

**Civil Aviation Authority**



CAP 449

# CAA Annual Statistics 1981

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# Foreword

- 1 CONTENT** *CAA Annual 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.

## 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
xx	=	not supplied

- 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 Annual Statistics*.  
Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

1 short ton (2000 lbs)	=	0.9072 tonnes
1 long 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 Appendices A, B and C.

## 3 ENQUIRIES

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

Civil Aviation Authority  
Room T410  
CAA House  
45-59 Kingsway  
London WC2B 6TE  
Tel. 01 379 7311 Ext 2504 (General Enquiries)  
Ext 2223 (Airline Statistics)  
Ext 2461 (Airport Statistics)

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

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

## 4 OTHER CIVIL AVIATION STATISTICS

- 4.1 Statistics for the period from January 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's *Business Monitors*.

The series comprise:

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

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

- 4.2 Subsequent statistics (except those relating to airline finances) have been published in 'CAA Monthly Statistics', obtainable from the Civil Aviation Authority at the address given in para. 3.2.
- 4.3 Subsequent statistics relating to airline finances were published separately in 'Financial Results of United Kingdom Airlines 1968–74' (CAP 376), also obtainable from the address given in para. 3.2.
- 4.4 Previous CAA Annual Statistics publications  
"Annual Statistics 1973" (CAP 375)  
"Annual Statistics 1974/1975" (CAP 386)  
"Annual Statistics 1976" (CAP 406)  
"Annual Statistics 1977" (CAP 415)  
"Annual Statistics 1978" (CAP 424)  
"Annual Statistics 1979" (CAP 431)  
"Annual Statistics 1980" (CAP 436)
- 4.5 Table 2.22 has been compiled from data collected in a series of Origin/Destination surveys carried out by the Authority during the last seven years. The results of these surveys have been summarised and published in the following reports:-  
CAP 393 – Scottish and Central England Airports  
CAP 423 – Other English Provincial Airports  
CAP 430 – London Area Airports

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Corrigendum to CAA Annual Statistics 1981

Table 1.14.1. Aircraft Type and Utilisation - All Airlines

	Passengers Uplifted
Boeing 737 - 200	Delete 8 310 868 Insert 8 287 525
Total	Delete 34 517 477 Insert 34 494 134

Table 1.14.2. Aircraft Type and Utilisation - Individual Airlines

	Passengers Uplifted
Britannia Airways Boeing 737 - 200	Delete 3 743 123 Insert 3 719 780
Total	Delete 3 743 123 Insert 3 719 780
Grand Total	Delete 34 517 477 Insert 34 494 134

Table 2.12.2. Terminal Air Passengers 1967-1981  
Total UK Reporting Airports (1980)

Delete 57 882 541  
Insert 57 822 541

Table 3.7. United Kingdom Airlines Individual Airline Profit and Loss  
Account 1980

Add footnote:-

- (e) Operating expenses and revenues reported by Air Europe do not include aircraft owned by their holding company, Intasun.



Part I

## UK Airlines — Operating, Traffic and Personnel Statistics

Table 1.1

# Size of UK Airlines by Available Capacity Years Ending 31 December 1976 and 1981 <sup>(a)</sup>

	Output in available tonne-km (000 000)	Percentage of all available tonne-km (000 000)
<b>1976</b>		
British Airways — Overseas Division	5060	52.00
British Airways — European Division	1165	11.97
British Caledonian Airways	841	8.64
Dan Air Services	476	4.89
Laker Airways	386	3.97
Britannia Airways	343	3.53
International Aviation Services	296	3.04
Transmeridian Air Cargo	235	2.42
British Airtours	216	2.22
Tradewinds Airways	156	1.60
British Airways — Regional Division	152	1.56
Monarch Airlines	148	1.52
British Midland Airways	142	1.46
Air Anglia	27	0.28
British Island Airways	24	0.25
Alidair	11	0.11
British Air Ferries	11	0.11
Others (27 airlines)	41	0.42
<b>1981</b>		
British Airways	7374	57.62
British Caledonian Airways	1397	10.92
Laker Airways	1216	9.50
Britannia Airways	724	5.66
Dan Air Services	391	3.06
British Air Tours	329	2.57
Monarch Airlines	248	1.94
Tradewinds Airways	217	1.70
Air Europe	209	1.63
Orion Airways	169	1.32
British Midland Airways	131	1.02
Air UK	79	0.62
Pelican Air Transport (b)	65	0.51
Scimitar Airlines	55	0.43
Heavylift Cargo Airlines	39	0.30
Redcoat Air Cargo	35	0.27
British Air Ferries	32	0.25
Air Bridge Carriers	24	0.19
British Airways Helicopters	15	0.12
Bristow Helicopters	11	0.09
Others (28 airlines)	38	0.30

(a) Excludes Air Taxi operations

(b) Ceased operations September, 1981

# Main Output of UK Airlines 1956 – 1981<sup>(a)</sup>

Table 1.2

	Total Available tonne-km (000 000)	Percentage growth on prev. year	Scheduled services Available tonne-km (000 000)	Percentage growth on prev. year	Non-scheduled services Available tonne-km (000 000)	Percentage growth on prev. year
1956	..	..	638	11.0	..	..
1957	..	..	729	14.3	..	..
1958	..	..	824	13.0	..	..
1959	..	..	941	14.2	..	..
1960	..	..	1 191	26.6	..	..
1961	1 990	..	1 575	32.2	415	..
1962	2 215	11.3	1 784	13.3	431	3.9
1963	2 439	10.1	1 953	9.5	486	12.8
1964	2 879	18.0	2 275	16.5	604	24.3
1965	3 325	15.5	2 664	17.1	661	9.4
1966	3 851	15.8	2 993	12.4	858	29.8
1967	4 016	4.3	3 145	5.1	871	1.5
1968	4 214	4.9	3 256	3.5	958	10.0
1969	4 927	16.9	3 748	15.1	1 179	23.1
1970	5 782	17.4	4 129	10.2	1 653	40.2
1971	6 973	20.6	4 591	11.2	2 382	44.1
1972	8 249	18.3	5 399	17.6	2 850	19.7
1973	9 003	9.1	5 953	10.3	3 051	7.0
1974	8 283	-8.0	5 745	-3.5	2 538	-16.8
1975	8 927	7.8	5 984	4.2	2 943	16.0
1976	9 727	9.0	6 602	10.3	3 125	6.2
1977	10 505	8.0	6 834	3.5	3 671	17.5
1978	11 970	13.9	8 095	18.5	3 875	5.6
1979	12 749	6.5	8 841	9.2	3 909	0.9
1980	13 212	3.6	9 829	11.2	3 383	-13.5
1981	13 087	-0.9	9 936	1.1	3 151	-6.9
<b>Mean rates of growth (percentages)</b>						
1956-60	..		16.2		..	
1961-65	13.8		13.9		13.5	
1966-70	10.8		8.5		17.5	
1971-75	5.1		6.1		3.1	
1976-80	8.4		11.1		2.3	
Last 20 years	10.3		9.2		13.1	
10 years	6.2		7.6		2.9	
5 years	5.5		9.4		-4.4	

(a) Excludes Air Taxi Operations

# Scheduled Passenger and Cargo Services by UK Airlines 1972-1981

Table 1.3

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Tonne-km available (000 000)	Total	Mail (000 000)	Tonne-km used Cargo (000 000)	Passenger (000 000)	As percentage of available
<b>All Services</b>									
1972	40 659.3	22 169.5	54.5	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6
1973	45 551.5	26 187.2	57.5	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9
1974	44 190.8	25 396.8	57.5	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1
1975	45 922.6	27 554.8	60.0	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4
1976	51 668.2	31 078.1	60.1	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4
1977	53 162.0	31 871.1	60.0	6 833.9	3 928.1	159.0	861.1	2 908.0	57.5
1978	64 170.3	40 441.6	63.0	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2
1979	71 591.1	47 084.8	65.8	8 841.4	5 549.9	178.7	1 070.3	4 300.9	62.8
1980	80 319.9	50 163.8	62.5	9 829.3	5 894.9	176.8	1 214.8	4 503.2	60.0
1981	80 325.2	52 209.6	65.0	9 936.2	6 188.4	170.5	1 343.5	4 674.5	62.3
<b>International Services</b>									
1972	37 260.6	20 002.5	53.7	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0
1973	41 825.6	23 745.9	56.8	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6
1974	40 612.0	23 140.8	57.0	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9
1975	42 536.2	25 398.4	59.7	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3
1976	47 845.0	28 751.6	60.1	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5
1977	49 807.4	29 790.0	59.8	6 508.4	3 738.3	156.4	849.9	2 732.0	57.4
1978	60 234.8	37 997.0	63.1	7 714.8	4 651.2	170.2	977.1	3 503.8	60.3
1979	67 224.2	44 320.9	65.9	8 425.0	5 301.2	175.4	1 060.1	4 065.7	62.9
1980	75 713.8	47 393.5	62.6	9 379.7	5 652.2	173.0	1 207.7	4 271.5	60.3
1981	76 212.1	49 608.9	65.1	9 525.0	5 958.7	166.2	1 336.2	4 456.3	62.6
<b>Domestic Services</b>									
1972	3 398.8	2 167.0	63.8	344.7	203.8	3.0	21.8	179.0	59.1
1973	3 725.9	2 441.2	65.5	384.7	226.3	3.3	24.7	198.3	58.8
1974	3 578.8	2 256.1	63.0	369.5	213.7	3.0	22.1	188.6	57.8
1975	3 386.4	2 156.4	63.7	344.2	198.8	2.9	14.2	181.8	57.8
1976	3 823.2	2 326.5	60.8	387.8	212.2	2.7	13.7	195.9	54.7
1977	3 354.7	2 081.1	62.0	325.4	189.8	2.6	11.2	175.9	58.3
1978	3 935.5	2 444.6	62.1	379.9	220.8	2.9	11.4	206.5	58.1
1979	4 366.9	2 763.9	63.3	416.4	248.7	3.2	10.2	235.2	59.7
1980	4 606.1	2 770.3	60.1	449.7	242.6	3.8	7.1	231.7	54.0
1981	4 113.1	2 600.7	63.2	411.2	229.7	4.3	7.3	218.1	55.9

# Non-scheduled Passenger and Cargo Services by UK Airlines 1972-1981

Table 1.4

## By Main Type of Service (a)

	Total		(b) 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
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	3 670.9	34.9	1 119.9	10.7	793.2	7.6	1 757.9	16.7
1978	3 875.2	32.4	1 234.7	10.3	616.1	5.1	2 024.4	16.9
1979	3 909.8	30.7	1 546.4	12.1	352.3	2.8	2 011.1	15.8
1980	3 383.4	25.6	1 813.2	13.7	344.9	2.6	1 225.3	9.3
1981	3 151.3	24.1	1 950.1	14.9	335.9	2.6	864.8	6.6

## Inclusive Tours (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)
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.4	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	91 139	1 527	1 582
1977	12 818.9	10 795.7	84.2	6 825.4	64 678	97 398	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	17 634.5	14 920.6	84.6	8 749.7	80 441	130 798	1 626	1 705
1980	20 344.8	17 117.0	84.1	9 662.8	86 298	147 126	1 705	1 771
1981	21 709.9	18 515.8	85.3	10 155.6	87 689	154 291	1 760	1 823

## Other Separate Fare and Advance Booking Charters

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	8 189.5	6 785.6	82.9	1 730.5	17 616	41 555	2 359	3 921
1978	6 312.2	5 068.2	80.3	1 534.6	15 143	33 212	2 193	3 303
1979	3 732.5	2 872.1	76.9	1 068.6	10 933	20 786	1 901	2 688
1980	3 729.5	2 942.9	78.9	1 161.2	12 655	21 815	1 724	2 534
1981	3 715.5	3 071.0	82.7	1 457.0	13 058	22 827	1 748	2 108

(a) Excludes Air Taxi Operations

(b) From 1974 Inclusive Tours performed under Class 4 Licences are included with other Separate Fare and Advance Booking Charters

