

***Civil Aviation Authority***



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

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# Foreword

## 1 CONTENT

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

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

- 2.3 **Units of Measurement** Metric measurements are used throughout *CAA Monthly Statistics*.  
Tonne = 1000 kilograms

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

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

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

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

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

The series comprise:

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

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

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# Civil Aviation Statistics—January 1980

## ACTIVITY AT UK AIRPORTS

### 1 Air Transport Movements

During January 1980 UK airports handled 69 000 air transport movements (13.9 per cent growth when compared with the same month in the previous year); of which 6.4 per cent were all-cargo movements. The number of scheduled movements rose by 17.2 per cent and the number of charter movements rose by 4.8 per cent. The UK operators' share of scheduled movements rose by 1.1 percentage points to stand at 76.2 per cent of the total and their share of charter movements rose by 2.7 percentage points to stand at 93.8 per cent of the total.

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

33 000 air transport movements were handled at the London area airports (11.7 per cent growth when compared with January 1979); of which 6.0 per cent were all-cargo movements. Heathrow reported the greatest increase in movements handled (2 503 additional movements; 12.9 per cent growth) followed by Gatwick with 1 104 additional movements (15.3 per cent growth) and Luton with 184 additional movements (14.7 per cent growth). Both Stansted and Southend reported decreases in movements handled (184 fewer movements; 41.9 per cent decline and 176 fewer movements; 16.8 per cent decline respectively).

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

UK airports outside the London area handled 36 000 air transport movements (16.0 per cent growth when compared with January 1979); of which 6.8 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (1 166 additional movements; 25.4 per cent growth) followed by Manchester with 914 additional movements (31.3 per cent growth) and Edinburgh with 466 additional movements (28.6 per cent growth). Tees-side reported the heaviest fall in movements handled (85 fewer movements; 8.3 per cent decline brought about by additional movements handled in January 1979 resulting from a dispute involving road hauliers) followed by Humberside with 78 fewer movements (16.5 per cent decline) and Penzance with 50 fewer movements (32.9 per cent decline). The decline at Penzance is artificial, oil exploration flights were performed during January 1979.

### 2 Terminal Passengers

3.6 million terminal passengers used UK airports during January 1980 (10.7 per cent growth when compared with the same month in the previous year). The number

of scheduled passengers handled rose by 13.8 per cent whilst the number of charter passengers handled fell by 1.1 per cent. The UK operators' share of scheduled passengers rose by 3.1 percentage points to stand at 64.8 per cent of the total and their share of charter passengers rose by 1.1 percentage points to stand at 89.4 per cent of the total.

#### 2.1 Terminal Passengers at London Area Airports

The London area airports handled 2.5 million terminal passengers (8.8 per cent growth when compared with January 1979). Heathrow reported the greatest increase in passengers handled (199 261 additional passengers; 11.5 per cent growth) followed by Gatwick with 10 899 additional passengers (2.3 per cent growth) and Luton with 2 149 additional passengers (1.9 per cent growth). Stansted reported the heaviest fall in passengers handled (5 368 fewer passengers; 22.7 per cent decline) and Southend reported 825 fewer passengers (11.6 per cent decline).

#### 2.2 Terminal Passengers outside the London Area

Outside the London area 1.0 million passengers used UK airports (15.6 per cent growth when compared with January 1979). Manchester reported the greatest increase in passengers handled (55 055 additional passengers; 36.7 per cent growth), followed by Belfast with 26 562 additional passengers (36.7 per cent growth) and Aberdeen with 23 867 additional passengers (28.8 per cent growth). Liverpool reported the heaviest fall in passengers handled (12 094 fewer passengers; 35.5 per cent decline) (due mainly to additional traffic handled in January 1979 during a firemen's strike at Manchester), followed by Tees-side with 2 312 fewer passengers (11.8 per cent decline) and Cardiff with 2 111 fewer passengers (11.2 per cent decline).

#### 2.3 International Terminal Passengers

2.5 million passengers used international services during January 1979 (an increase of 6.3 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 16.1 per cent of all international scheduled passengers) followed by those to France (carrying 9.5 per cent) and those to West Germany (carrying 8.5 per cent). The most heavily used international charter services were those to Spain (carrying 21.0 per cent of all international charter passengers) followed by those to Italy (carrying 18.4



per cent) and those to the Canary Islands (carrying 9.8 per cent).

### **3 Cargo**

During January 1980 UK airports handled 58 000 tonnes of cargo (a decline of 15.0 per cent when compared with the same month in the previous year); of which 49.9 per cent was carried on all-cargo flights. The number of scheduled tonnes handled fell by 3.5 per cent and the number of charter tonnes handled fell by 42.2 per cent. Much of the apparent decline in cargo may have been caused through additional tonnage being handled in January 1979 during a dispute of road hauliers. The UK operators' share of scheduled tonnage rose by 3.1 percentage points to stand at 40.4 per cent of the total and their share of charter tonnage rose by 14.2 percentage points.

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

The London area airports handled 48 000 tonnes of cargo (a decline of 9.5 per cent when compared with January 1979); of which 49.9 per cent was carried on all-cargo flights. Only Gatwick and Luton reported increases in tonnage handled (1 128 additional tonnes; 11.8 per cent growth and 220 additional tonnes; 34.7 per cent growth respectively). Stansted reported the heaviest fall in tonnage handled (3 215 fewer tonnes; 91.6 per cent decline) due partly to the reduction in scale of British Cargo Airlines' operations, followed by Heathrow with 2 109 fewer tonnes (5.6 per cent decline) and Southend with 1 105 fewer tonnes (59.7 per cent decline).

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

Outside the London area UK airports handled 10 000 tonnes of cargo (33.5 per cent decline when compared with January 1979); of which 68.3 per cent was carried on all-cargo flights. The greatest increase in tonnage

handled was reported by Blackpool (197 additional tonnes; 94.7 per cent growth) followed by Lydd with 148 additional tonnes (64.6 per cent growth) and Isle of Man with 16 additional tonnes (8.6 per cent growth). Tees-side reported the heaviest fall in tonnage handled (1 344 fewer tonnes; 99.0 per cent decline) due mainly to additional tonnage handled in January 1979 as a result of a dispute involving road hauliers, followed by East Midlands with 946 fewer tonnes (58.8 per cent decline) and Manchester with 769 fewer tonnes (24.7 per cent decline).

### **OUTPUT OF UK AIRLINES**

The output of UK airlines for all services in January 1980 was 955 million available tonne-kilometres, an increase of 12.2 per cent on January 1979.

The scheduled service output of 728 million available tonne-kilometres was 21.1 per cent higher than a year earlier. The overall load factor was 56.5 per cent, compared with 57.0 the previous year. Seat kilometres used were 58.6 per cent of those available. Seat factors on domestic and international scheduled services were 53.4 and 58.9 per cent respectively compared with 55.9 and 61.8 per cent a year earlier. The non-scheduled output of 228 million available tonne-kilometres was 8.8 per cent lower than in January 1979. Advance Booking Charters and Inclusive Tour Charters on Class 3 licences accounted for 1.2 and 89.9 million available tonne-kilometres respectively compared with 7.4 and 77.8 million a year earlier.

NOTE: Statistics of airport activity, passengers and cargo are derived from data supplied by airports. Airline statistics are based on data supplied by the airlines. Data from these two sources are not strictly comparable. There are small differences in timing and more significant 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 January 1980(a)

Table 1.1

	Output in available tonne – kilometres (000 000)	Percentage of all available tonne – kilometres
British Airways	7 727	60.21
British Caledonian Airways	999	7.78
Laker Airways	765	5.96
Britannia Airways	549	4.28
British Cargo Airlines (b)	483	3.76
Dan-Air Services	452	3.52
British Midland Airways	321	2.50
Tradewinds Airways	276	2.15
British Airtours	265	2.06
Monarch Airlines	242	1.89
Transmeridian Air Cargo	199	1.55
Air UK (c)	117	0.91
Scimitar Airlines	96	0.75
Pelican Air Transport	95	0.74
Air Europe	70	0.55
Air Transcontinental (d)	57	0.44
Redcoat Air Cargo	29	0.23
Air Bridge Carriers	23	0.18
British Airways Helicopters	12	0.09
Invicta International Airlines	12	0.09
Bristow Helicopters	11	0.09
Other (19 airlines)	33	0.26

(a) Excludes Air-Taxi operations.  
 (b) Formerly I.A.S. Cargo Airlines  
 (c) Amalgamation of Air Anglia and British Island Airways.  
 (d) Ceased operations November, 1979.

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

**Table 1.2**

	<b>Available tonne-km</b>		
	<b>Total</b>	<b>Scheduled services</b>	<b>Non-scheduled services</b>
	<b>(000 000)</b>	<b>(000 000)</b>	<b>(000 000)</b>
1951	..	355	..
1952	..	395	..
1953	..	445	..
1954	..	464	..
1955	..	575	..
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
<b>Year ended</b>			
January 1979	12 016	8 151	3 866
January 1980	12 854	8 968	3 886
<b>Latest year's growth (percentages)</b>			
	7.0	10.0	0.5
<b>Mean rates of growth (percentages) to 1979</b>			
20 years	..	10.1	..
10 years	7.8	7.7	8.0
5 years	9.6	10.4	8.1

(a) Excludes Air Taxi Operations.

# Scheduled Services by UK Airlines

Table 1.3.1

All Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
					Cargo (000 000)	Passengers (000 000)				
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	18 410.6	11 938.7	64.8
	3rd quarter	2 523.5	1 715.4	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
1978	July	775.6	507.6	13.7	86.5	407.4	65.4	6 185.5	4 453.2	72.0
	August	771.3	497.6	13.6	82.3	401.8	64.5	6 162.9	4 390.9	71.2
	September	716.2	474.7	13.6	86.1	375.0	66.3	5 732.7	4 097.2	71.5
	October	703.6	420.1	14.0	89.3	316.7	59.7	5 571.3	3 462.6	62.1
	November	650.9	385.2	16.5	80.7	288.0	59.2	5 182.3	3 145.0	60.7
	December	666.2	395.7	18.9	78.1	298.7	59.4	5 337.0	3 262.0	61.1
1979	January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4
	July	840.6	564.7	14.1	95.4	455.2	67.3	6 839.7	4 988.0	72.9
	August	867.2	591.0	14.9	92.2	483.9	68.2	7 057.7	5 313.4	75.3
	September	815.7	559.7	14.5	99.7	445.5	68.6	6 640.2	4 882.0	73.5
	October	798.2	505.4	15.3	102.3	387.8	63.3	6 501.4	4 237.4	65.2
	November	689.0	416.5	16.8	91.0	308.8	60.5	5 586.0	3 380.5	60.5
	December	705.0	431.9	19.1	90.7	322.1	61.3	5 764.7	3 511.4	60.9
1980	January	727.6	410.9	14.2	81.8	314.9	56.5	5 943.1	3 480.3	58.6

# 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		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Cargo (000 000)	Passengers (000 000)				
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	60 234.9	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	1 341.4	42.8	272.4	1 026.2	62.1	17 249.1	11 191.2	64.9
3rd quarter	2 403.0	1 637.8	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
1978 July	738.0	484.1	13.5	85.6	385.0	65.6	5 793.1	4 188.7	72.3
August	734.9	475.3	13.3	81.3	380.7	64.7	5 781.4	4 140.9	71.6
September	680.8	452.5	13.3	85.1	354.1	66.5	5 365.6	3 850.0	71.8
October	670.3	400.0	13.8	88.4	297.8	59.7	5 227.5	3 238.2	61.9
November	620.4	368.0	16.2	79.7	272.1	59.3	4 867.5	2 956.2	60.7
December	640.0	380.9	18.7	77.2	285.0	59.5	5 065.8	3 100.0	61.2
1979 January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.6	2 796.5	61.8
July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.3	4 688.1	73.3
August	826.4	564.9	14.7	91.3	459.0	68.4	6 631.1	5 021.1	75.7
September	777.8	535.0	14.3	98.8	422.0	68.8	6 240.4	4 606.6	73.8
October	760.7	482.6	15.0	101.4	366.2	63.4	6 109.8	3 983.8	65.2
November	655.7	398.3	16.5	90.4	291.5	60.7	5 232.0	3 175.3	60.7
December	674.4	415.4	18.8	90.1	306.5	61.6	5 439.6	3 326.8	61.2
1980 January	694.5	394.4	13.9	81.3	299.2	56.8	5 593.6	3 293.6	58.9

# 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
1978 July	37.6	23.6	0.2	1.0	22.4	62.6	392.4	264.6	67.4
August	36.4	22.3	0.2	1.0	21.1	61.2	381.5	250.0	65.5
September	35.4	22.2	0.2	1.0	20.9	62.6	367.2	247.2	67.3
October	33.3	20.1	0.2	1.0	18.9	60.4	343.8	224.3	65.2
November	30.5	17.2	0.3	1.0	15.9	56.5	314.8	188.8	60.0
December	26.2	14.8	0.3	0.8	13.7	56.6	271.2	162.0	59.8
1979 January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9
July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1
August	40.8	26.1	0.3	0.9	25.0	64.1	426.6	292.4	68.5
September	37.9	24.7	0.3	0.9	23.6	65.1	399.8	275.4	68.9
October	37.5	22.8	0.3	1.0	21.6	60.8	391.6	253.6	64.8
November	33.3	18.2	0.3	0.6	17.3	54.7	354.0	205.2	58.0
December	30.6	16.5	0.3	0.6	15.6	53.8	325.1	184.7	56.8
1980 January	33.1	16.5	0.3	0.5	15.7	49.9	349.5	186.7	53.4

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

Table 1.4.1

## By Main Type of Service

	Total		(b) Inclusive Tours		(c) Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978	3 875.8	32.4	1 234.7	10.3	616.2	5.1	2 025.1	16.9
1979	3 907.9	30.7	1 546.2	12.1	352.3	2.8	2 009.4	15.8
1978 1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979 1st quarter	777.6	29.5	244.1	9.3	51.2	1.9	482.4	18.3
2nd quarter	1 053.9	31.7	429.9	12.9	94.4	2.8	529.6	15.9
3rd quarter	1 187.0	32.0	543.6	14.7	153.6	4.1	489.8	13.2
4th quarter	889.4	28.9	328.6	10.7	53.1	1.7	507.6	16.5
1978 July	393.8	33.7	142.0	12.1	88.6	7.6	163.2	14.0
August	405.3	34.4	144.8	12.3	90.3	7.7	170.3	14.5
September	370.8	34.1	140.0	12.9	75.0	6.9	155.8	14.3
October	328.1	31.8	111.1	10.8	38.6	3.7	178.5	17.3
November	311.0	32.3	89.0	9.3	16.1	1.7	205.9	21.4
December	300.5	31.1	75.7	7.8	20.7	2.1	204.1	21.1
1979 January	249.4	29.3	77.8	9.1	20.9	2.5	150.7	17.7
July	414.6	33.0	184.9	14.7	57.0	4.5	172.7	13.8
August	395.0	31.3	186.6	14.8	49.2	3.9	159.2	12.6
September	377.4	31.6	172.1	14.4	47.4	4.0	157.9	13.2
October	367.2	31.5	149.3	12.8	37.0	3.2	180.9	15.5
November	271.8	28.3	93.4	9.7	6.2	0.6	172.1	17.9
December	250.4	26.2	85.9	9.0	9.9	1.0	154.6	16.2
1980 January	227.9	23.9	89.9	9.4	10.8	1.1	127.1	13.3

(a) Excludes Air Taxi operations.

(b) Class 3 licence operations only.

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



# Non-scheduled Passenger Services by UK Airlines

Table 1.4.2

**Inclusive Tours performed on Class 3 licences only**

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970		8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971		11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972		13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973		15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974		11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975		11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976		13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977		12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978		14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979		17 630.7	14 919.8	84.6	8 743.1	80 433	130 782	1 626	1 706
1978	1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
	2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
	3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
	4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979	1st quarter	2 825.6	2 413.7	85.4	1 445.2	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
1978	July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
	August	1 658.4	1 579.5	95.2	952.4	7 826	12 419	1 587	1 658
	September	1 612.6	1 525.8	94.6	938.3	7 751	12 156	1 568	1 626
	October	1 280.5	1 124.4	87.8	672.3	6 008	9 643	1 605	1 672
	November	1 036.6	910.5	87.8	500.5	4 579	7 937	1 733	1 819
	December	878.3	676.6	77.0	402.8	4 228	6 739	1 594	1 680
1979	January	902.7	720.4	79.8	422.1	4 391	6 918	1 575	1 707
	July	2 049.4	1 747.4	85.3	1 031.5	9 245	15 010	1 624	1 694
	August	2 159.6	1 932.6	89.5	1 137.3	9 721	15 708	1 616	1 699
	September	1 951.3	1 806.0	92.5	1 072.5	9 079	14 507	1 598	1 684
	October	1 689.0	1 426.2	84.4	798.3	7 313	12 457	1 703	1 787
	November	1 064.9	890.2	83.6	468.5	4 433	8 007	1 806	1 900
	December	976.4	692.9	71.0	393.8	4 326	7 318	1 692	1 760
1980	January	1 020.8	748.2	73.3	432.6	4 501	7 516	1 670	1 730

# 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	33 210	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
1978 July	896.9	740.3	82.5	225.3	2 101	4 482	2 133	3 286
August	915.9	801.0	87.5	253.2	2 222	4 737	2 132	3 164
September	758.9	649.8	85.6	199.5	1 871	4 000	2 138	3 257
October	408.6	321.6	78.7	102.1	1 124	2 437	2 168	3 150
November	177.6	125.5	70.7	44.1	501	1 085	2 166	2 846
December	226.1	175.0	77.4	64.1	726	1 456	2 006	2 730
1979 January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934
July	583.6	462.5	79.2	166.9	1 589	3 014	1 897	2 771
August	515.4	421.8	81.8	163.0	1 384	2 527	1 826	2 588
September	494.5	393.0	79.5	138.1	1 175	2 384	2 029	2 846
October	384.7	249.5	64.9	78.1	793	1 768	2 230	3 195
November	73.2	55.6	75.9	29.4	349	579	1 659	1 891
December	111.1	81.1	73.0	38.6	439	794	1 809	2 101
1980 January	121.5	89.3	73.5	39.3	501	886	1 768	2 272

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

(b) Advance Booking Charters commenced in April 1973.

