

P. OSLEN

Civil Aviation Authority



CAA Monthly Statistics
(up to and including May 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:

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

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & 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—May 1980

ACTIVITY AT UK AIRPORTS

1. Air Transport Movements

UK airports handled 85 000 air transport movements during May 1980 (0.9 per cent growth when compared with the same month in the previous year); of which 5.2 per cent were all-cargo movements. The number of scheduled movements fell by 2.3 per cent whilst the number of charter movements rose by 13.9 per cent. The UK operators' share of scheduled movements fell marginally to stand at 77.4 per cent of the total whilst their share of charter movements rose by 2.0 percentage points to stand at 89.1 per cent of the total.

1.1 Air Transport Movements at London Area Airports

The London area airports handled 39 000 air transport movement (a fall of 1.1 per cent when compared with May 1979); of which 5.3 per cent were all-cargo movements. Only Gatwick and Luton reported increases in movements handled (747 additional movements; 7.1 per cent growth and 40 additional movements; 1.8 per cent growth respectively). Heathrow reported the heaviest fall in movements handled (755 fewer movements; 3.0 per cent decline) followed by Southend with 344 fewer movements (24.5 per cent decline) and Stansted with 109 fewer movements (22.0 per cent decline).

1.2 Air Transport Movements outside the London Area Airports

Outside the London area, UK airports handled 46 000 air transport movements (2.6 per cent growth when compared with May 1979); of which 5.2 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (1 145 additional movements; 21.9 per cent growth) followed by Liverpool with 397 additional movements (31.9 per cent growth) and Belfast with 355 additional movements (16.8 per cent growth). Sumburgh reported the heaviest fall in movements handled (456 fewer movements; 13.5 per cent decline) followed by Glasgow with 391 fewer passengers (8.5 per cent decline) and Norwich with 178 fewer movements (16.3 per cent decline).

2. Terminal Passengers

During May 1980 UK airports handled 5.0 million terminal passengers (0.7 per cent growth when compared with the same month in the previous year). The number of scheduled passengers fell by 4.2 per cent whilst the number of charter passengers rose by 15.1 per cent. The UK operators' share of scheduled passengers fell marginally to stand at 65.4 per cent of

the total whilst their share of charter passengers rose by 2.8 percentage points to stand at 82.1 per cent of the total.

2.1 Terminal Passengers at London Area Airports

3.4 million terminal passengers were handled at the London area airports (a fall of 0.2 per cent when compared with May 1979). Only Gatwick and Stansted reported increases in passengers handled (96 425 additional passengers; 12.6 per cent growth and 7 138 additional passengers; 26.0 per cent growth respectively). Heathrow reported the heaviest fall in passengers handled (89 846 fewer passengers; 3.8 per cent decline) followed by Luton with 13 421 fewer passengers (7.3 per cent decline) and Southend with 6 624 fewer passengers (34.7 per cent decline).

2.2 Terminal Passengers outside the London Area Airports

1.7 million terminal passengers were handled by airports outside the London area (2.5 per cent growth when compared with May 1979). Manchester reported the greatest increase in passengers handled (38 814 additional passengers; 11.0 per cent growth) followed by East Midlands with 16 808 additional passengers (29.8 per cent growth) and Birmingham with 14 275 additional passengers (10.9 per cent growth). Glasgow reported the heaviest fall in passengers handled (17 401 fewer passengers; 8.2 per cent decline) followed by Edinburgh with 16 173 fewer passengers (13.9 per cent decline) and Isle of Man with 8 702 fewer passengers (27.0 per cent decline).

2.3 International Terminal Passengers

During May 1980 3.7 million terminal passengers used international services (4.0 per cent growth when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA (carrying 21.2 per cent of all international scheduled passengers) followed by those to France (carrying 10.4 per cent) and those to West Germany (carrying 8.7 per cent). The most heavily used international charter services were those to Spain (carrying 37.7 per cent of all international charter passengers) followed by those to Greece (carrying 11.6 per cent) and those to Italy (carrying 8.6 per cent).

3. Cargo

UK airports handled 62 000 tonnes of cargo during May 1980 (a fall of 10.1 per cent when compared with the same month in the previous year); of which

44.9 per cent was carried on all-cargo flights. The number of scheduled tonnes handled fell by 7.3 per cent and the number of charter tonnes handled fell by 22.5 per cent. The UK operators' share of scheduled tonnage fell marginally to stand at 42.2 per cent of the total and their share of charter tonnage fell by 5.1 percentage points to stand at 88.5 per cent of the total.

3.1 Cargo at London Area Airports

The London area airports handled 50 000 tonnes of cargo (a fall of 9.7 per cent when compared with May 1979); of which 40.4 per cent was carried on all-cargo flights. Only Southend and Luton reported increases in tonnage handled (24 additional tonnes; 3.6 per cent growth and 7 additional tonnes; 0.9 per cent growth respectively). Heathrow reported the heaviest fall in tonnage handled (3 132 fewer tonnes; 7.3 per cent decline) followed by Stansted with 2 116 fewer tonnes (92.0 per cent decline), due mainly to the cessation of operations by British Cargo Airlines, and Gatwick with 222 fewer tonnes (2.5 per cent decline).

3.2 Cargo outside the London Area Airports

12 000 tonnes of cargo were handled by airports outside the London area (11.7 per cent decline when compared with May 1979); of which 64.8 per cent was carried on all-cargo flights. Prestwick reported the greatest increase in tonnage handled (252 additional tonnes; 14.5 per cent growth) followed by Sumburgh with 103 additional tonnes (42.2 per cent growth) and Manchester with 52 additional tonnes (3.5 per cent growth). Glasgow reported the heaviest fall in

tonnage handled (954 fewer tonnes; 59.6 per cent decline) followed by Liverpool with 296 fewer tonnes (14.5 per cent decline) and East Midlands with 229 fewer tonnes (26.9 per cent decline).

OUTPUT OF UK AIRLINES

The output of UK airlines for all services in May 1980 was 1 184 million available tonne-kilometres, an increase of 1.0 per cent on May 1979.

The scheduled service output of 857.7 million available tonne-kilometres was 7.7 per cent higher than a year earlier. The overall load factor was 56.4 per cent, compared with 58.3 the previous year. Seat kilometres used were 58.2 per cent of those available. Seat factors on domestic and international scheduled services were 57.4 and 58.3 per cent respectively compared with 63.4 and 59.9 per cent a year earlier. The non-scheduled output of 325.9 million available tonne-kilometres was 13.3 per cent lower than in May 1979. Advance Booking and other Charters on Classes 2 and 4 licences and Inclusive Tour Charters on Class 3 licences accounted for 42.4 and 183.6 million available tonne-kilometres respectively compared with 33.3 and 150.3 million a year earlier.

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

Part 1

UK Airlines—Operating and Traffic Statistics

Size of UK Airlines by Available Capacity

Year ended May 1980(a)

Table 1.1

	Output in available tonne – kilometres (000 000)	Percentage of all available tonne – kilometres
British Airways	7 868	60·88
British Caledonian Airways	1 014	7·85
Laker Airways	823	6·37
Britannia Airways	585	4·53
Dan-Air Services	428	3·31
British Cargo Airlines (b), (d)	358	2·77
British Midland Airways	304	2·35
Tradewinds Airways	298	2·30
British Airtours	267	2·06
Monarch Airlines	249	1·93
Air UK (c)	120	0·93
Transmeridian Air Cargo (d)	109	0·84
Scimitar Airlines	107	0·83
Air Europe	105	0·81
Pelican Air Transport	80	0·62
Air Transcontinental (e)	57	0·44
Redcoat Air Cargo	27	0·21
Air Bridge Carriers	26	0·20
Orion Airways (f)	25	0·19
British Airways Helicopters	13	0·10
Bristow Helicopters	11	0·09
Others (23 airlines)	52	0·40

(a) Excludes Air Taxi operations.

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

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

(d) Ceased operations March, 1980.

(e) Ceased operations November, 1979.

(f) Commenced operations April, 1980.

Main Outputs of UK Airlines(a) 1951-1979

Table 1.2

	Available tonne-km		
	Total (000 000)	Scheduled services (000 000)	Non-scheduled services (000 000)
1951	..	355	..
1952	..	395	..
1953	..	445	..
1954	..	464	..
1955	..	575	..
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
Year ended			
May 1979	12 309	8 375	3 934
May 1980	12 945	9 216	3 730
Latest year's growth (percentages)			
	5.2	10.0	-5.2
Mean rates of growth (percentages) to 1979			
20 years	..	10.1	..
10 years	7.8	7.7	8.0
5 years	9.6	10.4	8.1

(a) Excludes Air Taxi Operations.

Scheduled Services by UK Airlines

Table 1.3.1

All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		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	18 410.1	11 938.7	64.8
3rd quarter	2 523.7	1 715.5	43.5	287.3	1 384.6	68.0	20 537.6	15 183.4	73.9
4th quarter	2 192.2	1 353.8	51.2	284.0	1 018.7	61.8	17 852.1	11 129.3	62.3
1980 1st quarter	2 116.1	1 242.8	43.1	272.1	927.5	58.7	17 227.5	10 251.0	59.5
1978 October	703.6	420.1	14.0	89.3	316.7	59.7	5 571.3	3 462.6	62.1
November	650.9	385.2	16.5	80.7	288.0	59.2	5 182.3	3 145.0	60.7
December	666.2	395.7	18.9	78.1	298.7	59.4	5 337.0	3 262.0	61.1
1979 January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4
February	589.2	330.9	13.2	77.2	240.5	56.2	4 674.3	2 627.1	56.2
March	663.6	398.0	15.2	85.5	297.3	60.0	5 331.4	3 266.4	61.3
April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
May	796.3	464.5	15.0	94.4	355.1	58.3	6 478.1	3 897.5	60.2
October	798.2	505.4	15.3	102.3	387.8	63.3	6 501.4	4 237.4	65.2
November	689.0	416.5	16.8	91.0	308.8	60.5	5 586.0	3 380.5	60.5
December	705.0	431.9	19.1	90.7	322.1	61.3	5 764.7	3 511.4	60.9
1980 January	727.6	410.9	14.2	81.8	314.9	56.5	5 943.1	3 480.3	58.0
February	659.9	377.4	14.0	90.8	272.5	57.2	5 363.9	3 013.8	56.2
March	728.6	454.5	14.9	99.5	340.1	62.4	5 920.5	3 756.9	63.5
April	771.9	444.0	13.7	94.5	335.8	62.9	6 268.2	3 739.5	59.7
May	857.7	483.7	14.0	102.3	367.4	56.4	7 053.1	4 107.4	58.2

Scheduled Services by UK Airlines

Table 1.3.2

International Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970		3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971		4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972		5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973		5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974		5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975		5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976		6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977		6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978		7 714.8	4 651.3	170.2	977.2	3 503.8	60.3	60 234.8	37 996.9	63.1
1979		8 424.9	5 301.2	175.5	1 060.1	4 065.8	62.9	67 223.9	44 321.0	65.9
1978	1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
	2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
	3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
	4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979	1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 923.0	8 328.1	59.8
	2nd quarter	2 160.6	1 341.3	42.8	272.4	1 026.2	62.1	17 249.1	11 191.2	64.9
	3rd quarter	2 403.0	1 637.9	42.8	284.6	1 310.6	68.2	19 270.8	14 315.8	74.3
	4th quarter	2 090.8	1 296.3	50.3	281.9	964.2	62.0	16 781.4	10 485.9	62.5
1980	1st quarter	2 016.5	1 190.8	42.4	270.5	878.0	59.1	16 171.2	9 661.0	59.7
1978	October	670.3	400.0	13.8	88.4	297.8	59.7	5 227.5	3 238.3	61.9
	November	620.4	368.0	16.2	79.7	272.1	59.3	4 867.5	2 956.2	60.7
	December	640.0	380.9	18.7	77.2	285.0	59.5	5 065.8	3 100.0	61.2
1979	January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.5	2 796.5	61.8
	February	561.7	316.3	12.9	76.3	227.1	56.3	4 389.3	2 467.7	56.2
	March	632.2	379.7	14.9	84.5	280.2	60.1	5 005.1	3 063.9	61.2
	April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.7	3 507.8	64.2
	May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
	October	760.7	482.6	15.0	101.4	366.2	63.4	6 109.8	3 983.8	65.2
	November	655.7	398.3	16.5	90.4	291.5	60.7	5 232.0	3 175.3	60.7
	December	674.4	415.4	18.8	90.1	306.5	61.6	5 439.6	3 326.8	61.2
1980	January	694.5	394.4	13.9	81.3	299.2	56.8	5 593.6	3 293.6	58.9
	February	627.6	361.0	13.8	90.3	257.0	57.5	5 021.9	2 828.4	56.3
	March	694.4	435.4	14.7	98.9	321.8	62.7	5 555.7	3 539.0	63.7
	April	734.7	424.3	13.4	94.0	316.9	57.8	5 884.5	3 514.9	59.7
	May	817.4	463.0	13.6	101.7	347.7	56.6	6 639.6	3 870.2	58.3

Scheduled Services by UK Airlines

Table 1.3.3

Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970	310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971	319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978	379.9	220.8	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1
1979	416.3	248.7	3.4	10.4	235.5	59.7	4 366.7	2 764.0	63.3
1978 1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979 1st quarter	83.6	46.2	0.9	2.7	42.8	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
3rd quarter	120.5	77.6	0.9	2.7	74.3	64.3	1 266.7	867.0	68.5
4th quarter	101.4	57.5	0.9	2.2	54.5	56.7	1 070.7	643.5	60.1
1980 1st quarter	99.7	52.0	0.9	1.7	49.5	52.2	1 056.3	590.0	55.9
1978 October	33.3	20.1	0.2	1.0	18.9	60.4	343.8	224.3	65.2
November	30.5	17.2	0.3	1.0	15.9	56.5	314.8	188.8	60.0
December	26.2	14.8	0.3	0.8	13.7	56.6	271.2	162.0	59.8
1979 January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9
February	27.5	14.6	0.3	0.9	13.4	53.1	285.0	159.4	55.9
March	31.4	18.3	0.3	0.9	17.1	58.3	326.2	202.6	62.1
April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
October	37.5	22.8	0.3	1.0	21.6	60.8	391.6	253.6	64.8
November	33.3	18.2	0.3	0.6	17.3	54.7	354.0	205.2	58.0
December	30.6	16.5	0.3	0.6	15.6	53.8	325.1	184.7	56.8
1980 January	33.1	16.5	0.3	0.5	15.7	49.9	349.5	186.7	53.4
February	32.3	16.3	0.3	0.6	15.5	50.5	342.0	185.5	54.2
March	34.3	19.2	0.3	0.6	18.3	55.9	364.8	217.8	59.7
April	37.2	19.7	0.3	0.5	18.8	52.8	383.7	224.6	58.5
May	40.3	20.7	0.3	0.6	19.7	51.4	413.5	237.2	57.4

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

Table 1.4.1

By Main Type of Service

	(b)		(c)		Other separate		Other charters	
	Total		Inclusive Tours		fare and advance booking		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978	3 875.8	32.4	1 234.7	10.3	616.2	5.1	2 025.1	16.9
1979	3 907.9	30.7	1 546.2	12.1	352.3	2.8	2 009.4	15.8
1978 1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979 1st quarter	777.8	29.5	244.1	9.3	51.2	1.9	482.6	18.3
2nd quarter	1 053.9	31.7	429.9	12.9	94.4	2.8	529.4	15.9
3rd quarter	1 187.0	32.0	543.6	14.7	153.6	4.1	489.7	13.2
4th quarter	889.4	28.9	328.6	10.7	53.1	1.7	507.6	16.5
1980 1st quarter	697.1	24.8	287.2	10.2	29.9	1.1	380.0	13.5
1978 October	328.1	31.8	111.1	10.8	38.6	3.7	178.4	17.3
November	311.0	32.3	89.0	9.3	16.1	1.7	205.9	21.4
December	300.5	31.1	75.7	7.8	20.7	2.1	204.1	21.1
1979 January	249.6	29.3	77.8	9.1	20.9	2.5	150.9	17.7
February	234.7	28.5	76.0	9.2	11.8	1.4	146.9	17.8
March	293.5	30.7	90.3	9.4	18.5	1.9	184.8	19.3
April	311.3	30.2	114.7	11.1	28.7	2.8	167.9	16.3
May	375.1	32.0	150.3	12.8	33.3	2.8	191.5	16.3
October	367.2	31.5	149.3	12.8	37.0	3.2	180.9	15.5
November	271.8	28.3	93.4	9.7	6.2	0.6	172.1	17.9
December	250.4	26.2	85.9	9.0	9.9	1.0	154.6	16.2
1980 January	227.9	23.9	89.9	9.4	10.8	1.1	127.1	13.3
February	219.5	25.0	87.4	9.9	7.1	0.8	125.0	14.2
March	249.7	25.5	109.9	11.2	12.0	1.2	127.9	13.1
April	262.8	20.3	132.4	10.2	27.4	2.1	102.9	8.0
May	325.9	27.5	183.6	15.5	42.4	3.6	99.9	8.4

(a) Excludes Air Taxi operations.

(b) Class 3 licence operations only.

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

Non-scheduled Passenger Services by UK Airlines

Table 1.4.2

Inclusive Tours performed on Class 3 licences only

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970	8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977	12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979	17 630.7	14 919.8	84.6	8 743.1	80 433	130 782	1 626	1 706
1978 1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979 1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 587	36 267	1 606	1 674
3rd quarter	6 160.3	5 486.0	89.1	3 241.3	28 045	45 225	1 613	1 693
4th quarter	3 730.3	3 009.3	80.7	1 660.6	16 072	27 782	1 729	1 812
1980 1st quarter	3 264.2	2 658.5	81.4	1 561.0	14 772	24 224	1 640	1 703
1978 October	1 280.5	1 124.4	87.8	672.3	6 008	9 643	1 605	1 672
November	1 036.6	910.5	87.8	500.5	4 579	7 937	1 733	1 819
December	878.3	676.6	77.0	402.8	4 228	6 739	1 594	1 680
1979 January	902.7	720.4	79.8	422.0	4 391	6 918	1 576	1 707
February	880.4	766.8	87.1	457.4	4 226	6 647	1 573	1 676
March	1 042.5	926.5	88.9	565.7	5 112	7 943	1 554	1 638
April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 566	1 641
May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
October	1 689.0	1 426.2	84.4	798.3	7 313	12 457	1 703	1 787
November	1 064.9	890.2	83.6	468.5	4 433	8 007	1 806	1 900
December	976.4	692.9	71.0	393.8	4 326	7 318	1 692	1 760
1980 January	1 020.8	748.2	73.3	432.6	4 501	7 516	1 670	1 730
February	996.9	831.1	83.4	485.2	4 507	7 423	1 647	1 713
March	1 246.5	1 079.2	86.6	643.2	5 764	9 285	1 611	1 678
April	1 481.7	1 229.4	83.0	702.6	6 549	10 966	1 674	1 750
May	2 056.4	1 601.9	77.9	925.7	8 791	14 795	1 683	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	33 212	2 193	3 302
1979	3 732.5	2 871.9	76.9	1 068.5	10 935	20 787	1 901	2 688
1978 1st quarter	1 069.1	854.7	79.9	236.9	2 380	5 737	2 411	3 608
2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979 1st quarter	555.2	424.1	76.4	154.3	1 783	3 630	2 036	2 749
2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 613
3rd quarter	1 593.5	1 277.3	80.2	468.0	4 148	7 925	1 910	2 729
4th quarter	569.0	386.2	67.9	146.1	1 581	3 141	1 987	2 643
1980 1st quarter	340.2	269.3	79.2	130.9	1 570	2 657	1 692	2 057
1978 October	408.6	321.6	78.7	102.1	1 124	2 437	2 168	3 150
November	177.6	125.5	70.7	44.1	501	1 085	2 166	2 846
December	226.1	175.0	77.4	64.1	726	1 456	2 006	2 730
1979 January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934
February	132.1	94.9	71.8	34.8	416	898	2 159	2 727
March	200.9	159.9	79.6	61.8	677	1 307	1 931	2 587
April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
October	384.7	249.5	64.9	78.1	793	1 768	2 230	3 195
November	73.2	55.6	75.9	29.4	349	579	1 659	1 891
December	111.1	81.1	73.0	38.6	439	794	1 809	2 101
1980 January	121.5	89.3	73.5	39.3	501	886	1 768	2 272
February	81.8	66.6	81.4	35.2	435	682	1 568	1 892
March	136.9	113.4	82.8	56.4	634	1 089	1 718	2 011
April	296.4	213.2	71.9	85.2	1 042	1 727	1 657	2 502
May	448.7	335.5	74.8	109.7	1 283	2 295	1 789	3 058

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

(b) Advance Booking Charters commenced in April 1973.