# All Scheduled Services 1981

Table 1.5.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used		as % of available
					Available (000)	Used (000)						Cargo (000)	Passengers (000)	
<b>Passenger services</b>														
British Airways	231 482	183 790	368 662	15 271 356	59 211 176	38 883 432	65.7	170 420	6 987 085	4 405 556	153 637	731 422	3 520 494	63.1
BA Helicopters	229	3 752	1 239	79 018	6 649	4 820	72.5	131	516	399	2	6	392	77.5
British Caledonian Airways	46 318	38 533	72 639	1 913 097	9 005 018	5 100 566	56.6	39 761	1 227 218	721 885	9 564	238 449	473 873	58.8
Air Ecosse	1 821	7 331	5 897	47 075	26 435	13 023	49.3	193	2 390	1 099	14	24	1 061	46.0
Air UK	12 998	42 302	44 230	870 708	521 557	278 849	53.5	4 273	51 393	24 921	132	1 105	23 684	48.5
Alderney Air Ferries	243	1 982	1 187	9 204	2 190	1 146	52.3	10	182	93	—	1	92	51.1
Aurigny Air Services	1 283	21 874	6 221	220 987	21 674	12 428	57.3	1 218	1 796	1 078	6	65	1 007	60.0
British Midland Airways	8 557	27 702	26 927	1 055 821	643 633	369 377	57.4	1 964	57 239	29 627	37	716	28 874	51.8
Brymon Airways	2 352	11 426	11 036	104 096	57 259	26 194	45.7	34	5 239	2 155	—	8	2 146	41.1
Burnthills Aviation	106	1 246	630	1 818	422	161	38.2	—	32	12	—	—	12	36.8
Cabair	166	470	594	2 225	1 655	788	47.6	4	149	60	—	2	59	40.6
Casair Aviation Services	305	1 252	1 141	7 759	3 121	1 893	60.7	—	292	149	—	—	149	51.2
Cathay Pacific Airways (a)	5 222	912	6 587	118 307	2 083 436	1 285 286	61.7	5 874	288 287	184 127	3 155	58 700	122 271	63.9
Dan-Air Services	7 237	20 283	21 476	584 594	474 979	276 516	58.2	1 511	40 320	24 457	28	944	23 485	60.7
Eastern Airways	418	2 031	1 594	11 636	8 950	3 311	37.0	—	718	264	—	—	264	36.7
Euroair Transport	96	479	368	931	1 000	186	18.6	—	92	14	—	—	14	15.0
Euroflite	5	14	17	46	47	16	34.8	—	4	1	—	—	1	30.5
Genair	201	658	849	3 724	3 659	1 140	31.1	—	305	91	—	—	91	29.6
Guernsey Airlines	567	1 540	2 030	37 520	24 018	17 460	72.7	5	2 535	1 398	—	2	1 396	55.2
Haywards Aviation	5	36	25	51	41	7	17.7	1	4	1	—	—	1	14.6
Inter City Airlines	216	588	858	6 758	6 670	3 209	48.1	3	751	258	—	2	257	34.4
Jersey European Airways	1 232	7 580	4 522	56 379	20 621	11 292	54.8	—	1 631	900	—	—	900	55.2
Laker Airways	24 012	3 811	30 241	833 268	8 160 727	5 895 088	72.2	10 537	840 329	545 228	924	72 489	471 815	64.9
Loganair	2 343	19 555	10 748	135 745	39 441	22 962	58.2	—	3 594	2 089	—	—	2 089	59.4
Spacegrand Aviation Services	95	418	316	1 861	855	426	49.8	4	67	34	—	1	33	50.4
<b>Total Passenger Services</b>	<b>347 510</b>	<b>399 565</b>	<b>620 034</b>	<b>21 373 984</b>	<b>80 325 235</b>	<b>52 209 576</b>	<b>65.0</b>	<b>235 942</b>	<b>9 512 169</b>	<b>5 945 895</b>	<b>167 499</b>	<b>1 103 935</b>	<b>4 674 458</b>	<b>62.5</b>
<b>Cargo Services</b>														
British Airways	8 354	5 608	12 292	—	—	—	—	30 197	339 997	197 139	1 058	196 074	—	58.0
British Caledonian Airways	2 352	1 386	3 711	—	—	—	—	13 225	77 509	41 783	1 765	40 018	—	53.9
Air Continental	567	737	1 734	—	—	—	—	223	389	177	—	177	—	45.6
Air UK	504	2 077	1 949	—	—	—	—	4 947	2 315	1 171	126	1 044	—	50.6
Air-Bridge Carriers	23	89	96	—	—	—	—	798	292	210	4	206	—	71.9
British Air Ferries	154	233	488	—	—	—	—	671	829	444	—	444	—	53.6
British Midland Airways	130	371	477	—	—	—	—	1 294	1 058	371	13	358	—	35.0
Express Air Services	317	2 049	1 432	—	—	—	—	7 569	1 603	1 242	—	1 242	—	77.5
<b>TOTAL Cargo Services</b>	<b>12 401</b>	<b>10 550</b>	<b>22 178</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>58 924</b>	<b>423 991</b>	<b>242 537</b>	<b>2 966</b>	<b>239 564</b>	<b>—</b>	<b>57.2</b>
<b>GRAND TOTAL</b>	<b>359 911</b>	<b>410 115</b>	<b>642 212</b>	<b>21 373 984</b>	<b>80 325 235</b>	<b>52 209 576</b>	<b>65.0</b>	<b>294 866</b>	<b>9 936 160</b>	<b>6 188 432</b>	<b>170 465</b>	<b>1 343 499</b>	<b>4 674 458</b>	<b>62.3</b>

(a) Only includes operations performed by Cathay Pacific Airways under their UK Class 1 Air Transport Licence (London-Hong Kong route) for the period May to December, 1981

# International Scheduled Services 1981

**Table 1.5.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Available (000)	Seat-km Used (000)	as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
<b>Passenger services</b>														
British Airways	209 535	129 338	314 352	11 605 219	56 742 316	37 239 140	65.6	159 159	6 737 324	4 260 656	151 654	728 718	3 380 284	63.2
British Caledonian Airways	41 819	22 016	60 336	1 329 553	8 603 587	4 875 426	56.7	38 046	1 185 670	702 794	9 270	237 943	455 581	59.3
Air Ecosse	200	437	609	1 988	3 006	981	32.6	7	271	83	—	3	80	30.8
Air UK	7 804	20 065	25 382	343 928	290 123	140 233	48.3	2 155	28 671	12 691	—	780	11 911	44.3
Alderney Air Ferries	46	387	217	1 082	411	157	38.2	—	34	13	—	—	13	37.2
Aurigny Air Services	1 283	21 874	6 221	220 987	21 674	12 428	57.3	1 218	1 796	1 078	6	65	1 007	60.0
British Midland Airways	885	2 035	2 688	62 889	64 213	27 134	42.3	281	5 035	2 243	—	126	2 118	44.6
Brymon Airways	242	1 042	1 054	5 900	4 831	1 740	36.0	4	413	144	—	1	143	34.9
Cabair	166	470	594	2 225	1 655	788	47.6	4	149	60	—	2	59	40.6
Cathay Pacific Airways (a)	5 222	912	6 587	118 307	2 083 436	1 285 286	61.7	5 874	288 287	184 127	3 155	58 700	122 271	63.9
Dan-Air Services	3 330	7 020	9 044	188 792	220 195	121 522	55.2	683	18 697	10 786	—	466	10 320	57.7
Euroflite	5	14	17	46	47	16	34.8	—	4	1	—	—	1	30.5
Haywards Aviation	5	36	25	51	41	7	17.7	1	4	1	—	—	1	14.6
Inter City Airlines	18	40	74	335	544	152	27.9	—	62	12	—	—	12	19.6
Jersey European Airways	945	6 295	3 464	46 691	15 155	8 756	57.8	—	1 205	698	—	—	698	57.9
Laker Airways	24 012	3 811	30 241	833 268	8 160 727	5 895 088	72.2	10 537	840 329	545 228	924	72 489	471 815	64.9
Spacegrand Aviation Services	18	84	63	173	163	37	22.9	—	13	3	—	—	3	23.1
<b>TOTAL Passenger Services</b>	<b>295 535</b>	<b>215 876</b>	<b>460 969</b>	<b>14 761 434</b>	<b>76 212 123</b>	<b>49 608 891</b>	<b>65.1</b>	<b>217 968</b>	<b>9 107 963</b>	<b>5 720 619</b>	<b>165 008</b>	<b>1 099 293</b>	<b>4 456 317</b>	<b>62.8</b>
<b>Cargo Services</b>														
British Airways	8 353	3 608	12 292	—	—	—	—	30 197	339 997	197 139	1 058	196 074	—	58.0
British Caledonian Airways	2 073	898	3 135	—	—	—	—	10 207	75 271	40 123	106	40 017	—	53.3
Air Continental	567	737	1 734	—	—	—	—	223	389	177	—	177	—	45.6
Air UK	54	105	180	—	—	—	—	251	250	120	—	120	—	48.1
British Air Ferries	154	233	488	—	—	—	—	671	829	444	—	444	—	53.6
British Midland Airways	65	124	231	—	—	—	—	137	273	67	—	67	—	24.5
<b>TOTAL Cargo Services</b>	<b>11 267</b>	<b>5 705</b>	<b>18 059</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>41 686</b>	<b>417 007</b>	<b>238 070</b>	<b>1 164</b>	<b>236 899</b>	<b>—</b>	<b>57.1</b>
<b>GRAND TOTAL</b>	<b>306 802</b>	<b>221 581</b>	<b>479 028</b>	<b>14 761 434</b>	<b>76 212 123</b>	<b>49 608 891</b>	<b>65.1</b>	<b>259 654</b>	<b>9 524 970</b>	<b>5 958 689</b>	<b>166 172</b>	<b>1 336 192</b>	<b>4 456 317</b>	<b>62.6</b>

(a) Only includes operations performed by Cathay Pacific Airways under their UK Class 1 Air Transport Licence (London-Hong Kong route) for the period May to December, 1981.

