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Civil Aviation Authority



CAA Monthly Statistics
(up to and including September 1980)

CAA Monthly Statistics

March 1981

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(up to and including September 1980)

This publication contains the monthly statistics of the Civil Aviation Authority for the period from January 1971 to September 1980. It is published monthly, except for the last month of the year when it is published bi-monthly. The statistics are presented in a series of tables, each covering a different aspect of the civil aviation industry. The tables are arranged in a logical sequence, starting with the general statistics and moving on to more detailed information. The statistics are presented in a clear and concise manner, making it easy to read and understand. The publication is a valuable source of information for anyone interested in the civil aviation industry.

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

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

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

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

Civil Aviation Authority Room T415 CAA House 45/59 Kingsway London WC2B 6TE	Tel. 01 379 7311 Ext. 2504 (Airline Statistics and General Enquiries) Ext. 2676 (Airport and Air Passenger Statistics)
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- 3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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

The series comprise:

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

ACTIVITY AT UK AIRPORTS

1 Air Transport Movements

During September 1980 UK reporting airports handled 89 000 air transport movements (3·4 per cent growth when compared with the same month in the previous year; 2·4 per cent growth excluding Unst for which 1979 data is not available); of which 5·5 per cent were all-cargo movements. The number of scheduled movements fell by 1·6 per cent whilst the number of charter movements rose by 15·7 per cent. The UK operators' share of scheduled movements fell marginally to stand at 76·3 per cent of the total whilst their share of charter movements rose by 2·7 percentage points to stand at 85·1 per cent of the total.

1.1 Air Transport Movements at London Area Airports

The London area airports handled 40 000 air transport movements (a fall of 0·3 per cent when compared with September 1979); of which 5·2 per cent were all-cargo movements. Only Gatwick and Luton reported increases in movements handled (798 additional movements; 7·0 per cent growth and 275 additional movements; 10·8 per cent growth respectively). Heathrow reported the heaviest fall in movements handled (792 fewer movements; 3·2 per cent decline) followed by Southend with 218 fewer movements (18·4 per cent decline) and Stansted with 172 fewer movements (41·5 per cent decline).

1.2 Air Transport Movements outside the London Area

Outside the London area, UK airports handled 49 000 air transport movements (6·6 per cent growth when compared with September 1979; 4·5 per cent growth excluding Unst for which 1979 data is not available); of which 5·8 per cent were all-cargo movements. Due to a strike of airport firemen during September 1979, Manchester reported the greatest increase in movements handled (3 536 additional passengers; more than one-fold growth). The second highest increase in movements handled was reported by Aberdeen (1 289 additional movements; 25·4 per cent growth) followed by Glasgow with 255 additional movements (5·7 per cent growth). Liverpool, which handled diverted traffic from Manchester during September 1979, reported the heaviest fall in movements (1 103 fewer movements; 44·4 per cent decline) followed by Birmingham with 794 fewer movements (20·7 per cent decline) and Edinburgh with 322 fewer movements (12·4 per cent decline).

2 Terminal Passengers

UK reporting airports handled 6·1 million terminal passengers during September 1980 (a fall of 0·5 per cent when compared with the same month in the previous year; 0·7 per cent decline excluding Unst for which 1979 data is not available). The number of scheduled passengers fell by 4·4 per cent whilst the number of charter passengers rose by 9·3 per cent. The UK operators' share of scheduled passengers rose marginally to stand at 63·9 per cent of the total and their share of charter passengers rose by 3·3 percentage points to stand at 80·3 per cent of the total.

2.1 Terminal Passengers at London Area Airports

4·1 million terminal passengers used London area airports (a fall of 2·7 per cent when compared with September 1979). Only Gatwick recorded an increase in the number of passengers handled (113 969 additional passengers; 11·1 per cent growth). Heathrow reported the heaviest fall in passengers handled (196 313 fewer passengers; 6·9 per cent decline) followed by Luton with 16 088 fewer passengers (6·2 per cent decline), Stansted with 7 952 fewer passengers (25·6 per cent decline) and Southend with 5 126 fewer passengers (25·7 per cent decline).

2.2 Terminal Passengers outside the London Area

UK airports outside the London area handled 2·0 million terminal passengers (4·3 per cent growth when compared with September 1979; 3·7 per cent growth excluding Unst for which 1979 data is not available). Due to a strike of airport firemen during September 1979, Manchester reported the greatest increase in passengers handled (321 465 additional passengers; more than one-fold growth). Aberdeen reported the second highest increase (6 851 additional passengers; 5·8 per cent growth) followed by Glasgow with 5 805 additional passengers (2·5 per cent growth). Liverpool, which handled diverted traffic from Manchester during September 1979, reported the heaviest fall in passengers handled (120 107 fewer passengers; 79·5 per cent decline) followed by Birmingham with 63 098 fewer passengers (25·3 per cent decline) and Edinburgh with 19 466 fewer passengers (15·6 per cent decline).

2.3 International Terminal Passengers

4·7 million terminal passengers used international services during September 1980 (0·7 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 20.1 per cent of all international scheduled passengers) followed by those to France (carrying 10.2 per cent) and those to West Germany (carrying 8.7 per cent). The most heavily used international charter services were those to Spain (carrying 35 per cent of all international charter passengers) followed by those to Greece (carrying 13.8 per cent) and those to Italy (carrying 9.6 per cent).

3 Cargo

During September 1980, UK reporting airports handled 61 000 tonnes of cargo (a fall of 6.2 per cent when compared with the same month in the previous year; cargo reported by Unst, for which 1979 data is not available, is negligible); of which 44.1 per cent was carried on all-cargo flights. The number of scheduled tonnes fell by 5.4 per cent and the number of charter tonnes fell by 9.9 per cent. The UK operators' share of scheduled tonnage fell by 3.9 percentage points to stand at 44.1 per cent of the total whilst their share of charter tonnage fell by 4.2 percentage points to stand at 88.4 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 7.3 per cent when compared with September 1979); of which 39.1 per cent was carried in all-cargo services. Only Luton reported an increase in tonnage handled (583 additional tonnes, 83.4 per cent growth). Heathrow reported the heaviest fall in tonnage handled (3 968 fewer tonnes; 9.4 per cent decline) followed by Gatwick with 501 fewer tonnes (5.3 per cent decline), Stansted with 27 fewer tonnes (5.6 per cent decline) and Southend with 8 fewer tonnes (1.2 per cent decline).

3.2 Cargo outside the London Area Airports

UK airports outside the London area handled 12 000 tonnes of cargo (a fall of 1.2 per cent when compared with September 1979; cargo reported by Unst, for which 1979 data is not available, was negligible); of which 65.7 per cent was carried on all-cargo services.

Due to a strike of airport firemen during September 1979, Manchester reported the greatest increase in tonnage handled (1 811 additional tonnes; more than two-fold growth). Belfast reported 272 additional tonnes (24.7 per cent growth) and Newcastle reported 93 additional tonnes (more than one-fold growth). Liverpool, which handled diverted traffic from Manchester during September 1979, reported the heaviest fall in tonnage handled (1 525 fewer tonnes; 67.4 per cent decline) followed by Prestwich with 250 fewer tonnes (16.8 per cent decline) and Glasgow with 239 fewer tonnes (15.3 per cent decline).

OUTPUT OF UK AIRLINES

The output of UK airlines for all services in September 1980 was 1 249 million available tonne-kilometres, an increase of 4.7 per cent on September 1979.

The scheduled service output of 900 million available tonne-kilometres was 10.3 per cent more than a year earlier. The overall load factor was 62.4 per cent, compared with 68.6 the previous year. Seat kilometres used were 66.9 per cent of those available. Seat factors on domestic and international scheduled services were 63.8 and 67.0 per cent respectively compared with 68.6 and 73.8 per cent a year earlier. The non-scheduled output of 349 million available tonne-kilometres was 7.4 per cent lower than in September 1979. Advance Booking and other Charters on Classes 2 and 4 licences and Inclusive Tour Charters on Class 3 licences accounted for 44.4 and 211.5 million available tonne-kilometres respectively compared with 31.4 and 172.1 a year earlier.

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

Part 1

UK Airlines—Operating and Traffic Statistics

Size of UK Airlines by Available Capacity

Year ended September 1980(a)

Table 1.1

	Output in available tonne—kilometres (000 000)	Percentage of all available tonne— kilometres
British Airways	7 928	60.02
British Caledonian Airways	1 104	8.36
Laker Airways	1 061	8.03
Britannia Airways	642	4.86
Dan-Air Services	445	3.37
Tradewinds Airways	291	2.20
British Midland Airways	280	2.12
British Airtours	273	2.07
Monarch Airlines	257	1.95
British Cargo Airlines (b) (c)	210	1.59
Air Europe	135	1.02
Air UK (d)	119	0.90
Pelican Air Transport	97	0.73
Scimitar Airlines	81	0.61
Orion Airways (e)	77	0.58
Transmeridian Air Cargo (c)	43	0.33
Redcoat Air Cargo	29	0.22
Air Bridge Carriers	26	0.20
Air Transcontinental (f)	17	0.13
Heavylift Cargo Airlines (g) (h)	15	0.11
British Airways Helicopters	14	0.11
Bristow Helicopters	12	0.09
British Air Ferries	10	0.08
Others (21 airlines)	43	0.33

- (a) Excludes Air Taxi Operations.
- (b) Formerly IAS Cargo Airlines.
- (c) Ceased operations March 1980.
- (d) Amalgamation of Air Anglia and British Island Airways.
- (e) Commenced operations April 1980.
- (f) Ceased operations November 1979.
- (g) Formerly TAC Heavylift.
- (h) Commenced operations March 1980.

Main Output of UK Airlines(a) 1951-1979

Table 1.2

	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-scheduled services (000 000)
1951	..	355	..
1952	..	395	..
1953	..	445	..
1954	..	464	..
1955	..	575	..
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
Year ended			
September 1979	12 628	8 670	3 958
September 1980	13 228	9 636	3 592
Latest year's growth [percentages]	4.8	11.1	-9.2
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
2nd quarter	2 523.2	1 457.8	41.7	300.7	1 115.5	57.8	20 698.4	12 462.5	60.2
3rd quarter	2 803.9	1 756.5	41.4	305.3	1 409.7	62.6	23 254.6	15 791.8	67.9
1979 April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
May	796.3	464.5	15.0	95.4	355.1	58.3	6 478.1	3 897.5	60.2
June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.5	4 310.4	70.5
July	840.6	564.7	14.1	94.4	455.2	67.3	6 839.7	4 988.0	72.9
August	867.2	591.0	14.9	92.2	483.9	68.2	7 057.7	5 313.4	75.3
September	815.7	559.7	14.5	99.7	445.5	68.6	6 640.2	4 882.0	73.5
1980 April	771.9	444.0	13.7	94.5	335.8	62.9	6 268.2	3 739.5	59.7
May	857.7	483.7	14.0	102.3	367.4	56.4	7 053.1	4 107.4	58.2
June	893.6	530.1	14.0	103.9	412.3	59.3	7 377.1	4 615.6	62.6
July	945.6	581.9	14.3	102.2	465.3	61.5	7 882.2	5 211.8	66.1
August	958.7	613.3	13.4	100.5	499.4	64.0	7 948.9	5 616.3	70.7
September	899.6	561.3	13.7	102.6	445.0	62.4	7 423.5	4 963.7	66.9

Scheduled Services by UK Airlines

Table 1.3.2

International Services

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

Scheduled Services by UK Airlines

Table 1.3.3

Domestic Services

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

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

Table 1.4.1

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

(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
	2nd quarter	5 859.3	4 719.8	80.6	2 713.2	25 205	42 481	1 685	1 740
	3rd quarter	7 417.4	6 703.7	90.4	3 793.5	31 173	53 029	1 701	1 767
1979	April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 566	1 641
	May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
	June	1 881.5	1 551.3	82.5	928.0	8 601	13 801	1 605	1 672
	July	2 049.4	1 747.4	85.3	1 031.5	9 245	15 010	1 624	1 694
	August	2 159.6	1 932.6	89.5	1 137.3	9 721	15 708	1 616	1 699
	September	1 951.3	1 806.0	92.5	1 072.5	9 079	14 507	1 598	1 684
1980	April	1 481.7	1 229.4	83.0	702.6	6 549	10 966	1 674	1 750
	May	2 056.4	1 601.9	77.9	925.7	8 791	14 795	1 683	1 730
	June	2 321.2	1 888.5	81.4	1 084.9	9 865	16 720	1 695	1 741
	July	2 526.4	2 155.7	85.3	1 224.4	10 666	18 132	1 700	1 761
	August	2 521.7	2 357.9	93.5	1 348.6	10 727	18 051	1 683	1 748
	September	2 369.3	2 190.1	92.4	1 220.5	9 780	16 846	1 722	1 794

Non-scheduled Passenger Services by UK Airlines

Table 1.4.3

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

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

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

(b) Advance Booking Charters commenced in April 1973.

5 All Scheduled Services September 1980

Table 1.5.1

Airline Name	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	23 175	17 375	36 260	1 491 017	5 781 741	3 780 905	65.4	15 735	684 622	424 221	12 701	67 000	344 519	62.0
British Airways Helicopters	31	500	164	11,823	904	721	79.8	10	72	58	—	1	57	80.2
British Caledonian Airways	4 099	3 575	6 502	179 297	726,721	455 093	62.6	2 804	96 344	58 044	715	14 976	42 353	60.2
Air Ecosse	81	385	273	2 460	1 143	511	44.7	12	95	45	1	1	42	46.9
Air UK	1 703	5 861	6 087	126 584	72 942	37 429	51.3	751	7 057	3 388	15	194	3 179	48.0
Aurigny Air Services	132	2 173	634	22 955	1 995	1 344	67.4	98	181	113	—	5	108	62.6
British Midland Airways	959	2 947	3 047	133 437	73 351	46 954	64.0	189	6 484	3 729	2	65	3 663	57.5
Brymon Airways	217	1 019	986	10 467	5 363	2 583	48.2	3	494	213	—	1	212	43.0
Burnthills Aviation	7	60	45	125	27	14	52.1	—	2	1	—	—	1	47.5
Cabair	15	42	53	190	149	67	45.2	—	13	5	—	—	5	37.6
Dan-Air Services	741	2 189	2 279	68 373	48 471	30 410	62.7	100	4 116	2 641	—	59	2 582	64.2
Express Air Services CI	71	177	244	7 153	4 022	3 108	77.3	—	355	233	—	—	233	65.7
Guernsey Airlines	19	44	65	1 933	1 154	845	73.2	—	115	68	—	—	68	58.7
Haywards Aviation	9	40	45	251	73	57	78.4	—	7	5	—	—	5	63.1
Jersey European Airways	124	766	491	5 295	1 685	778	46.2	—	125	62	—	—	62	49.5
Laker Airways	2 058	291	2 629	85 739	699 367	600 352	85.8	470	70 939	50 717	—	3 011	47 706	71.5
Loganair	233	1 808	1 113	12 288	3 701	2 043	55.2	—	337	186	—	—	186	55.2
Skyways Aviation	24	116	92	1 687	687	466	67.8	61	131	47	—	12	35	35.4
TOTAL Passenger Services	33 697	39 368	61 007	2 161 074	7 423 495	4 963 680	66.9	20 236	871 490	543 774	13 433	85 323	445 015	62.4
Cargo Services														
British Airways	1 060	470	1 520					2 645	23 286	14 790	75	14 714	—	63.5
British Caledonian Airways	149	102	254					834	4 517	2 486	143	2 343	—	55.0
Air Continental	47	60	131					16	28	13		13		44.7
Air UK	45	176	181					426	209	124	10	115		59.5
British Midland Airways	6	22	22					133	69	35	2	33		50.4
Skyways Aviation	23	89	88					162	88	41		41		47.0
TOTAL Cargo Services	1 330	919	2 196					4 216	28 197	17 489	230	17 259		62.0
GRAND TOTAL	35 027	40 287	63 203	2 161 074	7 423 495	4 963 680	66.9	24 452	899 688	561 263	13 663	102 583	445 015	62.4

International Scheduled Services September 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	21 096	12 223	31 015	1 157 653	5 552 089	3 632 878	65.4	14 722	661 372	411 151	12 598	66 684	331 868	62.2
British Caledonian Airways	3 642	2 019	5 301	118 173	686 333	431 208	62.8	2 584	92 153	56 008	682	14 914	40 412	60.8
Air UK	925	2 379	3 095	48 226	39 742	18 764	47.2	301	3 894	1 736	—	143	1 593	44.6
Aurigny Air Services	132	2 173	634	22 955	1 995	1 344	67.4	98	181	113	—	6	108	62.6
British Midland Airways	108	256	344	7 055	7 730	3 051	39.5	34	607	254	—	16	238	41.7
Brymon Airways	35	165	155	916	704	244	34.6	—	60	20	—	—	20	33.4
Cabair	15	42	53	190	149	67	45.2	—	13	5	—	—	5	37.6
Dan-Air Services	359	770	979	22 122	24 682	14 205	57.6	52	2 095	1 240	—	34	1 206	59.2
Express Air Services CI	11	21	37	550	525	284	54.1	—	47	21	—	—	21	45.1
Jersey European Airways	117	733	458	4 891	1 556	690	44.4	—	117	55	—	—	55	47.2
Laker Airways	2 058	291	2 629	85 739	699 367	600 352	85.8	470	70 939	50 717	—	3 011	47 708	71.5
Skyways Aviation	17	92	67	827	352	155	43.9	60	93	23	—	11	12	24.7
TOTAL Passenger Services	28 512	21 164	44 767	1 469 297	7 015 225	4 703 242	67.0	18 323	831 571	621 343	13 280	84 817	423 244	62.7
Cargo Services														
British Airways	1 060	470	1 520					2 645	23 286	14 790	76	14 714	—	63.5
British Caledonian Airways	125	59	203					585	4 326	2 344	1	2 343	—	54.2
Air Continental	47	60	131					16	28	13	—	13	—	44.7
Air UK	4	8	14					16	18	8	—	8	—	44.6
Skyways Aviation	23	89	88					162	88	41	—	41	—	47.0
TOTAL Cargo Services	1 268	686	1 956					3 425	27 746	17 195	76	17 119	—	62.0
GRAND TOTAL	29 770	21 850	46 723	1 469 297	7 015 225	4 703 242	67.0	21 748	859 317	538 538	13 355	101 937	423 244	62.7

Domestic Scheduled Services September 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	2 080	5 152	5 244	333 364	229 652	148 027	64.5	1 013	23 250	13 070	103	316	12 651	56.2
British Airways Helicopters	31	500	164	11 823	904	721	79.8	10	72	58	—	1	57	80.2
British Caledonian Airways	456	1 556	1 201	61 124	40 389	23 885	59.1	220	4 191	2 035	33	62	1 940	48.6
Air Ecosse	81	385	273	2 460	1 143	511	44.7	12	95	45	1	1	42	46.9
Air UK	778	3 482	2 992	78 358	33 200	18 665	56.2	450	3 163	1 652	15	51	1 586	52.2
British Midland Airways	853	2 691	2 703	126 382	65 621	43 903	66.9	156	5 877	3 475	2	49	3 425	59.1
Brymon Airways	182	854	831	9 551	4 658	2 339	50.2	3	434	193	—	1	192	44.4
Burnthills Aviation	7	60	45	125	27	14	52.1	—	2	1	—	—	1	47.5
Dan-Air Services	381	1 419	1 300	46 251	23 790	16 205	68.1	48	2 021	1 402	—	26	1 376	69.4
Express Air Services CI	60	156	207	6 603	3 497	2 824	80.8	—	308	212	—	—	212	68.9
Guernsey Airlines	19	44	65	1 933	1 154	845	73.2	—	115	68	—	—	68	58.7
Haywards Aviation	9	40	45	251	73	57	78.4	—	7	5	—	—	5	63.1
Jersey European Airways	7	33	33	404	128	87	68.0	—	9	7	—	—	7	81.6
Loganair	233	1 808	1 113	12 288	3 701	2 043	55.2	—	337	186	—	—	186	55.2
Skyways Aviation	7	24	25	860	335	312	93.0	1	39	24	—	—	23	61.3
TOTAL Passenger services	5 185	18 204	16 240	691 777	408 271	260 437	63.8	1 912	39 919	22 431	153	506	21 771	56.2
Cargo Services														
British Caledonian Airways	25	43	51					249	191	143	143	—	—	74.8
Air UK	42	168	167					410	191	116	10	107	—	60.9
British Midland Airways	6	22	22					133	69	35	2	33	—	50.4
TOTAL Cargo Services	72	233	240					791	451	294	154	140	—	65.2
GRAND TOTAL	5 257	18 437	16 480	691 777	408 271	260 437	63.8	2 703	40 370	22 725	308	646	21 771	56.3