2 All Scheduled Services May 1980

Table 1.5.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	23 434	17 754	36 422	1 350 553	6 810 771	3 358 803	57.8	16 186	688 886	388 629	12 963	69 739	305 926	56.4
British Airways Helicopters	28	452	143	10 649	822	650	79.0	9	67	50	—	—	50	75.5
British Caledonian Airways	3 473	3 555	5 744	139 659	580 041	265 772	45.8	2 510	72 955	36 689	685	11 388	24 617	50.3
Air Ecosse	47	246	172	1 605	705	279	39.5	8	54	24	1	1	23	45.3
Air UK	1 586	5 541	5 525	109 670	71 530	32 491	45.4	634	6 907	2 967	11	194	2 782	43.0
Aurigny Air Services	132	2 206	638	21 086	1 943	1 174	60.4	94	178	98	—	5	93	55.3
British Midland Airways	978	3 053	3 371	113 865	74 419	38 770	52.1	189	6 378	3 086	11	61	3 024	48.4
Brymon Airways	191	880	869	8 669	4 382	2 159	49.3	3	405	178	—	1	177	44.0
Burnthills Aviation	7	58	44	111	26	13	47.8	—	2	1	—	—	1	47.7
Cabair	15	41	52	113	116	40	34.5	—	12	3	—	—	3	25.5
Dan-Air Services	745	2 130	2 226	59 959	49 316	25 839	52.4	91	4 185	2 185	—	55	2 130	52.2
Express Air Services CI	86	196	286	6 336	4 728	2 943	62.2	—	408	223	—	—	223	54.7
Guernsey Airlines	16	37	50	1 442	970	630	65.0	4	97	52	—	2	50	63.9
Haywards Aviation	14	70	66	359	103	74	71.8	1	10	6	—	—	6	68.6
Jersey European Airways	62	537	284	2 836	750	286	38.1	—	52	23	—	—	23	43.6
Laker Airways	1 301	190	1 630	54 679	448 870	375 475	83.6	278	45 538	30 037	—	1 913	28 124	66.0
Loganair	235	1 914	1 091	11 988	3 592	1 925	53.6	—	326	175	—	—	175	53.7
Skyways Aviation	19	84	64	851	482	229	47.4	77	98	32	—	14	17	32.2
TOTAL Passenger Services	32 367	38 944	58 676	1 894 430	7 053 567	4 107 551	58.2	20 082	826 556	464 459	13 672	83 362	367 424	56.2
Cargo Services														
British Airways	1 110	483	1 536					2 924	24 645	15 616	123	15 494	—	63.4
British Caledonian Airways	192	122	321					914	5 998	3 398	154	3 243	—	56.7
Air Continental	47	60	157					16	28	13	—	13	—	45.6
Air UK	68	288	258					653	314	149	16	133	—	47.4
Air-Bridge Carriers	6	25	25					150	73	41	—	41	—	55.9
Express Air Services CI	—	1	1					—	2	—	—	—	—	2.0
Skyways Aviation	23	90	90					112	112	29	—	29	—	25.7
TOTAL Cargo Services	1 446	1 069	2 389					4 770	31 171	19 244	293	18 953	—	61.7
GRAND TOTAL	33 813	40 013	61 065	1 894 430	7 053 567	4 107 551	58.2	24 852	857 727	483 703	13 964	102 315	367 424	56.4

International Scheduled Services May 1980

Table 1.5.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-Kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	21 276	12 430	31 094	1 027 651	5 570 582	3 215 823	57.7	15 206	665 141	376 062	12 853	69 446	293 761	56.5
British Caledonian Airways	3 003	1 931	4 545	86 112	539 162	244 970	45.4	2 281	68 767	34 892	651	11 315	22 926	50.7
Air UK	844	2 236	2 727	43 044	40 561	16 415	40.5	366	3 951	1 548	—	152	1 396	39.2
Aurigny Air Services	132	2 206	638	21 086	1 943	1 174	60.4	94	178	98	—	5	93	55.3
British Midland Airways	119	289	367	6 845	8 668	2 979	34.4	36	663	249	—	17	232	37.6
Brymon Airways	31	133	140	632	378	157	41.6	1	33	13	—	—	13	39.1
Cabair	15	41	52	113	116	40	34.5	—	12	3	—	—	3	25.5
Dan-Air Services	391	785	1 023	19 393	27 473	12 340	44.9	50	2 330	1 086	—	34	1 053	46.6
Express Air Services CI	23	46	81	1 048	1 000	535	53.5	—	89	40	—	—	40	45.3
Jersey European Airways	62	537	284	2 836	750	286	38.1	—	52	23	—	—	23	43.6
Laker Airways	1 301	190	1 630	54 679	448 870	375 475	83.6	278	45 538	30 037	—	1 913	28 124	66.0
Skyways Aviation	11	58	38	218	119	41	34.2	77	56	17	—	14	3	30.9
TOTAL passenger Services	27 205	20 882	42 619	1 263 657	6 639 622	3 870 236	58.3	18 388	786 810	444 070	13 504	82 897	347 667	56.4
Cargo Services														
British Airways	1 110	483	1 536					2 923	24 645	15 616	123	15 494	—	63.4
British Caledonian Airways	166	77	267					643	5 795	3 251	8	3 243	—	56.1
Air Continental	47	60	157					16	28	13	—	13	—	45.6
Air UK	5	10	17					21	22	10	—	10	—	44.8
Skyways Aviation	23	90	90					112	112	29	—	29	—	25.7
TOTAL Cargo Services	1 351	720	2 066					3 716	30 603	18 919	131	18 790	—	61.8
GRAND TOTAL	28 557	21 602	44 685	1 263 657	6 639 622	3 870 236	58.3	22 103	817 413	462 988	13 635	101 686	347 667	56.6

Domestic Scheduled Services May 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	2 159	5 324	5 328	322 902	240 189	142 980	59.5	980	23 745	12 568	110	293	12 165	52.9
British Airways Helicopters	28	452	143	10 649	822	650	79.0	9	67	50	—	—	50	75.5
British Caledonian Airways	470	1 624	1 200	53 547	40 879	20 802	50.9	229	4 189	1 797	34	72	1 691	42.9
Air Ecosse	47	246	172	1 605	705	279	39.5	8	54	24	1	1	23	45.3
Air UK	742	3 305	2 798	66 626	30 969	16 076	51.9	268	2 956	1 419	11	42	1 366	48.0
British Midland Airways	859	2 764	3 004	107 020	65 751	35 791	54.4	152	5 715	2 837	11	34	2 792	49.6
Brymon Airways	160	747	729	8 037	4 004	2 002	50.0	3	372	165	—	1	164	44.4
Burnthills Aviation	7	58	44	111	26	13	47.8	—	2	1	—	—	1	47.7
Dan-Air Services	354	1 345	1 202	40 566	21 844	13 499	61.8	42	1 854	1 099	—	22	1 078	59.3
Express Air Services CI	63	150	205	5 288	3 728	2 408	64.6	—	318	183	—	—	183	57.4
Guernsey Airlines	16	37	50	1 442	970	630	65.0	4	97	52	—	2	50	53.9
Haywards Aviation	14	70	66	359	103	74	71.8	1	10	6	—	—	6	58.5
Loganair	235	1 914	1 091	11 988	3 592	1 925	53.6	—	326	175	—	—	175	53.7
Skyways Aviation	8	26	26	633	363	188	51.8	—	42	14	—	—	14	34.0
TOTAL Passenger Services	5 161	18 062	16 057	630 773	413 945	237 315	57.3	1 695	39 746	20 390	168	465	19 757	51.3
Cargo Services														
British Caledonian Airways	26	45	55	—	—	—	—	271	202	146	146	—	—	72.4
Air UK	63	278	242	—	—	—	—	633	291	139	16	123	—	47.6
Air-Bridge Carriers	6	25	25	—	—	—	—	150	73	41	—	41	—	55.9
Express Air Services CI	—	1	1	—	—	—	—	—	2	—	—	—	—	2.0
TOTAL Cargo Services	95	349	323	—	—	—	—	1 054	568	326	162	164	—	57.3
GRAND TOTAL	5 256	18 411	16 380	630 773	413 945	237 315	57.3	2 749	40 314	20 716	329	629	19 757	51.4

All Non-scheduled Services May 1980^(a)

Table 1.6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) (c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	162	78	493	8 623	35 916	23 491	65.4	397	4 105	2 615	8	526	2 081	63.7
British Airtours	1 939	945	2 953	103 554	323 448	226 608	70.1	—	29 630	18 951	—	—	18 951	64.0
British Airways Helicopters	512	3 468	2 535	34 684	10 039	5 476	54.5	355	1 083	493	—	55	438	45.5
British Caledonian Airways	756	476	1 212	30 699	55 563	36 984	66.6	1 053	14 130	9 858	—	6 677	3 181	69.8
Air Europe	1 178	612	1 861	63 343	153 101	122 012	79.7	—	14 486	9 787	—	—	9 787	67.6
Air UK	453	590	995	19 742	30 585	23 633	77.3	465	3 195	2 201	29	163	2 009	68.9
Air-Bridge Carriers	147	239	381	—	—	—	—	1 219	2 422	1 016	3	1 013	—	41.9
Alderney Air Ferries	21	177	107	801	192	97	50.3	—	17	8	—	—	8	45.1
Alidair	102	287	340	7 613	6 122	2 848	46.5	60	612	247	—	16	231	40.3
B.E.A.S.	66	3 525	443	17 168	726	321	44.2	52	66	30	—	1	29	45.5
Bristow Helicopters	638	5 142	3 794	44 270	10 870	6 247	57.5	232	922	607	—	46	561	65.8
Britannia Airways	5 405	3 042	8 610	325 206	706 132	574 614	81.4	—	60 101	48 846	—	—	48 846	81.3
British Air Ferries	269	673	872	1 581	11 365	5 612	49.4	145	1 162	511	36	26	449	43.9
British Caledonian Helicopters	3	10	14	71	52	18	34.6	—	6	2	—	—	2	33.3
British Midland Airways	378	153	603	1 558	38 356	18 739	48.9	—	10 768	4 033	—	2 571	1 461	37.4
Dan-Air Services	3 985	3 396	7 329	252 058	470 278	358 936	76.3	146	37 767	28 744	18	22	28 704	76.1
Express Air Services CI	124	491	512	1 746	3 390	1 787	52.7	1 107	604	374	33	208	132	61.8
General Aviation Services	29	101	137	—	—	—	—	7	102	52	—	52	—	50.3
Guernsey Airlines	34	90	109	2 285	2 017	1 219	60.4	—	202	98	—	—	97	48.3
Invicta International Airlines	34	33	79	—	—	—	—	138	573	237	—	237	—	41.3
Jersey European Airways	5	10	17	—	67	47	70.8	—	6	4	—	—	4	66.5
Laker Airways	2 163	951	3 258	121 740	538 122	401 498	74.6	—	53 748	32 125	—	—	32 125	59.8
Loganair	249	819	1 072	6 693	3 873	2 397	62.2	1	377	220	—	2	218	58.4
Management Aviation	98	1 449	464	4 003	617	290	47.0	65	95	48	—	26	22	50.5
Monarch Airlines	1 429	845	2 231	90 305	221 641	164 772	74.3	—	21 610	14 932	—	—	14 932	69.1
North Scottish Helicopters	255	2 705	1 216	13 446	2 614	1 660	63.5	—	203	129	—	—	129	63.5
Orion Airways	1 063	630	1 719	66 377	138 207	118 487	85.7	—	13 077	9 474	—	—	9 474	72.4
Pelican Air Transport	236	71	313	—	—	—	—	999	9 893	6 448	—	6 448	—	65.2
Redcoat Air Cargo	122	48	264	—	—	—	—	206	2 142	1 236	—	1 236	—	57.7
Scimitar Airlines	295	86	407	—	—	—	—	—	10 910	7 655	—	7 655	—	70.2
Skyways Aviation	51	167	185	—	95	36	37.8	277	260	127	48	75	3	48.7
Southern Int-Air Transport	29	60	135	202	585	329	56.2	—	197	102	—	75	27	51.6
TAC Heavylift	24	13	63	—	—	—	—	145	828	215	—	215	—	26.0
Tradewinds Airways	732	247	1 015	—	—	—	—	2 724	30 641	17 860	—	17 860	—	58.3
TOTAL	22 987	31 629	45 735	1 217 768	2 763 973	2 098 156	75.9	9 802	325 938	219 280	175	45 205	173 900	67.3
Class 5 Licence TOTAL	14	8	23	594	1 930	1 101	57.0	..	164	92	—	—	92	56.1
TOTAL excludes 5 Licence	22 973	31 621	45 712	1 217 174	2 762 043	2 097 055	75.9	9 802	325 774	219 188	175	45 205	173 808	67.3

(a) Excludes Air Taxi Operations.

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

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

International Non-Scheduled Services May 1980^(a)

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)(c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	162	78	493	8 623	35 916	23 491	65.4	397	4 105	2 615	8	526	2 081	63.7
British Airtours	1 939	945	2 953	103 554	323 448	226 608	70.1	—	29 630	18 951	—	—	18 951	64.0
British Airways Helicopters	508	3 430	2 527	34 681	10 034	5 476	54.6	327	1 079	492	—	54	438	45.6
British Caledonian Airways	756	476	1 212	30 699	55 563	36 984	66.6	1 053	14 130	9 858	—	6 677	3 181	69.8
Air Europe	1 178	612	1 861	63 343	153 101	122 012	79.7	—	14 486	9 787	—	—	9 787	67.6
Air UK	405	462	831	19 654	30 551	23 604	77.3	303	2 974	2 113	1	106	2 007	71.0
Air-Bridge Carriers	101	90	235	—	—	—	—	477	1 697	697	—	697	—	41.1
Alderney Air Ferries	—	4	1	16	2	1	44.4	—	—	—	—	—	—	27.1
Alidair	14	31	42	410	835	362	43.3	14	84	33	—	4	29	39.0
B.E.A.S.	66	3 525	443	17 168	726	321	44.2	52	66	30	—	1	29	45.5
Bristow Helicopters	638	5 142	3 794	44 270	10 870	6 247	57.5	232	922	607	—	46	561	65.8
Britannia Airways	5 405	3 042	8 610	325 206	706 132	574 614	81.4	—	60 101	48 846	—	—	48 846	81.3
British Air Ferries	245	580	785	966	11 021	5 385	48.9	5	1 036	457	—	26	431	44.1
British Caledonian Helicopters	3	10	14	71	52	18	34.6	—	6	2	—	—	2	33.3
British Midland Airways	375	145	594	1 295	38 142	18 600	48.8	—	10 751	4 021	—	2 571	1 450	37.4
Dan-Air Services	3 587	2 380	5 937	221 603	452 461	346 189	76.5	1	36 218	27 626	—	2	27 626	76.3
Express Air Services CI	37	101	137	138	1 841	747	40.6	4	167	57	—	3	54	34.1
General Aviation Services	18	36	79	—	—	—	—	7	64	26	—	26	—	41.4
Guernsey Airlines	20	51	65	1 983	1 188	751	63.2	—	119	60	—	—	60	50.5
Invicta International Airlines	34	33	79	—	—	—	—	138	573	237	—	237	—	41.3
Jersey European Airways	4	8	15	—	58	41	71.7	—	5	3	—	—	3	67.3
Laker Airways	2 163	951	3 258	121 740	538 122	401 498	74.6	—	53 748	32 125	—	—	32 125	59.8
Loganair	9	14	29	140	145	78	53.8	—	15	6	—	—	6	40.0
Management Aviation	98	1 449	464	4 003	617	290	47.0	65	95	48	—	26	22	50.5
Monarch Airlines	1 429	845	2 231	90 305	221 641	164 772	74.3	—	21 610	14 932	—	—	14 932	69.1
North Scottish Helicopters	255	2 705	1 216	13 446	2 614	1 660	63.5	—	203	129	—	—	129	63.5
Orion Airways	1 063	630	1 719	66 377	138 207	118 487	85.7	—	13 077	9 474	—	—	9 474	72.4
Pelican Air Transport	236	71	313	—	—	—	—	999	9 893	6 448	—	6 448	—	65.2
Redcoat Air Cargo	122	48	264	—	—	—	—	206	2 142	1 236	—	1 236	—	57.7
Scimitar Airlines	295	86	407	—	—	—	—	—	10 910	7 655	—	7 655	—	70.2
Skyways Aviation	32	105	119	—	—	—	—	100	165	75	—	75	—	45.6
Southern Int-Air Transport	5	10	24	202	335	238	70.9	—	30	20	—	—	20	66.3
TAC Heavylift	24	13	63	—	—	—	—	145	828	215	—	215	—	26.0
Tradewinds Airways	732	247	1 015	—	—	—	—	2 724	30 641	17 860	—	17 860	—	58.3
TOTAL	21 959	28 355	41 826	1 169 893	2 733 621	2 078 472	76.0	7 258	321 568	216 741	9	44 491	172 241	67.4
Class 5 Licence TOTAL	14	8	23	594	1 930	1 101	57.0	..	164	92	—	—	92	56.1
TOTAL excludes 5 Licence	21 945	28 347	41 803	1 169 299	2 731 691	2 077 371	76.0	7 258	321 404	216 649	9	44 491	172 149	67.4

(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 May 1980 ^(a)

Table 1.6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)(c) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	4	38	8	3	5	1	20.0	28	4	1	—	1	—	25.0
Air UK	48	128	164	88	33	29	88.0	162	220	88	29	57	3	39.9
Air-Bridge Carriers	47	149	146	—	—	—	—	741	725	319	3	316	—	44.0
Alderney Air Ferries	21	173	105	785	191	96	50.3	—	17	8	—	—	8	45.4
Alldair	88	256	298	7 203	5 287	2 486	47.0	45	529	214	—	12	202	40.5
British Air Ferries	23	93	86	615	344	227	66.1	139	125	54	36	—	18	42.9
British Midland Airways	3	8	9	263	215	138	64.4	—	17	11	—	—	11	64.4
Dan-Air Services	398	1 016	1 392	30 455	17 817	12 747	71.5	145	1 549	1 118	18	20	1 080	72.2
Express Air Services CI	87	390	376	1 608	1 549	1 039	67.1	1 102	437	317	33	208	78	72.6
General Aviation Services	11	65	59	—	—	—	—	—	39	25	—	25	—	65.1
Guernsey Airlines	14	39	44	302	829	468	56.5	—	83	38	—	—	37	45.2
Jersey European Airways	1	2	2	—	9	6	65.6	—	1	1	—	—	1	61.6
Loganair	240	805	1 043	6 553	3 728	2 319	62.2	1	362	214	—	2	212	59.1
Skyways Aviation	18	62	66	—	95	36	37.8	177	94	51	48	—	3	54.2
Southern Int-Air Transport	25	50	111	—	250	91	36.4	—	167	82	—	75	7	49.0
TOTAL	1 027	3 274	3 909	47 875	30 352	19 685	64.9	2 544	4 370	2 539	167	714	1 659	58.1
Class 5 Licence TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL excludes 5 Licence	1 027	3 274	3 909	47 875	30 352	19 685	64.9	2 544	4 370	2 539	167	714	1 659	58.1

(a) Excludes Air Taxi Operations.