## Domestic Scheduled Services 1981

Table 1.5.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used		as % of available
					Available (000)	Used (000)						Cargo (000)	Passengers (000)	
<b>Passenger services</b>														
British Airways	21 947	54 452	54 311	3 666 137	2 468 860	1 644 291	66.6	11 261	249 761	144 900	1 984	2 704	140 209	58.0
BA Helicopters	229	3 752	1 239	79 018	6 649	4 820	72.5	131	516	399	2	6	392	77.5
British Caledonian Airways	4 499	16 517	12 304	583 544	401 431	225 140	56.1	1 715	41 548	19 091	294	506	18 292	46.0
Air Ecosse	1 621	6 894	5 288	45 087	23 429	12 042	51.4	186	2 120	1 016	14	21	981	47.9
Air UK	5 194	22 237	18 847	526 780	231 435	138 616	59.9	2 118	22 722	12 230	132	325	11 773	53.8
Alderney Air Ferries	198	1 595	970	8 122	1 780	989	55.6	10	148	80	—	1	79	54.3
British Midland Airways	7 672	25 667	24 239	992 932	579 420	342 243	59.1	1 683	52 204	27 384	37	590	26 757	52.5
Brymon Airways	2 110	10 384	9 982	98 196	52 428	24 454	46.6	31	4 826	2 011	—	8	2 004	41.7
Burnthills Aviation	106	1 246	630	1 818	422	161	38.2	—	32	12	—	—	12	36.8
Casair Aviation Services	305	1 252	1 141	7 759	3 121	1 893	60.7	—	292	149	—	—	149	51.2
Dan-Air Services	3 907	13 263	12 432	395 802	254 784	154 994	60.8	828	21 624	13 670	28	478	13 165	63.2
Eastern Airways	418	2 031	1 594	11 636	8 950	3 311	37.0	—	718	264	—	—	264	36.7
Euroair Transport	96	479	368	931	1 000	186	18.6	—	92	14	—	—	14	15.0
Genair	201	658	849	3 724	3 659	1 140	31.1	—	305	91	—	—	91	29.6
Guernsey Airlines	567	1 540	2 030	37 520	24 018	17 460	72.7	5	2 535	1 398	—	2	1 396	55.2
Inter City Airlines	198	548	784	6 423	6 126	3 058	49.9	3	690	246	—	2	245	35.7
Jersey European Airways	287	1 285	1 057	9 688	5 466	2 536	46.4	—	426	202	—	—	202	47.4
Loganair	2 343	19 555	10 748	135 745	39 441	22 962	58.2	—	3 594	2 089	—	—	2 089	59.4
Spacegrand Aviation Services	77	334	253	1 688	691	388	56.2	4	54	31	—	1	30	56.8
<b>TOTAL Passenger Services</b>	<b>51 976</b>	<b>183 689</b>	<b>159 065</b>	<b>6 612 550</b>	<b>4 113 112</b>	<b>2 600 685</b>	<b>63.2</b>	<b>17 974</b>	<b>404 206</b>	<b>225 276</b>	<b>2 490</b>	<b>4 642</b>	<b>218 142</b>	<b>55.7</b>
<b>Cargo Services</b>														
British Caledonian Airways	279	488	576	—	—	—	—	3 018	2 238	1 660	1 659	1	—	74.2
Air UK	450	1 972	1 769	—	—	—	—	4 696	2 064	1 050	126	924	—	50.9
Air-Bridge Carriers	23	89	96	—	—	—	—	798	292	210	4	206	—	71.9
British Midland Airways	65	247	246	—	—	—	—	1 157	786	304	13	292	—	38.7
Express Air Services	317	2 049	1 432	—	—	—	—	7 569	1 603	1 242	—	1 242	—	77.5
<b>TOTAL Cargo Services</b>	<b>1 134</b>	<b>4 845</b>	<b>4 119</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>17 238</b>	<b>6 984</b>	<b>4 467</b>	<b>1 802</b>	<b>2 664</b>	<b>—</b>	<b>64.0</b>
<b>GRAND TOTAL</b>	<b>53 110</b>	<b>188 534</b>	<b>163 184</b>	<b>6 612 550</b>	<b>4 113 112</b>	<b>2 600 685</b>	<b>63.2</b>	<b>35 212</b>	<b>411 190</b>	<b>229 743</b>	<b>4 292</b>	<b>7 306</b>	<b>218 142</b>	<b>55.9</b>



# All Non-scheduled Services 1981(a)

Table 1.6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km Available (000)	Used (000)	as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne km used Cargo (000)	Passengers (000)	as % of available
British Airways	1 562	660	3 459	35 616	256 651	179 017	69.8	699	47 226	29 534	42	13 305	16 187	62.5
British Airports	21 372	10 966	34 259	1 185 814	3 551 711	2 898 052	81.6	—	328 586	243 059	—	—	243 059	74.0
B A Helicopters	6 789	54 144	33 428	548 300	161 160	81 873	50.8	4 029	15 227	7 108	—	562	6 546	46.7
British Caledonian Airways	5 560	4 005	9 363	343 727	492 265	423 400	86.0	8 496	92 405	69 170	—	32 765	36 405	74.9
Air Continental	7	10	25	44	49	32	64.7	—	5	3	—	—	3	54.5
Air Europe	16 971	8 856	26 721	1 035 154	2 215 052	1 992 705	90.0	43	209 371	159 476	36	39	159 401	76.2
Air UK	3 430	4 448	6 873	157 182	263 655	218 414	82.8	211	25 438	19 301	6	781	18 514	75.9
Air-Brige Carriers	1 464	2 405	3 530	—	—	—	—	12 242	23 618	9 691	62	9 630	—	41.0
Alderney Air Ferries	4	33	21	180	38	24	63.0	—	3	—	—	—	2	62.5
Aurigny Air Services	3	68	14	—	22	9	39.8	—	2	1	—	—	1	36.2
B E A S	1 334	66 430	8 896	373 043	14 674	7 528	51.3	1 048	1 334	706	—	24	682	52.9
Bristow Helicopters	7 265	47 402	42 331	407 671	123 766	68 907	55.7	3 041	10 524	6 768	—	585	6 183	64.3
Britannia Airways	65 185	35 631	103 858	3 893 429	8 492 644	7 162 695	84.3	1 114	723 899	609 243	125	564	608 553	84.2
British Air Ferries	6 014	12 541	18 149	51 902	332 858	158 415	47.6	1 622	31 613	14 282	147	1 507	12 628	45.2
British Caledonian Helicopters	568	2 013	2 812	16 265	10 342	4 691	45.4	102	1 232	422	—	31	392	34.3
British Midland Airways	2 607	1 128	3 775	24 453	318 044	184 672	58.1	1 592	72 627	30 152	—	15 691	14 462	41.5
Brymon Airways	149	372	486	11 060	7 283	4 323	59.4	—	730	355	—	—	355	48.6
Casair Aviation Services	1	2	4	—	—	—	—	—	1	—	—	—	—	37.5
Dan-Air Services	35 442	32 133	66 537	2 467 029	4 330 350	3 720 392	85.9	6 641	350 639	300 017	1 599	222	298 196	85.6
Eastern Airways	4	10	19	—	—	—	—	—	13	7	—	7	—	51.4
Euroair Transport	11	30	38	—	98	60	60.7	—	18	11	—	6	5	64.6
Express Air Services	218	1 101	876	—	—	—	—	2 220	1 115	774	374	400	—	69.4
Genair	15	42	56	—	231	135	58.3	—	22	11	—	1	10	49.3
General Aviation Services	138	365	613	—	—	—	—	33	482	249	17	232	—	51.6
Guernsey Airlines	221	860	809	—	—	—	—	5	1 092	450	—	—	449	41.2
Heavylift Cargo Airlines	1 150	638	2 775	9 417	10 602	5 184	48.9	2 897	39 092	13 806	—	13 806	—	35.3
Helicopter Hire	27	201	174	648	340	98	28.8	15	32	6	—	2	4	18.8
Instone Airlines	34	77	162	—	—	—	—	62	183	30	—	30	—	16.2
Inter City Airlines	612	1 727	2 124	50 700	35 436	21 910	61.8	384	3 583	1 840	—	130	1 711	51.4
Jersey European Airways	46	130	154	306	770	505	65.6	—	62	41	—	1	40	67.0
Laker Airways	12 565	5 253	18 178	979 476	3 753 048	3 014 233	80.3	—	376 050	241 581	—	459	241 122	64.2
Loganair	103	565	416	—	3 068	1 000	32.6	—	279	84	—	—	84	30.1
Management Aviation	1 148	21 371	5 506	49 504	8 172	2 962	36.2	781	734	289	—	52	237	39.4
Monarch Airlines	16 601	9 815	24 876	1 118 655	2 454 447	2 019 331	82.3	195	247 837	183 734	298	888	182 548	74.1
North Scottish Helicopters	3 059	50 417	13 450	163 206	34 092	19 115	56.1	—	2 812	1 662	—	—	1 662	59.1
Orion Airways	13 770	7 866	21 918	844 507	1 791 080	1 542 729	86.1	—	169 197	123 310	—	—	123 310	72.9
Pelican Cargo	1 614	514	2 184	—	—	—	—	8 595	65 444	40 160	—	40 160	—	61.4
Redcoat Air Cargo	1 429	570	2 858	—	—	—	—	4 396	35 420	18 677	—	18 677	—	52.7
Scimitar Airlines	1 470	503	2 077	—	—	—	—	2 289	54 768	24 362	—	24 362	—	44.5
Southern Int-Air Transport	—	—	—	—	—	—	—	—	1 292	568	—	—	—	43.9
Tradewinds Airways	5 189	1 904	7 229	—	—	—	—	21 104	217 301	127 246	—	127 246	—	58.6
TOTAL	235 333	387 551	471 529	13 747 288	28 661 948	23 732 408	82.8	82 869	3 151 306	2 278 185	2 704	302 730	1 972 750	72.3
Class 5 Licence TOTAL	699	481	1 255	—	113 801	77 124	67.8	—	10 149	6 809	125	194	6 490	67.1
TOTAL Excludes 5 Licence	234 634	387 070	470 274	13 747 288	28 548 147	23 655 284	82.9	82 869	3 141 157	2 271 376	2 579	302 536	1 966 260	72.3

(a) Excludes Air Taxi Operations

(b) Excludes Passengers, Cargo and Mail uplifted on exempt Sub-Charter and Class 5 Licence Operations

International Non-scheduled Services 1981<sup>(a)</sup>

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km Available (000)	Used (000)	as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
British Airways	1 552	622	3 427	34 401	255 872	178 542	69.8	694	47 151	29 491	42	13 304	16 145	62.5
British Airports	21 004	10 359	33 450	1 165 814	3 503 857	2 865 991	81.8	—	324 132	240 364	—	—	240 364	74.2
BA Helicopters	6 763	539 956	33 298	547 476	160 721	81 794	50.9	4 011	15 174	7 097	—	559	6 538	46.8
British Caledonian Airways	5 554	3 993	9 349	342 988	491 695	423 057	86.0	8 496	92 351	69 140	—	32 765	36 375	74.9
Air Continental	7	10	25	44	49	32	64.7	—	5	3	—	—	3	54.5
Air Europe	16 971	8 856	26 721	1 035 154	2 215 052	1 992 705	90.0	43	209 371	159 476	36	39	159 401	76.2
Air UK	3 400	4 367	6 775	154 831	262 165	217 518	83.0	196	25 294	19 219	6	774	18 439	76.0
Air-Bridge Carriers	682	632	1 568	—	—	—	—	2 113	11 920	4 514	—	4 514	—	37.9
Alderney Air Ferries	—	2	1	1	1	—	5.6	—	—	—	—	—	—	7.1
BEAS	1 334	66 430	8 896	373 043	14 674	7 528	51.3	1 048	1 334	706	—	24	682	52.9
Bristow Helicopters	7 265	47 402	42 331	407 671	123 766	68 907	55.7	3 041	10 524	6 768	—	585	6 183	64.3
Britannia Airways	65 128	35 536	103 743	3 882 797	8 485 314	7 156 270	84.3	114	723 275	608 696	125	564	608 007	84.2
British Air Ferries	5 477	11 005	16 444	16 539	312 987	144 838	46.3	189	28 387	12 588	17	1 030	11 541	44.3
British Caledonian Helicopters	556	1 932	2 773	16 096	10 227	4 668	45.6	102	1 218	421	—	31	391	34.6
British Midland Airways	2 590	1 091	3 723	24 002	317 784	184 477	58.1	1 433	72 516	30 053	—	15 607	14 447	41.4
Casair Aviation Services	1	2	4	—	—	—	—	—	1	—	—	—	—	37.5
Dan-Air Services	31 192	20 559	51 078	2 188 998	4 168 008	3 607 714	86.6	45	333 539	288 662	—	20	288 642	86.5
Eastern Airways	4	10	19	—	—	—	—	—	13	7	—	7	—	51.4
Euroair Transport	11	28	36	—	92	55	59.9	—	17	11	—	6	5	64.3
Genair	9	20	31	—	115	54	46.7	—	13	5	—	1	4	41.4
General Aviation Services	129	321	566	—	—	—	—	30.0	451	235	4	231	—	52.1
Guernsey Airlines	4	5	11	70	232	46	20.0	—	23	4	—	—	4	16.0
Heavylift Cargo Airlines	1 150	638	2 775	—	—	—	—	2 897	39 092	13 806	—	13 806	—	35.3
Helicopter Hire	27	201	174	648	340	98	28.8	15	32	6	—	2	4	18.8
Instone Airlines	34	77	162	—	—	—	—	62	183	30	—	30	—	16.2
Inter City Airlines	86	113	250	2 782	4 804	2 313	48.1	29	504	211	—	26	185	41.9
Jersey European Airways	10	21	37	166	129	97	74.8	—	12	9	—	1	8	74.2
Laker Airways	12 559	5 236	18 161	978 845	3 752 390	3 014 000	80.3	—	375 989	241 563	—	459	241 103	64.2
Loganair	—	1	1	—	6	6	94.4	—	1	1	—	—	1	93.3
Management Aviation	1 148	21 371	5 506	49 504	8 172	2 962	36.2	781	734	289	—	52	237	39.4
Monarch Airlines	16 601	9 815	24 876	1 118 655	2 454 447	2 019 331	82.3	195	247 837	183 734	298	888	182 548	74.1
North Scottish Helicopters	3 059	50 417	13 450	163 206	34 092	19 115	56.1	—	2 812	1 662	—	—	1 662	59.1
Orion Airways	13 770	7 866	21 918	844 507	1 791 080	1 542 729	86.1	—	169 197	123 310	—	—	123 310	72.9
Pelican Cargo	1 614	514	2 184	—	—	—	—	8 595	65 444	40 160	—	40 160	—	61.4
Redcoat Air Cargo	1 428	569	2 856	—	—	—	—	4 386	35 406	18 672	—	18 672	—	52.7
Scimitar Airlines	1 470	503	2 077	—	—	—	—	2 289	54 768	24 362	—	24 362	—	44.5
Tradewinds Airways	5 189	1 904	7 229	—	—	—	—	21 104	217 301	127 246	—	127 246	—	58.6
TOTAL	227 780	366 384	445 922	13 348 238	28 368 071	23 534 846	83.0	61 919	3 106 018	2 252 519	526	295 764	1 956 229	72.5
Class 5 Licence TOTAL	587	309	932	—	107 052	72 331	67.6	—	9 475	6 426	125	194	6 107	67.8
TOTAL Excludes 5 Licence	227 193	366 075	444 990	13 348 238	28 261 019	23 462 515	83.0	61 919	3 096 543	2 246 093	401	295 570	1 950 122	72.5