All Non-scheduled Services September 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	233	216	650	25 826	57 881	34 883	60.3	89	6 759	3 545	5	126	3 414	52.4
British Airtours	2 174	1 070	3 305	143 559	358 450	318 268	88.8	—	32 898	28 887	—	—	26 887	81.7
British Airways Helicopters	546	3 959	2 722	38 656	10 688	5 703	53.4	287	1 148	500	—	45	456	43.6
British Caledonian Airways	716	522	1 213	45 865	64 406	57 480	89.2	719	11 459	9 276	—	4 331	4 945	80.9
Air Europe	1 345	710	2 101	85 189	173 857	164 360	94.5	—	16 450	13 149	1	—	13 149	79.9
Air UK	623	620	1 207	31 489	49 728	42 447	85.4	359	4 706	3 791	1	182	3 608	80.6
Air-Bridge Carriers	141	284	397	—	—	—	—	1 358	2 269	1 009	5	1 003	—	44.4
Alderney Air Ferries	22	173	106	1 100	194	139	71.6	—	17	11	—	—	11	64.8
Alidair	71	207	259	5 677	4 235	2 265	53.5	33	424	193	—	13	180	45.5
B.E.A.S.	115	5 093	770	26 401	1 265	596	47.1	73	115	56	—	2	54	48.7
Bristow Helicopters	656	4 468	3 863	39 095	11 149	6 513	58.4	250	946	635	—	48	587	87.1
Britannia Airways	6 066	3 382	9 678	412 207	795 032	742 895	93.4	—	67 595	63 148	—	—	63 148	93.4
British Air Ferries	357	771	1 182	1 014	15 678	7 373	47.0	179	1 645	655	50	32	573	39.8
British Caledonian Helicopters	2	6	8	37	30	9	30.0	—	4	1	—	—	1	25.0
British Midland Airways	583	197	842	2 266	55 157	35 597	64.5	—	16 578	7 706	—	4 930	2 776	46.5
Dan-Air Services	4 822	3 922	8 717	340 849	587 753	523 677	89.1	401	47 124	42 121	91	19	42 011	89.4
Express Air Services CI	93	387	394	1 952	2 265	1 462	64.6	1 087	496	348	36	202	110	70.2
General Aviation Services	13	48	62	—	—	—	—	35	47	21	—	21	—	43.8
Guernsey Airlines	19	44	62	440	1 142	609	53.3	—	114	49	—	—	49	42.6
Heavylift Cargo Airlines	110	49	186	—	—	—	—	259	3 743	1 017	—	1 017	—	27.2
Invicta International Airlines	36	32	84	—	—	—	—	172	598	209	—	209	—	34.9
Jersey European Airways	6	12	21	98	82	49	59.2	—	7	4	—	—	4	56.1
Laker Airways	2 424	1 024	3 516	158 196	614 724	532 799	86.7	—	60 989	42 658	—	36	42 622	69.9
Loganair	262	868	1 113	7 721	4 022	2 587	64.3	13	373	242	—	6	236	63.8
Management Aviation	102	1 676	488	3 868	684	259	37.9	61	63	24	—	4	20	38.1
Monarch Airlines	1 808	1 032	2 752	129 202	284 568	253 550	89.1	—	27 735	22 961	—	—	22 961	82.8
North Scottish Helicopters	413	4 495	2 027	14 905	3 519	1 740	49.4	—	276	132	—	—	132	47.8
Orion Airways	1 037	595	1 653	73 142	134 840	130 706	96.9	—	12 758	10 455	—	—	10 455	81.9
Pelican Air Transport	210	61	275	—	—	—	—	895	8 601	5 224	—	5 224	—	60.7
Redcoat Air cargo	179	56	371	—	—	—	—	247	3 951	1 421	—	1 421	—	36.0
Scimitar Airlines	17	8	24	—	—	—	—	—	667	236	—	236	—	35.3
Skyways Aviation	54	165	188	—	95	77	81.3	260	277	146	54	88	6	52.8
Southern Int-Air Transport	26	50	127	—	—	—	—	—	200	85	—	85	—	42.5
Tradewinds Airways	425	155	602	—	—	—	—	1 856	17 866	9 622	—	9 622	—	53.9
TOTAL	25 705	36 337	50 984	1 588 734	3 231 442	2 866 045	88.7	8 642	348 896	267 534	243	28 897	238 394	76.7
Class 5 Licence TOTAL	44	24	68	2 315	5 790	4 296	74.2	N/A	492	364	—	—	364	—
TOTAL excludes 5 Licence	25 661	36 313	50 896	1 586 419	3 225 652	2 861 749	88.7	8 642	348 404	267 170	243	28 897	238 030	76.7

(a) Excludes Air Taxi Operations.

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

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

International Non-Scheduled Services September 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	228	201	632	25 735	57 568	34 704	60.3	89	6 733	3 530	5	126	3 399	62.4
British Airtours	2 174	1 070	3 305	143 559	358 450	318 268	88.8	—	32 898	26 887	—	—	26 887	81.7
British Airways Helicopters	543	3 941	2 710	38 576	10 658	5 692	53.4	284	1 145	498	—	44	455	43.5
British Caledonian Airways	713	516	1 205	45 671	64 018	57 341	89.6	719	11 422	9 264	—	4 331	4 933	81.1
Air Europe	1 345	710	2 101	85 169	173 857	164 360	94.5	—	16 450	13 149	1	—	13 149	79.9
Air UK	596	555	1 117	31 018	48 349	42 276	87.4	254	4 579	3 730	1	136	3 593	81.5
Air-Bridge Carriers	87	103	225	—	—	—	—	478	1 435	618	—	618	—	43.0
Alderney Air Ferries	—	2	1	12	1	1	66.7	—	—	—	—	—	—	57.1
Alidair	15	21	47	694	901	572	63.5	5	90	50	—	4	46	55.3
B.E.A.S.	116	5 093	770	26 401	1 266	596	47.1	73	115	56	—	2	54	48.7
Bristow Helicopters	656	4 468	3 863	39 095	11 149	6 513	58.4	250	946	635	—	48	687	67.1
Britannia Airways	6 066	3 382	9 678	412 207	795 032	742 895	93.4	—	67 595	63 148	—	—	63 148	93.4
British Air Ferries	333	678	1 095	325	15 368	7 126	46.4	—	1 517	585	—	32	553	38.6
British Caledonian Helicopters	2	6	8	37	30	9	30.0	—	4	1	—	—	1	25.0
British Midland Airways	574	183	817	2 266	54 496	35 101	64.4	—	16 523	7 667	—	4 930	2 737	46.4
Dan-Air Services	4 416	2 857	7 224	311 558	569 181	511 397	89.8	1	45 549	40 973	—	2	40 971	90.0
Express Air Services CI	11	17	36	578	692	417	60.2	3	60	33	—	1	32	54.4
General Aviation Services	13	47	61	—	—	—	—	35	46	21	—	21	—	44.3
Guernsey Airlines	8	11	23	350	480	233	50.7	—	46	19	—	—	19	40.6
Heavylift Cargo Airlines	110	49	186	—	—	—	—	259	3 743	1 017	—	1 017	—	27.2
Invicta International Airlines	36	32	84	—	—	—	—	172	598	209	—	209	—	34.9
Jersey European Airways	6	8	18	68	69	43	62.5	—	6	3	—	—	3	56.3
Laker Airways	2 424	1 024	3 516	158 196	614 724	532 799	86.7	—	60 989	42 658	—	36	42 622	69.9
Loganair	35	82	113	1 014	608	311	51.2	3	67	29	—	1	28	50.9
Management Aviation	102	1 676	488	3 868	684	259	37.9	61	63	24	—	4	20	38.1
Monarch Airlines	1 808	1 032	2 752	129 202	284 568	253 550	89.1	—	27 735	22 961	—	—	22 961	82.8
North Scottish Helicopters	413	4 495	2 027	14 905	3 519	1 740	49.4	—	276	132	—	—	132	47.8
Orion Airways	1 037	595	1 653	73 142	134 840	130 706	96.9	—	12 758	10 455	—	—	10 455	81.9
Pelican Air Transport	210	61	275	—	—	—	—	895	8 601	5 224	—	5 224	—	60.7
Redcoat Air Cargo	179	56	371	—	—	—	—	247	3 951	1 421	—	1 421	—	36.0
Scimitar Airlines	17	8	24	—	—	—	—	—	667	236	—	236	—	35.3
Skyways Aviation	32	92	107	—	—	—	—	67	164	86	—	86	—	52.6
Tradewinds Airways	425	155	602	—	—	—	—	1 856	17 866	9 622	—	9 622	—	53.9
TOTAL	24 727	33 226	47 134	1 543 646	3 200 488	2 846 911	89.0	5 760	344 627	264 938	6	28 149	236 783	76.9
Class 5 Licence TOTAL	44	24	68	2 315	5 790	4 296	74.2	N/A	492	364	—	—	364	—
TOTAL excludes 5 Licence	24 683	33 202	47 066	1 541 331	3 194 698	2 842 615	89.0	5 760	344 135	264 574	6	28 149	236 419	76.9

(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 September 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	5	15	18	91	313	179	57.1	—	28	16	—	—	15	59.4
BA Helicopters	3	18	12	80	30	11	36.7	3	3	2	—	1	1	66.7
British Caledonian Airways	3	6	7	194	388	139	35.9	—	36	12	—	—	12	32.9
Air UK	27	65	90	471	1 377	171	12.4	105	127	61	—	46	15	47.6
Air-Bridge Carriers	54	161	172	—	—	—	—	879	835	391	5	388	—	46.9
Alderney Air Ferries	21	171	105	1 088	193	138	71.6	—	17	11	—	—	11	64.9
Alldair	56	186	212	4 983	3 333	1 692	50.8	27	333	143	—	8	135	42.9
British Air Ferries	23	93	87	689	310	247	79.8	179	128	70	50	—	20	54.7
British Midland Airways	9	14	25	—	661	496	75.0	—	55	39	—	—	39	70.6
Dan-Air Services	408	1 065	1 493	29 291	18 572	12 280	66.1	399	1 575	1 148	91	17	1 041	72.9
Express Air Services CI	82	370	368	1 374	1 573	1 045	66.6	1 083	436	316	36	201	79	72.4
General Aviation Services	—	1	1	—	—	—	—	—	1	—	—	—	—	—
Guernsey Airlines	11	33	40	90	683	378	55.0	—	68	30	—	—	30	44.0
Jersey European Airways	1	4	3	30	13	5	41.7	—	1	—	—	—	—	54.5
Loganair	227	786	1 001	6 707	3 414	2 276	66.7	10	316	213	—	5	208	67.4
Skyways Aviation	22	73	80	—	95	77	81.3	193	113	60	54	—	6	53.3
Southern Int-Air Transport	26	50	127	—	—	—	—	—	200	85	—	85	—	42.5
TOTAL	978	3 111	3 830	45 088	30 955	19 134	61.8	2 881	4 269	2 596	237	749	1 610	60.8
Class 5 Licence TOTAL	—	—	—	—	—	—	—	N/A	—	—	—	—	—	—
TOTAL Excludes 5 Licence	978	3 111	3 830	45 088	30 955	19 134	61.8	2 881	4 269	2 596	237	749	1 610	60.8

(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 September 1980

Table 1.7.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Others			
British Airways	4	4	7	—	271	—	508	250	49.1
British Caledonian Airways	17	24	34	—	—	2 154	2 074	1 571	75.8
Air UK	15	20	27	—	—	1 493	1 297	1 108	85.4
Britannia Airways	822	412	1 313	—	49 035	—	106 878	99 054	92.7
British Midland Airways	3	4	9	—	—	290	231	229	99.3
Dan-Air Services	569	343	936	—	6 386	30 455	78 337	66 234	84.6
Laker Airways	815	359	1 219	17 945	—	15 489	189 369	143 041	75.5
TOTAL	2 244	1 166	3 545	17 945	55 692	49 881	378 694	311 487	82.3

	Cargo and mail uplifted tonnes	Tonne—km Available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
British Airways	—	46	23	—	—	23	50.6
British Caledonian Airways	—	196	137	—	—	137	69.6
Air UK	—	117	94	—	—	94	80.7
Britannia Airways	—	9 087	8 420	—	—	8 420	92.7
British Midland Airways	—	20	18	—	—	18	91.5
Dan-Air Services	—	6 267	5 297	—	—	5 297	84.5
Laker Airways	—	18 843	11 443	—	—	11 443	60.7
TOTAL	—	34 575	25 432	—	—	25 432	73.6

International Class 2 Licence Operations September 1980

Table 1.7.2

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Others			
British Airways	4	4	7	—	271	—	508	250	49.1
British Caledonian Airways	17	24	34	—	—	2 154	2 074	1 571	75.8
Air UK	15	20	27	—	—	1 493	1 297	1 108	85.4
Britannia Airways	822	412	1 313	—	49 035	—	106 878	99 054	92.7
British Midland Airways	3	4	9	—	—	290	231	229	99.3
Dan-Air Services	569	343	936	—	6 386	30 455	78 337	66 234	84.6
Laker Airways	815	359	1 219	17 945	—	15 489	139 869	143 041	75.5
TOTAL	2 244	1 166	3 545	17 945	55 692	49 881	378 694	311 487	82.3

	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
British Airways	—	46	23	—	—	23	50.6
British Caledonian Airways	—	196	137	—	—	137	69.6
Air UK	—	117	94	—	—	94	80.7
Britannia Airways	—	9 087	8 420	—	—	8 420	92.7
British Midland Airways	—	20	18	—	—	18	91.5
Dan-Air Services	—	6 267	5 297	—	—	5 297	84.5
Laker Airways	—	18 843	11 443	—	—	11 443	60.7
TOTAL	—	34 575	25 432	—	—	25 432	73.6

Domestic Class 2 Licence Operations September 1980

Table 1.7.3

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted		Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	Others			
NIL	—	—	—	—	—	—	—	—	—

	Cargo and mail uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
				Mail (000)	Cargo (000)		
NIL	—	—	—	—	—	—	—

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

Table 1.8

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km Available (000)	Used (000)	As percentage of available	Cargo and Mail uplifted Tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	No. of other IT passengers uplifted Class 4
International Services															
British Airways	39	27	65	1 773	3 220	2 677	83.2	—	288	240	—	—	240	83.3	—
British Airtrons	1 895	955	2 906	139 553	305 836	283 845	92.8	—	28 110	23 906	—	—	23 906	85.0	2 764
British Caledonian Airways	518	411	914	41 393	58 999	54 016	91.6	—	5 538	4 645	—	—	4 645	83.9	875
Air Europe	1 339	704	2 090	85 169	173 078	163 622	94.5	—	16 376	13 090	1	—	13 090	79.9	—
Air UK	521	379	877	28 691	46 377	40 652	87.7	—	4 169	3 455	—	—	3 455	82.9	—
Britannia Airways	5 122	2 815	8 156	347 510	672 153	631 543	94.0	—	57 148	53 684	—	—	53 684	93.9	—
British Midland Airways	32	22	58	1 599	2 687	2 406	89.5	—	238	187	—	—	187	78.6	—
Dan-Air Services	3 706	2 390	5 988	268 214	476 028	433 738	91.1	—	38 091	34 699	—	—	34 699	91.1	1 285
Express Air Services CI	10	14	31	578	653	393	60.3	—	55	30	—	—	30	54.1	—
Guernsey Airlines	6	9	19	350	376	233	62.1	—	38	19	—	—	19	49.7	—
Laker Airways	1 142	579	1 688	116 421	260 445	239 440	91.9	—	25 897	19 153	—	—	19 153	74.0	6 758
Monarch Airlines	1 437	803	2 149	112 023	231 715	204 694	88.3	—	22 570	18 552	—	—	18 552	82.2	15 988
Orion Airways	1 037	595	1 653	73 142	134 840	130 706	96.9	—	12 758	10 455	—	—	10 455	81.9	—
TOTAL International Services	16 806	9 703	26 594	1 216 416	2 366 406	2 187 966	92.5		211 275	182 115	1	—	182 115	86.2	27 668
Domestic Services															
Alderney Air Ferries	—	—	—	—	—	—	—	—	—	—	—	—	—	—	734
Alidair	5	18	20	945	309	282	91.3	—	31	23	—	—	23	73.0	—
British Air Ferries	6	16	21	668	265	229	86.7	—	24	18	—	—	18	75.6	—
Dan-Air Services	9	14	19	1 050	816	688	84.3	—	65	55	—	—	55	84.2	—
Express Air Services CI	20	29	53	1 374	1 474	965	65.5	—	121	72	—	—	72	59.8	—
TOTAL Domestic Services	40	77	113	4 037	2 863	2 164	75.6	—	242	168	—	—	168	69.7	734
GRAND TOTAL	16 846	9 780	26 706	1 220 453	2 369 269	2 190 130	92.4	—	211 517	182 284	1	—	182 283	86.2	28 402

All Class 4 Licence Operations September 1980

Table 1.9.1

	Aircraft —km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted			Other	Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	IT					
British Airtours	20	16	33	—	—	2 764	67	3 863	3 636	94.1	
British Caledonian Airways	14	10	24	—	—	875	18	1 554	1 217	78.3	
Alderney Air Ferries	17	143	85	—	—	734	252	157	120	76.6	
Dan-Air Services	50	26	77	—	1 282	1 285	—	6 033	5 118	84.8	
Laker Airways	181	26	229	1 583	—	6 758	—	62 476	58 095	93.0	
Monarch Airlines	211	159	373	—	—	15 986	1 193	25 838	23 365	90.4	
TOTAL	494	380	820	1 583	1 282	28 402	1 530	99 921	91 552	91.6	

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	—	352	313	—	—	313	88.9
British Caledonian Airways	—	146	105	—	—	105	71.8
Alderney Air Ferries	—	14	10	—	—	10	69.1
Dan-Air Services	—	483	409	—	—	409	84.7
Laker Airways	—	6 338	4 647	—	—	4 647	73.3
Monarch Airlines	—	2 538	2 108	—	—	2 108	83.1
TOTAL	—	9 870	7 591	—	—	7 591	76.9

International Class 4 Licence Operations September 1980

Table 1.9.2

	Aircraft —km (000)	Stage flights	Aircraft hours	ABC	Number of passengers uplifted				Available (000)	Seat-km Used (000)	As percentage of available
					Affinity	IT	Other				
British Airtours	20	16	33	—	—	2 764	67	3 863	3 636	94.1	
British Caledonian Airways	14	10	24	—	—	875	18	1 554	1 217	78.3	
Dan-Air Services	50	26	77	—	1 282	1 285	—	6 033	5 118	84.8	
Laker Airways	181	26	229	1 583	—	6 758	—	62 476	58 095	93.0	
Monarch Airlines	211	159	373	—	—	15 986	1 193	25 838	23 365	90.4	
TOTAL	476	237	735	1 583	1 282	27 668	1 278	99 764	91 432	91.6	

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	—	352	313	—	—	313	88.9
British Caledonian Airways	—	146	105	—	—	105	71.8
Dan-Air Services	—	483	409	—	—	409	84.7
Laker Airways	—	6 338	4 647	—	—	4 647	73.3
Monarch Airlines	—	2 538	2 108	—	—	2 108	83.1
TOTAL	—	9 856	7 582	—	—	7 582	76.9

Domestic Class 4 Licence Operations September 1980

Table 1.9.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km		As
				ABC	Affinity	IT	Other	Available (000)	Used (000)	percentage of available
Alderney Air Ferries	17	143	85	—	—	734	252	157	120	76.6
TOTAL	17	143	85	—	—	734	252	157	120	76.6

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Passengers (000)	As percentage of available
			Total (000)	Mail (000)	Cargo (000)		
Alderney Air Ferries	—	14	10	—	—	10	69.1
TOTAL	—	14	10	—	—	10	69.1