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

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

All Class 2 Licence Operations May 1980

Table 1.7.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat—km			Tonne—km		
				ABC	AFFINITY	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	1	2	3	—	—	73	131	48	36·9	13	4	33·5
British Caledonian Airways	10	16	21	—	—	1 356	1 176	859	73·0	110	74	66·9
Alidair	1	2	3	—	120	—	61	61	100·0	6	5	80·0
Britannia Airways	534	279	851	—	26 727	—	69 429	51 487	74·1	5 905	4 375	74·1
Dan-Air Services	453	268	742	—	1 559	22 924	63 677	44 290	69·6	5 098	3 514	69·0
Laker Airways	738	372	1 132	12 972	—	15 161	166 285	106 702	64·2	16 508	8 511	51·6
Monarch Airlines	9	12	18	—	218	1 126	1 241	927	74·7	122	84	68·9
TOTAL	1 747	951	2 770	12 972	28 624	40 640	302 000	204 354	67·7	27 760	16 567	59·7

International Class 2 Licence Operations May 1980

Table 1.7.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat—km			Tonne—km		
				ABC	AFFINITY	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	1	2	3	0	0	73	131	48	36.9	13	4	33.5
British Caledonian Airways	10	16	21	—	—	1 356	1 176	859	73.0	110	74	66.9
Alidair	1	2	3	—	120	—	61	61	100.0	6	5	80.0
Britannia Airways	534	279	851	—	26 727	—	69 429	51 467	74.1	5 905	4 375	74.1
Dan-Air Services	452	266	740	—	1 559	22 746	63 602	44 216	69.5	5 090	3 508	68.9
Laker Airways	738	372	1 132	12 972	—	15 161	166 285	106 702	64.2	16 508	8 511	51.6
Monarch Airlines	9	12	18	—	218	1 126	1 241	927	74.7	122	84	68.9
TOTAL	1 746	949	2 768	12 972	28 624	40 462	301 926	204 279	67.7	27 754	16 561	59.7

Domestic Class 2 Licence Operations May 1980

Table 1.7.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat—km			Tonne—km		
				ABC	AFFINITY	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Dan-Air Services	1	2	2	—	—	178	75	75	100.0	6	6	100.0
TOTAL	1	2	2	—	—	178	75	75	100.0	6	6	100.0

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

Table 1.8

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km Used (000)	As Percentage of available	Available (000)	Tonne-km Used (000)	Percentage of available	Number of other IT passengers uplifted Class 4
International Services											
British Airways	31	20	52	1 137	2 538	1 776	70.0	222	156	70.4	—
British Airtours	1 671	854	2 580	101 412	272 879	198 029	72.6	25 029	16 449	65.7	1 731
British Caledonian Airways	431	356	761	27 232	49 088	33 260	67.8	4 607	2 860	62.1	986
Air Europe	1 165	606	1 840	63 343	151 385	120 515	79.6	14 323	9 668	67.5	—
Air UK	335	278	588	19 102	29 843	23 059	77.3	2 683	1 960	73.1	—
Britannia Airways	4 786	2 643	7 609	286 858	625 616	514 914	82.3	53 253	43 773	82.2	—
British Midland Airways	28	22	62	1 295	2 136	1 705	79.8	159	132	83.6	—
Dan-Air Services	2 995	1 987	4 916	191 344	373 645	291 502	78.0	29 905	23 274	77.8	1 479
Express Air Services CI	1	2	2	138	49	47	94.5	4	4	86.7	—
Guernsey Airlines	18	46	58	1 935	1 056	751	71.1	106	60	56.8	—
Laker Airways	952	499	1 529	76 937	208 323	146 373	70.3	20 652	11 741	56.9	11 816
Monarch Airlines	1 269	736	1 965	84 237	198 268	149 168	75.2	19 327	13 500	69.8	4 544
Orion Airways	1 063	630	1 719	66 377	138 207	118 487	85.7	13 077	9 474	72.4	—
TOTAL International Services	14 745	8 679	23 682	921 347	2 053 033	1 599 586	77.9	183 347	133 051	72.6	20 656
Domestic Services											
Alderney Air Ferries	1	12	5	51	13	6	47.2	1	1	42.7	626
Alidair	16	44	54	1 386	990	529	53.5	99	42	42.8	—
British Air Ferries	5	14	17	584	230	199	86.5	21	16	75.6	—
Dan-Air Services	6	10	13	809	576	523	90.9	46	42	90.9	—
Express Air Services CI	20	28	49	1 380	1 465	975	66.5	120	73	60.8	—
Guernsey Airlines	2	4	5	175	90	66	73.7	9	5	59.0	—
TOTAL Domestic Services	51	112	143	4 385	3 364	2 300	68.4	297	179	60.4	626
GRAND TOTAL	14 795	8 791	23 825	925 732	2 056 398	1 601 885	77.9	183 643	133 230	72.6	21 182

All Class 4 Licence Operations May 1980

Table 1.9.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat—km			Tonne—km		
				ABC	AFF	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airtours	16	12	26	—	—	1 731	80	2 994	2 418	80.8	272	207	75.8
British Caledonian Airways	22	16	38	—	—	986	8	2 486	1 355	54.5	233	117	49.9
Alderney Air Ferries	19	157	97	—	—	626	102	172	89	51.5	15	7	46.3
Dan-Air Services	57	39	97	—	1 444	1 479	—	6 662	4 344	65.2	532	348	65.3
Laker Airways	366	52	455	4 854	—	11 816	—	126 409	117 474	92.9	12 824	9 398	73.3
Monarch Airlines	67	56	124	—	—	4 544	180	8 012	5 460	68.2	788	514	65.2
TOTAL	548	332	837	4 854	1 444	21 182	370	146 735	131 140	89.4	14 665	10 589	72.2

International Class 4 Licence Operations May 1980

Table 1.9.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat—km			Tonne—km		
				ABC	AFF	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airtours	16	12	26	—	—	1 731	80	2 994	2 418	80.8	272	207	75.8
British Caledonian Airways	22	16	38	—	—	986	8	2 486	1 355	54.5	233	117	49.9
Dan-Air Services	57	39	97	—	1 444	1 479	—	6 662	4 344	65.2	532	348	65.3
Laker Airways	366	52	455	4 854	—	11 816	—	126 409	117 474	92.9	12 824	9 398	73.3
Monarch Airlines	67	56	124	—	—	4 544	180	8 012	5 460	68.2	788	514	65.2
TOTAL	529	175	739	4 854	1 444	20 556	268	146 563	131 051	89.4	14 650	10 582	72.2

Domestic Class 4 Licence Operations May 1980

Table 1.9.3

	Aircraft —km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted			Available (000)	Seat—km		Percentage of available	Tonne—km		
					AFF	IT	Other		Used (000)			Available (000)	Used (000)	Percentage of available
Alderney Air Ferries	19	157	97	—	—	626	102	172	89	51.5	15	7	46.3	
TOTAL	19	157	97	—	—	626	102	172	89	51.5	15	7	46.3	

All Class 6 Licence Operations May 1980

Table 1.10.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used Mail (000)	Cargo (000)	As percentage of available
British Airways	2	2	3	36	71	28	—	28	40.0
British Caledonian Airways	253	57	324	941	8 345	6 368	—	6 368	76.3
Air-Bridge Carriers	115	198	306	1 220	1 870	820	1	818	43.9
Alidair	1	4	3	15	5	3	—	3	63.3
British Air Ferries	19	71	69	145	110	44	35	7	39.4
Dan-Air Services	8	38	30	90	40	18	18	—	45.3
Express Air Services CI	12	23	52	139	79	76	—	75	96.1
Invicta International Airlines	21	25	52	138	354	155	—	154	43.7
Pelican Air Transport	236	71	313	1 000	9 893	6 448	—	6 448	65.2
Redcoat Air Cargo	122	48	264	207	2 142	1 236	—	1 236	57.7
Skyways Aviation	25	94	98	278	128	71	48	22	55.4
TAC Heavylift	24	13	63	145	828	215	—	215	26.0
Tradewinds Airways	645	216	896	2 724	26 956	16 158	—	16 158	59.9
TOTAL	1 483	860	2 473	7 077	50 822	31 641	103	31 537	62.3

International Class 6 Licence Operations May 1980

Table 1.10.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used Mail (000)	Cargo (000)	As percentage of available
British Airways	2	2	3	36	71	28	—	28	40.0
British Caledonian Airways	253	57	324	941	8 345	6 368	—	6 368	76.3
Air-Bridge Carriers	73	69	179	478	1 208	535	—	534	44.3
Alidair	1	4	3	15	5	3	—	3	63.3
British Air Ferries	3	2	9	6	17	8	—	7	47.9
Express Air Services CI	—	2	2	5	2	1	—	1	48.0
Invicta International Airlines	21	25	52	138	354	155	—	154	43.7
Pelican Air Transport	236	71	313	1 000	9 893	6 448	—	6 448	65.2
Redcoat Air Cargo	122	48	264	207	2 142	1 236	—	1 236	57.7
Skyways Aviation	9	40	41	101	41	23	—	22	54.6
TAC Heavylift	24	13	63	145	828	215	—	215	26.0
Tradewinds Airways	645	216	896	2 724	26 956	16 158	—	16 158	59.9
TOTAL	1 390	549	2 148	5 795	49 862	31 179	—	31 178	62.5

Domestic Class 6 Licence Operations May 1980

Table 1.10.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used Mail (000)	Cargo (000)	As percentage of available
Air-Bridge Carriers	42	129	126	742	662	286	1	283	43.1
British Air Ferries	16	69	60	139	94	36	35	—	38.0
Dan-Air Services	8	38	30	90	40	18	18	—	45.3
Express Air Services CI	11	21	51	134	77	75	—	74	97.4
Skyways Aviation	16	54	58	177	87	48	48	—	55.8
TOTAL	93	311	324	1 281	960	463	103	358	48.2

All Class 7 Licence Operations May 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	3	3	6	29	326	49	15.1	—	34	4	—	4	12.5
British Airways Helicopters	512	3 468	2 535	34 684	10 039	5 476	54.5	356	1 083	493	55	438	45.5
B.E.A.S.	66	3 525	443	17 168	726	321	44.2	52	66	30	1	29	45.5
Bristow Helicopters	638	5 142	3 794	44 270	10 870	6 247	57.5	232	922	607	46	561	65.8
British Caledonian Helicopters	3	10	14	71	52	18	34.6	—	6	2	—	2	33.3
Management Aviation	98	1 449	464	4 003	617	290	47.0	66	95	48	26	22	50.5
North Scottish Helicopters	255	2 705	1 216	13 446	2 614	1 660	63.5	—	203	129	—	129	63.5
TOTAL	1 575	16 302	8 471	113 671	25 244	14 081	55.7	706	2 409	1 313	128	1 185	54.5

International Class 7 Licence Operations May 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	3	3	5	29	326	49	15.1	—	34	4	—	4	12.5
British Airways Helicopters	508	3 430	2 527	34 681	10 034	5 475	54.6	328	1 079	492	54	438	45.6
B.E.A.S.	66	3 525	443	17 168	726	321	44.2	52	66	30	1	29	45.5
Bristow Helicopters	638	5 142	3 794	44 270	10 870	6 247	57.5	232	922	607	46	561	65.8
British Caledonian Helicopters	3	10	14	71	52	18	34.6	—	6	2	—	2	33.3
Management Aviation	98	1 449	464	4 003	617	290	47.0	66	95	48	26	22	50.5
North Scottish Helicopters	255	2 705	1 216	13 446	2 614	1 660	63.5	—	203	129	—	129	63.5
TOTAL	1 571	16 264	8 462	113 668	25 239	14 060	55.7	678	2 405	1 312	127	1 185	54.6

Domestic Class 7 Licence Operations May 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	4	38	8	3	5	1	20.0	28	4	1	1	—	25.0
TOTAL	4	38	8	3	5	1	20.0	28	4	1	1	—	25.0

All Exempt Operations May 1980^(a)

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	124	51	430	7 384	32 921	21 617	65.7	361	3 765	2 422	8	498	1 915	64.3
British Airtours	252	79	348	331	47 675	26 160	55.0	—	4 328	2 295	—	—	2 295	53.0
British Caledonian Airways	40	31	68	1 117	2 813	1 511	53.7	113	834	439	—	309	130	62.7
Air Europe	13	6	21	—	1 716	1 497	87.2	—	162	120	—	—	120	73.7
Air UK	118	312	407	640	741	574	77.4	465	512	241	29	163	49	47.0
Air-Bridge Carriers	32	41	76	—	—	—	—	—	552	196	1	195	—	35.4
Alderney Air Ferries	1	8	4	22	7	2	24.9	—	1	—	—	—	—	22.3
Alidair	84	237	279	6 103	5 022	2 256	44.9	45	502	196	—	13	183	39.1
Britannia Airways	70	112	127	11 027	9 157	7 132	77.9	—	779	606	—	—	606	77.9
British Air Ferries	245	588	786	997	11 134	5 413	48.6	—	1 030	451	—	18	433	43.8
British Midland Airways	350	131	541	263	36 221	17 034	47.0	—	10 610	3 900	—	2 571	1 329	36.8
Dan-Air Services	466	1 054	1 532	32 499	25 718	18 276	71.1	57	2 148	1 548	—	22	1 527	72.1
Express Air Services CI	91	438	409	228	1 875	765	40.8	969	401	221	32	133	56	55.2
General Aviation Services	29	101	137	—	—	—	—	8	102	52	—	52	—	50.3
Guernsey Airlines	15	40	46	175	871	402	46.2	—	87	32	—	—	32	37.0
Invicta International Airlines	13	8	27	—	—	—	—	—	218	82	—	82	—	37.5
Jersey European Airways	5	10	17	—	67	47	70.8	—	6	4	—	—	4	66.5
Laker Airways	108	28	142	—	37 104	30 950	83.4	—	3 764	2 476	—	—	2 476	65.8
Loganair	249	819	1 072	6 693	3 873	2 397	61.9	2	377	220	—	2	218	58.4
Monarch Airlines	83	41	124	—	14 121	9 217	65.3	—	1 373	835	—	—	835	60.8
Scimitar Airlines	295	86	407	—	—	—	—	—	10 910	7 655	—	7 655	—	70.2
Skyways Aviation	26	73	87	—	95	36	37.8	—	132	56	—	53	3	42.2
Southern Int-Air Transport	29	60	135	202	585	329	56.2	—	197	102	—	75	27	51.6
Tradewinds Airways	88	31	119	—	—	—	—	—	3 685	1 701	—	1 701	—	46.2
TOTAL	2 825	4 385	7 338	67 681	231 617	145 614	62.9	2 020	46 475	25 847	71	13 539	12 237	55.6

(a) Excludes Air Taxi operations.

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

International Exempt Operations May 1980^(a)

Table 1.12.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	124	51	430	7 384	32 921	21 617	65.7	361	3 765	2 422	8	498	1 915	64.3
British Airtours	252	79	348	331	47 575	26 160	55.0	—	4 328	2 295	—	—	2 295	53.0
British Caledonian Airways	40	31	68	1 117	2 813	1 511	53.7	113	834	439	—	309	130	52.7
Air Europe	13	6	21	—	1 716	1 497	87.2	—	162	120	—	—	120	73.7
Air UK	70	184	243	552	708	544	76.9	303	292	153	—	106	46	52.4
Air-Bridge Carriers	27	21	56	—	—	—	—	—	489	163	—	163	—	33.2
Alderney Air Ferries	—	4	1	16	2	1	44.4	—	—	—	—	—	—	27.1
Alidair	12	25	36	286	725	300	41.4	—	73	25	—	1	24	33.9
Britannia Airways	70	112	127	11 027	9 157	7 132	77.9	—	779	606	—	—	606	77.9
British Air Ferries	242	578	776	966	11 021	5 385	48.9	—	1 020	449	—	18	431	44.0
British Midland Airways	347	123	532	—	36 006	16 896	46.9	—	10 592	3 889	—	2 571	1 318	36.7
Dan-Air Services	83	88	185	3 031	8 551	6 127	71.6	1	691	496	—	2	495	71.9
Express Air Services CI	36	97	133	—	1 792	701	39.1	—	161	53	—	2	51	32.6
General Aviation Services	18	36	79	—	—	—	—	8	64	26	—	26	—	41.4
Guernsey Airlines	2	5	7	48	132	—	—	—	13	—	—	—	—	—
Invicta International Airlines	13	8	27	—	—	—	—	—	218	82	—	82	—	37.5
Jersey European Airways	4	8	15	—	58	41	71.7	—	5	3	—	—	3	67.3
Laker Airways	108	28	142	—	37 104	30 950	83.4	—	3 764	2 476	—	—	2 476	65.8
Loganair	9	14	29	140	145	78	53.8	—	15	6	—	—	6	40.0
Monarch Airlines	83	41	124	—	14 121	9 217	65.3	—	1 373	835	—	—	835	60.8
Scimitar Airlines	295	86	407	—	—	—	—	—	10 910	7 655	—	7 655	—	70.2
Skyways Aviation	23	65	79	—	—	—	—	—	124	53	—	53	—	42.6
Southern Int-Air Transport	5	10	24	202	335	238	70.9	—	30	20	—	—	20	66.3
Tradewinds Airways	88	31	119	—	—	—	—	—	3 685	1 701	—	1 701	—	46.2
TOTAL	1 965	1 731	4 004	25 100	204 881	128 393	62.7	786	43 386	23 964	8	13 185	10 771	55.2

(a) Excludes Air Taxi operations.

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

Domestic Exempt Operations May 1980^(a)

Table 1.12.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Air UK	48	128	164	88	33	29	88.0	162	220	88	28	57	3	39.9
Air-Bridge Carriers	5	20	20	—	—	—	—	—	63	33	1	32	—	52.5
Alderney Air Ferries	1	4	3	6	5	1	17.3	—	—	—	—	—	—	19.5
Alidair	72	212	244	5 817	4 297	1 956	45.5	45	430	172	—	12	159	40.0
British Air Ferries	2	10	9	31	113	28	24.4	—	10	2	—	—	2	21.4
British Midland Airways	3	8	9	263	215	138	64.4	—	17	11	—	—	11	64.4
Dan-Air Services	383	966	1 348	29 468	17 167	12 149	70.8	56	1 457	1 052	—	20	1 032	72.2
Express Air Services CI	55	341	276	228	84	64	76.9	969	239	169	32	131	5	70.4
General Aviation Services	11	65	59	—	—	—	—	—	39	25	—	25	—	65.1
Guernsey Airlines	12	35	39	127	739	402	54.4	—	74	32	—	—	32	43.6
Jersey European Airways	1	2	2	—	9	6	65.6	—	1	1	—	—	1	61.5
Loganair	240	805	1 043	6 553	3 728	2 319	62.2	2	362	214	—	2	212	59.1
Skyways Aviation	2	8	9	—	95	36	37.8	—	8	3	—	—	3	35.5
Southern Int-Air Transport	25	50	111	—	250	91	36.4	—	167	82	—	75	7	49.0
TOTAL	860	2 654	3 334	42 581	26 736	17 221	64.4	1 235	3 088	1 883	62	354	1 467	61.0

(a) Excludes Air Taxi operations.

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

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

Table 1.13

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Britannia Airways	14	8	23	594	1 930	1 101	57.0	..	164	92	—	—	92	56.1
TOTAL	14	8	23	594	1 930	1 101	57.0	..	164	92	—	—	92	56.1

(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 May 1980 (a)

Table 1.14.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended March 1980	Daily Utilisation per Aircraft (hrs) Quarter ended March 1980
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	54	99	—	264	—	847	462	5	2.9
Aerospatiale SA-365 Dauphin	71	1 245	101	282	16	6 406	321	1	2.1
Aviation Traders Merchantman	109	—	127	—	237	—	—	3	3.0
AW650 Argosy	45	—	137	—	169	—	—	3	1.6
BAC 111-200	778	1 802	—	1 863	—	69 086	31 465	9	5.8
BAC 111-300/400	2 503	2 565	—	4 616	—	130 048	143 569	21	5.8
BAC 111-500	4 487	6 275	45	8 854	55	410 257	309 328	36	6.2
BAC/Aerospatiale Concorde	1 054	187	—	753	—	10 715	66 202	5	3.6
Bell 206 Jetranger	7	58	—	44	—	111	13	1	0.9
Bell 212 Twin	109	5 573	—	692	—	31 719	588	10	2.3
Boeing 707 120/120B	—	—	—	—	—	—	—	1	—
Boeing 707-320C/336	4 870	799	637	3 792	2 718	31 820	184 085	31	7.6
Boeing 707-420	1 215	556	—	1 772	—	65 999	157 659	7	5.7
Boeing 720/720B	1 012	536	—	1 500	—	63 613	128 741	6	5.4
Boeing 727-100	1 360	706	—	2 028	—	71 482	139 029	8	6.3
Boeing 727-200	323	193	—	510	—	26 492	44 756	—	—
Boeing 737-200	8 950	5 691	—	14 659	—	557 049	916 810	35	8.7
Boeing 747-100	5 741	1 356	—	7 265	—	199 525	1 414 840	18	11.4
Boeing 747-200	3 213	556	—	4 015	—	87 305	792 029	9	12.1
Bristol Britannia 300	128	—	67	—	284	—	—	3	3.7
Britten-Norman Islander	187	1 919	—	905	—	6 776	662	14	1.5
Britten-Norman Trislander	169	2 489	—	850	—	23 690	1 494	12	1.8
Canadair CL44	—	—	—	—	—	—	—	—	(d) 3.3
Cessna 404 Titan	—	—	—	—	—	—	—	2	—
DC3 Dakota/Pionair	54	—	226	—	269	—	—	7	1.3
DH 106 Comet 4/BC	187	148	—	340	—	14 308	18 014	3	1.3
DHC 6 Twin-Otter	435	1 681	6	1 924	8	15 186	4 285	13	4.3
Embraer Bandeirante	320	1 188	—	1 150	—	7 766	2 135	(c) 6	(c) 5.0
Fairchild Hillier FH227B	81	92	206	73	212	851	265	2	5.3
Fokker F28 2000-6000	95	149	—	169	—	4 988	3 215	2	9.1
Fokker Friendship 100/600	586	1 838	—	1 903	—	31 467	11 983	10	3.2
Hawker Siddeley 121 Trident 1C	286	624	—	649	—	34 456	16 376	11	2.4
Hawker Siddeley 121 Trident 1E	363	659	—	768	—	43 911	24 025	4	5.6
Hawker Siddeley 121 Trident 2E	1 567	1 594	—	2 638	—	95 035	93 126	16	5.9
Hawker Siddeley 121 Trident 3B	2 271	3 249	—	4 809	—	282 974	195 908	25	5.3
HP Herald 100/200	1 194	3 554	858	3 640	865	74 149	23 312	31	3.6
HS 125	10	21	—	22	—	42	30	1	1.5
HS 748	805	2 502	38	2 849	30	64 446	23 468	20	3.6
Lockheed L1011 Tristar	971	801	—	1 620	—	134 738	165 361	9	5.3
Lockheed L1011-200 Tristar	342	82	—	455	—	7 351	33 661	1	4.4
Lockheed L1011-500 Tristar	1 131	332	—	1 527	—	20 827	123 154	4	7.8
MBB BO 105	190	2 345	123	936	17	6 980	552	5	2.0
McDonnell-Douglas DC10-10	1 473	436	—	2 036	—	92 284	376 605	6	6.6
McDonnell-Douglas DC9-10 to 40	260	704	—	640	—	33 487	12 808	3	4.2
McDonnell-Douglas DC10-30	2 498	522	—	3 191	—	78 548	520 392	7	10.1
Piper PA23 Aztec (and Apache)	5	22	—	18	—	77	16	1	—
Piper PA31 Navajo (All Series)	60	45	60	53	157	164	48	(c) 8	(c) —
Short SC5/10 Belfast	24	—	13	—	63	—	—	2	1.0
Short SD-330	39	166	—	154	—	2 610	609	1	2.5
Sikorsky S61N	1 065	6 520	36	5 817	6	78 748	12 322	(b) 46	(b) 3.9
Sikorsky S76	77	308	—	319	—	1 582	404	2	2.5
Sikorsky S58T	8	94	—	55	—	664	56	2	0.7
Vickers Super VC10	815	301	—	1 113	—	14 280	66 198	15	6.9
Vickers Viscount 700	152	410	4	495	3	11 340	4 697	5	1.1
Vickers Viscount 700D/800/810	1 200	3 967	20	4 291	50	134 724	44 509	34	3.9
Westland Wessex	50	923	—	359	—	4 453	241	4	2.7
TOTAL	55 000	67 882	2 704	98 677	5 159	3 085 376	6 109 829	546	5.1

(a) Excludes Air Taxi operations.

