Continental	49	62	162	—	—	—	—	17	29	13	—	13	—	44.6
Air UK	4	8	13	—	—	—	—	14	18	7	—	7	—	38.9
Skyways Aviation	12	47	50	—	—	—	—	76	44	19	—	19	—	43.0
TOTAL Cargo Services	1 202	653	1 856	—	—	—	—	4 505	37 904	22 225	162	22 063	—	58.6
GRAND TOTAL	28 344	20 525	44 525	1 311 851	6 606 875	4 138 931	62.6	24 398	822 861	502 157	14 782	116 322	371 051	61.0

Domestic Scheduled Services October 1980

Table 1.5.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	2 124	5 255	5 346	338 282	234 428	150 263	64.1	1 067	23 918	13 209	145	299	12 766	55.2
B A Helicopters	17	286	96	6 383	516	389	75.5	11	43	33	—	1	32	76.6
British Caledonian Airways	455	1 583	1 198	61 917	40 728	24 379	59.9	175	4 235	2 067	30	56	1 980	48.8
Air Ecosse	86	411	284	2 565	1 219	529	43.4	18	101	46	2	1	43	45.5
Air UK	704	3 129	2 685	62 618	29 447	15 519	52.7	297	2 810	1 387	13	52	1 323	49.4
British Midland Airways	731	2 366	2 341	95 008	55 695	32 570	58.6	172	4 844	2 600	5	55	2 541	53.7
Brymon Airways	184	839	844	8 265	4 642	2 052	44.2	—	430	168	—	—	168	39.2
Burnthills Aviation	5	43	32	83	19	9	48.3	—	2	1	—	—	1	48.1
Dan-Air Services	328	1 235	1 094	37 615	21 017	13 168	62.7	48	1 784	1 143	—	25	1 117	64.0
Express Air Services CI	44	120	152	4 149	2 386	1 630	68.3	—	213	131	—	—	131	61.5
Guernsey Airlines	16	37	53	1 315	909	577	63.5	—	91	46	—	—	46	50.9
Haywards Aviation	6	26	27	83	47	19	39.9	—	5	2	—	—	2	33.2
Jersey European Airways	11	52	52	487	202	105	52.0	—	14	8	—	—	8	62.3
Loganair	203	1 646	980	11 650	3 126	1 839	59.6	—	284	168	—	—	168	59.6
Skyways Aviation	4	14	15	508	208	151	72.6	1	23	12	—	—	11	51.7
TOTAL Passenger Services	4 919	17 042	15 198	630 928	394 589	242 913	61.6	1 788	38 794	21 020	194	490	20 336	54.2
Cargo Services														
British Caledonian Airways	25	44	52	—	—	—	—	274	195	147	147	—	—	75.1
Air UK	50	206	195	—	—	—	—	624	231	125	10	115	—	54.0
British Midland Airways	6	23	23	—	—	—	—	57	73	15	2	13	—	20.7
Skyways Aviation	1	2	3	—	—	—	—	7	5	4	—	4	—	64.8
TOTAL Cargo Services	83	275	273	—	—	—	—	964	505	290	159	131	—	57.5
GRAND TOTAL	5 002	17 317	15 471	630 928	394 589	242 913	61.6	2 752	39 299	21 310	353	621	20 336	54.2

All Non-scheduled Services October 1980^(a)

Table 1.6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) (c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	143	53	427	6 805	30 081	20 991	69.8	95	3 359	2 154	6	148	2 000	64.1
British Airtours	1 841	863	2 794	94 717	301 131	224 715	74.6	—	27 618	19 050	—	—	19 050	69.0
B A Helicopters	576	3 968	2 857	42 695	11 393	6 505	57.1	374	1 226	573	—	53	520	46.7
British Caledonian Airways	559	395	937	31 064	50 393	40 279	79.9	587	8 623	6 490	—	3 025	3 464	75.3
Air Europe	1 111	565	1 745	64 354	144 452	126 507	87.6	2	13 667	10 125	4	—	10 121	74.1
Air UK	359	332	669	19 557	29 916	25 137	84.0	11	3 238	2 176	1	39	2 137	67.2
Air-Bridge Carriers	172	284	444	—	—	—	—	1 494	2 850	1 169	6	1 163	—	41.0
Alderney Air Ferries	16	129	79	677	144	87	60.5	—	12	7	—	—	7	59.7
Alldair	63	184	225	5 688	3 797	1 949	51.3	—	380	169	—	13	166	44.4
B.E.A.S.	129	6 328	858	42 434	1 419	865	61.0	98	129	80	—	2	78	61.4
Bristow Helicopters	655	4 191	3 851	37 220	11 316	6 386	56.4	255	659	426	—	34	392	64.6
Britannia Airways	5 036	2 689	7 943	301 765	657 785	566 546	86.1	—	56 147	48 250	—	90	48 160	85.9
British Air Ferries	380	820	1 233	886	16 492	7 046	42.7	227	1 685	677	45	69	563	40.2
British Caledonian Helicopters	3	31	16	150	45	19	42.2	10	7	3	—	1	2	42.9
British Midland Airways	507	166	718	386	43 950	23 915	54.4	—	15 416	6 990	—	5 126	1 865	45.3
Dan-Air Services	3 647	3 269	6 893	237 584	432 650	354 313	81.9	545	34 903	28 523	129	20	28 375	81.7
Express Air Services CI	89	365	358	1 441	1 949	1 546	79.3	977	444	342	42	177	124	77.1
General Aviation Services	23	62	104	—	—	—	—	7	80	43	5	39	—	54.0
Guernsey Airlines	22	43	69	1 175	1 290	975	75.5	—	129	78	—	—	78	60.4
Heavylift Cargo Airlines	65	37	179	—	—	—	—	239	2 231	676	—	676	—	30.3
Invicta International Airlines	20	18	43	—	—	—	—	88	339	159	—	159	—	46.8
Jersey European Airways	2	20	7	156	35	25	71.7	—	3	2	—	—	2	71.3
Laker Airways	2 218	873	3 194	117 472	586 670	448 761	76.5	—	57 798	36 915	—	123	36 792	62.1
Loganair	249	781	1 096	7 214	3 622	2 492	68.8	24	345	236	—	9	229	68.4
Management Aviation	100	1 763	483	4 220	645	254	39.4	33	57	23	—	3	20	40.4
Monarch Airlines	1 235	681	1 870	70 482	189 868	149 397	78.7	—	18 542	13 518	—	—	13 518	72.9
North Scottish Helicopters	380	5 281	1 852	13 383	3 036	1 713	56.4	—	252	145	—	—	145	57.5
Orion Airways	1 113	623	1 762	67 700	144 321	124 431	86.2	—	13 692	9 944	—	—	9 944	72.6
Pelican Air Transport	291	96	399	—	—	—	—	1 367	11 355	7 117	—	7 117	—	62.7
Redcoat Air Cargo	162	58	325	—	—	—	—	385	3 698	1 916	—	1 916	—	51.8
Scimitar Airlines	126	36	172	—	—	—	—	—	4 763	2 906	—	2 906	—	61.1
Skyways Aviation	26	79	95	—	—	—	—	127	138	70	29	40	—	51.0
Southern Int-Air Transport	22	42	102	—	—	—	—	—	171	73	—	73	—	42.6
Tradewinds Airways	529	208	747	—	—	—	—	2 401	22 219	13 049	—	13 049	—	58.7
TOTAL	21 870	35 333	44 549	1 169 225	2 666 400	2 134 856	80.1	9 352	306 162	213 072	266	36 067	176 741	69.6
Class 5 Licence TOTAL	52	28	79	2 946	6 754	5 467	80.9	N/A	574	464	—	—	464	80.8
TOTAL excludes 5 Licence	21 818	35 305	44 470	1 166 279	2 659 646	2 129 389	80.1	9 352	305 588	212 608	266	36 067	176 277	69.6

(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.

91 International Non-Scheduled Services October 1980^(a)

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) (c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	142	49	423	6 735	29 998	20 971	69.9	95	3 353	2 152	6	148	1 998	64.2
British Airtours	1 838	856	2 786	94 476	300 679	224 558	74.7	—	27 576	19 037	—	—	19 037	69.0
British Airways Helicopters	573	3 932	2 841	42 666	11 328	6 502	57.4	332	1 219	572	—	52	520	46.9
British Caledonian Airways	559	395	937	31 064	50 393	40 279	79.9	587	8 623	6 490	—	3 025	3 464	75.3
Air Europe	1 111	585	1 745	64 354	144 452	128 507	87.8	2	13 667	10 125	4	—	10 121	74.1
Air UK	356	322	659	19 181	29 749	25 003	84.0	4	3 219	2 163	1	36	2 126	67.2
Air-Bridge Carriers	109	99	243	—	—	—	—	592	1 901	792	—	792	—	41.6
Alderney Air Ferries	—	4	2	14	4	1	38.9	—	—	—	—	—	—	31.3
Alidair	4	4	13	202	259	217	83.8	—	26	17	—	—	17	67.1
B.E.A.S.	129	6 328	858	42 434	1 419	865	61.0	98	129	80	—	2	78	62.0
Bristow Helicopters	655	4 191	3 851	37 220	11 316	6 388	56.4	255	659	426	—	34	392	64.9
Britannia Airways	5 036	2 689	7 943	301 765	657 785	566 546	86.1	—	56 147	48 250	—	90	48 160	85.9
British Air Ferries	350	707	1 125	243	16 107	6 810	42.3	49	1 536	614	—	69	545	39.9
British Caledonian Helicopters	3	31	16	150	45	19	42.2	10	7	3	—	1	2	42.9
British Midland Airways	507	165	716	386	43 895	23 863	54.5	—	15 412	6 986	—	5 126	1 861	45.3
Dan-Air Services	3 192	2 056	5 257	206 728	414 895	341 562	82.3	1	33 180	27 282	—	2	27 291	82.3
Express Air Services CI	8	16	26	572	498	388	78.1	—	43	31	—	—	31	73.0
General Aviation Services	23	60	103	—	—	—	—	7	79	43	5	39	—	54.6
Guernsey Airlines	15	24	46	1 175	888	690	77.7	—	89	55	—	—	55	62.2
Heavylift Cargo Airlines	65	37	179	—	—	—	—	239	2 231	676	—	676	—	30.3
Invicta International Airlines	20	18	43	—	—	—	—	88	339	159	—	159	—	46.8
Laker Airways	2 218	873	3 194	117 472	586 670	448 761	76.5	—	57 798	35 915	—	123	35 792	62.1
Loganair	16	38	68	906	288	190	66.0	—	26	17	—	—	17	65.4
Management Aviation	100	1 763	483	4 220	645	254	39.4	33	57	23	—	3	20	40.4
Monach Airlines	1 235	681	1 870	70 482	189 868	149 397	78.7	—	18 542	13 518	—	—	13 518	72.9
North Scottish Helicopters	380	5 281	1 852	13 383	3 036	1 713	56.4	—	252	145	—	—	145	57.5
Orion Airways	1 113	623	1 762	67 700	144 321	124 431	86.2	—	13 692	9 944	—	—	9 944	72.6
Pelican Air Transport	291	96	399	—	—	—	—	1 367	11 355	7 117	—	7 117	—	62.7
Redcoat Air Cargo	162	58	325	—	—	—	—	385	3 698	1 916	—	1 916	—	51.8
Scimitar Airlines	126	36	172	—	—	—	—	—	4 753	2 906	—	2 906	—	61.1
Skyways Aviation	16	46	59	—	—	—	—	20	84	40	—	40	—	48.0
Tradewinds Airways	529	208	747	—	—	—	—	2 401	22 219	13 049	—	13 049	—	58.7
TOTAL	20 883	32 251	40 744	1 123 527	2 638 536	2 115 914	80.2	6 572	301 912	210 551	15	35 402	175 134	69.7
Class 5 Licence TOTAL	52	28	79	2 946	6 754	5 467	80.9	N/A	574	464	—	—	464	80.8
TOTAL excludes 5 Licence	20 831	32 223	40 664	1 120 581	2 631 782	2 110 447	80.2	6 572	301 338	210 087	15	35 402	174 670	69.7

(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 October 1980 ^(a)

Table 1.6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) (c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	1	4	4	70	83	20	24.3	—	6	2	—	—	2	30.4
British Airtours	3	7	8	241	452	157	34.7	—	42	13	—	—	13	31.1
BA Helicopters	3	36	16	30	65	3	4.6	42	7	1	—	1	—	14.3
Air UK	3	10	10	376	168	134	80.1	6	19	14	—	3	11	73.1
Air Bridge Carriers	63	185	201	—	—	—	—	901	948	377	6	372	—	39.8
Alderney Air Ferries	16	125	77	663	141	86	61.1	—	11	7	—	—	7	60.5
Alidair	69	180	213	5 486	3 537	1 732	49.0	—	354	151	—	13	139	42.8
British Air Ferries	30	113	108	643	384	236	61.5	177	149	63	45	—	18	42.7
British Midland Airways	1	1	2	—	55	52	94.5	—	4	4	—	—	4	94.7
Dan-Air Services	455	1 213	1 637	30 856	17 755	12 751	71.8	544	1 723	1 231	129	19	1 084	71.5
Express Air Services CI	80	349	333	869	1 452	1 158	79.8	977	401	311	42	177	93	77.5
General Aviation Services	—	2	1	—	—	—	—	—	1	—	—	—	—	—
Guernsey Airlines	7	19	23	—	402	285	70.8	—	40	23	—	—	23	56.6
Jersey European Airways	2	20	7	156	35	25	71.7	—	3	2	—	—	2	71.3
Loganair	233	743	1 028	6 308	3 334	2 302	69.1	24	319	219	—	9	210	67.8
Skyways Aviation	10	33	36	—	—	—	—	106	52	29	29	—	—	55.9
Southern Int-Air Transport	22	42	102	—	—	—	—	—	171	73	—	73	—	42.6
TOTAL	987	3 082	3 806	45 698	27 863	18 942	68.0	2 780	4 251	2 521	251	665	1 605	59.3
Class 5 Licence TOTAL	—	—	—	—	—	—	—	N/A	—	—	—	—	—	—
TOTAL Excludes 5 Licence	987	3 082	3 806	45 698	27 863	18 942	68.0	2 780	4 251	2 521	251	665	1 605	59.3

(a) Excludes Air Taxi operations.

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

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

All Class 2 Licence Operations October 1980

Table 1.7.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Others			
British Airways	4	4	7	—	43	—	133	75	55.9
British Caledonian Airways	12	18	25	—	—	1 729	1 311	1 090	83.2
Air UK	12	14	21	—	158	887	1 069	920	86.1
Alderney Air Ferries	—	2	1	—	—	18	2	2	100.0
Alidair	1	2	4	—	—	103	63	54	85.8
Britannia Airways	603	301	967	—	32 125	—	78 406	64 668	82.5
Dan-Air Services	432	234	685	—	3 681	21 049	61 093	50 638	82.9
Laker Airways	645	305	985	10 724	—	12 198	141 336	93 210	65.9
TOTAL	1 708	880	2 694	10 724	36 007	35 984	283 414	210 658	74.3

	Cargo and mail uplifted tonnes	Tonne—km Available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
British Airways	—	14	8	—	—	8	53.2
British Caledonian Airways	—	123	94	—	—	94	76.2
Air UK	—	96	78	—	—	78	81.3
Alderney Air Ferries	—	—	—	—	—	—	100.0
Alidair	—	6	4	—	—	4	69.2
Britannia Airways	—	6 668	5 497	—	—	5 497	82.4
Dan-Air Services	—	4 887	4 051	—	—	4 051	82.9
Laker Airways	—	14 013	7 456	—	—	7 456	53.2
TOTAL	—	25 807	17 188	—	—	17 188	66.6

International Class 2 Licence Operations October 1980

Table 1.7.2

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Others			
British Airways	4	4	7	—	43	—	133	75	55.9
British Caledonian Airways	12	18	25	—	—	1 729	1 311	1 090	83.2
Air UK	12	14	21	—	158	887	1 069	920	86.1
Britannia Airways	603	301	967	—	32 125	—	78 406	64 668	82.5
Dan-Air Services	432	234	685	—	3 681	21 049	61 093	50 638	82.9
Laker Airways	645	305	985	10 724	—	12 198	141 336	93 210	65.9
TOTAL	1 707	876	2 689	10 724	36 007	35 863	283 349	210 602	74.3

	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
British Airways	—	14	8	—	—	8	53.2
British Caledonian Airways	—	123	94	—	—	94	76.2
Air UK	—	96	78	—	—	78	81.3
Britannia Airways	—	6 668	5 497	—	—	5 497	82.4
Dan-Air Services	—	4 887	4 051	—	—	4 051	82.9
Laker Airways	—	14 013	7 456	—	—	7 456	53.2
TOTAL	—	25 801	17 183	—	—	17 183	66.6

Domestic Class 2 Licence Operations October 1980

Table 1.7.3

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Others			
Alderney Air Ferries	—	2	1	—	—	18	2	2	100.0
Alidair	1	2	4	—	—	103	63	54	85.8
TOTAL	1	4	5	—	—	121	66	57	86.3

	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
Alderney Air Ferries	—	—	—	—	—	—	100.0
Alidair	—	6	4	—	—	4	60.9
TOTAL	—	7	5	—	—	5	70.2