All Class 6 Licence Operations September 1980

Table 1.10.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
							Mail (000)	Cargo (000)	
British Caledonian Airways	139	36	183	643	4 888	4 080	—	4 079	83.5
Air-Bridge Carriers	112	222	324	1 358	1 785	753	3	749	42.2
Dan-Air Services	40	154	138	354	162	91	91	—	56.1
Express Air Services CI	61	334	301	1 087	308	238	36	202	77.4
Heavylift Cargo Airlines	85	37	127	260	2 903	747	—	746	25.7
Invicta International Airlines	27	29	65	173	442	184	—	183	41.5
Pelican Air Transport	210	61	275	895	8 601	5 224	—	5 223	60.7
Redcoat Air Cargo	179	56	371	247	3 951	1 421	—	1 420	36.0
Skyways Aviation	24	86	90	254	123	65	51	14	52.8
Tradewinds Airways	393	141	556	1 857	16 521	9 277	—	9 277	56.2
TOTAL	1 270	1 156	2 431	7 126	39 684	22 079	182	21 897	55.6

International Class 6 Licence Operations September 1980

Table 1.10.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
							Mail (000)	Cargo (000)	
British Caledonian Airways	139	36	183	643	4 888	4 080	—	4 079	83.5
Air-Bridge Carriers	64	83	175	478	1 020	395	—	395	38.8
Express Air Services CI	—	1	1	3	2	1	—	1	73.3
Heavylift Cargo Airlines	85	37	127	260	2 903	747	—	746	25.7
Invicta International Airlines	27	29	65	173	442	184	—	183	41.5
Pelican Air Transport	210	61	275	895	8 601	5 224	—	5 223	60.7
Redcoat Air Cargo	179	56	371	247	3 951	1 421	—	1 420	36.0
Skyways Aviation	5	23	21	67	24	14	—	14	60.0
Tradewinds Airways	393	141	556	1 857	16 521	9 277	—	9 277	56.2
TOTAL	1 102	467	1 775	4 623	38 351	21 342	—	21 341	55.6

Domestic Class 6 Licence Operations September 1980

Table 1.10.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
							Mail (000)	Cargo (000)	
Air-Bridge Carriers	48	139	150	880	765	358	3	354	46.8
Dan-Air Services	40	154	138	354	162	91	91	—	56.1
Express Air Services CI	61	333	299	1 084	306	237	36	201	77.4
Skyways Aviation	18	63	69	186	100	51	51	—	51.1
TOTAL	167	689	656	2 504	1 334	738	182	555	55.3

All Class 7 Licence Operations September 1980

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
B A Helicopters	546	3 959	2 722	38 656	10 688	5 703	53.4	288	1 148	500	—	45	456	43.6
B.E.A.S.	115	5 093	770	26 401	1 265	596	47.1	74	115	56	—	2	54	48.7
Bristow Helicopters	656	4 468	3 863	39 095	11 149	6 513	58.4	251	946	635	—	48	587	67.1
British Caledonian Helicopters	2	6	8	37	30	9	30.0	—	4	1	—	—	1	25.0
Management Aviation	102	1 676	488	3 868	684	259	37.9	62	63	24	—	4	20	38.1
North Scottish Helicopters	413	4 495	2 027	14 905	3 519	1 740	49.4	—	276	132	—	—	132	47.8
TOTAL	1 834	19 697	9 877	122 962	27 335	14 820	54.2	674	2 552	1 348	—	99	1 249	52.8

International Class 7 Licence Operations September 1980

Table 1.11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
B A Helicopters	543	3 941	2 710	38 576	10 658	5 692	53.4	285	1 145	498	—	44	455	43.5
B.E.A.S.	115	5 093	770	26 401	1 265	596	47.1	74	115	56	—	2	54	48.7
Bristow Helicopters	656	4 468	3 863	39 095	11 149	6 513	58.4	251	946	635	—	48	587	67.1
British Caledonian Helicopters	2	6	8	37	30	9	30.0	—	4	1	—	—	1	25.0
Management Aviation	102	1 676	488	3 868	684	259	37.9	62	63	24	—	4	20	38.1
North Scottish Helicopters	413	4 495	2 027	14 905	3 519	1 740	49.4	—	276	132	—	—	132	47.8
TOTAL	1 831	19 679	9 865	122 882	27 305	14 809	54.2	671	2 549	1 346	—	98	1 248	52.8

Domestic Class 7 Licence Operations September 1980

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
B A Helicopters	3	18	12	80	30	11	36.7	3	3	2	—	1	1	66.7
TOTAL	3	18	12	80	30	11	36.7	3	3	2	—	1	1	66.7

All Exempt Operations September 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	190	185	578	23 782	54 153	31 956	59.0	90	6 426	3 282	5	126	3 151	51.1
British Airtours	258	99	365	1 175	48 751	30 787	63.2	—	4 437	2 669	—	—	2 669	60.2
British Caledonian Airways	29	41	58	1 425	1 779	676	38.0	76	692	309	—	251	58	44.7
Air Europe	6	6	11	—	779	739	94.9	—	74	59	—	—	59	80.2
Air UK	87	221	303	1 305	2 052	688	33.5	360	421	241	1	182	58	57.4
Air-Bridge Carriers	29	42	73	—	—	—	—	—	484	255	2	254	—	52.7
Alderney Air Ferries	4	30	20	114	37	19	50.3	—	3	1	—	—	1	45.9
Alldair	65	189	240	4 732	3 926	1 983	50.5	33	393	170	—	13	158	43.4
Britannia Airways	79	131	141	13 347	10 211	8 002	78.4	—	868	680	—	—	680	78.4
British Air Ferries	351	755	1 161	346	15 414	7 144	46.3	179	1 621	637	50	32	555	38.5
British Midland Airways	548	171	776	377	52 239	32 962	63.1	—	16 320	7 501	—	4 930	2 571	46.0
Dan-Air Services	447	995	1 559	32 177	24 632	17 900	72.7	48	2 056	1 570	—	19	1 551	76.4
Express Air Services CI	2	10	9	—	139	104	75.3	—	12	8	—	—	8	66.3
General Aviation Services	13	48	62	—	—	—	—	36	47	21	—	21	—	43.8
Guernsey Airlines	13	35	43	90	767	376	49.0	—	77	30	—	—	30	39.2
Heavylift Cargo Airlines	25	12	59	—	—	—	—	—	840	271	—	271	—	32.2
Invicta International Airlines	9	3	19	—	—	—	—	—	156	25	—	25	—	15.9
Jersey European Airways	6	12	21	98	82	49	59.2	—	7	4	—	—	4	56.1
Laker Airways	286	60	380	—	102 434	92 223	90.0	—	9 911	7 415	—	36	7 379	74.8
Loganair	262	868	1 113	7 721	4 022	2 587	64.3	14	373	242	—	6	236	64.9
Monarch Airlines	159	70	230	—	27 015	25 490	94.4	—	2 627	2 300	—	—	2 300	87.6
Scimitar Airlines	17	8	24	—	—	—	—	—	667	236	—	236	—	35.3
Skyways Aviation	30	79	98	—	95	77	81.3	7	153	81	3	72	6	52.9
Southern Int-Air Transport	28	50	127	—	—	—	—	—	200	85	—	85	—	42.5
Tradewinds Airways	32	14	46	—	—	—	—	—	1 346	345	—	345	—	25.6
TOTAL	2 974	4 134	7 517	86 689	348 525	253 760	72.8	842	50 207	28 436	61	6 902	21 474	56.6

(a) Excludes Air Taxi Operations.

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

International Exempt Operations September 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			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	185	170	561	23 691	53 840	31 777	59.0	90	6 399	3 267	5	128	3 136	51.0
British Airtours	258	99	365	1 175	48 751	30 787	63.2	—	4 437	2 669	—	—	2 669	60.2
British Caledonian Airways	26	35	51	1 231	1 392	537	38.6	76	655	297	—	251	46	45.4
AIR EUROPE	6	6	11	—	779	739	94.9	—	74	59	—	—	59	80.2
Air UK	60	156	213	834	675	516	76.5	255	294	181	1	136	44	61.6
Air-Bridge Carriers	23	20	51	—	—	—	—	—	415	222	—	222	—	53.6
Alderney Air Ferries	—	2	1	12	1	1	66.7	—	—	—	—	—	—	57.1
Alldair	15	21	47	694	901	572	63.5	6	90	50	—	4	46	55.3
Britannia Airways	79	131	141	13 347	10 211	8 002	78.4	—	868	680	—	—	680	78.4
British Air Ferries	333	678	1 095	325	15 368	7 126	46.4	—	1 517	585	—	32	553	38.6
British Midland Airways	538	167	751	377	51 578	32 465	62.9	—	16 265	7 462	—	4 930	2 532	45.9
Dan-Air Services	90	98	224	3 936	8 784	6 308	71.8	2	708	568	—	2	566	80.2
Express Air Services CI	1	2	3	—	40	24	59.3	—	4	2	—	—	2	49.8
General Aviation Services	13	47	61	—	—	—	—	36	46	21	—	21	—	44.3
Guernsey Airlines	1	2	4	—	84	—	—	—	8	—	—	—	—	—
Heavylift Cargo Airlines	25	12	59	—	—	—	—	—	840	271	—	271	—	32.2
Invicta International Airlines	9	3	19	—	—	—	—	—	156	25	—	25	—	15.9
Jersey European Airways	6	8	18	68	69	43	62.5	—	6	3	—	—	3	56.3
Laker Airways	286	60	380	—	102 434	92 223	90.0	—	9 911	7 415	—	36	7 379	74.8
Loganair	35	82	113	1 014	608	311	51.2	3	57	29	—	1	28	50.9
Monarch Airlines	159	70	230	—	27 015	25 490	94.4	—	2 627	2 300	—	—	2 300	87.6
Scimitar Airlines	17	8	24	—	—	—	—	—	667	236	—	236	—	35.3
Skyways Aviation	27	69	86	—	—	—	—	—	140	72	—	72	—	51.3
Tredewinds Airways	32	14	46	—	—	—	—	—	1 346	345	—	345	—	25.6
TOTAL	2 224	1 950	4 553	46 704	322 529	236 922	73.5	467	47 530	26 758	6	6 709	20 043	56.3

(a) Excludes Air Taxi Operations.

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

Domestic Exempt Operations September 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			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	5	15	18	91	313	179	57.1	—	26	16	—	—	15	59.4
British Caledonian Airways	3	6	7	194	388	139	35.9	—	36	12	—	—	12	32.9
Air UK	27	65	90	471	1 377	171	12.4	105	127	61	—	48	15	47.6
Air-Bridge Carriers	6	22	22	—	—	—	—	—	69	33	2	31	—	47.2
Alderney Air Ferries	4	28	20	102	36	18	49.9	—	3	1	—	—	1	45.6
Alldair	50	168	193	4 038	3 025	1 410	46.6	28	303	120	—	8	112	39.8
British Air Ferries	18	77	67	21	45	18	39.1	179	103	51	50	—	1	49.5
British Midland Airways	9	14	25	—	661	496	75.0	—	55	39	—	—	39	70.6
Dan-Air Services	357	897	1 336	28 241	15 848	11 592	73.1	46	1 347	1 002	—	17	986	74.4
Express Air Services CI	1	8	5	—	99	81	81.7	—	8	6	—	—	6	73.4
General Aviation Services	—	1	1	—	—	—	—	—	1	—	—	—	—	—
Guernsey Airlines	11	33	40	90	683	376	55.0	—	68	30	—	—	30	44.0
Jersey European Airways	1	4	3	30	13	5	41.7	—	1	—	—	—	—	54.5
Loganair	227	786	1 000	6 707	3 414	2 276	66.7	11	316	213	—	5	208	67.4
Skyways Aviation	3	10	12	—	95	77	81.3	7	13	9	3	—	6	70.0
Southern Int-Air Transport	26	50	127	—	—	—	—	—	200	85	—	85	—	42.5
TOTAL	750	2 184	2 964	39 985	25 996	16 839	64.8	375	2 677	1 679	55	192	1 431	62.7

(a) Excludes Air Taxi Operations.

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

Class 5 Operations for UK Operators September 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	44	24	68	2 315	5 790	4 296	74.2	N/A	492	364	—	—	364	74.0
TOTAL	44	24	68	2 315	5 790	4 296	74.2	N/A	492	364	—	—	364	74.0

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

Aircraft Type and Utilisation — All Airlines September 1980 (a)

Table 1.14.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	72	388	—	353	—	3 862	717	4	3.0
Aerospatiale SA-365 Dauphin	77	1 755	54	324	7	6 569	257	(b) 3	(b) 2.3
Aviation Traders Merchantman	96	—	130	—	218	—	—	3	2.3
AW650 Argosy	46	—	134	—	179	—	—	3	1.8
BAC 111-200	732	1 736	—	1 787	—	79 416	36 130	9	6.6
BAC 111-300/400	2 653	2 358	—	4 711	—	145 196	188 770	19	7.6
BAC 111-500	4 909	6 841	43	9 861	51	497 634	395 998	40	8.3
BAC/Aerospatiale Concorde	1 087	193	—	770	—	10 899	65 787	6	3.7
Beech B90 King Air	—	—	—	—	—	—	—	1	—
Bell 206 Jetranger	7	60	—	45	—	125	14	2	0.8
Bell 212 Twin	144	5 996	7	928	4	31 709	753	7	3.7
Boeing 707 120/120B	—	—	—	—	—	—	—	1	—
Boeing 707-320C/336	4 489	780	512	3 922	2 131	43 853	282 102	28	7.7
Boeing 707-420	1 266	596	—	1 854	—	110 926	183 304	7	8.9
Boeing 720/720B	1 337	682	—	1 934	—	83 713	202 875	6	11.3
Boeing 727-100	1 434	755	—	2 128	—	90 301	178 543	7	10.3
Boeing 727-200	679	366	—	1 015	—	57 668	108 305	3	11.6
Boeing 737-200	10 497	6 954	—	17 281	—	721 837	1 233 103	53	11.1
Boeing 747-100	5 504	1 313	—	7 088	—	219 764	1 480 172	18	13.4
Boeing 747-200	3 248	562	—	4 036	—	104 498	929 564	10	13.5
Bristol Britannia 300	111	—	56	—	243	—	—	3	3.1
Britten-Norman Islander	165	1 659	20	750	30	6 720	619	14	2.0
Britten-Norman Trislander	166	2 408	—	864	—	24 135	1 544	11	2.7
Canadair CL 44	82	—	25	—	167	—	—	1	5.1
Cessna 404 Titan	15	42	—	53	—	190	67	3	2.4
DC3 Dakota/Pionair	52	—	238	—	256	—	—	2	4.8
DH 106 Comet 4B/C	275	194	—	470	—	19 904	29 296	4	4.4
DHC 6 Twin-Otter	483	1 990	—	2 133	—	19 673	5 131	17	4.2
Embraer Bandeirante	410	1 577	2	1 486	3	13 568	2 786	18	2.8
Fairchild Hillier FH227B	80	124	169	101	176	1 687	544	..	..
Fokker F28 2000-6000	—	—	—	—	—	—	—	2	5.2
Fokker Friendship 100/600	800	2 123	—	2 542	—	42 932	18 956	14	6.7
Hawker Siddley 121 Trident 1C	259	557	—	599	—	28 426	13 341	11	1.9
Hawker Siddley 121 Trident 1E	78	152	—	177	—	9 608	4 987	—	5.9
Hawker Siddley 121 Trident 2E	1 386	1 400	—	2 478	—	95 619	96 882	16	5.1
Hawker Siddley 121 Trident 3B	2 156	3 080	—	4 409	—	305 705	213 049	25	6.0
HP Herald 100/200	1 252	3 970	586	4 189	564	85 217	27 034	30	5.8
HS 125	12	24	—	27	—	45	26	2	0.3
HS 748	833	2 638	—	3 090	—	65 065	23 987	21	4.8
Lockheed L1011 Tristar	1 066	863	—	1 809	—	176 928	223 338	9	6.7
Lockheed L-1011-200 Tristar	435	110	—	536	—	13 162	63 985	3	9.2
Lockheed L-1011-500 Tristar	1 262	409	—	1 709	—	29 372	168 495	6	9.7
MBB BO 105	334	3 745	274	1 630	45	6 934	577	(b) 5	(b) 2.3
McDonnell-Douglas DC10-10	1 767	507	—	2 365	—	134 314	542 864	6	14.0
McDonnell-Douglas DC9-10 to 40	308	807	—	749	—	43 814	17 637	3	8.6
McDonnell-Douglas DC-10-30	3 700	678	—	4 695	—	111 645	822 135	11	14.5
Piper PA 23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
Piper PA31 Navajo (all series)	54	15	60	29	131	72	35	12	0.6
Piper PA 34	—	—	—	—	—	—	—	1	—
Rockwell 690B	—	—	—	—	—	—	—	1	—
Short SC5/10 Belfast	110	—	49	—	186	—	—	2	2.8
Short SD-330	50	196	—	200	—	2 859	700	1	6.8
Sikorsky S61N	1 112	7 012	—	6 061	—	84 837	12 690	(b) 49	(b) 3.7
Sikorsky S76	85	442	—	381	—	2 445	502	(b) 4	(b) 2.2
Vickers Super VC10	643	257	—	909	—	16 045	66 567	4	7.1
Vickers Viscount 700	109	295	—	386	—	8 050	3 719	4	3.5
Vickers Viscount 700D/800/810	1 137	3 691	50	3 794	127	143 564	49 461	27	5.6
Westland Wessex	63	1 094	—	451	—	6 105	352	4	3.9
TOTAL	59 128	73 394	2 409	107 109	4 518	3 706 610	7 697 699	577	6.6

(a) Excludes Air Taxi Operations.

(b) Excludes North Scottish Helicopters.