(b) Excludes North Scottish Helicopters.

(c) Excludes Air Ecosse.

(d) Excludes Transmeridian Air Cargo.

Aircraft Type and Utilisation—Individual Airlines Table 1.14.2

May 1980^(a)

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
British Airways									
HS 748	97	397	—	343	—	8 433	2 209	2	4.4
Vickers Viscount 700D/800/810	245	960	—	846	—	34 122	9 539	20	3.8
BAC 111-300/400	631	1 163	—	1 369	—	43 814	22 732	7	5.1
BAC 111-500	1 958	3 842	—	4 251	—	233 264	111 986	18	6.3
Boeing 737-200	740	1 097	—	1 538	—	73 195	50 659	5	3.2
Hawker Siddeley 121 Trident2E	1 567	1 594	—	2 638	—	95 035	93 126	16	5.9
Hawker Siddeley 121 Trident 1C	286	624	—	649	—	34 456	16 376	11	2.4
Hawker Siddeley 121 Trident 3B	2 271	3 249	—	4 809	—	282 974	195 908	25	5.3
Hawker Siddeley 121 Trident 1E	363	659	—	768	—	43 911	24 025	4	5.6
Vickers Super VC10	815	301	—	1 113	—	14 280	66 198	15	7.2
Lockheed L1011 Tristar	971	801	—	1 620	—	134 738	165 361	9	5.3
Boeing 707-320C/336	2 281	461	218	2 141	894	21 677	119 128	11	8.8
Lockheed L-1011-500 Tristar	1 131	332	—	1 527	—	20 827	123 154	4	7.8
Boeing 747-100	5 741	1 356	—	7 265	—	199 525	1 414 840	18	11.4
Boeing 747-200	3 213	556	—	4 015	—	87 305	792 029	9	12.1
Lockheed L-1011-200 Tristar	342	82	—	455	—	7 351	33 661	1	4.4
BAC/Aerospatiale Concorde	1 054	187	—	753	—	10 715	66 202	5	3.6
TOTAL	23 705	17 661	218	36 100	894	1 345 622	3 307 133	180	6.4
British Airtours									
Boeing 737-200	728	392	—	1 187	—	37 714	69 215	1	4.0
Boeing 707-420	1 215	556	—	1 772	—	65 999	157 659	7	5.7
TOTAL	1 944	948	—	2 959	—	103 713	226 874	8	5.7
British Airways Helicopters									
Sikorsky S61N	518	3 347	36	2 564	6	42 438	6 021	24	3.6
Bell 212 Twin	22	537	—	107	—	2 895	105	2	1.4
TOTAL	540	3 884	36	2 671	6	45 333	6 126	26	3.4
British Caledonian Airways									
BAC 111-200	594	1 521	—	1 472	—	58 856	24 187	7	6.0
BAC 111-500	1 017	1 232	45	1 920	55	68 596	58 716	8	6.5
Boeing 707-320C/336	1 434	267	109	1 365	531	10 143	48 061	6	8.9
McDonnell-Douglas DC-10-30	1 323	330	—	1 699	—	25 655	171 508	4	11.5
Sikorsky S61N	25	616	—	154	—	7 108	284	1	4.8
TOTAL	4 392	3 966	154	6 610	586	170 358	302 757	26	7.7
Air Continental									
Piper PA31 Navajo (All Series)	47	—	60	—	157	—	—	—	0.0
TOTAL	47	—	60	—	157	—	—	—	0.0
Air Ecosse									
Piper PA31 Navajo (All Series)	1	7	—	4	—	46	8	..	..
Embraer Bandeirante	45	239	—	168	—	1 559	271	..	..
TOTAL	47	246	—	172	—	1 605	279	..	..
Air Europe									
Boeing 737-200	1 178	612	—	1 861	—	63 343	122 012	4	9.3
TOTAL	1 178	612	—	1 861	—	63 343	122 012	4	9.3

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
Air UK									
Fokker Friendship 100/600	586	1 838	—	1 903	—	31 467	11 983	10	3.2
HP Herald 100/200	790	2 664	588	2 435	648	66 245	14 697	19	4.8
Fokker F28 2000-6000	95	149	—	169	—	4 988	3 215	2	9.1
Embraer Bandeirante	240	740	—	853	—	4 704	1 637	6	5.0
BAC 111-300/400	343	288	—	603	—	19 654	23 604	4	4.6
Cessna 404 Titan	—	—	—	—	—	—	—	2	—
Piper PA31 Navajo (All Services)	—	—	—	—	—	—	—	5	4.7
TOTAL	2 054	5 679	588	5 963	648	127 058	55 135	48	4.6
Air-Bridge Carriers									
AW650 Argosy	45	—	137	—	169	—	—	3	1.6
Aviation Traders Merchantman	109	—	127	—	237	—	—	3	3.1
TOTAL	154	—	264	—	406	—	—	6	2.3
Alderney Air Ferries									
Britten-Norman Islander	21	177	—	107	—	801	97	2	0.7
TOTAL	21	177	—	107	—	801	97	2	0.7
Alidair									
Vickers Viscount 700	102	283	4	337	3	7 613	2 848	4	1.3
TOTAL	102	283	4	337	3	7 613	2 848	4	1.3
Aurigny Air Services									
Britten-Norman Trislander	97	1 847	—	476	—	18 785	929	6	1.9
Britten-Norman Islander	16	202	—	78	—	715	57	2	0.5
DHC 6 Twin-Otter	19	157	—	84	—	1 586	189	—	—
TOTAL	132	2 206	—	638	—	21 086	1 174	8	1.5
B.E.A.S.									
Bell 212 Twin	66	3 525	—	443	—	17 168	321	5	3.4
TOTAL	66	3 525	—	443	—	17 168	321	5	3.4
Bristow Helicopters									
Sikorsky S61N	450	2 276	—	2 728	—	25 384	5 019	21	4.2
Westland Wessex	50	923	—	359	—	4 453	241	4	2.7
Sikorsky S.58T	8	94	—	55	—	664	56	2	0.8
MBB BO 105	3	27	—	20	—	26	3	1	1.0
Sikorsky S76	52	212	—	226	—	1 240	304	2	2.5
Bell 212 Twin	21	1 511	—	142	—	11 656	162	3	1.0
Aerospatiale SA330J Puma	54	99	—	264	—	847	462	5	2.9
TOTAL	638	5 142	—	3 794	—	44 270	6 247	38	3.2
Britannia Airways									
Boeing 737-200	5 244	2 962	—	8 360	—	316 420	556 911	22	9.1
TOTAL	5 244	2 962	—	8 360	—	316 420	556 911	22	9.1
British Air Ferries									
HP Herald 100/200	258	581	71	781	69	1 539	5 582	7	1.9
HS 125	10	21	—	22	—	42	30	1	1.5
TOTAL	269	602	71	803	69	1 581	5 612	8	1.8
British Caledonian Helicopters									
Sikorsky S61N	3	10	—	14	—	71	18	—	—
TOTAL	3	10	—	14	—	71	18	—	—
British Midland Airways									
Vickers Viscount 700D/800/810	744	2 365	—	2 786	—	81 501	27 663	10	5.1
McDonnell-Douglas DC9-10 to 40	260	704	—	640	—	33 487	12 808	3	4.2
Boeing 707-320C/336	215	71	1	286	1	—	16 896	6	6.6
TOTAL	1 219	3 140	1	3 712	1	114 988	57 366	19	5.5

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
Brymon Airways									
Britten-Norman Islander	22	98	—	105	—	374	93	—	—
HP Herald 100/200	28	85	—	109	—	2 473	827	1	4.3
DHC 6 Twin-Otter	140	697	—	655	—	5 822	1 240	3	5.2
TOTAL	191	880	—	869	—	8 669	2 159	4	5.0
Burnthills Aviation									
Bell 206 Jetranger	7	58	—	44	—	111	13	1	0.9
TOTAL	7	58	—	44	—	111	13	1	0.9
Cabair									
Piper PA31 Navajo (All Series)	1	2	—	2	—	1	—	3	0.1
TOTAL	1	2	—	2	—	1	—	3	0.1
Dan-Air Services									
HS 748	708	2 105	38	2 506	30	56 013	21 259	18	3.5
Vickers Viscount 700D/800/810	136	527	—	458	—	15 473	4 821	2	3.2
BAC 111-200	184	281	—	391	—	10 230	7 277	2	5.2
BAC 111-300/400	720	608	—	1 299	—	35 807	46 359	5	6.6
BAC 111-500	1 096	892	—	1 952	—	81 705	102 596	7	5.2
Boeing 727-200	323	193	—	510	—	26 492	44 756	—	—
DH 106 Comet 4B/C	187	148	—	340	—	14 308	18 014	3	1.3
Boeing 727-100	1 360	706	—	2 028	—	71 482	139 029	8	6.3
TOTAL	4 715	5 460	38	9 484	30	311 510	384 111	45	4.5
Express Air Services CI									
DC3 Dakota/Pionair	14	—	82	—	77	—	—	2	1.0
HP Herald 100/200	118	224	199	315	148	3 892	2 208	4	1.8
Vickers Viscount 700D/800/810	45	75	—	116	—	3 426	2 158	1	0.1
TOTAL	177	299	281	431	225	7 318	4 366	7	1.2
General Aviation Services									
DC3 Dakota/Pionair	29	—	101	—	137	—	—	2	1.7
TOTAL	29	—	101	—	137	—	—	2	1.7
Guernsey Airlines									
Vickers Viscount 700	50	127	—	158	—	3 727	1 849	1	0.3
TOTAL	50	127	—	158	—	3 727	1 849	1	0.3
Haywards Aviation									
Britten-Norman Islander	10	52	—	51	—	291	59	1	0.3
Piper PA23 Aztec (and Apache)	4	18	—	15	—	68	15	1	—
TOTAL	14	70	—	66	—	359	74	2	0.2
Invicta International Airlines									
Bristol Britannia 300	34	—	33	—	79	—	—	2	1.1
TOTAL	34	—	33	—	79	—	—	2	1.1
Jersey European Airways									
Britten-Norman Islander	29	294	—	143	—	1 088	102	2	3.3
Piper PA23 Aztec (and Apache)	1	4	—	3	—	9	1	—	—
DHC 6 Twin-Otter	3	29	—	15	—	256	25	—	—
Piper PA31 Navajo (All Series)	11	36	—	47	—	117	39	—	—
Embraer Bandeirante	23	184	—	93	—	1 366	167	—	—
TOTAL	66	547	—	301	—	2 836	333	2	3.3
Laker Airways									
BAC 111-300/400	808	506	—	1 345	—	30 773	50 875	5	6.6
Boeing 707 3200/336	—	—	—	—	—	—	—	2	0.4
McDonnell-Douglas DC10-10	1 473	436	—	2 036	—	92 284	376 605	6	6.6
McDonnell-Douglas DC10-10	1 175	192	—	1 492	—	52 893	348 884	3	7.4
TOTAL	3 456	1 134	—	4 873	—	175 950	776 363	16	5.8

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended March 1980	Daily utilisation per aircraft (hrs) Quarter ended March 1980
Loganair									
Britten-Norman Trislander	73	642	—	374	—	4 905	566	6	1.8
Britten-Norman Islander	89	1 096	—	421	—	3 507	255	7	1.9
DHC 6 Twin-Otter	272	798	6	1 170	8	7 522	2 831	10	4.0
Embraer Bandeirante	12	25	—	36	—	137	61	—	—
Short SD-330	39	166	—	154	—	2 610	609	1	2.5
TOTAL	484	2 727	6	2 155	8	18 681	4 322	24	2.7
Management Aviation									
MBB BO 105	61	761	123	284	17	2 283	170	4	2.3
Aerospatiale SA-365 Dauphin	37	464	101	148	16	1 720	120	1	2.1
Sikorsky S58T	—	—	—	—	—	—	—	—	0.5
TOTAL	98	1 225	224	432	33	4 003	290	5	2.0
Monarch Airlines									
BAC 111-500	416	309	—	731	—	26 692	36 031	3	6.7
Boeing 720/720B	1 012	536	—	1 500	—	63 613	128 741	6	5.4
Boeing 120/120B	—	—	—	—	—	—	—	1	—
TOTAL	1 429	845	—	2 231	—	90 305	154 772	10	5.8
North Scottish Helicopters									
Sikorsky S61N	70	271	—	357	—	3 747	980	..	..
MBB BO 105	126	1 557	—	632	—	4 671	379	..	..
Sikorsky S76	25	96	—	93	—	342	100	..	..
Aerospatiale SA-365 Dauphin	34	781	—	134	—	4 686	201	..	..
TOTAL	255	2 705	—	1 216	—	13 446	1 660	..	..
Orion Airways									
Boeing 737-200	1 059	628	—	1 713	—	66 377	118 013	3	12.6
TOTAL	1 059	628	—	1 713	—	66 377	118 013	3	12.6
Pelican Air Transport									
Boeing 707-320C/336	214	—	64	—	282	—	—	1	7.8
TOTAL	214	—	64	—	282	—	—	1	7.8
Redcoat Air Cargo									
Bristol Britannia 300	94	—	34	—	205	—	—	1	8.4
TOTAL	94	—	34	—	205	—	—	1	8.4
Scimitar Airlines									
Boeing 707-320C/336	295	—	86	—	407	—	—	2	5.5
TOTAL	295	—	86	—	407	—	—	2	5.5
Skyways Aviation									
DC3 Dakota/Pionair	12	—	43	—	55	—	—	3	0.9
Fairchild Hillier FH227B	81	92	206	73	212	851	265	2	5.3
TOTAL	92	92	249	73	267	851	265	5	2.5
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	29	40	20	85	50	202	329	1	3.2
TOTAL	29	40	20	85	50	202	329	1	3.2
TAC Heavylift									
Short SC5/10 Belfast	24	—	13	—	63	—	—	2	1.0
TOTAL	24	—	13	—	63	—	—	2	1.0
Tradewinds Airways									
Boeing 707-320C/336	431	—	159	—	603	—	—	3	7.3
Canadair CL44	—	—	—	—	—	—	—	—	3.3
TOTAL	431	—	159	—	603	—	—	3	6.5
GRAND TOTAL	55 000	67 882	2 704	98 677	5 159	3 085 376	6 109 829	546	5.1

(a) Excludes Air Taxi operations.

Operations Subject to Variable Charge by Type of Licence May 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
Chargeable Operations (Own Aircraft)					
Class 1	841 321	473 393	111 629	361 765	56.3
Class 2	27 737	16 553	—	16 553	59.6
Class 3	181 328	131 605	—	131 605	72.5
Class 4	14 665	10 590	—	10 590	72.2
Class 5	164	92	—	92	56.0
Class 6	36 696	22 755	22 755	—	62.0
Class 7	2 409	1 306	123	1 184	54.2
TOTAL	1 104 320	656 294	134 507	521 789	59.4
Non-chargeable Operations					
Aircraft hired from Foreign Operators	21 416	13 593	7 494	6 098	63.4
Exempt Services	40 417	22 230	11 340	10 890	55.0
TOTAL	61 833	35 823	18 834	16 988	57.9
GRAND TOTAL	1 166 154	692 117	153 341	538 777	59.4

Output by Type of Licence and Aircraft Ownership for May 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	841 321	1 038	15 368	857 727
Class 2	27 737	23	—	27 760
Class 3	181 329	1 599	716	183 643
Class 4	14 665	—	—	14 665
Class 6	36 696	12 940	1 185	50 822
Class 7	2 409	—	—	2 409
Exempt Services (a)	40 417	1 910	4 148	46 475
TOTAL	1 144 574	17 511	21 416	1 183 501
Class 5	164	—	—	164
TOTAL	164	—	—	164
GRAND TOTAL	1 144 738	17 511	21 416	1 183 665

(a) Excludes air taxi operations.

Passenger Analysis by Type of Licence and Fare Category May 1980

Table 1.17.1

SCHEDULED

	First Class	Normal Economy	Fare categories (a)					Other facilities IT & Fly Drive	Other Travel	Total Passengers
			Individual travel – only fares	Excursion	Apex/Ipex	Youth Student	Other			
CLASS 1										
All	77 161	965 644	400 614	219 262	1 203	42 099	113 109	58 783	16 555	1 893 623
International	77 161	514 811	318 993	182 648	630	29 775	104 716	23 750	11 173	1 263 657
Domestic	—	450 833	81 621	36 614	573	12 324	8 393	35 033	5 382	629 966

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

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

NON-SCHEDULED

Table 1.17.2

		Fare Categories				Total Passengers
Licence Class		ABC	AFFINITY	IT	Other	
Class 2	All	12 972	28 624		40 640	82 236
	International	12 972	28 624		40 462	82 058
	Domestic	—	—		178	178
Class 3	All			925 732		925 732
	International			921 347		921 347
	Domestic			4 385		4 385
Class 4	All	4 854	1 444	21 182	370	27 850
	International	4 854	1 444	20 556	268	27 122
	Domestic	—	—	626	102	728
Class 7	All				113 671	113 671
	International				113 668	113 668
	Domestic				3	3
Exempt (a)	All				67 681	67 681
	International				25 100	25 100
	Domestic				42 581	42 581
TOTAL	All	17 826	30 068	946 914	222 362	1 217 170
	International	17 826	30 068	941 903	179 498	1 169 295
	Domestic	—	—	5 011	42 864	47 875

(a) Excludes Air Taxi operations.