# 12 All Scheduled Services January 1980

Table 1.5.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
Passenger Services														
British Airways	21 559	17 446	34 836	1 174 834	4 962 052	2 996 515	60.4	13 880	589 880	341 907	13 186	55 937	272 788	58.0
British Airways Helicopters	6	94	33	1 390	163	85	52.0	15	15	9	—	1	8	57.9
British Caledonian Airways	3 230	3 317	5 361	119 709	537 503	263 417	49.0	2 048	67 763	34 510	594	9 530	24 386	50.9
Air Ecosse	32	198	104	1 488	497	235	47.2	11	37	21	1	1	20	57.2
Air UK	1 017	3 721	3 401	50 175	52 375	18 665	35.6	408	5 061	1 758	1	171	1 586	34.7
Aurigny Air Services	69	1 264	331	10 066	988	531	53.7	99	94	47	—	4	43	49.7
British Midland Airways	580	2 010	1 963	52 644	42 612	16 681	39.1	174	3 586	1 355	2	53	1 299	37.8
Brymon Airways	142	556	601	4 482	3 804	1 365	35.9	5	423	113	—	1	112	26.8
Burnthills Aviation	3	24	18	47	11	5	49.0	—	5	4	—	—	4	81.7
Dan-Air Services	439	1 276	1 287	21 600	29 378	10 974	37.4	62	2 494	968	—	33	935	38.8
Express Air Services CI	1	4	4	92	109	34	31.5	—	9	3	—	—	3	28.8
Haywards Aviation	3	23	17	64	26	9	35.9	1	3	1	—	—	1	31.1
Jersey European Airways	17	217	98	1 017	151	77	50.9	—	13	6	—	—	6	45.7
Laker Airways	902	126	1 147	24 950	311 235	170 551	54.8	—	31 575	13 645	—	—	13 645	43.2
Loganair	172	1 694	877	8 736	2 191	1 154	52.7	—	200	105	—	—	105	52.5
TOTAL Passenger Services	28 170	31 970	50 077	1 471 294	5 943 094	3 480 299	58.6	16 703	701 156	394 450	13 784	65 731	314 939	56.3
Cargo Services														
British Airways	869	449	1 232					2 683	20 597	12 512	231	12 279	—	60.7
British Caledonian Airways	169	86	243					915	5 418	3 780	145	3 635	—	69.8
Air Freight	21	92	79					223	97	48	—	48	—	49.9
Air UK	67	283	258					644	308	150	22	129	—	48.8
TOTAL Cargo Services	1 126	910	1 811					4 464	26 421	16 491	399	16 091	—	62.4
GRAND TOTAL	29 296	32 880	51 888	1 471 294	5 943 094	3 480 299	58.6	21 167	727 577	410 941	14 182	81 822	314 939	56.5

# International Scheduled Services January 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)	
<b>Passenger Services</b>														
British Airways	19 315	11 457	28 870	849 153	4 724 209	2 858 015	60.5	12 968	567 900	329 785	13 092	55 679	261 018	68.1
British Caledonian Airways	2 810	1 844	4 266	77 111	499 274	245 716	49.2	1 845	63 775	32 985	570	9 464	22 951	51.7
Air UK	537	1 424	1 643	24 229	33 206	10 946	33.0	323	3 188	1 077	—	147	930	33.8
Aurigny Air Services	69	1 264	331	10 066	988	531	53.7	99	94	47	—	4	43	49.7
British Midland Airways	120	308	390	6 211	8 714	2 430	27.9	35	647	205	—	17	188	31.7
Brymon Airways	30	144	134	466	602	113	18.8	1	52	10	—	—	9	18.4
Dan-Air Services	227	515	621	8 085	15 163	5 176	34.1	36	1 287	481	—	19	442	35.8
Haywards Aviation	2	14	9	22	14	3	22.0	1	1	—	—	—	—	22.0
Jersey European Airways	17	217	98	1 017	151	77	50.9	—	13	6	—	—	6	45.7
Laker Airways	902	126	1 147	24 950	311 235	170 551	54.8	—	31 575	13 645	—	—	13 646	43.2
<b>TOTAL Passenger Services</b>	<b>24 029</b>	<b>17 314</b>	<b>37 506</b>	<b>1 001 310</b>	<b>5 593 556</b>	<b>3 293 559</b>	<b>58.9</b>	<b>15 307</b>	<b>668 532</b>	<b>378 220</b>	<b>13 662</b>	<b>65 329</b>	<b>299 232</b>	<b>66.6</b>
<b>Cargo Services</b>														
British Airways	869	449	1 232	—	—	—	—	2 682	20 597	12 512	231	12 279	—	60.7
British Caledonian Airways	146	46	196	—	—	—	—	663	5 241	3 642	7	3 635	—	69.5
Air Freight	21	92	79	—	—	—	—	223	97	48	—	48	—	49.9
Air UK	5	11	15	—	—	—	—	27	21	12	—	12	—	58.5
<b>TOTAL Cargo Services</b>	<b>1 041</b>	<b>598</b>	<b>1 521</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>3 595</b>	<b>25 956</b>	<b>16 214</b>	<b>238</b>	<b>15 974</b>	<b>—</b>	<b>62.5</b>
<b>GRAND TOTAL</b>	<b>25 069</b>	<b>17 912</b>	<b>39 028</b>	<b>1 001 310</b>	<b>5 593 556</b>	<b>3 293 559</b>	<b>58.9</b>	<b>18 902</b>	<b>694 488</b>	<b>394 434</b>	<b>13 900</b>	<b>81 304</b>	<b>299 232</b>	<b>66.8</b>

## Domestic Scheduled Services January 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	2 244	5 989	5 966	325 681	237 843	138 500	58.2	912	21 980	12 122	94	258	11 770	55.2
British Airways Helicopters	6	94	33	1 390	163	85	52.0	15	15	9	—	1	8	57.9
British Caledonian Airways	420	1 473	1 096	42 598	38 229	17 702	46.3	204	3 988	1 525	24	65	1 436	38.2
Air Ecosse	32	198	104	1 488	497	235	47.2	11	37	21	1	1	20	57.2
Air UK	479	2 296	1 758	25 946	19 169	7 719	40.3	85	1 872	681	1	25	656	36.4
British Midland Airways	460	1 702	1 573	46 433	33 898	14 252	42.0	139	2 939	1 150	2	37	1 111	39.1
Brymon Airways	112	412	468	4 016	3 202	1 252	39.1	4	371	104	—	1	103	27.9
Burnthills Aviation	3	24	18	47	11	5	49.0	—	5	4	—	—	4	81.7
Dan-Air Services	212	761	667	13 515	14 215	5 798	40.8	27	1 207	507	—	14	493	42.0
Express Air Services CI	1	4	4	92	109	34	31.5	—	9	3	—	—	3	28.8
Haywards Aviation	1	9	8	42	12	6	53.2	—	1	1	—	—	1	42.4
Loganair	172	1 694	877	8 736	2 191	1 154	52.7	—	200	105	—	—	105	52.5
TOTAL Passenger Services	4 141	14 656	12 570	469 984	349 538	186 741	53.4	1 396	32 624	16 231	122	402	15 707	49.8
Cargo Services														
British Caledonian Airways	23	40	47					252	178	139	139	—	—	78.0
Air UK	62	272	243					617	287	138	22	116	—	48.1
TOTAL Cargo Services	85	312	290					869	465	277	160	116	—	59.5
GRAND TOTAL	4 226	14 968	12 860	469 984	349 538	186 741	53.4	2 266	33 089	16 508	282	518	15 707	49.9

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

Table 1.6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)(c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	142	33	373	8 211	35 839	26 648	74.4	271	4 514	2 872	2	396	2 474	63.6
British Airtours	762	343	1 057	22 539	143 992	89 981	62.5	—	13 104	8 073	—	—	8 073	61.6
British Airways Helicopters	545	3 385	2 703	36 374	11 838	6 078	51.3	239	1 160	527	—	41	486	45.4
British Caledonian Airways	378	329	691	21 178	26 846	19 475	72.5	961	8 039	5 609	—	3 924	1 685	69.8
Air Europe	521	274	825	27 823	67 746	55 860	82.5	—	6 410	4 469	—	—	4 469	69.7
Air Freight	68	220	236	—	—	—	—	352	365	165	66	99	—	45.1
Air UK	271	568	708	10 970	15 973	11 472	71.8	—	1 786	1 080	50	59	971	60.5
Air-Bridge Carriers	173	273	427	—	—	—	—	1 317	2 853	1 201	7	1 194	—	42.1
Alderney Air Ferries	5	38	25	118	41	14	35.2	—	3	1	—	—	1	36.2
Alidair	46	141	145	4 949	2 708	1 581	58.4	21	277	125	—	7	118	45.1
B.E.A.S.	83	3 330	552	14 309	913	357	39.1	57	83	34	—	2	32	41.0
Bristow Helicopters	639	3 924	3 764	34 167	10 852	6 201	57.1	217	920	598	—	42	556	65.0
Britannia Airways	3 575	1 924	5 720	178 415	465 951	333 236	71.5	—	39 625	28 325	—	—	28 325	71.5
British Air Ferries	125	295	367	3 417	3 280	2 396	73.1	185	531	288	44	52	192	54.3
British Cargo Airlines	857	304	1 192	—	—	—	—	3 584	33 750	24 556	3	24 553	—	72.8
British Midland Airways	765	458	1 145	—	86 212	44 847	52.0	—	19 887	7 306	—	3 814	3 492	36.7
Dan-Air Services	2 389	2 323	4 624	141 622	259 601	189 587	73.0	112	20 894	15 247	14	15	15 218	73.0
Express Air Services CI	33	200	141	228	17	9	52.1	540	153	96	5	91	1	63.0
General Aviation Services	19	62	98	—	—	—	—	31	67	30	—	30	—	44.3
Invicta International Airlines	35	33	82	—	—	—	—	208	581	283	—	283	—	48.7
Laker Airways	1 000	542	1 526	52 791	200 780	139 897	69.7	—	19 791	11 196	—	—	11 196	56.6
Loganair	232	746	1 022	6 488	3 576	2 462	68.9	—	323	227	—	—	227	70.5
Management Aviation	73	1 042	352	3 503	439	265	60.4	31	36	24	—	2	22	66.7
Monarch Airlines	1 012	637	1 613	60 647	157 880	113 517	71.9	—	15 408	10 335	—	—	10 335	67.1
North Scottish Helicopters	131	1 287	660	4 572	927	549	59.2	—	70	44	—	—	44	62.9
Pelican Air Transport	233	63	309	—	—	—	—	40	9 775	5 065	—	5 065	—	51.8
Redcoat Air Cargo	126	54	271	—	—	—	—	252	2 198	1 191	—	1 191	—	54.2
Scimitar Airlines	80	31	111	—	—	—	—	—	3 104	2 579	—	2 579	—	83.1
Southern Int-Air Transport	35	77	104	34	547	192	35.1	155	207	102	—	86	17	49.4
Tradewinds Airways	420	159	631	—	—	—	—	2 062	16 567	10 149	—	10 149	—	61.3
Transmeridian Air Cargo	201	75	407	—	—	—	—	575	5 365	3 347	—	3 347	—	62.4
<b>TOTAL</b>	<b>14 973</b>	<b>23 170</b>	<b>31 880</b>	<b>632 355</b>	<b>1 495 957</b>	<b>1 044 624</b>	<b>69.8</b>	<b>11 219</b>	<b>227 848</b>	<b>145 145</b>	<b>192</b>	<b>57 020</b>	<b>87 933</b>	<b>63.7</b>
<b>Class 5 Licence TOTAL</b>	<b>48</b>	<b>26</b>	<b>74</b>	<b>1 840</b>	<b>6 272</b>	<b>3 414</b>	<b>54.4</b>	<b>..</b>	<b>534</b>	<b>289</b>	<b>—</b>	<b>—</b>	<b>289</b>	<b>54.1</b>
<b>TOTAL excludes 5 Licence</b>	<b>14 925</b>	<b>23 144</b>	<b>31 806</b>	<b>630 515</b>	<b>1 489 685</b>	<b>1 041 210</b>	<b>69.9</b>	<b>11 219</b>	<b>227 314</b>	<b>144 856</b>	<b>192</b>	<b>57 020</b>	<b>87 644</b>	<b>63.7</b>

(a) Excludes Air Taxi Operations

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

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

# International Non-Scheduled Services January 1980<sup>(a)</sup>

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)(c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	142	32	373	8 145	35 832	26 641	74.4	271	4 514	2 871	2	396	2 473	63.6
British Airtours	762	343	1 057	22 539	143 992	89 981	62.5	—	13 104	8 073	—	—	8 073	61.6
British Airways Helicopters	540	3 320	2 680	35 773	11 736	6 035	51.4	239	1 150	523	—	41	482	45.6
British Caledonian Airways	378	329	691	21 178	26 846	19 475	72.5	961	8 039	5 609	—	3 924	1 685	69.8
Air Europe	521	274	825	27 823	67 746	55 860	82.5	—	6 410	4 469	—	—	4 469	69.7
Air Freight	39	123	133	—	—	—	—	114	205	99	—	99	—	48.2
Air UK	182	234	389	10 970	14 154	10 680	75.5	—	1 377	918	—	10	907	66.6
Air-Bridge Carriers	115	108	262	—	—	—	—	537	1 974	872	—	872	—	44.2
Alderney Air Ferries	—	2	1	2	1	—	11.1	—	—	—	—	—	—	12.6
Alldair	5	5	13	98	280	111	39.5	—	28	8	—	—	8	28.8
B.E.A.S	83	3 330	552	14 309	913	357	39.1	57	83	34	—	2	32	41.0
Bristow Helicopters	639	3 924	3 764	34 167	10 852	6 201	57.1	217	920	598	—	42	556	65.0
Britannia Airways	3 575	1 924	5 720	178 415	465 951	333 236	71.5	—	39 625	28 325	—	—	28 325	71.5
British Air Ferries	97	192	259	3 299	2 985	2 302	77.1	—	394	236	—	52	184	59.9
British Cargo Airlines	857	304	1 192	—	—	—	—	3 584	33 750	24 556	3	24 553	—	72.8
British Midland Airways	765	458	1 145	—	86 212	44 847	52.0	—	19 887	7 306	—	3 814	3 492	36.7
Dan-Air Services	2 034	1 398	3 360	115 933	244 130	179 314	73.5	—	19 535	14 345	—	—	14 345	73.4
Express Air Services CI	2	8	6	—	—	—	—	29	11	10	—	10	—	85.1
General Aviation Services	17	45	82	—	—	—	—	31	58	25	—	25	—	42.9
Invicta International Airlines	35	33	82	—	—	—	—	208	581	283	—	283	—	48.7
Laker Airways	1 000	542	1 526	52 791	200 780	139 897	69.7	—	19 791	11 196	—	—	11 196	56.6
Loganair	1	2	3	—	—	—	—	—	1	—	—	—	—	37.5
Management Aviation	73	1 042	352	3 503	439	265	60.4	31	36	24	—	2	22	66.7
Monarch Airlines	1 012	637	1 613	60 647	157 880	113 517	71.9	—	15 408	10 335	—	—	10 335	67.1
North Scottish Helicopters	131	1 287	660	4 572	927	549	59.2	—	70	44	—	—	44	62.9
Pelican Air Transport	233	63	309	—	—	—	—	40	9 775	5 065	—	5 065	—	51.8
Redcoat Air Cargo	126	54	271	—	—	—	—	252	2 198	1 191	—	1 191	—	54.2
Scimitar Airlines	80	31	111	—	—	—	—	—	3 104	2 579	—	2 579	—	83.1
Southern Int-Air Transport	5	18	16	34	352	142	40.3	—	25	12	—	—	12	47.6
Tradewinds Airways	420	159	631	—	—	—	—	2 062	16 567	10 149	—	10 149	—	61.3
Transmeridian Air Cargo	201	75	407	—	—	—	—	575	5 365	3 347	—	3 347	—	62.4
<b>TOTAL</b>	<b>14 066</b>	<b>20 296</b>	<b>28 483</b>	<b>594 198</b>	<b>1 472 008</b>	<b>1 029 410</b>	<b>69.9</b>	<b>9 215</b>	<b>223 987</b>	<b>143 102</b>	<b>6</b>	<b>56 456</b>	<b>86 640</b>	<b>63.9</b>
Class 5 Licence Total	48	26	74	1 840	6 272	3 414	54.4	..	534	289	—	—	289	54.1
<b>TOTAL Excludes 5 Licence</b>	<b>14 018</b>	<b>20 270</b>	<b>28 410</b>	<b>592 358</b>	<b>1 465 736</b>	<b>1 025 996</b>	<b>70.0</b>	<b>9 215</b>	<b>223 453</b>	<b>142 813</b>	<b>6</b>	<b>56 456</b>	<b>86 351</b>	<b>63.9</b>

(a) Excludes Air Taxi Operations

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

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

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

**Table 1.6.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)(c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	—	1	1	66	7	7	93.0	—	1	1	—	—	1	100.0
British Airways Helicopters	5	65	23	601	102	43	42.2	—	10	4	—	—	4	40.0
Air Freight	29	97	103	—	—	—	—	238	160	66	66	—	—	41.2
Air UK	90	334	319	—	1 818	792	43.6	—	408	162	50	49	63	39.8
Air-Bridge Carriers	59	165	165	—	—	—	—	780	879	329	7	322	—	37.5
Alderney Air Ferries	4	36	24	116	40	14	35.8	—	3	1	—	—	1	36.8
Alldair	41	136	132	4 851	2 427	1 471	60.6	21	249	117	—	7	110	47.0
British Air Ferries	28	103	107	118	295	94	31.9	185	137	52	44	—	8	38.1
Dan-Air Services	355	925	1 264	25 689	15 472	10 272	66.4	112	1 359	903	14	15	874	66.4
Express Air Services CI	31	192	135	228	17	9	52.1	510	142	87	6	81	1	61.3
General Aviation Services	3	17	16	—	—	—	—	—	9	6	—	5	—	53.4
Loganair	231	744	1 020	6 488	3 576	2 462	68.9	—	322	227	—	—	227	70.5
Southern Int-Air Transport	31	59	89	—	195	60	25.6	155	182	91	—	88	6	49.7
<b>TOTAL</b>	<b>907</b>	<b>2 874</b>	<b>3 398</b>	<b>38 157</b>	<b>23 949</b>	<b>15 214</b>	<b>63.5</b>	<b>2 004</b>	<b>3 860</b>	<b>2 044</b>	<b>186</b>	<b>564</b>	<b>1 293</b>	<b>53.0</b>
Class 5 Licence TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL Excludes 5 Licence</b>	<b>907</b>	<b>2 874</b>	<b>3 398</b>	<b>38 157</b>	<b>23 949</b>	<b>15 214</b>	<b>63.5</b>	<b>2 004</b>	<b>3 860</b>	<b>2 044</b>	<b>186</b>	<b>564</b>	<b>1 293</b>	<b>53.0</b>

(a) Excludes Air Taxi Operations

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

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



18 **Class 2 Licence Operations January 1980**

**Table 1.7**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		As	Tonne-km		As
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
Laker Airways	34	8	44	1 667	—	11 793	8 754	74.2	1 196	701	58.6
TOTAL	34	8	44	1 667	—	11 793	8 754	74.2	1 196	701	58.6

**Class 3 Licence Operations and Other Inclusive Tour  
Charter Passengers January 1980**

**Table 1.8**

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km Used (000)	As Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of other IT passengers uplifted	Class 2	Class 4
International Services													
British Airways	36	10	48	2 552	12 450	9 077	72.9	1 245	834	67.0	—	—	—
British Airtours	352	170	524	20,863	66 507	42 568	64.0	6 053	3 662	60.5	—	—	—
British Caledonian Airways	181	215	356	19 006	20 657	15 799	76.5	1 939	1 359	70.1	—	—	—
Air Europe	510	268	807	27 823	66 293	54 604	82.4	6 272	4 369	69.7	—	—	—
Air UK	148	156	282	10 608	12 993	9 957	76.6	1 181	846	71.6	—	—	—
Britannia Airways	3 425	1 735	5 463	159 815	446 316	319,396	71.6	37 955	27 150	71.5	—	—	—
Dan-Air Services	1 550	1 176	2 640	98 752	184 269	135 581	73.6	14 740	10 843	73.6	—	—	—
Laker Airways	559	306	841	44 287	92 264	70 739	76.7	8 956	5 662	63.2	—	—	—
Monarch Airlines	751	429	1 174	48 739	118 979	90 474	76.0	11 593	8 216	70.9	—	—	11 908
TOTAL International Services	7 512	4 465	12 135	432 445	1 020 728	748 195	73.3	89 933	62 941	70.0	—	—	11 908
Domestic Services													
Alderney Air Ferries	4	36	24	116	40	14	35.8	3	1	36.8	—	—	—
TOTAL Domestic Services	4	36	24	116	40	14	35.8	3	1	36.8	—	—	—
GRAND TOTAL	7 516	4 501	12 159	432 561	1 020 768	748 209	73.3	89 936	62 942	70.0	—	—	11 908

## All Class 4 Licence Operations January 1980

Table 1.9.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		As Percentage of available	Tonne—km		As Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	2	4	5	—	386	244	237	97.3	24	21	89.5
British Airtours	92	29	114	—	1 676	17 376	14 370	82.7	1 581	1 267	80.2
British Caledonian Airways	17	28	37	—	1 899	1 941	1 196	61.6	182	103	56.5
Air UK	11	6	19	—	362	1 017	684	67.3	91	58	63.4
Britannia Airways	3	2	5	—	241	431	399	92.7	37	34	92.3
Dan-Air Services	380	159	564	—	14 053	49 064	37 404	76.2	3 927	2 992	76.2
Express Air Services CI	—	6	1	—	228	17	9	52.1	1	1	47.5
Laker Airways	170	130	316	—	6 837	15 094	9 621	63.7	1 358	769	56.6
Monarch Airlines	176	129	302	11 908	—	24 500	16 593	67.7	2 416	1 537	63.6
<b>TOTAL</b>	<b>852</b>	<b>493</b>	<b>1 364</b>	<b>11 908</b>	<b>25 682</b>	<b>109 683</b>	<b>80 514</b>	<b>73.4</b>	<b>9 617</b>	<b>6 783</b>	<b>70.5</b>