Aircraft Type and Utilisation—Individual Airlines Table 1.14.2

September 1980^(a)

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
British Airways									
HS 748	82	337	—	298	—	6 727	1 748	2	5.1
Vickers Viscount 700D/800/810	244	974	—	866	—	32 479	9 195	10	2.9
BAC 111-300/400	424	746	—	920	—	31 465	18 047	5	5.6
BAC 111-500	2 048	4 142	—	4 637	—	256 152	125 453	21	7.1
Boeing 737-200	1 420	1 930	—	2 854	—	138 371	100 995	16	6.2
Hawker Siddley 121 Trident 2E	1 386	1 400	—	2 478	—	95 619	96 882	16	5.1
Hawker Siddley 121 Trident 1C	259	557	—	599	—	28 426	13 341	11	1.9
Hawker Siddley 121 Trident 3B	2 156	3 080	—	4 409	—	305 705	213 049	25	6.0
Hawker Siddley 121 Trident 1E	78	152	—	177	—	9 608	4 987	—	5.9
Vickers Super VC10	643	257	—	909	—	16 045	66 567	4	7.1
Lockheed L1011 Tristar	1 066	863	—	1 809	—	176 928	223 338	9	6.7
Boeing 707-320C/336	2 144	410	217	2 005	896	25 268	149 903	11	9.1
Lockheed L-1011-500 Tristar	1 262	409	—	1 709	—	29 372	168 495	6	9.7
Boeing 747-100	5 504	1 313	—	7 088	—	219 764	1 480 172	18	13.4
Boeing 747-200	3 248	562	—	4 036	—	104 498	929 564	10	13.5
Lockheed L-1011-200 Tristar	435	110	—	536	—	13 162	63 985	3	9.2
BAC/Aerospatiale Concorde	1 087	193	—	770	—	10 899	65 787	6	3.7
TOTAL	23 486	17 435	217	36 100	896	1 500 488	3 731 507	173	7.2
British Airtours									
Boeing 737-200	903	470	—	1 442	—	55 958	109 254	4	12.5
Boeing 707-420	1 266	596	—	1 854	—	86 568	207 662	7	8.9
TOTAL	2 169	1 066	—	3 296	—	142 526	316 916	11	10.2
British Airways Helicopters									
Sikorsky S61N	548	3 750	—	2 721	—	46 751	6 274	24	3.7
Sikorsky S76	3	27	—	23	—	152	16	1	1.3
Bell 212 Twin	26	675	7	137	4	3 756	134	2	2.4
TOTAL	577	4 452	7	2 881	4	50 479	6 424	27	3.5
British Caledonian Airways									
BAC 111-200	547	1 431	—	1 378	—	64 996	26 291	7	6.4
BAC 111-500	1 124	1 342	43	2 152	51	92 591	86 581	9	7.9
Boeing 707-320C/336	1 303	284	73	1 384	341	16 342	86 360	6	9.5
McDonnell-Douglas DC-10-30	1 943	422	—	2 448	—	43 235	312 649	6	13.4
Sikorsky S61N	23	570	—	142	—	7 676	307	1	4.8
TOTAL	4 940	4 049	116	7 504	392	224 840	512 188	29	8.9
Air Continental									
Piper PA31 Navajo (All series)	47	—	60	—	131	—	—	3	2.2
Beech B90 King Air	—	—	—	—	—	—	—	1	—
Piper PA 34	—	—	—	—	—	—	—	1	—
TOTAL	47	—	60	—	131	—	—	5	1.4
Air Ecosse									
Piper PA31 Navajo (All series)	—	1	—	1	—	5	1	5	—
Embraer Bandeirante	81	384	—	272	—	2 455	510	9	0.6
Britten-Norman Trislander	—	—	—	—	—	—	—	1	—
Rockwell 690B	—	—	—	—	—	—	—	1	—
DHC6 Twin Otter	—	—	—	—	—	—	—	2	—
TOTAL	81	385	—	273	—	2 460	511	18	0.3
Air Europe									
Boeing 737-200	1 345	710	—	2 101	—	85 169	164 360	5	14.1
TOTAL	1 345	710	—	2 101	—	85 169	164 360	5	14.1

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Air UK									
Fokker F28 2000-6000	—	—	—	—	—	—	—	2	5.2
Fokker Friendship 100/600	800	2 123	—	2 542	—	42 932	18 956	14	6.7
HP Herald 100/200	794	3 059	315	2 776	368	76 739	16 981	17	7.4
Embraer Bandeirante	229	723	—	845	—	7 169	1 664	6	7.3
BAC 111-300/400	541	405	—	915	—	30 565	42 099	4	9.1
Cessna 404 Titan	—	—	—	—	—	—	—	2	—
TOTAL	2 363	6 310	315	7 078	368	157 405	79 700	45	7.3
Air-Bridge Carriers									
AW650 Argosy	46	—	134	—	179	—	—	3	1.8
Aviation Traders Merchantman	96	—	130	—	218	—	—	3	2.3
TOTAL	141	—	264	—	397	—	—	6	2.0
Alderney Air Ferries									
Britten-Norman Islander	22	173	—	106	—	1 100	139	2	2.2
TOTAL	22	173	—	106	—	1 100	139	2	2.2
Alidair									
Vickers Viscount 700	71	207	—	259	—	5 677	2 265	3	3.0
TOTAL	71	207	—	259	—	5 677	2 265	3	3.0
Aurigny Air Services									
Britten-Norman Trislander	85	1 739	—	424	—	19 058	899	6	2.6
Britten-Norman Islander	15	182	—	73	—	867	72	2	1.2
DHC 6 Twin-Otter	31	252	—	138	—	3 030	373	1	4.5
TOTAL	132	2 173	—	635	—	22 955	1 344	9	2.5
B.E.A.S.									
Bell 212 Twin	115	5 093	—	770	—	26 401	596	4	5.4
TOTAL	115	5 093	—	770	—	26 401	596	4	5.4
Bristow Helicopters									
Sikorsky S61N	453	2 290	—	2 747	—	25 432	5 031	23	3.8
Westland Wessex	63	1 094	—	451	—	6 105	352	4	3.9
MBB BO 105	7	208	—	41	—	250	8	1	1.1
Sikorsky S76	58	260	—	251	—	1 714	382	3	2.5
Bell 212 Twin	3	228	—	21	—	1 732	23	1	1.6
Aerospatiale SA330J Puma	72	388	—	353	—	3 862	717	4	3.0
TOTAL	656	4 468	—	3 864	—	39 095	6 513	36	3.4
Britannia Airways									
Boeing 737-200	5 791	3 249	—	9 231	—	393 555	703 430	24	12.5
TOTAL	5 791	3 249	—	9 231	—	393 555	703 430	24	12.5
British Air Ferries									
HP Herald 100/200	343	670	75	1 089	64	969	7 321	12	2.8
HS 125	12	24	—	27	—	45	26	2	0.3
TOTAL	356	694	75	1 116	64	1 014	7 347	14	2.5
British Caledonian Helicopters									
Sikorsky S61N	2	6	—	8	—	37	9	1	0.6
TOTAL	2	6	—	8	—	37	9	1	0.6
British Midland Airways									
Vickers Viscount 700D/800/810	699	2 186	—	2 401	—	91 889	32 685	12	7.3
McDonnell-Douglas DC9-10 to 40	308	807	—	749	—	43 814	17 637	3	8.6
Boeing 707-320C/336	318	73	—	434	—	—	32 229	3	4.6
TOTAL	1 325	3 066	—	3 584	—	135 703	82 551	18	7.1

Table 1.14.2 cont.

	Aircraft-km (000)	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers uplifted	Seet-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
Brymon Airways									
HP HERALD 100/200	34	100	—	132	—	2 777	939	1	4.5
DHC 6 Twin-Otter	184	919	—	854	—	7 690	1 645	4	7.0
TOTAL	217	1 019	—	986	—	10 467	2 583	5	6.5
Burnthills Aviation									
Bell 206 Jetranger	7	60	—	45	—	125	14	2	0.8
TOTAL	7	60	—	45	—	125	14	2	0.8
Cabair									
Cessna 404 Titan	15	42	—	53	—	190	67	1	2.4
Piper PA31 Navajo (All series)	—	—	—	—	—	—	—	3	2.0
TOTAL	15	42	—	53	—	190	67	4	2.4
Dan-Air Services									
HS 748	752	2 301	—	2 792	—	58 338	22 240	19	4.8
Vickers Viscount 700D/800/810	123	462	—	409	—	15 932	5 281	2	7.1
BAC 111-200	184	305	—	409	—	14 420	9 839	2	7.0
BAC 111-300/400	822	680	—	1 464	—	45 468	62 874	5	7.1
BAC 111-500	1 277	1 015	—	2 270	—	105 075	135 433	7	11.0
Boeing 727-200	679	366	—	1 015	—	57 668	108 305	3	11.6
DH 106 Comet 4/BC	275	194	—	470	—	19 904	29 296	4	4.4
Boeing 727-100	1 434	755	—	2 128	—	90 301	178 543	7	10.3
TOTAL	5 547	6 078	—	10 957	—	407 106	551 811	49	7.2
Express Air Services CI									
DC3 Dakota/Pionair	18	—	113	—	103	—	—	..	..
HP HERALD 100/200	81	141	196	192	132	4 732	1 793	..	..
Vickers Viscount 700D/800/810	43	69	—	118	—	3 264	2 300	..	..
TOTAL	143	210	309	310	235	7 996	4 093	..	..
General Aviation Services									
DC3 Dakota/Pionair	13	—	48	—	62	—	—	2	1.3
TOTAL	13	—	48	—	62	—	—	2	1.3
Guernsey Airlines									
Vickers Viscount 700	38	88	—	127	—	2 373	1 454	1	4.9
TOTAL	38	88	—	127	—	2 373	1 454	1	4.9
Haywards Aviation									
Britten-Norman Islander	9	40	—	45	—	251	57	1	1.4
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
TOTAL	9	40	—	45	—	251	57	2	1.2
Heavylift Cargo Airlines									
Short SC5/10 Belfast	110	—	49	—	186	—	—	2	2.8
TOTAL	110	—	49	—	186	—	—	2	2.8
Invicta International Airlines									
Bristol Britannia 300	36	—	32	—	84	—	—	2	1.4
TOTAL	36	—	32	—	84	—	—	2	1.4
Jersey European Airways									
Britten-Norman Islander	26	252	—	110	—	1 214	117	2	1.9
DHC 6 Twin-Otter	21	140	—	93	—	817	193	1	2.6
Piper PA31 Navajo (All series)	7	14	—	28	—	67	34	1	0.3
Embraer Bandeirante	76	372	—	281	—	3 295	482	2	5.0
TOTAL	131	778	—	512	—	5 393	826	6	2.8

Table 1.14.2 cont.

	Aircraft-km. (000)	Stage flights		Aircraft hours		Passengers uplifted	Seat-kms used (000)	Aircraft in service at Quarter ended September 1980	Daily Utilisation per Aircraft (hrs) Quarter ended September 1980
		Passenger	Cargo	Passenger	Cargo				
Laker Airways									
BAC 111-300/400	866	527	—	1 412	—	37 698	65 750	5	9.6
McDonnell-Douglas DC10-10	1 767	507	—	2 365	—	134 314	542 864	6	14.0
Boeing 707-320C/336	78	13	—	99	—	2 243	13 609	2	1.1
McDonnell-Douglas DC-10-30	1 757	256	—	2 247	—	68 410	509 486	5	15.8
TOTAL	4 468	1 303	—	6 123	—	242 665	1 131 709	18	11.8
Loganair									
Britten-Norman Trislander	81	669	—	440	—	5 077	645	4	3.4
Britten-Norman Islander	93	1 012	20	416	30	3 288	234	7	2.3
DHC 6 Twin-Otter	247	679	—	1 048	—	8 136	2 920	9	3.7
Embraer Bandeirante	24	98	2	88	3	649	130	1	2.7
Short SD-330	50	196	—	200	—	2 859	700	1	5.6
TOTAL	495	2 654	22	2 192	33	20 009	4 630	22	3.3
Management Aviation									
MBB BO 105	60	801	274	253	45	2 403	152	4	2.5
Aerospatiale SA-365 Dauphin	42	547	54	183	7	1 465	107	3	2.3
TOTAL	102	1 348	328	436	52	3 868	259	7	2.4
Monarch Airlines									
BAC 111-500	460	342	—	802	—	43 816	48 531	3	10.9
Boeing 720/720A	1 337	682	—	1 934	—	83 713	202 875	6	11.3
Boeing 707-120/120B	—	—	—	—	—	—	—	1	—
TOTAL	1 798	1 024	—	2 736	—	127 529	251 406	10	10.1
North Scottish Helicopters									
Sikorsky S61N	87	396	—	443	—	4 941	1 069	..	..
MBB BO 105	267	2 736	—	1 336	—	4 281	417	..	..
Sikorsky S76	24	155	—	107	—	579	104	..	..
Aerospatiale SA-365 Dauphin	35	1 208	—	141	—	5 104	150	..	..
TOTAL	413	4 495	—	2 027	—	14 905	1 740	..	..
Orion Airways									
Boeing 737-200	1 037	595	—	1 653	—	73 142	130 706	4	13.9
TOTAL	1 037	595	—	1 653	—	73 142	130 706	4	13.9
Pelican Air Transport									
Boeing 707-320C/336	204	—	59	—	268	—	—	1	8.5
TOTAL	204	—	59	—	268	—	—	1	8.8
Redcoat Air Cargo									
Bristol Britannia 300	76	—	24	—	159	—	—	1	6.5
Canadair CL 44	82	—	25	—	167	—	—	1	5.1
TOTAL	158	—	49	—	326	—	—	2	6.0
Scimitar Airlines									
Boeing 707-320C/336	17	—	8	—	24	—	—	2	3.7
TOTAL	17	—	8	—	24	—	—	2	3.7
Skyways Aviation									
DC3 Dakota/Pionair	21	—	77	—	91	—	—	..	..
Fairchild Hillier FH227B	80	124	169	101	176	1 687	544	..	..
TOTAL	101	124	246	101	267	1 687	544	..	..
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	26	—	50	—	127	—	—	3	4.3
TOTAL	26	—	50	—	127	—	—	3	4.3
Tradewinds Airways									
Boeing 707-320C/336	425	—	155	—	602	—	—	3	7.6
TOTAL	425	—	155	—	602	—	—	3	7.6
GRAND TOTAL	59 128	73 394	2 409	107 109	4 518	3 706 610	7 697 699	577	6.6

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

Table 1.15

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo and Mail (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	883 264	550 863	112 444	438 419	62.3
Class 2	34 523	25 402	—	25 402	73.5
Class 3	207 164	178 379	1	178 378	86.1
Class 4	9 870	7 591	—	7 591	76.9
Class 5	492	364	—	364	73.9
Class 6	38 998	21 791	21 791	—	55.9
Class 7	2 138	1 158	89	1 069	54.2
TOTAL	1 176 449	785 548	134 324	651 223	66.4
Non-Chargeable Operations					
Aircraft hired from UK Operators	5 999	4 568	430	4 138	76.1
Aircraft hired from Foreign Operators	24 228	15 800	8 114	7 687	65.2
Exempt Services (a)	41 496	22 690	2 508	20 182	54.7
Exempt Aircraft	414	190	10	180	4.58
TOTAL	72 137	43 249	11 062	32 187	59.9
GRAND TOTAL	1 248 585	828 797	145 386	683 410	66.1

(a) Excludes Air Taxi Operations

Output by Type of Licence and Aircraft Ownership for September 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	883 264	368	16 056	899 688
Class 2	34 523	19	33	34 575
Class 3	207 164	3 121	1 232	211 517
Class 4	9 870	—	—	9 870
Class 6	38 998	479	207	39 684
Class 7	2 552	—	—	2 552
Exempt Services (a)	41 496	2 011	6 701	50 207
TOTAL	1 217 867	5 999	24 228	1 248 093
Class 5	492	—	—	492
TOTAL	492	—	—	492
GRAND TOTAL	1 218 359	5 999	24 228	1 248 585

(a) Excludes Air Taxi Operations

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Public Transport Air-Taxi Operations (a)

Table 1.18

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

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

Part 2

UK Airports—Movements, Passenger and Cargo Statistics

Size of UK Airports Table 2.1
Year ended Sept. 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	27 706	47.75
Gatwick	9 532	16.43
Manchester	4 244	7.32
Glasgow	2 363	4.07
Luton	2 144	3.69
Birmingham	1 576	2.72
Belfast	1 485	2.56
Aberdeen	1 410	2.43
Edinburgh	1 181	2.03
Newcastle	912	1.57
East Midlands	662	1.14
Sumburgh	608	1.05
Liverpool	415	0.72
Prestwick	400	0.69
Leeds/Bradford	374	0.65
Isle of Man	312	0.54
Southampton	304	0.52
Stanstead	303	0.52
Tees-side	270	0.47
Cardiff	261	0.45
Bristol	236	0.41
Other 22 airports	1 320	2.28

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				
Sep 1979	2 155	912	56 424	792
Sep 1980	2 225	952	58 017	757

Latest year's growth (percentages)				
	3.2	4.4	2.8	—4.5

Mean rates of growth (percentages) to 1979				
20 years	6.2	3.9	8.9	5.0
10 years	3.5	4.1	5.7	3.3
5 years	3.6	7.3	8.2	5.9

Use of UK Airports

Table 2.3

Main Categories of Operator and Service

	A.T. Movements (000's)				Total	Terminal Passengers (000's)				Total
	Scheduled UK Operators	Overseas Operators	Non-scheduled UK Operators	Overseas Operators		Scheduled UK Operators	Overseas Operators	Non-scheduled UK Operators	Overseas Operators	
1970	360.4	142.2	87.9	16.3	606.7	16 265.7	7 841.3	6 215.6	1 283.8	31 606.5
1971	361.5	144.6	106.6	17.2	629.9	16 850.9	8 244.5	8 357.7	1 480.4	34 933.5
1972	384.7	144.9	119.2	20.5	669.3	18 788.5	9 144.0	9 495.8	1 697.0	39 125.4
1973	419.9	145.8	130.2	22.6	718.5	21 021.6	9 929.5	10 197.3	1 976.1	43 124.5
1974	420.9	148.6	122.7	17.9	710.1	20 391.1	10 125.0	7 996.8	1 569.5	40 082.4
1975	398.1	146.9	135.6	19.9	700.5	20 654.3	10 802.1	8 538.4	1 851.0	41 845.8
1976	412.9	150.0	153.0	23.9	739.9	21 721.8	11 865.2	8 902.2	2 176.6	44 665.8
1977	414.1	145.8	174.2	25.0	759.1	21 172.1	13 042.1	9 318.5	2 394.7	45 927.2
1978	479.1	150.7	203.8	28.8	862.5	25 322.2	14 284.3	10 539.0	2 678.1	52 829.5
1979	519.5	155.8	218.3	30.2	923.9	27 795.7	15 113.0	11 218.6	2 864.8	56 992.1
1978 1st quarter	100.3	32.8	40.7	3.9	177.7	4 988.5	2 647.9	1 763.7	268.5	9 668.6
2nd quarter	124.8	38.3	54.5	7.6	225.1	6 532.7	3 599.6	2 817.4	701.5	13 651.2
3rd quarter	138.3	43.1	60.7	11.5	253.6	7 816.2	4 707.6	3 800.7	1 261.0	17 585.5
4th quarter	115.7	36.5	48.0	5.8	206.0	5 990.8	3 329.2	2 157.3	447.0	11 924.3
1979 1st quarter	108.0	33.2	43.9	4.3	189.4	5 221.5	2 783.6	1 920.7	267.6	10 193.4
2nd quarter	138.5	40.0	58.4	8.7	245.7	7 411.9	3 943.0	3 078.5	827.7	15 261.2
3rd quarter	149.6	44.7	64.8	12.1	271.1	8 685.2	4 979.0	4 049.3	1 332.0	19 045.5
4th quarter	123.5	37.8	51.2	5.3	217.8	6 477.0	3 407.3	2 170.1	437.6	12 492.0
1980 1st quarter	119.2	36.8	50.4	3.4	209.8	5 891.0	3 048.8	2 060.7	240.2	11 240.6
2nd quarter	136.9	39.6	65.8	7.8	250.1	7 172.7	3 795.6	3 477.1	757.7	15 203.1
3rd quarter	144.7	43.9	74.4	11.4	274.5	8 401.8	4 720.5	4 684.8	1 274.6	19 081.7
1979 April	43.6	12.8	17.7	2.0	76.0	2 324.7	1 230.7	918.9	171.8	4 646.0
May	47.8	13.7	20.0	3.0	84.5	2 479.3	1 266.6	994.7	260.3	5 000.9
June	47.1	13.5	20.8	3.7	85.1	2 608.0	1 445.7	1 164.9	395.6	5 614.2
July	50.9	15.2	22.1	4.4	92.5	2 930.5	1 691.7	1 316.4	474.8	6 413.3
August	51.5	15.1	21.7	4.0	92.3	2 988.2	1 695.1	1 393.9	457.3	6 534.6
September	47.2	14.3	21.0	3.7	86.3	2 766.5	1 592.2	1 339.0	399.9	6 097.6
1980 April	43.5	13.1	19.8	1.7	78.1	2 245.2	1 197.9	941.7	130.9	4 515.7
May	46.6	13.6	22.4	2.7	85.3	2 349.1	1 240.3	1 185.4	259.3	5 034.2
June	46.8	12.9	23.6	3.4	86.8	2 578.4	1 357.5	1 349.9	367.5	5 653.2
July	50.0	14.5	24.9	3.9	93.4	2 839.0	1 550.5	1 509.8	432.3	6 331.7
August	48.5	15.0	24.4	4.0	91.9	2 900.3	1 664.1	1 649.6	467.9	6 681.9
September	46.2	14.3	25.1	3.5	89.2	2 662.5	1 505.8	1 525.4	374.4	6 068.1