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

Table 1.8

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km Available (000)	Used (000)	As percentage of available	Cargo and Mail uplifted Tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	No. of other IT passengers uplifted Class 4
International Services															
British Airways	21	13	33	707	1 703	1 111	65.3	—	154	98	—	—	98	63.6	—
British Airtours	1 569	763	2 409	93 079	249 912	192 673	77.1	—	22 956	16 294	—	—	16 294	71.0	1 349
British Caledonian Airways	390	303	679	28 019	44 475	37 319	83.9	—	4 148	3 209	—	—	3 209	77.4	459
Air Europe	1 111	565	1 745	64 354	144 452	126 507	87.6	2	13 667	10 125	4	—	10 121	74.1	—
Air UK	308	230	526	17 270	27 391	22 952	83.8	—	2 924	1 952	—	—	1 952	66.8	—
Britannia Airways	4 305	2 250	6 763	255 926	564 570	489 879	86.8	—	48 011	41 644	—	—	41 644	86.7	—
British Midland Airways	5	3	8	239	400	372	93.2	—	37	29	—	—	29	79.1	—
Dan-Air Services	2 658	1 724	4 346	176 795	343 127	283 251	82.5	—	27 430	22 622	—	—	22 622	82.5	598
Express Air Services CI	7	12	21	484	417	333	79.9	—	36	27	—	—	27	74.6	—
Guernsey Airlines	15	24	46	1 175	888	690	77.7	—	89	55	—	—	55	62.2	—
Laker Airways	961	471	1 406	86 088	225 173	184 314	81.9	—	22 416	14 638	—	—	14 638	65.3	7 326
Monarch Airlines	999	537	1 499	62 505	155 270	122 637	79.0	—	15 164	11 102	—	—	11 102	73.2	7 561
Orion Airways	1 113	623	1 762	67 700	144 321	124 431	86.2	—	13 692	9 944	—	—	9 944	72.6	—
TOTAL International Services	13 461	7 518	21 244	854 341	1 902 098	1 586 471	83.4	2	170 722	131 738	4	—	131 734	77.2	17 293
Domestic Services															
Alderney Air Ferries	10	86	52	500	94	61	64.6	—	7	5	—	—	5	66.4	40
Alidair	7	22	24	1 108	396	353	89.3	—	40	28	—	—	28	71.5	—
British Air Ferries	6	16	20	569	265	196	74.3	—	24	16	—	—	16	65.1	—
Express Air Services CI	11	15	28	772	779	555	71.3	—	64	44	—	—	44	69.5	—
TOTAL Domestic Services	33	139	124	2 949	1 533	1 166	76.0	—	135	93	—	—	93	69.1	40
GRAND TOTAL	13 494	7 657	21 368	857 290	1 903 631	1 587 637	83.4	2	170 857	131 831	4	—	131 827	77.2	17 333

All Class 4 Licence Operations October 1980

Table 1.9.1

	Aircraft —km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted				Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	IT	Other				
British Airtours	12	9	20	—	—	1 349	48	2 342	1 919	82.0	
British Caledonian Airways	7	5	13	—	—	459	2	777	628	80.9	
Alderney Air Ferries	2	17	10	—	—	40	26	19	8	43.1	
Dan-Air Services	18	10	27	—	596	598	—	2 354	2 093	88.9	
Laker Airways	181	26	229	1 136	—	7 326	—	62 476	58 938	94.3	
Monarch Airlines	114	93	205	—	—	7 561	416	13 943	9 737	69.8	
TOTAL	334	160	503	1 136	596	17 333	492	81 911	73 323	89.5	

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	—	213	167	—	—	167	78.1
British Caledonian Airways	—	73	54	—	—	54	74.0
Alderney Air Ferries	—	2	1	—	—	1	41.3
Dan-Air Services	—	188	167	—	—	167	88.9
Laker Airways	—	6 338	4 715	—	—	4 715	74.4
Monarch Airlines	—	1 370	877	—	—	877	64.0
TOTAL	—	8 183	5 980	—	—	5 980	73.1

International Class 4 Licence Operations October 1980

Table 1.9.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km		As
				ABC	Affinity	IT	Other	Available (000)	Used (000)	percentage of available
British Airtours	12	9	20	—	—	1 349	48	2 342	1 919	82.0
British Caledonian Airways	7	5	13	—	—	459	2	777	628	80.9
Dan-Air Services	18	10	27	—	596	598	—	2 354	2 093	88.9
Laker Airways	181	26	229	1 136	—	7 326	—	62 476	58 938	94.3
Monarch Airlines	114	93	205	—	—	7 561	416	13 943	9 737	69.8
TOTAL	332	143	493	1 136	596	17 293	466	81 892	73 315	89.5

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As
			Total (000)	Mail (000)	Cargo (000)	Passengers (000)	percentage of available
British Airtours	—	213	167	—	—	167	78.1
British Caledonian Airways	—	73	54	—	—	54	74.0
Dan-Air Services	—	188	167	—	—	167	88.9
Laker Airways	—	6 338	4 715	—	—	4 715	74.4
Monarch Airlines	—	1 370	877	—	—	877	64.0
TOTAL	—	8 182	5 979	—	—	5 979	73.1

Domestic Class 4 Licence Operations October 1980

Table 1.9.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Available (000)	Seat-km Used (000)	As percentage of available
				ABC	Affinity	IT	Other			
Alderney Air Ferries	2	17	10	—	—	40	26	19	8	43.1
TOTAL	2	17	10	—	—	40	26	19	8	43.1

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Passengers (000)	As percentage of available
			Total (000)	Mail (000)	Cargo (000)		
Alderney Air Ferries	—	2	1	—	—	1	41.3
TOTAL	—	2	1	—	—	1	41.3

All Class 6 Licence Operations October 1980

Table 1.10.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used		As percentage of available
							Mail (000)	Cargo (000)	
British Caledonian Airways	84	30	120	409	2 764	2 432	—	2 432	88.0
Air-Bridge Carriers	143	243	375	1 494	2 365	1 004	4	999	42.5
British Air Ferries	8	28	29	50	47	15	—	14	30.7
Express Air Services CI	42	204	188	743	213	177	—	176	82.8
Heavylift Cargo Airlines	65	37	179	239	2 231	676	—	676	30.3
Invicta International Airlines	20	18	43	88	339	159	—	158	46.8
Pelican Air Transport	291	96	399	1 367	11 355	7 117	—	7 116	62.7
Redcoat Air Cargo	162	58	325	385	3 698	1 916	—	1 915	51.8
Skyways Aviation	13	44	49	126	65	34	29	5	52.5
Tradewinds Airways	504	194	709	2 402	21 153	12 759	—	12 759	60.3
TOTAL	1 331	952	2 416	7 303	44 231	26 288	33	26 254	59.4

International Class 6 Licence Operations October 1980

Table 1.10.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used		As percentage of available
							Mail (000)	Cargo (000)	
British Caledonian Airways	84	30	120	409	2 764	2 432	—	2 432	88.0
Air-Bridge Carriers	86	81	195	592	1 489	640	—	639	42.9
British Air Ferries	8	28	29	50	47	15	—	14	30.7
Heavylift Cargo Airlines	65	37	179	239	2 231	676	—	676	30.3
Invicta International Airlines	20	18	43	88	339	159	—	158	46.8
Pelican Air Transport	291	96	399	1 367	11 355	7 117	—	7 116	62.7
Redcoat Air Cargo	162	58	325	385	3 698	1 916	—	1 915	51.8
Skyways Aviation	3	11	13	19	13	5	—	5	38.8
Tradewinds Airways	504	194	709	2 402	21 153	12 759	—	12 759	60.3
TOTAL	1 223	553	2 012	5 552	43 090	25 718	—	25 717	59.7

Domestic Class 6 Licence Operations October 1980

Table 1.10.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used		As percentage of available
							Mail (000)	Cargo (000)	
Air-Bridge Carriers	57	162	180	902	876	365	4	360	41.6
Express Air Services CI	42	204	188	743	213	177	—	176	82.8
Skyways Aviation	10	33	36	107	52	29	29	—	55.9
TOTAL	109	399	404	1 752	1 142	570	33	537	50.0

All Class 7 Licence Operations October 1980

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	4	7	9	249	272	169	62.1	10	45	22	—	8	14		48.3
B A Helicopters	576	3 968	2 857	42 695	11 393	6 505	57.1	375	1 226	573	—	53	520		46.7
British Caledonian Airways	12	9	16	127	1 742	197	11.3	—	157	18	—	—	18		11.3
B.E.A.S.	129	6 328	858	42 434	1 419	865	61.0	98	129	80	—	2	78		62.0
Bristow Helicopters	655	4 191	3 851	37 220	11 316	6 386	56.4	255	659	426	—	34	392		64.6
British Caledonian Helicopters	3	31	16	150	45	19	42.2	10	7	3	—	1	2		42.9
Management Aviation	100	1 763	483	4 220	645	254	39.4	34	57	23	—	3	20		40.4
North Scottish Helicopters	380	5 281	1 852	13 383	3 036	1 713	56.4	—	252	145	—	—	145		57.5
TOTAL	1 860	21 578	9 944	140 478	29 868	16 108	53.9	782	2 532	1 289	—	101	1 189		50.9

International Class 7 Licence Operations October 1980

Table 1.11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	4	7	9	249	272	169	62.1	10	45	22	—	8	14		48.3
B A Helicopters	573	3 932	2 841	42 665	11 328	6 502	57.4	332	1 219	572	—	52	520		46.9
British Caledonian Airways	12	9	16	127	1 742	197	11.3	—	157	18	—	—	18		11.3
B.E.A.S.	129	6 328	858	42 434	1 419	865	61.0	98	129	80	—	2	78		62.0
Bristow Helicopters	655	4 191	3 851	37 220	11 316	6 386	56.4	255	659	426	—	34	392		64.6
British Caledonian Helicopters	3	31	16	150	45	19	42.2	10	7	3	—	1	2		42.9
Management Aviation	100	1 763	483	4 220	645	254	39.4	34	57	23	—	3	20		40.4
North Scottish Helicopters	380	5 281	1 852	13 383	3 036	1 713	56.4	—	252	145	—	—	145		57.5
TOTAL	1 857	21 542	9 928	140 448	29 803	16 105	54.0	739	2 525	1 288	—	100	1 189		51.0

Domestic Class 7 Licence Operations October 1980

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
B A Helicopters	3	36	16	30	65	3	4.6	43	7	1	—	1	—		14.3
TOTAL	3	36	16	30	65	3	4.6	43	7	1	—	1	—		14.3

All Exempt Operations October 1980^(a)

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	114	29	377	5 806	27 973	19 636	70.2	85	3 147	2 027	6	140	1 881	64.4
British Airtours	260	91	365	241	48 877	30 122	61.6	—	4 449	2 589	—	—	2 589	58.2
British Caledonian Airways	55	30	84	728	2 089	1 045	50.0	179	1 358	683	—	593	90	50.3
Air UK	40	88	122	1 242	1 456	1 264	86.8	11	219	146	1	39	107	66.9
Air-Bridge Carriers	29	41	69	—	—	—	—	—	485	165	2	164	—	34.1
Alderney Air Ferries	3	24	16	93	29	16	55.6	—	3	1	—	—	1	48.6
Alidair	56	180	197	4 477	3 337	1 541	46.2	—	334	136	—	13	123	40.8
Britannia Airways	76	110	134	10 768	8 055	6 532	81.1	—	894	645	—	90	555	72.1
British Air Ferries	366	776	1 185	317	16 227	6 850	42.2	178	1 613	647	45	54	547	40.1
British Midland Airways	503	163	711	147	43 550	23 542	54.1	—	15 379	6 961	—	5 126	1 836	45.3
Dan-Air Services	539	1 301	1 836	34 865	26 076	18 332	70.3	546	2 398	1 684	129	20	1 535	70.2
Express Air Services CI	29	134	121	185	754	658	87.3	234	131	95	42	—	53	72.2
General Aviation Services	23	62	104	—	—	—	—	7	80	43	5	39	—	54.0
Guernsey Airlines	7	19	23	—	402	285	70.8	—	40	23	—	—	23	56.6
Jersey European Airways	2	20	7	156	35	25	71.7	—	3	2	—	—	2	71.3
Laker Airways	432	71	574	—	157 686	112 299	71.2	—	15 032	9 107	—	123	8 984	60.6
Loganair	249	781	1 096	7 214	3 622	2 492	68.8	24	345	236	—	9	227	68.4
Monarch Airlines	122	51	166	—	20 655	17 023	82.4	—	2 008	1 539	—	—	1 539	76.6
Scimitar Airlines	126	36	172	—	—	—	—	—	4 753	2 906	—	2 906	—	61.1
Skyways Aviation	14	35	47	—	—	—	—	1	71	35	—	35	—	49.6
Southern Int-Air Transport	22	42	102	—	—	—	—	—	171	73	—	73	—	42.6
Tradewinds Airways	25	14	38	—	—	—	—	—	1 066	290	—	290	—	27.2
TOTAL	3 090	4 078	7 545	66 239	360 822	241 663	67.0	1 265	53 978	30 031	229	9 712	20 091	55.6

(a) Excludes Air Taxi operations.

24 **International Exempt Operations October 1980^(a)** **Table 1.12.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	113	25	374	5 736	27 889	19 616	70.3	85	3 141	2 025	6	140	1 879	64.5
British Airtours	256	84	357	—	48 425	29 965	61.9	—	4 407	2 576	—	—	2 576	58.5
British Caledonian Airways	55	30	84	728	2 089	1 045	50.0	179	1 358	683	—	593	90	50.3
Air UK	37	78	112	866	1 289	1 130	87.7	5	200	133	1	36	96	66.4
Air-Bridge Carriers	23	18	48	—	—	—	—	—	412	152	—	152	—	36.9
Alderney Air Ferries	—	4	2	14	4	1	38.9	—	—	—	—	—	—	31.3
Alidair	4	4	13	202	259	217	83.6	—	26	17	—	—	17	67.1
Britannia Airways	76	110	134	10 768	8 055	6 532	81.1	—	894	645	—	90	555	72.1
British Air Ferries	342	679	1 096	243	16 107	6 810	42.3	—	1 489	599	—	54	545	40.2
British Midland Airways	502	162	709	147	43 495	23 490	54.0	—	15 375	6 957	—	5 126	1 832	45.2
Dan-Air Services	84	88	199	4 009	8 321	5 580	67.1	2	675	453	—	2	451	67.0
Express Air Services CI	1	4	5	88	81	56	68.5	—	7	4	—	—	4	64.5
General Aviation Services	23	60	103	—	—	—	—	7	79	43	5	39	—	54.6
Laker Airways	432	71	574	—	157 686	112 299	71.2	—	15 032	9 107	—	123	8 984	60.6
Loganair	16	38	68	906	288	190	66.0	—	26	17	—	—	17	65.4
Monarch Airlines	122	51	166	—	20 655	17 023	82.4	—	2 008	1 539	—	—	1 539	76.6
Scimitar Airlines	126	36	172	—	—	—	—	—	4 753	2 906	—	2 906	—	61.1
Skyways Aviation	14	35	47	—	—	—	—	1	71	35	—	35	—	49.6
Tradewinds Airways	25	14	38	—	—	—	—	—	1 066	290	—	290	—	27.2
TOTAL	2 251	1 591	4 298	23 707	334 642	223 954	66.9	279	51 019	28 180	11	9 585	18 585	55.2

(a) Excludes Air Taxi operations.

Domestic Exempt Operations October 1980^(a) **Table 1.12.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	1	4	4	70	83	20	24.3	—	6	2	—	—	2	30.4
British Airtours	3	7	8	241	452	157	34.7	—	42	13	—	—	13	31.1
Air UK	3	10	10	376	168	134	80.1	6	19	14	—	3	11	73.1
Air-Bridge Carriers	6	23	21	—	—	—	—	—	73	13	2	11	—	17.7
Alderney Air Ferries	3	20	14	79	25	15	58.0	—	2	1	—	—	1	51.2
Alidair	51	156	185	4 275	3 078	1 324	43.0	—	308	119	—	13	106	38.5
British Air Ferries	24	97	89	74	120	40	33.4	178	124	48	45	—	3	38.3
British Midland Airways	1	1	2	—	55	52	94.5	—	4	4	—	—	4	94.7
Dan-Air Services	455	1 213	1 637	30 856	17 755	12 751	71.8	544	1 723	1 231	129	19	1 084	71.5
Express Air Services CI	27	130	116	97	673	603	89.6	234	124	90	42	—	48	72.6
General Aviation Services	—	2	1	—	—	—	—	—	1	—	—	—	—	—
Guernsey Airlines	7	19	23	—	402	285	70.8	—	40	23	—	—	23	58.6
Jersey European Airways	2	20	7	166	35	25	71.7	—	3	2	—	—	2	71.3
Loganair	233	743	1 029	6 308	3 334	2 302	69.0	24	319	219	—	9	210	68.7
Southern Int. Air Transport	22	42	102	—	—	—	—	—	—	171	73	73	—	42.6
TOTAL	839	2 487	3 247	43 532	26 181	17 709	67.9	986	2 959	1 851	217	127	1 506	62.6

(a) Excludes Air Taxi operations.