## International Class 4 Licence Operations January 1980

Table 1.9.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		As Percentage of available	Tonne—km		As Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	2	4	5	—	388	244	237	97.3	24	21	89.5
British Airtours	92	29	114	—	1 676	17 376	14 370	82.7	1 581	1 267	80.2
British Caledonian Airways	17	28	37	—	1 899	1 941	1 196	61.6	182	103	56.5
Air UK	11	6	19	—	352	1 017	684	67.3	91	58	63.4
Britannia Airways	3	2	5	—	241	431	399	92.7	37	34	92.3
Dan-Air Services	380	159	564	—	14 053	49 064	37 404	76.2	3 927	2 992	76.2
Laker Airways	170	130	316	—	6 837	15 094	9 621	63.7	1 358	769	56.6
Monarch Airlines	176	129	302	11 908	—	24 500	16 593	67.7	2 416	1 537	63.6
<b>TOTAL</b>	<b>852</b>	<b>487</b>	<b>1 363</b>	<b>11 908</b>	<b>25 454</b>	<b>109 667</b>	<b>80 505</b>	<b>73.4</b>	<b>9 616</b>	<b>6 782</b>	<b>70.5</b>

## Domestic Class 4 Licence Operations January 1980

Table 1.9.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
Express Air Services CI	—	6	1	—	228	17	9	52.1	1	1	47.5
<b>TOTAL</b>	<b>—</b>	<b>6</b>	<b>1</b>	<b>—</b>	<b>228</b>	<b>17</b>	<b>9</b>	<b>52.1</b>	<b>1</b>	<b>1</b>	<b>47.5</b>

# All Class 6 Licence Operations January 1980

Table 1.10.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	104	54	188	436	3 475	2 412	—	2 411	69.4
Air Freight	42	152	153	347	219	91	65	25	41.6
Air-Bridge Carriers	127	212	320	1 318	2 053	904	5	897	44.0
British Air Ferries	25	91	95	186	127	45	44	—	35.4
British Cargo Airlines	836	297	1 163	3 584	32 927	24 089	3	24 085	73.2
Dan-Air Services	9	42	31	70	44	14	14	—	32.2
Express Air Services CI	2	3	3	12	10	8	—	8	83.8
Invicta International Airlines	35	33	82	208	581	283	—	282	48.7
Pelican Air Transport	17	5	22	40	707	338	—	337	47.8
Redcoat Air Cargo	126	54	271	252	2 198	1 191	—	1 190	54.2
Southern Int-Air Transport	27	48	77	144	162	81	—	80	49.8
Tradewinds Airways	420	159	631	2 063	16 567	10 149	—	10 148	61.3
Transmeridian Air Cargo	122	48	248	433	3 353	2 204	—	2 204	65.7
TOTAL	1 891	1 198	3 282	9 093	62 422	41 808	133	41 673	67.0

# International Class 6 Licence Operations January 1980

Table 1.10.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	104	54	188	436	3 475	2 412	—	2 411	69.4
Air Freight	13	55	50	109	59	25	—	25	42.8
Air-Bridge Carriers	74	70	177	538	1 252	587	—	586	46.9
British Air Ferries	3	5	10	1	17	—	—	—	2.7
British Cargo Airlines	836	297	1 163	3 584	32 927	24 089	3	24 085	73.2
Express Air Services CI	2	3	3	12	10	8	—	8	83.8
Invicta International Airlines	35	33	82	208	581	283	—	282	48.7
Pelican Air Transport	17	5	22	40	707	338	—	337	47.8
Redcoat Air Cargo	126	54	271	252	2 198	1 191	—	1 190	54.2
Tradewinds Airways	420	159	631	2 063	16 567	10 149	—	10 148	61.3
Transmeridian Air Cargo	122	48	248	433	3 353	2 204	—	2 204	65.7
TOTAL	1 752	783	2 844	7 675	61 144	41 285	3	41 282	67.5

# Domestic Class 6 Licence Operations January 1980

Table 1.10.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Freight	29	97	103	238	160	66	65	—	41.2
Air-Bridge Carriers	53	142	143	780	801	317	5	311	39.6
British Air Ferries	22	86	85	185	110	44	44	—	40.3
Dan-Air Services	9	42	31	70	44	14	14	—	32.2
Southern Int-Air Transport	27	48	77	144	162	81	—	80	49.8
TOTAL	139	415	439	1 418	1 277	522	130	392	40.8

## All Class 7 Licence Operations January 1980

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	545	3 385	2 703	36 374	11 838	6 078	51.3	239	1 160	527	41	486	45.4
B.E.A.S.	83	3 330	552	14 309	913	357	39.1	58	83	34	2	32	41.0
Bristow Helicopters	639	3 924	3 764	34 167	10 852	6 201	57.1	217	920	598	42	556	65.0
Management Aviation	73	1 042	352	3 503	439	265	60.4	31	36	24	2	22	66.7
North Scottish Helicopters	131	1 287	660	4 572	927	549	59.2	—	70	44	—	44	62.9
<b>TOTAL</b>	<b>1 471</b>	<b>12 968</b>	<b>8 032</b>	<b>92 925</b>	<b>24 969</b>	<b>13 450</b>	<b>53.9</b>	<b>545</b>	<b>2 269</b>	<b>1 227</b>	<b>87</b>	<b>1 140</b>	<b>54.1</b>

## International Class 7 Licence Operations January 1980

Table 1.11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	540	3 320	2 680	35 773	11 736	6 035	51.4	239	1 150	523	41	482	45.5
B.E.A.S.	83	3 330	552	14 309	913	357	39.1	58	83	34	2	32	41.0
Bristow Helicopters	639	3 924	3 764	34 167	10 852	6 201	57.1	217	920	598	42	556	65.0
Management Aviation	73	1 042	352	3 503	439	265	60.4	31	36	24	2	22	66.7
North Scottish Helicopters	131	1 287	660	4 572	927	549	59.2	—	70	44	—	44	62.9
<b>TOTAL</b>	<b>1 466</b>	<b>12 903</b>	<b>8 009</b>	<b>92 324</b>	<b>24 867</b>	<b>13 407</b>	<b>53.9</b>	<b>545</b>	<b>2 259</b>	<b>1 223</b>	<b>87</b>	<b>1 137</b>	<b>54.1</b>

## Domestic Class 7 Licence Operations January 1980

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	5	65	23	601	102	43	42.2	—	10	4	—	4	40.0
<b>TOTAL</b>	<b>5</b>	<b>65</b>	<b>23</b>	<b>601</b>	<b>102</b>	<b>43</b>	<b>42.2</b>	<b>—</b>	<b>10</b>	<b>4</b>	<b>—</b>	<b>4</b>	<b>40.0</b>

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

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	104	19	320	5 273	23 145	17 333	74.9	271	3 246	2 017	2	396	1 619	62.1
British Airtours	318	144	419	—	60 109	33 043	55.0	—	5 470	3 143	—	—	3 143	57.5
British Caledonian Airways	76	32	110	273	4 247	2 479	58.4	525	2 444	1 736	—	1 513	223	71.0
Air Europe	11	6	18	—	1 453	1 257	86.5	—	138	100	—	—	100	73.0
Air Freight	26	68	83	—	—	—	—	6	146	74	50	24	—	50.4
Air UK	112	406	407	—	1 963	831	42.3	—	513	176	—	110	67	34.3
Air-Bridge Carriers	46	61	107	—	—	—	—	—	800	298	1	297	—	37.2
Alderney Air Ferries	—	2	1	2	1	—	11.1	—	—	—	—	—	—	12.5
Alidair	46	141	145	4 949	2 708	1 581	58.4	22	277	125	—	7	118	45.1
Britannia Airways	99	161	178	16 519	12 932	10 027	77.5	—	1 100	852	—	—	852	77.5
British Air Ferries	100	204	271	3 417	3 280	2 396	73.1	—	405	244	—	52	192	60.2
British Cargo Airlines	21	7	29	—	—	—	—	—	823	467	—	467	—	56.8
British Midland Airways	765	458	1 145	—	86 212	44 847	52.0	—	19 887	7 306	—	3 814	3 492	38.7
Dan-Air Services	451	946	1 388	28 817	26 269	16 602	63.2	43	2 183	1 398	—	15	1 383	64.0
Express Air Services C.I.	31	191	137	—	—	—	—	528	141	87	5	82	—	61.7
General Aviation Services	19	62	98	—	—	—	—	31	67	30	—	30	—	44.3
Laker Airways	237	98	326	—	81 629	50 782	62.2	—	8 281	4 063	—	—	4 063	49.1
Loganair	232	746	1 023	6 488	3 576	2 462	68.8	1	323	227	—	—	227	70.4
Monarch Airlines	85	79	137	—	14 401	6 451	44.8	—	1 400	582	—	—	582	41.6
Pelican Air Transport	216	58	287	—	—	—	—	—	9 069	4 728	—	4 728	—	52.1
Scimitar Airlines	80	31	111	—	—	—	—	—	3 104	2 579	—	2 579	—	83.1
Southern Int-Air Transport	8	29	28	34	547	192	35.1	12	45	22	—	5	17	48.2
Transmeridian Air Cargo	79	27	159	—	—	—	—	143	2 012	1 143	—	1 143	—	56.8
<b>TOTAL</b>	<b>3 161</b>	<b>3 976</b>	<b>6 927</b>	<b>65 772</b>	<b>322 472</b>	<b>190 284</b>	<b>59.0</b>	<b>1 581</b>	<b>61 873</b>	<b>31 396</b>	<b>58</b>	<b>15 260</b>	<b>16 078</b>	<b>50.7</b>

(a) Excludes air taxi operations.

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

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

**Table 1.12.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	104	18	319	5 207	23 138	17 327	74.9	271	3 245	2 016	2	396	1 618	62.1
British Airtours	318	144	419	—	60 109	33 043	55.0	—	5 470	3 143	—	—	3 143	57.5
British Caledonian Airways	76	32	110	273	4 247	2 479	58.4	525	2 444	1 736	—	1 513	223	71.0
Air Europe	11	6	18	—	1 453	1 257	86.5	—	138	100	—	—	100	73.0
Air Freight	26	68	83	—	—	—	—	6	146	74	—	74	—	50.4
Air UK	23	72	88	—	145	39	26.7	—	105	14	—	11	3	13.0
Air-Bridge Carriers	40	38	85	—	—	—	—	—	722	286	—	286	—	39.6
Alderney Air Ferries	—	2	1	2	1	—	11.1	—	—	—	—	—	—	12.5
Alldair	5	5	13	98	280	111	39.5	—	28	8	—	—	8	28.8
Britannia Airways	99	161	178	16 519	12 932	10 027	77.5	—	1 100	852	—	—	852	77.5
British Air Ferries	94	187	249	3 299	2 985	2 302	77.1	—	378	236	—	52	184	62.4
British Cargo Airlines	21	7	29	—	—	—	—	—	823	467	—	467	—	56.8
British Midland Airways	765	458	1 145	—	86 212	44 847	52.0	—	19 887	7 306	—	3 814	3 492	36.7
Dan-Air Services	104	63	155	3 128	10 797	6 329	58.6	—	868	509	—	—	509	58.7
Express Air Services C.I.	—	5	3	—	—	—	—	17	1	1	—	1	—	95.6
General Aviation Services	17	45	82	—	—	—	—	31	58	25	—	25	—	42.9
Laker Airways	237	98	326	—	81 629	50 782	62.2	—	8 281	4 063	—	—	4 063	49.1
Loganair	1	2	3	—	—	—	—	1	1	—	—	—	—	37.5
Monarch Airlines	85	79	137	—	14 401	6 451	44.8	—	1 400	582	—	—	582	41.6
Pelican Air Transport	216	58	287	—	—	—	—	—	9 069	4 728	—	4 728	—	52.1
Scimitar Airlines	80	31	111	—	—	—	—	—	3 104	2 579	—	2 579	—	83.1
Southern Int-Air Transport	5	18	16	34	352	142	40.3	—	25	12	—	—	12	47.5
Transmeridian Air Cargo	79	27	159	—	—	—	—	143	2 012	1 143	—	1 143	—	56.8
<b>TOTAL</b>	<b>2 403</b>	<b>1 624</b>	<b>4 016</b>	<b>28 560</b>	<b>298 682</b>	<b>175 136</b>	<b>58.6</b>	<b>995</b>	<b>59 305</b>	<b>29 881</b>	<b>2</b>	<b>15 088</b>	<b>14 791</b>	<b>50.4</b>

(a) Excludes air taxi operations.

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

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

**Table 1.12.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	—	1	1	66	7	7	93.0	—	1	1	—	—	1	100.0
Air UK	90	334	319	—	1 818	792	43.6	—	408	162	50	49	63	39.8
Air-Bridge Carriers	6	23	23	—	—	—	—	—	78	12	1	11	—	15.7
Alldair	41	136	132	4 851	2 427	1 471	60.6	22	249	117	—	7	110	47.0
British Air Ferries	6	17	22	118	295	94	31.9	—	27	8	—	—	8	29.0
Dan-Air Services	347	883	1 233	25 689	15 472	10 272	66.4	43	1 315	888	—	15	874	67.6
Express Air Services C.I.	30	186	134	—	—	—	—	511	140	86	5	81	—	61.4
General Aviation Services	3	17	16	—	—	—	—	—	9	5	—	5	—	53.4
Loganair	231	744	1 020	6 488	3 576	2 462	68.8	—	322	227	—	—	227	70.5
Southern Int-Air Transport	4	11	12	—	195	50	25.6	12	20	10	—	5	5	49.0
<b>TOTAL</b>	<b>768</b>	<b>2 352</b>	<b>2 911</b>	<b>37 212</b>	<b>23 791</b>	<b>15 148</b>	<b>63.7</b>	<b>587</b>	<b>2 568</b>	<b>1 516</b>	<b>56</b>	<b>173</b>	<b>1 287</b>	<b>59.0</b>

(a) Excludes air taxi operations.

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

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

Table 1.13

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
Britannia Airways	48	26	74	1 840	6 272	3 414	54.4	..	534	289	—	—	289	54.1
TOTAL	48	26	74	1 840	6 272	3 414	54.4	..	534	289	—	—	289	54.1

(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 January 1980 (a)

Table 1.14.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended December 1979	Daily Utilisation per Aircraft (hrs) Quarter ended December 1979
		Passenger	Cargo	Passenger	Cargo				
Aero Commander	—	2	—	1	—	7	1	—	—
Aerospatiale SA330J Puma	110	536	—	538	—	6 992	1 435	7	3.3
Aerospatiale SA-365 Dauphin	21	210	42	86	8	1 260	114	(e) 1	(e) 2.7
Aviation Traders Merchantman	128	—	160	—	285	—	—	4	3.0
AW650 Argosy	45	—	113	—	142	—	—	3	1.7
BAC 111-200	635	1 465	—	1 540	—	48 753	23 255	9	5.8
BAC 111-300/400	1 725	1 899	—	3 211	—	87 305	89 027	21	6.0
BAC 111-500	3 196	5 041	40	6 635	47	302 327	203 968	36	6.2
BAC/Aerospatiale Concorde	965	171	—	674	—	7 684	48 350	5	4.4
Bell 206 Jetranger	3	24	—	18	—	47	5	..	..
Bell 212 Twin	118	3 900	—	763	—	18 045	592	(d) 10	(d) 2.5
Boeing 707 120/120B	—	—	—	—	—	—	—	(c) —	(c) 6.3
Boeing 707-320C/336	4 841	1 051	602	4 220	2 484	37 529	246 331	31	8.1
Boeing 707-420	868	429	—	1 239	—	30 002	99 606	8	7.7
Boeing 720/720B	730	389	—	1 074	—	36 883	86 070	6	5.8
Boeing 727-100	913	454	—	1 364	—	42 100	90 904	8	7.5
Boeing 737-200	4 048	2 168	—	6 471	—	202 989	384 006	22	10.4
Boeing 747-100	5 000	1 251	—	6 621	—	157 120	1 217 022	18	11.5
Boeing 747-200	2 532	465	—	3 176	—	76 210	695 604	8	11.9
Bristol Britannia 300	160	—	87	—	353	—	—	4	3.8
Britten-Norman Islander	129	1 584	—	624	—	5 334	404	13	1.7
Britten-Norman Trislander	132	1 683	—	704	—	13 308	965	13	2.1
Canadair CL 44	270	—	114	—	546	—	—	8	4.4
Cessna 404 Titan	—	—	—	—	—	—	—	2	4.5
DC3 Dakota/Pionair	42	—	171	—	206	—	—	8	1.0
DH 106 Comet 4B/C	59	37	—	102	—	3 757	6 108	3	2.2
DHC 6 Twin-Otter	338	1 157	2	1 488	3	10 097	3 452	(b) 10	(b) 4.5
Embraer Bandeirante	166	691	—	625	—	3 131	970	(b) 4	(b) 5.0
Fairchild Hillier FH227B	73	—	245	—	246	—	—	2	3.8
Fokker F28 2000-6000	248	572	—	493	—	8 039	6 871	2	7.5
Fokker Friendship 100/600	216	1 068	—	759	—	11 829	4 685	9	4.7
HS 125	13	26	—	28	—	39	26	1	1.2
Hawker Siddeley 121 Trident 1C	337	747	—	790	—	43 107	19 412	11	2.9
Hawker Siddeley 121 Trident 1E	324	621	—	720	—	44 195	22 966	4	5.7
Hawker Siddeley 121 Trident 2E	1 680	1 674	—	2 995	—	95 550	95 173	16	6.3
Hawker Siddeley 121 Trident 3B	1 857	2 995	—	3 948	—	249 631	150 990	25	5.4
HP Herald 100/200	725	1 877	725	1 931	757	33 916	10 091	32	3.6
HS 748	599	1 870	42	2 124	31	40 604	15 517	20	3.8
Lockheed L1011 Tristar	978	579	—	1 511	—	77 282	139 876	9	5.7
Lockheed L1011-500 Tristar	860	264	—	1 105	—	19 763	107 028	4	10.0
MBB BO 105	167	2 057	43	833	10	6 008	486	(e) 3	(e) 3.1
McDonnell-Douglas DC10-10	1 339	346	—	1 773	—	59 394	277 328	6	11.3
McDonnell-Douglas DC8-54F/55F	845	—	301	—	1 173	—	—	6	6.1
McDonnell-Douglas DC9-10 to 40	88	257	—	227	—	10 505	3 607	3	4.8
McDonnell-Douglas DC-10-30	1 187	281	—	1 510	—	23 200	152 544	5	11.4
Piper PA23 Aztec (and Apache)	1	4	—	2	—	8	1	1	0.2
Piper PA31 Navajo (All Series)	41	171	—	162	—	43	197	(b) 10	(b) 1.4
Short SD-330	7	28	—	31	—	300	75	1	2.9
Sikorsky S61N	992	5 821	—	5 411	—	62 199	10 562	(e) 45	(e) 3.6
Sikorsky S76	29	140	—	125	—	889	184	—	—
Sikorsky S.58T	19	76	—	123	—	713	179	3	1.2
Vickers Super VC10	2 056	801	—	2 986	—	44 394	189 086	15	6.8
Vickers Viscount 700	46	139	2	143	3	4 949	1 581	5	1.6
Vickers Viscount 700D/800/810	1 205	4 205	53	4 070	83	116 069	35 623	36	4.3
Westland Wessex	44	829	—	317	—	4 165	221	4	3.6
TOTAL	43 152	52 055	2 742	75 291	6 377	2 047 671	4 442 500	540	5.4

(a) Excludes air taxi operations.

(b) Excludes Air Ecosse.

(c) Excludes Air Transcontinental.

(d) Excludes Gleneagle Helicopters.

(e) Excludes North Scottish Helicopters.