(a) Excludes Air Taxi Operations

(b) Excludes Passengers, Cargo and Mail uplifted on exempt Sub-Charter and Class 5 Licence Operations

# Domestic Non-Scheduled Services 1981<sup>(a)</sup>

**Table 1.6.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km Available (000)	Used (000)	as % of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used		as % of available
												Cargo (000)	Passengers (000)	
British Airways	10	38	32	1 215	779	475	60.9	5	75	43	—	1	41	57.0
British Airtours	368	607	809	—	47 855	32 061	67.0	—	4 454	2 695	—	—	2 695	60.5
BA Helicopters	26	188	130	824	439	79	18.0	18	53	11	—	3	8	20.8
British Caledonian Airways	6	12	14	739	570	343	60.2	—	54	30	—	—	30	54.4
Air UK	30	81	98	2 351	1 490	895	60.1	14	144	83	—	7	75	57.4
Air-Bridge Carriers	782	1 773	1 962	—	—	—	—	10 129	11 698	5 177	62	5 115	—	44.3
Alderney Air Ferries	4	31	20	179	37	24	64.5	—	3	2	—	—	2	63.9
Aurigny Air Services	3	68	14	—	22	9	39.8	—	2	1	—	—	1	36.2
Britannia Airways	56	95	115	10 632	7 330	6 425	87.7	—	623	546	—	—	546	87.6
British Air Ferries	537	1 536	1 705	35 363	19 871	13 576	68.3	1 432	3 226	1 694	130	477	1 087	52.5
British Caledonian Helicopters	12	81	40	169	115	23	20.0	—	14	1	—	—	1	7.1
British Midland Airways	17	37	52	451	260	195	75.0	158	111	99	—	84	15	89.2
Brymon Airways	149	372	486	11 060	7 283	4 323	59.4	—	730	355	—	—	355	48.6
Dan-Air Services	4 250	11 574	15 459	278 031	162 342	112 678	69.4	6 596	17 101	11 355	1 599	202	9 554	66.4
Euroair Transport	—	2	1	—	7	5	71.0	—	1	—	—	—	—	74.2
Express Air Services	218	1 101	876	—	—	—	—	2 220	1 115	774	374	400	—	69.4
Genair	6	22	25	—	116	81	69.8	—	10	6	—	—	6	59.8
General Aviation Services	9	44	47	—	—	—	—	2	31	14	13	1	—	44.4
Guernsey Airlines	217	855	798	9 347	10 370	5 138	49.5	5	1 069	446	—	—	446	41.7
Inter City Airlines	527	1 614	1 874	47 918	30 631	19 598	64.0	355	3 079	1 629	—	103	1 526	52.9
Jersey European Airways	35	109	118	140	641	408	63.7	—	50	33	—	—	33	65.3
Laker Airways	6	17	17	631	657	233	35.4	—	61	19	—	—	19	30.4
Loganair	102	564	415	—	3 062	994	32.5	—	278	84	—	—	84	30.2
Redcoat Air Cargo	—	1	2	—	—	—	—	9	14	5	—	5	—	35.3
Southern Int-Air Transport	182	345	496	—	—	—	—	—	1 292	568	—	568	—	43.9
<b>TOTAL</b>	<b>7 553</b>	<b>21 167</b>	<b>25 605</b>	<b>399 050</b>	<b>293 877</b>	<b>197 562</b>	<b>67.2</b>	<b>20 949</b>	<b>45 287</b>	<b>25 666</b>	<b>2 178</b>	<b>6 966</b>	<b>16 522</b>	<b>56.6</b>
Class 5 Licence TOTAL	112	172	323	—	6 749	4 792	71.0	—	674	384	—	—	384	56.9
TOTAL Excludes 5 Licence	7 441	20 995	25 282	399 050	287 128	192 770	67.1	20 949	44 613	25 282	2 178	6 966	16 138	56.6

(a) Excludes Air Taxi Operations

(b) Excludes Passengers, Cargo and Mail uplifted on exempt Sub-Charter and Class 5 Licence Operations

# All Class 2 Licence Operations 1981

Table 1.7.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	Others	Available (000)	Seat-km Used (000)	as % of available
British Airways	58	53	86	—	1 456	1 522	5 392	4 654	86.3
British Airtours	1 518	404	1 974	30 944	—	16 995	357 608	305 591	85.5
British Caledonian Airways	174	257	360	—	—	21 337	19 717	14 341	72.7
Air Europe	1	2	2	—	—	249	80	77	95.8
Air UK	39	41	72	—	1 436	912	3 372	2 433	72.2
Britannia Airways	8 869	5 314	14 501	—	581 512	14 225	1 152 732	994 206	86.2
British Air Ferries	62	214	224	—	—	10 537	3 750	3 104	82.8
Dan Air Services	4 542	2 459	7 153	—	18 278	242 653	679 188	554 388	81.6
Inter City Airlines	2	2	6	—	—	120	104	104	100.0
Laker Airways	3 113	1 161	4 508	83 052	—	123 005	893 555	718 977	80.5
Monarch Airlines	1 145	824	1 986	—	324	64 909	151 546	101 181	66.8
TOTAL	19 521	10 731	30 873	113 996	603 006	496 464	3 267 044	2 699 056	82.6

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
British Airways	—	524	418	—	—	418	79.8
British Airtours	—	33 001	26 144	—	—	26 144	79.2
British Caledonian Airways	—	1 862	1 234	—	—	1 234	66.3
Air Europe	—	8	6	—	—	6	81.3
Air UK	—	303	207	—	—	207	68.1
Britannia Airways	—	98 046	84 513	—	—	84 513	86.2
British Air Ferries	—	357	248	—	—	248	69.5
Dan Air Services	—	54 344	44 353	—	—	44 353	81.6
Inter City Airlines	—	10	8	—	—	8	80.0
Laker Airways	—	89 730	57 514	—	—	57 514	64.1
Monarch Airlines	43	16 196	9 390	298	—	9 092	58.0
TOTAL	43	294 381	224 035	298	—	223 737	76.1

# International Class 2 Licence Operations 1981

**Table 1.7.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	Others	Available (000)	Seat-km Used (000)	as % of available
British Airways	56	47	81	—	1 256	1 324	5 213	4 477	85.9
British Airtours	1 518	404	1 974	30 944	—	16 995	357 608	305 591	85.5
British Caledonian Airways	174	257	360	—	—	21 337	19 717	14 341	72.7
Air Europe	1	2	2	—	—	249	80	77	95.8
Air UK	39	41	72	—	1 436	912	3 372	2 433	72.2
Britannia Airways	8 865	5 306	14 493	—	581 512	13 200	1 152 206	993 688	86.2
British Air Ferries	38	144	143	—	—	6 588	2 221	1 785	80.4
Dan-Air Services	4 531	2 441	7 120	—	18 234	241 944	678 680	553 959	81.6
Inter City Airlines	2	2	6	—	—	120	104	104	100.0
Laker Airways	3 113	1 161	4 508	83 052	—	123 005	893 555	718 977	80.5
Monarch Airlines	1 145	824	1 986	—	324	64 909	151 546	101 181	66.8
<b>TOTAL</b>	<b>19 481</b>	<b>10 629</b>	<b>30 746</b>	<b>113 996</b>	<b>602 762</b>	<b>490 583</b>	<b>3 264 302</b>	<b>2 696 612</b>	<b>82.6</b>

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airways	—	506	403	—	—	403	79.7
British Airtours	—	33 001	26 144	—	—	26 144	79.2
British Caledonian Airways	—	1 862	1 234	—	—	1 234	66.3
Air Europe	—	8	6	—	—	6	81.3
Air UK	—	303	207	—	—	207	68.1
Britannia Airways	—	98 001	84 469	—	—	84 469	86.2
British Air Ferries	—	221	143	—	—	143	64.8
Dan-Air Services	—	54 301	44 317	—	—	44 317	81.6
Inter City Airlines	—	10	8	—	—	8	80.0
Laker Airways	—	89 730	57 514	—	—	57 514	64.1
Monarch Airlines	43	16 196	9 390	298	—	9 092	58.0
<b>TOTAL</b>	<b>43</b>	<b>294 139</b>	<b>223 835</b>	<b>298</b>	<b>—</b>	<b>223 537</b>	<b>76.1</b>

# Domestic Class 2 Licence Operations 1981

Table 1.7.3

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	Others	Available (000)	Seat-km Used (000)	as % of available
British Airways	2	6	5	—	200	198	179	177	99.2
Britannia Airways	4	8	8	—	—	1 025	526	519	98.6
British Air Ferries	23	70	81	—	—	3 949	1 529	1 319	86.3
Dan-Air Services	11	18	33	—	44	709	508	429	84.4
TOTAL	40	102	127	—	244	5 881	2 742	2 444	89.1

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airways	—	18	15	—	—	15	82.9
Britannia Airways	—	45	44	—	—	44	98.5
British Air Ferries	—	137	105	—	—	105	77.1
Dan-Air Services	—	43	36	—	—	36	83.8
TOTAL	—	243	201	—	—	201	82.6