Aircraft Movements at UK Airports by Purpose

Table 2.4

	Total		Commercial			Non-Commercial		
		Total	Air	Other	Total	Aero club	Test and	Other
	(000)	(000)	transport	(000)	(000)	and private	training	(000)
			(000)			(000)	(000)	
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1979	2 198.2	1 012.7	923.9	88.8	1 185.4	921.7	146.1	117.7
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.4	172.6	34.3	24.0
1979 1st quarter	416.8	207.0	189.4	17.6	209.8	147.1	35.8	26.8
2nd quarter	606.2	270.0	245.7	24.4	336.1	266.9	37.2	32.1
3rd quarter	674.8	299.0	271.1	27.8	375.9	307.5	38.8	29.5
4th quarter	500.4	236.7	217.8	18.9	263.7	200.2	34.2	29.3
1980 1st quarter	480.6	226.9	209.7	17.2	253.7	181.4	42.4	29.8
2nd quarter	616.1	272.6	250.1	22.5	343.5	271.1	38.0	34.5
1st quarter	627.6	299.2	274.5	24.8	328.4	266.7	34.5	27.2
1979 April	188.8	83.1	76.0	7.1	105.7	85.0	11.1	9.6
May	206.4	93.3	84.5	8.8	113.1	88.8	12.3	12.1
June	211.0	93.6	85.1	8.5	117.3	93.1	13.8	10.5
July	239.3	102.1	92.5	9.5	137.3	111.0	14.9	11.4
August	226.0	102.2	92.3	9.9	123.8	101.8	13.2	8.9
September	209.5	94.7	86.3	8.5	114.8	94.7	10.8	9.3
1980 April	201.1	84.7	78.1	6.6	116.4	90.5	15.4	10.4
May	214.2	93.3	85.3	8.1	120.8	95.1	12.1	13.6
June	200.9	94.6	86.8	7.8	106.3	85.4	10.4	10.4
July	217.0	101.6	93.4	8.2	115.5	94.0	13.3	8.2
August	210.2	100.3	91.9	8.4	109.9	90.9	10.7	8.3
September	200.5	97.4	89.2	8.2	103.1	81.8	10.6	10.7

Aircraft Movements September 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	14 071	12 231	—	544	1	76	19	—	1 118	—	82
+ Heathrow	25 891	23 934	—	26	—	17	251	—	1 601	38	24
+ Luton	5 800	2 810	—	605	17	155	56	655	1 482	—	20
+ Southend	6 105	966	6	—	—	301	—	2 826	2 004	2	—
+ Stansted	2 884	242	—	71	1	1 226	6	64	1 198	60	16
Total (London Area)	54 751	40 183	6	1 246	19	1 775	332	3 645	7 403	100	142
Westland Heliport (Battersea)	1 380	397	20	387	6	—	—	—	500	—	70
Other UK Airports											
+ Aberdeen	9 208	6 357	2	824	—	978	37	966	2	—	42
+ Belfast	6 085	2 647	—	125	92	—	—	576	359	—	2 286
+ Benbecula	313	244	—	23	7	—	—	—	1	—	38
+ Birmingham	7 187	3 040	—	111	4	54	27	2 730	1 213	—	8
+ Blackpool	7 391	536	628	116	16	78	—	5 268	745	—	4
+ Bournemouth	7 218	817	84	94	—	1 017	9	2 634	1 429	—	1 134
+ Bristol	3 239	682	—	67	—	34	—	1 561	853	20	22
+ Cambridge	3 304	143	—	59	2	847	1	1 117	406	—	729
+ Cardiff	4 161	781	4	53	—	340	—	2 462	511	2	8
+ Coventry	4 979	122	—	16	—	517	—	3 559	761	—	4
+ East Midlands	5 097	1 383	31	163	25	376	38	1 854	1 199	8	20
+ Edinburgh	6 457	2 276	1	62	—	165	176	996	662	6	2 113
+ Exeter	3 064	645	—	11	118	82	11	1 229	685	—	283
+ Glasgow	8 557	4 710	—	438	93	77	214	1 235	864	6	920
+ Gloucester/Cheltenham	3 435	44	2	—	548	434	—	1 771	604	—	32
+ Hawarden	2 390	—	—	—	—	78	—	2 046	231	—	35
+ Humberside	1 653	340	3	88	2	38	34	1 110	38	—	—
+ Inverness	1 975	639	—	4	375	251	—	641	53	—	12
+ Islay	222	153	—	4	26	1	—	—	36	—	2
+ Isle of Man	3 096	1 173	—	36	181	686	—	709	137	10	164
+ Isles of Scilly	731	634	—	—	22	—	—	—	67	—	8
+ Kirkwall	1 025	861	—	27	46	6	1	15	67	—	2
+ Leeds/Bradford	4 459	1 180	4	44	44	70	50	2 089	964	2	12
+ Liverpool	6 734	1 380	—	171	—	1 157	—	2 455	1 534	—	37
+ Lydd	5 701	226	—	47	380	12	—	4 018	966	2	50
+ Manchester	8 537	6 243	—	264	44	2	307	352	1 275	—	50
+ Manston	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	3 269	1 789	22	68	30	16	4	715	589	2	34
+ Norwich	2 220	910	—	76	53	579	28	—	554	—	20
+ Penzance Heliport	506	494	—	—	12	—	—	—	—	—	—
+ Prestwick	3 025	876	—	13	—	266	131	882	354	—	503
+ Southampton	7 731	1 427	—	64	24	150	36	5 155	867	—	8
+ Stornoway	666	465	—	70	4	2	10	46	14	4	51
+ Sumburgh	3 463	2 824	—	307	4	281	—	10	22	—	15
+ Swansea	1 753	84	—	17	25	2	—	1 078	391	—	156
+ Tees-side	3 829	1 012	—	90	20	182	12	1 921	560	2	30
+ Tiree	102	92	—	4	—	—	—	—	6	—	—
+ Unst	969	945	—	6	—	—	—	10	—	—	8
+ Wick	575	408	—	16	—	—	9	98	30	—	14
TOTAL other UK Airports	144 326	48 582	781	3 578	2 197	8 778	1 135	51 308	19 049	64	8 854
TOTAL (Inc. London Area)	200 457	89 162	807	5 211	2 222	10 553	1 467	54 853	26 952	164	9,066
Channel Islands Airports											
Alderney	1 091	1 091	—	—	—	—	—	—	—	—	—
Guernsey	3 429	3 429	—	—	—	—	—	—	—	—	—
Jersey	6 953	5 660	—	—	—	—	—	—	1 227	—	66
TOTAL (Channel Is. Airports)	11 473	10 180	—	—	—	—	—	—	1 227	—	66

Air Transport Movements by Type and Nationality of Operator for September 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	12 231	401	4 978	1 004	727	4 013	1 108
+ Heathrow	23 934	10 519	2 158	11 240	2	3	12
+ Luton	2 810	—	128	5	—	2 494	183
+ Southend	966	—	517	—	—	443	6
+ Stansted	242	7	25	3	—	52	155
TOTAL (London Area)	40 183	10 927	7 806	12 252	729	7 005	1 464
Westland Heliport (Battersea)	397	—	—	—	10	387	—
Other UK Airports							
+ Aberdeen	6 357	921	497	—	897	3 907	135
+ Belfast	2 647	994	1 172	63	—	193	225
Benbecula	244	52	162	—	—	30	—
+ Birmingham	3 040	993	895	228	6	738	180
+ Blackpool	536	—	391	—	—	145	—
+ Bournemouth	817	—	612	—	—	199	6
Bristol	682	—	335	54	—	261	32
+ Cambridge	143	—	75	—	2	30	36
+ Cardiff	781	—	626	—	—	88	67
+ Coventry	122	—	18	—	—	101	3
+ East Midlands	1 383	6	695	—	—	574	108
+ Edinburgh	2 276	749	1 178	58	—	252	39
+ Exeter	645	—	620	—	—	10	15
+ Glasgow	4 710	1 564	1 273	394	3	1 354	122
Gloucester/Cheltenham	44	—	40	—	—	4	—
Hawarden	—	—	—	—	—	—	—
Humberside	340	—	295	—	—	40	5
Inverness	639	312	185	—	—	134	8
Islay	153	—	116	—	—	37	—
+ Isle of Man	1 173	—	1 173	—	—	—	—
Isles of Scilly	634	494	140	—	—	—	—
+ Kirkwall	861	231	453	—	21	156	—
+ Leeds/Bradford	1 180	—	992	—	—	179	9
+ Liverpool	1 380	—	605	86	2	681	6
+ Lydd	226	—	226	—	—	—	—
+ Manchester	6 243	1 777	751	997	270	1 951	497
Manston	..	..	..	..	..	..	..
+ Newcastle	1 789	270	914	—	11	467	127
Norwich	910	—	747	—	—	149	14
Penzance Heliport	494	494	—	—	—	—	—
+ Prestwick	876	144	183	215	—	70	264
+ Southampton	1 427	—	1 322	—	2	95	8
Stornoway	465	104	139	—	7	211	4
+ Sumburgh	2 824	243	38	—	850	1 607	86
Swansea	84	—	24	—	—	54	6
+ Tees-side	1 012	2	745	—	—	230	35
Tiree	92	—	85	—	—	7	—
Unst	945	—	40	—	14	891	—
Wick	408	—	374	—	—	33	1
TOTAL Other UK Airports	48 582	9 350	18 136	2 095	2 085	14 878	2 038
TOTAL All Reporting Airports	89 162	20 277	25 942	14 347	2 824	22 270	3 502
Channel Islands Airports							
Alderney	1 091	—	924	—	—	167	—
Guernsey	3 429	—	3 263	84	—	70	12
Jersey	5 660	302	4 934	210	—	183	31
TOTAL (Channel Islands Airports)	10 180	302	9 121	294	—	420	43

Air Transport Landings Diverted from/to UK Reporting Airports September 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	36		1Ma 2Lu																									11He 1Pr 1Ma 1Em	2He 2Lu 1Ma	5He 2Pr 4St 1Lu 2Ma 7Pr 1GI 2Ga 4St 6Ma 3Em 1Li 5Em				
Heathrow	27													1Em	1Em							1Pr												
Luton	11							1St													1He 1St 1Em						2Em							
Stansted	2																													1Lu 1Em				
Aberdeen	12			1Wi																1GI		6GI	2GI 1Ed 1Sw											
Belfast	1												1GI																					
Benbecula	1	1Sw																																
Birmingham	3																														2Lu			
Blackpool	1																													1Li				
Bristol	1																															1Bi		
East Midlands	3																					1Ma	1Bi 19GI	3GI							1Lu			
Edinburgh	22																																	
Glasgow	5													1Ma								2Pr 1Bi									1Lu			
Isle of Man	5																					1Ma 3Em	1Em											
Leeds	33		1Ma 3Em 16Te										1Em			1Ma	1Bi	1Bi	1Bi	1Bi		1Ma 3Em	1Em				1Ma 2Em 3Te							
Manchester	1							1Bi																										
Newcastle	18																					1GI 4Ma	1GI 1Ma 1Bi 7Te	1Pr 2Te										
Norwich	2																																	
Southampton	1																																	
Sumburgh	17	1In	8Ki	2Ki			1Ed			1Ki								1Ki		2In														
Tees-side	2																																	
Other Internal	15						1Em										4Ex 1Sh 2Wi	3Ex		1Ex	1Ki							1Em						
Overseas	20				1Lu		1He	1Bi			1He 1Lu		1He					1Ma				2Ma	1Ma	2He	1Sw			1He 1Lu	1He 1Pr			1He 2Ma		
All Aerodromes	239	2	31	3	1	1	3	2	1	—	2	—	2	2	1	9	4	4	2	5	20	41	14	7	2	—	19	7	46	4	4	—		

Aerodrome of actual landing: letter code

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

Air Transport Movements for September 1980

Comparison with the previous year

Table 2.8

	International				Domestic				1980 Total		1979 Total		Percentage Change	
	Scheduled Passenger Aircraft	Cargo Aircraft	Charter Passenger Aircraft	Cargo Aircraft	Scheduled Passenger Aircraft	Cargo Aircraft	Charter Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	3 571	97	5 688	129	2 517	198	42	89	11 718	513	10 889	544	7.6	-5.7
+ Heathrow	17 591	954	8	9	5 368	4	—	—	22 967	967	23 523	1 203	-2.4	-19.6
+ Luton	42	34	1 953	194	56	1	177	353	2 228	582	2 328	207	-4.3	181.2
+ Southend	398	—	176	—	119	—	273	—	966	—	1 184	—	-18.4	—
+ Stansted	7	—	162	10	28	—	4	31	201	41	385	29	-47.8	41.4
TOTAL (London Area)	21 609	1 085	7 887	342	8 088	203	496	473	38 080	2 103	38 309	1 983	-0.6	6.1
Westland Heliport (Battersea)	—	—	—	—	—	—	397	—	397	—	284	—	39.8	—
Other UK Airports														
+ Aberdeen	243	—	2 666	61	1 175	—	2 148	64	6 232	125	4 989	79	24.9	58.2
+ Belfast	65	—	219	13	2 091	73	18	168	2 393	254	2 187	244	9.4	4.1
+ Benbecula	—	—	—	—	214	—	30	—	244	—	192	—	27.1	—
+ Birmingham	843	—	836	1	1 273	—	83	4	3 035	5	3 834	—	-20.8	—
+ Blackpool	83	—	4	—	308	—	42	99	437	99	610	138	-28.4	-28.3
+ Bournemouth	—	—	40	5	376	237	159	1	574	243	582	200	-1.4	21.5
+ Bristol	212	—	177	2	176	1	30	84	595	87	663	39	-10.3	123.1
+ Cambridge	—	—	52	—	75	—	16	—	143	—	149	—	-4.0	—
+ Cardiff	138	—	147	—	488	—	8	—	781	—	812	2	-3.8	—
+ Coventry	—	—	79	3	18	—	22	—	119	3	63	—	88.9	—
+ East Midlands	235	15	418	55	451	—	66	143	1 170	213	1 155	158	1.3	34.8
+ Edinburgh	291	—	126	—	1 647	47	84	81	2 148	128	2 487	111	-13.6	15.3
+ Exeter	113	1	16	—	467	39	8	1	604	41	628	1	-3.8	4 000.0
+ Glasgow	541	114	644	—	2 572	4	684	151	4 441	269	4 225	230	5.1	17.0
+ Gloucester/Cheltenham	—	—	—	—	40	—	4	—	44	—	111	—	-60.4	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	43	—	23	—	252	—	22	—	340	—	460	2	-26.1	—
+ Inverness	—	—	10	—	497	—	132	—	639	—	598	—	6.9	—
+ Islay	—	—	—	—	116	—	37	—	153	—	174	—	-12.1	—
+ Isle of Man	77	—	—	—	1 064	32	—	—	1 141	32	1 233	28	-7.5	14.3
+ Isles of Scilly	—	—	—	—	634	—	—	—	634	—	582	—	8.9	—
+ Kirkwall	—	—	16	1	684	—	159	1	859	2	941	19	-8.7	-89.5
+ Leeds/Bradford	245	—	116	3	747	—	65	4	1 173	7	1 169	23	0.3	-69.6
+ Liverpool	67	20	14	4	604	—	94	577	779	601	1 998	485	-61.0	23.9
+ Lydd	92	110	—	—	24	—	—	—	116	110	162	154	-28.4	-28.8
+ Manchester	1 493	251	2 638	16	1 771	10	64	—	5 966	277	2 615	92	128.1	201.1
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	296	—	495	2	851	37	108	—	1 750	39	1 728	66	1.3	-40.9
+ Norwich	253	1	42	3	491	2	72	46	858	52	1 069	43	-19.7	20.9
+ Penzance Heliport	—	—	—	—	494	—	—	—	494	—	460	—	7.4	—
+ Prestwick	181	64	232	14	267	30	88	—	768	108	1 046	134	-26.6	-19.4
+ Southampton	286	—	36	18	1 032	4	51	—	1 405	22	1 350	38	4.1	-42.1
+ Stornoway	—	—	31	—	243	—	187	4	481	4	442	9	4.3	-55.6
+ Sumburgh	—	—	1 560	59	281	—	880	44	2 721	103	2 734	79	-0.5	30.4
+ Swansea	—	—	10	—	24	—	50	—	84	—	210	—	-60.0	—
+ Tees-side	74	—	122	—	673	—	143	—	1 012	—	1 028	2	-1.6	—
+ Tiree	—	—	—	—	85	—	7	—	92	—	54	—	70.4	—
+ Unst	—	—	489	—	40	—	416	—	945	—	—	—	—	—
+ Wick	—	—	—	1	374	—	33	—	407	1	558	6	-27.1	-83.3
TOTAL other UK Airports	5 871	576	11 258	261	22 618	516	6 010	1 472	45 757	2 825	43 298	2 382	5.7	18.6
TOTAL all reporting UK Airports	27 480	1 661	19 145	603	30 706	719	6 903	1 945	84 234	4 928	81 891	4 365	2.9	12.9
Channel Islands Airports														
+ Alderney	—	—	—	—	—	—	—	—	1 091	—	1 819	—	-40.0	—
+ Guernsey	—	—	—	—	—	—	—	—	3 429	—	3 528	—	-2.8	—
+ Jersey	—	—	—	—	—	—	—	—	5 660	—	6 017	—	-5.9	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	10 180	—	11 362	—	-10.4	—

Air Passengers by Type and Nationality of Operator September 1980

Table 2.9

	Total			Scheduled Services						Charter Flights					
				United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others				British Airways		Others			
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+ Gatwick	1 166 692	1 143 590	13 102	20 221	717	318 401	175	89 680	6 073	111 597	256	456 416	2 180	147 276	3 721
+ Heathrow	2 683 345	2 658 591	24 754	1 269 169	—	71 751	—	1 327 011	24 761	274	—	236	—	160	3
+ Luton	245 004	243 569	1 435	—	—	3 669	89	—	—	—	—	229 997	1 110	9 903	236
+ Southend	14 843	14 843	—	—	—	13 827	—	—	—	—	—	732	—	284	—
+ Stansted	24 868	23 130	1 738	150	1 047	728	—	164	266	—	—	1 381	280	20 707	175
TOTAL (London Area)	4 124 762	4 083 723	41 029	1 279 540	1 764	408 376	264	1 416 855	31 080	111 871	256	688 762	3 530	178 319	4 135
Westland Heliport (Battersea)	1,675	1 675	—	—	—	—	—	—	—	17	—	1 668	—	—	—
Other UK Airports															
+ Aberdeen	125 774	125 366	408	41 473	206	13 398	—	—	—	10 184	—	56 494	192	3 817	10
+ Belfast	140 710	139 468	1 242	77 655	276	39 477	11	1 635	4	—	—	651	—	20 050	951
+ Benbecula	2 052	2 005	47	1 120	—	720	47	—	—	—	—	165	—	—	—
+ Birmingham	188 356	186 364	1 992	47 047	385	28 739	681	11 900	513	459	—	80 497	30	17 722	383
+ Blackpool	9 419	9 051	368	—	—	8 903	368	—	—	—	—	148	—	—	—
+ Bournemouth	16 083	16 083	—	—	—	11 678	—	—	—	—	—	4 045	—	360	—
+ Bristol	31 711	30 704	1 007	—	—	7 957	922	2 288	50	—	—	17 630	—	2 829	35
+ Cambridge	6 221	6 221	—	—	—	3 512	—	—	—	249	—	115	—	2 345	—
+ Cardiff	36 059	31 181	4 878	—	—	12 960	4 486	—	—	—	—	10 204	392	8 017	—
+ Coventry	1 281	1 280	1	—	—	754	—	—	—	—	—	514	1	12	—
+ East Midlands	80 586	79 056	1 530	—	1 016	31 456	159	—	—	—	—	36 293	356	11 307	—
+ Edinburgh	107 744	105 609	2 135	58 806	18	28 747	1 859	3 567	—	—	—	11 395	133	3 094	125
+ Exeter	10 609	10 121	488	—	—	8 502	488	—	—	—	—	396	—	1 223	—
+ Glasgow	243 447	241 178	2 269	100 326	21	34 349	48	13 652	2 135	858	—	78 732	65	13 261	—
+ Gloucester/Cheltenham	1 595	1 595	—	—	—	1 580	—	—	—	—	—	15	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	3 786	3 486	300	—	—	3 288	300	—	—	—	—	180	—	18	—
+ Inverness	13 366	12 572	794	10 674	730	1 034	—	—	—	—	—	434	64	430	—
+ Islay	1 467	1 467	—	—	—	1 263	—	—	—	—	—	204	—	—	—
+ Isle of Man	33 177	32 222	955	—	—	32 222	955	—	—	—	—	—	—	—	—
+ Isles of Scilly	13 689	13 689	—	12 467	—	1 222	—	—	—	—	—	—	—	—	—
+ Kirkwall	8 396	6 898	1 498	3 209	1 213	2 773	22	—	—	144	48	772	215	—	—
+ Leeds/Bradford	40 488	38 355	2 133	—	—	26 204	2 122	—	—	—	—	12 075	11	76	—
+ Liverpool	31 272	30 914	358	—	—	26 184	87	2 950	271	90	—	1 100	—	610	—
+ Lydd	1 855	1 855	—	—	—	1 855	—	—	—	—	—	—	—	—	—
+ Manchester	556 772	543 531	13 241	122 447	2 437	21 232	2 465	40 824	1 420	40 098	—	248 008	873	70 922	6 046
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	107 853	103 611	4 242	20 042	—	23 573	3 466	—	—	1 195	—	43 587	299	15 214	477
+ Norwich	15 409	14 569	840	—	—	13 020	840	—	—	—	—	576	—	973	—
+ Penzance Heliport	12 467	12 467	—	12 467	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	88 648	50 784	37 862	11 808	7 001	1 983	11	12 176	8 621	—	—	4 603	4 542	20 214	17 687
+ Southampton	32 162	32 015	147	—	—	31 334	92	—	—	90	—	567	55	24	—
+ Stornoway	7 324	7 150	174	4 463	—	704	—	—	—	175	—	1 808	68	—	106
+ Sumburgh	50 156	49 896	260	6 124	30	286	—	—	—	12 569	65	30 091	165	826	—
+ Swansea	1 032	1 018	14	—	—	806	—	—	—	—	—	190	14	22	—
+ Tees-side	28 010	26 667	1 443	127	—	19 171	1 405	—	—	—	—	4 559	32	2 710	6
+ Tiree	532	317	215	—	—	292	214	—	—	—	—	25	1	—	—
+ Unst	11 122	10 891	231	—	—	175	—	—	—	36	81	10 680	150	—	—
+ Wick	3 211	3 154	57	—	—	2 977	1	—	—	—	—	177	56	—	—
TOTAL other UK Airports	2 063 839	1 982 710	81 129	530 255	13 333	444 310	21 049	88 992	13 014	66 147	194	656 930	7 713	196 076	25 826
TOTAL (Incl. London Area)	6 190 266	6 068 108	122 158	1 809 795	15 097	852 686	21 313	1 505 847	44 094	178 035	450	1 347 350	11 243	374 395	29 961
Channel Islands Airports															
+ Alderney	9 632	9 632	—	—	—	8 695	—	—	—	—	—	937	—	—	—
+ Guernsey	64 854	60 965	3 889	—	—	58 714	3 731	1 605	153	—	—	333	5	313	—
+ Jersey	170 681	167 513	3 168	22 839	—	134 905	2 933	8 140	229	—	—	456	6	1 173	—
TOTAL (Channel Is. Airports)	245 167	238 110	7 057	22 839	—	202 314	6 664	9 745	382	—	—	1 726	11	1 486	—

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

Terminal, International and Domestic Passenger Traffic by Airports September 1980

Table 2.10

Comparison with the previous year.