# Aircraft Type and Utilisation—Individual Airlines Table 1.14.2

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

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
<b>British Airways</b>									
HS 748	79	313	—	289	—	6 023	1 613	2	4.3
Vickers Viscount 700D/800/810	638	2 430	—	2 246	—	75 191	21 660	20	3.9
BAC 111-300/400	467	855	—	1 050	—	31 346	15 670	7	5.5
BAC 111-500	1 574	3 157	—	3 486	—	178 011	84 013	18	6.1
Hawker Siddeley 121 Trident 2E	1 680	1 674	—	2 995	—	95 550	95 173	16	6.3
Hawker Siddeley 121 Trident 1C	337	747	—	790	—	43 107	19 412	11	2.9
Hawker Siddeley 121 Trident 3B	1 857	2 995	—	3 948	—	249 631	150 990	25	5.4
Hawker Siddeley 121 Trident 1E	324	621	—	720	—	44 195	22 966	4	5.7
Vickers Super VC10	2 056	801	—	2 986	—	44 394	189 086	15	6.8
Lockheed L1011 Tristar	978	579	—	1 511	—	77 282	139 876	9	5.7
Boeing 707-320C/336	2 125	383	218	2 062	860	22 866	128 912	11	8.8
Lockheed L1011-500 Tristar	860	264	—	1 105	—	19 763	107 028	4	10.0
Boeing 747-100	5 000	1 251	—	6 621	—	157 120	1 217 022	18	11.5
Boeing 747-200	2 532	465	—	3 176	—	76 210	695 604	8	11.9
BAC/Aerospatiale Concorde	965	171	—	674	—	7 684	48 350	5	4.4
Aviation Traders Merchantman	—	—	—	—	—	—	—	1	3.0
<b>TOTAL</b>	<b>21 473</b>	<b>16 706</b>	<b>218</b>	<b>33 659</b>	<b>860</b>	<b>1 128 373</b>	<b>2 937 378</b>	<b>174</b>	<b>6.5</b>
<b>British Airtours</b>									
Boeing 707-420	868	429	—	1 239	—	30 002	99 606	8	7.7
<b>British Airways Helicopters</b>									
Sikorsky S61N	535	3 128	—	2 651	—	35 640	6 068	24	3.3
Bell 212 Twin	16	351	—	86	—	2 124	95	2	1.8
<b>TOTAL</b>	<b>551</b>	<b>3 479</b>	<b>—</b>	<b>2 737</b>	<b>—</b>	<b>37 764</b>	<b>6 163</b>	<b>26</b>	<b>3.1</b>
<b>British Caledonian Airways</b>									
BAC 111-200	511	1 272	—	1 257	—	41 717	18 350	7	6.0
BAC 111-500	757	1 137	40	1 549	47	55 351	39 188	8	6.6
Boeing 707-320C/336	1 287	292	88	1 330	395	14 663	72 572	7	8.1
McDonnell-Douglas DC10-30	1 187	281	—	1 510	—	23 200	152 544	4	11.9
Sikorsky S61N	24	592	—	148	—	5 956	238	1	4.3
Piper PA31 Navajo (All Series)	—	—	—	—	—	—	—	1	1.5
<b>TOTAL</b>	<b>3 765</b>	<b>3 574</b>	<b>128</b>	<b>5 794</b>	<b>442</b>	<b>140 887</b>	<b>282 893</b>	<b>28</b>	<b>7.3</b>
<b>Air Ecosse</b>									
Aero Commander	—	2	—	1	—	7	1	..	..
Piper PA31 Navajo (All Series)	1	8	—	5	—	43	6	..	..
Embraer Bandeirante	30	188	—	99	—	1 438	227	..	..
<b>TOTAL</b>	<b>32</b>	<b>198</b>	<b>—</b>	<b>105</b>	<b>—</b>	<b>1 488</b>	<b>235</b>	<b>..</b>	<b>..</b>
<b>Air Europe</b>									
Boeing 737-200	521	274	—	825	—	27 823	55 860	3	10.6
<b>Air Freight</b>									
DC3 Dakota/Pionair	16	—	67	—	69	—	—	4	0.7
Fairchild Hillier FH227B	73	—	245	—	246	—	—	2	3.8
<b>TOTAL</b>	<b>89</b>	<b>—</b>	<b>312</b>	<b>—</b>	<b>315</b>	<b>—</b>	<b>—</b>	<b>6</b>	<b>1.7</b>
<b>Air Kent</b>									
Piper PA31 Navajo (All Series)	—	—	—	—	—	—	—	2	2.2

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
		Passenger	Cargo	Passenger	Cargo				
<b>Air UK</b>									
Fokker Friendship 100/600	216	1 068	—	759	—	11 829	4 685	9	4.7
HP Herald 100/200	557	1 653	451	1 638	493	28 614	7 006	20	5.4
Fokker F28 2000-6000	248	572	—	493	—	8 039	6 871	2	7.5
Piper PA31 Navajo (All Series)	40	163	—	157	—	—	191	7	1.2
Embraer Bandeirante	136	503	—	526	—	1 693	743	4	5.0
BAC 111-300/400	159	162	—	301	—	10 970	10 641	4	5.0
Cessna 404 Titan	—	—	—	—	—	—	—	2	4.5
<b>TOTAL</b>	<b>1 355</b>	<b>4 121</b>	<b>451</b>	<b>3 874</b>	<b>493</b>	<b>61 145</b>	<b>30 137</b>	<b>48</b>	<b>4.7</b>
<b>Air-Bridge Carriers</b>									
AW650 Argosy	45	—	113	—	142	—	—	3	1.7
Aviation Traders Merchantman	128	—	160	—	285	—	—	3	3.1
<b>TOTAL</b>	<b>173</b>	<b>—</b>	<b>273</b>	<b>—</b>	<b>427</b>	<b>—</b>	<b>—</b>	<b>6</b>	<b>2.2</b>
<b>Alderney Air Ferries</b>									
Britten-Norman Islander	5	38	—	25	—	118	14	1	1.3
<b>Alldair</b>									
Vickers Viscount 700	46	139	2	143	3	4 949	1 581	4	1.6
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	65	1 197	—	317	—	9 839	517	6	2.0
Britten-Norman Islander	4	67	—	14	—	227	14	2	0.6
<b>TOTAL</b>	<b>69</b>	<b>1 264</b>	<b>—</b>	<b>331</b>	<b>—</b>	<b>10 066</b>	<b>531</b>	<b>8</b>	<b>1.7</b>
<b>B.E.A.S.</b>									
Bell 212 Twin	83	3 330	—	552	—	14 309	357	5	3.8
<b>Bristow Helicopters</b>									
Sikorsky S61N	412	2 001	—	2 498	—	19 592	4 034	20	3.9
Westland Wessex	44	829	—	317	—	4 165	221	4	3.6
Sikorsky S.58T	18	72	—	118	—	699	175	2	1.5
MBB BO 105	7	127	—	43	—	218	12	—	—
Sikorsky S76	29	140	—	125	—	889	184	—	—
Bell 212 Twin	19	219	—	125	—	1 612	140	3	0.6
Aerospatiale SA330J Puma	110	536	—	538	—	6 992	1 435	7	3.3
<b>TOTAL</b>	<b>639</b>	<b>3 924</b>	<b>—</b>	<b>3 764</b>	<b>—</b>	<b>34 167</b>	<b>6 201</b>	<b>36</b>	<b>3.4</b>
<b>Britannia Airways</b>									
Boeing 737-200	3 527	1 894	—	5 646	—	175 166	328 146	19	10.4
<b>British Air Ferries</b>									
HP Herald 100/200	112	144	125	173	166	3 378	2 370	7	0.8
HS 125	13	26	—	28	—	39	26	1	1.2
<b>TOTAL</b>	<b>125</b>	<b>170</b>	<b>125</b>	<b>201</b>	<b>166</b>	<b>3 417</b>	<b>2 396</b>	<b>8</b>	<b>0.8</b>
<b>British Cargo Airlines</b>									
McDonnell-Douglas DC8-54F/55F 845	—	—	301	—	1 173	—	—	6	6.1

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
		Passenger	Cargo	Passenger	Cargo				
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	449	1 517	—	1 565	—	37 664	12 252	10	5.2
McDonnell-Douglas DC9-10 to 40	88	257	—	227	—	10 505	3 607	3	4.8
Boeing 707-320C/336	765	376	82	828	318	—	44 847	5	6.8
<b>TOTAL</b>	<b>1 302</b>	<b>2 150</b>	<b>82</b>	<b>2 620</b>	<b>318</b>	<b>48 169</b>	<b>60 705</b>	<b>18</b>	<b>5.6</b>
<b>Brymon Airways</b>									
HP Herald 100/200	32	80	—	120	—	1 924	715	1	2.8
DHC 6 Twin-Otter	109	476	—	481	—	2 558	651	3	6.9
Britten-Norman Islander	—	—	—	—	—	—	—	—	1.9
<b>TOTAL</b>	<b>142</b>	<b>556</b>	<b>—</b>	<b>601</b>	<b>—</b>	<b>4 482</b>	<b>1 365</b>	<b>4</b>	<b>4.9</b>
<b>Burnthills Aviation</b>									
Bell 206 Jetranger	3	24	—	18	—	47	5	..	..
<b>Dan-Air Services</b>									
HS 748	521	1 557	42	1 835	31	34 581	13 904	18	3.7
Vickers Viscount 700D/800/810	78	221	—	229	—	2 860	1 476	2	3.8
BAC 111-200	124	193	—	283	—	7 036	4 905	2	4.9
BAC 111-300/400	536	560	—	960	—	26 642	29 596	5	6.2
BAC 111-500	583	499	—	1 061	—	45 201	53 320	7	5.8
DH 106 Comet 4B/C	59	37	—	102	—	3 757	6 108	3	2.2
Boeing 727-100	913	454	—	1 364	—	42 100	90 904	8	7.5
<b>TOTAL</b>	<b>2 815</b>	<b>3 521</b>	<b>42</b>	<b>5 834</b>	<b>31</b>	<b>162 177</b>	<b>200 212</b>	<b>45</b>	<b>4.8</b>
<b>Express Air Services CI</b>									
DC3 Dakota/Pionair	7	—	42	—	39	—	—	2	2.4
HP Herald 100/200	24	—	149	—	98	—	—	4	1.4
Vickers Viscount 700D/800/810	3	10	3	5	3	320	43	3	3.8
<b>TOTAL</b>	<b>34</b>	<b>10</b>	<b>194</b>	<b>5</b>	<b>140</b>	<b>320</b>	<b>43</b>	<b>9</b>	<b>1.6</b>
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	19	—	62	—	98	—	—	2	2.1
Douglas DC6A/6B/6C	—	—	—	—	—	—	—	—	2.5
<b>TOTAL</b>	<b>19</b>	<b>—</b>	<b>62</b>	<b>—</b>	<b>98</b>	<b>—</b>	<b>—</b>	<b>2</b>	<b>2.3</b>
<b>Guernsey Airlines</b>									
Vickers Viscount 700	—	—	—	—	—	—	—	1	1.3
<b>Haywards Aviation</b>									
Britten-Norman Islander	3	19	—	15	—	56	8	1	0.9
Piper PA23 Aztec (and Apache)	1	4	—	2	—	8	1	1	0.2
<b>TOTAL</b>	<b>3</b>	<b>23</b>	<b>—</b>	<b>17</b>	<b>—</b>	<b>64</b>	<b>9</b>	<b>2</b>	<b>0.5</b>
<b>Intra Airways</b>									
DC3 Dakota/Pionair	—	—	—	—	—	—	—	—	1.0
Vickers Viscount 700D/800/810	—	—	—	—	—	—	—	—	1.8
<b>TOTAL</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1.5</b>
<b>Invicta International Airlines</b>									
Bristol Britannia 300	35	—	33	—	82	—	—	2	2.4
<b>Jersey European Airways</b>									
Britten-Norman Islander	17	217	—	98	—	1 017	77	2	1.7

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
		Passenger	Cargo	Passenger	Cargo				
<b>Laker Airways</b>									
BAC 111-300/400	563	322	—	900	—	18 347	33 120	5	6.8
McDonnell-Douglas DC10-10	1 339	346	—	1 773	—	59 394	277 328	6	11.3
Boeing 707 320C/336	—	—	—	—	—	—	—	2	8.9
McDonnell-Douglas DC10-30	—	—	—	—	—	—	—	1	—
<b>TOTAL</b>	<b>1 902</b>	<b>668</b>	<b>—</b>	<b>2 673</b>	<b>—</b>	<b>77 741</b>	<b>310 448</b>	<b>14</b>	<b>9.1</b>
<b>Loganair</b>									
Britten-Norman Islander	101	1 243	—	472	—	3 916	291	7	2.2
DHC 6 Twin-Otter	229	681	2	1 007	3	7 539	2 802	7	3.8
Short SD-330	7	28	—	31	—	300	75	1	2.9
Britten-Norman Trislander	68	486	—	387	—	3 469	448	7	2.2
<b>TOTAL</b>	<b>404</b>	<b>2 438</b>	<b>2</b>	<b>1 897</b>	<b>3</b>	<b>15 224</b>	<b>3 616</b>	<b>22</b>	<b>2.7</b>
<b>Management Aviation</b>									
Sikorsky S.58T	1	4	—	5	—	14	4	1	1.3
MBB BO 105	51	743	43	244	10	2 229	147	3	3.1
Aerospatiale SA-365 Dauphin	21	210	42	86	8	1 260	114	1	2.7
<b>TOTAL</b>	<b>73</b>	<b>957</b>	<b>85</b>	<b>335</b>	<b>18</b>	<b>3 503</b>	<b>265</b>	<b>5</b>	<b>2.7</b>
<b>Monarch Airlines</b>									
BAC 111-500	282	248	—	539	—	23 764	27 447	3	6.6
Boeing 720/720B	730	389	—	1 074	—	36 883	86 070	6	5.8
Boeing 707-120/120B	—	—	—	—	—	—	—	—	6.3
<b>TOTAL</b>	<b>1 012</b>	<b>637</b>	<b>—</b>	<b>1 613</b>	<b>—</b>	<b>60 647</b>	<b>113 517</b>	<b>9</b>	<b>6.1</b>
<b>North Scottish Helicopters</b>									
Sikorsky S61N	22	100	—	114	—	1 011	222	..	..
MBB BO 105	109	1 187	—	546	—	3 561	327	..	..
<b>TOTAL</b>	<b>131</b>	<b>1 287</b>	<b>—</b>	<b>660</b>	<b>—</b>	<b>4 572</b>	<b>549</b>	<b>..</b>	<b>..</b>
<b>Pelican Air Transport</b>									
Boeing 707-320C/336	233	—	63	—	309	—	—	1	7.3
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	126	—	54	—	271	—	—	2	5.3
<b>Scimitar Airlines</b>									
Boeing 707-320C/336	80	—	31	—	111	—	—	2	7.0
<b>Southern Int-Air Transport</b>									
Vickers-Viscount 700D/800/810	35	27	50	25	80	34	192	1	3.1
<b>Tradewinds Airways</b>									
Canadair CL 44	69	—	39	—	139	—	—	1	5.0
Boeing 707-320C/336	351	—	120	—	491	—	—	3	8.7
<b>TOTAL</b>	<b>420</b>	<b>—</b>	<b>159</b>	<b>—</b>	<b>630</b>	<b>—</b>	<b>—</b>	<b>4</b>	<b>7.8</b>
<b>Transmeridian Air Cargo</b>									
Canadair CL 44	201	—	75	—	407	—	—	7	4.3
<b>GRAND TOTAL</b>	<b>43 152</b>	<b>52 055</b>	<b>2 742</b>	<b>75 291</b>	<b>6 377</b>	<b>2 047 671</b>	<b>4 442 500</b>	<b>540</b>	<b>5.4</b>

(a) Excludes Air Taxi operations.

# Operations Subject to Variable Licence Charges January 1980

**Table 1.15**

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
<b>Chargeable Operations Own Aircraft</b>					
Class 1	709 553	401 618	93 750	307 868	56.6
Class 2	1 196	701	—	701	58.6
Class 3	89 382	62 571	—	62 571	69.8
Class 4	9 617	6 783	—	6 783	72.6
Class 5	534	289	—	289	54.1
Class 6	62 012	41 561	41 561	—	67.0
Class 7	2 269	1 206	83	1 123	53.1
<b>TOTAL</b>	<b>874 563</b>	<b>514 729</b>	<b>135 394</b>	<b>379 335</b>	<b>58.9</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	18 081	9 453	2 415	7 038	52.2
Exempt Services	61 787	31 325	15 318	16 007	50.6
<b>TOTAL</b>	<b>79 868</b>	<b>40 778</b>	<b>17 733</b>	<b>23 045</b>	<b>51.1</b>
<b>GRAND TOTAL</b>	<b>954 432</b>	<b>555 507</b>	<b>153 127</b>	<b>402 379</b>	<b>58.2</b>

# Output by Type of Licence and Aircraft Ownership for January 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	709 553	265	17 759	727 577
Class 2	1 196	—	—	1 196
Class 3	89 382	554	—	89 936
Class 4	9 617	—	—	9 617
Class 6	62 012	115	295	62 422
Class 7	2 269	—	—	2 269
Exempt Services	61 787	59	26	61 873
<b>TOTAL</b>	<b>935 817</b>	<b>992</b>	<b>18 081</b>	<b>954 890</b>
Class 5	534	—	—	534
<b>TOTAL</b>	<b>534</b>	<b>—</b>	<b>—</b>	<b>534</b>
<b>GRAND TOTAL</b>	<b>936 351</b>	<b>992</b>	<b>18 081</b>	<b>955 424</b>

# Public Transport Air-Taxi Operations

**Table 1.17**

	<b>October-December 1979</b>	
	<b>Stage Flights</b>	<b>Aircraft Hours</b>
Aero Turbo Commander 680T	28	56
Beagle 206	16	16
Beech 76 Duchess	2	4
Beech 200 Super King Air	605	742
Beechcraft B55 Baron	16	16
Beechcraft B60 Duke	48	58
Beechcraft B80 Queen Air	32	43
Beechcraft B90 King Air	143	227
Bell 47G	11	8
Bell 206 Jetranger	1 672	1 137
Bell 212 Twin	6	5
Britten-Norman Islander	131	139
Britten-Norman Trislander	125	131
Cessna 172 Skyhawk	66	64
Cessna 206 Super Skywagon	78	23
Cessna 310/320	546	423
Cessna 401/402/411/414/421	791	915
Cessna 404 Titan	236	284
Cessna 500 Citation	121	144
Dassault M20/F20	192	260
DC3 Dakota/Pionair	171	202
DHC 6 Twin-Otter	338	382
Ecureil	103	165
Embraer Bandeirante	2 676	2 657
Enstrom F28A/280	45	23
H.S. 125	1 913	2 074
Hughes 269A (300)	71	66
Hughes 369 (500)	60	47
Jetstream	9	13
MBB BO 105	118	92
Partenavia P68B Victor	321	286
Piper PA23 Aztec (and Apache)	4 388	4 777
Piper PA28 (and PA32) Cherokee	19	24
Piper PA30/39 Twin Comanche	240	298
Piper PA31 Navajo (all Series)	2 951	3 522
Piper PA34-200 Seneca	171	175
Sikorsky S58T	9	19
Sikorsky S61N	6	8
Ted Smith Aerostar 601P	16	15
Turbo Commander	146	161
Westland S.55 Whirlwind	10	12
<b>ALL OPERATORS' TOTAL</b>	<b>18 646</b>	<b>19 713</b>

This table was compiled from returns provided quarterly by some 119 operators who are in possession of Air Operator's certificates.

## **Part 2**

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

# Size of UK Airports Table 2.1

## Year ended January 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	28 178	49.47
Gatwick	8 705	15.28
Manchester	3 519	6.18
Glasgow	2 375	4.17
Luton	2 209	3.88
Birmingham	1 565	2.75
Belfast	1 438	2.52
Aberdeen	1 309	2.30
Edinburgh	1 252	2.20
Newcastle	862	1.51
East Midlands	597	1.05
Liverpool	587	1.03
Prestwick	418	0.73
Leeds/Bradford	395	0.69
Isle of Man	379	0.67
Stansted	342	0.60
Southampton	332	0.58
Tees-side	277	0.49
Cardiff	251	0.44
Sumburgh	247	0.43
Bristol	238	0.42
Other 22 airports	1 485	2.61

# 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 (i)	2 170	903	56 615	795

### Year ended

January 1979	2 024	865	52 945	762
January 1980	2 202	911	56 959	785

### Latest year's growth (percentages)

8.8	5.3	7.6	3.0
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### Mean rates of growth (percentages) to 1979

20 years	6.2	3.9	8.9	5.0
10 years	3.5	4.0	5.7	3.3
5 years	3.3	6.8	8.0	5.8

(i) Traffic at Sumburgh from March–September, 1979 not included.