# Class 3 Licence Operations 1981

Table 1.8

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Available (000)	Seat-km Used (000)	as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
<b>INTERNATIONAL SERVICES</b>														
British Airways	176	89	260	12 714	40 211	36 066	89.7	—	3 635	3 325	—	—	3 325	91.5
British Airtours	17 375	8 923	28 258	1 104 862	2 692 721	2 254 300	83.7	—	250 632	188 254	—	—	188 254	75.1
British Caledonian Airways	4 082	3 293	7 172	319 873	465 029	406 199	87.3	—	43 681	34 921	—	—	34 921	79.9
Air Continental	7	10	25	44	49	32	64.7	—	5	3	—	—	3	54.5
Air Europe	16 940	8 840	26 670	1 034 905	2 210 916	1 988 934	90.0	43	208 980	159 174	36	39	159 100	76.2
Air UK	2 084	1 637	3 567	125 480	185 554	159 787	86.1	—	16 673	13 537	—	—	13 537	81.2
Britannia Airways	54 772	28 412	86 674	3 133 609	7 146 842	6 018 677	84.2	—	608 578	511 327	—	—	511 327	84.0
British Air Ferries	85	92	222	4 108	6 469	4 886	75.5	—	528	391	—	—	391	74.0
British Midland Airways	464	345	780	23 681	39 016	32 726	83.9	—	3 532	2 553	—	1	2 553	72.3
Dan-Air Services	24 683	16 607	40 414	1 841 699	3 234 261	2 841 641	87.9	—	258 775	227 326	—	—	227 326	87.8
Guernsey Airlines	1	2	5	70	79	46	58.3	—	8	4	—	—	4	46.7
Inter City Airlines	20	21	56	1 013	1 187	940	79.2	—	119	75	—	—	75	63.4
Laker Airways	6 699	3 344	9 950	764 339	1 921 641	1 577 018	82.1	—	191 717	126 152	—	—	126 152	65.8
Monarch Airlines	12 721	7 188	18 519	889 873	1 945 870	1 628 617	83.7	—	191 976	147 446	—	—	147 446	76.8
Orion Airways	13 746	7 851	21 881	844 507	1 787 915	1 540 223	86.1	—	168 902	123 110	—	—	123 110	72.9
TOTAL International Services	153 855	86 654	244 451	10 100 777	21 677 760	18 490 094	85.3	43	1 947 738	1 537 598	36	40	1 537 523	78.9
<b>DOMESTIC SERVICES</b>														
Air UK	10	26	31	772	517	285	55.1	—	50	24	—	—	24	48.1
Alderney Air Ferries	3	22	14	134	24	16	67.7	—	2	1	—	—	1	64.6
Britannia Airways	52	87	107	9 607	6 804	5 906	86.8	—	579	502	—	—	502	86.8
British Air Ferries	221	616	724	29 311	14 944	11 057	74.0	—	1 288	886	—	—	886	68.7
British Midland Airways	1	2	2	142	56	55	97.3	—	5	4	—	—	4	90.2
Dan-Air Services	51	72	102	5 596	4 455	3 901	87.6	—	357	313	—	—	313	87.5
Guernsey Airlines	99	210	329	9 245	5 377	4 483	83.4	—	541	358	—	—	358	66.2
TOTAL Domestic Services	436	1 035	1 309	54 807	32 177	25 703	79.9	—	2 822	2 088	—	—	2 088	74.0
GRAND TOTAL	154 291	87 689	245 760	10 155 584	21 709 937	18 515 796	85.3	43	1 950 560	1 539 686	36	40	1 539 611	78.9

# All Class 4 Licence Operations 1981

Table 1.9.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	IT	Other	Seat-km Available (000)	Used (000)	as % of available
British Airtours	87	76	163	—	—	8 651	442	11 362	10 457	92.0
Air UK	274	264	505	—	—	12 862	8 737	24 539	22 429	91.4
Alderney Air Ferries	1	5	3	—	—	23	6	5	4	64.4
Dan-Air Services	715	406	1 081	—	24 670	24 697	—	105 529	93 233	88.3
Laker Airways	13	2	17	—	—	251	2	4 633	1 699	36.7
Monarch Airlines	2 215	1 574	3 591	—	—	155 024	8 190	302 383	244 106	80.7
TOTAL	3 306	2 327	5 361	—	24 670	201 508	17 377	448 452	371 927	82.9

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airtours	—	1 058	860	—	—	860	81.3
Air UK	—	2 208	1 907	—	—	1 907	86.4
Alderney Air Ferries	—	1	—	—	—	—	73.0
Dan-Air Services	—	8 444	7 458	—	—	7 458	88.3
Laker Airways	—	470	136	—	—	136	28.9
Monarch Airlines	—	29 338	21 927	—	—	21 927	74.7
TOTAL	—	41 518	32 287	—	—	32 287	77.8



# International Class 4 Licence Operations 1981

**Table 1.9.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted		Other	Seat-km		as % of available
					Affinity	IT		Available (000)	Used (000)	
British Airtours	87	76	163	—	—	8 651	442	11 362	10 457	92.0
Air UK	274	264	505	—	—	12 862	8 737	24 539	22 429	91.4
Dan-Air Services	715	406	1 081	—	24 670	24 697	—	105 529	93 233	88.3
Laker Airways	13	2	17	—	—	251	2	4 633	1 699	36.7
Monarch Airlines	2 215	1 574	3 591	—	—	155 024	8 190	302 383	244 106	80.7
<b>TOTAL</b>	<b>3 306</b>	<b>2 322</b>	<b>5 358</b>	<b>—</b>	<b>24 670</b>	<b>201 485</b>	<b>17 371</b>	<b>448 446</b>	<b>371 923</b>	<b>82.9</b>

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airtours	—	1 058	860	—	—	860	81.3
Air UK	—	2 208	1 907	—	—	1 907	86.4
Dan-Air Services	—	8 444	7 458	—	—	7 458	88.3
Laker Airways	—	470	136	—	—	136	28.9
Monarch Airlines	—	29 338	21 927	—	—	21 927	74.7
<b>TOTAL</b>	<b>—</b>	<b>41 518</b>	<b>32 287</b>	<b>—</b>	<b>—</b>	<b>32 287</b>	<b>77.8</b>

# Domestic Class 4 Licence Operations 1981

Table 1.9.3

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No of passengers uplifted Affinity	IT	Other	Seat-km Available (000)	Used (000)	as % of available
Alderney Air Ferries	1	5	3	—	—	23	6	5	4	64.4
TOTAL	1	5	3	—	—	23	6	5	4	64.4

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
Alderney Air Ferries	—	1	—	—	—	—	73.0
TOTAL	—	1	—	—	—	—	73.0

## All Class 6 Licence Operations 1981

**Table 1.10.1**

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		
							Mail (000)	Cargo (000)	as % of available
British Airways	47	11	59	534	2 891	2 816	—	2 816	97.4
British Caledonian Airways	598	136	812	3 171	21 527	17 518	—	17 518	81.4
Air-Bridge Carriers	1 111	1 861	2 648	12 243	17 678	7 642	50	7 590	43.2
Britannia Airways	27	20	44	114	323	136	—	136	42.2
British Air Ferries	138	224	420	977	893	590	3	586	66.1
British Midland Airways	195	88	288	1 588	7 675	5 830	—	5 829	76.0
Dan-Air Services	9	28	29	92	57	29	19	9	49.8
Express Air Services	65	123	193	855	426	400	—	400	93.9
Heavylift Cargo Airlines	839	458	1 989	2 898	28 534	10 618	—	10 618	37.2
Instone Airlines	23	54	108	61	123	29	—	28	23.4
Monarch Airlines	152	49	232	152	4 834	888	—	888	18.4
Pelican Cargo	1 610	513	2 178	8 596	65 259	40 120	—	40 120	61.5
Redcoat Air Cargo	1 425	569	2 851	4 396	35 323	18 600	—	18 600	52.7
Tradewinds Airways	4 235	1 520	5 898	21 104	177 572	113 393	—	113 393	63.9
<b>TOTAL</b>	<b>10 474</b>	<b>5 642</b>	<b>17 749</b>	<b>56 781</b>	<b>363 117</b>	<b>218 610</b>	<b>73</b>	<b>218 536</b>	<b>60.2</b>

## International Class 6 Licence Operations 1981

**Table 1.10.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		
							Mail (000)	Cargo (000)	as % of available
British Airways	47	11	59	534	2 891	2 816	—	2 816	97.4
British Caledonian Airways	598	136	812	3 171	21 527	17 518	—	17 518	81.4
Air-Bridge Carriers	428	430	1 034	2 113	7 350	2 765	—	2 764	37.6
Britannia Airways	27	20	44	114	323	136	—	136	42.2
British Air Ferries	61	77	193	156	349	132	—	131	37.6
British Midland Airways	181	63	248	1 430	7 584	5 746	—	5 745	75.8
Dan-Air Services	2	1	5	2	7	4	—	3	48.8
Heavylift Cargo Airlines	839	458	1 989	2 898	28 534	10 618	—	10 618	37.2
Instone Airlines	23	54	108	61	123	29	—	28	23.4
Monarch Airlines	152	49	232	152	4 834	888	—	888	18.4
Pelican Cargo	1 610	513	2 178	8 596	65 259	40 120	—	40 120	61.5
Redcoat Air Cargo	1 425	568	2 849	4 386	35 310	18 595	—	18 595	52.7
Tradewinds Airways	4 235	1 520	5 898	21 104	177 572	113 393	—	113 393	63.9
<b>TOTAL</b>	<b>9 627</b>	<b>3 900</b>	<b>15 649</b>	<b>44 717</b>	<b>351 665</b>	<b>212 760</b>	<b>—</b>	<b>212 760</b>	<b>60.5</b>

## Domestic Class 6 Licence Operations 1981

**Table 1.10.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		
							Mail (000)	Cargo (000)	as % of available
Air-Bridge Carriers	683	1 431	1 615	10 129	10 328	4 877	50	4 825	47.2
British Air Ferries	77	147	227	821	543	458	3	455	84.4
British Midland Airways	13	25	40	159	91	84	—	84	92.1
Dan-Air Services	8	27	24	90	50	25	19	5	50.0
Express Air Services	65	123	193	855	426	400	—	400	93.9
Redcoat Air Cargo	—	1	2	10	14	5	—	4	35.3
<b>TOTAL</b>	<b>847</b>	<b>1 754</b>	<b>2 100</b>	<b>12 064</b>	<b>11 452</b>	<b>5 849</b>	<b>73</b>	<b>5 775</b>	<b>51.1</b>

## All Class 7 Licence Operations 1981

Table 1.11.1

	Aircraft km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	14	12	22	819	2 369	1 593	67.3	—	249	169	—	—	169	67.8
B.A. Helicopters	6 789	54 144	33 427	548 300	161 160	81 873	50.8	4 030	15 227	7 108	—	562	6 546	46.7
B.E.A.S.	1 334	66 430	8 896	373 042	14 674	7 528	51.3	1 048	1 334	706	—	24	682	52.9
Bristow Helicopters	7 265	47 402	42 331	407 671	123 766	68 907	55.7	3 042	10 524	6 768	—	585	6 183	64.3
British Caledonian Helicopters	568	2 013	2 812	16 265	10 343	4 691	45.4	103	1 232	422	—	31	392	34.3
Helicopter Hire	27	201	174	648	340	98	28.8	15	32	6	—	2	4	18.8
Management Aviation	1 148	21 371	5 506	49 504	8 172	2 962	36.2	782	734	289	—	52	237	39.4
North Scottish Helicopters	3 059	50 417	13 450	163 206	34 092	19 115	56.1	—	2 812	1 662	—	—	1 662	59.1
<b>TOTAL</b>	<b>20 204</b>	<b>241 990</b>	<b>106 619</b>	<b>1 559 456</b>	<b>354 915</b>	<b>186 767</b>	<b>52.6</b>	<b>9 019</b>	<b>32 144</b>	<b>17 130</b>	<b>—</b>	<b>1 255</b>	<b>15 875</b>	<b>53.3</b>

## International Class 7 Licence Operations 1981

Table 1.11.2

	Aircraft km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	14	12	22	819	2 369	1 593	67.3	—	249	169	—	—	169	67.8
B.A. Helicopters	6 763	53 956	33 298	547 476	160 721	81 794	50.9	4 011	15 174	7 097	—	559	6 538	46.8
B.E.A.S.	1 334	66 430	8 896	373 043	14 674	7 528	51.3	1 048	1 334	706	—	24	682	52.9
Bristow Helicopters	7 265	47 402	42 331	407 671	123 766	68 907	55.7	3 042	10 524	6 768	—	585	6 183	64.3
British Caledonian Helicopters	556	1 932	2 773	16 096	10 227	4 668	45.6	103	1 218	421	—	31	391	34.6
Helicopter Hire	27	201	174	648	340	98	28.8	15	32	6	—	2	4	18.8
Management Aviation	1 148	21 371	5 506	49 504	8 172	2 962	36.2	782	734	289	—	52	237	39.4
North Scottish Helicopters	3 059	50 417	13 450	163 206	34 092	19 115	56.1	—	2 812	1 662	—	—	1 662	59.1
<b>TOTAL</b>	<b>20 166</b>	<b>241 721</b>	<b>106 449</b>	<b>1 558 463</b>	<b>354 361</b>	<b>186 665</b>	<b>52.7</b>	<b>9 001</b>	<b>32 077</b>	<b>17 118</b>	<b>—</b>	<b>1 252</b>	<b>15 866</b>	<b>53.4</b>