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

Table 1.13

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Britannia Airways	52	28	79	2 946	6 754	5 467	80.9	N/A	574	464	—	—	464	80.8
TOTAL	52	28	79	2 946	6 754	5 467	80.9	N/A	574	464	—	—	464	80.8

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

Aircraft Type and Utilisation — All Airlines

October 1980 (a)

Table 1.14.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	73	450	—	356	—	4 351	706	4	3.0
Aerospatiale SA-365 Dauphin	53	1 258	44	222	8	3 321	126	(b) 3	(b) 2.3
Aviation Traders Merchantman	131	—	162	—	298	—	—	3	2.3
AW 650 Argosy	41	0	122	—	147	—	—	3	1.8
BAC 111-200	642	1 506	—	1 559	—	66 463	29 964	9	6.6
BAC 111-300/400	2 020	1 896	—	3 616	—	100 926	126 238	19	7.6
BAC 111-500	4 340	6 322	44	8 698	52	427 216	315 330	40	8.3
BAC/Aerospatiale Concorde	1 137	202	—	816	—	11 864	72 083	6	3.7
Beech B90 King Air	—	—	—	—	—	—	—	1	—
Bell 206 Jetranger	5	43	—	32	—	83	9	2	0.8
Bell 212 Twin	146	6 759	—	949	—	44 670	952	7	3.7
Boeing 707 120/120B	—	—	—	—	—	—	—	1	—
Boeing 707-320C/336	4 231	741	552	3 658	2 126	34 993	226 740	28	7.7
Boeing 707-420	1 047	460	—	1 518	—	53 994	145 141	7	8.9
Boeing 720/720B	837	387	—	1 191	—	44 346	113 718	6	11.3
Boeing 727-100	1 050	566	—	1 571	—	61 721	120 555	7	10.3
Boeing 727-200	514	265	—	773	—	36 699	73 569	3	11.6
Boeing 737-200	9 514	6 358	9	15 700	24	607 174	979 008	53	11.1
Boeing 747-100	4 893	1 182	—	6 483	—	180 506	1 255 745	18	13.4
Boeing 747-200	3 258	604	—	4 176	—	97 324	874 588	10	13.5
Boeing 747F	186	—	41	—	240	—	—	—	—
Bristol Britannia 300	95	—	44	—	200	—	—	3	3.1
Britten-Norman Islander	140	1 308	53	583	95	5 092	442	14	2.0
Britten-Norman Trislander	136	2 115	—	712	—	20 101	1 231	11	2.7
Canadair CL 44	87	—	32	—	168	—	—	1	5.1
Cessna 404 Titan	16	46	—	59	—	187	66	3	2.4
DC3 Dakota/Pionair	62	—	230	—	273	—	—	(c) 2	(c) 4.8
DH 106 Comet 4B/C	114	78	—	201	—	6 423	11 036	4	4.4
DHC 6 Twin-Otter	475	1 989	—	2 150	—	18 822	4 773	17	4.2
Embraer Bandeirante	375	1 448	—	1 357	—	9 566	2 490	18	2.8
Fairchild Hillier FH227B	23	42	47	45	48	788	203	11	11
Fokker F28 2000-6000	—	—	—	—	—	—	—	2	5.2
Fokker Friendship 100/600	821	2 208	—	2 553	—	41 142	17 667	14	6.7
Hawker Siddley 121 Trident 1C	263	559	—	612	—	31 340	15 182	11	1.9
Hawker Siddley 121 Trident 1E	—	—	—	—	—	—	—	—	5.9
Hawker Siddley 121 Trident 2E	1 447	1 569	—	2 645	—	99 271	90 756	16	5.1
Hawker Siddley 121 Trident 3B	2 125	3 124	—	4 396	—	292 917	192 995	25	6.0
HP Herald 100/200	1 090	3 234	559	3 532	492	64 237	22 594	30	5.8
HS 125	7	18	—	17	—	19	18	2	0.3
HS 748	788	2 262	198	2 676	185	57 819	21 638	21	4.8
Lockheed L1011 Tristar	998	764	—	1 675	—	145 465	188 543	9	6.7
Lockheed L-1011-200 Tristar	612	172	—	830	—	17 683	84 662	3	9.2
Lockheed L-1011-500 Tristar	974	306	—	1 333	—	19 207	115 142	6	9.7
MBB BO 105	336	5 315	166	1 666	24	9 463	588	(b) 5	(b) 2.3
McDonnell-Douglas DC10-10	1 457	421	—	1 939	—	99 916	378 404	6	14.0
McDonnell-Douglas DC9-10 TO 40	222	579	—	530	—	28 315	11 077	3	8.6
McDonnell-Douglas DC-10-30	3 935	708	—	4 967	—	101 967	820 335	11	14.5
Piper PA 23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
Piper PA31 Navajo (all series)	49	1	62	1	162	3	—	12	0.6
Piper PA 34	—	—	—	—	—	—	—	1	—
Rockwell 690B	—	—	—	—	—	—	—	1	—
Short Sc5/10 Belfast	65	—	37	—	179	—	—	2	2.8
Short SD-330	31	124	—	112	—	1 986	476	1	6.8
Sikorsky S61N	1 147	7 169	13	6 260	4	85 336	13 380	(b) 49	(b) 3.7
Sikorsky S76	80	399	—	327	—	2 011	409	(b) 4	(b) 2.2
Vickers Super VC10	471	162	—	659	—	9 228	44 068	4	7.1
Vickers Viscount 700	100	262	—	343	—	8 146	3 487	4	3.5
Vickers Viscount 700D/800/810	1 049	3 639	42	3 509	102	126 138	40 080	27	5.6
Westland Wessex	49	875	—	347	—	4 821	270	4	3.9
TOTAL	53 760	69 895	2 457	97 344	4 827	3 083 060	6 416 485	577	6.6

(a) Excludes Air Taxi operations.

(b) Excludes North Scottish Helicopters.

(c) Excludes Skyways Aviation.

Aircraft Type and Utilisation—Individual Airlines Table 1.14.2

October 1980^(a)

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
British Airways									
HS 748	47	193	—	169	—	3 966	1 054	2	5.1
Vickers Viscount 700D/800/810	298	1 187	—	1 037	—	39 309	10 847	10	2.9
BAC 111-300/400	378	673	—	810	—	25 460	13 993	5	5.6
BAC 111-500	1 940	3 913	—	4 250	—	240 069	113 081	21	7.1
Boeing 737-200	1 631	2 161	—	3 264	—	142 447	104 508	16	6.2
Hawker Siddley 121 Trident 2E	1 447	1 569	—	2 645	—	99 271	90 756	16	5.1
Hawker Siddley 121 Trident 1C	263	559	—	612	—	31 340	15 182	11	1.9
Hawker Siddley 121 Trident 3B	2 125	3 124	—	4 396	—	292 917	192 995	25	6.0
Hawker Siddley Trident 1E	—	—	—	—	—	—	—	—	5.9
Vickers Super VC10	471	162	—	659	—	9 228	44 068	4	7.1
Lockheed L1011 Tristar	998	764	—	1 675	—	145 465	188 543	9	6.7
Boeing 707-320C/336	1 881	391	178	1 956	651	23 066	138 908	11	9.1
Lockheed L-1011-500 Tristar	974	306	—	1 333	—	19 207	115 142	6	9.7
Boeing 747-100	4 893	1 182	—	6 483	—	180 506	1 255 745	18	13.4
Boeing 747-200	3 258	604	—	4 176	—	97 324	874 588	10	13.5
Boeing 747F	186	—	41	—	240	—	—	—	—
Lockheed L-1011-200 Tristar	612	172	—	830	—	17 683	84 662	3	9.2
BAC/Aerospatiale Concorde	1 137	202	—	816	—	11 864	72 083	6	3.7
TOTAL	22 539	17 162	219	35 111	891	1 379 122	3 316 155	173	7.2
British Airtours									
Boeing 737-200	794	403	—	1 276	—	40 723	79 573	4	12.5
Boeing 707-420	1 047	460	—	1 518	—	53 994	145 141	7	8.9
TOTAL	1 841	863	—	2 794	—	94 717	224 715	11	10.2
British Airways Helicopters									
Sikorsky S61N	576	3 823	—	2 862	—	46 842	6 807	24	3.7
Sikorsky S76	—	—	—	—	—	—	—	1	1.3
Bell 212 Twin	17	431	—	91	—	2 236	87	2	2.4
TOTAL	593	4 254	—	2 953	—	49 078	6 894	27	3.5
British Caledonian Airways									
BAC 111-200	517	1 308	—	1 280	—	57 826	23 963	7	6.4
BAC 111-500	1 021	1 332	44	2 003	52	84 246	69 278	9	7.9
Boeing 707-320C/336	1 220	275	74	1 315	304	11 558	60 210	6	9.5
McDonnell-Douglas DC-10-30	2 003	432	—	2 519	—	38 071	276 959	6	13.4
Sikorsky S61N	24	600	—	150	—	7 488	300	1	4.8
TOTAL	4 786	3 947	118	7 267	356	199 189	430 709	29	8.9
Air Continental									
Piper PA31 Navajo (All series)	49	—	62	—	162	—	—	3	2.2
Beech B90 King Air	—	—	—	—	—	—	—	1	—
Piper PA34	—	—	—	—	—	—	—	1	—
TOTAL	49	—	62	—	162	—	—	5	1.4
Air Ecosse									
Piper PA31 Navajo (All series)	—	1	—	1	—	3	—	5	—
Embraer Bandeirante	86	410	—	284	—	2 562	528	9	0.6
Britten-Norman Trislander	—	—	—	—	—	—	—	1	—
Rockwell 690B	—	—	—	—	—	—	—	1	—
DHC 6 Twin Otter	—	—	—	—	—	—	—	2	—
TOTAL	86	411	—	285	—	2 565	529	18	0.3
Air Europe									
Boeing 737-200	1 111	565	—	1 745	—	64 354	126 507	5	14.1
TOTAL	1 111	565	—	1 745	—	64 354	126 507	5	14.1

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Air UK									
Fokker F28 2000-6000	—	—	—	—	—	—	—	2	5.2
Fokker Friendship 100/600	821	2 208	—	2 553	—	41 142	17 667	14	6.7
HP Herald 100/200	607	2 313	260	2 112	263	57 702	13 119	17	7.4
Embraer Bandeirante	216	703	—	801	—	4 375	1 453	6	7.3
BAC 111-300/400	331	259	—	570	—	19 164	24 689	4	9.1
Cessna 404 Titan	—	—	—	—	—	—	—	2	—
TOTAL	1 974	5 483	260	6 036	263	122 383	56 929	45	7.3
Air-Bridge Carriers									
AW650 Argosy	41	—	122	—	147	—	—	3	1.8
Aviation Traders Merchantman	131	—	162	—	298	—	—	3	2.3
TOTAL	172	—	284	—	445	—	—	6	2.0
Alderney Air Ferries									
Britten-Norman Islander	16	129	—	79	—	677	87	2	2.2
TOTAL	16	129	—	79	—	677	87	2	2.2
Alidair									
Vickers Viscount 700	63	184	—	225	—	5 688	1 949	3	3.0
TOTAL	63	184	—	225	—	5 688	1 949	3	3.0
Aurigny Air Services									
Britten-Norman Trislander	73	1 532	—	367	—	15 606	724	6	2.6
Britten-Norman Islander	11	125	—	53	—	500	45	2	1.2
DHC 6 Twin-Otter	22	240	—	99	—	2 966	242	1	4.5
TOTAL	106	1 897	—	519	—	19 072	1 011	9	2.5
B.E.A.S.									
Bell 212 Twin	129	6 328	—	858	—	42 434	865	4	5.4
TOTAL	129	6 328	—	858	—	42 434	865	4	5.4
Bristow Helicopters									
Bell 212 Twin	—	—	—	—	—	—	—	1	1.6
Sikorsky S61N	477	2 473	—	2 893	—	26 592	5 129	23	3.8
Westland Wessex	49	875	—	347	—	4 821	270	4	3.9
Sikorsky S76	47	220	—	203	—	1 267	271	3	2.5
Aerospatiale SA330J Puma	73	450	—	356	—	4 351	706	4	3.0
MBB BO 105	9	173	—	52	—	189	10	1	1.1
TOTAL	655	4 191	—	3 851	—	37 220	6 386	36	3.4
Britannia Airways									
Boeing 737-200	4 842	2 592	9	7 618	24	290 662	541 553	24	12.5
TOTAL	4 842	2 592	9	7 618	24	290 662	541 553	24	12.5
British Air Ferries									
HP Herald 100/200	373	689	112	1 113	103	840	7 016	12	2.8
HS 125	7	18	—	17	—	19	18	2	0.3
TOTAL	380	707	112	1 130	103	859	7 034	14	2.5
British Caledonian Helicopters									
Sikorsky S61N	3	18	13	12	4	150	19	1	0.6
TOTAL	3	13	13	12	4	150	19	1	0.6

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
British Midland Airways									
Vickers Viscount 700D/800/810	597	1 985	—	2 055	—	71 954	24 106	12	7.3
McDonnell-Douglas DC9-10 to 40	222	579	—	530	—	28 315	11 077	3	8.6
Boeing 707-320C/336	266	72	—	359	—	—	23 438	3	4.6
TOTAL	1 085	2 636	—	2 944	—	100 269	58 621	18	7.1
Brymon Airways									
HP Herald 100/200	31	92	—	121	—	2 473	791	1	4.5
DHC 6 Twin-Otter	178	862	—	832	—	6 307	1 364	4	7.0
TOTAL	209	954	—	953	—	8 780	2 155	5	6.5
Burnthills Aviation									
Bell 206 Jetranger	5	43	—	32	—	83	9	2	0.8
TOTAL	5	43	—	32	—	83	9	2	0.8
Cabair									
Cessna 404 Titan	16	46	—	59	—	187	66	1	2.4
Piper PA 31 Navajo (all series)	—	—	—	—	—	—	—	3	2.0
TOTAL	16	46	—	59	—	187	66	4	2.4
Dan-Air Services									
HS 748	741	2 069	198	2 507	185	53 853	20 585	19	4.8
Vickers Viscount 700D/800/810	109	432	—	358	—	13 253	3 892	2	7.1
BAC 111-200	125	198	—	279	—	8 637	6 000	2	7.0
BAC 111-300/400	586	525	—	1 055	—	29 478	39 756	5	7.1
BAC 111-500	1 004	797	—	1 801	—	78 053	99 727	7	11.0
Boeing 727-200	514	265	—	773	—	36 699	73 569	3	11.6
DH 106 Comet 4B/C	114	78	—	201	—	6 423	11 036	4	4.4
Boeing 727-100	1 050	566	—	1 571	—	61 721	120 555	7	10.3
TOTAL	4 243	4 930	198	8 545	185	288 117	375 120	49	7.2
Express Air Services CI									
DC3 Dakota/Pionair	15	—	87	—	69	—	—	..	..
HP Herald 100/200	80	140	187	186	126	3 222	1 669	..	..
Vickers Viscount 700D/800/810	22	35	—	59	—	1 622	1 235	..	..
TOTAL	116	175	274	245	195	4 844	2 904	..	..
General Aviation Services									
DC3 Dakota/Pionair	23	—	62	—	104	—	—	2	1.3
TOTAL	23	—	62	—	104	—	—	2	1.3
Guernsey Airlines									
Vickers Viscount 700	36	78	—	118	—	2 458	1 538	1	4.9
TOTAL	36	78	—	118	—	2 458	1 538	1	4.9
Haywards Aviation									
Britten-Norman Islander	6	26	—	27	—	83	19	1	1.4
Piper PA 23 Aztec (and Apache)	—	—	—	—	—	—	—	1	0.0
TOTAL	6	26	—	27	—	83	19	2	1.2
Heavylift Cargo Airlines									
Short SC5/10 Belfast	65	—	37	—	179	—	—	2	2.8
TOTAL	65	—	37	—	179	—	—	2	2.8
Invicta International Airlines									
Bristol Britannia 300	20	—	18	—	43	—	—	2	1.4
TOTAL	20	—	18	—	43	—	—	2	1.4
Jersey European Airways									
Britten-Norman Islander	12	118	—	52	—	496	47	2	1.9
DHC 6 Twin-Otter	21	148	—	95	—	906	140	1	2.6
Embraer Bandeirante	66	317	—	244	—	2 225	430	2	5.0
Piper PA 31 Navajo (All series)	—	—	—	—	—	—	—	1	0.3
TOTAL	99	583	—	391	—	3 627	617	6	2.8

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Laker Airways									
BAC 111-300/400	726	439	—	1 181	—	26 824	47 800	5	9.6
McDonnell-Douglas DC10-10	1 457	421	—	1 939	—	99 916	378 404	6	14.0
Boeing 707-320C/336	23	3	—	28	—	369	4 184	2	1.1
McDonnell-Douglas DC10-30	1 932	276	—	2 438	—	63 896	543 376	5	15.8
TOTAL	4 137	1 139	—	5 586	—	191 005	973 764	18	11.8
Loganair									
Britten-Norman Trislander	63	583	—	345	—	4 495	507	4	3.4
Britten-Norman Islander	96	910	53	372	95	3 336	243	7	2.3
DHC 6 Twin-Otter	255	739	—	1 124	—	8 643	3 027	9	3.7
Embraer Bandeirante	7	18	—	28	—	404	78	1	2.7
Short SD-330	31	124	—	112	—	1 986	476	1	5.6
TOTAL	452	2 374	53	1 981	95	18 864	4 331	22	3.3
Management Aviation									
MBB BO 105	64	977	166	297	24	2 931	178	4	2.5
Aerospatiale SA-365 Dauphin	36	576	44	154	8	1 289	76	3	2.3
TOTAL	100	1 553	210	451	32	4 220	254	7	2.4
Monarch Airlines									
BAC 111-500	375	280	—	644	—	24 848	33 244	3	10.9
Boeing 737-200	22	14	—	35	—	1 288	2 435	—	—
Boeing 720/720B	837	387	—	1 191	—	44 346	113 718	6	11.3
Boeing 707 120/120B	—	—	—	—	—	—	—	1	0.0
TOTAL	1 235	681	—	1 870	—	70 482	149 397	10	10.1
North Scottish Helicopters									
Sikorsky S61N	67	255	—	343	—	4 264	1 125	..	..
MBB BO 105	263	4 165	—	1 317	—	6 343	400	..	..
Sikorsky S76	33	179	—	124	—	744	138	..	..
Aerospatiale SA-365 Dauphin	17	682	—	68	—	2 032	50	..	..
TOTAL	380	5 281	—	1 852	—	13 383	1 713	..	..
Orion Airways									
Boeing 737-200	1 113	623	—	1 762	—	67 700	124 431	4	13.9
TOTAL	1 113	623	—	1 762	—	67 700	124 431	4	13.9
Pelican Air Transport									
Boeing 707-320C/336	186	—	56	—	252	—	—	1	8.5
TOTAL	186	—	56	—	252	—	—	1	8.5
Redcoat Air Cargo									
Bristol Britannia 300	75	—	26	—	157	—	—	1	6.5
Canadair CL 44	87	—	32	—	168	—	—	1	5.1
TOTAL	162	—	58	—	325	—	—	2	6.0
Scimitar Airlines									
Boeing 707-320C/336	126	—	36	—	172	—	—	2	3.7
TOTAL	126	—	36	—	172	—	—	2	3.7
Skyways Aviation									
DC3 Dakota/Pionair	25	—	81	—	100	—	—	..	..
Fairchild Hillier FH227B	23	42	47	45	48	788	203	..	..
TOTAL	48	42	128	45	148	788	203	..	..
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	22	—	42	—	102	—	—	3	4.3
TOTAL	22	—	42	—	102	—	—	3	4.3
Tradewinds Airways									
Boeing 707-320C/336	529	—	208	—	747	—	—	3	7.6
TOTAL	529	—	208	—	747	—	—	3	7.6
GRAND TOTAL	53 760	69 895	2 457	97 344	4 827	3 083 060	6 416 485	577	6.6

(a) Excludes Air Taxi Operations.