Public Transport Air-Taxi Operations

Table 1.18

	January-March 1980	
	Stage Flights	Aircraft Hours
Aero Commander	41	41
Aerospatiale SA-341G Gazelle	1	2
Aero Turbo Commander 680T	4	5
Beagle 206	14	17
Beech 76 Duchess	6	5
Beech 200 Super King Air	225	272
Beechcraft B55 Baron	3	2
Beechcraft B80 Queen-Air	34	33
Beechcraft B90 King-Air	220	334
Bell 47G	2	—
Bell 206 Jetranger	1 608	928
Britten-Norman Islander	164	183
Britten-Norman Trislander	115	114
Cessna 172 Skyhawk	77	68
Cessna 206 Super Skywagon	107	24
Cessna 310/320	257	193
Cessna 337 Super Skymaster	8	4
Cessna 401/402/411/414/421	764	832
Cessna 404 Titan	189	281
Cessna 500 Citation	81	135
Cessna 550 Citation	49	65
Dassault M20/F20	109	153
DC3 Dakota/Pionair	169	187
DHC 6 Twin-Otter	199	260
Ecureil	98	108
Embraer Bandeirante	3 334	3 343
Embraer 121 Xingu	10	12
Enstrom F28A	26	17
H.S. 125	1 511	1 490
Hughes 269A (300)	46	26
Hughes 369 (500)	84	40
MBB BO 105	168	205
Partenavia P68 B Victor	218	171
Piper PA23 Aztec (and Apache)	3 424	3 681
Piper PA31 Navajo (All Series)	2 467	2 947
Piper PA28 (and PA32) Cherokee	5	6
Piper PA30/39 Twin Comanche	190	185
Piper PA34-200 Seneca	126	127
Sikorsky S61N	16	20
Ted Smith Aerostar 601P	74	88
Turbo Commander	192	243
Westland Wessex	5	2
ALL OPERATORS TOTAL	16 540	16 851

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

Part 2

UK Airports—Movements, Passenger and Cargo Statistics

Size of UK Airports Table 2.1

Year ended May 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	28 356	48.94
Gatwick	8 929	15.41
Manchester	3 675	6.34
Glasgow	2 359	4.07
Luton	2 171	3.75
Birmingham	1 614	2.79
Belfast	1 478	2.55
Aberdeen	1 380	2.38
Edinburgh	1 243	2.15
Newcastle	884	1.53
East Midlands	622	1.07
Sumburgh	620	1.07
Liverpool	576	0.99
Prestwick	424	0.73
Leeds/Bradford	395	0.68
Isle of Man	365	0.63
Stansted	341	0.59
Southampton	326	0.56
Tees-side	272	0.47
Cardiff	250	0.43
Bristol	240	0.42
Other 22 airports	1 424	2.46

Main Outputs of UK Airports 1951-1979 Table 2.2

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

Year ended

May 1979	2 055	891	54 530	783
May 1980	2 282	947	57 942	771

Latest year's growth (percentages)

11.0	6.3	6.3	1.6
------	-----	-----	-----

Mean rates of growth (percentages) to 1979

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

Use of UK Airports

Table 2.3

Main Categories of Operator and Service

	A.T. Movements (000's)					Terminal Passengers (000's)				
	Scheduled UK Operators	Scheduled Overseas Operators	Non-scheduled UK Operators	Non-scheduled Overseas Operators	Total	Scheduled UK Operators	Scheduled Overseas Operators	Non-scheduled UK Operators	Non-scheduled Overseas Operators	Total
1970	360.4	142.2	87.9	16.3	606.7	16 265.7	7 841.3	6 215.6	1 283.8	31 606.5
1971	361.5	144.6	106.6	17.2	629.9	16 850.9	8 244.5	8 357.7	1 480.4	34 933.5
1972	384.7	144.9	119.2	20.5	669.3	18 788.5	9 144.0	9 495.8	1 697.0	39 125.4
1973	419.9	145.8	130.2	22.6	718.5	21 021.6	9 929.5	10 197.3	1 976.1	43 124.5
1974	420.9	148.6	122.7	17.9	710.1	20 391.1	10 125.0	7 996.8	1 569.5	40 082.4
1975	398.1	146.9	135.6	19.9	700.5	20 654.3	10 802.1	8 538.4	1 851.0	41 845.8
1976	412.9	150.0	153.0	23.9	739.9	21 721.8	11 865.2	8 902.2	2 176.6	44 665.8
1977	414.1	145.8	174.2	25.0	759.1	21 172.1	13 042.1	9 318.5	2 394.7	45 927.2
1978	479.1	150.7	203.8	28.8	862.5	25 322.2	14 284.3	10 539.0	2 678.1	52 829.5
1979	519.5	155.8	218.3	30.2	923.9	27 795.7	15 113.0	11 218.6	2 864.8	56 992.1
1978 1st quarter	100.3	32.8	40.7	3.9	177.7	4 988.5	2 647.9	1 763.7	268.5	9 668.6
2nd quarter	124.8	38.3	54.5	7.6	225.1	6 532.7	3 599.6	2 817.4	701.5	13 651.2
3rd quarter	138.3	43.1	60.7	11.5	253.6	7 816.2	4 707.6	3 800.7	1 261.0	17 585.5
4th quarter	115.7	36.5	48.0	5.8	206.0	5 990.8	3 329.2	2 157.3	447.0	11 924.3
1979 1st quarter	108.0	33.2	43.9	4.3	189.4	5 221.5	2 783.6	1 920.7	267.6	10 193.4
2nd quarter	138.5	40.0	58.4	8.7	245.7	7 411.9	3 943.0	3 078.5	827.7	15 261.2
3rd quarter	149.6	44.7	64.8	12.1	271.1	8 685.2	4 979.0	4 049.3	1 332.0	19 045.5
4th quarter	123.5	37.8	51.2	5.3	217.8	6 477.0	3 407.3	2 170.1	437.6	12 492.0
1980 1st quarter	119.2	36.8	50.4	3.4	209.8	5 891.0	3 048.8	2 060.7	240.2	11 240.6
1978 October	42.1	13.5	18.4	2.8	76.8	2 295.1	1 299.7	939.5	241.0	4 775.3
November	38.9	11.6	15.5	1.6	67.6	1 927.2	1 006.2	624.3	105.0	3 663.7
December	34.7	11.4	14.1	1.5	61.7	1 768.6	1 023.3	593.4	101.0	3 486.3
1979 January	33.4	11.1	14.9	1.4	60.8	1 569.6	974.6	593.8	78.7	3 216.7
February	34.1	10.4	12.7	1.1	58.3	1 593.9	787.8	580.4	65.8	3 027.8
March	40.4	11.8	16.3	1.7	70.2	2 058.1	1 021.2	746.5	123.1	3 948.9
April	43.6	12.8	17.7	2.0	76.0	2 324.7	1 230.7	918.9	171.8	4 646.0
May	47.8	13.7	20.0	3.0	84.5	2 479.3	1 266.6	994.7	260.3	5 000.9
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
February	38.2	11.7	16.4	1.0	67.3	1 813.4	900.0	648.8	65.1	3 427.3
March	41.2	12.6	18.0	1.3	73.1	2 202.2	1 128.2	817.2	104.8	4 252.4
April	43.5	13.1	19.8	1.7	78.1	2 245.2	1 197.9	941.7	130.9	4 515.7
May	46.6	13.6	22.4	2.7	85.3	2 349.1	1 240.3	1 185.4	259.3	5 034.2

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)	Non-Commercial Test and training (000)	Other (000)
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1979	2 198.2	1 012.7	923.9	88.8	1 185.4	921.7	146.1	117.7
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.4	172.6	34.3	24.0
1979 1st quarter	416.8	207.0	189.4	17.6	209.8	147.1	35.8	26.8
2nd quarter	606.2	270.0	245.7	24.4	336.1	266.9	37.2	32.1
3rd quarter	674.8	299.0	271.1	27.8	375.9	307.5	38.8	29.5
4th quarter	500.4	236.7	217.8	18.9	263.7	200.2	34.2	29.3
1980 1st quarter	480.6	226.9	209.7	17.2	253.7	181.4	42.4	29.8
1978 October	180.5	85.0	76.8	8.2	95.5	72.7	14.3	8.6
November	156.9	73.7	67.6	6.1	83.1	61.6	12.5	9.0
December	119.8	67.6	61.7	5.9	52.2	38.3	7.5	6.4
1979 January	123.7	67.2	60.8	6.4	56.5	39.5	10.0	7.0
February	132.6	63.6	58.3	4.8	69.5	49.1	11.6	8.8
March	160.5	76.6	70.2	6.5	83.8	58.6	14.3	11.0
April	188.8	83.1	76.0	7.1	105.7	85.0	11.1	9.6
May	206.4	93.3	84.5	8.8	113.1	88.8	12.3	12.1
October	190.1	90.6	83.0	7.6	99.5	77.6	10.9	11.0
November	165.3	75.3	69.3	6.0	90.0	66.4	13.2	10.4
December	144.9	70.8	65.4	5.3	74.2	56.2	10.1	7.1
1980 January	156.3	74.9	69.3	5.6	81.4	58.4	13.4	9.6
February	149.1	72.8	67.3	5.5	76.3	54.4	12.3	9.6
March	175.3	79.2	73.1	6.1	96.1	68.6	16.7	10.7
April	201.1	84.7	78.1	6.6	116.4	90.5	15.4	10.4
May	214.2	93.3	85.3	8.1	120.8	95.1	12.1	13.6

Aircraft Movements May 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	13 079	11 251	—	656	2	128	8	—	993	1	40
+ Heathrow	25 840	24 034	—	4	1	21	292	—	1 395	10	83
+ Luton	5 696	2 221	—	650	13	266	64	1 102	1 366	—	14
+ Southend	7 514	1 058	104	15	—	356	—	3 039	2 932	10	—
+ Stansted	2 689	387	—	63	—	936	68	79	1 069	76	11
Total (London Area)	54 818	38 951	104	1 388	16	1 707	432	4 220	7 755	97	148
Westland Heliport (Battersea)	1 037	280	24	277	—	—	—	—	354	—	102
Other UK Airports											
+ Aberdeen	10 857	6 365	—	669	1	1 003	21	2 749	34	1	14
+ Belfast	6 954	2 466	—	129	104	—	—	1 037	373	—	2 845
Benbecula	290	222	—	4	16	—	6	—	8	—	34
+ Birmingham	8 655	2 858	—	155	20	60	36	4 280	1 202	—	44
+ Blackpool	8 516	438	100	137	30	244	—	6 622	877	—	68
+ Bournemouth	7 434	867	89	89	1	897	—	2 328	2 119	2	1 042
+ Bristol	3 724	612	—	83	—	6	1	2 140	864	—	18
+ Cambridge	4 923	141	—	47	8	156	2	2 449	479	—	1 641
+ Cardiff	3 295	700	—	60	13	359	—	1 784	365	—	14
+ Coventry	6 562	113	—	31	4	777	2	4 610	1 001	—	24
+ East Midlands	6 084	1 408	57	223	8	727	57	2 149	1 390	3	62
+ Edinburgh	8 677	2 477	80	72	—	164	257	1 904	768	2	2 953
+ Exeter	3 905	551	—	9	97	38	23	1 645	914	—	628
+ Glasgow	8 369	4 198	—	404	106	196	265	1 492	789	—	919
Gloucester/Cheltenham	4 726	64	116	—	214	386	—	2 994	880	—	72
Hawarden	2 016	—	—	—	—	120	—	1 612	245	—	39
Humberside	2 159	354	10	95	46	86	22	1 475	71	—	—
Inverness	2 150	622	—	13	341	352	—	721	81	—	20
Islay	229	136	—	—	30	—	—	—	61	—	2
+ Isle of Man	2 911	1 013	2	41	206	478	—	939	154	—	78
Isles of Scilly	685	544	—	—	6	—	—	—	117	—	18
+ Kirkwall	1 327	909	—	31	41	4	—	238	104	—	—
+ Leeds/Bradford	5 303	1 270	16	28	66	96	52	2 681	1 082	2	10
+ Liverpool	7 190	1 643	—	260	1	1 318	—	1 705	2 215	—	48
+ Lydd	5 595	218	142	73	176	25	—	3 428	1 501	2	30
+ Manchester	8 014	5 257	3	359	36	27	270	791	1 227	—	44
+ Manston	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	3 555	1 832	34	134	24	32	3	730	684	—	82
+ Norwich	2 970	914	—	45	50	1 265	39	—	647	—	10
Penzance Heliport	464	448	—	—	10	4	—	—	2	—	—
+ Prestwick	5 267	1 029	—	64	—	1 023	308	2 028	359	—	456
+ Southampton	5 569	1 289	—	41	23	230	56	3 133	779	—	18
Stornoway	686	489	1	86	2	5	9	42	13	2	37
+ Sumburgh	3 563	2 912	—	386	16	224	—	11	11	—	3
Swansea	1 120	78	—	18	5	4	18	686	274	7	30
+ Tees-side	3 927	1 042	—	96	33	106	12	1 904	684	2	48
Tiree	110	98	—	—	2	2	—	8	—	—	—
Wick	534	453	—	5	2	—	3	46	19	—	6
Total other U.K. airports	158 315	46 030	650	3 887	1 738	10 414	1 462	60 361	22 393	23	11 357
Total (Incl. London Area)	214 170	85 261	778	5 552	1 754	12 121	1 894	64 581	30 502	120	11 607
Channel Islands Airports											
Alderney	1 153	1 153	—	—	—	—	—	—	—	—	—
Guernsey	3 519	3 519	—	—	—	—	—	—	—	—	—
Jersey	7 247	5 474	—	—	—	—	—	—	1 729	—	44
Total (Channel Islands Airports)	11 919	10 146	—	—	—	—	—	—	1 729	—	44

Air Transport Movements by Type and Nationality of Operator for May 1980

Table 2.6

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	11 251	384	4 912	702	676	3 597	980
+Heathrow	24 034	10 725	2 354	10 935	1	9	10
+Luton	2 221	—	71	5	—	2 004	141
+Southend	1 058	—	556	—	—	497	5
+Stansted	387	—	79	—	—	139	169
TOTAL (London Area)	38 951	11 109	7 972	11 642	677	6 251	1 300
Westland Heliport (Battersea)	280	—	—	—	2	278	—
Other UK Airports							
+Aberdeen	6 365	967	557	—	773	3 967	101
+Belfast	2 466	1 045	1 064	61	—	175	121
Benbecula	222	54	168	—	—	—	—
+Birmingham	2 858	978	878	199	2	683	118
+Blackpool	438	—	305	—	—	132	1
+Bournemouth	867	—	663	—	—	194	10
Bristol	612	—	340	42	4	186	40
+Cambridge	141	—	92	—	—	42	7
+Cardiff	700	—	557	—	—	100	43
+Coventry	113	—	15	—	—	96	2
+East Midlands	1 408	—	696	—	4	622	86
+Edinburgh	2 477	773	1 478	60	—	132	34
+Exeter	551	—	527	—	—	14	10
+Glasgow	4 198	1 544	1 197	295	—	1 089	73
Gloucester/Cheltenham	64	—	40	—	—	24	—
Hawarden	—	—	—	—	—	—	—
Humberside	354	—	286	—	—	62	6
Inverness	622	328	207	—	1	79	7
Islay	136	—	108	—	—	28	—
+Isle of Man	1 013	—	1 013	—	—	—	—
Isles of Scilly	544	448	96	—	—	—	—
+Kirkwall	909	254	441	—	22	189	3
+Leeds/Bradford	1 270	1	1 117	—	1	149	2
+Liverpool	1 643	2	651	269	6	683	32
+Lydd	218	—	218	—	—	—	—
+Manchester	5 257	1 769	631	777	150	1 599	331
Manston	..	..	..	..	..	..	..
+Newcastle	1 832	308	905	—	8	504	107
Norwich	914	—	783	—	—	123	8
Penzance Heliport	448	448	—	—	—	—	—
+Prestwick	1 029	147	306	270	—	189	117
+Southampton	1 289	—	1 213	—	—	62	14
Stornoway	489	108	142	—	—	239	—
+Sumburgh	2 912	267	120	—	942	1 513	70
Swansea	78	—	—	—	—	78	—
+Tees-side	1 042	—	706	—	—	293	43
Tiree	98	—	96	—	—	2	—
Wick	453	—	414	—	—	39	—
TOTAL Other UK Airports	46 030	9 441	18 030	1 973	1 913	13 282	1 391
TOTAL All Reporting UK Airports	85 261	20 550	26 002	13 615	2 592	19 811	2 691
Channel Islands Airports							
Alderney	1 153	—	989	—	—	164	—
Guernsey	3 519	—	3 298	118	—	85	18
Jersey	5 474	312	4 705	158	—	201	98
TOTAL (Channel Islands Airports)	10 146	312	8 992	276	—	450	116

Air Transport Landings Diverted from/to UK Reporting Airports

May 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	4																					1Ed								1Bi	2Bo		
Heathrow	1																																
Luton	7																																
Stansted	2																						3Ga	1St 2Ga	1Ga								
Belfast	2			1Im																								1Lu	1Em	1Lu			
Bournemouth	1																												1Pr	1He			
Bristol	1																			1Lu													
Cardiff	1																																
Coventry	1																																
East Midlands	2																																
Glasgow	2																																
Isle of Man	1																																
Manchester	121	4Li	2Li	1Li			1Li	2Li	2Li	2Li	1Em 1Li			2Li	4Li	5Li	3Li	1Li	2Li	3Li	3Li	4Li	3Li	3Li	2Li				1Em 13Li	13Li	2Em 18Li	3Em 9Li	2Em 10Li
Stornoway	1																																
Other Internal	3																																
Overseas	12	1No						5He									1He			2He						1Bi	1Sh			1He		2He	
All Aerodromes	162	5	3	1	—	—	1	7	3	2	2	—	—	2	4	5	4	1	3	5	6	5	6	9	4	1	1	16	17	22	14	13	

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	Lj	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
Bl	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 May 1980

Comparison with the previous year

Table 2.8

	International				Domestic				1980 Total		1979 Total		Percentage Change	
	Scheduled Passenger Aircraft	Scheduled Cargo Aircraft	Charter Passenger Aircraft	Charter Cargo Aircraft	Scheduled Passenger Aircraft	Scheduled Cargo Aircraft	Charter Passenger Aircraft	Charter Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	3 162	102	4 947	164	2 547	187	42	100	10 698	553	10 005	499	6.9	10.8
+ Heathrow	17 177	1 105	3	12	5 732	—	—	5	22 912	1 122	23 544	1 245	-2.7	-9.9
+ Luton	27	5	1 609	125	44	—	185	226	1 865	356	2 036	145	-8.4	145.5
+ Southend	440	—	208	—	116	—	294	—	1 058	—	1 402	—	-24.5	—
+ Stansted	—	—	288	13	79	—	6	1	373	14	396	100	-5.8	-86.0
TOTAL (London Area)	20 806	1 212	7 055	314	8 518	187	527	332	36 906	2 045	37 383	1 989	-1.3	2.8
Westland Heliport (Battersea)	—	—	—	—	—	—	280	—	280	—	242	—	15.7	—
Other UK Airports														
+ Aberdeen	257	—	2 365	37	1 267	—	2 378	61	6 267	98	5 133	87	22.1	12.6
+ Belfast	62	—	119	20	1 991	117	11	146	2 183	283	1 890	221	15.6	28.1
Benbecula	—	—	—	—	222	—	—	—	222	—	224	—	-0.9	—
+ Birmingham	801	—	701	1	1 254	—	97	4	2 853	5	2 981	2	-4.3	150.0
+ Blackpool	43	—	6	2	227	35	16	109	292	146	445	143	-34.4	2.1
+ Bournemouth	2	—	34	3	431	230	150	17	617	250	503	255	22.7	-2.0
+ Bristol	214	—	158	—	167	1	36	36	575	37	603	2	-4.6	1 750.0
+ Cambridge	—	—	28	—	92	—	21	—	141	—	132	—	6.8	—
+ Cardiff	113	—	135	1	444	—	7	—	699	1	778	1	-10.2	—
+ Coventry	—	—	63	1	15	—	33	1	111	2	65	3	70.8	-33.3
+ East Midlands	248	19	400	49	427	2	113	150	1 188	220	1 105	155	7.5	41.9
+ Edinburgh	307	—	111	—	1 876	128	14	41	2 308	169	2 182	131	5.8	29.0
+ Exeter	70	—	12	—	416	41	12	—	510	41	645	6	-20.9	583.3
+ Glasgow	513	42	415	—	2 480	1	709	38	4 117	81	4 404	185	-6.5	-56.2
Gloucester/Cheltenham	—	—	—	—	40	—	24	—	64	—	106	—	-39.6	—
Hawarden	—	—	—	—	—	—	—	—	—	—	76	—	—	—
Humberside	42	—	17	—	244	—	51	—	354	—	567	—	-37.6	—
Inverness	—	—	8	—	535	—	79	—	622	—	645	—	-3.6	—
Islay	—	—	—	—	108	—	28	—	136	—	176	—	-22.7	—
+ Isle of Man	44	—	—	—	936	33	—	—	980	33	974	29	0.6	13.8
Isles of Scilly	—	—	—	—	544	—	—	—	544	—	558	—	-2.2	—
+ Kirkwall	—	—	50	—	695	—	164	—	909	—	976	—	-6.9	—
+ Leeds/Bradford	315	—	94	—	803	—	52	6	1 264	6	1 108	25	14.1	-76.0
+ Liverpool	73	193	170	6	654	2	453	92	1 350	293	976	270	38.3	8.5
+ Lydd	58	132	—	—	26	2	—	—	84	134	154	166	-45.5	-19.3
+ Manchester	1 463	84	1 979	10	1 630	—	90	1	5 162	95	4 842	89	6.6	6.7
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	299	—	467	1	875	39	150	1	1 791	41	1 640	32	9.2	28.1
+ Norwich	245	—	35	—	538	—	62	34	880	34	1 087	5	-19.0	580.0
Penzance Heliport	—	—	—	—	448	—	—	—	448	—	506	—	-11.5	—
+ Prestwick	158	150	159	3	271	144	92	52	680	349	636	123	6.9	183.7
+ Southampton	293	1	37	3	917	2	36	—	1 283	6	1 227	7	4.6	-14.3
Stornoway	—	—	24	—	250	—	211	4	485	4	447	5	8.5	-20.0
+ Sumburgh	—	—	1 584	40	386	1	854	47	2 824	88	3 283	85	-14.0	3.5
Swansea	—	—	—	—	—	—	78	—	78	—	184	—	-57.6	—
+ Tees-side	61	—	122	4	645	—	209	1	1 037	5	1 147	2	-9.6	150.0
Tiree	—	—	—	—	96	—	2	—	98	—	52	—	88.5	—
Wick	—	—	—	—	414	—	39	—	453	—	402	1	12.7	—
TOTAL other UK Airports	5 681	621	9 293	181	22 364	778	6 271	841	43 609	2 421	42 857	2 030	1.8	19.3
TOTAL All reporting UK Airports	26 487	1 833	16 348	495	30 882	965	7 078	1 173	80 795	4 466	80 482	4 019	0.4	11.1
Channel Islands Airports														
Alderney	..	..	..	..	..	..	..	..	1 153	—	936	—	23.2	—
Guernsey	..	..	..	..	..	..	..	..	3 519	—	3 341	—	5.3	—
Jersey	..	..	..	..	..	..	..	..	5 474	—	5 338	—	2.5	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	10 146	—	9 615	—	5.5	—