	Total 1980	Total 1979	Percentage change	1980	International 1979	Percentage change	1980	Domestic 1979	Percentage change
London Area Airports									
+ Gatwick	1 143 590	1 029 621	11.1	1 041 383	942 823	10.5	102 207	86 798	17.8
+ Heathrow	2 658 591	2 854 904	-6.9	2 301 810	2 475 305	-7.0	356 781	379 599	-6.0
+ Luton	243 569	259 657	-6.2	238 115	255 011	-6.6	5 454	4 646	17.4
+ Southend	14 843	19 969	-25.7	7 261	11 305	-35.8	7 582	8 664	-12.5
+ Stansted	23 130	31 082	-25.6	22 228	30 542	-27.2	902	540	67.0
TOTAL (London Area)	4 083 723	4 195 233	-2.7	3 610 797	3 714 986	-2.8	472 926	480 247	-1.5
Westland Heliport (Battersea)	1 675	840	99.4	—	—	—	1 675	840	99.4
Other UK Airports									
+ Aberdeen	125 366	118 515	5.8	38 960	31 706	22.9	86 406	86 809	-0.5
+ Belfast	139 468	143 100	-2.5	22 103	16 363	35.1	117 365	126 737	-7.4
Benbecula	2 005	2 091	-4.1	—	—	—	2 005	2 091	-4.1
+ Birmingham	186 364	249 462	-25.3	140 332	189 547	-26.0	46 032	59 915	-23.2
+ Blackpool	9 051	18 069	-49.9	1 071	2 206	-51.5	7 980	15 863	-49.7
+ Bournemouth	16 083	18 108	-11.2	3 005	2 342	28.3	13 078	15 766	-17.0
+ Bristol	30 704	30 790	-0.3	25 879	24 409	6.0	4 825	6 381	-24.4
+ Cambridge	6 221	6 454	-3.6	2 648	1 890	40.1	3 573	4 564	-21.7
+ Cardiff	31 181	30 265	3.0	22 613	21 872	3.4	8 568	8 393	2.1
+ Coventry	1 280	460	178.3	441	193	128.5	839	267	214.2
+ East Midlands	79 056	74 402	6.3	54 867	50 103	9.5	24 189	24 299	-0.5
+ Edinburgh	105 609	125 075	-15.6	22 975	29 137	-21.1	82 634	95 938	-13.9
+ Exeter	10 121	11 918	-15.1	2 733	2 682	1.9	7 388	9 236	-20.0
+ Glasgow	241 178	235 373	2.5	97 033	84 901	14.3	144 145	150 472	-4.2
Gloucester/Cheltenham	1 595	3 042	-47.6	—	—	—	1 595	3 042	-47.6
Hawarden	—	—	—	—	—	—	—	—	—
Humberside	3 486	5 028	-30.7	579	745	-22.3	2 907	4 283	-32.1
Inverness	12 572	13 528	-7.1	439	694	-36.7	12 133	12 834	-5.5
Islay	1 467	1 377	6.5	—	—	—	1 467	1 377	6.5
+ Isle of Man	32 222	47 610	-32.3	1 836	2 235	-17.9	30 386	45 375	-33.0
Isles of Scilly	13 689	13 583	0.8	—	—	—	13 689	13 583	0.8
+ Kirkwall	6 898	8 494	-18.8	135	24	462.5	6 763	8 470	-20.2
+ Leeds/Bradford	38 355	47 887	-19.9	17 436	15 666	11.3	20 919	32 221	-35.1
+ Liverpool	30 914	151 021	-79.5	4 281	114 093	-96.2	26 633	36 928	-27.9
+ Lydd	1 855	7 217	-74.3	811	7 105	-88.6	1 044	112	832.1
+ Manchester	543 531	222 066	144.8	446 457	178 063	150.7	97 074	44 003	120.6
+ Manston	..	..	—	—	..	—	..	..	—
+ Newcastle	103 611	101 000	2.6	68 300	61 521	11.0	35 311	39 479	-10.6
+ Norwich	14 569	16 479	-11.6	6 473	6 355	1.9	8 096	10 124	-20.0
Penzance	12 467	12 017	3.7	—	—	—	12 467	12 017	3.7
+ Prestwick	50 784	59 810	-15.1	48 459	56 423	-14.1	2 325	3 387	-31.4
+ Southampton	32 015	37 587	-14.8	4 845	4 230	14.5	27 170	33 357	-18.5
Stornoway	7 150	7 147	—	20	17	17.6	7 130	7 130	—
+ Sumburgh	49 896	50 551	-1.3	22 187	21 051	5.4	27 709	29 500	-6.1
Swansea	1 018	1 458	-30.2	45	3 140	0.0	973	1 455	-33.1
+ Tees-side	26 567	27 090	-1.9	8 370	7 397	13.2	18 197	19 693	-7.6
Tiree	317	376	-15.7	—	—	—	317	376	-15.7
Unst	10 891	..	..	5 784	..	..	5 107	..	..
Wick	3 154	3 056	3.2	—	—	—	3 154	3 056	3.2
TOTAL other UK Airports	1 982 710	1 901 506	4.3	1 071 117	932 973	14.8	911 593	968 533	-5.9
TOTAL all reporting Airports	6 068 108	6 097 579	-0.5	4 681 914	4 647 959	0.7	1 386 194	1 449 620	-4.4
Channel Islands Airports (Channel Islands do not supply an International/Domestic split)									
Alderney	9 632	10 461	-7.9	—	—	—	—	—	—
Guernsey	60 965	71 305	-14.5	—	—	—	—	—	—
Jersey	167 513	200 915	-16.6	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	238 110	282 681	-15.8	—	—	—	—	—	—

.. Not supplied.

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

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

Table 2.11

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

	Austria	Belgium	Denmark	Finland	France	German F.R.	Greece	Irish Republic	Italy	Malta	Nether-lands	Norway	Portugal	Spain	Sweden	Switzerland	Turkey	Yugoslavia	Eastern Europe(a)	Cyprus
1970	107	818	383	60	2 365	1 874	289	1 649	1 430	264	1 306	189	295	3 472	184	1 063	44	192	204	88
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	239	1 435	209	385	4 726	188	1 105	49	291	230	128
1972	135	832	447	70	2 805	2 438	625	1 667	1 900	170	1 508	244	483	5 493	236	1 130	61	291	284	166
1973	160	934	474	84	2 928	2 525	747	1 709	2 032	263	1 734	279	578	5 974	275	1 181	95	394	334	218
1974	158	859	479	88	2 678	2 247	543	1 641	1 771	384	1 619	276	429	4 842	281	1 032	90	323	347	100
1975	171	788	486	101	2 740	2 277	691	1 672	1 860	497	1 634	351	309	5 298	336	1 093	94	410	410	9
1976	200	850	567	120	2 901	2 470	882	1 722	1 941	478	1 835	522	296	4 667	423	1 181	120	414	395	79
1977	229	854	626	133	2 904	2 619	884	1 727	2 037	489	1 934	591	399	4 617	524	1 289	135	285	338	121
1978	237	874	621	134	3 026	2 882	1 162	1 933	2 279	670	1 994	564	474	5 553	524	1 372	114	428	418	161
1979	241	867	626	138	3 102	3 081	1 562	2 015	2 550	940	1 959	550	591	5 650	500	1 413	111	608	534	232
1978 4th quarter (i)	52	219	144	30	688	673	206	433	413	166	472	120	106	1 155	116	312	28	77	80	33
1979 1st quarter (ii)	38	187	119	24	636	625	110	370	475	134	391	110	81	806	87	311	23	35	73	26
2nd quarter (ii)	64	234	173	40	872	841	462	496	694	235	537	151	164	1 591	141	376	24	158	137	54
3rd quarter (ii)	88	230	195	45	958	913	725	700	946	352	550	166	213	2 200	162	412	42	233	231	106
4th quarter	50	217	139	29	636	702	265	449	435	218	481	120	133	1 053	110	315	23	81	93	45
1980 1st quarter	40	194	117	29	641	683	119	420	575	170	421	115	100	738	95	341	16	27	81	35
2nd quarter	63	209	153	40	815	826	561	438	728	310	510	167	195	1 602	108	378	16	129	131	59
3rd quarter	83	206	164	44	949	975	876	587	972	450	522	166	256	2 258	144	420	33	202	248	102
	Canary Islands	Near East (b)	North Africa (c)	East Africa (d)	West Africa (e)	Central Africa (f)	Southern Africa (g)	Middle East (h)	Indian Sub-Cont. (j)	Far East (k)	Japan	Australia & New Zealand	Canada	United States of America	Central America (l)	South America (m)	Caribbean (n)	Oil Rigs	Others (o)	Total
1970	178	210	154	144	87	40	155	173	164	128	45	113	904	2 611	14	50	160	..	169	21 655
1971	218	283	177	156	91	44	163	203	143	189	71	108	933	2 814	11	54	174	..	202	24 831
1972	264	305	406	190	94	49	179	255	230	243	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	270	333	440	171	117	53	198	290	236	324	114	207	1 289	3 320	22	76	245	..	258	30 885
1974	303	354	313	162	135	59	248	349	289	353	126	257	1 303	2 926	21	62	269	..	268	30 885
1975	402	353	353	189	173	71	307	629	357	375	181	328	1 407	2 939	25	89	276	125	324	28 152
1976	529	327	415	218	221	69	342	812	391	464	171	374	1 448	3 518	23	89	297	183	301	30 065
1977	563	438	425	200	340	71	324	1 097	444	484	200	385	1 510	4 091	19	99	282	249	293	32 313
1978	656	499	509	224	370	69	344	1 263	491	541	216	429	1 505	5 128	25	120	303	374	333	34 414
1979	758	554	633	240	366	67	371	1 063	564	602	257	618	1 637	5 388	31	133	353	600	380	38 992
1978 4th quarter (i)	193	114	128	55	78	16	90	273	141	148	64	123	234	1 112	7	30	86	481	97	8 570
1979 1st quarter (ii)	198	108	119	56	72	14	90	205	142	133	64	139	163	836	6	29	73	122	83	7 313
2nd quarter (ii)	168	128	153	61	83	16	88	240	131	137	57	156	456	1 479	7	29	83	66	95	11 057
3rd quarter (ii)	207	188	188	76	117	23	103	370	140	185	75	160	780	1 888	11	43	105	60	119	14 305
4th quarter	185	128	173	57	94	14	91	248	150	148	61	163	238	1 185	8	32	93	192	94	8 948
1980 1st quarter	192	128	166	62	95	13	104	233	146	139	56	170	189	909	4	33	83	131	94	7 903
2nd quarter	159	128	171	52	96	15	94	228	128	150	55	149	410	1 622	4	32	92	141	94	11 247
3rd quarter	199	188	220	76	137	21	111	305	163	230	67	139	675	2 073	29	39	97	142	119	14 685

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

The following countries are included in the groupings below:—

- (a) Albania, Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Poland, Rumania and U.S.S.R.
- (b) Jordan, Lebanon, Israel, Syria.
- (c) Algeria, Egypt, Libya, Morocco, Tunisia.
- (d) Burundi, Djibouti, Ethiopia, Kenya, Rwanda, Somali Republic, Sudan, Tanzania, Uganda.
- (e) Benin, Camerouns, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo, Upper Volta, Western Sahara.
- (f) Angola, Central African Republic, Chad, Congo, Malawi, Zaire, Zambia.
- (g) Botswana, Lesotho, Mozambique, Namibia, South African Republic, Swaziland, Zimbabwe.
- (h) Iran, Iraq, Kuwait, Persian Gulf States, Saudi Arabia, United Arab Emirates, Yemeni Arab Republic, Yemeni Peoples Republic.

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

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

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

(m) Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Uruguay, Venezuela.

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

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

Special Note—Sumburgh

(i) Sumburgh traffic not included for 1978.