# Use of UK Airports

**Table 2.3**

## Main Categories of Operator and Service

	A.T. Movements (000's)				Total	Terminal Passengers (000's)				Total
	Scheduled UK Operators	Overseas Operators	Non-scheduled UK Operators	Overseas Operators		Scheduled UK Operators	Overseas Operators	Non-scheduled UK Operators	Overseas Operators	
1970	360.4	142.2	87.9	16.3	606.7	16 265.7	7 841.3	6 215.6	1 283.8	31 606.5
1971	361.5	144.6	106.6	17.2	629.9	16 850.9	8 244.5	8 357.7	1 480.4	34 933.5
1972	384.7	144.9	119.2	20.5	669.3	18 788.5	9 144.0	9 495.8	1 697.0	39 125.4
1973	419.9	145.8	130.2	22.6	718.5	21 021.6	9 929.5	10 197.3	1 976.1	43 124.5
1974	420.9	148.6	122.7	17.9	710.1	20 391.1	10 125.0	7 996.8	1 569.5	40 082.4
1975	398.1	146.9	135.6	19.9	700.5	20 654.3	10 802.1	8 538.4	1 851.0	41 845.8
1976	412.9	150.0	153.0	23.9	739.9	21 721.8	11 865.2	8 902.2	2 176.6	44 665.8
1977	414.1	145.8	174.2	25.0	759.1	21 172.1	13 042.1	9 318.5	2 394.7	45 927.2
1978	479.1	150.7	203.8	28.8	862.5	25 328.2	14 284.3	10 539.0	2 678.1	52 829.5
1979 (i)	517.2	155.8	200.2	29.6	902.8	27 737.9	15 113.0	10 905.9	2 858.3	56 615.1
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
(i) 1979 1st quarter	107.6	33.2	41.1	4.2	186.2	5 214.1	2 783.6	1 873.2	266.5	10 137.4
(i) 2nd quarter	137.5	40.0	50.4	8.4	236.3	7 388.0	3 943.0	2 937.8	824.6	15 093.5
(i) 3rd quarter	148.6	44.7	57.5	11.8	262.5	8 658.7	4 979.0	3 924.8	1 329.7	18 892.2
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
1978 July	46.8	14.5	20.4	4.2	85.9	2 678.8	1 621.1	1 255.7	473.6	6 029.3
August	46.9	14.7	20.3	3.8	85.7	2 598.5	1 579.8	1 312.0	428.0	5 918.3
September	44.6	13.9	20.0	3.4	82.0	2 538.9	1 506.7	1 233.0	359.4	5 637.9
October	42.1	13.5	18.4	2.8	76.8	2 295.1	1 299.7	939.5	241.0	4 775.3
November	38.9	11.6	15.5	1.6	67.6	1 927.2	1 006.2	624.3	105.0	3 662.7
December	34.7	11.4	14.1	1.5	61.7	1 768.6	1 023.3	593.4	101.0	3 486.3
1979 January	33.4	11.1	14.9	1.4	60.8	1 569.6	974.6	593.8	78.7	3 216.7
(i) July	50.6	15.2	19.7	4.3	89.7	2 921.4	1 692.6	1 274.5	473.1	6 361.7
(i) August	51.2	15.1	19.2	3.9	89.4	2 978.8	1 695.1	1 353.2	456.5	6 483.7
(i) September	46.9	14.3	18.7	3.6	83.4	2 758.4	1 592.2	1 297.1	399.3	6 047.0
October	46.8	14.1	19.3	2.8	83.0	2 555.5	1 380.1	992.1	256.6	5 184.4
November	39.8	11.9	16.4	1.2	69.3	2 020.6	996.0	620.5	95.7	3 732.8
December	36.9	11.8	15.5	1.2	65.4	1 901.0	1 031.2	557.4	85.3	3 574.9
1980 January	39.8	12.4	16.1	1.1	69.3	1 875.4	1 020.6	594.7	70.2	3 560.9

(i) Traffic at Sumburgh from March–September, 1979 not included.

# Aircraft Movements at UK Airports by Purpose

Table 2.4

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-Commercial Aero club and private (000)	Test and training (000)	Other (000)
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1979 (i)	2 169.6	486.7	902.8	83.8	1 182.9	921.4	144.0	117.5
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
(i) 1979 1st quarter	405.6	196.8	181.2	15.6	208.8	147.1	34.9	26.8
(i) 2nd quarter	593.8	258.7	236.3	22.3	335.1	266.8	36.3	32.1
(i) 3rd quarter	662.8	288.2	262.5	25.7	374.6	307.3	37.9	29.4
4th quarter	500.4	236.7	217.8	18.9	263.7	200.2	34.2	29.3
1978 July	198.6	93.6	85.9	7.7	105.0	83.0	14.8	7.2
August	208.2	94.5	85.7	8.7	113.8	87.9	18.1	7.8
September	189.3	89.9	82.0	7.9	99.4	74.8	14.0	10.6
October	180.5	85.0	76.8	8.2	95.5	72.7	14.3	8.6
November	156.9	73.7	67.6	6.1	83.1	61.6	12.5	9.0
December	119.8	67.6	61.7	5.9	52.2	38.3	7.5	6.4
(i) 1979 January	123.7	67.2	60.8	6.4	56.5	39.5	10.0	7.0
(i) July	235.3	98.5	89.7	8.8	136.8	110.9	14.5	11.4
(i) August	222.0	98.5	89.4	9.1	123.5	101.7	13.0	8.8
(i) September	205.6	91.3	83.4	7.8	114.3	94.7	10.4	9.2
October	190.1	90.6	83.0	7.6	99.5	77.6	10.9	11.0
November	165.3	75.3	69.3	6.0	90.0	66.4	13.2	10.4
December	144.9	70.8	65.4	5.3	74.2	56.2	10.1	7.1
1980 January	156.3	74.9	69.3	5.6	81.4	58.4	13.4	9.6

(i) Traffic at Sumburgh from March–September, 1979 not included.

# Aircraft Movements January 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	9 976	8 338	—	571	1	101	21	—	892	—	52
+Heathrow	23 657	21 888	—	—	—	28	380	1	1 303	13	44
+Luton	3 433	1 434	—	389	4	151	40	453	956	—	6
+Southend	4 420	870	—	5	—	359	—	2 051	1 116	19	—
+Stansted	3 011	255	—	43	2	1 701	33	20	883	63	11
Total (London Area)	44 497	32 785	—	1 008	7	2 340	474	2 525	5 150	95	113
Westland Heliport (Battersea)	555	194	—	195	8	—	—	—	128	—	30
Other UK Airports											
+Aberdeen	8 841	5 763	1	670	—	1 206	18	1 169	4	—	10
+Belfast	5 154	1 916	63	65	31	—	—	637	322	—	2 120
Benbecula	275	204	—	—	2	—	43	—	2	—	24
+Birmingham	4 801	2 194	—	75	14	90	55	1 552	811	—	10
+Blackpool	5 702	350	—	93	—	170	2	4 474	603	—	10
+Bournemouth	5 896	458	—	59	1	700	—	2 485	644	—	1 549
+Bristol	2 130	411	4	27	—	52	—	1 124	506	—	6
+Cambridge	2 933	20	—	12	1	62	1	1 268	281	—	1 288
+Cardiff	2 376	593	—	51	—	310	—	1 051	382	—	9
+Coventry	4 527	47	—	15	—	1 110	34	2 705	608	—	8
+East Midlands	4 209	949	—	179	26	1 043	41	1 114	840	—	17
+Edinburgh	5 317	2 097	—	48	—	98	91	1 250	433	14	1 286
+Exeter	3 762	325	—	7	76	34	9	1 338	619	—	354
+Glasgow	5 879	3 450	—	251	87	123	137	851	456	—	524
Gloucester/Cheltenham	3 049	36	—	—	166	1 052	—	1 345	420	—	30
Hawarden	1 241	—	—	—	50	108	—	950	169	—	14
Humberside	1 797	396	—	118	50	63	3	1 115	50	—	2
Inverness	1 747	495	—	40	191	394	—	586	35	—	6
Islay	196	150	—	4	22	—	—	—	18	2	—
+Isle of Man	2 200	626	—	49	152	715	—	478	112	—	68
Isles of Scilly	150	102	—	—	34	—	—	—	14	—	—
+Kirkwall	983	796	—	28	29	—	6	37	87	—	—
+Leeds/Bradford	2 740	991	—	43	52	103	45	945	559	—	2
+Liverpool	4 419	1 281	—	171	7	388	—	1 367	1 166	—	39
+Lydd	4 800	181	8	85	108	69	—	3 945	380	—	24
+Manchester	5 505	3 832	—	175	10	63	290	517	611	—	7
+Manston	—	—	—	—	—	—	—	—	—	—	—
+Newcastle	2 391	1 287	12	64	4	45	—	526	425	—	28
+Norwich	2 290	919	—	62	58	781	45	—	421	—	4
Penzance Heliport	120	102	—	—	8	—	—	—	10	—	—
+Prestwick	3 086	557	—	3	1	929	35	988	197	—	376
+Southampton	4 020	909	—	28	25	428	24	2 114	474	—	18
Stornoway	429	357	—	43	—	—	12	—	3	8	6
+Sumburgh	3 716	2 960	4	449	101	187	—	5	2	—	8
Swansea	1 252	48	—	12	2	—	—	840	342	—	8
+Tees-side	3 683	943	—	79	27	747	52	1 321	495	—	19
Tiree	92	86	—	2	—	4	—	—	—	—	—
Wick	503	477	—	9	—	—	1	4	6	—	6
Total other UK Airports	111 211	36 308	92	3 016	1 285	11 074	944	38 101	12 487	24	7 880
Total all reporting UK Airports	156 263	69 287	92	4 219	1 300	13 414	1 418	40 626	17 765	119	8 023
Channel Islands Airports											
Alderney	490	490	—	—	—	—	—	—	—	—	—
Guernsey	1 915	1 915	—	—	—	—	—	—	—	—	—
Jersey	3 195	2 684	—	—	—	—	—	—	493	—	18
Total (Channel Islands Airports)	5 600	5 089	—	—	—	—	—	—	493	—	18

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

Table 2.6

	Total	Scheduled Services			Chartered Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	8 338	362	4 476	563	166	2 409	362
+Heathrow	21 888	10 093	1 550	10 244	—	1	—
+Luton	1 434	—	4	1	—	1 337	92
+Southend	870	—	472	—	—	377	21
+Stansted	255	14	49	—	—	39	153
TOTAL (London Area)	32 785	10 469	6 551	10 808	166	4 163	628
Westland Heliport (Battersea)	194	—	—	—	—	194	—
Other UK Airports							
+Aberdeen	5 763	916	551	—	865	3 391	40
+Belfast	1 916	1 064	592	18	—	210	32
Benbecula	204	50	154	—	—	—	—
+Birmingham	2 194	1 004	680	144	—	341	25
+Blackpool	350	—	211	—	—	137	2
+Bournemouth	458	2	373	—	—	77	6
Bristol	411	133	142	39	—	75	22
+Cambridge	20	—	4	—	—	10	6
+Cardiff	593	126	357	—	—	82	28
+Coventry	47	—	—	—	—	43	4
+East Midlands	949	—	546	—	—	392	11
+Edinburgh	2 097	728	1 154	34	—	169	12
+Exeter	325	—	322	—	—	3	—
+Glasgow	3 450	1 354	1 046	293	—	731	26
Gloucester/Cheltenham	36	—	—	—	—	36	—
Hawarden	—	—	—	—	—	—	—
Humberside	396	—	302	—	—	93	1
Inverness	495	277	180	—	1	35	2
Islay	150	—	122	—	—	28	—
+Isle of Man	626	164	461	—	—	1	—
Isles of Scilly	102	102	—	—	—	—	—
+Kirkwall	796	246	440	—	12	97	1
+Leeds/Bradford	991	296	599	—	—	95	1
+Liverpool	1 281	3	712	66	—	494	6
+Lydd	181	—	181	—	—	—	—
+Manchester	3 832	1 743	416	851	1	789	32
Manston	..	..	..	..	..	..	..
+Newcastle	1 287	317	749	—	—	202	19
Norwich	919	—	775	—	2	137	5
Penzance Heliport	102	102	—	—	—	—	—
+Prestwick	557	261	103	151	—	20	22
+Southampton	909	105	752	—	—	45	7
Stornoway	357	103	130	—	—	124	—
+Sumburgh	2 960	245	117	—	936	1 589	73
Swansea	48	—	—	—	—	48	—
+Tees-side	943	—	705	—	—	192	46
Tiree	86	—	80	—	—	6	—
Wick	477	—	440	—	—	37	—
TOTAL Other U.K. Airports	36 308	9 341	13 396	1 596	1 817	9 729	429
TOTAL All Reporting U.K. Airports	69 287	19 810	19 947	12 404	1 983	14 086	1 057
Channel Islands Airports							
Alderney	490	—	427	—	—	63	—
Guernsey	1 915	182	1 620	56	—	55	2
Jersey	2 684	494	2 042	—	—	134	14
TOTAL (Channel Islands Airports)	5 089	676	4 089	56	—	252	16

# Air Transport Landings Diverted from/to UK Reporting Airports

January 1980

Airport of actual arrival

Table 2.7

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	9			5Bo 1Bi 1Pr						1Em					1Lu								1He										
Heathrow	4			2Ga 4Em 1Ga																							1Ma						
Luton	26													4Bi 4Em 2St	3Bi 2St	1Bi					1Bi 1Em	2St						1Bi					
Stansted	3											1Lu																1Ga			1Ma		
Aberdeen	2														1Ed										1Pr								
Belfast	9		1Bi	1Bi								1Li 1Im	1Pr 1GI						1Em							1Em				1GI			
Benbecula	1																													1Sw			
Birmingham	8											4Ma 3Lu																				1Ed	
Blackpool	1			1Ma																													
Bournemouth	2														1Sh																1Ga		
Cardiff	1											1Br 1Li 1Lu				2Lu 2Bi																	
East Midlands	7			1St																													
Edinburgh	2																													2GI			
Exeter	1								1Sh					1Pr 2Ed																			
Glasgow	99																						1Pr			41Pr 14Ed	5Pr 2Ed	2Pr 2Ed	1Pr	1Bi 27Pr			
Humberside	1											1Lb																					
Inverness	1										1Sw 1Ma																						
Leeds	38			3Te 3Ma										3Ma 1Te 1Em							1Ed 3Ma									2Te 2Em 1Ma	1No 6Ma	2Hu 2Te 1Em 5Ma	
Liverpool	4														2Lu 1He																		
Manchester	7			6Li																													
Norwich	3																																
Prestwick	3																																
Southampton	5			1Bo																													
Sumburgh	1							1Ki																			2St 1GI 4Bo	1Ma					
Tees-side	7																																
Tiree	1																																
Other Internal	11			1Sh 4Ex					1GI					1Pr		1Lu			1Em											1Pr	1Ex	1Ex	
Overseas	20		1He	1He	2He 1Ma				1Sh					5Ma 1Bi 1Br		1No					1He				1He			1He			2Sh		1He
All Aerodromes	277		2	36	3	1			2	2	2	14	18	10	15	3		1	5	7		3	1	1	57	15	9	4	41	12	2	11	
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 January 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
<b>London Area Airports</b>														
+ Gatwick	2 791	105	2 547	234	2 311	194	27	129	7 676	662	6 678	556	14.9	19.1
+ Heathrow	15 685	1 058	—	1	5 144	—	—	—	20 829	1 059	18 167	1 218	14.7	-13.1
+ Luton	4	1	1 119	149	—	—	90	71	1 213	221	1 206	44	0.6	402.3
+ Southend (a)	440	—	180	—	32	—	218	—	870	—	1 046	—	-16.8	—
+ Stansted	9	—	158	11	54	—	1	22	222	33	272	167	-18.4	-80.2
TOTAL (London Area)	18 929	1 164	4 004	395	7 541	194	336	222	30 810	1 975	27 369	1 985	12.6	-0.5
Westland Heliport (Battersea) (a)	—	—	—	—	—	—	194	—	194	—	144	—	34.7	—
<b>Other UK Airports</b>														
+ Aberdeen	302	—	2 091	74	1 165	—	2 084	47	5 642	121	4 452	145	26.7	-16.6
+ Belfast	20	1	36	1	1 541	112	73	132	1 670	246	1 354	212	23.3	16.0
Benbecula	—	—	—	—	201	3	—	—	201	3	194	—	3.6	—
+ Birmingham	620	—	289	—	1 208	—	77	—	2 194	—	1 814	8	20.9	—
+ Blackpool	26	—	6	1	145	40	35	97	212	138	200	95	6.0	45.3
+ Bournemouth	7	—	17	9	198	170	45	12	267	191	214	169	24.8	13.0
+ Bristol	158	—	59	—	154	2	—	38	371	40	359	6	3.3	566.7
+ Cambridge	—	—	11	—	4	—	5	—	20	—	39	—	-48.7	—
+ Cardiff	166	—	107	—	317	—	3	—	593	—	591	3	0.3	—
+ Coventry	—	—	37	—	—	—	10	—	47	—	76	15	-38.2	—
+ East Midlands	210	18	141	45	318	—	97	120	766	183	651	156	17.7	17.3
+ Edinburgh	267	—	42	—	1 607	42	61	78	1 977	120	1 566	65	26.2	84.6
+ Exeter	20	—	—	—	302	—	3	—	325	—	252	1	29.0	—
+ Glasgow	450	82	190	4	2 159	2	464	99	3 263	187	2 973	149	9.8	25.5
Gloucester/Cheltenham (a)	—	—	—	—	—	—	36	—	36	—	24	—	50.0	—
Hawarden (a)	—	—	—	—	—	—	—	—	—	—	49	—	—	—
Humberside	36	—	24	—	266	—	70	—	396	—	467	7	-15.2	—
Inverness	—	—	2	—	457	—	36	—	495	—	534	—	-7.3	—
Islay	—	—	—	—	122	—	28	—	150	—	126	—	19.0	—
+ Isle of Man	26	—	1	—	569	30	—	—	596	30	546	27	9.2	11.1
Isles of Scilly (a)	—	—	—	—	102	—	—	—	102	—	102	—	—	—
+ Kirkwall	—	—	2	—	676	10	108	—	786	10	825	1	-4.7	900.0
+ Leeds/Bradford	227	3	48	1	664	1	45	2	984	7	643	5	53.0	40.0
+ Liverpool	152	15	12	7	609	5	110	371	883	398	922	137	-4.2	190.5
+ Lydd	20	161	—	—	—	—	—	—	20	161	4	220	400.0	-26.8
+ Manchester	1 240	287	771	12	1 481	2	39	—	3 531	301	2 646	272	33.4	10.7
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	286	—	137	1	741	39	83	—	1 247	40	1 090	3	14.4	1233.3
+ Norwich	248	—	20	—	525	2	85	39	878	41	869	4	1.0	925.0
Penzance Heliport (a)	—	—	—	—	102	—	—	—	102	—	152	—	-32.9	—
+ Prestwick	163	72	36	—	222	58	6	—	427	130	381	142	12.1	-8.5
+ Southampton	244	—	17	17	611	2	17	1	889	20	674	20	31.9	—
Stornoway	—	—	1	—	231	2	119	4	351	6	345	2	1.7	200.0
+ Sumburgh	—	—	1 587	88	362	—	895	28	2 844	116	2 655	129	7.1	-10.1
Swansea	—	—	—	—	—	—	48	—	48	—	56	1	-14.3	—
+ Tees-side	64	—	61	—	641	—	177	—	943	—	937	91	0.6	—
Tiree	—	—	—	—	80	—	6	—	86	—	72	—	19.4	—
Wick	—	—	—	—	440	—	37	—	477	—	391	1	22.0	—
TOTAL other UK Airports	4 952	639	5 745	260	18 220	522	4 902	1 068	33 819	2 489	29 389	2 086	15.1	19.3
TOTAL All reporting UK Airports	23 881	1 803	9 749	655	25 761	716	5 432	1 290	64 823	4 464	56 758	4 071	14.2	9.7
<b>Channel Islands Airports</b>														
Alderney	..	..	..	..	..	..	..	..	490	—	436	—	12.4	—
Guernsey	..	..	..	..	..	..	..	..	1 915	—	1 807	—	6.0	—
Jersey	..	..	..	..	..	..	..	..	2 684	—	2 260	—	18.8	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	5 089	—	4 503	—	13.0	—

(a) No Breakdown given between Passenger and Cargo Aircraft for these Airports: All movements are allocated to Passenger Aircraft.