Air Passengers by Type and Nationality of Operator May 1980

Table 2.9

	Total			Scheduled Services								Charter Flights			
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others		Terminal	Transit	British Airways		Others		Terminal	Transit
				Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit		
London Area Airports															
+ Gatwick	862 986	859 576	3 410	14 904	—	240 086	—	53 485	—	83 854	—	351 193	1 079	116 054	2 331
+ Heathrow	2 327 072	2 303 266	23 806	1 122 703	48	67 293	—	1 113 211	23 758	34	—	—	—	25	—
+ Luton	171 469	171 040	429	—	—	2 207	—	—	—	—	—	158 516	429	10 317	—
+ Southend	12 476	12 476	—	—	—	11 858	—	—	—	—	—	616	—	2	—
+ Stansted	35 199	34 630	569	—	—	539	—	—	—	—	—	14 662	557	19 429	12
TOTAL (London Area)	3 409 202	3 380 988	28 214	1 137 607	48	321 983	—	1 166 696	23 758	83 888	—	524 987	2 065	145 827	2 343
Westland Heliport (Battersea)	903	903	—	—	—	—	—	—	—	5	—	898	—	—	—
Other UK Airports															
+ Aberdeen	124 400	123 933	467	41 427	191	13 120	—	—	—	9 080	—	57 294	182	3 012	94
+ Belfast	114 706	114 267	439	74 057	—	29 866	30	1 322	—	—	—	248	—	8 774	409
Benbecula	2 191	2 128	63	1 357	—	771	63	—	—	—	—	—	—	—	—
+ Birmingham	146 804	145 224	1 580	38 445	312	23 171	786	9 201	412	136	—	64 365	70	9 906	—
+ Blackpool	6 571	6 571	—	—	—	6 453	—	—	—	—	—	108	—	10	—
+ Bournemouth	17 673	17 184	489	—	—	14 076	227	—	—	—	—	2 694	262	414	—
+ Bristol	25 915	24 903	1 012	—	—	7 324	932	1 679	—	447	—	12 793	80	2 660	—
+ Cambridge	3 685	3 685	—	—	—	3 386	—	—	—	—	—	249	—	50	—
+ Cardiff	28 632	24 932	3 700	—	—	9 498	3 586	—	—	—	—	10 584	114	4 850	—
+ Coventry	1 269	1 269	—	—	—	699	—	—	—	—	—	534	—	36	—
+ East Midlands	73 190	73 128	62	—	—	27 082	59	—	—	422	—	37 683	—	7 941	3
+ Edinburgh	104 676	99 965	4 711	58 397	159	27 464	4 361	2 429	11	—	—	8 828	—	2 847	180
+ Exeter	8 520	8 154	366	—	—	6 732	366	—	—	—	—	632	—	790	—
+ Glasgow	196 174	195 137	1 037	95 773	88	30 720	2	11 555	896	—	—	50 678	51	6 411	—
Gloucester/Cheltenham	1 316	1 316	—	—	—	1 226	—	—	—	—	—	90	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	4 103	3 734	369	—	—	3 377	356	—	—	—	—	346	3	11	10
Inverness	12 862	11 958	904	10 033	894	1 226	—	—	—	13	—	296	10	390	—
Islay	1 118	1 118	—	—	—	1 074	—	—	—	—	—	44	—	—	—
+ Isle of Man	29 819	29 171	648	—	—	29 171	648	—	—	—	—	—	—	—	—
Isles of Scilly	12 160	12 160	—	11 030	—	1 130	—	—	—	—	—	—	—	—	—
+ Kirkwall	8 669	6 835	1 834	3 451	1 405	2 501	—	—	—	—	147	858	282	25	—
+ Leeds/Bradford	37 409	34 776	2 633	49	—	23 705	2 627	—	—	118	—	10 896	6	8	—
+ Liverpool	46 692	45 955	737	—	—	24 067	91	4 628	361	754	35	14 488	250	2 018	—
+ Lydd	908	908	—	—	—	908	—	—	—	—	—	—	—	—	—
+ Manchester	400 915	392 201	8 714	11 5812	523	17 709	1 729	33 769	1 291	17 694	—	169 236	1 373	37 981	3 798
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	96 947	93 036	3 911	19 812	—	20 893	3 574	—	—	804	—	39 367	10	12 160	327
+ Norwich	15 044	13 900	1 144	—	—	12 218	1 144	—	—	—	—	1 652	—	30	—
Penzance Heliport	11 030	11 030	—	11 030	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	62 956	37 677	25 279	8 538	7 515	843	16	9 015	6 629	—	—	9 456	4 368	9 825	6 751
+ Southampton	27 864	27 734	130	—	—	27 264	115	—	—	—	—	210	15	260	—
Stornoway	7 695	7 511	184	3 978	—	786	—	—	—	—	—	2 747	184	—	—
+ Sumburgh	52 295	52 058	237	6 829	—	592	—	—	—	13 393	45	30 572	192	672	—
Swansea	872	861	11	—	—	—	—	—	—	—	—	861	11	—	—
+ Tees-side	25 819	24 336	1 483	—	—	17 091	1 458	—	—	—	—	4 849	25	2 396	—
Tiree	586	283	303	—	—	273	303	—	—	—	—	10	—	—	—
Wick	3 298	3 247	51	—	—	3 106	14	—	—	—	—	141	37	—	—
TOTAL other UK Airports	1 714 783	1 652 285	62 498	500 018	11 087	389 522	22 487	73 598	9 600	42 861	227	532 809	7 525	113 477	11 572
TOTAL all reporting UK Airports	5 124 888	5 034 176	90 712	1 637 625	11 135	711 505	22 487	1 240 294	33 358	126 754	227	1 058 694	9 590	259 304	13 915
Channel Islands Airports															
Alderney	7 785	7 785	—	—	—	7 013	—	—	—	—	—	772	—	—	—
Guernsey	59 247	55 786	3 461	—	—	51 661	3 302	2 256	141	—	—	1 587	18	282	—
Jersey	147 391	144 254	3 137	20 587	—	114 895	2 992	5 610	143	—	—	785	2	2 377	—
TOTAL (Channel Is. Airports)	214 423	207 825	6 598	20 587	—	173 569	6 294	7 866	284	—	—	3 144	20	2 659	—

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

Terminal, International and Domestic Passenger Traffic by Airports May 1980

Table 2.10

Comparison with the previous year.						International			Domestic		
	Total 1980	Total 1979	Percentage change	1980	1979	Percentage change	1980	1979	Percentage change	1980	1979
London Area Airports											
+Gatwick	859 576	763 151	12.6	772 503	677 781	14.0	87 073	85 370	2.0		
+Heathrow	2 303 266	2 393 112	-3.8	1 962 326	2 011 477	-2.4	340 940	381 635	-10.7		
+Luton	171 040	184 461	-7.3	167 407	181 994	-8.0	3 633	2 467	47.3		
+Southend	12 476	19 100	-34.7	6 997	14 723	-52.5	5 479	4 377	25.2		
+Stansted	34 630	27 492	26.0	34 091	26 922	26.6	539	570	-5.4		
TOTAL (London Area)	3 380 988	3 387 316	-0.2	2 943 324	2 912 897	1.0	437 664	474 419	-7.7		
Westland Heliport (Battersea)	903	696	29.7	—	—	—	903	696	29.7		
Other UK Airports											
+Aberdeen	123 933	116 860	6.1	34 725	28 853	20.4	89 208	88 007	1.4		
+Belfast	114 267	108 720	5.1	10 160	5 544	83.3	104 107	103 176	0.9		
Benbecula	2 128	2 238	-4.9	—	—	—	2 128	2 238	-4.9		
+Birmingham	145 224	130 949	10.9	104 255	90 435	15.3	40 969	40 514	1.1		
+Blackpool	6 571	10 430	-37.0	249	435	-42.8	6 322	9 995	-36.7		
+Bournemouth	17 184	18 715	-8.2	2 284	1 519	50.4	14 900	17 196	-13.4		
+Bristol	24 903	22 303	11.7	20 640	17 706	16.6	4 263	4 597	-7.3		
+Cambridge	3 685	3 912	-5.8	140	205	-31.7	3 545	3 707	-4.4		
+Cardiff	24 932	20 658	20.7	17 750	14 808	19.9	7 182	5 850	22.8		
+Coventry	1 269	733	73.1	415	243	70.8	854	490	74.3		
+East Midlands	73 128	56 320	29.8	52 330	38 478	36.0	20 798	17 842	16.6		
+Edinburgh	99 965	116 138	-13.9	19 578	19 878	-1.5	80 387	96 260	-16.5		
+Exeter	8 154	8 158	—	1 916	1 984	-3.4	6 238	6 174	1.0		
+Glasgow	195 137	212 538	-8.2	57 220	53 295	7.4	137 917	159 243	-13.4		
Gloucester/Cheltenham	1 316	2 235	-41.1	—	—	—	1 316	2 235	-41.1		
Hawarden	—	324	—	—	—	—	—	324	—		
Humberside	3 734	5 228	-28.6	532	789	-32.6	3 202	4 439	-27.9		
Inverness	11 958	13 609	-12.1	329	742	-55.7	11 629	12 867	-9.6		
Islay	1 118	1 256	-11.0	—	—	—	1 118	1 256	-11.0		
+Isle of Man	29 171	37 873	-23.0	837	1 012	-17.3	28 334	36 861	-23.1		
Isles of Scilly	12 160	11 959	1.7	—	—	—	12 160	11 959	1.7		
+Kirkwall	6 835	7 868	-13.1	266	14	1 800.0	6 569	7 854	-16.4		
+Leeds/Bradford	34 776	37 480	-7.2	16 124	13 685	17.8	18 652	23 795	-21.6		
+Liverpool	45 955	40 143	14.5	21 083	15 489	36.1	24 872	24 654	0.9		
+Lydd	908	6 391	-85.8	288	6 391	-95.5	620	—	—		
+Manchester	392 201	353 387	11.0	300 975	257 889	16.7	91 226	95 498	-4.5		
+Manston	..	..	..	..	..	..	..	..	..
+Newcastle	93 036	80 434	15.7	58 278	42 924	35.8	34 758	37 510	-7.3		
+Norwich	13 900	15 852	-12.3	6 276	6 475	-3.1	7 624	9 377	-18.7		
Penzance	11 030	11 413	-3.4	—	450	—	11 030	10 963	0.6		
+Prestwick	37 677	30 393	24.0	35 695	29 393	21.4	1 982	1 000	98.2		
+Southampton	27 734	31 231	-11.2	4 458	4 254	4.8	23 276	26 977	-13.7		
Stornoway	7 511	6 805	10.4	—	—	—	7 511	6 805	10.4		
+Sumburgh	52 058	60 042	-13.3	22 862	24 500	-6.7	29 196	35 542	-17.9		
Swansea	861	691	24.6	—	3	—	861	688	25.1		
+Tees-side	24 336	26 616	-8.6	6 851	7 159	-4.3	7 485	19 457	-10.1		
Tiree	283	305	-7.2	—	—	—	283	305	-7.2		
Wick	3 247	2 721	19.3	—	—	—	3 247	2 721	19.3		
TOTAL other UK Airports	1 652 285	1 612 928	2.4	796 516	684 552	16.4	855 769	928 376	-7.8		
TOTAL all reporting UK Airports	5 034 176	5 000 940	0.7	3 739 840	3 597 449	4.0	1 294 336	1 403 491	-7.8		
Channel Island Airports (Channel Islands do not supply an International/Domestic split)											
Alderney	7 785	6 893	12.9								
Guernsey	55 786	57 100	-2.3								
Jersey	144 254	153 982	-6.3								
TOTAL (Channel Islands Airports)	207 825	217 975	-4.7								

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

Passenger Movements by Air^(A) for May 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	2 355	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	6 493	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	241	867	626	138	3 102	3 079	1 562	2 015	2 550	1 959	543	591	5 650	500	1 413	508	534	1 171	758
1978 2nd quarter (i)	57	230	159	37	829	745	336	447	561	529	151	127	1 509	147	347	132	97	200	148
3rd quarter (i)	87	229	188	42	881	858	526	705	847	562	168	167	2 173	158	401	188	169	320	174
4th quarter (i)	52	219	144	30	688	673	206	433	413	472	120	106	1 155	116	312	77	80	199	193
1979 1st quarter (i)	38	187	119	24	636	624	110	370	475	391	108	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
May (i)	20	80	56	11	277	262	166	158	200	183	46	52	528	43	114	56	37	91	51
1980 1st quarter	40	194	117	29	641	683	119	420	575	421	115	100	738	95	341	27	81	205	192
May	21	71	51	11	265	261	190	144	208	173	52	70	593	23	120	50	39	122	50
	Near East (c)	North Africa (d)	East Africa (e)	West Africa (f)	Central Africa (g)	Southern Africa (h)	Middle East (j)	Indian Sub- Continent (k)	Far East (l)	Japan	Australia & New Zealand	Canada	United States of America (m)	Central America (n)	South America (o)	Caribbean (o)	Oil Rigs	Others (p)	Total
1970	254	154	144	87	40	155	173	162	130	45	113	904	2 511	14	50	160	..	169	21 655
1971	332	177	156	91	44	163	203	141	191	71	108	933	2 814	11	54	174	..	202	24 831
1972	366	406	190	94	49	179	255	169	304	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	428	440	171	117	53	198	290	227	338	114	207	1 289	3 320	22	75	245	..	258	30 880
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	550	381	38 992
1979	665	633	240	366	67	371	1 063	553	613	257	618	1 637	5 388	31	133	353	330	395	41 517
1978 2nd quarter (i)	136	118	46	86	16	77	286	101	117	45	99	425	1 379	5	28	62	84	87	9 985
3rd quarter (i)	213	166	73	123	22	100	442	126	176	61	118	676	1 883	8	36	90	60	113	13 329
4th quarter (i)	142	128	55	78	16	90	273	138	151	64	123	234	1 112	7	30	86	58	97	8 570
1979 1st quarter (i)	131	119	56	72	14	90	205	140	135	64	139	163	836	6	29	73	88	83	7 276
2nd quarter (i)	152	153	51	83	16	83	240	129	139	57	156	456	1 479	7	29	83	66	95	11 057
3rd quarter (i)	230	188	76	117	23	103	370	137	188	75	160	980	1 888	11	43	105	60	119	14 305
4th quarter	151	173	57	94	14	91	248	147	151	61	164	238	1 185	8	32	93	126	94	8 898
May (i)	46	46	15	28	5	28	71	41	45	18	55	148	491	2	10	28	19	30	3 658
1980 1st quarter	144	166	62	95	13	104	233	143	143	56	170	159	909	4	33	83	181	94	7 903
May	43	55	15	30	5	32	67	39	47	18	54	136	551	2	11	33	47	30	3 727

(A) This table excludes all domestic passengers.

(i) Does not include Sumburgh in Quarters in Months, 1978, 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) Benin, Cameroon, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bassau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo, Upper Volta and Western Sahara.

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

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

(j) 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, Bander 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 Reporting Airports for May 1980

Table 2.12

Comparison with the previous year							Percentage change of total traffic
	1980			1979			
	Total	Sched.	Charter	Total	Sched.	Charter	
Austria	21 149	14 178	6 971	20 494	14 987	5 507	3
London (a) – Vienna	15 656	11 624	4 032	16 905	13 269	3 636	
– Salzburg	1 607	1 607	—	1 718	1 718	—	
Luton – Vienna	2 624	—	2 624	1 871	—	1 871	
Belgium	70 764	67 472	3 292	80 219	78 582	1 637	-12
London (a) – Brussels	50 832	50 400	432	56 249	56 134	115	
– Antwerp	5 961	5 961	—	6 712	6 712	—	
– Ostend	504	209	295	289	289	—	
– Liege	485	485	—	649	649	—	
– Charleroi	392	392	—	535	535	—	
Manchester – Brussels	4 373	4 373	—	4 733	4 733	—	
Birmingham – Brussels	2 676	2 676	—	2 501	2 501	—	
Southend – Ostend	2 166	1 955	211	6 195	5 841	354	
Denmark	51 108	41 546	9 562	56 120	44 095	12 025	-9
London (a) – Copenhagen (c)	36 011	32 508	3 503	38 295	33 143	5 152	
– Aarhus	1 452	1 452	—	1 669	1 522	147	
Glasgow (b) – Copenhagen (c)	2 646	2 411	235	2 643	2 397	246	
Manchester – Copenhagen (c)	4 584	4 584	—	4 915	4 915	—	
Luton – Copenhagen (c)	2 217	—	2 217	3 541	—	3 541	
Finland	10 736	10 255	481	10 789	9 984	805	—
France	264 610	250 062	14 548	277 081	260 799	16 282	-5
London (a) – Paris (d)	170 118	169 690	428	176 052	172 003	4 049	
– Toulouse	3 181	2 494	687	2 156	2 149	7	
– Caen	313	313	—	205	205	—	
– Marseille	5 672	5 672	—	5 514	5 359	155	
– Lille	1 419	1 419	—	1 733	1 733	—	
– Nice	26 698	26 489	209	22 019	21 634	385	
– Rennes	200	200	—	144	144	—	
– Bordeaux	3 596	3 596	—	3 911	3 911	—	
– Le Touquet	3 486	3 486	—	6 637	6 577	60	
– Montpellier	2 076	2 039	37	814	814	—	
– Strasbourg	2 352	2 352	—	2 975	2 975	—	
– Ajaccio	1 471	389	1 082	856	344	512	
– Lyon	6 282	5 715	567	6 193	5 912	281	
– Le Havre	—	—	—	16	16	—	
– Deauville	61	61	—	102	63	39	
– Quimper	272	272	—	142	142	—	
– Dijon	371	371	—	399	280	119	
– Nantes	1 805	1 805	—	1 797	1 797	—	
– Perpignan	499	499	—	333	276	57	
– Nimes	77	77	—	118	118	—	
Manchester – Paris (d)	7 475	7 464	11	8 811	8 807	4	
Birmingham – Paris (d)	4 679	4 670	9	5 612	5 355	257	
Southend – Le Touquet	831	831	—	1 855	1 855	—	
Luton – Toulouse	—	—	—	3	—	3	
Lydd – Beauvais	288	288	—	6 391	6 391	—	
German Federal Republic	261 332	208 140	53 192	262 469	212 767	49 702	—
London (a) – Berlin (e)	15 972	9 642	6 330	15 500	8 981	6 519	
– Frankfurt	64 924	58 226	6 698	64 510	58 992	5 518	
– Hamburg	28 844	24 842	4 002	30 319	26 924	3 395	
– Dusseldorf	35 633	31 222	4 411	34 884	31 276	3 608	
– Munich	37 474	23 609	13 865	32 820	22 255	10 565	
– Stuttgart	15 911	11 561	4 350	15 278	12 623	2 655	

Table 2.12 cont.