Operations Subject to Variable Charge by Type of Licence for October 1980

Table 1.15

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo and Mail (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	849 951	514 996	128 926	386 070	60.6
Class 2	25 788	17 177	—	17 177	66.6
Class 3	168 084	129 532	4	129 528	77.0
Class 4	8 183	5 980	—	5 980	73.0
Class 5	574	464	—	464	80.8
Class 6	40 419	23 875	23 875	—	58.1
Class 7	2 144	1 097	93	1 006	51.2
TOTAL	1 095 143	693 123	152 898	540 226	63.2
Non-Chargeable Operations					
Aircraft hired from UK Operators	8 241	5 768	2 622	3 146	70.0
Aircraft hired from Foreign Operators	20 167	13 737	7 818	5 919	68.1
Exempt Services (a)	44 384	23 714	5 060	18 654	53.4
Exempt Aircraft	387	190	7	183	49.0
TOTAL	73 179	43 409	15 507	27 902	59.3
GRAND TOTAL	1 168 322	736 532	168 405	568 128	63.0

(a) Excludes Air Taxi Operations

Output by Type of Licence and Aircraft Ownership for October 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	849 951	234	11 976	862 161
Class 2	25 788	—	19	25 807
Class 3	168 084	2 004	768	170 857
Class 4	8 183	—	—	8 183
Class 6	40 419	3 812	—	44 231
Class 7	2 532	—	—	2 532
Exempt Services (a)	44 384	2 190	7 403	53 978
TOTAL	113 941	8 241	20 167	1 167 750
Class 5	574	—	—	574
TOTAL	574	—	—	574
GRAND TOTAL	1 139 915	8 241	20 167	1 168 324

(a) Excludes Air Taxi Operations

Passenger Analysis by Type of Licence and Fare Category October 1980

Table 1.17.1

SCHEDULED

	Fare categories(a)										Total Passengers
	First Class	Normal Economy	Excursion	Individual travel – only Apex/ Iplex	Youth Student	Other	Specified Facilities	Other facilities IT & Fly Drive	Other Travel		
Class 1											
All	84 123	1 001 852	400 269	199 280	1 571	55 987	112 450	55 060	32 187	1 942 779	
International	84 123	564 497	310 237	168 079	1 041	35 626	106 953	21 000	20 295	1 311 851	
Domestic	—	437 355	90 032	31 201	530	20 361	5 497	34 060	11 892	630 928	

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

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

NON-SCHEDULED

Table 1.17.2

Licence Class		Charter categories				Total Passengers
		ABC	Affinity	IT	Other	
Class 2	All	10 724	36 007		35 984	82 715
	International	10 724	36 007		35 863	82 594
	Domestic	—	—		121	121
Class 3	All			857 290		857 290
	International			854 341		854 341
	Domestic			2 949		2 949
Class 4	All	1 136	596	17 333	492	19 557
	International	1 136	596	17 293	466	19 491
	Domestic	—	—	40	26	66
Class 7	All				140 478	140 478
	International				140 448	140 448
	Domestic				30	30
Exempt Services (a)						
	All				66 239	66 239
	International				23 707	23 707
	Domestic				42 532	42 532
TOTAL	All	11 860	36 603	874 623	243 193	1 166 279
	International	11 860	36 603	871 634	200 484	1 120 581
	Domestic	—	—	2 989	42 709	45 698

(a) Excludes Air Taxi Operations.

Public Transport Air-Taxi Operations (a)

Table 1.18

	July-September 1980	
	Stage Flights	Aircraft Hours
Aero Turbo Commander 680T	214	266
Aerospatiale Aloutte II	1	1
Aerospatiale SA- 341G Gazelle	2	12
Beech 76 Duchess	41	48
Beech 200 Super King Air	344	433
Beechcraft B55 Baron	13	15
Beechcraft B80 Queen Air	31	47
Beechcraft B90 King Air	371	537
Bell 47G	239	149
Bell 206 Jetranger	3 049	1 963
Bell 212 Twin	18	14
Britten-Norman Islander	206	113
Britten-Norman Trislander	65	77
Cessna 150	6	8
Cessna Skyhawk	1 186	190
Cessna 180/182	11	11
Cessna 206 Super Skywagon	126	50
Cessna 310/320	427	270
Cessna 404 Titan	609	919
Cessna 401/402/411/414/421	590	711
Cessna 441 Conquest	94	122
Cessna 500 Citation	230	237
Cessna 550 Citation 2	99	175
Dassault M20/F20	192	239
DC3 Dakota/Pionair	206	270
DHC 6 Twin-Otter	630	553
Ecureil	284	379
Embraer Bandeirante	4 740	4 568
Enstrom F28A	112	211
Gates Learjet	201	185
HS 125	1 254	1 383
Hughes 269A (300)	41	33
Hughes 500	6	10
MBB BO 105	265	343
Partenavia P68B Victor	297	267
Piper PA23 Aztec (and Apache)	4 324	4 390
Piper PA28 (and PA32) Cherokee	29	30
Piper PA30/39 Twin Comanche	222	261
Piper PA31 Navajo (all series)	3 635	4 137
Piper PA34-200 Seneca	205	217
Short SC7 Skyvan	5	10
Sikorsky S61N	5	6
Sikorsky S76	6	3
Ted Smith Aerostar 601P	62	80
ALL OPERATORS TOTAL	24 693	23 934

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

Part 2

UK Airports—Movements, Passenger and Cargo Statistics

Size of UK Airports

Table 2.1

Year ended October 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	27 529	47.53
Gatwick	9 627	16.62
Manchester	4 304	7.43
Glasgow	2 341	4.04
Luton	2 123	3.67
Birmingham	1 579	2.73
Belfast	1 482	2.56
Aberdeen	1 426	2.46
Edinburgh	1 173	2.03
Newcastle	921	1.59
East Midlands	664	1.15
Sumburgh	604	1.04
Prestwick	400	0.69
Liverpool	393	0.68
Leeds/Bradford	373	0.64
Isle of Man	307	0.53
Southampton	298	0.51
Stanstead	296	0.51
Tees-side	268	0.46
Cardiff	263	0.45
Bristol	235	0.41
Other 22 airports	1 308	2.26

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				
October 1979	2 165	918	56 833	794
October 1980	2 215	952	57 914	753

Latest year's growth (percentages)				
	2.3	3.7	1.9	—5.2

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	25 322.2	14 284.3	10 539.0	2 678.1	52 829.5
1979	519.5	155.8	218.3	30.2	923.9	27 795.7	15 113.0	11 218.6	2 864.8	56 992.1
1978 1st quarter	100.3	32.8	40.7	3.9	177.7	4 988.5	2 647.9	1 763.7	268.5	9 668.6
2nd quarter	124.8	38.3	54.5	7.6	225.1	6 532.7	3 599.6	2 817.4	701.5	13 651.2
3rd quarter	138.3	43.1	60.7	11.5	253.6	7 816.2	4 707.6	3 800.7	1 261.0	17 585.5
4th quarter	115.7	36.5	48.0	5.8	206.0	5 990.8	3 329.2	2 157.3	447.0	11 924.3
1979 1st quarter	108.0	33.2	43.9	4.3	189.4	5 221.5	2 783.6	1 920.7	267.6	10 193.4
2nd quarter	138.5	40.0	58.4	8.7	245.7	7 411.9	3 943.0	3 078.5	827.7	15 261.2
3rd quarter	149.6	44.7	64.8	12.1	271.1	8 685.2	4 979.0	4 049.3	1 332.0	19 045.5
4th quarter	123.5	37.8	51.2	5.3	217.8	6 477.0	3 407.3	2 170.1	437.6	12 492.0
1980 1st quarter	119.2	36.8	50.4	3.4	209.8	5 891.0	3 048.8	2 060.7	240.2	11 240.6
2nd quarter	136.9	39.6	65.8	7.8	250.1	7 172.7	3 795.6	3 477.1	757.7	15 203.1
3rd quarter	144.7	43.9	74.4	11.4	274.5	8 401.8	4 720.5	4 684.8	1 274.6	19 091.7
1979 April	43.6	12.8	17.7	2.0	76.0	2 324.7	1 230.7	918.9	171.8	4 646.0
May	47.8	13.7	20.0	3.0	84.5	2 479.3	1 266.6	994.7	260.3	5 000.9
June	47.1	13.5	20.8	3.7	85.1	2 608.0	1 445.7	1 164.9	395.6	5 614.2
July	50.9	15.2	22.1	4.4	92.5	2 930.5	1 691.7	1 316.4	474.8	6 413.3
August	51.5	15.1	21.7	4.0	92.3	2 988.2	1 695.1	1 393.9	457.3	6 534.6
September	47.2	14.3	21.0	3.7	86.3	2 766.5	1 592.2	1 339.0	399.9	6 097.6
October	46.8	14.1	19.3	2.8	83.0	2 555.5	1 380.1	992.1	256.6	5 184.4
1980 April	43.5	13.1	19.8	1.7	78.1	2 245.2	1 197.9	941.7	130.9	4 515.7
May	46.6	13.6	22.4	2.7	85.3	2 349.1	1 240.3	1 185.4	259.3	5 034.2
June	46.8	12.9	23.6	3.4	86.8	2 578.4	1 357.5	1 349.9	367.5	5 653.2
July	50.0	14.5	24.9	3.9	93.4	2 839.0	1 550.5	1 509.8	432.3	6 331.7
August	48.5	15.0	24.4	4.0	91.9	2 900.3	1 664.1	1 649.6	467.9	6 681.9
September	46.2	14.3	25.1	3.5	89.2	2 662.5	1 505.8	1 525.4	374.4	6 068.1
October	43.8	14.1	22.5	2.7	83.0	2 427.9	1 312.1	1 107.4	233.2	5 080.6

Aircraft Movements at UK Airports by Purpose

Table 2.4

	Total		Commercial			Non-Commercial		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1979	2 198.2	1 012.7	923.9	88.8	1 185.4	921.7	146.1	117.7
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.4	172.6	34.3	24.0
1979 1st quarter	416.8	207.0	189.4	17.6	209.8	147.1	35.8	26.8
2nd quarter	606.2	270.0	245.7	24.4	336.1	266.9	37.2	32.1
3rd quarter	674.8	299.0	271.1	27.8	375.9	307.5	38.8	29.5
4th quarter	500.4	236.7	217.8	18.9	263.7	200.2	34.2	29.3
1980 1st quarter	480.6	226.9	209.7	17.2	253.7	181.4	42.4	29.8
2nd quarter	616.1	272.6	250.1	22.5	343.5	271.1	38.0	34.5
3rd quarter	627.6	299.2	274.5	24.8	328.4	266.7	34.5	27.2
1979 April	188.8	83.1	76.0	7.1	105.7	85.0	11.1	9.6
May	206.4	93.3	84.5	8.8	113.1	88.8	12.3	12.1
June	211.0	93.6	85.1	8.5	117.3	93.1	13.8	10.5
July	239.3	102.1	92.5	9.5	137.3	111.0	14.9	11.4
August	226.0	102.2	92.3	9.9	123.8	101.8	13.2	8.9
September	207.5	94.7	86.3	8.5	114.8	94.7	10.8	9.3
October	190.1	90.6	83.0	7.6	99.5	77.6	10.9	11.0
1980 April	201.1	84.7	78.1	6.6	116.4	90.5	15.4	10.4
May	214.2	93.3	85.3	8.1	120.8	95.1	12.1	13.6
June	200.9	94.6	86.8	7.8	106.3	85.4	10.4	10.4
July	217.0	101.6	93.4	8.2	115.5	94.0	13.3	8.2
August	210.2	100.3	91.9	8.4	109.9	90.9	10.7	8.3
September	200.5	97.4	89.2	8.2	103.1	81.8	10.6	10.7
October	180.1	90.2	83.0	7.2	89.9	70.1	9.3	10.5

Aircraft Movements October 1980

Table 2.5

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	12 623	10 854	—	636	—	77	16	—	984	—	56
+ Heathrow	25 509	23 550	—	7	4	13	250	—	1 590	27	68
+ Luton	4 606	2 161	—	553	30	152	68	434	1 202	—	6
+ Southend	5 356	931	—	24	—	293	—	2 328	1 778	2	—
+ Stansted	2 449	210	—	52	1	988	12	23	1 091	70	2
Total (London Area)	50 543	37 706	—	1 272	35	1 523	346	2 785	6 645	99	132
Westland Heliport (Battersea)	775	219	26	220	2	—	—	—	268	—	40
Other UK Airports											
+ Aberdeen	9 396	6 487	—	683	—	793	34	1 323	60	—	16
+ Belfast	5 868	2 328	—	157	83	—	—	749	393	—	2 158
+ Benbecula	335	241	—	11	22	—	2	—	8	—	51
+ Birmingham	6 800	2 828	—	115	66	68	39	2 140	1 524	—	20
+ Blackpool	5 533	377	290	86	7	82	—	4 080	601	—	10
+ Bournemouth	6 343	758	66	89	—	993	5	1 866	1 511	—	1 055
+ Bristol	2 867	589	—	117	—	12	—	1 328	799	—	22
+ Cambridge	4 076	160	—	53	—	308	1	1 248	447	—	1 859
+ Cardiff	2 951	695	—	63	—	258	—	1 495	428	1	11
+ Coventry	5 812	126	—	16	—	879	—	4 236	555	—	—
+ East Midlands	4 261	1 240	30	157	24	296	56	1 458	970	4	16
+ Edinburgh	6 063	2 276	—	74	—	179	174	1 239	573	7	1 541
+ Exeter	2 987	587	—	22	70	25	2	1 051	766	—	484
+ Glasgow	7 521	4 385	1	401	77	50	148	1 177	805	5	472
+ Gloucester/Cheltenham	3 467	22	—	—	234	246	—	2 331	602	—	32
+ Hawarden	1 793	—	—	—	—	96	—	1 465	205	—	24
+ Humberside	1 424	328	—	86	6	58	18	760	168	—	—
+ Inverness	1 914	662	—	23	379	131	—	625	74	18	2
+ Islay	204	136	—	—	24	1	—	—	43	—	—
+ Isle of Man	2 296	872	—	68	166	490	—	442	154	—	114
+ Isles of Scilly	409	370	—	—	8	—	—	—	27	—	4
+ Kirkwall	1 015	824	—	13	46	4	2	69	49	—	8
+ Leeds/Bradford	4 070	1 139	—	23	59	56	50	1 909	830	2	2
+ Liverpool	5 759	1 242	—	205	—	1 103	72	1 911	1 158	—	68
+ Lydd	3 961	164	—	11	145	3	—	3 041	567	—	30
+ Manchester	7 697	5 682	—	284	20	15	293	313	1 064	4	22
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	2 626	1 616	26	72	37	18	7	356	471	2	21
+ Norwich	2 383	918	18	78	77	756	138	4	394	—	—
+ Penzance Heliport	304	286	—	—	14	2	—	—	2	—	—
+ Prestwick	2 328	628	—	25	8	246	28	656	340	—	397
+ Southampton	5 377	1 160	—	49	29	256	13	3 186	662	—	22
+ Stornoway	480	330	—	32	—	—	8	50	8	2	50
+ Sumburgh	3 425	2 990	—	242	2	143	—	14	26	4	4
+ Swansea	1 745	64	—	13	51	6	—	1 058	381	5	167
+ Tees-side	3 490	1 017	32	76	27	180	10	1 650	450	—	48
+ Tiree	112	103	—	1	—	—	2	4	2	—	—
+ Unst	1 168	1 008	—	128	2	16	—	10	2	—	2
+ Wick	520	449	—	12	—	—	3	30	14	—	12
TOTAL Other UK Airports	128 770	45 087	463	3 475	1 683	7 769	1 105	43 277	17 133	54	8 724
TOTAL (Incl. London Area)	180 088	83 012	489	4 967	1 720	9 292	1 451	46 062	24 046	153	8 896
Channel Islands Airports											
+ Alderney	867	867	..	..	..	..	..	..	..	..	..
+ Guernsey	3 046	3 046	..	..	..	..	..	..	..	..	..
+ Jersey	5 975	4 922	..	..	..	..	..	..	1 031	..	22
TOTAL (Channel Islands Airports)	9 888	8 835	..	..	..	..	..	..	1 031	..	22

Air Transport Movements by Type and Nationality of Operator for October 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	10 854	329	4 937	936	575	3 160	917
+Heathrow	23 550	10 402	2 187	10 950	4	1	6
+Luton	2 161	—	52	3	4	1 970	132
+Southend	931	—	451	—	—	480	—
+Standsted	210	2	20	1	2	50	135
TOTAL (London Area)	37 706	10 733	7 647	11 890	585	5 661	1 190
Westland Heliport (Battersea)	219	—	—	—	1	218	—
Other UK Airports							
+Aberdeen	6 487	942	487	28	899	4 003	128
+Belfast	2 328	998	983	64	2	219	62
Benbecula	241	54	174	—	1	12	—
+Birmingham	2 828	994	822	210	3	665	134
+Blackpool	377	—	267	—	—	110	—
+Bournemouth	758	—	598	—	—	149	11
Bristol	589	—	295	59	—	213	22
+Cambridge	160	—	63	—	—	28	69
+Cardiff	695	—	542	4	—	85	64
+Coventry	126	—	6	—	—	111	9
+East Midlands	1 240	4	630	—	—	526	80
+Edinburgh	2 276	799	1 135	64	1	251	26
+Exeter	587	—	552	—	—	19	16
+Glasgow	4 385	1 548	1 143	369	—	1 223	102
Gloucester/Cheltenham	22	—	18	—	—	4	—
Hawarden	—	—	—	—	—	—	—
Humberside	328	—	299	—	—	27	2
Inverness	662	326	191	—	—	140	5
Islay	136	—	108	—	—	28	—
+Isle of Man	872	—	868	—	—	—	4
Isles of Scilly	370	286	84	—	—	—	—
+Kirkwall	824	242	458	—	8	115	1
+Leeds/Bradford	1 139	—	1 008	—	—	128	3
+Liverpool	1 242	—	425	81	—	732	4
+Lydd	164	—	153	—	—	11	—
+Manchester	5 682	1 779	767	1 116	150	1 534	336
Manston	..	..	..	..	..	..	..
+Newcastle	1 616	285	886	—	6	363	76
Norwich	918	—	741	—	—	160	17
Penzance Heliport	286	286	—	—	—	—	—
+Prestwick	628	146	60	198	—	73	151
+Southampton	1 160	—	1 085	—	—	68	7
Stornoway	330	108	146	—	3	73	—
+Sumburgh	2 990	260	52	—	988	1 591	99
Swansea	64	—	19	—	—	43	2
+Tees-side	1 017	—	728	—	—	257	32
Tiree	103	—	96	—	—	7	—
Unst	1 008	—	46	—	34	928	—
Wick	449	—	392	—	—	57	—
TOTAL Other UK Airports	45 087	9 057	16 327	2 193	2 095	13 953	1 462
TOTAL all Reporting Airports	83 012	19 790	23 974	14 083	2 681	19 832	2 652
Channel Islands Airports							
Alderney	867	—	754	—	—	113	—
Guernsey	3 046	—	2 927	44	—	71	4
Jersey	4 922	313	4 274	72	—	198	65
TOTAL (Channel Islands Airports)	8 835	313	7 955	116	—	382	69

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

Airport of actual arrival

Table 2.7

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	16	3Ma 2Lu 2He 4St		1He			1He							1Ma 1Bo 1Sh																			
Heathrow	30	1Ma 1St		1Ma								1Ma	1Lu 11Pr 1Gl 2Ga 2Em 7Ma 1Bi			1Pr																	
Luton	6		1St									1St									1St	2St 1Bi											
Aberdeen	11	1Ed																						3Ed 7In									
Belfast	1															1Em																	
Birmingham	1										1Em																						
Coventry	1																																
East Midlands	1																																
Edinburgh	1																																
Exeter	1																																
Glasgow	54																																