# Air Passengers by Type and Nationality of Operator January 1980

Table 2.9

	Total			Scheduled Services						Charter Flights					
				United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others				British Airways		Others			
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
<b>London Area Airports</b>															
+ Gatwick	478 408	475 347	3 061	14 996	—	173 994	444	32 524	678	21 365	—	200 297	892	32 171	1 047
+ Heathrow	1 950 990	1 926 033	24 957	948 328	25	40 243	—	937 462	24 932	—	—	—	—	—	—
+ Luton	115 166	114 310	856	—	—	69	—	—	—	—	—	110 331	797	3 910	59
+ Southend	6 284	6 284	—	—	—	6 184	10	—	—	—	—	82	—	18	—
+ Stansted	18 973	18 245	728	2	718	384	10	—	—	—	—	718	—	17 141	—
TOTAL (London Area)	2 569 821	2 540 219	29 602	963 326	743	220 874	454	969 986	25 610	21 365	—	311 428	1 689	53 240	1 106
Westland Heliport (Battersea)	449	449	—	—	—	—	—	—	—	—	—	449	—	—	—
<b>Other UK Airports</b>															
+ Aberdeen	107 067	106 834	233	36 265	140	13 536	33	—	—	9 370	—	47 270	60	393	—
+ Belfast	99 082	99 032	50	79 654	—	15 001	9	509	—	—	—	1 572	4	2 296	37
Benbecula	1 929	1 872	57	1 195	—	677	57	—	—	—	—	—	—	—	—
+ Birmingham	79 788	75 191	45 95	34 499	1 495	10 316	1 451	6 202	402	—	—	23 192	1 206	982	41
+ Blackpool	3 924	3 878	46	—	—	3 238	46	—	—	—	—	629	—	11	—
+ Bournemouth	4 410	4 175	235	—	22	3 225	201	—	—	—	—	837	12	113	—
+ Bristol	10 854	9 812	1 042	1 290	1 033	1 666	9	1 730	—	—	—	3 428	—	1 698	—
+ Cambridge	144	144	—	—	—	90	—	—	—	—	—	29	—	25	—
+ Cardiff	18 863	16 819	2 044	2 377	194	3 225	1 860	—	—	—	—	8 783	—	2 434	—
+ Coventry	217	217	—	—	—	—	—	—	—	—	—	205	—	12	—
+ East Midlands	26 868	26 345	523	—	—	14 458	37	—	—	—	—	11 563	486	324	—
+ Edinburgh	80 919	76 594	4 325	50 937	179	20 797	4 022	1 433	—	—	—	2 499	124	928	—
+ Exeter	3 325	3 075	250	—	—	2 976	250	—	—	—	—	99	—	—	—
+ Glasgow	146 034	144 303	1 731	85 141	73	25 630	—	7 897	1 112	—	—	23 470	546	2 165	—
Gloucester/Cheltenham	141	141	—	—	—	—	—	—	—	—	—	141	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	3 988	3 460	528	—	—	2 916	472	—	—	—	—	544	51	—	5
Inverness	9 695	8 990	705	7 820	705	1 070	—	—	—	3	—	81	—	16	—
Islay	1 002	1 002	—	—	—	956	—	—	—	—	—	46	—	—	—
+ Isle of Man	15 529	14 793	736	5 911	—	8 763	736	—	—	—	—	119	—	—	—
Isles of Scilly	1 599	1 599	—	1 599	—	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	6 712	5 512	1 200	3 090	1 030	1 973	—	—	—	—	84	443	86	6	—
+ Leeds/Bradford	24 393	21 721	2 672	10 512	34	7 192	2 631	—	—	—	—	4 016	7	1	—
+ Liverpool	23 060	21 947	1 113	200	—	19 241	1 104	1 854	—	—	—	637	9	15	—
+ Lydd	577	577	—	—	—	577	—	—	—	—	—	—	—	—	—
+ Manchester	208 299	205 186	3 113	103 783	427	10 707	1 529	26 670	978	62	—	61 781	73	2 183	106
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	49 971	47 122	2 849	19 302	—	15 262	2 836	—	—	—	—	11 638	13	920	—
+ Norwich	12 689	11 546	1 143	—	—	10 954	1 141	—	—	—	—	532	2	32	—
Penzance Heliport	1 599	1 599	—	1 599	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	30 928	17 260	13 668	8 525	7 397	1 781	35	4 337	4 706	—	—	1 418	284	1 199	1 246
+ Southampton	13 615	13 326	289	2 052	—	11 148	284	—	—	—	—	97	5	29	—
Stornoway	5 907	5 889	18	3 753	16	689	—	—	—	—	—	1 447	2	—	—
+ Sumburgh	50 060	49 734	326	5 475	5	609	—	—	—	13 999	85	28 824	236	827	—
Swansea	206	189	17	—	—	—	—	—	—	—	—	189	17	—	—
+ Tees-side	19 121	17 260	1 861	—	—	14 645	1 811	—	—	—	—	2 242	50	373	—
Tiree	440	262	178	—	—	249	174	—	—	—	—	13	4	—	—
Wick	2 846	2 804	42	—	—	2 635	2	—	—	—	—	169	40	—	—
TOTAL other UK Airports	1 065 799	1 020 210	45 589	464 979	12 750	226 202	20 720	50 632	7 198	23 462	169	237 953	3 317	16 982	1 435
TOTAL all reporting UK Airports	3 636 069	3 560 878	75 191	1 428 305	13 493	447 076	21 174	1 020 618	32 808	44 827	169	549 830	5 006	70 222	2 541
<b>Channel Islands Airports</b>															
Alderney	2 887	2 887	—	—	—	2 754	—	—	—	—	—	133	—	—	—
Guernsey	21 833	20 820	1 013	5 594	72	14 633	935	231	—	—	—	360	6	2	—
Jersey	42 976	42 144	832	18 779	70	22 928	762	—	—	—	—	253	—	184	—
TOTAL (Channel Is. Airports)	67 696	65 851	1 845	24 373	142	40 315	1 697	231	—	—	—	746	6	186	—

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

# Terminal, International and Domestic Passenger Traffic by Airports January 1980

Table 2.10

Comparison with the previous year.

	Total 1980	Total 1979	Percentage change	1980	International 1979	Percentage change	1980	Domestic 1979	Percentage change
<b>London Area Airports</b>									
+Gatwick	475 347	464 448	2.3	410 367	410 327	—	64 980	54 121	20.1
+Heathrow	1 926 033	1 726 772	11.5	1 623 498	1 498 648	8.3	302 535	228 124	32.6
+Luton	114 310	112 161	1.9	113 837	111 702	1.9	473	459	3.1
+Southend	6 284	7 109	-11.6	5 686	6 446	-11.8	598	663	-9.8
+Stansted	18 245	23 613	-22.7	17 920	23 093	-22.4	325	520	-37.5
TOTAL (London Area)	2 540 219	2 334 103	8.8	2 171 308	2 050 216	5.9	368 911	283 887	29.9
Westland Heliport (Battersea)	449	239	87.9	—	—	—	449	239	87.9
<b>Other UK Airports</b>									
+Aberdeen	106 834	82 967	28.8	27 646	23 563	17.3	79 188	59 404	33.3
+Belfast	99 032	72 470	36.7	3 278	2 482	32.1	95 754	69 988	36.8
Benbecula	1 872	1 731	8.1	—	—	—	1 872	1 731	8.1
+Birmingham	75 191	72 174	4.2	46 879	49 346	-5.0	28 312	22 828	24.0
+Blackpool	3 878	4 696	-17.4	730	1 839	-60.3	3 148	2 857	10.2
+Bournemouth	4 175	5 310	-21.4	842	2 469	-65.9	3 333	2 841	17.3
+Bristol	9 812	10 128	-3.1	8 331	8 447	-1.4	1 481	1 681	-11.9
+Cambridge	144	458	-68.6	45	288	-84.4	99	170	-41.8
+Cardiff	16 819	18 930	-11.2	14 248	14 016	1.7	2 571	4 914	-47.7
+Coventry	217	1 106	-80.4	201	557	-63.9	16	549	-97.1
+East Midlands	26 345	22 646	16.3	15 822	15 572	1.6	10 523	7 074	48.8
+Edinburgh	76 594	68 994	11.0	8 059	9 904	-18.6	68 535	59 090	16.0
+Exeter	3 075	2 297	33.9	374	496	-24.6	2 701	1 801	50.0
+Glasgow	144 303	127 401	13.3	26 409	26 033	1.4	117 894	101 368	16.3
Gloucester/Cheltenham	141	102	38.2	—	—	—	141	102	38.2
Hawarden	—	220	—	—	—	—	—	220	—
Humberside	3 460	3 097	11.7	590	1 013	-41.8	2 870	2 084	37.7
Inverness	8 990	8 633	4.1	16	288	-94.4	8 974	8 345	7.5
Islay	1 002	877	14.3	—	—	—	1 002	877	14.3
+Isle of Man	14 793	13 427	10.2	536	435	23.2	14 257	12 992	9.7
Isles of Scilly	1 599	1 502	6.5	—	—	—	1 599	1 502	6.5
+Kirkwall	5 512	5 513	—	—	25	—	5 512	5 488	0.4
+Leeds/Bradford	21 721	15 450	40.6	7 967	5 470	45.6	13 754	9 980	37.8
+Liverpool	21 947	34 041	-35.5	2 950	13 475	-78.1	18 997	20 566	-7.6
+Lydd	577	1 556	-62.9	577	1 554	-62.9	—	2	—
+Manchester	205 186	150 131	36.7	124 088	99 133	25.2	81 098	50 998	59.0
+Manston	..	..	..	..	..	..	..	..	..
+Newcastle	47 122	39 323	19.8	18 766	15 801	18.8	28 356	23 522	20.6
+Norwich	11 546	11 927	-3.2	4 990	6 322	-21.1	6 556	5 605	17.0
Penzance	1 599	1 907	-16.2	—	405	—	1 599	1 502	6.5
+Prestwick	17 260	18 663	-7.5	13 925	17 665	-21.2	3 335	998	234.2
+Southampton	13 326	11 991	11.1	2 731	2 030	34.5	10 595	9 961	6.4
Stornoway	5 889	4 590	28.3	2	—	—	5 887	4 590	28.3
+Sumburgh	49 734	45 511	9.3	22 442	20 415	9.9	27 292	25 096	8.8
Swansea	189	46	310.9	—	7	—	189	39	384.6
+Tees-side	17 260	19 572	-11.8	1 994	4 911	-59.4	15 266	14 661	4.1
Tiree	262	197	33.0	—	—	—	262	197	33.0
Wick	2 804	2 798	0.2	—	—	—	2 804	2 798	0.2
TOTAL other UK Airports	1 020 210	8 823 382	15.6	354 438	343 961	3.0	665 772	538 421	23.7
TOTAL all reporting UK Airports	3 560 878	3 216 724	10.7	2 525 746	2 394 177	5.5	1 035 132	822 547	25.8
<b>Channel Islands Airports</b> (Channel Islands do not supply an International /Domestic split).									
Alderney	2 887	2 428	18.9	—	—	—	—	—	—
Guernsey	20 820	18 646	11.7	—	—	—	—	—	—
Jersey	42 144	35 664	18.2	—	—	—	—	—	—
TOTAL (Channel Island Airports)	65 851	56 738	16.1	—	—	—	—	—	—

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



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

Table 2.11

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

	Austria	Belgium	Denmark	Finland	France	Germany (F.R.)	Greece	Irish Republic	Italy	Nether- lands	Norway	Portugal	Spain	Sweden	Switzerland	Yugoslavia	Eastern Europe (a)	Medit- erranean Area (b)	Canary Islands
1970	107	818	383	50	2 365	1 874	289	1 649	1 430	1 306	189	295	3 472	184	1 053	192	204	352	178
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	1 435	209	385	4 726	188	1 105	291	230	365	218
1972	135	832	447	70	2 805	2 438	625	1 567	1 900	1 508	244	483	5 493	236	1 130	291	284	336	264
1973	160	934	474	84	2 928	2 525	747	1 709	2 032	1 734	279	578	5 974	275	1 181	394	334	481	270
1974	156	859	479	88	2 678	2 247	543	1 641	1 771	1 619	275	429	4 842	281	1 032	323	347	484	303
1975	171	788	486	101	2 740	2 277	691	1 672	1 860	1 634	351	309	5 298	336	1 093	410	410	506	402
1976	200	850	567	120	2 901	2 470	882	1 722	1 941	1 835	522	296	4 667	423	1 181	414	395	557	529
1977	229	854	626	133	2 904	2 619	884	1 727	2 037	1 934	591	399	4 617	524	1 289	285	338	610	563
1978	237	874	621	134	3 026	2 882	1 162	1 933	2 279	1 994	564	474	5 553	524	1 372	428	418	831	656
1979 (i)	241	867	626	138	3 102	3 079	1 562	2 015	2 550	1 959	541	591	5 650	500	1 413	508	534	1 171	758
1978 1st quarter	41	195	130	25	628	606	93	348	459	431	123	74	716	103	311	31	71	111	141
2nd quarter (i)	57	230	159	37	829	745	336	447	561	529	151	127	1 509	147	347	132	97	200	148
3rd quarter (i)	87	229	188	42	881	858	526	705	847	562	168	167	2 173	158	401	188	169	320	174
4th quarter (i)	52	219	144	30	688	673	206	433	413	472	120	106	1 155	116	312	77	80	199	193
1979 1st quarter (i)	38	187	119	24	636	624	110	370	475	391	106	81	806	87	311	35	73	160	198
2nd quarter (i)	64	234	173	40	872	841	462	496	694	537	151	164	1 591	141	376	158	137	289	168
3rd quarter (i)	88	230	195	45	958	913	725	700	946	550	166	213	2 200	162	412	233	231	458	207
4th quarter	50	217	139	29	636	701	265	449	435	481	118	133	1 053	110	315	81	93	263	185
January	12	56	38	8	189	202	37	120	152	122	34	23	225	27	103	8	24	51	65
1980 January	12	60	37	9	197	212	37	135	171	134	35	27	184	30	110	8	26	65	60

  

	Near East (c)	North Africa (d)	East Africa (e)	West Africa (f)	Central Africa (g)	Southern Africa (h)	Middle East (i)	Indian Sub- Continent (k)	Far East (l)	Japan	Australia & New Zealand	Canada	United States of America	Central America (m)	South America (n)	Caribbean (c)	Oil Rigs	Others (p)	Total
1970	254	154	144	87	40	155	173	162	130	45	113	904	2 511	14	50	160	..	169	21 655
1971	332	177	156	91	44	163	203	141	191	71	108	933	2 814	11	54	174	..	202	24 831
1972	366	406	190	94	49	179	255	169	304	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	428	440	171	117	53	198	290	227	338	114	207	1 289	3 320	22	75	245	..	258	30 885
1974	444	313	162	135	59	248	349	278	364	126	257	1 303	2 926	21	62	259	125	324	28 152
1975	447	353	189	173	71	307	529	346	386	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	447	415	218	221	69	342	812	388	467	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	573	425	200	340	71	324	1 097	432	496	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	613	509	224	370	69	344	1 263	480	552	216	429	1 505	5 128	25	120	303	500	380	38 992
1979 (i)	665	633	240	366	67	371	1 063	553	613	257	618	1 637	5 388	31	133	353	330	390	41 510
1978 1st quarter	122	97	49	83	15	77	262	115	107	47	90	170	754	5	26	65	112	83	6 916
2nd quarter (i)	136	118	46	86	16	77	286	101	117	45	99	425	1 379	5	28	62	84	87	9 985
3rd quarter (i)	213	166	73	123	22	100	442	126	176	61	118	676	1 883	8	36	90	60	113	13 329
4th quarter (i)	142	128	55	78	16	90	273	138	151	64	123	234	1 112	7	30	86	58	97	8 570
1979 1st quarter (i)	131	119	56	72	14	90	205	140	135	64	139	163	836	6	29	73	88	82	7 269
2nd quarter (i)	152	153	51	83	16	88	240	129	139	57	156	456	1 479	7	29	83	56	95	11 057
3rd quarter (i)	230	188	76	117	23	103	370	137	188	75	160	780	1 888	11	43	105	60	119	14 305
4th quarter (i)	151	173	57	94	14	91	248	147	151	61	163	238	1 185	8	32	93	126	94	8 879
January	44	39	20	27	6	35	79	51	51	18	40	69	299	2	11	26	18	27	2 358
1980 January	49	55	22	34	5	38	89	50	50	16	51	68	314	2	12	29	42	30	2 507

(A) This table excludes all domestic passengers.

(i) Sumburgh not available for Jan.-Sept. 1979.

The following countries are included in the groupings below:—

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

(b) Cyprus and Malta.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 2.12

Comparison with the previous year			Percentage change of total traffic				
	1980			1979			
	Total	Sched.	Charter	Total	Sched.	Charter	
Austria	12 301	9 222	3 079	12 128	8 604	3 524	1
London (a) – Vienna	9 415	7 923	1 492	9 429	7 528	1 901	
– Salzburg	1 299	1 299	—	1 707	1 076	631	
Luton – Vienna	1 586	—	1 586	807	—	807	
Belgium	60 407	60 006	401	56 221	55 509	712	7
London (a) – Brussels	44 767	44 767	—	42 892	42 634	258	
– Antwerp	5 710	5 710	—	5 107	5 032	75	
Manchester – Brussels	3 937	3 937	—	2 830	2 826	4	
Birmingham – Brussels	2 093	2 093	—	1 367	1 359	8	
Southend – Ostend	1 422	1 404	18	1 808	1 643	165	
Denmark	37 088	30 399	6 689	38 116	28 606	9 510	–3
London (a) Copenhagen (c)	26 743	23 553	3 190	27 940	23 490	4 450	
Glasgow (b) Copenhagen (c)	1 534	1 534	—	1 331	1 331	—	
Manchester – Copenhagen (c)	3 752	3 752	—	2 608	2 608	—	
Luton – Copenhagen (c)	2 203	—	2 203	3 420	—	3 420	
Finland	8 572	7 614	958	7 550	6 953	597	14
France	197 260	184 335	12 925	188 908	175 617	13 291	4
London (a) – Paris (e)	137 376	135 521	1 855	136 378	132 164	4 214	
– Toulouse	2 165	1 861	304	1 636	1 441	195	
– Marseille	3 745	3 536	209	3 188	2 981	207	
– Lille	1 646	1 646	—	1 240	1 240	—	
– Nice	9 894	9 894	—	9 690	8 386	1 304	
– Bordeaux	2 177	2 177	—	2 220	2 220	—	
– Le Touquet	2 620	2 620	—	2 362	2 362	—	
– Strasbourg	1 839	1 839	—	1 753	1 695	58	
– Lyon	5 145	5 145	—	4 414	4 414	—	
Manchester – Paris (e)	6 304	6 296	8	5 273	5 273	—	
Birmingham – Paris (e)	4 210	4 146	64	3 674	3 674	—	
Southend – Le Touquet	476	476	—	686	648	38	
Luton – Toulouse	8	—	8	1 507	—	1 507	
Lydd – Beauvais	577	577	—	1 556	1 556	—	
German Fed. Republic	212 484	164 488	47 996	201 929	149 182	52 747	5
London (a) – Berlin (d)	11 053	7 167	3 886	10 567	6 676	3 891	
– Frankfurt	49 085	45 624	3 461	50 209	45 557	4 652	
– Hamburg	22 209	20 101	2 108	20 409	17 613	2 796	
– Dusseldorf	27 136	24 484	2 652	24 256	21 075	3 181	
– Munich	35 920	17 410	18 510	32 710	15 318	17 392	
– Stuttgart	10 177	8 492	1 685	9 443	7 498	1 945	
– Cologne (Bonn)	13 860	13 860	—	11 240	11 017	223	
– Nuremburg	1 641	1 552	89	1 995	1 771	224	
– Bremen	5 475	5 475	—	5 406	5 190	216	
– Hanover	9 148	7 115	2 033	8 337	5 505	2 832	
Manchester – Frankfurt	4 966	4 966	—	4 087	4 081	6	
– Dusseldorf	3 815	3 815	—	2 679	2 679	—	
– Munich	2 737	—	2 737	2 677	—	2 677	
Birmingham – Frankfurt	1 213	1 213	—	961	876	85	
– Dusseldorf	1 350	1 350	—	1 458	1 458	—	
Luton – Munich	3 580	—	3 580	3 085	—	3 085	
– Stuttgart	—	—	—	982	—	982	
Gibraltar	6 374	3 203	3 171	4 810	2 907	1 903	33
London (a) – Gibraltar	6 347	3 203	3 144	4 810	2 907	1 903	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Greece</b>	36 871	25 486	11 385	37 159	26 758	10 401	-1
London (a) – Athens	29 302	24 787	4 515	32 176	25 708	6 468	
– Salonika	699	699	—	1 050	1 050	—	
– Corfu	—	—	—	—	—	—	
– Rhodes	1 023	—	1 023	—	—	—	
– Crete	2 893	—	2 893	1 368	—	1 368	
Manchester – Athens	—	—	—	61	—	61	
– Corfu	—	—	—	—	—	—	
Luton – Salonika	—	—	—	—	—	—	
– Corfu	—	—	—	—	—	—	
<b>Iceland</b>	1 926	1 926	—	2 057	2 057	—	-6
London (a) – Keflavik	1 219	1 219	—	1 490	1 490	—	
Glasgow (b) – Keflavik	707	707	—	567	567	—	
Luton – Keflavik	—	—	—	—	—	—	
<b>Irish Republic</b>	135 202	134 690	512	119 781	118 607	1 174	13
London (a) – Dublin	75 555	75 555	—	65 106	64 792	314	
– Shannon	8 981	8 981	—	7 209	7 209	—	
– Cork	12 241	12 006	235	10 814	10 814	—	
Glasgow (b) – Dublin	4 804	4 804	—	4 403	4 403	—	
Liverpool – Dublin	2 554	2 544	10	3 440	3 440	—	
Manchester – Dublin	11 244	11 240	4	8 915	8 910	5	
Edinburgh – Dublin	1 433	1 433	—	1 267	1 267	—	
Birmingham – Dublin	9 125	9 115	10	8 656	8 652	4	
Luton – Dublin	16	—	16	368	—	368	
Leeds/Bradford – Dublin	1 453	1 453	—	1 005	1 005	—	
Bristol – Dublin	1 639	1 629	10	1 511	1 436	75	
East Midlands – Dublin	299	299	—	982	982	—	
Belfast – Shannon	361	361	—	782	674	108	
<b>Italy</b>	171 029	66 601	104 428	152 132	58 368	93 764	12
London (a) – Rome (f)	30 558	25 156	5 402	29 708	23 214	6 494	
– Milan (g)	46 310	23 873	22 437	39 438	19 418	20 020	
– Turin	14 729	2 416	12 313	9 681	2 044	7 637	
– Pisa	6 004	5 100	904	4 401	3 853	548	
– Naples	1 993	1 412	581	2 050	1 117	933	
– Venice	9 595	2 818	6 777	7 900	2 195	5 705	
– Genoa	2 882	2 500	382	2 331	1 604	727	
– Rimini	—	—	—	—	—	—	
Manchester – Milan (g)	3 977	1 694	2 283	2 872	1 716	1 156	
– Rimini	—	—	—	—	—	—	
Luton – Rome (f)	2 035	—	2 035	2 307	—	2 307	
– Milan (g)	19 890	—	19 890	7 939	—	7 939	
– Naples	1 155	—	1 155	2 528	—	2 528	
– Venice	3 345	—	3 345	6 398	—	6 398	
– Genoa	251	—	251	1 360	—	1 360	
– Palermo	687	—	687	1 399	—	1 399	
– Rimini	—	—	—	501	—	501	
<b>Luxembourg</b>	4 335	4 334	1	4 302	4 244	58	1
London (a) – Luxembourg	4 334	4 334	—	3 988	3 930	58	
<b>Netherlands</b>	133 509	132 735	774	122 059	120 406	1 653	9
London (a) – Amsterdam	72 583	72 428	155	68 374	67 617	757	
– Rotterdam	16 354	16 335	19	13 900	13 819	81	
– Maastricht	2 084	2 084	—	1 321	1 321	—	
Glasgow (b) – Amsterdam	2 979	2 979	—	3 520	3 520	—	
Norwich – Amsterdam	4 348	4 344	4	4 271	4 224	47	
Southampton – Amsterdam	1 689	1 689	—	1 320	1 320	—	
Manchester – Amsterdam	9 525	9 525	—	6 738	6 738	—	
Edinburgh – Amsterdam	2 800	2 796	4	2 406	2 406	—	
Birmingham – Amsterdam	3 012	3 012	—	2 803	2 727	76	
Luton – Amsterdam	—	—	—	—	—	—	
Newcastle – Amsterdam	4 190	4 190	—	3 873	3 873	—	
Aberdeen – Amsterdam	2 593	2 593	—	2 309	2 309	—	