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

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

Table 2.12

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Austria	22 797	16 678	6 119	23 965	18 070	5 895	-5
London (a) — Vienna	17 768	13 679	4 089	19 919	15 798	4 121	
— Salzburg	2 550	2 473	77	2 272	2 272	—	
Luton — Vienna	1 761	—	1 761	1 698	—	1 698	
Belgium	74 907	71 888	3 019	81 314	79 653	1 661	-8
London (a) — Brussels	53 412	53 322	90	59 045	58 913	132	
— Antwerp	6 022	5 835	187	6 502	6 390	112	
— Ostend	534	232	302	217	217	—	
— Liege	553	553	—	641	641	—	
— Charleroi	469	469	—	441	441	—	
Manchester — Brussels	4 743	4 613	130	2 231	2 231	—	
Birmingham — Brussels	4 236	3 932	304	3 320	3 247	73	
Southend — Ostend	2 307	1 879	428	4 338	4 257	81	
Denmark	52 133	45 389	6 744	59 643	46 636	13 007	-13
London (a) — Copenhagen (c)	37 962	35 104	2 858	42 686	35 586	7 100	
— Aarhus	1 583	1 583	—	2 151	2 114	37	
Glasgow (b) — Copenhagen (c)	2 641	2 641	—	—	2 256	2 256	—
Manchester — Copenhagen (c)	5 173	5 173	—	2 302	2 302	—	
Luton — Copenhagen (c)	1 431	—	1 431	3 662	—	3 662	
Finland	12 469	11 671	798	11 579	10 866	713	8
France	310 091	293 768	16 323	305 230	290 528	14 702	2
London (a) — Paris (d)	202 498	201 572	926	191 776	189 610	2 166	
— Toulouse	4 097	4 097	—	2 657	2 657	—	
— Caen	448	448	—	295	295	—	
— Marseille	6 762	6 234	528	6 067	5 749	318	
— Lille	1 939	1 939	—	1 833	1 677	156	
— Nice	27 808	26 127	1 681	26 954	26 403	551	
— Rennes	319	319	—	237	237	—	
— Bordeaux	5 008	4 983	25	4 556	4 363	193	
— Le Touquet	3 037	3 037	—	5 586	5 586	—	
— Montpellier	2 060	2 060	—	2 913	2 913	—	
— Strasbourg	2 134	2 134	—	3 565	3 501	64	
— Ajaccio	2 716	659	2 057	2 410	962	1 448	
— Lyon	6 657	6 379	278	6 139	6 019	120	
— Le Havre	403	—	403	3	3	—	
— Deauville	389	317	72	706	312	394	
— Quimper	506	506	—	424	424	—	
— Dijon	—	—	—	246	246	—	
— Nantes	2 242	2 054	188	1 904	1 904	—	
— Perpignan	894	894	—	667	667	—	
— Nimes	211	211	—	306	306	—	
Manchester — Paris (d)	8 843	8 836	7	4 243	4 243	—	
Birmingham — Paris (d)	6 894	6 325	569	7 814	7 804	10	
Southend — Le Touquet	1 019	1 019	—	1 424	1 377	47	
Luton — Toulouse	—	—	—	6	—	6	
Lydd — Beauvais	811	811	—	7 105	7 105	—	
German Federal Republic	312 776	251 676	61 100	297 669	239 661	58 008	5
London (a) — Berlin (e)	17 631	11 756	5 875	16 710	9 195	7 515	
— Frankfurt	70 303	64 851	5 452	74 578	68 833	5 745	
— Hamburg	32 196	28 621	3 575	32 525	28 721	3 804	
— Dusseldorf	44 958	41 197	3 761	40 710	36 918	3 792	
— Munich	47 047	30 636	16 411	41 105	25 873	15 232	
— Stuttgart	14 604	11 648	2 956	16 340	13 226	3 114	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Germany (continued)							
London (a) — Cologne (Bonn)	18 996	18 996	—	23 072	21 460	1 612	
— Nuremburg	2 089	2 089	—	2 372	2 372	—	
— Bremen	6 816	6 816	—	7 307	7 126	181	
— Hanover	14 703	11 725	2 978	13 609	10 872	2 737	
Manchester — Frankfurt	5 478	5 478	—	2 665	2 665	—	
— Dusseldorf	4 313	4 313	—	2 298	2 298	—	
— Munich	2 935	—	2 935	510	—	510	
Birmingham — Frankfurt	2 764	2 652	112	2 476	2 351	125	
— Dusseldorf	3 514	3 428	86	4 084	4 084	—	
Luton — Munich	9 993	—	9 993	3 806	—	3 806	
— Stuttgart	58	—	58	2 170	—	2 170	
Gibraltar	11 126	3 902	7 224	12 346	5 551	6 795	—10
London (a) — Gibraltar	8 483	3 902	4 581	9 036	5 551	3 485	
Greece	297 338	51 527	245 811	237 496	61 113	176 383	25
London (a) — Athens	91 061	48 545	42 516	101 084	56 753	44 331	
— Salonika	6 918	2 833	4 085	4 167	3 263	904	
— Corfu	40 363	149	40 214	31 549	1 097	30 452	
— Rhodes	18 181	—	18 181	11 523	—	11 523	
— Crete	25 014	—	25 014	20 621	—	20 621	
Manchester — Athens	10 878	—	10 878	3 256	—	3 256	
— Corfu	20 979	—	20 979	5 613	—	5 613	
Luton — Salonika	1 817	—	1 817	1 308	—	1 308	
— Corfu	14 150	—	14 150	14 671	—	14 671	
Iceland	4 430	4 430	—	5 556	5 466	90	—20
London (a) — Keflavik	3 451	3 451	—	4 225	4 225	—	
Glasgow (b) — Keflavik	979	979	—	1 241	1 241	—	
Luton — Keflavik	—	—	—	90	—	90	
Irish Republic	174 762	173 401	1 361	204 170	202 707	1 463	—14
London (a) — Dublin	87 384	87 132	252	94 906	94 684	222	
— Shannon	14 269	14 269	—	15 880	15 880	—	
— Cork	16 077	16 077	—	17 775	17 775	—	
Glasgow (b) — Dublin	8 051	8 051	—	12 221	12 219	2	
Liverpool — Dublin	2 489	2 489	—	9 270	9 270	—	
Manchester — Dublin	13 470	13 393	77	7 331	7 300	31	
Edinburgh — Dublin	3 573	3 567	6	4 796	4 796	—	
Birmingham — Dublin	12 407	12 064	343	15 824	15 824	—	
Luton — Dublin	16	—	16	110	—	110	
Leeds/Bradford — Dublin	1 449	1 442	7	3 404	3 395	9	
Bristol — Dublin	2 308	2 299	9	2 972	2 966	6	
E. Midlands — Dublin	1 874	1 872	2	2 403	2 379	24	
Belfast — Shannon	301	301	—	2 923	2 285	638	
Italy	287 753	117 455	170 298	294 624	120 517	174 107	—2
London (a) — Rome (f)	44 793	39 763	5 030	49 561	41 714	7 847	
— Milan (g)	50 945	38 964	11 981	53 178	40 080	13 098	
— Turin	1 602	1 426	176	2 879	2 879	—	
— Pisa	16 805	11 207	5 598	17 053	10 907	6 146	
— Naples	15 828	4 540	11 288	18 147	6 026	12 121	
— Venice	20 193	8 147	12 046	17 228	6 625	10 603	
— Genoa	6 332	4 312	2 020	10 434	4 271	6 163	
— Bologna	1 563	1 563	—	1 858	—	1 858	
— Rimini	13 387	272	13 115	13 656	2 181	11 475	
Manchester — Milan (g)	4 971	3 091	1 880	2 569	1 555	1 014	
— Rimini	7 976	—	7 976	3 660	—	3 660	
Luton — Rome (f)	4 196	—	4 196	6 177	—	6 177	
— Milan (g)	10 940	—	10 940	14 056	—	14 056	
— Naples	8 448	—	8 448	8 407	—	8 407	
— Venice	6 036	—	6 036	6 815	—	6 815	
— Genoa	1 228	—	1 228	1 367	—	1 367	
— Palermo	3 541	—	3 541	5 651	—	5 651	
— Rimini	5 348	—	5 348	5 263	—	5 263	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Luxembourg	5 864	5 718	146	6 054	6 046	8	-3
London (a) — Luxembourg	5 718	5 718	—	6 046	6 046	—	
Malta	147 726	34 953	112 773	112 964	38 527	74 437	31
London (a) — Malta	70 556	30 605	39 951	63 633	36 629	27 004	
Manchester — Malta	29 008	3 664	25 344	9 605	1 898	7 707	
Birmingham — Malta	12 740	—	12 740	13 061	—	13 061	
Luton — Malta	9 931	—	9 931	10 025	—	10 025	
Newcastle — Malta	6 895	—	6 895	6 669	—	6 669	
Netherlands	183 336	179 649	3 687	183 672	182 096	1 576	—
London (a) — Amsterdam	102 418	102 009	409	105 621	105 621	—	
— Rotterdam	17 470	17 434	36	17 471	17 327	144	
— Maastricht	2 579	2 579	—	2 422	2 416	6	
Glasgow (b) — Amsterdam	4 149	4 149	—	4 619	4 619	—	
Norwich — Amsterdam	5 179	5 074	105	5 183	5 183	—	
Southampton — Amsterdam	2 377	2 375	2	2 464	2 464	—	
Manchester — Amsterdam	12 874	12 672	202	5 813	5 813	—	
Edinburgh — Amsterdam	3 919	3 919	—	3 964	3 964	—	
Birmingham — Amsterdam	6 388	5 849	539	6 184	5 996	188	
Luton — Amsterdam	25	—	25	6	—	6	
Newcastle — Amsterdam	6 112	6 112	—	5 253	5 263	—	
Aberdeen — Amsterdam	2 895	2 881	14	3 862	3 709	153	
Leeds/Bradford — Amsterdam	3 256	3 244	12	3 708	3 708	—	
E. Midlands — Amsterdam	3 354	3 279	75	3 462	3 311	151	
Southend — Rotterdam	2 778	2 778	—	4 286	4 211	75	
Norway	47 621	38 810	8 811	46 521	39 082	7 439	2
London (a) — Oslo (h)	23 199	19 883	3 316	21 820	18 987	2 833	
— Bergen	7 620	7 620	—	7 400	7 400	—	
— Stavanger	5 026	4 962	64	5 267	5 218	49	
— Kristiansand	708	708	—	434	434	—	
Luton — Oslo (h)	8	—	8	833	—	833	
Newcastle — Stavanger	908	908	—	2 367	2 367	—	
Aberdeen — Stavanger	1 369	580	789	1 892	706	1 186	
Portugal	85 226	29 941	55 285	73 029	31 401	41 628	17
London (a) — Lisbon	26 796	20 516	6 280	27 594	21 140	6 454	
— Oporto	2 809	2 809	—	3 023	3 023	—	
— Faro	27 388	6 539	20 849	25 323	7 163	18 160	
Manchester — Faro	9 560	—	9 560	2 621	—	2 621	
Luton — Lisbon	2 512	—	2 512	2 330	—	2 330	
— Faro	4 499	—	4 499	3 692	—	3 692	
Spain	729 8781	107 065	622 716	765 764	114 932	650 832	-5
London (a) — Madrid	38 776	29 269	9 507	40 102	34 283	5 819	
— Barcelona	24 027	17 067	6 960	26 308	17 906	8 402	
— Valencia	7 418	5 814	1 604	7 549	6 471	1 078	
— Seville	1 567	1 395	172	1 963	1 963	—	
— Malaga	40 104	17 289	22 815	39 115	16 566	22 549	
— Bilbao	7 476	7 346	130	7 802	7 634	168	
— Majorca	83 223	11 970	71 253	88 426	12 873	75 553	
— Santiago	3 411	2 654	757	4 193	2 881	1 312	
— Minorca	20 529	2 066	18 463	19 846	2 088	17 758	
— Alicante	25 964	5 555	20 409	32 018	6 368	25 650	
— Ibiza	26 104	2 998	23 106	26 283	3 225	23 058	
— Gerona	20 890	1 516	19 374	24 131	1 239	22 892	
— Almeria	1 742	—	1 742	2 664	—	2 664	
Glasgow (b) — Majorca	13 470	—	13 470	14 542	—	14 542	
— Alicante	6 236	—	6 236	7 131	—	7 131	
— Ibiza	5 915	—	5 915	5 902	—	5 902	
— Gerona	6 301	—	6 301	6 395	—	6 395	

Table 2.12 cont.

Comparison with the previous year

Comparison with the previous year							Percentage change of total traffic
	1980			1979			
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain (continued)							
Manchester—Barcelona	8 736	—	8 736	3 557	—	3 557	
—Malaga	12 230	—	12 230	7 312	—	7 312	
—Majorca	44 275	—	44 275	22 284	—	22 284	
—Minorca	14 879	—	14 879	5 855	—	5 855	
—Alicante	19 916	—	19 916	10 325	—	10 325	
—Ibiza	18 595	—	18 595	7 722	—	7 722	
—Gerona	10 472	—	10 472	6 772	—	6 772	
Belfast—Majorca	5 556	—	5 556	4 261	—	4 261	
Edinburgh—Majorca	3 293	—	3 293	3 246	—	3 246	
—Alicante	2 022	—	2 022	2 584	—	2 584	
Birmingham—Barcelona	4 604	—	4 604	3 237	—	3 237	
—Malaga	2 584	—	2 584	7 152	—	7 152	
—Majorca	16 250	—	16 250	26 861	—	26 861	
—Alicante	6 754	—	6 754	14 794	—	14 794	
—Ibiza	7 904	—	7 904	11 432	—	11 432	
—Gerona	5 250	—	5 250	7 426	—	7 426	
Luton—Madrid	1 507	—	1 507	2 745	—	2 745	
—Barcelona	2 025	—	2 025	5 956	—	5 956	
—Malaga	8 791	—	8 791	11 422	—	11 422	
—Majorca	20 535	—	20 535	27 907	—	27 907	
—Alicante	10 871	—	10 871	14 101	—	14 101	
—Ibiza	8 511	—	8 511	12 110	—	12 110	
—Gerona	10 275	—	10 275	9 221	—	9 221	
Cardiff—Majorca	5 522	—	5 522	5 629	—	5 629	
—Alicante	1 734	—	1 734	1 748	—	1 748	
Newcastle—Barcelona	2 517	—	2 517	3 662	—	3 662	
—Majorca	7 956	—	7 956	10 670	—	10 670	
—Alicante	4 041	—	4 041	4 130	—	4 130	
Leeds/Bradford—Majorca	3 805	—	3 805	3 203	—	3 203	
—Alicante	2 059	—	2 059	2 065	—	2 065	
Bristol—Majorca	4 335	—	4 335	5 278	—	5 278	
E. Midlands—Majorca	8 185	—	8 185	7 798	—	7 798	
—Alicante	4 181	—	4 181	6 361	—	6 361	
—Ibiza	3 263	—	3 263	4 031	—	4 031	
Sweden	41 413	29 564	11 849	44 983	29 402	15 581	—8
London (a)—Stockholm (i)	23 957	21 552	2 405	29 835	21 482	8 353	
—Gothenburg	11 550	8 012	3 538	11 554	7 920	3 634	
—Malmo	1 552	—	1 552	1 896	—	1 896	
Luton—Stockholm (i)	1 991	—	1 991	—	—	—	
Switzerland	133 318	101 752	31 566	135 279	105 478	29 801	—1
London (a)—Berne	2 270	2 270	—	2 494	2 494	—	
—Zurich	64 091	45 504	18 587	61 750	46 044	15 706	
—Geneva	44 372	35 219	9 153	51 869	41 302	10 567	
—Basle	11 463	8 728	2 735	10 837	8 329	2 508	
Manchester—Zurich	6 295	6 295	—	3 094	3 094	—	
—Geneva	1 445	1 268	177	684	684	—	
Birmingham—Zurich	1 912	1 912	—	1 020	1 020	—	
Luton—Zurich	13	—	13	—	—	—	
Turkey	9 832	8 890	942	13 456	13 456	—	—27
London (a)—Istanbul	8 725	8 725	—	13 456	13 456	—	
—Ankara	165	165	—	—	—	—	
Yugoslavia	64 973	19 723	45 250	80 840	26 043	54 797	—20
London (a)—Belgrade	5 438	5 289	149	8 134	6 945	1 189	
—Zagreb	3 249	3 249	—	4 534	4 417	117	
—Ljubljana	3 305	2 641	664	4 742	3 564	1 178	
—Dubrovnic	7 019	1 895	5 124	10 287	2 655	7 632	
—Pula	7 843	1 363	6 480	13 616	2 396	11 220	
Manchester—Pula	6 143	893	5 250	2 796	466	2 330	
Luton—Pula	3 155	—	3 155	4 160	—	4 160	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Eastern Europe	69 622	29 876	39 746	75 827	35 580	40 247	-8
Bulgaria	13 159	1 217	11 942	16 187	1 254	14 933	
Czechoslovakia	3 504	3 504	—	3 604	3 604	—	
German Democratic Republic	823	649	174	921	921	—	
Hungary	5 331	5 331	—	5 604	5 273	331	
Poland	11 564	10 658	906	13 903	11 818	2 085	
Rumania	26 159	1 927	24 232	21 542	2 060	19 482	
USSR	9 082	6 590	2 492	14 008	10 650	3 358	
London (a) — Moscow (j)	6 981	6 115	866	11 679	10 173	1 506	
— Leningrad	1 259	475	784	1 171	477	694	
TOTAL EUROPE	3 079 311	1 627 726	1 451 585	3 071 981	1 702 811	1 369 170	—
Cyprus	30 764	30 764	—	32 966	32 966	—	-7
London (a) — Larnaca	28 027	28 027	—	31 498	31 498	—	
Canary Islands	67 687	4 384	63 303	70 101	4 671	65 430	-3
London (a) — Las Palmas	6 799	2 591	4 208	8 837	3 105	5 732	
— Tenerife (k)	19 360	1 793	17 567	19 517	1 394	18 123	
— Arrecife	3 965	—	3 965	4 809	—	4 809	
Glasgow (b) — Tenerife (k)	3 149	—	3 149	4 411	—	4 411	
Manchester — Las Palmas	1 891	—	1 891	595	—	595	
— Tenerife (k)	13 795	—	13 795	5 224	—	5 224	
Birmingham — Tenerife (k)	4 078	—	4 078	6 323	—	6 323	
Luton — Las Palmas	1 685	—	1 685	1 369	—	1 369	
— Tenerife (k)	6 564	—	6 564	6 889	—	6 889	
E. Midlands — Tenerife (k)	1 159	—	1 159	2 163	—	2 163	
Near East	55 773	39 819	15 954	54 943	52 866	2 077	2
Israel	35 871	19 917	15 954	33 723	31 646	2 077	
London (a) — Tel Aviv	32 056	19 917	12 139	33 309	31 646	1 663	
Jordan	7 235	7 235	—	6 533	6 533	—	
Lebanon	7 633	7 633	—	8 065	8 065	—	
Syria	5 034	5 034	—	6 622	6 622	—	
North Africa	74 237	37 333	36 904	62 894	44 298	18 596	18
Algeria	4 220	4 218	2	3 841	3 835	6	
London (a) — Algiers	3 494	3 494	—	3 835	3 835	—	
— Oran	724	724	—	—	—	—	
Egypt	16 353	16 353	—	19 080	19 080	—	
Libya	7 625	7 625	—	10 592	10 571	21	
London (a) — Tripoli	5 625	5 625	—	7 976	7 976	—	
— Benghazi	2 000	2 000	—	2 616	2 595	21	
Morocco	15 701	3 980	11 721	10 771	5 029	5 742	
London (a) — Tangiers	6 366	1 993	4 373	4 976	1 896	3 080	
— Marakesh	—	—	—	—	—	—	
— Casablanca (l)	1 987	1 987	—	3 133	3 133	—	
Tunisia	30 338	5 157	25 181	18 610	5 783	12 827	
London (a) — Tunis	8 270	4 330	3 940	7 560	5 783	1 777	
— Djerba	432	432	—	—	—	—	
— Monastir	8 304	395	7 909	1 904	—	1 904	
Manchester — Monastir	3 497	—	3 497	650	—	650	
Luton — Monastir	2 255	—	2 255	2 193	—	2 193	
East Africa	24 899	23 750	1 149	24 598	24 592	6	1
Kenya	14 898	13 857	1 041	14 332	14 326	6	
London (a) — Nairobi	13 126	13 121	5	14 326	14 326	—	
— Mombasa	1 772	736	1 036	—	—	—	
Uganda	1 080	1 080	—	—	—	—	
Tanzania	2 109	2 004	105	2 093	2 093	—	
London (a) — Dar-Es-Salaam	1 811	1 706	105	1 751	1 751	—	
— Kilimanjaro	298	298	—	342	342	—	
Sudan	4 337	4 337	—	5 980	5 980	—	
Somali Republic	3	—	3	—	—	—	
Ethiopia	2 472	2 472	—	2 193	2 193	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
West Africa	45 996	45 222	774	39 894	39 291	603	15
Ghana	4 805	4 803	2	5 354	5 353	1	
Nigeria	37 827	37 055	772	30 366	29 764	602	
London (a) — Kano	3 130	3 130	—	2 067	2 067	—	
— Lagos	34 678	33 908	770	28 299	27 697	602	
Sierra Leone	1 602	1 602	—	1 843	1 843	—	
Gambia	936	936	—	—	—	—	
Liberia (m)	367	367	—	1 629	1 629	—	
Ivory Coast	329	329	—	701	701	—	
Senegal	130	130	—	1	1	—	
Central Africa	7 298	7 298	—	8 307	8 307	—	-12
Zambia	6 088	6 088	—	6 426	6 436	—	
Malawi	1 210	1 210	—	1 881	1 881	—	
Southern Africa	32 293	32 293	—	30 495	30 495	—	6
Zimbabwe	5 979	5 979	—	—	—	—	
South African Republic	26 314	26 314	—	30 495	30 495	—	
London (a) — Johannesburg	24 480	24 480	—	28 568	28 568	—	
— Cape Town	1 825	1 825	—	1 923	1 923	—	
Middle East	95 400	95 122	278	123 187	123 139	48	-23
Iraq	8 648	8 648	—	9 702	9 702	—	
Kuwait	15 720	15 663	57	13 766	13 766	—	
Saudi Arabia	34 095	34 095	—	39 988	39 940	48	
London (a) — Jeddah	17 322	17 322	—	19 436	19 435	—	
— Dhahran	8 650	8 650	—	10 159	10 159	-1	
— Riyadh	8 123	8 123	—	10 393	10 346	47	
Iran	4 132	4 132	—	28 421	28 421	—	
Persian Gulf States	18 177	17 992	185	15 935	15 935	—	
Bahrain	7 188	7 188	—	6 003	6 003	—	
Qatar	3 852	3 852	—	3 572	3 572	—	
Oman	6 952	6 952	—	6 360	6 360	—	
United Arab Emirates	14 628	14 592	36	15 375	15 375	—	
London (a) — Dubai	7 998	7 962	36	9 491	9 491	—	
— Abu Dhabi	6 630	6 630	—	5 884	5 884	—	
Indian Sub-Continent	51 533	50 283	1 250	44 916	44 916	—	15
Pakistan	13 954	13 954	—	14 969	14 969	—	
London (a) — Karachi	7 259	7 259	—	6 445	6 445	—	
— Rawalpindi	6 695	6 695	—	8 524	8 524	—	
Bangladesh	4 973	4 973	—	5 065	5 065	—	
India	26 946	26 946	—	21 872	21 872	—	
London (a) — Delhi	10 649	10 649	—	10 612	10 612	—	
— Bombay	14 573	14 573	—	9 645	9 645	—	
— Calcutta	1 724	1 724	—	1 530	1 530	—	
Sri Lanka (n)	4 847	3 597	1 250	1 966	1 966	—	
Afghanistan	813	813	—	1 044	1 044	—	
Far East	104 552	103 976	576	87 350	87 018	332	20
Hong Kong	34 113	33 868	245	21 557	21 557	—	
Bandar Seri Begawan	639	639	—	1 087	1 087	—	
Singapore	24 912	24 912	—	25 784	25 784	—	
Malaysia	9 639	9 639	—	7 139	7 102	37	
Thailand	9 197	9 197	—	8 408	8 408	—	
Japan	22 895	22 895	—	23 375	23 080	295	
London (a) — Tokyo (o)	20 816	20 816	—	21 539	21 244	295	
— Osaka	2 079	2 079	—	1 836	1 836	—	
Indonesia	700	700	—	—	—	—	
Philippines	2 126	2 126	—	—	—	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Australasia	46 868	46 868	—	52 941	52 941	—	-11
Australia	44 971	44 971	—	51 174	51 174	—	
London (a) — Sydney	14 139	14 139	—	17 504	17 504	—	
— Darwin	112	112	—	222	222	—	
— Melbourne (p)	20 513	20 513	—	21 209	21 209	—	
— Perth	5 803	5 803	—	6 558	6 558	—	
— Brisbane	4 404	4 404	—	5 681	5 681	—	
New Zealand	1 897	1 897	—	1 767	1 767	—	
Canada	194 535	103 282	91 253	218 794	125 764	93 030	-11
London (a) — Montreal (q)	21 998	21 998	—	21 702	21 702	—	
— Toronto	63 955	39 540	24 415	77 620	45 058	32 562	
— Ottawa	522	—	522	406	—	406	
— Calgary	6 311	6 036	275	10 358	7 824	2 534	
— Vancouver	18 183	3 594	14 589	20 409	5 052	15 357	
— Edmonton	8 215	7 771	444	7 368	6 824	544	
— Halifax	4 157	4 157	—	6 939	6 939	—	
— Winnipeg	3 267	1 662	1 605	5 298	3 272	2 206	
— Gander	4 165	3 933	232	3 460	3 460	—	
Glasgow (b) — Montreal (q)	668	668	—	2 223	2 063	160	
— Toronto	18 343	5 765	12 578	22 465	8 916	13 549	
— Calgary	1 014	1 014	—	759	759	—	
— Vancouver	4 980	687	4 293	5 178	1 139	4 039	
— Halifax	893	893	—	1 202	1 202	—	
— Winnipeg	589	589	—	1 233	592	641	
Manchester — Montreal (q)	1 195	1 195	—	1 651	1 357	294	
— Toronto	16 169	3 358	12 631	9 338	2 868	6 470	
United States of America	630 640	579 155	51 485	603 504	563 184	40 320	4
London (a) — Detroit (r)	10 870	10 870	—	17 078	13 036	4 042	
— Chicago (s)	33 864	32 451	1 413	41 210	39 739	1 471	
— Seattle (t)	22 413	22 341	72	21 069	21 069	—	
— Washington(u)	31 849	31 849	—	30 892	30 892	—	
— Dallas (v)	13 227	13 212	15	16 010	16 010	—	
— New York(w)	192 450	189 697	2 753	210 445	197 230	13 215	
— Boston	36 521	36 521	—	38 690	37 029	1 661	
— San Francisco	34 716	34 716	—	36 176	36 176	—	
— Los Angeles	82 687	81 281	1 406	80 605	75 471	5 134	
— Miami	61 108	54 786	6 322	32 309	32 309	—	
— Philadelphia	7 013	7 013	—	13 248	12 881	367	
— Atlanta	20 288	20 053	235	14 199	14 199	—	
— St. Louis	3 225	3 225	—	—	—	—	
London (a) — Minneapolis	—	—	—	—	—	—	
— St. Paul	9 283	9 283	—	—	—	—	
— New Orleans	—	—	—	—	—	—	
— Denver	—	—	—	—	—	—	
— Houston	11 230	11 230	—	15 875	15 875	—	
— Anchorage	808	808	—	965	965	—	
Glasgow (b) — New York (w)	10 209	6 285	3 924	9 602	7 010	2 592	
— Boston	7 596	7 596	—	8 433	8 433	—	
Manchester — New York (w)	11 367	5 296	6 071	4 991	2 019	2 972	
Central America	7 877	7 877	—	2 755	2 755	—	186
Mexico	7 395	7 395	—	2 401	2 401	—	
Panama	210	210	—	274	274	—	

Table 2.12 cont.

Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
South America	12 633	12 266	367	13 560	13 291	269	-7
Guyana	710	591	119	786	786	—	
Ecuador	130	130	—	—	—	—	
London (a) —Quito	75	75	—	—	—	—	
—Guayaquil	55	55	—	—	—	—	
Venezuela	2 723	2 723	—	1 763	1 763	—	
Colombia	940	940	—	475	475	—	
London (a) —Bogota	937	937	—	475	475	—	
—Baranquilla	3	3	—	—	—	—	
Peru	663	663	—	2 874	2 874	—	
Brazil	4 860	4 637	223	2 901	2 901	—	
London (a) —Sao Paulo	474	468	6	—	—	—	
—Recife	350	309	41	—	—	—	
—Rio Janeiro (x)	3 910	3 860	50	2 901	2 901	—	
Argentina	2 199	2 199	—	2 199	2 199	—	
London (a) —Buenos Aires (y)	2 199	2 199	—	2 199	2 199	—	
—Cordoba	—	—	—	—	—	—	
Chile	408	383	25	2 562	2 293	269	
Caribbean Area	27 724	27 492	232	33 290	31 002	2 288	-17
Bermuda	5 158	5 158	—	4 896	4 896	—	
Leeward Islands	1 827	1 827	—	2 624	1 747	877	
London (a) —Antigua	1 827	1 827	—	1 747	1 747	—	
Windward Islands	692	692	—	2 948	1 537	1 411	
London (a) —St. Lucia (z)	692	692	—	1 537	1 537	—	
Jamaica	3 345	3 345	—	5 765	5 765	—	
London (a) —Kingston	3 243	3 243	—	5 765	5 765	—	
—Montego Bay	102	102	—	—	—	—	
Barbados	9 280	9 280	—	9 213	9 213	—	
Trinidad & Tobago	5 896	5 896	—	6 485	6 485	—	
Bahamas	1 526	1 294	232	1 359	1 359	—	
Puerto Rico	—	—	—	—	—	—	
Indian Ocean Islands	4 755	4 755	—	6 798	6 798	—	-30
Seychelles	1 600	1 600	—	2 666	2 666	—	
Mauritius	3 155	3 155	—	4 132	4 132	—	
Atlantic Ocean Islands	11 602	1 770	9 832	7 846	2 357	5 489	48
Madeira	11 602	1 770	9 832	7 802	2 357	5 445	
London (a) —Funchal	5 191	1 770	3 421	4 258	2 357	1 901	
Manchester —Funchal	3 589	—	3 589	517	—	517	
Pacific Ocean Islands	19	19	—	—	—	—	—
TOTAL (excluding Oil Rigs)	4 606 396	2 881 454	1 724 942	4 591 120	2 993 462	1 597 658	—
Oil Rigs	43 486	—	53 486	19 172	—	19 172	179
Aberdeen	26 456	—	26 456	17 985	—	17 985	
Sumburgh	21 067	—	21 067	—	—	—	
Tees-side	—	—	—	900	—	900	

Table 2.12 cont.

Guide to Footnotes

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

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

Table 2.13

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Channel Islands (b)	Coventry	Dundee	East Midlands	Edinburgh	Exeter	Glasgow	Gloucester
Heathrow	7 676																				
Gatwick																					
Luton																					
Southend																					
Stansted																					
Aberdeen	24 414	5 971																			
Belfast	48 394	11 813																			
Birmingham	9 536					1 148	6 778														
Blackpool							3 141														
Bournemouth								122													
Bristol							455														
Cambridge																					
Cardiff							1 291														
Channel Islands (b)	24 826	21 049	3 116	7 550	691	418	1 225	15 544	501	11 168	179	3 453	5 218	19 181							
Coventry														932							
Dundee						239															
East Midlands							4 045							14 264							
Edinburgh	49 950	14 747				1 030	2 439	3 028						886							
Exeter		966					1 504							2 797							
Glasgow	57 105	14 468				4 866	6 817	5 548			273		451	1 551			3 698		430		
Gloucester														1 565							
Highlands & Islands (c)						1 167	478											726		18 221	
Humberside	486					722								359						688	
Inverness	5 132																	584		2 466	
Isle of Man	5 418	303				337	2 944	599	5 661	186	269		294				433	245		2 178	
Isles of Scilly																					
Kirkwall						1 974												448		432	
Leeds/Bradford	9 149	1 506				867	2 860				121		411	2 614				672		1 593	
Liverpool	9 660						5 234							4 724			12				
Londonderry																					711
Lydd														860							
Manchester	42 383	10 000				2 259	11 007	39		881			233	7 781		598		3 221		5 145	
Newcastle	18 990	4 355				2 624	1 629	298		495			634	1 679						1 000	
Norwich	1 366					1 403		894						1 489				800			
Penzance																					
Prestwick						474								1 064				273			
Shoreham														807							
Southampton														25 477				1 015			
Sumburgh						21 716															
Swansea														802				46		1 810	
Tees-side	11 374					1 293								1 542						830	

Other Routes (d)

- (a) Excludes passengers uplifted on air taxi operations and traffic carried by Brymon Airways.
 (b) Comprises Alderney, Guernsey and Jersey.
 (c) Excludes Inverness, Kirkwall and Sumburgh.
 (d) These comprise routes which operate on a non-scheduled basis only.

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

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

Table 2.13 cont.

	Highlands & Islands (c)	Humberside	Inverness	Isle of Man	Isles of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Lydd	Manchester	Newcastle	Norwich	Penzance	Prestwick	Shoreham	Southampton	Sumburgh	Swansea	Tees-side	Other Routes (d)
Heathrow																					
Gatwick																					
Luton																					
Southend																					
Stansted																					
Aberdeen																					
Belfast																					
Birmingham																					
Blackpool																					
Bournemouth																					
Bristol																					
Cambridge																					
Cardiff																					
Channel Islands (b)																					
Coventry																					
Dundee																					
East Midlands																					
Edinburgh																					
Enniskillen																					
Exeter																					
Glasgow																					
Gloucester																					
Highlands & Islands (c)	983																				
Humberside	2 528																				
Inverness																					
Isle of Man																					
Isles of Scilly																					
Kirkwall	2 413		292																		
Leeds/Bradford				518																	
Liverpool				5 361																	
Londonderry																					
Lydd																					
Manchester				3 950							660										
Newcastle	169			827								306									
Norwich		650					411														
Penzance					11 823																
Prestwick				104																	
Shoreham																					
Southampton	90																				
Sumburgh	292		405			740															
Swansea																					
Tees-side		201		366								418	26								
Other Routes (d)																					477

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

(b) Comprises Alderney, Guernsey and Jersey.

(c) Excludes Inverness, Kirkwall and Sumburgh.

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

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

Cargo by Type and Nationality of Operator September 1980

Table 2.14

Tonnes	Total	Scheduled Services					Charter Flights						
		UK operators		Others		Overseas operators		UK operators		Others		Overseas operators	
		Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted
London Area Airports													
+ Gatwick	9 000.2	22.2	23.8	1 748.7	2 079.3	590.1	649.8	—	0.6	1 108.1	2 635.3	22.9	119.4
+ Heathrow	38 131.4	6 396.4	6 006.6	17.0	133.3	11 694.5	13 692.7	—	0.1	—	10.3	10.4	170.1
+ Luton	1 281.7	—	—	—	15.5	31.9	—	—	—	164.4	879.9	46.0	144.0
+ Southend	650.0	—	—	117.0	112.0	—	—	—	—	87.0	334.0	—	—
+ Stansted	454.3	—	—	—	0.2	—	—	—	—	1.9	358.7	33.1	60.4
TOTAL (London Area)	49 517.6	6 418.6	6 030.4	1 882.7	2 340.3	12 316.5	14 342.5	—	0.7	1 361.4	4 218.2	112.4	493.9
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	673.2	60.8	126.2	28.5	21.5	—	—	16.6	55.7	88.5	256.4	7.8	11.2
+ Belfast	1 370.8	66.0	119.8	268.6	26.1	9.3	2.9	—	—	557.2	155.7	3.5	161.7
+ Benbecula	11.8	10.0	0.9	0.7	0.2	—	—	—	—	—	—	—	—
+ Birmingham	259.1	107.0	68.9	13.3	4.0	28.7	17.8	—	—	14.5	4.4	—	0.5
+ Blackpool	454.6	—	—	5.8	32.4	—	—	—	—	—	416.4	—	—
+ Bournemouth	716.1	—	—	359.6	326.1	—	—	—	—	8.8	16.2	1.9	3.5
+ Bristol	56.6	—	—	9.7	6.3	5.3	4.5	—	—	—	30.8	—	—
+ Cambridge	34.4	—	—	—	—	—	—	—	—	—	2.0	27.0	5.4
+ Cardiff	3.4	—	—	1.9	1.3	—	—	—	—	0.2	—	—	—
+ Coventry	0.4	—	—	—	—	—	—	—	—	—	0.4	—	—
+ East Midlands	504.9	—	—	28.0	87.8	—	—	—	—	76.8	263.8	1.6	46.9
+ Edinburgh	94.3	28.3	28.8	21.0	13.7	1.3	1.2	—	—	—	—	—	—
+ Exeter	11.5	—	—	3.2	8.3	—	—	—	—	—	—	—	—
+ Glasgow	1 322.9	107.5	157.2	52.1	47.6	251.8	266.3	—	—	428.2	12.2	—	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	8.0	—	—	4.4	3.4	—	—	—	—	0.2	—	—	—
+ Inverness	14.5	4.6	9.9	—	—	—	—	—	—	—	—	—	—
+ Islay	12.2	—	—	5.8	6.4	—	—	—	—	—	—	—	—
+ Isle of Man	197.9	—	—	177.5	20.4	—	—	—	—	—	—	—	—
+ Isles of Scilly	6.8	6.3	0.5	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	48.7	27.4	17.2	0.9	0.9	—	—	—	—	0.8	1.5	—	—
+ Leeds/Bradford	37.8	—	—	19.6	13.6	—	—	—	—	0.1	0.7	—	3.9
+ Liverpool	738.1	—	—	13.0	18.5	5.6	196.5	—	—	135.1	369.4	—	—
+ Lydd	348.1	—	—	171.3	176.8	—	—	—	—	—	—	—	—
+ Manchester	2 592.8	269.5	150.4	27.5	7.3	702.2	1 154.2	1.1	1.6	8.1	136.0	5.7	129.2
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	185.2	45.5	19.4	41.8	60.1	—	—	—	—	13.5	4.9	—	—
+ Norwich	58.5	—	—	24.4	28.8	—	—	—	—	2.0	3.3	—	—
+ Penzance Heliport	6.8	0.5	6.3	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 242.8	267.5	175.3	108.4	—	338.2	189.0	—	—	—	—	123.1	41.3
+ Southampton	214.4	—	—	15.3	93.1	—	—	—	—	—	105.9	0.1	—
+ Stornoway	45.4	34.6	8.5	0.1	0.7	—	—	0.7	—	0.5	0.3	—	—
+ Sumburgh	288.8	84.4	9.7	0.2	0.1	—	—	13.4	43.3	92.4	64.3	0.8	0.2
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	13.7	0.4	—	7.8	4.9	—	—	—	—	—	0.6	—	—
+ Tiree	0.9	—	—	0.8	0.1	—	—	—	—	—	—	—	—
+ Unst	1.0	—	—	—	—	—	—	—	—	1.0	—	—	—
+ Wick	7.2	—	—	3.7	1.6	—	—	—	—	0.2	0.2	—	1.5
TOTAL other UK Airports	11 583.6	1 100.3	899.0	1 414.8	1 012.0	1 342.4	1 832.4	31.8	100.6	1 428.1	1 845.4	171.5	405.3
TOTAL all reporting UK Airports	61 101.2	7 518.9	6 929.4	3 297.5	3 352.3	13 658.9	16 174.9	31.8	101.3	2 789.5	6 063.6	283.9	899.2
Channel Islands Airports													
Alderney	37.0	—	—	30.0	7.0	—	—	—	—	—	—	—	—
Guernsey	628.0	—	—	295.0	324.0	6.0	—	—	—	3.0	—	—	—
Jersey	672.9	15.7	5.9	469.2	181.1	0.5	—	—	—	0.1	0.4	—	—
TOTAL (Channel Islands Airports)	1 337.9	15.7	5.9	794.2	512.1	6.5	—	—	—	3.1	0.4	—	—

Cargo for September 1980

Table 2.15

Comparison with the previous year

	International				Domestic				1980		1979		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total	Total	Total	Total		
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	4 032	479	189	3 496	213	388	—	199	4 434	4 562	2 288	7 209	93.8	-36.7
+ Heathrow	24 415	12 984	6	185	534	28	—	—	24 954	13 177	26 596	15 503	-6.2	-15.0
+ Luton	—	42	72	500	—	6	1	662	73	1 209	135	564	-45.9	114.4
+ Southend	228	—	250	—	1	—	171	—	650	—	658	—	-1.2	—
+ Stansted	—	—	49	180	—	—	—	226	49	406	1	481	4 800.0	-15.6
TOTAL (London Area)	28 675	13 485	565	4 361	748	421	172	1 087	30 160	19 354	29 678	23 757	1.6	-18.5
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	40	—	260	21	197	—	140	16	637	37	565	38	12.7	2.8
+ Belfast	12	—	4	162	264	217	—	713	280	1 092	256	844	9.4	29.4
+ Benbecula	—	—	—	—	12	—	—	—	12	—	14	—	-14.3	—
+ Birmingham	189	—	—	—	49	—	—	18	238	18	286	—	-16.8	—
+ Blackpool	6	—	—	—	33	—	—	416	39	416	35	419	11.4	-0.7
+ Bournemouth	—	—	—	30	1	685	1	—	2	715	—	709	—	0.8
+ Bristol	22	—	—	31	4	—	—	—	26	31	38	—	-31.6	—
+ Cambridge	—	—	34	—	—	—	—	—	34	—	13	—	161.5	—
+ Cardiff	2	—	—	—	1	—	—	—	3	—	16	2	-81.3	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	32	22	—	372	62	—	—	16	94	410	90	646	4.4	-36.6
+ Edinburgh	15	—	—	—	80	—	—	—	95	—	120	9	-20.8	—
+ Exeter	2	—	—	—	9	—	—	—	11	—	13	15	-15.4	—
+ Glasgow	188	390	—	—	304	—	10	431	502	821	431	1 131	16.5	-27.4
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	7	—	—	—	—	—	—	—	—	—
+ Humberside	1	—	—	—	7	—	—	—	8	—	9	13	-11.1	—
+ Inverness	—	—	—	—	15	—	—	—	15	—	22	—	-31.8	—
+ Islay	—	—	—	—	12	—	—	—	12	—	13	—	-7.7	—
+ Isle of Man	—	—	—	—	88	109	—	—	88	109	84	104	4.8	4.8
+ Isles of Scilly	—	—	—	—	7	—	—	—	7	—	10	—	-30.0	—
+ Kirkwall	—	—	—	1	46	—	—	1	46	2	47	1	-2.1	100.0
+ Leeds/Bradford	14	—	—	4	18	—	—	—	32	4	29	1	10.3	300.0
+ Liverpool	5	198	—	2	31	—	—	502	36	702	104	2 159	-65.4	-67.5
+ Lydd	60	287	—	—	1	—	—	—	61	287	—	330	—	-13.0
+ Manchester	586	1 541	9	273	164	20	—	—	759	1 834	456	326	66.4	462.6
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	67	—	—	19	93	6	—	—	160	25	90	2	77.8	1 150.0
+ Norwich	27	—	—	1	26	—	—	3	53	4	59	23	-10.2	-82.6
+ Penzance Heliport	—	—	—	—	7	—	—	—	7	—	10	—	-30.0	—
+ Prestwick	270	650	—	164	14	144	—	—	284	958	323	1 169	-12.1	-18.0
+ Southampton	15	—	2	104	93	2	—	—	110	106	93	239	18.3	-55.6
+ Stornoway	—	—	—	—	44	—	—	1	44	1	42	6	4.8	-83.3
+ Sumburgh	—	—	90	19	75	—	93	12	258	31	214	27	20.6	14.8
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	1	—	—	—	12	—	—	—	13	—	16	3	-18.8	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Unst	—	—	—	—	—	—	1	—	1	—	—	—	—	—
+ Wick	—	—	—	2	6	—	—	—	6	2	6	6	—	-66.7
Other UK Airports	1 554	3 088	399	1 205	1 776	1 183	245	2 129	3 974	7 605	3 505	8 220	13.4	-7.5
TOTAL all reporting UK Airports	30 229	16 573	964	5 566	2 524	1 604	417	3 216	34 134	26 959	33 183	31 977	2.9	-15.7
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	37	—	25	—	48.0	—
Guernsey	—	—	—	—	—	—	—	—	628	—	655	—	-4.1	—
Jersey	—	—	—	—	—	—	—	—	673	—	795	—	-15.3	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	1 338	—	1 475	—	-9.3	—

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

Table 2.16

Airport	Passengers		Air Transport Movements					
	Total Terminal (a) and Transit	Percentage change over Sep. 1979	Total	Percentage change over Sep. 1979	Fixed Wing	Percentage change over Sep. 1979	Helicopters	Percentage change over Sep. 1979
Benbecula	2 052	—3·8	244	27·1	244	27·1	—	—
Islay	1 467	6·5	153	—12·1	153	—12·1	—	—
Inverness	13 366	—8·0	639	6·9	528	2·1	111	37·0
Kirkwall	8 396	—19·3	861	—10·3	826	—11·1	35	12·9
Stornoway	7 324	2·4	465	3·1	403	—10·6	62	—
Sumburgh	50 156	—0·8	2 824	0·4	1 245	..	1 579	..
Tiree	532	41·1	92	70·4	90	66·7	2	—
Wick	3 211	—23·6	408	—27·7	404	—28·4	4	—

(a) Transit passengers are only counted on arrival.

.. No breakdown available for Sumburgh September 1979.

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

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

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

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

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

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

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

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

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

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

TYPES OF SERVICES

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

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

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

MEASURES AND THEIR COMPUTATION

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

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