Aerodrome of actual landing: letter code

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

Air Transport Movements for October 1980 **Comparison with the previous year**

Table 2.8

	International				Domestic				1980 Total		1979 Total		Percentage Change	
	Scheduled Passenger Aircraft	Cargo Aircraft	Charter Passenger Aircraft	Cargo Aircraft	Scheduled Passenger Aircraft	Cargo Aircraft	Charter Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	3 278	111	4 358	167	2 595	218	50	77	10 281	573	9 605	574	7.0	-0.2
+ Heathrow	17 024	1 044	6	3	5 468	3	1	1	22 499	1 051	23 413	1 276	-3.9	-17.6
+ Luton	42	1	1 382	203	12	—	156	365	1 592	569	1 761	163	-9.6	249.1
+ Southend	371	—	227	—	80	—	253	—	931	—	1 065	—	-12.6	—
+ Stansted	3	—	138	10	20	—	6	33	167	43	378	44	-55.6	-2.3
TOTAL (London Area)	20 718	1 156	6 111	383	8 175	221	466	476	35 470	2 236	36 220	2 057	-2.1	8.7
Westland Heliport (Battersea)	—	—	—	—	—	—	219	—	219	—	278	—	-21.2	—
Other UK Airports														
+ Aberdeen	260	—	2 753	52	1 196	1	2 162	63	6 371	116	5 018	97	27.0	19.6
+ Belfast	64	—	53	11	1 917	64	19	200	2 053	275	1 984	280	3.5	-1.8
Benbecula	—	—	—	—	228	—	13	—	241	—	218	—	10.6	—
+ Birmingham	799	—	682	—	1 227	—	119	1	2 827	1	2 816	1	0.4	—
+ Blackpool	44	—	10	—	222	1	27	73	303	74	419	154	-27.7	-51.9
+ Bournemouth	1	—	45	4	384	213	111	—	541	217	672	198	-19.5	10.7
+ Bristol	212	—	119	7	142	—	20	89	493	96	560	51	-12.0	88.2
+ Cambridge	—	—	83	2	63	—	12	—	158	2	156	—	1.3	—
+ Cardiff	122	—	139	—	424	—	10	—	695	—	736	—	-5.6	—
+ Coventry	—	—	83	2	6	—	35	—	124	2	51	7	143.1	-71.4
+ East Midlands	218	7	316	37	409	—	95	158	1 038	202	1 099	148	-5.6	36.5
+ Edinburgh	319	—	94	—	1 634	45	96	88	2 143	133	2 482	99	-13.7	34.3
+ Exeter	100	—	18	—	410	42	16	1	544	43	530	2	2.6	2 050.0
+ Glasgow	518	118	433	1	2 421	3	725	166	4 097	288	4 454	233	-8.0	23.6
Gloucester/Cheltenham	—	—	—	—	18	—	4	—	22	—	66	—	-66.7	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	46	—	8	—	252	1	21	—	327	1	455	—	-28.1	—
Inverness	—	—	10	—	517	—	135	—	662	—	591	—	12.0	—
Islay	—	—	—	—	108	—	28	—	136	—	188	—	-27.7	—
+ Isle of Man	45	—	4	—	791	32	—	—	840	32	799	32	5.1	—
Isles of Scilly	—	—	—	—	370	—	—	—	370	—	370	—	—	—
+ Kirkwall	—	—	6	—	700	—	118	—	824	—	1 006	26	-18.1	—
+ Leeds/Bradford	269	—	88	1	739	—	41	1	1 137	2	1 015	4	12.0	-50.0
+ Liverpool	59	20	6	5	426	1	82	643	573	669	1 027	466	-44.2	43.6
+ Lydd	28	111	—	—	14	—	—	11	42	122	133	171	-68.4	-28.7
+ Manchester	1 558	288	1 924	14	1 805	11	80	2	5 367	315	4 825	198	11.2	59.1
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	281	—	361	—	848	42	84	—	1 574	42	1 516	43	3.8	-2.3
+ Norwich	249	—	56	3	491	1	72	46	868	50	1 089	45	-20.3	11.1
Penzance Heliport	—	—	—	—	286	—	—	—	286	—	276	—	3.6	—
+ Prestwick	147	74	152	25	134	49	46	1	479	149	845	140	-43.3	6.4
+ Southampton	176	—	21	10	907	2	44	—	1 148	12	1 229	20	-6.6	-40.0
Stornoway	—	—	12	—	253	1	64	—	329	1	459	3	-28.3	-66.7
+ Sumburgh	—	—	1 640	48	310	2	946	44	2 896	94	3 054	116	-5.2	-19.0
Swansea	—	—	4	—	19	—	41	—	64	—	67	—	-4.5	—
+ Tees-side	64	—	123	—	664	—	166	—	1 017	—	1 083	—	-6.1	—
Tiree	—	—	—	—	96	—	7	—	103	—	58	—	77.6	—
Unst	—	—	507	—	46	—	455	—	1 008	—	—	—	—	—
Wick	—	—	—	—	391	1	53	4	444	5	587	2	-24.4	150.0
TOTAL other UK Airports	5 579	618	9 750	222	20 868	512	5 947	1 591	42 144	2 943	41 933	2 534	0.5	16.1
TOTAL all reporting UK Airports	26 297	1 774	15 861	605	29 043	733	6 632	2 067	77 833	5 179	78 431	4 591	-0.8	12.8
Channel Islands Airports														
Alderney	..	..	..	..	..	..	..	..	867	—	910	—	-4.7	—
Guernsey	..	..	..	..	..	..	..	..	3 046	—	3 022	—	0.8	—
Jersey	..	..	..	..	..	..	..	..	4 922	—	4 802	—	2.5	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	8 835	—	8 734	—	1.2	—

Air Passengers by Type and Nationality of Operator October 1980

Table 2.9

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others		Terminal	Transit	British Airways		Others		Terminal	Transit
				Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit		
London Area Airports															
+ Gatwick	890 443	878 987	11 456	16 158	—	287 572	—	76 218	4 319	77 131	194	322 287	1 682	99 621	5 261
+ Heathrow	2 418 084	2 393 716	24 368	1 165 575	—	66 474	—	1 161 308	24 368	201	—	—	—	158	—
+ Luton	151 946	150 810	1 136	—	—	746	25	2	80	258	—	144 176	1 031	5 628	—
+ Southend	10 433	10 433	—	—	—	10 044	—	—	—	—	—	389	—	—	—
+ Stansted	18 814	17 692	1 122	—	301	351	203	86	—	—	130	348	327	16 907	161
TOTAL (London Area)	3 489 720	3 451 638	38 082	1 181 733	301	365 187	228	1 237 614	28 767	77 590	324	467 200	3 040	122 314	5 422
Westland Heliport (Battersea)	693	693	—	—	—	—	—	—	—	1	—	692	—	—	—
Other UK Airports															
+ Aberdeen	129 455	128 982	473	43 261	176	13 146	—	1 078	—	10 454	—	58 630	289	2 413	8
+ Belfast	110 996	110 744	252	75 967	—	28 586	27	1 201	2	205	—	351	—	4 434	223
+ Benbecula	2 282	2 214	68	1 316	6	754	62	—	—	70	—	75	—	—	—
+ Birmingham	149 372	146 809	2 563	41 285	562	22 085	599	9 578	740	116	—	63 689	203	10 056	459
+ Blackpool	5 276	4 855	420	—	—	4 751	420	—	—	—	—	104	—	—	—
+ Bournemouth	16 722	16 696	26	—	—	13 241	26	—	—	—	—	2 851	—	604	—
+ Bristol	21 872	20 340	1 532	—	—	5 725	537	1 630	693	—	—	10 996	229	1 989	73
+ Cambridge	4 066	4 066	—	—	—	2 687	—	—	—	—	—	139	—	1 340	—
+ Cardiff	30 228	26 404	3 824	—	—	11 071	3 022	89	99	—	—	8 236	606	7 008	97
+ Coventry	936	936	—	—	—	208	—	—	—	—	—	674	—	54	—
+ East Midlands	63 021	62 401	620	—	557	26 138	36	—	—	—	—	27 941	—	8 322	27
+ Edinburgh	108 103	106 177	1 926	64 051	—	29 051	1 617	2 827	36	37	—	8 196	146	2 015	127
+ Exeter	9 564	9 297	267	—	—	7 512	258	—	—	—	—	608	9	1 177	—
+ Glasgow	204 575	202 867	1 708	97 402	350	30 908	46	10 904	1 242	—	—	53 023	70	10 630	—
+ Gloucester/Cheltenham	419	419	—	—	—	401	—	—	—	—	—	18	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	3 076	2 841	234	—	—	2 735	234	—	—	—	—	97	—	9	—
+ Inverness	13 830	13 020	810	11 466	760	981	—	—	—	—	—	546	60	27	—
+ Islay	1 182	1 182	—	—	—	1 089	—	—	—	—	—	93	—	—	—
+ Isle of Man	23 747	20 472	3 275	—	—	20 125	3 275	—	—	—	—	—	—	347	—
+ Isles of Scilly	7 131	7 131	—	6 608	—	523	—	—	—	—	—	—	—	—	—
+ Kirkwall	8 461	6 878	1 583	3 219	1 447	3 057	2	—	—	19	51	574	83	9	—
+ Leeds/Bradford	34 250	32 359	1 891	—	—	22 951	1 888	—	—	—	—	9 404	3	4	—
+ Liverpool	22 422	22 248	174	—	—	18 760	—	2 502	75	—	—	986	—	—	99
+ Lydd	787	787	—	—	—	787	—	—	—	—	—	—	—	—	—
+ Manchester	430 577	415 213	15 364	116 656	1 684	20 889	2 829	37 823	4 996	18 683	—	181 779	1 305	39 383	4 550
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	89 573	85 182	4 391	20 544	—	22 016	3 485	—	—	624	—	33 194	448	8 804	458
+ Norwich	13 993	13 086	907	—	—	11 581	907	—	—	—	—	875	—	630	—
+ Penzance Heliport	6 608	6 608	—	6 608	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	59 593	30 585	29 008	8 984	7 267	1 143	157	6 831	9 681	—	—	5 341	3 544	8 286	8 359
+ Southampton	27 153	27 007	146	—	—	26 474	131	—	—	—	—	510	15	23	—
+ Stornoway	6 385	6 365	20	4 850	—	775	—	—	—	82	—	658	20	—	—
+ Sumburgh	54 058	53 760	298	6 826	8	351	11	—	—	14 659	87	31 004	192	920	—
+ Swansea	640	631	9	—	—	455	—	—	—	—	—	166	9	10	—
+ Tees-side	25 539	24 069	1 470	—	—	17 394	1 404	—	—	—	—	4 247	66	2 428	—
+ Tiree	596	340	256	—	—	318	255	—	—	—	—	22	1	—	—
+ Unst	12 044	11 783	261	—	—	123	—	—	—	68	222	11 592	39	—	—
+ Wick	3 554	3 472	82	—	—	3 216	12	—	—	—	—	256	70	—	—
TOTAL other UK Airports	1 702 084	1 628 226	73 858	509 042	12 817	371 907	21 240	74 463	17 564	45 017	360	516 876	7 397	110 922	14 480
TOTAL (Incl. London Area)	5 192 497	5 080 567	1 119 40	1 690 775	13 118	737 094	21 468	1 312 077	46 331	122 608	684	984 767	10 437	233 236	19 902
Channel Islands Airports															
+ Alderney	6 168	6 168	—	—	—	5 591	—	—	—	—	—	577	—	—	—
+ Guernsey	51 609	46 849	4 760	—	—	44 892	4 639	1 419	118	—	—	388	3	160	—
+ Jersey	136 163	133 707	2 456	20 971	—	106 090	2 015	2 949	300	—	—	707	141	2 990	—
TOTAL (Channel Is. Airports)	193 940	186 724	7 216	20 971	—	156 573	6 654	4 368	418	—	—	1 672	144	3 140	—

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

Terminal, International and Domestic Passenger Traffic by Airports October 1980

Table 2.10

Comparison with the previous year.

	Total 1980	Total 1979	Percentage change	1980	International 1979	Percentage change	1980	Domestic 1979	Percentage change
London Area Airports									
+ Gatwick	878 987	783 894	12.1	781 541	697 599	12.0	97 446	86 295	12.9
+ Heathrow	2 393 716	2 570 680	-6.9	2 035 633	2 184 335	-6.8	358 083	386 345	-7.3
+ Luton	150 810	171 014	-11.8	148 949	169 275	-12.0	1 861	1 739	7.0
+ Southend	10 433	13 995	-25.5	6 468	10 964	-41.0	3 965	3 031	30.8
+ Stansted	17 692	24 827	-28.7	17 305	23 997	-27.9	387	830	-53.4
TOTAL (London Area)	3 451 638	3 564 410	-3.2	2 989 896	3 086 170	-3.1	4 617 42	478 240	-3.4
Westland Heliport (Battersea)	693	695	-0.3	—	—	—	693	695	-0.3
Other UK Airports									
+ Aberdeen	128 982	113 265	13.9	39 805	28 425	40.0	89 177	84 840	5.1
+ Belfast	110 744	113 509	-2.4	5 813	5 484	6.0	104 931	108 025	-2.9
Benbecula	2 214	2 240	-1.2	—	—	—	2 214	2 240	-1.2
+ Birmingham	146 809	143 984	2.0	106 319	99 622	6.7	40 490	44 362	-8.7
+ Blackpool	4 855	7 896	-38.5	635	886	-28.3	4 220	7 010	-39.8
+ Bournemouth	16 696	21 418	-22.0	2 785	5 360	-48.0	13 911	16 058	-13.4
+ Bristol	20 340	20 964	-3.0	17 237	16 832	2.4	3 103	4 132	-24.9
+ Cambridge	4 066	3 882	4.7	1 430	455	214.3	2 636	3 427	-23.1
+ Cardiff	26 404	24 438	8.0	19 673	17 135	14.8	6 731	7 303	-7.8
+ Coventry	936	320	192.5	496	289	71.6	440	31	1319.4
+ East Midlands	62 401	60 555	3.0	42 226	40 661	3.8	20 175	19 894	1.4
+ Edinburgh	106 177	113 665	-6.6	16 781	19 842	-15.4	89 396	93 823	-4.7
+ Exeter	9 297	8 634	7.7	2 337	1 924	21.5	6 960	6 710	3.7
+ Glasgow	202 867	224 782	-9.7	63 579	61 381	3.6	139 288	163 401	-14.8
Gloucester/Cheltenham	419	1 054	-60.2	—	—	—	419	1 054	-60.2
Hawarden	—	—	—	—	—	—	—	—	—
Humberside	2 841	3 985	-28.7	439	709	-38.1	2 402	3 276	-26.7
Inverness	13 020	14 037	-7.2	29	184	-84.2	12 991	13 853	-6.2
Islay	1 182	1 412	-16.3	—	—	—	1 182	1 412	-16.3
+ Isle of Man	20 472	25 497	-19.7	981	812	20.8	19 491	24 685	-21.0
Isles of Scilly	7 131	7 367	-3.2	—	—	—	7 131	7 367	-3.2
+ Kirkwall	6 878	9 049	-24.0	60	190	-68.4	6 818	8 859	-23.0
+ Leeds/Bradford	32 359	33 345	-3.0	14 630	12 238	19.5	17 729	21 107	-16.0
+ Liverpool	22 248	44 817	-50.4	2 667	20 696	-87.1	19 581	24 121	-18.8
+ Lydd	787	5 426	-85.5	279	5 426	-94.9	508	—	—
+ Manchester	415 213	355 391	16.8	318 478	258 188	23.4	96 735	97 203	-0.5
+ Manston	..	..	—	..	..	—	..	..	—
+ Newcastle	85 182	76 705	11.1	50 612	41 438	22.1	34 570	35 267	-2.0
+ Norwich	13 086	14 855	-11.9	6 168	5 910	4.4	6 918	8 945	-22.7
+ Penzance	6 608	6 831	-3.3	—	—	—	6 608	6 831	-3.3
+ Prestwick	30 585	30 066	1.7	29 231	28 532	2.4	1 354	1 534	-11.7
+ Southampton	27 007	33 437	-19.2	2 655	4 510	-41.1	24 352	28 927	-15.8
Stornoway	6 365	8 490	-25.0	74	—	—	6 291	8 490	-25.9
+ Sumburgh	53 760	57 370	-6.3	23 924	23 534	1.7	29 836	33 836	-11.8
Swansea	631	804	-21.5	12	5	140.0	619	799	-22.5
+ Tees-side	24 069	25 838	-6.8	6 892	7 465	-7.7	17 177	18 373	-6.5
Tiree	340	394	-13.7	—	—	—	340	394	-13.7
Unst	11 783	..	..	6 564	..	..	5 219	..	..
Wick	3 472	3 530	-1.6	—	—	—	3 472	3 530	-1.6
TOTAL other UK Airports	1 628 226	1 619 252	0.6	782 811	708 133	10.5	845 415	911 119	-7.2
TOTAL all reporting Airports	5 080 557	5 184 357	-2.0	3 772 707	3 794 303	-0.6	1 307 850	1 390 054	-5.9
Channel Islands Airports (Channel Islands do not supply an International/Domestic split)									
Alderney	6 168	7 268	-15.1	—	—	—	—	—	—
Guernsey	46 849	52 041	-10.0	—	—	—	—	—	—
Jersey	133 707	148 394	-9.9	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	186 724	207 703	-10.1	—	—	—	—	—	—