## Domestic Class 7 Licence Operations 1981

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
B.A. Helicopters	26	188	130	824	439	79	18.0	18	53	11	—	3	8	20.8
British Caledonian Helicopters	12	81	40	169	115	23	20.0	—	14	1	—	—	1	7.1
<b>TOTAL</b>	<b>38</b>	<b>269</b>	<b>169</b>	<b>993</b>	<b>554</b>	<b>102</b>	<b>18.4</b>	<b>18</b>	<b>67</b>	<b>12</b>	<b>—</b>	<b>3</b>	<b>9</b>	<b>17.9</b>

# All Exempt Operations<sup>(a)</sup> 1981

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km		as % of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	1 268	495	3 032	19 105	208 680	136 703	65.5	166	39 927	22 806	42	10 489	12 275	57.1
British Airtours	2 275	1 527	3 705	3 920	444 011	300 219	67.6	—	39 611	25 491	—	—	25 491	64.4
British Caledonian Airways	705	319	1 020	2 517	7 519	2 860	38.0	5 326	25 335	15 497	—	15 247	250	61.2
Air Europe	31	14	49	—	4 056	3 694	91.1	—	384	295	—	—	295	76.9
Air UK	1 023	2 480	2 698	6 983	49 673	33 480	67.4	211	6 204	3 627	6	781	2 840	58.5
Air-Bridge Carriers	352	544	882	—	—	—	—	—	5 940	2 050	11	2 039	—	34.5
Alderney Air Ferries	1	6	4	17	8	4	48.5	—	1	—	—	—	—	48.7
Aurigny Air Services	3	68	14	—	22	9	39.8	—	2	1	—	—	1	36.2
Britannia Airways	996	1 525	1 759	154 476	125 224	99 060	79.1	—	11 183	8 648	—	234	8 414	77.3
British Air Ferries	5 509	11 395	16 558	7 946	307 694	139 367	45.3	645	28 547	12 168	144	921	11 103	42.6
British Midland Airways	1 948	693	2 705	630	278 972	151 892	54.4	4	61 415	21 765	—	9 860	11 905	35.4
Brymon Airways	149	372	487	11 060	7 283	4 323	59.4	—	730	355	—	—	355	48.6
Casair Aviation Services	1	2	4	—	—	—	—	—	1	—	—	—	—	37.5
Dan-Air Services	5 442	12 561	17 758	309 436	306 916	227 229	74.0	6 550	28 662	20 538	1 580	212	18 746	71.7
Eastern Airways	4	10	19	—	—	—	—	—	13	7	—	7	—	51.4
Euroair Transport	11	30	38	—	98	60	60.7	—	18	11	—	6	5	64.6
Express Air Services	153	978	682	—	—	—	—	1 365	689	374	374	—	—	54.2
Genair	15	42	56	—	231	135	58.3	—	22	11	—	1	10	49.3
General Aviation Services	138	365	613	—	—	—	—	33	482	249	17	232	—	51.6
Guernsey Airlines	121	648	476	102	5 146	655	12.7	6	543	88	—	—	88	16.2
HeavyLift Cargo Airlines	311	180	786	—	—	—	—	—	10 557	3 188	—	3 188	—	30.2
Instone Airlines	11	23	54	—	—	—	—	1	60	1	—	1	—	1.6
Inter City Airlines	479	1 532	1 740	49 567	27 396	16 075	58.7	385	2 780	1 373	—	129	1 244	49.5
Jersey European Airways	46	130	154	306	770	505	65.6	1	62	41	—	1	40	67.0
Laker Airways	2 740	746	3 702	8 827	933 219	716 539	76.8	—	94 133	57 780	—	459	57 321	61.4
Loganair	103	565	416	—	3 068	1 000	32.6	—	279	84	—	—	84	30.2
Monarch Airlines	367	180	547	335	54 648	45 427	83.1	—	5 493	4 083	—	—	4 083	74.3
Orion Airways	24	15	37	—	3 165	2 506	79.2	—	295	200	—	—	200	67.6
Pelican Cargo	4	1	6	—	—	—	—	—	184	40	—	40	—	21.5
Redcoat Air Cargo	4	1	7	—	—	—	—	—	97	77	—	77	—	79.6
Scimitar Airlines	1 470	503	2 077	—	—	—	—	2 290	54 768	24 362	—	24 362	—	44.5
Southern Int-Air Transport	182	345	496	—	—	—	—	—	1 292	568	—	568	—	43.9
Tradewinds Airways	955	384	1 331	—	—	—	—	—	39 729	13 853	—	13 853	—	34.9
<b>TOTAL</b>	<b>26 838</b>	<b>38 679</b>	<b>63 911</b>	<b>575 227</b>	<b>2 767 799</b>	<b>1 881 738</b>	<b>68.0</b>	<b>16 983</b>	<b>459 436</b>	<b>239 627</b>	<b>2 173</b>	<b>82 705</b>	<b>154 750</b>	<b>52.2</b>

(a) Excludes Air Taxi operations.

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

# International Exempt Operations<sup>(a)</sup> 1981

Table 1.12.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No of passengers uplifted	Seat-km Available (000)	Used (000)	as % of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	1 260	463	3 006	18 288	208 080	136 406	65.6	160	39 870	22 778	42	10 488	12 248	57.1
British Airtours	1 907	920	2 896	3 920	396 156	268 158	67.7	—	35 157	22 796	—	—	22 796	64.8
British Caledonian Airways	699	307	1 005	1 778	6 949	2 517	36.2	5 326	25 281	15 467	—	15 247	220	61.2
Air Europe	31	14	49	—	4 056	3 694	91.1	—	384	295	—	—	295	76.9
Air UK	1 003	2 425	2 630	5 404	48 700	32 869	67.5	197	6 110	3 569	6	774	2 789	58.4
Air Bridge Carriers	254	202	534	—	—	—	—	—	4 570	1 749	—	1 749	—	38.3
Alderney Air Ferries	—	2	1	1	1	—	5.6	—	—	—	—	—	—	7.1
Britannia Airways	996	1 525	1 759	154 476	125 224	99 060	79.1	—	11 183	8 648	—	234	8 414	77.3
British Air Ferries	5 293	10 692	15 885	5 843	304 296	138 167	45.4	34	27 289	11 923	17	899	11 008	43.7
British Midland Airways	1 945	683	2 696	321	278 768	151 751	54.4	4	61 399	21 754	—	9 860	11 894	35.4
Casair Aviation Services	1	2	4	—	—	—	—	—	1	—	—	—	—	37.5
Dan Air Services	1 261	1 104	2 458	37 754	149 537	118 881	79.5	43	12 011	9 557	—	16	9 541	79.6
Eastern Airways	4	10	19	—	—	—	—	—	13	7	—	7	—	51.4
Euroair Transport	11	28	36	—	92	55	59.9	—	17	11	—	6	5	64.3
Genair	9	20	31	—	115	54	46.7	—	13	5	—	1	4	41.4
General Aviation Services	129	321	566	—	—	—	—	31	451	235	4	231	—	52.1
Guernsey Airlines	3	3	7	—	153	—	—	—	15	—	—	—	—	—
Heavylift Cargo Airlines	311	180	786	—	—	—	—	—	10 557	3 188	—	3 188	—	30.2
Instone Airlines	11	23	54	—	—	—	—	1	60	1	—	1	—	1.6
Inter City Airlines	64	90	189	1 649	3 514	1 269	36.1	29	375	128	—	26	102	34.1
Jersey European Airways	10	21	37	166	129	97	74.8	1	12	9	—	1	8	74.2
Laker Airways	2 734	729	3 685	8 196	932 561	716 306	76.8	—	94 072	57 762	—	459	57 302	61.4
Loganair	—	1	1	—	6	6	94.4	—	1	1	—	—	1	93.3
Monarch Airlines	367	180	547	335	54 648	45 427	83.1	—	5 493	4 083	—	—	4 083	74.3
Orion Airways	24	15	37	—	3 165	2 506	79.2	—	295	200	—	—	200	67.6
Pelican Cargo	4	1	6	—	—	—	—	—	184	40	—	40	—	21.5
Redcoat Air Cargo	4	1	7	—	—	—	—	—	97	77	—	77	—	79.6
Scimitar Airlines	1 470	503	2 077	—	—	—	—	2 290	54 768	24 362	—	24 362	—	44.5
Tradewinds Airways	955	384	1 331	—	—	—	—	—	39 729	13 853	—	13 853	—	34.9
<b>TOTAL</b>	<b>20 759</b>	<b>20 849</b>	<b>42 337</b>	<b>238 131</b>	<b>2 516 149</b>	<b>1 717 221</b>	<b>68.2</b>	<b>8 115</b>	<b>429 407</b>	<b>222 495</b>	<b>68</b>	<b>81 518</b>	<b>140 909</b>	<b>51.8</b>

(a) Excludes Air Taxi operations

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

## Domestic Exempt Operations<sup>(a)</sup> 1981

Table 1.12.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km		as % of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used			as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)	Passengers (000)	
British Airways	8	32	27	817	600	297	49.5	6	57	28	—	1	27	48.8
British Airtours	368	607	809	—	47 855	32 061	67.0	—	4 454	2 695	—	—	2 695	60.5
British Caledonian Airways	6	12	14	739	570	343	60.2	—	54	30	—	—	30	54.4
Air UK	20	55	68	1 579	973	611	62.7	15	94	59	—	7	51	62.3
Air-Bridge Carriers	99	342	347	—	—	—	—	—	1 370	300	11	289	—	21.9
Alderney Air Ferries	1	4	3	16	7	4	54.3	—	1	—	—	—	—	54.1
Aurigny Air Services	3	68	14	—	22	9	39.8	—	2	1	—	—	1	36.2
British Air Ferries	216	703	673	2 103	3 398	1 200	353	611	1 258	244	127	22	96	19.4
British Midland Airways	3	10	10	309	204	141	68.9	—	15	11	—	—	11	71.8
Brymon Airways	149	372	486	11 060	7 283	4 323	59.4	—	730	355	—	—	355	48.6
Dan-Air Services	4 181	11 457	15 300	271 682	157 379	108 348	68.8	6 507	16 651	10 981	1 580	196	9 205	66.0
Euroair Transport	—	2	1	—	7	5	71.0	—	1	—	—	—	—	74.2
Express Air Services	153	978	682	—	—	—	—	1 365	689	374	374	—	—	54.2
Genair	6	22	25	—	116	81	69.8	—	10	6	—	—	6	59.8
General Aviation Services	9	44	47	—	—	—	—	3	31	14	13	1	—	44.4
Guernsey Airlines	118	645	469	102	4 993	655	13.1	6	528	88	—	—	88	16.6
Inter City Airlines	414	1 442	1 551	47 918	23 882	14 806	62.0	356	2 406	1 245	—	103	1 142	51.7
Jersey European Airways	35	109	118	140	641	408	63.7	—	50	33	—	—	33	65.3
Laker Airways	6	17	17	631	657	233	35.4	—	61	19	—	—	19	30.4
Loganair	102	564	415	—	3 062	994	32.5	—	278	84	—	—	84	30.1
Southern Int-Air Transport	182	345	496	—	—	—	—	—	1 292	568	—	568	—	43.9
<b>TOTAL</b>	<b>6 079</b>	<b>17 830</b>	<b>21 573</b>	<b>337 096</b>	<b>251 650</b>	<b>164 517</b>	<b>65.4</b>	<b>8 868</b>	<b>30 029</b>	<b>17 132</b>	<b>2 105</b>	<b>1 187</b>	<b>13 840</b>	<b>57.1</b>

(a) Excludes Air Taxi operations

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

## Class 5 Operations for UK Operators<sup>(a)</sup> 1981

Table 1.13

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		as % of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used			as % of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)	Passengers (000)	
British Airtours	117	36	158	—	46 009	27 486	59.7	—	4 284	2 310	—	—	2 310	53.9
Britann Airways	470	273	773	—	61 043	44 846	73.5	—	5 189	4 115	125	193	3 796	79.3
Inter City Airlines	112	172	323	—	6 749	4 792	71.0	—	673	383	—	—	383	56.9
<b>TOTAL</b>	<b>699</b>	<b>481</b>	<b>1 255</b>	<b>—</b>	<b>113 801</b>	<b>77 124</b>	<b>67.8</b>	<b>—</b>	<b>10 148</b>	<b>6 809</b>	<b>125</b>	<b>194</b>	<b>6 490</b>	<b>67.1</b>