Comparison with the previous year

							Percentage change of total traffic
	1980			1979			
	Total	Sched.	Charter	Total	Sched.	Charter	
Germany (continued)							
London (a) – Cologne (Bonn)	14 712	14 712	—	18 365	16 907	1 458	
– Nuremburg	2 445	2 290	155	2 221	2 221	—	
– Bremen	6 832	6 832	—	6 284	6 284	—	
– Hanover	13 324	10 819	2 505	13 944	11 283	2 661	
Manchester – Frankfurt	5 412	5 412	—	5 612	5 612	—	
– Dusseldorf	3 708	3 708	—	4 209	4 209	—	
– Munich	2 205	—	2 205	792	—	792	
Birmingham – Frankfurt	1 578	1 578	—	1 288	1 288	—	
– Dusseldorf	2 277	2 277	—	1 860	1 860	—	
Luton – Munich	4 340	—	4 340	2 096	—	2 096	
– Stuttgart	—	—	—	2 158	—	2 158	
Gibraltar	8 302	3 740	4 562	9 155	4 962	4 193	–9
London (a) – Gibraltar	6 982	3 740	3 242	7 541	4 917	2 624	
Greece	189 668	35 436	154 232	166 189	40 054	126 135	14
London (a) – Athens	58 972	32 639	26 333	62 885	36 598	26 287	
– Salonika	4 761	1 639	3 122	2 435	2 435	—	
– Corfu	28 392	704	27 688	23 430	984	22 446	
– Rhodes	12 057	—	12 057	8 789	—	8 789	
– Crete	16 926	—	16 926	18 004	—	18 004	
Manchester – Athens	4 520	—	4 520	4 075	—	4 075	
– Corfu	13 718	—	13 718	10 256	—	10 256	
Luton – Salonika	1 360	—	1 360	1 234	—	1 234	
– Corfu	7 210	—	7 210	8 153	—	8 153	
Iceland	2 748	2 748	—	3 850	3 838	12	–29
London (a) – Keflavik	2 184	2 184	—	2 655	2 643	12	
Glasgow (b) – Keflavik	564	564	—	1 195	1 195	—	
Luton – Keflavik	—	—	—	—	—	—	
Irish Republic	144 037	142 948	1 089	157 998	156 919	1 079	–9
London (a) – Dublin	72 870	72 713	157	77 748	77 748	—	
– Shannon	11 812	11 812	—	11 803	11 803	—	
– Cork	13 181	13 181	—	13 183	13 183	—	
Glasgow (b) – Dublin	6 720	6 720	—	8 740	8 740	—	
Liverpool – Dublin	1 564	1 554	10	3 614	3 614	—	
Manchester – Dublin	11 718	11 711	7	13 352	13 343	9	
Edinburgh – Dublin	2 429	2 429	—	3 746	3 630	116	
Birmingham – Dublin	10 427	10 426	1	10 769	10 767	2	
Luton – Dublin	15	—	15	46	—	46	
Leeds/Bradford – Dublin	1 761	1 756	5	1 882	1 878	4	
Bristol – Dublin	1 794	1 794	—	1 726	1 533	193	
E. Midlands – Dublin	1 435	1 423	12	1 453	1 453	—	
Belfast – Shannon	634	523	111	1 383	1 100	283	
Italy	207 595	92 826	114 769	199 622	94 573	105 049	4
London (a) – Rome (f)	34 626	30 410	4 216	36 757	32 359	4 398	
– Milan (g)	40 998	32 680	8 318	42 256	33 766	8 490	
– Turin	3 504	3 056	448	2 329	2 329	—	
– Pisa	11 341	7 824	3 517	9 441	6 387	3 054	
– Naples	13 366	2 897	10 469	12 422	4 005	8 417	
– Venice	16 534	6 208	10 326	14 547	7 328	7 219	
– Genoa	4 279	3 229	1 050	5 410	2 965	2 445	
– Bologna	1 127	932	195	426	—	426	
– Rimini	6 364	—	6 364	5 059	131	4 928	
Manchester – Milan (g)	4 081	2 833	1 248	4 701	3 266	1 435	
– Rimini	4 215	—	4 215	3 367	—	3 367	
Luton – Rome (f)	2 425	—	2 425	4 014	—	4 014	
– Milan (g)	7 452	—	7 452	8 701	—	8 701	
– Naples	4 657	—	4 657	1 106	—	1 106	
– Venice	3 211	—	3 211	6 201	—	6 201	
– Genoa	957	—	957	1 142	—	1 142	
– Palermo	2 395	—	2 395	4 064	—	4 064	
– Rimini	2 574	—	2 574	3 662	—	3 662	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Luxembourg	5 734	5 715	19	6 209	6 091	118	-8
London (a) – Luxembourg	5 715	5 715	—	6 091	6 091	—	
Malta	102 569	24 663	77 906	73 952	24 241	49 711	39
London (a) – Malta	49 969	21 788	28 181	41 798	22 385	19 413	
Manchester – Malta	17 438	2 601	14 837	14 315	1 715	12 600	
Birmingham – Malta	8 740	—	8 740	4 241	—	4 241	
Luton – Malta	6 227	—	6 227	6 919	—	6 919	
Newcastle – Malta	5 386	—	5 386	2 999	—	2 999	
Netherlands	172 792	168 434	4 358	182 500	180 546	1 954	-5
London (a) – Amsterdam	96 666	95 617	1 049	100 356	100 207	149	
– Rotterdam	17 809	16 509	1 300	19 958	19 786	172	
– Maastricht	2 356	2 356	—	2 456	2 456	—	
Glasgow (b) – Amsterdam	4 199	4 199	—	4 522	4 522	—	
Norwich – Amsterdam	4 782	4 692	90	5 436	5 373	63	
Southampton – Amsterdam	2 222	2 206	16	2 546	2 546	—	
Manchester – Amsterdam	12 065	12 065	—	12 373	12 100	273	
Edinburgh – Amsterdam	4 878	4 560	318	3 530	3 530	—	
Birmingham – Amsterdam	4 989	4 768	221	4 185	4 044	141	
Luton – Amsterdam	210	—	210	18	—	18	
Newcastle – Amsterdam	5 538	5 326	212	5 615	5 380	235	
Aberdeen – Amsterdam	2 626	2 626	—	2 962	2 962	—	
Leeds/Bradford – Amsterdam	2 850	2 850	—	2 843	2 843	—	
E. Midlands – Amsterdam	3 276	3 276	—	3 232	3 227	5	
Southend – Rotterdam	3 138	3 138	—	5 394	5 394	—	
Norway	51 693	37 263	14 430	45 835	37 989	7 846	13
London (a) – Oslo (h)	28 409	20 234	8 175	21 485	18 478	3 007	
– Bergen	7 554	7 095	459	7 105	6 762	343	
– Stavanger	4 764	4 591	173	5 890	5 500	390	
– Kristiansand	327	327	—	458	458	—	
Luton – Oslo (h)	1 459	—	1 459	732	—	732	
Newcastle – Stavanger	1 117	1 006	111	2 797	2 797	—	
Aberdeen – Stavanger	1 771	462	1 309	2 079	927	1 152	
Portugal	70 064	26 970	43 094	52 450	23 900	28 550	34
London (a) – Lisbon	22 236	17 525	4 711	18 289	15 682	2 607	
– Oporto	2 984	2 984	—	2 809	2 809	—	
– Faro	24 899	6 332	18 567	19 332	5 409	13 923	
Manchester – Faro	6 157	—	6 157	3 855	—	3 855	
Luton – Lisbon	1 870	—	1 870	2 157	—	2 157	
– Faro	3 633	—	3 633	2 700	—	2 700	
Spain	592 662	90 055	502 607	528 062	91 286	436 776	12
London (a) – Madrid	36 552	29 564	6 988	34 687	30 673	4 014	
– Barcelona	19 976	14 528	5 448	20 324	13 872	6 452	
– Valencia	5 488	4 846	642	4 896	4 681	215	
– Seville	1 721	1 721	—	1 712	1 712	—	
– Malaga	36 570	14 603	21 967	33 556	14 843	18 713	
– Bilbao	5 598	5 598	—	5 590	5 590	—	
– Majorca	67 607	9 626	57 981	61 520	10 218	51 302	
– Santiago	1 520	1 159	361	1 582	1 275	307	
– Minorca	15 596	1 066	14 530	12 350	865	11 485	
– Alicante	23 363	3 512	19 851	23 373	4 657	18 716	
– Ibiza	24 420	2 283	22 137	17 499	2 348	15 151	
– Gerona	13 153	403	12 750	11 671	257	11 414	
– Almeria	1 788	—	1 788	2 465	—	2 465	
Glasgow (b) – Majorca	10 421	—	10 421	9 370	—	9 370	
– Alicante	4 677	—	4 677	3 440	—	3 440	
– Ibiza	4 889	—	4 889	3 300	—	3 300	
– Gerona	3 270	—	3 270	2 883	—	2 883	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain (continued)							
Manchester – Barcelona	4 296	—	4 296	3 887	—	3 887	
– Malaga	10 642	—	10 642	10 667	—	10 667	
– Majorca	33 079	—	33 079	28 452	—	28 452	
– Minorca	9 275	—	9 275	8 648	—	8 648	
– Alicante	14 860	—	14 860	13 893	—	13 893	
– Ibiza	14 079	—	14 079	11 611	—	11 611	
– Gerona	6 916	—	6 916	6 482	—	6 482	
Belfast – Majorca	2 861	—	2 861	1 678	—	1 678	
Edinburgh – Majorca	2 206	—	2 206	2 603	—	2 603	
– Alicante	1 484	—	1 484	1 597	—	1 597	
Birmingham – Barcelona	2 529	—	2 529	1 656	—	1 656	
– Malaga	2 091	—	2 091	2 672	—	2 672	
– Majorca	13 955	—	13 955	12 390	—	12 390	
– Alicante	6 102	—	6 102	6 296	—	6 296	
– Ibiza	6 964	—	6 964	6 049	—	6 049	
– Gerona	4 371	—	4 371	2 112	—	2 112	
Luton – Madrid	2 097	—	2 097	1 584	—	1 584	
– Barcelona	872	—	872	3 667	—	3 667	
– Malaga	7 597	—	7 597	8 457	—	8 457	
– Majorca	16 855	—	16 855	18 530	—	18 530	
– Alicante	8 542	—	8 542	9 422	—	9 422	
– Ibiza	7 782	—	7 782	9 160	—	9 160	
– Gerona	7 274	—	7 274	5 041	—	5 041	
Cardiff – Majorca	4 948	—	4 948	5 093	—	5 093	
– Alicante	1 960	—	1 960	1 170	—	1 170	
Newcastle – Barcelona	1 886	—	1 886	2 218	—	2 218	
– Majorca	7 988	—	7 988	7 641	—	7 641	
– Alicante	3 896	—	3 896	3 649	—	3 649	
Leeds/Bradford – Majorca	4 339	—	4 339	3 052	—	3 052	
– Alicante	2 087	—	2 087	2 185	—	2 185	
Bristol – Majorca	2 946	—	2 946	3 667	—	3 667	
E. Midlands – Majorca	7 814	—	7 814	5 605	—	5 605	
– Alicante	3 938	—	3 938	3 805	—	3 805	
– Ibiza	4 008	—	4 008	2 701	—	2 701	
Sweden	23 311	17 338	5 973	42 636	27 966	14 670	–45
London (a) – Stockholm (i)	14 417	11 959	2 458	28 567	19 682	8 885	
– Goteborg	6 743	5 307	1 436	11 256	8 284	2 972	
– Malmo	638	—	638	1 586	—	1 586	
Luton – Stockholm (i)	1 054	—	1 054	124	—	124	
Switzerland	119 800	90 001	29 799	114 080	87 488	26 592	5
London (a) – Berne	1 810	1 810	—	1 464	1 433	31	
– Zurich	56 148	38 500	17 648	51 428	38 859	12 569	
– Geneva	41 786	33 303	8 483	42 644	34 013	8 631	
– Basle	11 371	8 158	3 213	9 735	6 626	3 109	
Manchester – Zurich	5 715	5 715	—	5 039	5 039	—	
– Geneva	1 015	1 015	—	834	834	—	
Birmingham – Zurich	975	974	1	—	—	—	
Luton – Zurich	3	—	3	2 160	—	2 160	
Turkey	3 952	3 629	323	6 869	6 869	—	–42
London (a) – Istanbul	3 629	3 629	—	6 815	6 815	—	
– Ankara	—	—	—	54	54	—	
Yugoslavia	50 041	14 216	35 825	56 219	19 188	37 031	–11
London (a) – Belgrade	4 131	3 862	269	6 293	4 524	1 769	
– Zagreb	2 734	2 652	82	4 469	4 469	—	
– Ljubljana	2 060	1 614	446	2 837	2 056	781	
– Dubrovnic	6 308	1 636	4 672	7 489	1 601	5 888	
– Pula	7 696	1 009	6 687	10 606	1 490	9 116	
Manchester – Pula	4 327	521	3 806	2 873	—	2 873	
Luton – Pula	1 808	—	1 808	2 081	—	2 081	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Eastern Europe	38 971	21 501	17 470	37 337	22 983	14 354	4
Bulgaria	8 673	972	7 701	6 306	603	5 703	
Czechoslovakia	2 462	2 462	—	2 654	2 421	233	
German Dem. Republic	130	130	—	155	155	—	
Hungary	4 320	4 316	4	3 858	3 858	—	
Poland	8 005	7 291	714	8 667	7 504	1 163	
Rumania	9 458	1 367	8 091	7 034	1 139	5 895	
U.S.S.R.	5 923	4 963	960	8 663	7 303	1 360	
London (a) – Moscow (j)	5 164	4 717	447	7 503	7 097	406	
– Leningrad	759	246	513	1 086	206	880	
TOTAL EUROPE	2 463 638	1 369 136	1 094 502	2 390 173	1 450 107	940 066	3
Cyprus	19 124	19 114	10	17 074	16 568	506	12
London (a) – Larnaca	16 983	16 978	5	15 896	15 896	—	
Canary Islands	50 221	3 042	47 179	51 148	2 583	48 565	–2
London (a) – Las Palmas	5 385	1 976	3 409	6 410	2 037	4 373	
– Tenerife (k)	13 294	1 066	12 228	12 237	546	11 691	
– Arrecife	3 937	—	3 937	3 993	—	3 993	
Glasgow (b) – Tenerife (k)	2 394	—	2 394	2 183	—	2 183	
Manchester – Las Palmas	1 468	—	1 468	1 166	—	1 166	
– Tenerife (k)	7 201	—	7 201	9 729	—	9 729	
Birmingham – Tenerife (k)	2 817	—	2 817	3 558	—	3 558	
Luton – Las Palmas	1 355	—	1 355	1 149	—	1 149	
– Tenerife (k)	4 609	—	4 609	5 376	—	5 376	
E. Midlands – Tenerife (k)	1 444	—	1 444	1 648	—	1 648	
Near East	38 865	29 971	8 894	38 716	37 138	1 578	—
Israel	26 762	17 868	8 894	26 118	24 540	1 578	
Jordan	4 872	4 872	—	4 143	4 143	—	
Lebanon	3 912	3 912	—	4 055	4 055	—	
Syria	3 319	3 319	—	4 400	4 400	—	
North Africa	55 400	28 333	27 067	46 175	31 693	14 482	20
Algeria	2 567	2 567	—	2 492	2 492	—	
London (a) – Algiers	2 184	2 184	—	2 492	2 492	—	
– Oran	383	383	—	—	—	—	
Egypt	12 788	12 788	—	12 078	12 078	—	
Libya	7 083	7 037	46	9 520	9 520	—	
London (a) – Tripoli	4 851	4 805	46	6 729	6 729	—	
– Benghazi	2 232	2 232	—	2 791	2 791	—	
Morocco	8 879	2 259	6 620	6 643	3 096	3 547	
London (a) – Tangiers	3 655	1 120	2 535	2 968	1 070	1 898	
– Marrakesh	—	—	—	—	—	—	
– Casablanca (l)	1 139	1 139	—	2 098	2 026	72	
Tunisia	24 083	3 682	20 401	15 436	4 507	10 929	
London (a) – Tunis	5 450	2 779	2 671	6 115	4 507	1 608	
– Djerba	1 541	431	1 110	—	—	—	
– Monastir	6 302	472	5 830	1 649	—	1 649	
Manchester – Monastir	2 908	—	2 908	1 812	—	1 812	
Luton – Monastir	2 651	—	2 651	2 025	—	2 025	
East Africa	14 936	14 697	239	15 198	15 198	—	–2
Kenya	8 040	7 801	239	7 695	7 695	—	
London (a) – Nairobi	7 623	7 621	2	7 695	7 695	—	
– Mombasa	417	180	237	—	—	—	
Uganda	128	128	—	—	—	—	
Tanzania	1 102	1 102	—	1 023	1 023	—	
London (a) – Dar-es-Salaam	935	935	—	870	870	—	
– Kilimanjaro	167	167	—	153	153	—	
Sudan	4 179	4 179	—	5 399	5 399	—	
Somali Republic	—	—	—	—	—	—	
Ethiopia	1 487	1 487	—	1 081	1 081	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
West Africa	30 041	29 520	521	27 860	27 859	1	8
Ghana	3 157	3 157	—	5 101	5 101	—	
Nigeria	24 152	23 787	365	20 162	20 162	—	
London (a) – Kano	2 208	2 170	38	753	753	—	
– Lagos	21 944	21 617	327	19 409	19 409	—	
Sierra Leone	1 141	1 141	—	1 051	1 050	1	
Gambia	690	690	—	—	—	—	
Liberia (m)	449	449	—	1 030	1 030	—	
Ivory Coast	192	192	—	516	516	—	
Senegal	260	104	156	—	—	—	
Central Africa	4 667	4 667	—	4 695	4 695	—	–1
Zambia	3 921	3 921	—	3 616	3 616	—	
Malawi	746	746	—	1 079	1 079	—	
Southern Africa	31 726	31 264	462	26 737	26 737	—	19
Zimbabwe	4 183	4 183	—	—	—	—	
South African Republic	27 425	27 081	344	26 737	26 737	—	
London (a) – Johannesburg	25 016	25 016	—	25 078	25 078	—	
– Cape Town	2 065	2 065	—	1 659	1 659	—	
Middle East	67 391	67 366	25	71 141	71 141	—	–5
Iraq	4 531	4 531	—	2 532	2 532	—	
Kuwait	8 576	8 576	—	8 180	8 180	—	
Saudi Arabia	26 432	26 407	25	28 565	28 565	—	
London (a) – Jeddah	12 639	12 635	4	13 976	13 976	—	
– Dhahran	7 647	7 647	—	7 945	7 945	—	
– Riyadh	6 146	6 125	21	6 644	6 644	—	
Iran	5 010	5 010	—	9 041	9 041	—	
Persian Gulf States	11 851	11 851	—	11 058	11 058	—	
Bahrain	4 337	4 337	—	4 706	4 706	—	
Qatar	1 579	1 579	—	1 824	1 824	—	
Oman	5 935	5 935	—	4 528	4 528	—	
United Arab Emirates	10 991	10 991	—	11 765	11 765	—	
London (a) – Dubai	5 457	5 457	—	6 689	6 689	—	
– Abu Dhabi	5 534	5 534	—	5 076	5 076	—	
Indian Sub-Continent	40 001	40 001	—	41 653	41 653	—	–4
Pakistan	11 657	11 657	—	11 287	11 287	—	
London (a) – Karachi	4 696	4 696	—	4 865	4 865	—	
– Rawalpindi	6 961	6 961	—	6 422	6 422	—	
Bangladesh	3 845	3 845	—	3 268	3 268	—	
India	21 346	21 346	—	25 020	25 020	—	
London (a) – Delhi	8 360	8 360	—	10 085	10 085	—	
– Bombay	11 537	11 537	—	13 638	13 638	—	
– Calcutta	1 423	1 423	—	1 271	1 271	—	
Sri Lanka (n)	2 486	2 486	—	1 437	1 437	—	
Afghanistan	667	667	—	641	641	—	
Far East	65 816	65 816	—	62 449	62 449	—	5
Hong Kong	13 902	13 902	—	13 727	13 727	—	
Bandar Seri Begawan	301	301	—	117	117	—	
Singapore	18 646	18 646	—	19 689	19 689	—	
Malaysia	5 942	5 942	—	3 102	3 102	—	
Thailand	7 808	7 808	—	7 779	7 779	—	
Japan	17 599	17 599	—	18 035	18 035	—	
London (a) – Tokyo (o)	16 056	16 056	—	15 850	15 850	—	
– Osaka	1 543	1 543	—	2 185	2 185	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Indonesia	—	—	—	—	—	—	
Philippines	1 618	1 618	—	—	—	—	
Australasia	53 767	53 767	—	55 186	55 186	—	—3
Australia	51 888	51 888	—	53 413	53 413	—	
London (a) — Sydney	18 130	18 130	—	20 264	20 264	—	
— Darwin	254	254	—	331	331	—	
— Melbourne (p)	20 866	20 866	—	21 668	21 668	—	
— Perth	5 720	5 270	—	5 729	5 729	—	
— Brisbane	6 918	6 918	—	5 421	5 421	—	
New Zealand	1 879	1 879	—	1 773	1 773	—	
Canada	136 433	82 497	53 936	148 048	86 348	61 700	—8
London (a) — Montreal (q)	18 625	18 625	—	17 279	17 279	—	
— Toronto	49 368	31 649	17 719	53 005	31 169	21 836	
— Ottawa	418	—	418	458	—	458	
— Calgary	5 074	4 620	454	8 465	6 856	1 609	
— Vancouver	13 392	3 530	9 862	11 895	2 254	9 650	
— Edmonton	5 806	5 705	101	6 758	5 781	977	
— Halifax	2 872	2 872	—	3 805	3 805	—	
— Winnipeg	2 688	1 461	1 227	3 299	2 469	830	
— Gander	2 781	2 610	171	3 809	3 809	—	
Glasgow (b) — Montreal (q)	—	—	—	1 366	1 327	39	
— Toronto	12 189	4 501	7 688	10 684	4 234	6 450	
— Calgary	587	587	—	811	697	114	
— Vancouver	2 023	917	1 106	2 842	1 143	1 699	
— Halifax	625	625	—	592	592	—	
— Winnipeg	558	558	—	984	456	528	
Manchester — Montreal (q)	—	—	—	1 247	1 137	110	
— Toronto	10 746	3 429	7 317	11 740	2 899	8 841	
United States of America	551 114	508 693	42 421	491 233	461 466	29 767	12
London (a) — Detroit (r)	10 811	10 811	—	12 120	11 457	663	
— Chicago (s)	37 304	36 949	355	34 923	33 169	1 754	
— Seattle (t)	20 964	20 964	—	15 746	15 746	—	
— Washington (u)	31 784	31 784	—	26 713	26 713	—	
— Dallas (v)	18 904	18 904	—	17 770	17 629	141	
— New York (w)	158 963	158 519	444	158 598	151 174	7 424	
— Boston	27 937	27 937	—	28 190	27 529	661	
— San Francisco	31 384	31 384	—	30 271	30 271	—	
— Los Angeles	71 132	69 611	1 521	66 787	58 961	7 826	
— Miami	59 866	46 211	13 655	35 476	35 476	—	
— Philadelphia	7 273	7 273	—	11 725	11 725	—	
— Atlanta	14 548	14 548	—	13 778	13 778	—	
— St. Louis	1 508	1 508	—	—	—	—	
— New Orleans	—	—	—	—	—	—	
— Denver	—	—	—	202	—	202	
— Houston	15 721	15 721	—	14 655	14 655	—	
— Anchorage	605	605	—	661	661	—	
Glasgow (b) — New York (w)	5 532	4 483	1 049	6 512	5 264	1 248	
— Boston	5 723	5 723	—	3 059	3 059	—	
Manchester — New York (w)	7 414	4 820	2 594	6 539	4 042	2 497	

Table 2.12 cont.