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

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

Table 2.11

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

	Austria	Belgium	Denmark	Finland	France	German F.R.	Greece	Irish Republic	Italy	Malta	Nether-lands	Norway	Portugal	Spain	Sweden	Switzerland	Turkey	Yugoslavia	Eastern Europe(a)	Cyprus
1970	107	818	383	50	2 365	1 874	289	1 649	1 430	264	1 306	189	295	3 472	184	1 053	44	192	204	88
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	239	1 435	209	385	4 726	188	1 105	49	291	230	126
1972	135	832	447	70	2 805	2 438	625	1 567	1 900	170	1 508	244	483	5 493	236	1 130	61	291	284	166
1973	160	934	474	84	2 928	2 525	747	1 709	2 032	263	1 734	279	578	5 974	275	1 181	95	394	334	218
1974	156	859	479	88	2 678	2 247	543	1 641	1 771	384	1 619	275	429	4 842	281	1 032	90	323	347	100
1975	171	788	486	101	2 740	2 277	691	1 672	1 860	497	1 634	351	309	5 298	336	1 093	94	410	410	9
1976	200	850	567	120	2 901	2 470	882	1 722	1 941	478	1 835	522	296	4 667	423	1 181	120	414	395	79
1977	229	854	626	133	2 904	2 619	884	1 727	2 037	489	1 934	591	399	4 617	524	1 289	135	285	338	121
1978	237	874	621	134	3 026	2 882	1 162	1 933	2 279	670	1 994	564	474	5 553	524	1 372	114	428	418	161
1979	241	867	626	138	3 102	3 081	1 562	2 015	2 550	940	1 959	550	591	5 650	500	1 413	111	508	534	232
1978 4th quarter (i)	52	219	144	30	688	673	206	433	413	166	472	120	106	1 155	116	312	28	77	80	33
1979 1st quarter (ii)	38	187	119	24	636	625	110	370	475	134	391	110	81	806	87	311	23	35	73	26
2nd quarter (ii)	64	234	173	40	872	841	462	496	694	235	537	151	164	1 591	141	376	24	158	137	54
3rd quarter (ii)	88	230	195	45	958	913	725	700	946	352	550	166	213	2 200	162	412	42	233	231	108
4th quarter	50	217	139	29	636	702	265	449	435	218	481	120	133	1 053	110	315	23	81	93	45
1980 1st quarter	40	194	117	29	641	683	119	420	575	170	421	115	100	738	95	341	16	27	81	35
2nd quarter	63	209	153	40	815	826	561	438	728	310	510	157	195	1 602	108	378	16	129	131	59
3rd quarter	83	206	164	44	949	975	576	587	972	450	522	166	256	2 258	144	420	33	202	248	102
	Canary Islands	Near East (b)	North Africa (c)	East Africa (d)	West Africa (e)	Central Africa (f)	Southern Africa (g)	Middle East (h)	Indian Sub-Cont. (j)	Far East (k)	Japan	Australia & New Zealand	Canada	United States of America (l)	Central America (m)	South America (n)	Caribbean (n)	Oil Rigs	Others (o)	Total
1970	178	210	154	144	87	40	155	173	164	128	45	113	904	2 511	14	50	160	..	169	21 655
1971	218	283	177	156	91	44	163	203	143	189	71	108	933	2 814	11	54	174	..	202	24 831
1972	264	305	406	190	94	49	179	255	230	243	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	270	333	440	171	117	53	198	290	236	324	114	207	1 289	3 320	22	75	245	..	258	30 885
1974	303	354	313	162	135	59	248	349	289	353	126	257	1 303	2 926	21	62	259	125	324	28 152
1975	402	353	353	189	173	71	307	529	357	375	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	529	327	415	218	221	69	342	812	391	464	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	563	438	425	200	340	71	324	1 097	444	484	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	656	499	509	224	370	69	344	1 263	491	541	216	429	1 505	5 128	25	120	303	500	380	38 992
1979	758	554	633	240	366	67	371	1 063	564	602	257	618	1 637	5 388	31	133	353	481	391	41 677
1978 4th quarter (i)	193	114	128	55	78	16	90	273	141	148	64	123	234	1 112	7	30	86	58	97	8 570
1979 1st quarter (ii)	198	108	119	56	72	14	90	205	142	133	64	139	163	836	6	29	73	122	83	7 313
2nd quarter (ii)	168	128	153	51	83	16	88	240	131	137	57	156	456	1 479	7	29	83	56	95	11 057
3rd quarter (ii)	207	188	188	76	117	23	103	370	140	185	75	160	780	1 888	11	43	105	60	119	14 305
4th quarter	185	128	173	57	94	14	91	248	150	148	61	163	238	1 185	8	32	93	192	94	8 948
1980 1st quarter	192	128	166	62	95	13	104	233	146	139	56	170	189	909	4	33	83	131	94	7 903
2nd quarter	159	128	171	52	96	15	94	228	128	150	55	149	410	1 622	4	32	92	141	94	11 247
3rd quarter	199	186	220	76	137	21	111	305	163	230	67	139	675	2 073	29	39	97	142	119	14 685

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

The following countries are included in the groupings below:—

(a) Albania, Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Poland, Rumania and U.S.S.R.

(b) Jordan, Lebanon, Israel, Syria.

(c) Algeria, Egypt, Libya, Morocco, Tunisia.

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

(e) Benin, Cameroun, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo, Upper Volta, Western Sahara.

(f) Angola, Central African Republic, Chad, Congo, Malawi, Zaïre, Zambia.

(g) Botswana, Lesotho, Mozambique, Namibia, South African Republic, Swaziland, Zimbabwe.

(h) Iran, Iraq, Kuwait, Persian Gulf States, Saudi Arabia, United Arab Emirates, Yemeni Arab Republic, Yemeni Peoples Republic.

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

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

(l) Belize, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Uruguay, Venezuela.

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

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

Special Note—Sumburgh

(i) Sumburgh traffic not included for 1978.

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

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

Table 2.12

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Austria	20 509	15 658	4 851	21 001	14 827	6 174	−2
London (a)—Vienna	16 365	13 572	2 793	17 138	13 341	3 797	
—Salzburg	1 423	1 423	—	1 518	1 486	32	
Luton—Vienna	1 851	—	1 851	1 427	—	1 427	
Belgium	73 350	71 476	1 874	82 023	81 402	621	−11
London (a)—Brussels	53 651	53 520	131	58 994	58 905	89	
—Antwerp	6 169	6 169	—	7 557	7 392	165	
—Ostend	201	200	1	227	227	—	
—Liege	632	632	—	570	570	—	
—Charleroi	510	510	—	433	433	—	
Manchester—Brussels	4 637	4 610	27	4 909	4 909	—	
Birmingham—Brussels	3 443	3 322	121	3 089	3 089	—	
Southend—Ostend	2 013	1 948	65	3 409	3 409	—	
Denmark	47 569	41 586	5 983	51 609	42 604	9 005	−8
London (a)—Copenhagen (c)	35 549	31 986	3 563	36 073	31 109	4 964	
—Aarhus	1 370	1 370	—	2 265	2 265	—	
Glasgow (b)—Copenhagen (c)	2 305	2 305	—	2 380	2 186	194	
Manchester—Copenhagen (c)	4 951	4 948	3	4 970	4 962	8	
Luton—Copenhagen (c)	1 496	—	1 496	2 242	—	2 242	
Finland	9 362	9 180	182	9 578	9 491	87	−2
France	268 153	259 713	8 440	285 850	272 522	13 328	−6
London (a)—Paris (d)	197 074	196 187	887	193 794	189 472	4 322	
—Toulouse	2 517	2 517	—	2 177	2 177	—	
—Caen	388	388	—	329	328	1	
—Marseille	3 947	3 947	—	4 163	4 163	—	
—Lille	2 225	2 129	96	1 799	1 799	—	
—Nice	17 210	16 166	1 044	18 802	18 427	375	
—Rennes	258	258	—	255	255	—	
—Bordeaux	3 557	3 557	—	3 961	3 961	—	
—Le Touquet	1 141	1 141	—	5 743	5 743	—	
—Montpellier	949	949	—	571	571	—	
—Strasbourg	2 421	2 421	—	2 896	2 741	155	
—Ajaccio	398	280	118	778	399	379	
—Lyon	5 231	5 231	—	5 070	5 070	—	
—Le Havre	98	2	96	—	—	—	
—Deauville	205	—	205	16	16	—	
—Quimper	320	320	—	245	245	—	
—Dijon	—	—	—	314	314	—	
—Nantes	1 686	1 639	47	1 770	1 770	—	
—Perpignan	271	271	—	264	264	—	
—Nimes	148	148	—	120	120	—	
Manchester—Paris (d)	8 531	8 530	1	9 457	9 451	6	
Birmingham—Paris (d)	5 978	5 905	73	6 213	6 003	210	
Southend—Le Touquet	—	—	—	1 369	1 369	—	
Luton—Toulouse	—	—	—	—	—	—	
Lydd—Beauvais	279	279	—	5 426	5 426	—	
German Federal Republic	257 201	220 628	36 573	284 904	234 488	50 416	−10
London (a)—Berlin (e)	16 032	10 448	5 584	15 913	8 260	7 653	
—Frankfurt	67 023	61 423	5 600	67 946	61 416	6 530	
—Hamburg	31 307	27 573	3 734	32 828	28 692	4 136	
—Dusseldorf	39 926	35 906	4 020	43 688	39 502	4 186	
—Munich	29 470	21 686	7 784	32 205	22 413	9 792	
—Stuttgart	14 458	11 832	2 626	15 447	11 976	3 471	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Germany (continued)							
London (a) — Cologne (Bonn)	16 594	16 450	144	21 833	20 103	1 730	
— Nuremburg	1 894	1 894	—	1 622	1 622	—	
— Bremen	7 170	7 170	—	7 471	7 471	—	
— Hanover	13 741	11 140	2 601	17 885	14 755	3 130	
Manchester — Frankfurt	5 122	5 122	—	5 476	5 476	—	
— Dusseldorf	2 885	2 885	—	4 260	4 229	31	
— Munich	—	—	—	—	—	—	
Birmingham — Frankfurt	1 917	1 914	3	1 320	1 320	—	
— Dusseldorf	2 769	2 763	6	2 651	2 651	—	
Luton — Munich	1 883	—	1 883	1 270	—	1 270	
— Stuttgart	—	—	—	1 923	—	1 923	
Gibraltar	10 106	4 683	5 423	9 902	4 929	4 973	2
London (a) — Gibraltar	8 352	4 683	3 669	8 135	4 929	3 206	
Greece	193 862	37 065	156 797	170 184	43 959	126 225	14
London (a) — Athens	62 020	35 360	26 660	69 368	41 249	28 119	
— Salonika	3 121	1 272	1 849	2 491	1 732	759	
— Corfu	24 269	262	24 007	21 942	978	20 964	
— Rhodes	15 149	—	15 149	9 298	—	9 298	
— Crete	19 133	—	19 133	18 186	—	18 186	
Manchester — Athens	6 047	—	6 047	5 366	—	5 366	
— Corfu	12 570	—	12 570	8 109	—	8 109	
Luton — Salonika	836	—	836	389	—	389	
— Corfu	8 500	—	8 500	9 146	—	9 146	
Iceland	3 466	3 277	189	3 680	3 680	—	-6
London (a) — Keflavik	2 484	2 484	—	2 634	2 634	—	
Glasgow (b) — Keflavik	977	788	189	1 046	1 046	—	
Luton — Keflavik	—	—	—	—	—	—	
Irish Republic	155 473	153 420	2 053	177 361	176 552	809	-12
London (a) — Dublin	81 846	80 951	895	89 009	89 009	—	
— Shannon	11 677	11 677	—	12 327	12 327	—	
— Cork	13 616	13 524	92	14 378	14 378	—	
Glasgow (b) — Dublin	6 699	6 699	—	9 110	9 110	—	
Liverpool — Dublin	2 335	2 335	—	4 607	4 607	—	
Manchester — Dublin	13 192	13 180	12	14 663	14 653	10	
Edinburgh — Dublin	2 827	2 827	—	3 447	3 447	—	
Birmingham — Dublin	10 641	10 472	169	12 905	12 905	—	
Luton — Dublin	—	—	—	49	—	49	
Leeds/Bradford — Dublin	1 738	1 716	22	2 335	2 329	6	
Bristol — Dublin	1 697	1 637	60	2 036	2 036	—	
E. Midlands — Dublin	1 259	1 255	4	1 627	1 611	16	
Belfast — Shannon	254	254	—	1 434	1 300	134	
Italy	171 453	93 907	77 546	170 980	94 311	76 669	—
London (a) — Rome (f)	43 810	35 092	8 718	39 875	32 591	7 284	
— Milan (g)	36 689	31 676	5 013	37 302	33 790	3 512	
— Turin	1 720	1 383	337	2 169	2 169	—	
— Pisa	8 822	7 723	1 099	9 291	6 858	2 433	
— Naples	11 307	3 263	8 044	13 694	4 320	9 374	
— Venice	11 117	6 060	5 057	9 366	5 825	3 541	
— Genoa	3 965	3 208	757	4 809	3 221	1 588	
— Bologna	1 145	1 145	—	101	—	101	
— Rimini	607	—	607	533	111	422	
Manchester — Milan (g)	2 360	2 103	257	3 244	2 843	401	
— Rimini	749	—	749	548	—	548	
Luton — Rome (f)	4 788	—	4 788	6 776	—	6 776	
— Milan (g)	3 234	—	3 234	6 177	—	6 177	
— Naples	5 652	—	5 652	5 623	—	5 623	
— Venice	2 564	—	2 564	2 214	—	2 214	
— Genoa	974	—	974	—	—	—	
— Palermo	2 552	—	2 552	3 139	—	3 139	
— Rimini	887	—	887	2 096	—	2 096	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Luxembourg	5 729	5 724	5	6 486	6 074	412	-12
London (a) — Luxembourg	5 724	5 724	—	6 319	5 972	347	
Malta	123 219	30 800	92 419	98 139	31 230	66 909	26
London (a) — Malta	59 693	26 099	33 594	51 523	28 197	23 326	
Manchester — Malta	25 480	3 480	22 000	16 647	2 734	13 913	
Birmingham — Malta	10 472	—	10 472	6 857	—	6 857	
Luton — Malta	8 012	—	8 012	9 148	—	9 148	
Newcastle — Malta	5 976	—	5 976	5 045	—	5 045	
Netherlands	173 839	169 896	3 943	185 325	182 978	2 347	-6
London (a) — Amsterdam	97 406	97 265	141	104 476	104 251	225	
— Rotterdam	17 160	16 023	1 137	19 077	19 077	—	
— Maastricht	2 752	2 752	—	2 802	2 802	—	
Glasgow (b) — Amsterdam	3 842	3 842	—	4 082	4 082	—	
Norwich — Amsterdam	5 081	4 951	130	5 243	5 170	73	
Southampton — Amsterdam	2 061	2 061	—	2 355	2 355	—	
Manchester — Amsterdam	12 649	12 193	456	11 503	11 250	253	
Edinburgh — Amsterdam	3 467	3 467	—	4 020	3 825	195	
Birmingham — Amsterdam	5 395	4 867	528	5 013	4 696	317	
Luton — Amsterdam	116	—	116	127	—	127	
Newcastle — Amsterdam	5 512	5 512	—	5 348	5 279	69	
Aberdeen — Amsterdam	2 875	2 873	2	2 920	2 920	—	
Leeds/Bradford — Amsterdam	2 903	2 776	127	2 785	2 785	—	
E. Midlands — Amsterdam	3 795	3 795	—	3 458	3 458	—	
Southend — Rotterdam	3 130	3 130	—	4 521	4 521	—	
Norway	43 292	35 749	7 543	40 292	34 682	5 610	7
London (a) — Oslo (h)	21 830	19 031	2 799	19 531	17 882	1 649	
— Bergen	5 975	5 975	—	5 941	5 941	—	
— Stavanger	5 488	5 466	22	4 841	4 841	—	
— Kristiansand	412	412	—	466	466	—	
Luton — Oslo (h)	240	—	240	1 061	—	1 061	
Newcastle — Stavanger	927	927	—	1 851	1 851	—	
Aberdeen — Stavanger	1 403	434	969	1 339	489	850	
Portugal	71 629	27 557	44 072	62 015	30 318	31 697	16
London (a) — Lisbon	22 578	18 986	3 592	24 686	20 329	4 357	
— Oporto	2 269	2 139	130	2 261	2 261	—	
— Faro	24 187	6 296	17 891	22 188	7 728	14 460	
Manchester — Faro	7 574	—	7 574	4 184	—	4 184	
Luton — Lisbon	2 280	—	2 280	2 448	—	2 448	
— Faro	3 975	—	3 975	2 366	—	2 366	
Spain	560 633	98 294	462 339	563 849	110 039	453 810	-1
London (a) — Madrid	36 424	28 992	7 432	38 347	33 529	4 818	
— Barcelona	19 750	13 821	5 929	22 605	17 039	5 566	
— Valencia	5 165	4 797	368	7 060	6 152	908	
— Seville	1 574	1 485	89	1 710	1 581	129	
— Malaga	39 788	17 167	22 621	38 788	18 124	20 664	
— Bilbao	5 909	5 909	—	5 950	5 950	—	
— Majorca	67 403	11 908	55 495	67 713	13 949	53 764	
— Santiago	1 838	1 586	252	2 062	1 447	615	
— Minorca	14 130	2 153	11 977	14 823	2 126	12 697	
— Alicante	22 354	4 658	17 696	26 206	5 767	20 439	
— Ibiza	20 087	2 669	17 418	17 264	3 040	14 224	
— Gerona	9 771	644	9 127	14 340	732	13 608	
— Almeria	1 623	—	1 623	2 093	—	2 093	
Glasgow (b) — Majorca	12 109	—	12 109	12 568	—	12 568	
— Alicante	5 352	—	5 352	5 489	—	5 489	
— Ibiza	4 900	—	4 900	3 925	—	3 925	
— Gerona	3 080	—	3 080	2 249	—	2 249	

Table 2.12 cont.