(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 & Utilisation

## All Airlines<sup>(a)</sup> 1981

Table 1.14.1

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	(b) Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1981	Average Daily utilisation per Aircraft (hrs) year 1981
Aerospatiale SA330J Puma	759	5 243	—	3 720	—	47 493	6 884	4	2.6
Aerospatiale SA-365 Dauphin	794	20 647	456	3 385	72	60 631	2 163	3	2.6
Airbus A300 B/4	4 618	2 283	—	6 976	—	549 608	1 121 494	3	8.2
Aviation Traders Merchantman	1 009	—	1 435	—	2 351	—	—	3	2.2
AW650 Argosy	478	—	1 059	—	1 274	—	—	3	1.5
BAC 111-200	6 547	14 120	12	15 312	10	604 506	298 155	5	5.2
BAC 111-300/400	13 977	17 493	8	26 632	7	828 517	842 325	18	4.4
BAC 111-500	44 318	68 210	486	90 277	574	4 582 998	3 382 373	42	6.1
BAC/Aerospatiale Concorde	8 380	1 510	—	5 773	—	88 621	488 215	7	2.3
Beech B200 Super King Air	—	—	—	—	—	—	—	1	—
Beechcraft B90 King Air	87	—	125	—	276	—	—	1	0.4
Bell 206 Jetranger	117	1 573	—	700	—	2 204	175	9	0.4
Bell 212 Twin	1 946	80 562	21	12 504	12	446 040	10 615	13	3.6
Boeing 707-320C/336	32 853	6 185	4 787	26 954	19 994	388 611	1 802 355	22	5.8
Boeing 707-420	2 455	854	—	3 369	—	73 290	348 882	—	6.0
Boeing 720/720B	7 958	3 936	—	10 903	—	552 385	1 131 540	3	5.8
Boeing 727-100	9 976	5 376	—	15 032	—	617 980	1 212 396	5	6.3
Boeing 727-200	5 167	2 851	—	7 780	—	434 009	836 603	3	7.6
Boeing 737-200	134 770	87 371	44	221 760	103	8 310 868	13 870 436	72	9.2
Boeing 747-100	55 262	13 321	—	71 319	—	2 028 177	15 016 983	16	11.8
Boeing 747-200	36 192	6 924	—	46 253	—	1 153 589	10 371 011	10	12.7
Boeing 747F	2 987	—	682	—	3 725	—	—	1	10.2
Boeing-Vertol Model 234 Chinook	453	1 298	—	1 743	—	48 138	16 813	5	2.1
Bristol 170 Wayfarer	34	—	77	—	162	—	—	1	1.0
Bristol Britannia 300	451	—	191	—	968	—	—	—	7.9
Britten-Norman Islander	1 063	15 191	—	5 394	—	79 106	4 340	15	1.0
Britten-Norman Trislander	1 262	16 721	—	6 248	—	148 676	10 923	7	1.9
Canadair CL 44	915	—	358	—	1 804	—	—	1	5.4
Cessna 401/402/411/414/421	1	2	—	2	—	1	—	1	1.0
Cessna 404 Titan	479	1 821	—	1 763	—	9 176	2 451	2	1.3
Cessna 441 Conquest	—	—	—	—	—	—	—	1	—
DC3 Dakota/Pionair	191	144	526	105	764	900	233	5	0.4
De Havilland DHC-7 (Dash 7)	149	374	—	489	—	11 119	4 412	3	2.2
DHC 6 Twin-Otter	3 420	23 527	—	15 887	—	221 954	32 338	21	2.3
Embraer Bandeirante	5 194	17 675	23	18 158	34	130 665	42 179	25	2.5
Fokker F27 100-200-400-600	8 046	24 568	401	24 934	244	533 318	194 140	16	6.0
Hawker Siddley 121 Trident 1C	2 066	4 269	—	4 567	—	248 745	124 799	9	1.4
Hawker Siddley 121 Trident 2E	10 899	13 425	—	20 286	—	893 110	699 497	12	3.6
Hawker Siddley 121 Trident 3B	23 317	38 352	—	49 282	—	3 664 004	2 202 208	25	5.4
HP Herald 100/200	7 674	18 142	6 426	21 415	6 100	320 824	146 943	25	3.3
HS 125	98	138	—	179	—	299	283	3	0.2
HS 748	8 853	26 489	2 383	30 144	2 329	674 331	242 837	20	4.4
Lockheed L1011 Tristar	8 262	6 010	—	13 382	—	1 343 795	1 851 312	9	3.8
Lockheed L-1011-200 Tristar	16 608	5 277	—	22 319	—	649 894	3 073 712	8	10.2
Lockheed L-1011-500 Tristar	11 368	3 250	—	14 981	—	307 222	1 736 168	6	6.8
MBB BO 105	1 775	42 202	3 281	8 142	396	81 265	3 535	10	2.3
McDonnell-Douglas DC10-10	12 256	3 001	—	16 031	—	667 583	3 305 516	6	7.4
McDonnell-Douglas DC9-10 to 40	3 083	6 571	—	6 800	—	340 346	170 659	3	6.2
McDonnell-Douglas DC-10-30	46 548	9 075	—	58 948	—	1 090 414	8 377 752	13	12.8
Piper PA23 Aztec (and Apache)	3	14	—	13	—	41	10	9	—
Piper PA31/31P Navajo	814	1 402	614	1 246	1 462	5 544	1 470	12	0.7
Short SC5/10 Belfast	1 150	—	638	—	2 775	—	—	2	3.8
Short SD-330	1 538	6 525	4	6 034	9	79 231	25 032	6	4.4
Sikorsky S61N	12 879	85 003	18	70 437	24	968 083	141 642	52	3.6
Sikorsky S76	1 789	8 453	4	7 314	5	46 836	10 333	17	1.8
Vickers Super VC10	637	205	—	861	—	10 940	63 104	—	4.3
Vickers Viscount 700	945	2 338	9	3 123	14	81 864	35 341	4	2.8
Vickers Viscount 700D/800/810	10 972	34 618	688	34 929	1 006	1 065 262	411 404	28	3.7
Westland Wessex	280	4 882	—	2 004	—	25 264	1 454	6	3.3
TOTAL	576 118	759 421	24 757	1 035 809	46 494	34 517 477	73 675 447	632	5.0

(a) Excludes Air Taxi Operations and Cathay Pacific Airways.

(b) Excludes Passengers Uplifted on Exempt Sub-charter and Class 5 Licence.



# Aircraft Type & Utilisation Individual Airlines<sup>(a)</sup> 1981

Table 1.14.2

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	(b) Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1981	Average Daily utilisation per Aircraft (hrs) year 1981
<b>British Airways</b>									
HS 748	912	3 725	—	3 308	—	81 706	21 626	2	4.5
Vickers Viscount 700D/800/810	2 485	9 189	3	8 187	1	306 666	95 117	7	2.9
BAC 111-300/400	3 826	7 080	—	8 149	—	263 315	152 182	5	4.5
BAC 111-500	19 997	41 761	—	44 853	—	2 463 109	1 196 165	21	5.9
Boeing 737-200	22 679	25 124	—	42 020	—	1 621 761	1 474 262	19	6.4
Hawker Siddley 121 Trident 2E	10 899	13 425	—	20 286	—	893 110	699 497	12	3.6
Hawker Siddley 121 Trident 1C	2 066	4 269	—	4 567	—	248 745	124 799	9	1.4
Hawker Siddley 121 Trident 3B	23 317	38 352	—	49 282	—	3 664 004	2 202 208	25	5.4
Vickers Super VC10	637	205	—	861	—	10 940	63 104	—	4.3
Lockheed L1011 Tristar	8 262	6 010	—	13 382	—	1 343 795	1 851 312	9	4.1
Boeing 707-320C/336	11 707	2 860	993	13 077	4 961	190 235	872 435	7	5.7
Lockheed L-1011-500 Tristar	11 368	3 250	—	14 981	—	307 222	1 736 168	6	6.8
Boeing 747-100	55 262	13 321	—	71 319	—	2 028 177	15 016 983	16	11.8
Boeing 747-200	36 192	6 924	—	46 253	—	1 153 589	10 371 011	10	12.7
Boeing 747F	2 987	—	682	—	3 725	—	—	1	10.2
Lockheed L-1011-200 Tristar	14 459	4 406	—	19 289	—	445 935	2 378 404	6	9.7
BAC/Aerospatiale Concorde	8 380	1 510	—	5 773	—	88 621	488 215	7	2.3
<b>TOTAL</b>	<b>235 435</b>	<b>181 411</b>	<b>1 678</b>	<b>365 587</b>	<b>8 687</b>	<b>15 110 930</b>	<b>38 743 489</b>	<b>162</b>	<b>6.1</b>
<b>British Airtours</b>									
Boeing 737-200	15 967	8 984	—	26 775	—	867 221	1 730 387	9	8.9
Boeing 707-320C/336	668	187	—	891	—	19 544	102 856	1	3.4
Boeing 707-420	2 455	854	—	3 369	—	73 290	348 882	—	6.0
Lockheed L-1011-200 Tristar	2 149	871	—	3 030	—	203 959	695 308	2	6.9
<b>TOTAL</b>	<b>21 238</b>	<b>10 896</b>	<b>—</b>	<b>34 065</b>	<b>—</b>	<b>1 164 014</b>	<b>2 877 433</b>	<b>12</b>	<b>7.9</b>
<b>British Airways Helicopters</b>									
Sikorsky S61N	6 146	45 591	18	30 502	24	522 141	67 744	22	3.6
Bell 206 Jetranger	—	—	—	—	—	—	—	1	—
Sikorsky S76	51	833	—	406	—	3 799	224	4	0.5
Bell 212 Twin	368	10 148	8	1 986	4	53 240	1 912	2	2.7
Boeing-Vertol Model 234 Chinook	453	1 298	—	1 743	—	48 138	16 813	5	2.1
<b>TOTAL</b>	<b>7 018</b>	<b>57 870</b>	<b>26</b>	<b>34 637</b>	<b>28</b>	<b>627 318</b>	<b>86 693</b>	<b>34</b>	<b>3.1</b>
<b>British Caledonian Airways</b>									
BAC 111-200	4 893	11 492	1	11 698	1	485 768	217 936	3	5.2
BAC 111-500	10 141	15 158	486	20 642	574	986 785	735 879	9	6.3
Boeing 707-320C/336	10 278	2 195	1 027	9 541	4 277	129 944	558 846	4	8.1
McDonnell-Douglas DC-10-30	28 358	6 327	—	36 086	—	562 402	4 002 184	8	12.9
Sikorsky S61N	267	6 667	—	1 993	—	86 481	3 459	1	5.5
<b>TOTAL</b>	<b>53 937</b>	<b>41 839</b>	<b>1 514</b>	<b>79 960</b>	<b>4 852</b>	<b>2 251 380</b>	<b>5 518 304</b>	<b>25</b>	<b>8.1</b>
<b>Air Continental</b>									
Piper PA31/31P Navajo	488	10	612	25	1 458	44	32	2	2.0
Beechcraft B90 King Air	87	—	125	—	276	—	—	2	0.6
<b>TOTAL</b>	<b>575</b>	<b>10</b>	<b>737</b>	<b>25</b>	<b>1 734</b>	<b>44</b>	<b>32</b>	<b>4</b>	<b>1.4</b>
<b>Air Ecosse</b>									
DHC 6 Twin-Otter	—	1	—	1	—	14	4	2	—
Piper PA31/31P Navajo	1	5	—	3	—	26	4	—	—
Embraer Bandeirante	1 820	7 325	—	5 893	—	47 035	13 015	10	1.7
Beech B200 Super King Air	—	—	—	—	—	—	—	1	—
<b>TOTAL</b>	<b>1 821</b>	<b>7 331</b>	<b>—</b>	<b>5 897</b>	<b>—</b>	<b>47 075</b>	<b>13 023</b>	<b>13</b>	<b>1.1</b>
<b>Air Europe</b>									
Boeing 737-200	15 300	7 989	—	24 106	—	933 485	1 795 544	4	11.8
<b>TOTAL</b>	<b>15 300</b>	<b>7 989</b>	<b>—</b>	<b>24 106</b>	<b>—</b>	<b>933 485</b>	<b>1 795 544</b>	<b>4</b>	<b>11.8</b>