Table 2.12 cont.

## Comparison with the previous year

Comparison with the previous year							Percentage change of total traffic
	1980			1979			
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Netherlands (continued)</b>							
Leeds/Bradford – Amsterdam	2 028	2 028	—	1 680	1 672	8	
East Midlands – Amsterdam	2 501	2 501	—	2 337	2 337	—	
Southend – Rotterdam	2 574	2 574	—	2 831	2 828	3	
<b>Norway</b>	35 236	29 574	5 662	33 728	26 662	7 066	4
London (a) – Oslo (h)	18 121	15 774	2 347	17 118	14 305	2 813	
– Bergen	4 913	4 603	310	4 247	4 021	226	
– Stavanger	4 292	4 292	—	3 499	3 176	323	
Luton – Oslo (h)	—	—	—	897	—	897	
Newcastle – Stavanger	1 424	1 312	112	1 592	1 482	110	
Aberdeen – Stavanger	2 335	1 737	598	2 093	1 386	707	
<b>Portugal</b>	26 820	17 960	8 860	23 126	15 452	7 674	16
London (a) – Lisbon	14 428	12 652	1 776	12 893	10 781	2 112	
– Oporto	1 716	1 716	—	1 807	1 807	—	
– Faro	6 969	3 592	3 377	5 524	2 524	3 000	
Manchester – Faro	1 030	—	1 030	514	—	514	
Luton – Lisbon	1 545	—	1 545	1 561	—	1 561	
– Faro	623	—	623	—	—	—	
<b>Spain</b>	183 877	64 358	119 519	225 482	66 135	159 347	–18
London (a) – Madrid	30 562	23 584	6 978	30 986	24 977	6 009	
– Barcelona	14 917	11 689	3 228	13 490	10 432	3 058	
– Valencia	3 493	2 504	989	3 702	2 577	1 125	
– Malaga	17 955	8 673	9 282	23 478	9 172	14 306	
– Bilbao	5 977	5 864	113	4 736	4 052	684	
– Majorca	16 673	5 097	11 576	22 655	4 737	17 918	
– Santiago	2 295	1 222	1 073	1 833	1 168	665	
– Minorca	1 706	631	1 075	855	744	111	
– Alicante	11 623	2 993	8 630	15 379	2 737	12 642	
– Ibiza	713	713	—	860	860	—	
– Gerona	1 580	—	1 580	5 028	—	5 028	
Glasgow (b) – Majorca	3 259	—	3 259	4 372	—	4 372	
– Alicante	2 816	—	2 816	3 437	—	3 437	
– Ibiza	—	—	—	—	—	—	
– Gerona	—	—	—	—	—	—	
Manchester – Barcelona	—	—	—	—	—	—	
– Malaga	5 502	—	5 502	4 766	—	4 766	
– Majorca	8 260	—	8 260	9 035	—	9 035	
– Minorca	—	—	—	—	—	—	
– Alicante	7 467	—	7 467	8 844	—	8 844	
– Ibiza	—	—	—	—	—	—	
– Gerona	450	—	450	935	—	935	
Belfast – Majorca	535	—	535	415	—	415	
Edinburgh – Majorca	917	—	917	1 162	—	1 162	
– Alicante	469	—	469	1 706	—	1 706	
Birmingham – Barcelona	—	—	—	—	—	—	
– Malaga	1 734	—	1 734	2 693	—	2 693	
– Majorca	4 182	—	4 182	4 911	—	4 911	
– Alicante	2 874	—	2 874	3 925	—	3 925	
– Ibiza	—	—	—	—	—	—	
– Gerona	26	—	26	418	—	418	
Luton – Madrid	1 391	—	1 391	1 679	—	1 679	
– Barcelona	62	—	62	—	—	—	
– Malaga	4 109	—	4 109	5 244	—	5 244	
– Majorca	3 637	—	3 637	5 502	—	5 502	
– Alicante	3 872	—	3 872	7 116	—	7 116	
– Ibiza	—	—	—	—	—	—	
– Gerona	492	—	492	1 105	—	1 105	
Cardiff – Majorca	420	—	420	1 078	—	1 078	
– Alicante	1 443	—	1 443	2 067	—	2 067	
Newcastle – Barcelona	—	—	—	—	—	—	
– Majorca	2 237	—	2 237	1 636	—	1 636	
– Alicante	1 952	—	1 952	2 511	—	2 511	
Leeds/Bradford – Majorca	1 301	—	1 301	1 185	—	1 185	
– Alicante	1 545	—	1 545	1 149	—	1 149	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain (continued)</b>							
Bristol – Majorca	1 338	—	1 338	1 803	—	1 803	
East Midlands – Majorca	2 243	—	2 243	1 871	—	1 871	
– Alicante	2 289	—	2 289	2 688	—	2 688	
– Ibiza	—	—	—	—	—	—	
<b>Sweden</b>	29 524	22 159	7 365	27 133	19 621	7 512	9
London (a) – Stockholm (i)	19 427	15 946	3 481	17 733	13 811	3 922	
– Goteborg	8 437	6 213	2 224	6 654	5 439	1 215	
– Malmo	1 336	—	1 336	742	—	742	
Luton – Stockholm (i)	215	—	215	848	—	848	
<b>Switzerland</b>	110 253	79 347	30 906	103 243	72 320	30 923	7
London (a) – Zurich	42 972	34 882	8 090	42 384	34 048	8 336	
– Geneva	51 038	31 925	19 113	45 302	28 144	17 158	
– Basle	6 301	5 397	904	4 835	4 179	656	
Manchester – Zurich	4 414	4 414	—	3 875	3 766	109	
– Geneva	1 923	1 144	779	788	788	—	
Luton – Zurich	903	—	903	1 838	—	1 838	
<b>Yugoslavia</b>	8 053	5 638	2 415	7 996	6 133	1 863	1
London (a) – Belgrade	4 193	2 906	1 287	4 085	3 122	963	
– Zagreb	1 856	1 856	—	2 062	2 062	—	
– Ljubljana	1 381	876	505	949	949	—	
– Dubrovnic	458	—	458	803	—	803	
– Pula	—	—	—	—	—	—	
Manchester – Pula	—	—	—	—	—	—	
Luton – Pula	—	—	—	—	—	—	
<b>Eastern Europe</b>	26 012	19 285	6 727	24 389	17 687	6 702	7
Bulgaria	3 044	852	2 192	2 393	613	1 780	
Czechoslovakia	1 635	1 628	7	1 311	1 311	—	
London (a) – Prague	1 628	1 628	—	1 311	1 311	—	
Hungary	2 888	2 835	53	2 838	2 838	—	
London (a) – Budapest	2 835	2 835	—	2 838	2 838	—	
Poland	6 221	5 256	965	6 976	5 256	1 720	
London (a) – Warsaw	5 555	5 256	299	6 040	5 256	784	
Rumania	1 754	1 752	2	1 398	1 398	—	
U.S.S.R.	10 297	6 858	3 439	9 405	6 203	3 202	
London (a) – Moscow (k)	7 444	6 577	867	6 482	5 705	777	
– Leningrad	1 201	281	920	1 145	394	751	
<b>TOTAL EUROPE</b>	1 437 133	1 063 360	373 773	1 392 262	981 828	410 434	3
<b>Canary Islands</b>	60 041	4 346	55 695	65 227	4 802	60 425	–8
London (a) – Las Palmas	8 294	2 932	5 362	9 925	2 764	7 161	
– Tenerife (I)	14 326	1 313	13 013	19 453	1 265	18 188	
– Arrecife	4 683	—	4 683	3 417	—	3 417	
Glasgow (b) – Tenerife (I)	2 334	—	2 334	2 443	—	2 443	
Manchester – Las Palmas	1 710	—	1 710	1 533	—	1 533	
– Tenerife (I)	9 748	—	9 748	7 830	—	7 830	
Birmingham – Tenerife (I)	3 301	—	3 301	3 071	—	3 071	
Luton – Las Palmas	2 363	—	2 363	2 222	—	2 222	
– Tenerife (I)	4 935	—	4 935	4 521	—	4 521	
East Midlands – Tenerife (I)	501	—	501	1 620	—	1 620	
<b>Mediterranean Sea</b>	64 619	23 619	41 000	51 141	21 931	29 210	26
Malta	53 723	12 723	41 000	42 598	14 092	28 506	
London (a) – Malta	28 595	11 384	17 211	26 394	12 840	13 554	
Manchester – Malta	10 295	495	9 800	5 840	765	5 075	
Birmingham – Malta	2 491	—	2 491	2 868	—	2 868	
Luton – Malta	4 022	—	4 022	2 987	—	2 987	
Newcastle – Malta	1 039	—	1 039	133	—	133	
Cyprus	10 896	10 896	—	8 543	7 839	704	
London (a) – Larnaca	10 301	10 301	—	8 540	7 836	704	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Near East</b>	49 340	39 053	10 287	44 162	37 338	6 824	12
Israel	29 327	19 040	10 287	22 056	15 351	6 705	33
London (a) – Tel Aviv	24 694	19 040	5 654	18 953	15 351	3 602	
Jordan	4 589	4 589	—	4 424	4 424	—	4
London (a) – Amman	4 589	4 589	—	4 424	4 424	—	
Lebanon	4 974	4 974	—	4 946	4 946	—	1
London (a) – Beirut	4 974	4 974	—	4 888	4 888	—	
Syria	4 101	4 101	—	4 774	4 655	119	-14
London (a) – Damascus	4 101	4 101	—	4 774	4 655	119	
Turkey	6 349	6 349	—	7 962	7 962	—	-20
London (a) – Istanbul	6 349	6 349	—	7 957	7 957	—	
<b>North Africa</b>	55 115	33 064	22 051	38 627	28 217	10 410	43
Algeria	3 568	3 568	—	2 855	2 477	378	25
London (a) – Algiers	2 879	2 879	—	2 855	2 477	378	
Egypt	14 346	14 331	15	12 178	11 887	291	18
London (a) – Cairo	14 343	14 331	12	11 868	11 830	38	
Libya	9 867	9 867	—	8 762	8 762	—	13
London (a) – Tripoli	7 112	7 112	—	6 438	6 438	—	
— Benghazi	2 755	2 755	—	2 324	2 324	—	
Morocco	8 506	2 554	5 952	2 714	2 598	116	213
London (a) – Tangiers	559	559	—	590	590	—	
— Marrakesh	—	—	—	—	—	—	
— Casablanca (w)	1 995	1 995	—	1 946	1 830	116	
Tunisia	18 828	2 744	16 084	12 118	2 493	9 625	55
London (a) – Tunis	3 581	2 236	1 345	3 651	2 370	1 281	
— Monastir	4 731	350	4 381	1 919	—	1 919	
Manchester – Monastir	2 577	—	2 577	1 576	—	1 576	
Luton – Monastir	1 663	—	1 663	2 129	—	2 129	
<b>East Africa</b>	21 566	20 879	687	20 366	18 980	1 386	6
Kenya	13 188	12 501	687	12 643	11 416	1 227	4
London (a) – Nairobi	12 402	12 402	—	12 588	11 362	1 226	
Uganda	—	—	—	159	—	159	—
Tanzania	1 415	1 415	—	1 257	1 257	—	13
London (a) – Dar-es-Salaam	1 125	1 125	—	1 041	1 041	—	
Sudan	5 236	5 236	—	4 971	4 971	—	5
London (a) – Khartoum	5 236	5 236	—	4 758	4 758	—	
Somali Republic	—	—	—	—	—	—	—
Ethiopia	1 727	1 727	—	1 336	1 336	—	29
<b>West Africa</b>	34 120	32 688	1 432	26 887	25 942	945	27
Ghana	4 683	4 683	—	5 483	5 483	—	-15
London (a) – Accra	4 683	4 683	—	5 483	5 483	—	
Nigeria	24 407	24 039	368	17 618	16 803	815	39
London (a) – Kano	1 407	1 407	—	1 215	1 025	190	
— Lagos	23 000	22 632	368	16 170	15 545	625	
Sierra Leone	2 143	2 012	131	1 215	1 215	—	76
Liberia	1 289	1 289	—	1 688	1 688	—	-24
London (a) – Monrovia (x)	1 289	1 289	—	1 688	1 688	—	
<b>Central Africa</b>	5 371	5 371	—	5 925	5 923	2	-9
Zambia	4 437	4 437	—	4 608	4 608	—	-4
London (a) – Lusaka	4 437	4 437	—	4 608	4 608	—	
Malawi	934	934	—	1 315	1 315	—	-29
<b>Southern Africa</b>	37 973	37 477	496	34 642	34 381	261	10
Zimbabwe	1 132	1 132	—	1 149	1 149	—	-1
London (a) – Salisbury	1 132	1 132	—	1 149	1 149	—	
South African Republic	36 841	36 345	496	33 493	33 232	261	10
London (a) – Johannesburg	34 813	34 570	243	31 560	31 299	261	
— Capetown	1 775	1 775	—	1 933	1 933	—	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Middle East</b>	88 546	88 494	52	77 885	77 359	526	14
Iraq	6 081	6 081	—	3 193	3 032	161	90
London (a) – Baghdad	6 081	6 081	—	3 032	3 032	—	
Kuwait	10 895	10 895	—	9 534	9 534	—	14
London (a) – Kuwait	10 895	10 895	—	9 534	9 534	—	
Saudi Arabia	31 829	31 823	6	31 545	31 493	52	1
London (a) – Jeddah	15 553	15 547	6	13 774	13 765	9	
– Dhahran	8 502	8 502	—	9 488	9 488	—	
– Riyadh	7 774	7 774	—	8 283	8 240	43	
Iran	11 614	11 614	—	6 370	6 370	—	82
London (a) – Tehran	11 614	11 614	—	6 370	6 370	—	
– Abadan	—	—	—	—	—	—	
<b>Persian Gulf States</b>	28 081	28 081	—	14 061	14 061	—	100
Bahrain	4 929	4 929	—	6 130	6 130	—	-20
London (a) – Bahrain	4 929	4 929	—	6 130	6 130	—	
Doha	1 998	1 998	—	1 902	1 902	—	5
London (a) – Doha	1 998	1 998	—	1 902	1 902	—	
Oman	7 293	7 293	—	6 029	6 029	—	21
London (a) – Muscat	7 293	7 293	—	6 029	6 029	—	
United Arab Emirates	13 907	13 861	46	13 182	12 869	313	6
London (a) – Dubai	8 392	8 390	2	8 522	8 379	143	
– Abu Dhabi	5 471	5 471	—	4 490	4 490	—	
<b>Indian Sub-Continent</b>	50 416	50 347	69	50 956	50 956	—	-1
Pakistan	12 259	12 259	—	11 809	11 809	—	4
London (a) – Karachi	5 514	5 514	—	6 411	6 411	—	
– Rawalpindi	6 745	6 745	—	5 398	5 398	—	
Bangladesh	4 353	4 284	69	4 366	4 366	—	—
London (a) – Dacca	4 353	4 284	69	4 366	4 366	—	-8
India	30 747	30 747	—	33 564	33 564	—	
London (a) – Delhi	14 029	14 029	—	13 919	13 919	—	
– Bombay	14 818	14 818	—	17 918	17 918	—	
– Calcutta	1 870	1 870	—	1 684	1 684	—	
Sri Lanka	3 057	3 057	—	1 217	1 217	—	151
London (a) – Colombo (y)	3 057	3 057	—	1 217	1 217	—	
<b>Far East</b>	67 136	66 832	304	69 877	68 206	1 671	-4
Hong Kong	17 241	17 241	—	18 066	16 948	1 118	-5
London (a) – Hong Kong	17 241	17 241	—	18 066	16 948	1 118	
Singapore	18 691	18 691	—	20 203	20 019	184	-7
London (a) – Singapore	18 691	18 691	—	20 203	20 019	184	
Malaysia	5 308	5 004	304	5 141	4 924	217	-3
London (a) – Kuala Lumpur	5 308	5 004	304	4 924	4 924	—	
Afghanistan	1 003	1 003	—	723	723	—	39
Thailand	8 122	8 122	—	6 973	6 973	—	16
London (a) – Bangkok	8 122	8 122	—	6 973	6 973	—	
Japan	16 192	16 192	—	18 372	18 372	—	-12
London (a) – Tokyo (m)	14 421	14 421	—	16 254	16 254	—	
– Osaka	1 771	1 771	—	2 118	2 118	—	
<b>Australasia</b>	50 862	50 862	—	39 621	39 621	—	28
Australia	48 006	48 006	—	36 392	36 392	—	32
London (a) – Sydney	17 906	17 906	—	13 192	13 192	—	
– Melbourne (n)	18 675	18 675	—	15 998	15 998	—	
– Perth	5 002	5 002	—	4 297	4 297	—	
– Brisbane	6 156	6 156	—	2 905	2 905	—	
New Zealand	2 856	2 856	—	3 229	3 229	—	-12
London (a) – Auckland	2 856	2 856	—	3 222	3 222	—	

Table 2.12 cont.