Comparison with the previous year

							Percentage change of total traffic
		1980		1979			
		Total	Sched.	Charter	Total	Sched.	Charter
Spain (continued)							
Manchester—Barcelona	4 104	—	4 104	3 167	—	3 167	
—Malaga	11 801	—	11 801	13 503	—	13 503	
—Majorca	37 960	—	37 960	33 056	—	33 056	
—Minorca	8 496	—	8 496	8 041	—	8 041	
—Alicante	17 264	—	17 264	16 470	—	16 470	
—Ibiza	13 099	—	13 099	10 083	—	10 083	
—Gerona	5 769	—	5 769	6 218	—	6 218	
Belfast—Majorca	2 295	—	2 295	1 138	—	1 138	
Edinburgh—Majorca	2 765	—	2 765	2 292	—	2 292	
—Alicante	1 272	—	1 272	1 556	—	1 556	
Birmingham—Barcelona	2 164	—	2 164	810	—	810	
—Malaga	2 283	—	2 283	3 557	—	3 557	
—Majorca	14 421	—	14 421	14 072	—	14 072	
—Alicante	7 193	—	7 193	7 897	—	7 897	
—Ibiza	6 795	—	6 795	5 677	—	5 677	
—Gerona	2 686	—	2 686	1 715	—	1 715	
Luton—Madrid	1 325	—	1 325	1 626	—	1 626	
—Barcelona	1 611	—	1 611	1 859	—	1 859	
—Malaga	7 812	—	7 812	8 641	—	8 641	
—Majorca	15 512	—	15 512	18 881	—	18 881	
—Alicante	8 159	—	8 159	9 723	—	9 723	
—Ibiza	6 272	—	6 272	7 345	—	7 345	
—Gerona	3 878	—	3 878	4 006	—	4 006	
Cardiff—Majorca	6 891	—	6 891	5 305	—	5 305	
—Alicante	1 975	—	1 975	1 725	—	1 725	
Newcastle—Barcelona	1 854	—	1 854	2 081	—	2 081	
—Majorca	7 581	—	7 581	8 340	—	8 340	
—Alicante	4 258	—	4 258	3 503	—	3 503	
Leeds/Bradford—Majorca	3 897	—	3 897	2 454	—	2 454	
—Alicante	1 974	—	1 974	2 261	—	2 261	
Bristol—Majorca	3 406	—	3 406	4 629	—	4 629	
E. Midlands—Majorca	8 381	—	8 381	7 436	—	7 436	
—Alicante	4 380	—	4 380	5 234	—	5 234	
—Ibiza	2 682	—	2 682	2 875	—	2 875	
Sweden							
	36 653	27 667	8 986	38 795	28 298	10 497	—6
London (a)—Stockholm (i)	23 330	20 409	2 921	25 639	20 155	5 484	
—Gothenburg	9 506	7 258	2 248	10 276	7 909	2 367	
—Malmo	1 323	—	1 323	1 322	—	1 322	
Luton—Stockholm (i)	1 402	—	1 402	356	—	356	
Switzerland							
	115 136	85 989	29 147	119 982	89 779	30 203	—4
London (a)—Berne	1 417	1 417	—	1 213	1 213	—	
—Zurich	56 773	39 205	17 568	55 726	40 092	15 634	
—Geneva	41 574	32 746	8 828	45 641	35 198	10 443	
—Basle	8 678	5 996	2 682	10 891	7 088	3 803	
Manchester—Zurich	4 488	4 483	5	4 673	4 528	145	
—Geneva	802	802	—	875	875	—	
Birmingham—Zurich	826	826	—	122	—	122	
Luton—Zurich	2	—	2	—	—	—	
Turkey							
	6 570	6 354	216	9 121	8 925	196	—28
London (a)—Istanbul	6 111	6 111	—	8 927	8 925	2	
—Ankara	243	243	—	—	—	—	
Yugoslavia							
	38 981	14 559	24 422	58 016	19 962	38 054	—33
London (a)—Belgrade	5 104	4 885	219	7 882	6 463	1 419	
—Zagreb	2 262	2 262	—	3 100	3 100	—	
—Ljubljana	2 107	1 854	253	3 942	2 128	1 814	
—Dubrovnic	5 561	1 408	4 153	7 942	2 068	5 874	
—Pula	5 080	857	4 223	8 992	1 861	7 131	
Manchester—Pula	2 233	723	1 510	3 337	886	2 451	
Luton—Pula	753	—	753	2 272	—	2 272	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Eastern Europe	33 483	22 159	11 324	37 414	25 596	11 818	-11
Bulgaria	7 503	1 229	6 274	6 426	890	5 536	
Czechoslovakia	2 264	2 264	—	2 699	2 699	—	
German Democratic Republic	395	199	196	121	121	—	
Hungary	3 926	3 896	30	3 533	3 438	95	
Poland	7 333	7 028	305	9 950	8 453	1 497	
Rumania	4 064	1 177	2 887	4 077	1 543	2 534	
USSR	7 998	6 366	1 632	10 608	8 452	2 156	
London (a) —Moscow (j)	6 485	5 733	752	9 306	8 166	1 140	
—Leningrad	1 290	633	657	744	286	458	
TOTAL EUROPE	2 419 668	1 435 341	984 327	2 486 512	1 546 646	939 866	-3
Cyprus	21 162	21 032	130	19 836	19 836	—	7
London (a) —Larnaca	18 854	18 854	—	18 646	18 646	—	
Canary Islands	63 904	4 684	59 220	74 314	4 276	70 038	-14
London (a) —Las Palmas	5 962	2 969	2 993	9 874	2 867	7 007	
—Tenerife (k)	16 288	1 659	14 629	19 900	1 378	18 522	
—Arrecife	4 606	—	4 606	4 554	—	4 554	
Glasgow (b) —Tenerife (k)	2 695	—	2 695	4 556	—	4 556	
Manchester —Las Palmas	1 792	—	1 792	1 842	—	1 842	
—Tenerife (k)	12 348	—	12 348	12 974	—	12 974	
Birmingham —Tenerife (k)	4 674	—	4 674	4 474	—	4 474	
Luton —Las Palmas	1 463	—	1 463	1 873	—	1 873	
—Tenerife (k)	6 507	—	6 507	6 409	—	6 409	
E. Midlands —Tenerife (k)	1 641	—	1 641	2 126	—	2 126	
Near East	51 402	39 087	12 315	47 979	41 974	6 005	7
Israel	34 753	22 438	12 315	32 230	26 225	6 005	
London (a) —Tel Aviv	30 524	22 019	8 505	29 770	26 225	3 545	
Jordan	7 746	7 746	—	5 725	5 725	—	
Lebanon	4 853	4 853	—	5 597	5 597	—	
Syria	4 050	4 050	—	4 427	4 427	—	
North Africa	64 376	34 072	30 304	57 956	39 068	18 888	11
Algeria	3 133	3 120	13	3 050	2 932	118	
London (a) —Algiers	2 531	2 518	13	2 985	2 867	118	
—Oran	602	602	—	65	65	—	
Egypt	15 544	15 536	8	16 563	16 563	—	
Libya	7 563	7 555	8	9 482	9 482	—	
London (a) —Tripoli	5 346	5 340	6	6 744	6 744	—	
—Benghazi	2 217	2 215	2	2 738	2 738	—	
Morocco	11 537	3 056	8 481	10 051	4 846	5 205	
London (a) —Tangiers	4 111	1 447	2 664	4 336	2 121	2 215	
—Marrakesh	—	—	—	—	—	—	
—Casablanca (1)	1 628	1 609	19	2 725	2 725	—	
Tunisia	26 599	4 805	21 794	18 810	5 245	13 565	
London (a) —Tunis	6 209	3 662	2 547	7 057	5 245	1 812	
—Djerba	377	377	—	484	—	484	
—Monastir	7 861	506	7 355	2 398	—	2 398	
Manchester —Monastir	3 760	—	3 760	1 944	—	1 944	
Luton —Monastir	2 295	—	2 295	2 205	—	2 205	
East Africa	21 156	20 128	1 028	20 060	20 060	—	5
Kenya	12 968	11 942	1 026	11 709	11 709	—	
London (a) —Nairobi	11 135	11 135	—	11 708	11 708	—	
—Mombasa	1 833	807	1 026	1	1	—	
Uganda	827	825	2	—	—	—	
Tanzania	2 019	2 019	—	1 822	1 822	—	
London (a) —Dar-Es-Salaam	1 668	1 668	—	1 513	1 513	—	
—Kilimanjaro	351	351	—	309	309	—	
Sudan	3 689	3 689	—	5 121	5 121	—	
Somali Republic	—	—	—	—	—	—	
Ethiopia	1 653	1 653	—	1 408	1 408	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
West Africa	36 545	36 433	112	30 039	30 035	4	22
Ghana	4 543	4 543	—	4 721	4 717	4	
Nigeria	29 072	28 960	112	22 085	22 085	—	
London (a) — Kano	2 466	2 466	—	789	789	—	
— Lagos	26 334	26 222	112	21 296	21 296	—	
Sierra Leone	1 253	1 253	—	1 466	1 466	—	
Gambia	837	837	—	20	20	—	
Liberia (m)	335	335	—	1 176	1 176	—	
Ivory Coast	392	392	—	509	509	—	
Senegal	113	113	—	62	62	—	
Central Africa	4 821	4 821	—	4 588	4 588	—	5
Zambia	4 142	4 142	—	3 436	3 436	—	
Malawi	679	679	—	1 152	1 152	—	
Southern Africa	32 369	32 369	—	29 146	29 146	—	11
Zimbabwe	4 946	4 946	—	—	—	—	
South African Republic	27 423	27 423	—	29 146	29 146	—	
London (a) — Johannesburg	25 984	25 984	—	27 628	27 628	—	
— Cape Town	1 439	1 439	—	1 518	1 518	—	
Middle East	66 455	66 329	126	88 706	88 641	65	—25
Iraq	—	—	—	6 855	6 855	—	
Kuwait	8 085	8 085	—	9 581	9 581	—	
Saudi Arabia	33 243	33 117	126	34 385	34 322	63	
London (a) — Jeddah	18 782	18 688	94	17 494	17 431	63	
— Dhahran	7 952	7 952	—	8 938	8 938	—	
— Riyadh	6 402	6 370	32	7 953	7 953	—	
Iran	402	402	—	13 571	13 571	—	
Persian Gulf States	12 857	12 857	—	12 808	12 806	2	
Bahrain	5 318	5 318	—	4 887	4 885	2	
Qatar	2 915	2 915	—	2 759	2 759	—	
Oman	4 624	4 624	—	5 162	5 162	—	
United Arab Emirates	11 868	11 868	—	11 506	11 506	—	
London (a) — Dubai	6 176	6 176	—	6 894	6 894	—	
— Abu Dhabi	5 692	5 692	—	4 612	4 612	—	
Indian Sub-Continent	52 903	51 771	1 132	49 096	49 078	18	8
Pakistan	13 271	13 271	—	13 721	13 721	—	
London (a) — Karachi	6 119	6 119	—	5 299	5 299	—	
— Rawalpindi	7 152	7 152	—	8 422	8 422	—	
Bangladesh	4 607	4 607	—	5 096	5 096	—	
India	29 270	29 270	—	27 693	27 675	18	
London (a) — Delhi	12 340	12 340	—	12 316	12 316	—	
— Bombay	14 918	14 918	—	13 841	13 841	—	
— Calcutta	2 012	2 012	—	1 490	1 490	—	
Sri Lanka (n)	5 035	3 903	1 132	1 743	1 743	—	
Afghanistan	720	720	—	843	843	—	
Far East	89 294	89 294	—	73 520	73 097	423	21
Hong Kong	31 170	31 170	—	18 228	18 106	122	
Bandar Seri Begawan	266	266	—	363	363	—	
Singapore	19 344	19 344	—	20 193	20 193	—	
Malaysia	6 171	6 171	—	4 549	4 549	—	
Thailand	8 841	8 841	—	8 997	8 997	—	
Japan	21 002	21 002	—	21 169	20 868	301	
London (a) — Tokyo (o)	18 985	18 985	—	19 444	19 143	301	
— Osaka	2 017	2 017	—	1 710	1 710	—	
Indonesia	849	849	—	—	—	—	
Philippines	1 651	1 651	—	—	—	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Australasia	43 742	43 742	—	53 011	53 011	—	-17
Australia	42 126	42 126	—	51 481	51 481	—	
London (a) — Sydney	14 182	14 182	—	18 390	18 390	—	
— Darwin	190	190	—	236	236	—	
— Melbourne (p)	17 828	17 828	—	19 285	19 285	—	
— Perth	5 523	5 523	—	7 187	7 187	—	
— Brisbane	4 403	4 403	—	6 383	6 383	—	
New Zealand	1 616	1 616	—	1 530	1 530	—	
Canada	105 346	72 587	32 759	119 684	83 947	35 747	-12
London (a) — Montreal (q)	16 305	16 305	—	17 864	17 256	608	
— Toronto	38 889	28 046	10 843	43 515	32 293	11 222	
— Ottawa	257	—	257	453	—	453	
— Calgary	5 280	5 280	—	7 310	6 334	976	
— Vancouver	8 275	2 457	5 818	8 205	2 149	6 056	
— Edmonton	4 862	4 426	436	6 092	5 750	342	
— Halifax	2 646	2 646	—	3 622	3 622	—	
— Winnipeg	1 367	1 207	160	2 804	1 888	916	
— Gander	2 692	2 692	—	4 033	3 273	760	
Glasgow (b) — Montreal (q)	—	—	—	1 062	1 062	—	
— Toronto	8 509	4 158	4 351	8 315	4 160	4 155	
— Calgary	701	701	—	751	751	—	
— Vancouver	2 111	806	1 305	1 943	820	1 123	
— Halifax	668	668	—	502	502	—	
— Winnipeg	516	516	—	706	373	333	
Manchester — Montreal (q)	—	—	—	1 138	910	228	
— Toronto	7 603	2 679	4 924	6 733	2 665	4 068	
United States of America	566 872	526 846	40 026	524 588	503 517	21 071	8
London (a) — Detroit (r)	7 339	7 101	238	11 221	10 002	1 219	
— Chicago (s)	28 788	28 317	471	33 482	33 113	369	
— Seattle (t)	14 436	14 436	—	15 094	15 094	—	
— Washington (u)	29 708	29 708	—	27 574	27 516	58	
— Dallas (v)	12 887	12 887	—	15 726	15 562	164	
— New York (w)	167 222	166 971	251	179 464	172 743	6 721	
— Boston	30 460	30 460	—	30 214	29 721	493	
— San Francisco	32 798	32 798	—	34 856	34 856	—	
— Los Angeles	79 177	78 812	365	74 589	70 175	4 414	
— Miami	68 391	62 490	5 901	37 661	37 661	—	
— Philadelphia	6 195	5 944	251	11 779	11 779	—	
— Atlanta	20 547	20 372	175	14 135	14 135	—	
— St. Louis	3 268	2 754	514	—	—	—	
London(a)—Minneapolis	—	—	—	—	—	—	
— St. Paul	5 196	5 196	—	—	—	—	
— New Orleans	171	—	171	—	—	—	
— Denver	—	—	—	—	—	—	
— Houston	14 124	13 870	254	14 206	14 021	185	
— Anchorage	648	648	—	621	621	—	
Glasgow (b)—New York (w)	6 990	5 462	1 528	5 953	4 925	1 028	
— Boston	2 328	2 328	—	6 163	5 963	200	
Manchester — New York (w)	9 512	5 192	4 320	6 356	4 275	2 081	
Central America	5 666	5 666	—	2 749	2 749	—	106
Mexico	5 268	5 268	—	2 575	2 575	—	
Panama	280	280	—	174	174	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
South America	10 074	10 074	—	11 385	11 122	263	-12
Guyana	506	506	—	692	692	—	
Ecuador	86	86	—	—	—	—	
London (a) —Quito	32	32	—	—	—	—	
—Guayaquil	54	54	—	—	—	—	
Venezuela	1 595	1 595	—	1 148	1 148	—	
Colombia	424	424	—	383	383	—	
London (a) —Bogota	421	421	—	383	383	—	
—Baranquilla	3	3	—	—	—	—	
Peru	644	644	—	2 022	2 022	—	
Brazil	4 514	4 514	—	2 668	2 668	—	
London (a) —Sao Paulo	408	408	—	—	—	—	
—Recife	262	262	—	—	—	—	
—Rio Janiero (x)	3 844	3 844	—	2 668	2 668	—	
Argentina	1 881	1 881	—	1 901	1 901	—	
London (a) —Buenos Aires (y)	1 881	1 881	—	1 901	1 901	—	
—Cordoba	—	—	—	—	—	—	
Chile	424	424	—	2 571	2 308	263	
Caribbean Area	30 228	30 228	—	30 912	28 601	2 311	-2
Bermuda	4 554	4 554	—	4 335	4 335	—	
Leeward Islands	2 217	2 217	—	2 262	1 924	338	
London (a) —Antigua	2 217	2 217	—	1 924	1 924	—	
Windward Islands	824	824	—	3 173	1 478	1 695	
London (a) —St. Lucia (z)	752	752	—	1 478	1 478	—	
Jamaica	3 787	3 787	—	5 209	4 931	278	
London (a) —Kingston	3 662	3 662	—	5 209	4 931	278	
—Montego Bay	125	125	—	—	—	—	
Barbados	11 797	11 797	—	9 245	9 245	—	
Trinidad & Tobago	5 558	5 558	—	4 905	4 905	—	
Bahamas	1 491	1 491	—	1 783	1 783	—	
Puerto Rico	—	—	—	—	—	—	
Indian Ocean Islands	3 646	3 646	—	4 721	4 721	—	-23
Seychelles	1 458	1 458	—	2 220	2 220	—	
Mauritius	2 188	2 188	—	2 501	2 501	—	
Atlantic Ocean Islands	12 200	1 986	10 214	8 841	2 356	6 485	38
Madeira	11 880	1 986	9 894	8 841	2 356	6 485	
London (a) —Funchal	5 307	1 986	3 321	4 116	2 356	1 760	
Manchester—Funchal	3 259	—	3 259	1 366	—	1 366	
Pacific Ocean Islands	4	4	—	—	—	—	—
TOTAL (excluding Oil Rigs)	3 701 833	2 530 140	1 171 693	3 737 643	2 636 459	1 101 184	-1
Oil Rigs	58 053	—	58 053	42 568	—	42 568	36
Aberdeen	28 594	—	28 594	18 395	—	18 395	
Sumburgh	22 725	—	22 725	22 527	—	22 527	
Tees-side	38	—	38	877	—	877	

Table 2.12 cont.

Guide to Footnotes

- | | |
|--|--|
| <ul style="list-style-type: none">a. London includes Heathrow, Gatwick and Stansted.b. Glasgow includes Abbotsinch and Prestwick.c. Copenhagen includes Kastrup and Roskilde.d. Paris includes Charles de Gaulle, Orly and Le Bourget.e. Berlin includes Gatow, Templehof and Tegel.f. Rome includes Ciampino and Leonardo da Vinci/Fiumicino.g. Milan includes Malpensa and Linate.h. Oslo includes Gardemoen and Fornebu.i. Stockholm includes Bromma and Arlanda.j. Moscow includes Sheremetyevo, Domodedovo and Vnukovo.k. Tenerife includes Norte los Rodeos and Sur Reina Sofia.l. Casablanca includes Anfa and Nouassuer.m. Monrovia includes Roberts International and Sprigg Payne.n. Colombo includes Katunayake and Ratmalana. | <ul style="list-style-type: none">o. Tokyo includes Haneda and Narita.p. Melbourne includes Tullamarine International and Essendon.q. Montreal includes Dorval and Mirabel.r. Detroit includes City, Metropolitan and Willow Run.s. Chicago includes Midway, O'Hare, Meigs Field, Du Page and Palwaukee.t. Seattle includes Boeing Field and Tacoma.u. Washington includes Baltimore.v. Dallas includes Dallas/Ft. Worth, Love Field and Addison Field.w. New York includes John F. Kennedy, La Guardia and Newark.x. Rio de Janeiro includes Santos Dumont and Galeao.y. Buenos Aires includes Aero Parque and Ezeiza.z. St. Lucia includes Vigie and Hewanorra. |
|--|--|

NOTES

- 1) Traffic is only published for a country if the annual total exceeds 17,500 and for city to city (with the exception of London) if exceeding 9,500. Exceptionally in the case of the USA, all scheduled traffic is shown, regardless of the amount, to or from gateways specified in the Bermuda II agreement.
- 2) Other than in the case of the USA, these figures are based on the origin and destination of passengers as reported to the 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.