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Central America	1 266	1 266	—	1 809	1 809	—	-30
Mexico	1 046	1 046	—	1 603	1 603	—	
Panama	220	220	—	206	206	—	
South America	10 667	10 539	128	9 528	9 528	—	12
Guyana	563	563	—	736	736	—	
Ecuador	84	84	—	—	—	—	
London (a) – Quito	31	31	—	—	—	—	
– Guayaquil	53	53	—	—	—	—	
Venezuela	1 462	1 462	—	981	981	—	
Colombia	1 040	1 040	—	544	544	—	
London (a) – Bogota	1 039	1 039	—	544	544	—	
– Baranquilla	1	1	—	—	—	—	
Peru	659	659	—	1 593	1 593	—	
Brazil	4 435	4 435	—	1 624	1 624	—	
London (a) – Sao Paulo	395	395	—	—	—	—	
– Recife	213	213	—	—	—	—	
– Rio de Janeiro(x)	3 827	3 827	—	1 624	1 624	—	
Argentina	2 013	2 013	—	1 793	1 793	—	
London (a) – Buenos Aires (y)	2 013	2 013	—	1 793	1 793	—	
– Cordoba	—	—	—	—	—	—	
Chile	411	283	128	2 257	2 257	—	
Caribbean Area	33 585	31 376	2 209	27 519	27 342	177	22
Bermuda	5 462	4 952	510	4 962	4 962	—	
Leeward Islands	3 350	2 865	485	1 866	1 863	3	
London (a) – Antigua	3 032	2 865	167	1 863	1 863	—	
Windward Islands	1 847	1 398	449	1 855	1 681	174	
London (a) – St. Lucia (z)	1 398	1 398	—	1 681	1 681	—	
Jamaica	4 826	4 826	—	4 741	4 741	—	
London (a) – Kingston	4 729	4 729	—	4 741	4 741	—	
– Montego Bay	97	97	—	—	—	—	
Barbados	10 789	10 789	—	8 054	8 054	—	
Trinidad and Tobago	4 899	4 891	8	4 499	4 499	—	
Bahamas	1 532	1 279	253	1 542	1 542	—	
Puerto Rico	880	376	504	—	—	—	
Indian Ocean Islands	2 893	2 893	—	4 137	4 137	—	-30
Seychelles	1 318	1 318	—	1 789	1 789	—	
Mauritius	1 575	1 575	—	2 348	2 348	—	
Atlantic Ocean Islands	8 272	1 234	7 038	6 837	1 458	5 379	21
Madeira	8 272	1 234	7 038	6 710	1 458	5 252	
London (a) – Funchal	3 741	1 234	2 507	3 155	1 458	1 697	
Manchester – Funchal	1 945	—	1 945	1 058	—	1 058	
Pacific Ocean Islands	—	—	—	—	—	—	—
TOTAL (Exc. Oil Rigs)	3 679 823	2 395 192	1 284 631	3 538 575	2 435 095	1 103 480	4
Oil Rigs	47 288	—	47 288	19 795	—	19 795	139
Aberdeen	25 157	—	25 157	17 646	—	17 646	
Sumburgh	21 868	—	21 868	—	—	—	
Tees-side	40	—	40	958	—	958	

Table 2.12 cont.

Guide to Footnotes

- | | |
|---|--|
| <ul style="list-style-type: none"> a. London includes Heathrow, Gatwick and Stansted. b. Glasgow includes Abbotsinch and Prestwick c. Copenhagen includes Kastrup and Roskilde. d. Paris includes Charles de Gaulle, Orly and Le Bourget. e. Berlin includes Gatow, Tempelhof and Tegel. f. Rome includes Ciampino and Leonardo da Vinci/Fiumicino. g. Milan includes Malpensa and Linate. h. Oslo includes Gardemoen and Fornebu. i. Stockholm includes Bromma and Arlanda. j. Moscow includes Sheremetyevo, Domodedovo and Vnukovo. k. Tenerife includes Norte los Rodeos and Sur Reina Sofia. l. Casablanca includes Anfa and Nouassuer. m. Monrovia includes Roberts International and Sprigg Payne. | <ul style="list-style-type: none"> n. Colombo includes Katunayake and Ratmalana. o. Tokyo includes Haneda and Narita. p. Melbourne includes Tullamarine International and Essendon. q. Montreal includes Dorval and Mirabel. r. Detroit includes City, Metropolitan and Willow Run. s. Chicago includes Midway, O'Hare, Meigs Field, Du-Page and Palwaukee. t. Seattle includes Boeing Field and Tacoma. u. Washington includes Baltimore. v. Dallas includes Dallas Ft. Worth, Love Field and Addison Field. w. New York includes John F. Kennedy, La Guardia and Newark. x. Rio de Janeiro includes Santos Dumont and Galeao. y. Buenos Aires includes Aero Parque and Ezeiza. z. St. Lucia includes Vigie and Hewanorra. |
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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 17 500 and for city to city (with the exception of London) if exceeding 9 500.
- 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 1 January 1976 – before this date missing information was replaced by estimates made by the Authority. The figures in this Table include all passengers carried on scheduled and chartered services excluding those carried on aircraft chartered by Government Departments.
- 5) Traffic at Sumburgh not available January – September 1979.

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

Table 2.13

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Channel Islands (b)	Coventry	East Midlands	Edinburgh	Exeter	Glasgow	Gloucester	Highlands & Islands (c)	Humberside	Inverness	Isle of Man	Isle of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Lydd	Manchester	Newcastle	Norwich	Penzance	Prestwick	Shoreham	Southampton	Sumburgh	Swansea	Tees-side	Other Routes (d)	
Heathrow																																										
Gatwick	7 108																																									
Luton																																										
Southend																																										
Stansted						70																																				
Aberdeen	23 471	4 598																																								
Belfast	45 943	8 366																																								
Birmingham	8 839					1 244	6 205																																			
Blackpool							798																																			
Bournemouth								114																																		
Bristol							515																																			
Cambridge																																										
Cardiff							685			51	91																															
Channel Islands (b)	22 741	18 050	2 073	9 753	324	126	214	12 167	565	11 909	1 488	2 624	4 342	18 102																												
Coventry														492																												
East Midlands							3 315	11						11 878	3 531																											
Edinburgh	48 205	12 917			153	1 559	2 493	3 146						635																												
Exeter		491					1 055							3 935																												
Glasgow	56 152	13 025				4 761	7 465	4 561			275		531	1 204				389																								
Gloucester														1 211																												
Highlands & Islands (c)		31				1 157	412							283																												
Humberside	775					668											739	18 630		1 071																						
Inverness	4 797																771	2 242	2 350																							
Isle of Man	5 005	227				87	3 307	366	4 964	188	193		184		474			1 615																								
Isles of Scilly																																										
Kirkwall						1 972													422	2 088	358																					
Leeds/Bradford	8 632	694			86	723	2 104				114		416	1 805			533	1 568																								
Liverpool	8 907	39					3 944							3 328																												
Londonderry																																										
Lydd														633																												
Manchester	41 398	8 062				2 469	10 560	33		1 034			185	6 768			3 226	4 866	76																							
Newcastle	18 450	3 798				2 482	1 157	268		344			621	2 250				1 071	526																							
Norwich	1 395				197	979		394						448			550			1 005							604															
Penzance																																										
Prestwick						240	211							982																												
Shoreham														329																												
Southampton														22 025																												
Sumburgh						23 794																																				
Swansea														698																												
Tees-side	11 091					2 216								1 146					470		83	289		195																		
Other Routes (d)																																										

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

(b) Comprises Alderney, Guernsey and Jersey.

(c) Excludes Inverness, Kirkwall and Sumburgh.

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

Cargo by Type and Nationality of Operator May 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	8 802.5	24.6	14.0	1 386.3	1 888.2	453.3	233.1	0.4	1.9	1 447.9	2 919.5	112.0	321.3
+Heathrow	39 928.5	7 608.9	5 691.1	11.4	157.6	12 315.5	13 798.2	—	—	108.2	57.1	89.9	90.6
+Luton	799.8	—	—	—	—	66.4	—	—	—	104.4	494.6	10.4	124.0
+Southend	683.0	—	—	121.0	125.0	—	—	—	—	107.0	330.0	—	—
+Stansted	185.1	—	—	0.2	0.7	—	—	—	—	32.7	47.9	—	103.6
TOTAL (London Area)	50 398.9	7 633.5	5 705.1	1 518.9	2 171.5	12 835.2	14 031.3	0.4	1.9	1 800.2	3 849.1	212.3	639.5
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Aberdeen	682.8	65.7	132.2	28.2	24.7	—	—	17.5	47.3	95.0	255.8	6.4	10.0
+Belfast	1 123.6	73.0	101.6	273.7	20.2	5.3	1.3	—	—	526.0	119.9	2.2	0.4
Banbecula	13.8	10.8	2.4	0.6	—	—	—	—	—	—	—	—	—
+Birmingham	280.0	132.0	73.9	15.3	2.0	26.9	22.5	—	—	4.0	1.7	1.7	—
+Blackpool	510.5	—	—	5.1	44.7	—	—	—	—	—	460.7	—	—
+Bournemouth	758.8	—	—	425.0	276.1	—	—	—	—	34.2	20.2	0.1	3.2
+Bristol	36.5	—	—	12.3	6.2	9.3	8.7	—	—	—	—	—	—
+Cambridge	1.0	—	—	—	—	—	—	—	—	—	1.0	—	—
+Cardiff	34.0	—	—	8.9	7.9	—	—	—	—	—	—	—	17.2
+Coventry	2.1	—	—	—	—	—	—	—	—	—	2.0	0.1	—
+East Midlands	625.2	—	—	31.4	77.9	—	—	—	—	124.6	294.2	27.7	69.4
+Edinburgh	136.7	25.9	38.8	24.7	15.2	1.5	2.6	—	—	28.0	—	—	—
+Exeter	16.3	—	—	5.9	10.4	—	—	—	—	—	—	—	—
+Glasgow	647.9	105.5	156.9	55.8	42.6	119.1	123.2	—	—	31.1	13.7	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	4.9	—	—	2.3	2.6	—	—	—	—	—	—	—	—
Inverness	21.1	7.2	13.9	—	—	—	—	—	—	—	—	—	—
Islay	10.1	—	—	5.6	4.5	—	—	—	—	—	—	—	—
+Isle of Man	221.9	—	—	191.8	30.1	—	—	—	—	—	—	—	—
Isles of Scilly	6.8	6.3	0.5	—	—	—	—	—	—	—	—	—	—
+Kirkwall	44.1	28.5	13.6	1.0	1.0	—	—	—	—	—	—	—	—
+Leeds/Bradford	31.4	—	—	17.2	11.7	—	—	—	—	1.4	1.1	—	—
+Liverpool	1 743.7	—	—	22.0	46.6	364.8	814.9	—	—	119.4	371.8	1.0	3.2
+Lydd	326.1	—	—	128.1	198.0	—	—	—	—	—	—	—	—
+Manchester	1 553.8	291.2	186.1	49.6	12.1	464.3	405.4	0.2	—	0.5	73.4	0.3	70.7
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+Newcastle	127.0	30.7	15.3	34.1	28.2	—	—	—	—	18.7	—	—	—
+Norwich	52.9	—	—	24.9	25.8	—	—	—	—	—	2.0	0.2	—
Penzance Heliport	6.8	0.5	6.3	—	—	—	—	—	—	—	—	—	—
+Prestwick	1 986.0	337.3	177.6	427.8	—	677.4	245.0	—	—	63.8	1.2	44.9	11.0
+Southampton	127.0	—	—	13.1	94.9	—	—	—	—	2.5	16.5	—	—
Stornoway	45.3	40.2	3.4	—	0.6	—	—	—	—	0.9	0.2	—	—
+Sumburgh	345.4	67.6	12.8	0.4	—	—	—	22.8	73.4	99.2	68.4	—	0.8
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+Tees-side	51.9	—	—	11.3	1.5	—	—	—	—	16.7	22.4	—	—
Tiree	0.9	—	—	0.8	0.1	—	—	—	—	—	—	—	—
Wick	4.8	—	—	3.1	1.7	—	—	—	—	—	—	—	—
TOTAL other UK Airports	11 581.1	1 222.4	935.3	1 820.0	987.3	1 668.6	1 623.6	40.5	120.7	1 168.0	1 724.3	84.5	185.9
TOTAL all reporting UK Airports	61 980.0	8 855.9	6 640.4	3 338.9	3 158.8	14 503.8	15 654.9	40.9	122.6	2 968.2	5 573.4	296.8	825.4
Channel Islands Airports													
Alderney	33.3	—	—	28.1	5.2	—	—	—	—	—	—	—	—
Guernsey	728.0	—	—	275.0	449.0	3.0	1.0	—	—	—	—	—	—
Jersey	627.0	21.2	4.6	387.2	148.8	1.0	—	—	—	40.4	23.8	—	—
TOTAL (Channel Islands Airports)	1 388.3	21.2	4.6	690.3	603.0	4.0	1.0	—	—	40.4	23.8	—	—

Cargo May 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
London Area Airports														
+ Gatwick	2 905	502	178	4 272	224	370	—	353	3 307	5 497	2 551	6 475	29.6	-15.1
+ Heathrow	25 564	13 557	—	289	461	—	—	57	26 025	13 903	26 699	16 361	-2.5	-15.0
+ Luton	—	66	30	307	—	—	—	397	30	770	75	718	-60.0	7.2
+ Southend	244	—	291	—	2	—	146	—	683	—	659	—	3.6	—
+ Stansted	—	—	—	170	1	—	—	14	1	184	15	2 286	-93.3	-92.0
TOTAL (London Area)	28 713	14 125	499	5 038	688	370	146	821	30 046	20 354	29 999	25 840	0.2	-21.2
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	41	—	245	13	210	—	156	18	652	31	612	38	6.5	-18.4
+ Belfast	6	—	3	13	243	225	6	627	258	865	374	807	-31.0	7.2
+ Benbecula	—	—	—	—	13	—	—	—	13	—	18	—	-27.8	—
+ Birmingham	222	—	1	2	50	—	—	5	273	7	356	—	-23.3	—
+ Blackpool	6	—	—	10	38	5	—	451	44	466	44	429	—	8.6
+ Bournemouth	—	—	14	8	2	699	3	33	19	740	2	964	850.0	-23.2
+ Bristol	31	—	—	—	6	—	—	—	37	—	44	3	-15.9	—
+ Cambridge	—	—	1	—	—	—	—	—	1	—	15	—	-93.3	—
+ Cardiff	10	—	—	17	7	—	—	—	17	17	26	—	-34.6	—
+ Coventry	—	—	—	2	—	—	—	—	—	2	—	5	—	-60.0
+ East Midlands	35	25	—	369	48	—	—	146	83	540	88	764	-5.7	-29.3
+ Edinburgh	14	—	—	—	95	—	—	28	109	28	117	2	-6.8	1 300.0
+ Exeter	1	—	—	—	10	4	—	—	11	4	14	87	-21.4	-95.4
+ Glasgow	171	132	1	—	299	1	13	31	484	164	478	1 124	1.3	-85.4
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	4	—	—	—	4	—	4	—	—	—
+ Inverness	—	—	—	—	21	—	—	—	21	—	24	—	-12.5	—
+ Islay	—	—	—	—	11	—	—	—	11	—	11	—	—	—
+ Isle of Man	—	—	—	—	103	119	—	—	103	119	132	117	-22.0	1.7
+ Isles of Scilly	—	—	—	—	7	—	—	—	7	—	9	—	-22.2	—
+ Kirkwall	—	—	—	—	45	—	—	—	45	—	44	—	2.3	—
+ Leeds/Bradford	14	—	—	—	15	—	—	2	29	2	35	3	-17.1	-33.3
+ Liverpool	7	1 173	—	54	48	21	—	441	55	1 689	85	1 955	-35.3	-13.6
+ Lydd	77	249	—	—	—	—	—	—	77	249	1	398	7 700	-37.4
+ Manchester	652	575	4	141	181	—	—	—	837	716	968	533	-13.5	34.3
+ Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	36	—	—	—	69	3	—	18	105	21	89	36	18.0	-41.7
+ Norwich	31	—	—	—	20	—	—	2	51	2	65	—	-21.5	—
+ Penzance Heliport	—	—	—	—	7	—	—	—	7	—	16	—	-56.2	—
+ Prestwick	212	1 153	—	56	17	484	—	65	229	1 758	291	1 444	-21.3	21.7
+ Southampton	12	1	3	16	94	1	—	—	109	18	101	30	7.9	-40.0
+ Stornoway	—	—	—	—	44	—	1	—	45	—	39	1	15.4	—
+ Sumburgh	—	—	125	15	81	—	112	14	318	29	213	31	49.3	-6.5
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	2	—	—	37	11	—	1	1	14	38	16	—	-6.7	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Wick	—	—	—	—	5	—	—	—	5	—	6	—	-16.7	—
TOTAL other UK Airports	1 580	3 308	397	753	1 805	1 562	292	1 882	4 074	7 505	4 337	8 771	-8.1	-14.4
TOTAL all reporting UK Airports	30 293	17 433	896	5 791	2 493	1 932	438	2 703	34 120	27 859	34 336	34 611	0.6	-19.5
Channel Islands Airports														
+ Alderney	..	..	..	..	..	..	..	..	33	—	32	—	3.1	—
+ Guernsey	..	..	..	..	..	..	..	..	728	—	839	—	-13.2	—
+ Jersey	..	..	..	..	..	..	..	..	627	—	754	—	-16.8	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	1 388	—	1 625	—	-14.6	—

Passenger and Air Transport Movements at Highland and Island Airports for May 1980

Table 2.16

Comparison with the previous year

Airport	Passengers		Air Transport Movements					
	Total Terminal and Transit	Percentage change on May '79	Total	Percentage change on May '79	Fixed Wing	Percentage change on May '79	Helicopters	Percentage change on May '79
Benbecula	2 191	-4.3	222	-0.9	222	-0.9	—	—
Islay	1 118	-11.0	136	-22.7	136	-22.7	—	—
Inverness	12 862	-11.9	622	-3.6	557	3.1	65	-38.1
Kirkwall	8 669	-8.9	909	-6.9	834	-13.3	75	435.7
Stornoway	7 695	11.3	489	8.2	441	-2.4	48	—
Sumburgh	52 295	-12.9	2 912	-13.5	1 335	..	1 577	..
Tiree	586	92.1	98	88.5	98	88.5	—	—
Wick	3 298	-8.5	453	12.4	450	11.7	3	—

(a) Transit passengers are only counted on arrival.
 .. No breakdown for Sumburgh May '79.

Appendix A Definitions—UK Airport Statistics ^(a)

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

MOVEMENTS

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

PASSENGERS

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

CARGO

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

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

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

Cabotage here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands other than domestic services. (For the purposes of these statistics cabotage is shown under International Services.)

Scheduled services are those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.

Non-scheduled or charter services include all air transport movements other than scheduled services.

Appendix B Definitions—UK Airline Statistics (a)

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

CLASSES OF LICENCE

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

Class 1 authorises scheduled service flights;

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

Class 3 authorises inclusive tour charter flights;

Class 4 authorises 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.

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

MEASURES AND THEIR COMPUTATION

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

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

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