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Canada</b>	67 820	64 328	3 492	69 136	60 937	8 199	-2
London (a) – Montreal (o)	14 319	14 319	—	14 337	14 337	—	
– Toronto	26 072	23 555	2 517	26 467	21 161	5 306	
– Ottawa	—	—	—	—	—	—	
– Calgary	8 092	8 092	—	4 268	4 268	—	
– Vancouver	—	—	—	3 491	2 219	1 272	
– Edmonton	3 321	3 321	—	3 883	3 883	—	
– Halifax	1 343	1 343	—	1 232	1 232	—	
– Winnipeg	909	909	—	1 320	1 320	—	
– Gander	2 148	2 148	—	2 020	2 020	—	
Glasgow (b) – Montreal (o)	305	305	—	666	666	—	
– Toronto	4 789	4 479	310	6 053	5 497	556	
Manchester – Montreal (o)	395	395	—	647	647	—	
– Toronto	3 922	3 489	433	2 301	1 803	498	
<b>United States of America</b>	314 354	311 329	3 025	299 398	288 853	10 545	5
London (a) – Detroit (p)	7 207	7 207	—	6 850	6 850	—	
– Chicago (q)	23 052	23 052	—	16 822	15 703	1 119	
– Seattle (z)	7 075	7 075	—	8 646	8 646	—	
– Washington	21 075	21 075	—	17 471	17 471	—	
– Dallas (r)	9 861	9 861	—	10 765	10 765	—	
– New York (s)	97 700	97 087	613	103 708	100 730	2 978	
– Boston	17 189	17 189	—	18 704	18 704	—	
– San Francisco	16 392	16 392	—	15 911	15 911	—	
– Los Angeles	46 153	46 153	—	35 823	33 840	1 983	
– Miami	31 229	31 229	—	25 760	25 760	—	
– Philadelphia	5 529	5 529	—	7 745	7 402	343	
– Atlanta	11 067	11 067	—	9 484	9 053	431	
– New Orleans	—	—	—	—	—	—	
– Houston	10 692	10 692	—	9 760	9 760	—	
– Portland	—	—	—	—	—	—	
– Honolulu	2	2	—	628	628	—	
Glasgow (b) – New York (s)	2 424	2 424	—	3 284	3 284	—	
Manchester – New York (s)	2 899	2 899	—	2 729	2 542	187	
<b>Central America</b>	1 603	1 603	—	1 910	1 910	—	-16
Mexico	1 337	1 337	—	1 529	1 529	—	-13
London (a) – Mexico City	1 337	1 337	—	1 529	1 529	—	
Panama	266	266	—	381	381	—	-30
<b>South America</b>	12 207	12 120	87	10 542	10 338	204	16
Guyana	549	549	—	526	526	—	4
Venezuela	1 223	1 223	—	932	932	—	31
Peru	2 153	2 153	—	2 142	2 142	—	1
London (a) – Lima	2 153	2 153	—	2 142	2 142	—	
Brazil	2 948	2 948	—	2 554	2 554	—	15
London (a) – Rio de Janeiro (t)	2 948	2 948	—	2 392	2 392	—	
Argentina	2 116	2 116	—	1 638	1 638	—	29
London (a) – Buenos Aires (u)	2 116	2 116	—	1 638	1 638	—	
Chile	2 468	2 381	87	2 392	2 188	204	3
London (a) – Santiago	2 381	2 381	—	2 188	2 188	—	
<b>Caribbean</b>	29 591	27 546	2 045	25 867	24 945	922	14
Bermuda	2 466	2 466	—	2 675	2 675	—	-8
London (a) – Bermuda	2 466	2 466	—	2 675	2 675	—	
Leeward Islands	2 988	2 907	81	2 065	2 065	—	45
London (a) – Antigua	2 907	2 907	—	2 065	2 065	—	
Windward Islands	2 602	1 174	1 428	2 481	1 559	922	5
London (a) – St. Lucia (v)	1 174	1 174	—	1 559	1 559	—	
Jamaica	5 832	5 832	—	5 265	5 265	—	11
London (a) – Kingston	5 832	5 832	—	5 265	5 265	—	
Barbados	8 290	8 290	—	7 381	7 381	—	12
London (a) – Bridgetown	8 290	8 290	—	7 381	7 381	—	
Trinidad and Tobago	5 376	5 376	—	4 501	4 501	—	19
London (a) – Port of Spain	5 376	5 376	—	4 501	4 501	—	
Bahamas	1 501	1 501	—	1 499	1 499	—	—
London (a) – Nassau	1 501	1 501	—	1 310	1 310	—	



Table 2.12 cont.

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Islands in Indian Ocean</b>	4 202	4 202	—	4 658	4 658	—	-10
Seychelles	1 507	1 507	—	1 647	1 647	—	-9
London (a) – Seychelles	1 507	1 507	—	1 647	1 647	—	
Mauritius	2 695	2 695	—	3 011	3 011	—	-10
London (a) – Mauritius	2 695	2 695	—	3 011	3 011	—	
<b>Islands in Atlantic Ocean</b>	12 835	1 169	11 666	10 321	1 313	9 008	24
Madeira	12 778	1 169	11 609	9 719	1 313	8 406	31
London (a) – Funchal	5 069	1 169	3 900	4 586	1 313	3 273	
Manchester – Funchal	2 750	—	2 750	1 724	—	1 724	
Azores	—	—	—	438	—	438	—
London (a) – Santa Maria	—	—	—	—	—	—	—
Cape Verde	—	—	—	—	—	—	—
London (a) – Ilha do Sal	—	—	—	—	—	—	—
<b>Islands in Pacific Ocean</b>	—	—	—	11	11	—	—
<b>TOTAL (Exc. Oil Rigs)</b>	<b>2 464 850</b>	<b>1 938 689</b>	<b>526 161</b>	<b>2 339 421</b>	<b>1 788 449</b>	<b>550 972</b>	<b>5</b>
<b>Oil Rigs</b>	<b>42 336</b>	<b>—</b>	<b>42 336</b>	<b>18 728</b>	<b>—</b>	<b>18 728</b>	<b>126</b>
Aberdeen	20 962	—	20 962	16 358	—	16 358	28
Sumburgh	21 245	—	21 245	xx	—	xx	..
Tees-side	98	—	98	1 638	—	1 638	-94

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

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

## NOTES

- 1) Groups in Table 2.12 are the same as for Table 2.11.
- 2) Traffic is only published for a country if the annual total exceeds 9,500 and for city to city if exceeding 17,500.
- 3) These figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination.
- 4) Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. This has been the practice since the 1 January 1976 – before this date missing information was replaced by estimates made by the Authority. The figures in this Table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by Government Departments.
- 5) Traffic at Sumburgh not available for January – September 1979.

# Passengers Uplifted on Domestic Routes for January 1980 (A)(a)(e)

Table 2.13

	Heathrow	Gatwick	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Channel Islands (b)	East Midlands	Edinburgh	Exeter	Glasgow	Highlands & Islands (c)	Humberside	Inverness	Isle of Man	Isle of Scilly	Kirkwall	Leeds	Liverpool	Manchester	Newcastle	Norwich	Other Routes (d)
Heathrow																													
Gatwick	5 956																												
Southend																													
Stansted																													
Aberdeen	21 192	3 212		45																									
Belfast	48 019	4 781																											
Birmingham	8 290				861	5 087																							
Blackpool						513																							
Bournemouth							124																						
Bristol						481																							
Cambridge																													
Cardiff						462			60	72																			
Channel Islands (b)	17 536	7 011	516				1 696	1 483		545	92	504	459	833															
East Midlands						2 626																							
Edinburgh	39 036	11 386		65	1 694	1 821	2 782																						
Exeter																													
Glasgow	51 782	12 562			4 870	7 001	5 128			261		418		3 204	107	180													
Highlands & Islands (c)					1 200	301									532	33	13 634	3 773											
Humberside	880				740												12												
Inverness															680		2 039	2 153											
Isle of Man	2 684					679		2 595									611												
Isle of Scilly																													
Kirkwall					1 852												417												
Leeds	7 560			23	865	1 896				102		234			896		1 402			367									
Liverpool	9 188					2 581							32	50				34			4 001								
Manchester	37 654	7 611			2 091	10 970	406		1 029			212	1 465		5 446		5 443				3 117								
Newcastle	16 936	3 317			1 002	1 158	286		299			413						234											
Norwich				22	1 646										713				758							784			
Penzance	893																												
Prestwick														207				784				1 390	512			207			
Shoreham													16																
Southampton													8 316			747													
Sumburgh					20 524												1 962			400		495							
Tees-side	10 304				2 260												318	128	246								215	820	
Other Routes (d)																													

(a) Excludes passengers uplifted on Air-Taxi operations.

(b) Comprises Guernsey, Alderney and Jersey.

(c) Excludes Kirkwall, Inverness and Sumburgh.

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

(e) These figures do not include traffic carried by Brymon Airways.

(A) From the January, 1980 edition of Monthly Statistics this table is compiled from returns made by UK airlines. It is not strictly comparable with previous versions of the table which were compiled from UK airport statistics containing non-revenue and Air-Taxi passengers.

# Cargo by Type and Nationality of Operator January 1980

Table 2.14

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	
London Area Airports														
+ Gatwick	10 665.0	7.7	16.6	1 380.1	1 687.3	344.9	171.9	0.3	0.3	2 236.0	4 370.4	209.7	239.8	
+ Heathrow	35 770.2	6 090.5	5 151.2	1.9	155.8	11 257.8	13 106.3	—	—	6.7	—	—	—	
+ Luton	855.6	—	—	0.2	—	10.3	—	—	—	81.8	581.0	67.4	114.9	
+ Southend	746.0	—	—	150.0	152.0	—	—	—	—	66.0	378.0	—	—	
+ Stansted	281.0	—	—	0.7	—	—	—	—	—	62.5	164.6	4.8	48.4	
TOTAL (London Area)	48 317.8	6 098.2	5 167.8	1 532.9	1 995.1	11 613.0	13 278.2	0.3	0.3	2 453.0	5 494.0	281.9	403.1	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Aberdeen	584.7	50.1	113.6	26.9	34.8	—	—	24.6	49.1	81.7	202.7	0.7	0.5	
+ Belfast	984.7	60.6	103.7	253.6	20.7	0.4	0.5	—	—	516.2	28.5	0.4	0.1	
Benbecula	11.3	8.5	1.5	1.2	0.1	—	—	—	—	—	—	—	—	
+ Birmingham	239.8	106.8	68.8	14.2	0.8	33.2	16.0	—	—	—	—	—	—	
+ Blackpool	404.1	—	—	4.9	22.8	—	—	—	—	—	376.4	—	—	
+ Bournemouth	587.7	—	—	250.5	250.4	—	—	—	—	31.8	43.8	—	11.2	
+ Bristol	38.5	1.1	0.3	7.7	3.9	8.1	5.4	—	—	12.0	—	—	—	
+ Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Cardiff	20.3	2.3	4.3	10.7	3.0	—	—	—	—	—	—	—	—	
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ East Midlands	663.1	—	—	33.5	100.8	—	—	—	—	98.5	329.1	34.0	67.2	
+ Edinburgh	97.3	23.9	29.9	17.1	23.7	1.7	1.0	—	—	—	—	—	—	
+ Exeter	14.5	—	—	7.4	7.1	—	—	—	—	—	—	—	—	
+ Glasgow	1 149.7	80.3	110.8	43.9	37.1	217.4	239.2	—	—	402.2	18.8	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Humberside	3.5	—	—	2.0	1.5	—	—	—	—	—	—	—	—	
Inverness	15.6	5.9	9.7	—	—	—	—	—	—	—	—	—	—	
Islay	10.0	—	—	5.2	4.8	—	—	—	—	—	—	—	—	
+ Isle of Man	201.1	10.4	36.9	140.8	13.0	—	—	—	—	—	—	—	—	
Isles of Scilly	7.7	6.0	1.7	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	41.1	29.7	9.5	0.9	0.9	—	—	—	—	—	0.1	—	—	
+ Leeds/Bradford	23.3	4.9	5.0	7.8	4.9	—	—	—	—	0.6	0.1	—	—	
+ Liverpool	666.2	0.3	—	19.8	26.6	6.1	157.6	—	—	51.0	349.3	—	55.5	
+ Lydd	377.2	—	—	140.1	237.1	—	—	—	—	—	—	—	—	
+ Manchester	2 348.5	237.5	164.2	35.4	16.9	778.7	966.1	—	0.2	0.1	94.1	—	55.3	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	79.5	11.7	14.5	26.1	26.2	—	—	—	—	0.7	0.3	—	—	
+ Norwich	52.3	—	—	26.9	25.0	—	—	—	—	—	0.3	0.1	—	
Penzance Heliport	7.7	1.7	6.0	—	—	—	—	—	—	—	—	—	—	
+ Prestwick	1 274.3	333.5	220.2	115.2	—	521.9	83.5	—	—	—	—	—	—	
+ Southampton	186.5	1.6	1.2	12.5	60.4	—	—	—	—	8.7	102.1	—	—	
Stornoway	40.0	32.1	5.2	—	1.1	—	—	—	—	1.4	0.2	—	—	
+ Sumburgh	254.6	48.3	7.9	0.7	0.3	—	—	18.3	47.4	72.8	57.0	1.8	0.1	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Tees-side	13.9	—	—	9.1	1.2	—	—	—	—	0.1	—	—	3.5	
Tiree	1.2	—	—	0.9	0.3	—	—	—	—	—	—	—	—	
Wick	7.2	—	—	3.4	3.8	—	—	—	—	—	—	—	—	
TOTAL other U.K. Airports	10 407.1	1 057.2	914.9	1 218.4	929.2	1 567.5	1 469.3	42.9	96.7	1 277.8	1 602.8	37.0	193.4	
TOTAL all reporting UK Airports	58 724.9	7 155.4	6 082.7	2 751.3	2 924.3	13 180.5	14 747.5	43.2	97.0	3 730.8	7 096.8	318.9	596.5	
Channel Islands Airports														
Alderney	22.3	—	—	19.6	2.7	—	—	—	—	—	—	—	—	
Guernsey	469.0	5.0	3.0	224.0	232.0	1.0	2.0	—	—	1.0	1.0	—	—	
Jersey	552.8	19.3	5.4	320.8	191.0	—	—	—	—	10.6	5.7	—	—	
TOTAL (Channel Islands Airports)	1 044.1	24.3	8.4	564.4	425.7	1.0	2.0	—	—	11.6	6.7	—	—	

## Cargo January 1980

Table 2.15

## Comparison with the previous year

	International				Domestic				1980		1979		Tonnes	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Percentage change	
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
<b>London Area Airports</b>														
+ Gatwick	2 321	689	165	6 492	217	382	3	397	2 706	7 960	1 717	7 821	57.6	1.8
+ Heathrow	22 241	13 156	—	7	367	—	—	—	22 608	13 163	20 307	17 573	11.3	-25.1
+ Luton	—	10	77	372	—	—	—	395	77	777	132	502	-41.7	54.8
+ Southend (a)	302	—	293	—	1	—	151	—	747	—	1 852	—	-59.7	—
+ Stansted	—	—	5	168	1	—	4	104	10	272	419	3 078	-97.6	-91.2
<b>TOTAL (London Area)</b>	<b>24 864</b>	<b>13 855</b>	<b>540</b>	<b>7 039</b>	<b>586</b>	<b>382</b>	<b>158</b>	<b>896</b>	<b>26 148</b>	<b>22 172</b>	<b>24 427</b>	<b>28 974</b>	<b>7.0</b>	<b>-23.5</b>
Westland Heliport (Battersea) (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>														
+ Aberdeen	48	—	203	24	177	—	117	17	545	41	695	168	-21.6	-75.6
+ Belfast	3	5	—	—	245	186	10	534	258	725	462	848	-44.2	-14.5
+ Benbecula	—	—	—	—	12	—	—	—	12	—	10	—	20.0	—
+ Birmingham	196	—	—	—	44	—	—	—	240	—	300	62	-20.0	—
+ Blackpool	3	—	—	1	22	3	—	376	25	380	26	182	-3.8	108.8
+ Bournemouth	—	—	—	69	2	498	—	18	2	585	17	635	-88.2	-7.9
+ Bristol	24	—	12	—	3	1	—	—	39	1	44	130	-11.4	-99.2
+ Cambridge	—	—	—	—	—	—	—	—	—	—	26	—	—	—
+ Cardiff	15	—	—	—	6	—	—	—	21	—	14	13	50.0	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	2	91	—	—
+ East Midlands	38	44	—	520	53	—	—	8	91	572	121	1 488	-24.8	-61.6
+ Edinburgh	12	—	—	—	85	—	—	—	97	—	157	126	-38.2	—
+ Exeter	2	—	—	—	13	—	—	—	15	—	11	14	36.4	—
+ Glasgow	157	350	—	24	216	5	13	383	386	762	429	1 207	-10.0	-36.9
+ Gloucester/Cheltenham (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	2	—	—	—	2	—	—	—	4	—	3	8	33.3	—
+ Inverness	—	—	—	—	16	—	—	—	16	—	26	—	-38.5	—
+ Islay	—	—	—	—	10	—	—	—	10	—	10	—	—	—
+ Isle of Man	—	—	—	—	93	108	—	—	93	108	106	79	-12.3	36.7
+ Isles of Scilly (a)	—	—	—	—	8	—	—	—	8	—	5	—	60.0	—
+ Kirkwall	—	—	—	—	41	—	—	—	41	—	42	—	-2.4	—
+ Leeds/Bradford	10	—	—	—	12	—	—	—	22	—	41	2	-46.3	—
+ Liverpool	8	180	—	65	40	3	—	391	48	619	136	889	-64.7	-30.4
+ Lydd	—	377	—	—	—	—	—	—	—	377	—	229	—	64.6
+ Manchester	568	1 469	—	149	161	1	—	—	729	1 619	712	2 405	2.4	-32.7
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	37	—	1	—	41	1	—	—	79	1	105	28	-24.8	-96.4
+ Norwich	34	—	—	—	17	—	—	—	51	—	54	6	-5.6	—
+ Penzance Heliport (a)	—	—	—	—	8	—	—	—	8	—	5	—	60.0	—
+ Prestwick	103	933	—	—	6	233	—	—	109	1 166	118	1 374	-7.6	-15.1
+ Southampton	10	—	—	111	65	1	—	—	75	112	108	166	-30.6	-32.5
+ Stornoway	—	—	—	—	38	—	—	1	38	1	40	—	-5.0	—
+ Sumburgh	—	—	78	36	57	—	80	4	215	40	201	113	7.0	-64.6
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	3	—	4	—	7	—	—	—	14	—	28	1 330	-50.0	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Wick	—	—	—	—	7	—	—	—	7	—	4	—	75.0	—
<b>Total other UK airports</b>	<b>1 273</b>	<b>3 338</b>	<b>298</b>	<b>999</b>	<b>1 508</b>	<b>1 040</b>	<b>220</b>	<b>1 732</b>	<b>3 299</b>	<b>7 109</b>	<b>4 059</b>	<b>11 593</b>	<b>-18.7</b>	<b>-38.7</b>
<b>TOTAL all reporting UK airports</b>	<b>26 137</b>	<b>17 193</b>	<b>838</b>	<b>8 038</b>	<b>2 094</b>	<b>1 422</b>	<b>378</b>	<b>2 628</b>	<b>29 447</b>	<b>29 281</b>	<b>28 486</b>	<b>40 567</b>	<b>3.4</b>	<b>-27.8</b>
<b>Channel Islands Airports</b>														
+ Alderney	..	..	..	..	..	..	..	..	22	—	28	—	-21.4	—
+ Guernsey	..	..	..	..	..	..	..	..	469	—	449	—	4.6	—
+ Jersey	..	..	..	..	..	..	..	..	553	—	571	—	-3.2	—
<b>TOTAL (Channel Is. Airports)</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>1 044</b>	<b>—</b>	<b>1 048</b>	<b>—</b>	<b>-0.4</b>	<b>—</b>

(i) No breakdown given between passengers and cargo aircraft for these airports: all cargo is allocated to passenger aircraft.

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

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

## MOVEMENTS

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

## PASSENGERS

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

## CARGO

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

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

# Appendix B Definitions—UK Airline Statistics <sup>(a)</sup>

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

## CLASSES OF LICENCE

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

**Class 1** authorises scheduled service flights;

**Class 2** authorises advance booking charter flights;

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

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

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

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

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

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

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

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

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

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

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

## TYPES OF SERVICES

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

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

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

## MEASURES AND THEIR COMPUTATION

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

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



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