Passengers Uplifted on Domestic Routes for October 1980 (a)

Table 2.13

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Channel Islands (b)	Dundee	East Midlands	Edinburgh	Exeter	Glasgow	Gloucester
Heathrow																				
Gatwick	7 488																			
Luton																				
Southend																				
Stansted																				
Aberdeen	25 342	6 279																		
Belfast	47 842	9 271																		
Birmingham	8 839					1 294	6 349													
Blackpool							853													
Bournemouth								85												
Bristol							546													
Cambridge																				
Cardiff							811													
Channel Islands (b)	23 254	17 031	587	3 866	372	185	292	10 632	387	12 005	277	1 761	4 313	16 640						
Dundee						256														
East Midlands							3 868							11 086						
Edinburgh	51 884	16 081				1 163	2 650	3 282						637						
Exeter		495					853							4 082						
Glasgow	58 014	14 517				4 881	6 996	5 899			256		405	570		3 645		249		
Gloucester														389						
Highlands & Islands (c)		64				1 283	518										643		18 256	
Humberside	770					596								75					351	
Inverness	5 348																627		2 173	
Isle of Man	5 244						1 061		3 477										1 064	
Isles of Scilly																				
Kirkwall						1 635											371		329	
Leeds/Bradford	8 284	732				876	2 780				113		370	551			756		1 612	
Liverpool	8 291						3 149							1 958						
Londonderry																				480
Lydd														508						
Manchester	44 154	10 408				2 615	10 445	28		865			213	5 473	578		3 359		6 197	
Newcastle	19 764	4 547				1 838	1 486	294		416			528						1 022	
Norwich	1 044					1 381		443						582			800			
Penzance																				
Prestwick														559						
Shoreham														620						
Southampton														22 591						
Sumburgh						23 730											35	712	2 265	
Swansea														472						
Tees-side	11 358					1 731								987					600	

Other Routes (d)

(a) Excludes passengers uplifted on air taxi operations and traffic carried by Brymon Airways.

(b) Comprises Alderney, Guernsey and Jersey.

(c) Excludes Inverness, Kirkwall and Sumburgh.

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

NOTE: This Table is compiled from statistics provided by U.K. Airlines.

Passengers Uplifted on Domestic Routes for October 1980 ^(a)

Table 2.13 cont.

	Highlands & Islands (c)	Humberside	Inverness	Isle of Man	Isles of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Lydd	Manchester	Newcastle	Norwich	Penzance	Prestwick	Shoreham	Southampton	Sumburgh	Swansea	Tees-side	Other Routes (d)
Heathrow																					
Gatwick																					
Luton																					
Southend																					
Stansted																					
Aberdeen																					
Belfast																					
Birmingham																					
Blackpool																					
Bournemouth																					
Bristol																					
Cambridge																					
Cardiff																					
Channel Islands (b)																					
Dundee																					
East Midlands																					
Edinburgh																					
Exeter																					
Glasgow																					
Gloucester																					
Highlands & Islands (c)	1 243		2 723																		
Humberside																					
Inverness																					
Isle of Man																					
Isles of Scilly																					
Kirkwall	2 754		400																		
Leeds/Bradford																					
Liverpool				4 111																	
Londonderry																					
Lydd																					
Manchester				4 368																	
Newcastle											724										
Norwich		346					354					339									
Penzance					6 383																
Prestwick																					
Shoreham																					
Southampton																					
Sumburgh	332		668			641															
Swansea												582									
Tees-side		218											53								
Other Routes (d)																					1 300

(a) Excludes passengers uplifted on air taxi operations and traffic carried by Brymon Airways.

(b) Comprises Alderney, Guernsey and Jersey.

(c) Excludes Inverness, Kirkwall and Sumburgh.

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

NOTE: This Table is compiled from statistics provided by U.K. Airlines.

Cargo by Type and Nationality of Operator October 1980

Table 2.14

Tonnes	Total	Scheduled Services						Charter Flights					
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways	Airways	Others	Others	Set down	Uplifted	British Airways	Airways	Others	Others	Set down	Uplifted
		Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted
London Area Airports													
+ Gatwick	10 967.3	46.1	42.3	1 981.1	2 367.0	847.5	771.4	—	1.5	1 209.5	3 160.3	162.0	378.6
+ Heathrow	40 862.0	7 525.2	6 752.0	9.5	186.2	12 396.7	13 917.5	—	0.8	5.3	—	22.3	46.6
+ Luton	1 293.4	—	—	0.1	—	0.7	—	—	—	188.8	822.8	89.8	191.2
+ Southend	770.0	—	—	132.0	104.0	—	—	—	—	132.0	402.0	—	—
+ Stansted	360.4	—	—	—	—	—	—	—	—	16.8	284.7	6.1	52.8
TOTAL (London Area)	54 253.1	7 571.3	6 794.3	2 122.7	2 657.2	13 244.9	14 688.9	—	2.3	1 552.4	4 669.8	280.2	669.1
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	724.9	55.7	115.0	31.9	27.2	3.6	5.8	22.2	66.3	99.9	294.0	0.9	2.4
+ Belfast	1 350.4	90.2	111.8	253.0	19.0	9.1	7.5	—	—	613.9	55.2	1.9	188.8
+ Benbecula	12.1	10.9	0.3	0.8	0.1	—	—	—	—	—	—	—	—
+ Birmingham	298.1	137.7	83.1	9.3	1.7	42.3	23.4	—	—	—	0.4	—	0.2
+ Blackpool	359.6	—	—	6.8	28.6	—	—	—	—	—	324.2	—	—
+ Bournemouth	606.4	—	—	261.5	330.1	—	—	—	—	—	9.5	—	5.3
+ Bristol	119.4	—	—	9.5	3.4	7.1	2.0	—	—	1.6	95.4	0.4	—
+ Cambridge	283.2	—	—	—	—	—	—	—	—	5.7	6.5	174.1	96.9
+ Cardiff	15.4	—	—	10.2	5.2	—	—	—	—	—	—	—	—
+ Coventry	0.6	—	—	—	—	—	—	—	—	—	0.6	—	—
+ East Midlands	393.9	—	—	26.4	97.3	—	—	—	—	41.0	190.5	16.2	22.5
+ Edinburgh	101.2	27.6	27.6	19.7	17.7	2.3	2.4	—	—	—	0.2	—	3.7
+ Exeter	15.0	—	—	5.2	9.8	—	—	—	—	—	—	—	—
+ Glasgow	1 259.9	92.2	143.0	53.1	34.4	238.8	270.5	—	—	413.6	13.4	0.3	0.6
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	5.4	—	—	3.0	2.4	—	—	—	—	—	—	—	—
+ Inverness	22.5	7.8	14.7	—	—	—	—	—	—	—	—	—	—
+ Islay	10.6	—	—	5.7	4.9	—	—	—	—	—	—	—	—
+ Isle of Man	193.5	—	—	169.7	23.8	—	—	—	—	—	—	—	—
+ Isles of Scilly	7.5	6.6	0.9	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	41.4	26.8	12.4	1.0	1.2	—	—	—	—	—	—	—	—
+ Leeds/Bradford	37.7	—	—	22.5	12.3	—	—	—	—	—	0.2	—	2.7
+ Liverpool	755.8	—	—	14.3	12.1	15.9	192.0	—	—	93.6	420.3	0.4	7.2
+ Lydd	133.8	—	—	55.7	78.1	—	—	—	—	—	—	—	—
+ Manchester	2 811.4	289.7	175.9	16.8	8.9	815.9	1 302.7	0.4	—	0.2	116.1	8.5	76.3
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	171.5	34.2	11.9	50.3	74.7	—	—	0.4	—	—	—	—	—
+ Norwich	63.3	—	—	24.3	22.2	—	—	—	—	—	15.8	—	1.0
+ Penzance Heliport	7.5	0.9	6.6	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 414.0	289.2	132.0	100.6	0.9	374.4	169.4	—	—	22.3	1.3	196.5	127.4
+ Southampton	217.5	—	—	18.7	94.7	—	—	—	—	4.6	99.5	—	—
+ Stornoway	44.4	39.6	4.0	0.1	0.7	—	—	—	—	—	—	—	—
+ Sumburgh	329.1	60.7	10.4	0.3	0.1	—	—	19.8	64.9	99.9	71.1	1.8	0.1
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	14.5	—	—	9.5	4.8	—	—	—	—	—	0.2	—	—
+ Tiree	0.9	—	—	0.9	—	—	—	—	—	—	—	—	—
+ Unst	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Wick	23.7	—	—	8.6	1.4	—	—	—	—	9.1	4.6	—	—
TOTAL other UK Airports	11 846.1	1 169.8	849.6	1 189.4	917.7	1 509.4	1 975.7	42.8	131.2	1 405.4	1 719.0	401.0	535.1
TOTAL all reporting UK Airports	66 099.2	8 741.1	7 643.9	3 312.1	3 574.9	14 754.3	16 664.6	42.8	133.5	2 957.8	6 388.8	681.2	1 204.2
Channel Islands Airports													
+ Alderney	33.9	—	—	25.9	8.0	—	—	—	—	—	—	—	—
+ Guernsey	570.0	—	—	311.0	250.0	3.0	—	—	—	4.0	2.0	—	—
+ Jersey	661.8	22.1	5.5	456.7	174.7	0.8	0.1	—	—	1.9	—	—	—
TOTAL (Channel Islands Airports)	1 265.7	22.1	5.5	793.6	432.7	3.8	0.1	—	—	5.9	2.0	—	—

58 Cargo for October 1980

Table 2.15

Compared with the previous year

	International				Domestic				1980		1979		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total	Total				
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft			Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	4 888	489	219	4 513	204	476	2	179	5 313	5 657	2 854	7 749	100.2	-27.0
+ Heathrow	25 902	14 363	1	69	508	14	—	5	26 411	14 451	27 814	16 439	-5.0	-12.1
+ Luton	—	1	6	646	—	—	4	637	10	1 284	67	526	-85.1	144.1
+ Southend	235	—	348	—	1	—	186	—	770	—	724	—	6.4	—
+ Stansted	—	—	1	133	—	—	—	226	1	359	2	827	-50.0	-56.6
TOTAL (London Area)	31 025	14 853	575	5 361	713	490	192	1 047	32 505	21 751	31 261	25 541	4.0	-14.8
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	57	—	295	15	182	—	156	19	690	34	563	48	22.6	-29.2
+ Belfast	17	—	2	193	276	198	3	662	298	1 053	325	893	-8.3	17.9
+ Benbecula	—	—	—	—	12	—	—	—	12	—	16	—	-25.0	—
+ Birmingham	242	—	1	—	55	—	—	—	298	—	313	—	-4.8	—
+ Blackpool	3	—	—	—	32	—	—	324	35	324	27	443	29.6	-26.9
+ Bournemouth	—	—	—	15	2	590	—	—	2	605	10	677	-80.0	-10.6
+ Bristol	19	—	—	97	4	—	—	—	23	97	44	1	-47.7	9 600
+ Cambridge	—	—	269	14	—	—	—	—	269	14	148	—	81.8	—
+ Cardiff	7	—	—	—	9	—	—	—	16	—	22	—	-27.3	—
+ Coventry	—	—	—	1	—	—	—	—	—	1	2	6	—	-83.3
+ East Midlands	29	16	—	255	78	—	—	16	107	287	88	693	21.6	-58.6
+ Edinburgh	14	—	4	—	83	—	—	—	101	—	132	1	-23.5	—
+ Exeter	2	—	—	—	12	—	—	—	14	—	17	29	-17.6	—
+ Glasgow	157	410	—	—	265	—	13	414	435	824	476	1 141	-8.6	-27.8
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	6	—	—	—	5	—	6	—	—	—
+ Inverness	—	—	—	—	23	—	—	—	23	—	19	—	21.1	—
+ Islay	—	—	—	—	11	—	—	—	11	—	13	—	-15.4	—
+ Isle of Man	—	—	—	—	69	125	—	—	69	125	77	125	-10.4	—
+ Isles of Scilly	—	—	—	—	8	—	—	—	8	—	7	—	14.3	—
+ Kirkwall	—	—	—	—	42	—	—	—	42	—	50	1	-16.0	—
+ Leeds/Bradford	15	—	—	3	21	—	—	—	36	3	41	4	-12.2	-25.0
+ Liverpool	5	203	—	19	26	—	—	502	31	724	64	1 869	-51.6	-61.3
+ Lydd	37	96	—	—	1	—	—	—	38	96	—	383	—	-74.9
+ Manchester	652	1 763	1	199	158	37	—	1	811	2 000	882	1 105	-8.0	81.0
+ Manston	..	..	..	..	..	..	..	..	..	..	..	..	—	—
+ Newcastle	57	—	—	—	79	36	—	—	136	36	91	6	49.5	500.0
+ Norwich	24	—	—	16	22	—	—	1	46	17	64	—	-28.1	—
+ Penzance Heliport	—	—	—	—	8	—	—	—	8	—	7	—	14.3	—
+ Preswick	160	713	—	346	10	184	—	1	170	1 244	295	1 479	-42.4	-15.9
+ Southampton	12	—	—	105	101	—	—	—	113	105	107	155	5.6	-32.3
+ Stornoway	—	—	—	—	45	—	—	—	45	—	43	—	4.7	—
+ Sumburgh	—	—	113	23	71	—	106	15	290	38	227	67	27.8	-43.3
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	1	—	—	—	13	—	—	—	14	—	18	—	-22.2	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Unst	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Wick	—	—	—	—	9	—	1	14	10	14	7	—	42.9	—
TOTAL other UK Airports	1 510	3 201	685	1 301	1 733	1 170	279	1 969	4 207	7 641	4 201	9 126	0.1	-16.3
TOTAL all reporting UK Airports	32 585	18 054	1 260	6 662	2 446	1 660	471	3 016	36 712	29 392	35 462	34 667	3.5	-15.2
Channel Islands Airports														
+ Alderney	..	..	..	..	..	..	..	..	34	—	26	—	30.8	—
+ Guernsey	..	..	..	..	..	..	..	..	570	—	669	—	-14.8	—
+ Jersey	..	..	..	..	..	..	..	..	662	—	663	—	-0.2	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	1 266	—	1 358	—	-6.8	—

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

Table 2.16

Airport	Passengers			Air Transport Movements				
	Total Terminal (a) and Transit	Percentage change	Total	Percentage change	Fixed Wing	Percentage change	Helicopters	Percentage change
Benbecula	2 282	—0.7	241	10.6	241	10.6	—	—
Islay	1 182	—16.3	136	—27.7	136	—27.7	—	—
Inverness	13 830	—8.0	662	12.0	555	—1.1	107	256.7
Kirkwall	8 461	—20.5	824	—20.2	811	—16.0	13	—80.6
Stornoway	6 385	—26.3	330	—28.6	313	—32.3	17	—170.0
Sumburgh	54 058	—5.9	2 990	—5.7	1 342	—10.8	1 648	—1.0
Tiree	596	50.1	103	77.6	103	77.6	—	—
Wick	3 554	—20.1	449	—23.8	449	—23.6	—	—

(a) Transit passengers are only counted on arrival.

Appendix A Definitions—UK Airport Statistics ^(a)

(a) There are some differences between the definitions used in Appendix A (UK Airport Statistics), and those used in Appendix B (UK Airline Statistics). These arise mainly because UK airlines are not asked to report non-revenue passengers or cargo.

MOVEMENTS

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

PASSENGERS

Passengers	All revenue and non-revenue passengers on air transport movement flights.
A terminal passenger	is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger.
A transit passenger	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

CARGO

Cargo	is the weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags, but excluding passengers' and crews' permitted baggage and mail. When related to the activity at an airport it is usual to measure cargo as uplifted and set down. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage, diplomatic bags and passengers' and crews' permitted baggage.
--------------	--

TYPES OF SERVICES

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

Appendix B Definitions—UK Airline Statistics ^(a)

(a) There are some differences between the definitions used in Appendix A (UK Airport Statistics) and those used in Appendix B (UK Airline Statistics). These arise mainly because UK airlines are not asked to report non-revenue passengers or cargo.

CLASSES OF LICENCE

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

Class 1 authorises scheduled service flights;

Class 2 authorises the carriage of charter categories other than ITC's and sole use;

Class 3 authorises inclusive tour charter flights;

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

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

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

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

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

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

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

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

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

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

TYPES OF SERVICES

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

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

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

MEASURES AND THEIR COMPUTATION

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

Aircraft days available	The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies.
Aircraft hours	An aircraft hour is said to be performed when an aircraft operates one hour, aircraft hours are measured on the basis of block-to-block times, ie the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.
Aircraft hours flown per day	This is an average per aircraft computed by dividing the actual hours of use by the number of days on which the aircraft is available.
Aircraft kilometres used	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
All cargo services	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
Cargo (or mail) tonne-kilometres used	A metric tonne of revenue cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo and diplomatic bags carried on each stage flight by the stage distance. Mail tonne-kilometres are computed in the same way.
Cargo	The weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags but excluding passengers' and crews' permitted baggage and mail.
Cargo (or mail) tonnes uplifted	The number of tonnes of revenue cargo uplifted is obtained by counting each tonne of cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that journey.
Distance flown per passenger	The average distance flown per passenger is computed by dividing the seat kilometres used by the number of passengers carried.
Seat-kilometres available	A seat-kilometre is available when a seat is flown one kilometre. Seat-kilometres available are equal to the sum of the products obtained by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations.

Seat-kilometres used	A seat-kilometre is used when a revenue passenger is carried one kilometre. Calculation of seat-kilometres equals the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance. The resultant figure is equal to the number of kilometres travelled by all revenue passengers.
Passenger load factor	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
Passengers uplifted	The number of passengers uplifted is obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight.
Payload capacity	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
Payload carried	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
Revenue passengers	Those who pay 25% or more of the normal applicable fare.
Stage distance flown per aircraft	The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.
Stage flight	Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).
Tonne	1000 kilogrammes.
Tonne-kilometres available	A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.
Tonne-kilometres used	A metric tonne of revenue load carried one kilometre. Tonne-kilometres used equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
Tonnes available	The capacity of the aircraft for the carriage of payload measured in tonnes.
Weight load factor	Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.