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	(b) Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1981	Average Daily utilisation per Aircraft (hrs) year 1981
<b>Air UK</b>									
Fokker F27 100-200-400-600	7 966	24 269	401	24 616	244	525 521	191 925	14	6.2
HP Herald 100/200	3 383	10 552	2 758	10 130	2 956	280 073	68 117	13	4.5
Embraer Bandeirante	2 424	7 047	1	8 990	2	59 353	21 064	6	5.7
BAC 111-300/400	2 838	2 841	—	5 060	—	152 677	209 545	4	5.4
TOTAL	16 612	44 709	3 160	48 796	3 202	1 017 624	490 652	37	5.5
<b>Air-Bridge Carriers</b>									
AW650 Argosy	478	—	1 059	—	1 274	—	—	3	1.5
Aviation Traders Merchantman	1 009	—	1 435	—	2 351	—	—	3	2.2
TOTAL	1 487	—	2 494	—	3 625	—	—	6	1.9
<b>Alderney Air Ferries</b>									
Britten-Norman Islander	247	2 015	—	1 208	—	9 384	1 170	3	1.7
TOTAL	247	2 015	—	1 208	—	9 384	1 170	3	1.7
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	629	11 648	—	3 045	—	110 475	5 780	3	1.7
Britten-Norman Islander	154	2 029	—	733	—	7 830	552	2	1.0
DHC 6 Twin-Otter	502	8 265	—	2 457	—	102 682	6 104	2	3.8
TOTAL	1 285	21 942	—	6 235	—	220 987	12 436	7	1.9
<b>B.E.A.S.</b>									
Bell 212 Twin	1 334	66 430	—	8 896	—	373 043	7 528	4	6.2
TOTAL	1 334	66 430	—	8 896	—	373 043	7 528	4	6.2
<b>Bristow Helicopters</b>									
Sikorsky S61N	5 163	26 898	—	31 298	—	288 381	55 305	22	3.8
Bell 206 Jetranger	11	327	—	70	—	386	14	6	0.1
Westland Wessex	280	4 882	—	2 004	—	25 264	1 454	6	3.3
MBB BO 105	88	1 674	—	535	—	2 038	116	1	1.5
Sikorsky S76	747	4 582	—	3 249	—	25 000	4 057	6	2.1
Bell 212 Twin	217	3 796	—	1 456	—	19 109	1 077	6	1.4
Aerospatiale SA330J Puma	759	5 243	—	3 720	—	47 493	6 884	4	2.6
TOTAL	7 265	47 402	—	42 332	—	407 671	68 907	51	2.9
<b>Britannia Airways</b>									
Boeing 737-200	61 771	34 057	44	98 418	103	3 743 123	6 766 769	26	10.6
TOTAL	61 771	34 057	44	98 418	103	3 743 123	6 766 769	26	10.6
<b>British Air Ferries</b>									
HP Herald 100/200	3 506	6 588	793	9 935	1 165	15 373	70 233	9	2.6
HS 125	98	138	—	179	—	299	283	2	0.2
Vickers Viscount 700D/800/810	2 559	4 959	287	6 910	430	36 037	87 760	11	2.7
TOTAL	6 162	11 685	1 080	17 024	1 595	51 709	158 276	22	2.4
<b>British Caledonian Helicopters</b>									
Sikorsky S61N	518	1 771	—	2 641	—	15 646	4 562	4	2.3
Sikorsky S76	50	238	4	167	5	619	129	1	0.8
TOTAL	568	2 009	4	2 808	5	16 265	4 691	5	2.1
<b>British Midland Airways</b>									
Fokker F27 100-200-400-600	80	299	—	318	—	7 797	2 214	2	1.8
Vickers Viscount 700D/800/810	5 635	20 029	51	19 475	77	714 549	225 336	10	5.4
McDonnell-Douglas DC9-10 to 40	3 083	6 571	—	6 800	—	340 346	170 659	3	6.2
Boeing 707-320C/336	1 978	599	99	2 364	378	71	151 553	3	2.5
TOTAL	10 775	27 498	150	28 957	455	1 062 763	549 763	18	4.9

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	(b) Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1981	Average Daily utilisation per Aircraft (hrs) year 1981
<b>Brymon Airways</b>									
De Havilland DHC-7 (Dash 7)	149	374	—	489	—	11 119	4 412	3	2.2
HP Herald 100/200	340	1 002	—	1 350	—	25 378	8 592	1	3.7
DHC 6 Twin-Otter	2 013	10 422	—	9 683	—	78 659	17 512	5	5.4
TOTAL	2 501	11 798	—	11 522	—	115 156	30 516	9	4.8
<b>Burnthills Aviation</b>									
Bell 206 Jetranger	106	1 246	—	630	—	1 818	161	2	1.1
Piper PA31/31P Navajo	—	—	—	—	—	—	—	3	—
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	2	—
TOTAL	106	1 246	—	630	—	1 818	161	7	0.6
<b>Cabair</b>									
Cessna 404 Titan	164	464	—	587	—	2 205	781	—	2.5
Cessna 401/402/411/414/421	—	—	—	—	—	—	—	—	—
TOTAL	164	464	—	587	—	2 205	781	—	2.5
<b>Casair Aviation Services</b>									
Piper PA23 Aztec (and Apache)	—	2	—	2	—	6	1	1	—
Cessna 404 Titan	227	932	—	850	—	6 116	1 492	1	2.5
Piper PA31/31P Navajo	79	318	2	289	4	1 637	399	3	0.3
Cessna 441 Conquest	—	—	—	—	—	—	—	1	—
TOTAL	307	1 252	2	1 141	4	7 759	1 893	6	0.6
<b>Dan-Air Services</b>									
HS 748	7 940	22 764	2 382	26 836	2 329	592 625	221 211	18	4.4
Vickers Viscount 700D/800/810	113	441	2	357	2	8 010	3 192	—	1.7
BAC 111-200	1 653	2 628	11	3 614	9	118 738	80 220	2	5.0
BAC 111-300/400	5 835	6 559	8	10 926	7	346 740	377 331	5	6.0
BAC 111-500	9 859	7 955	—	17 588	—	806 564	1 025 915	9	6.3
Boeing 727-200	5 167	2 851	—	7 780	—	434 009	836 603	3	7.6
Boeing 737-200	1 992	1 273	—	3 223	—	117 932	226 447	1	8.8
Boeing 727-100	9 976	5 376	—	15 032	—	617 980	1 212 396	5	6.3
TOTAL	42 534	49 847	2 403	85 356	2 347	3 042 598	3 983 315	43	5.5
<b>Eastern Airways</b>									
DC3 Dakota/Pionair	27	144	6	105	10	900	233	—	0.7
Piper PA23 Aztec (and Apache)	3	12	—	11	—	35	9	3	—
Piper PA31/31P Navajo	130	573	—	524	—	1 805	545	2	0.7
Short SD-330	219	1 097	4	799	9	8 083	2 277	1	4.4
HS 125	—	—	—	—	—	—	—	1	—
TOTAL	379	1 826	10	1 439	19	10 823	3 065	7	1.5
<b>Euroair Transport</b>									
Britten-Norman Islander	12	62	—	54	—	116	23	2	0.1
Cessna 404 Titan	83	413	—	311	—	810	162	4	0.4
Embraer Bandeirante	11	14	16	19	19	—	60	2	0.1
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
TOTAL	106	489	16	384	19	926	245	9	0.3
<b>Euroflite</b>									
Cessna 401/402/411/414/421	1	2	—	2	—	1	—	1	2.0
Cessna 404 Titan	4	12	—	15	—	45	16	1	2.5
TOTAL	5	14	—	17	—	46	16	2	2.4

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		(b) Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1981	Average Daily utilisation per Aircraft (hrs) year 1981
		Passenger	Cargo	Passenger	Cargo				
<b>Express Air Services</b>									
DC3 Dakota/Pionair	26	—	155	—	141	—	—	—	1.3
HP Herald 100/200	445	—	2 875	—	1 979	—	—	2	2.9
TOTAL	471	—	3 030	—	2 120	—	—	2	2.7
<b>Genair</b>									
Embraer Bandeirante	215	692	4	895	7	3 656	1 253	3	2.0
Beechcraft B90 King Air	—	—	—	—	—	—	—	1	—
TOTAL	215	692	4	895	7	3 656	1 253	4	1.5
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	138	—	365	—	613	—	—	5	0.7
TOTAL	138	—	365	—	613	—	—	5	0.7
<b>Guernsey Airlines</b>									
Short SD-330	423	1 612	—	1 672	—	21 292	8 599	1	7.3
Vickers Viscount 700	361	778	—	1 151	—	24 844	13 810	1	3.5
TOTAL	783	2 390	—	2 823	—	46 136	22 409	2	5.1
<b>Haywards Aviation</b>									
Britten-Norman Islander	5	36	—	25	—	51	7	—	0.5
TOTAL	5	36	—	25	—	51	7	—	0.5
<b>Heavylift Cargo Airlines</b>									
Short SC5/10 Belfast	1 150	—	638	—	2 775	—	—	2	3.8
TOTAL	1 150	—	638	—	2 775	—	—	2	3.8
<b>Helicopter Hire</b>									
Bell 212 Twin	27	188	13	166	8	648	98	1	0.9
TOTAL	27	188	13	166	8	648	98	1	0.9
<b>Instone Airlines</b>									
Bristol 170 Wayfarer	34	—	77	—	162	—	—	1	1.0
TOTAL	34	—	77	—	162	—	—	1	1.0
<b>Inter City Airlines</b>									
Short SD-330	241	734	—	984	—	6 921	3 533	2	3.1
Vickers Viscount 700	584	1 560	9	1 972	14	57 020	21 531	3	2.6
TOTAL	825	2 294	9	2 956	14	63 941	25 064	5	2.7
<b>Jersey European Airways</b>									
Britten-Norman Islander	100	1 513	—	673	—	6 221	483	2	0.7
DHC 6 Twin-Otter	292	2 413	—	1 067	—	19 548	2 640	2	1.6
Piper PA31/31P Navajo	21	78	—	89	—	171	63	1	0.2
Embraer Bandeirante	722	2 594	2	2 357	6	20 621	6 771	2	3.2
TOTAL	1 135	6 598	2	4 186	6	46 561	9 958	7	1.5
<b>Laker Airways</b>									
BAC 111-300/400	1 478	1 013	—	2 497	—	65 785	103 267	4	1.7
McDonnell-Douglas DC10-10	12 256	3 001	—	16 031	—	667 583	3 305 516	6	7.4
Airbus A300 B/4	4 618	2 283	—	6 976	—	549 608	1 121 494	3	8.2
McDonnell-Douglas DC-10-30	18 190	2 748	—	22 862	—	528 012	4 375 568	5	12.8
Boeing 707-320C/336	—	—	—	—	—	—	—	2	—
TOTAL	36 542	9 045	—	48 366	—	1 810 988	8 905 845	20	7.7

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	(b) Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1981	Average Daily utilisation per Aircraft (hrs) year 1981
<b>Loganair</b>									
Britten-Norman Trislander	633	5 073	—	3 203	—	38 201	5 143	4	2.6
Britten-Norman Islander	544	9 536	—	2 701	—	55 504	2 104	6	1.1
DHC 6 Twin-Otter	613	2 426	—	2 679	—	21 051	6 077	8	0.8
Embraer Bandeirante	1	3	—	4	—	—	16	2	—
Short SD-330	656	3 082	—	2 579	—	42 935	10 623	2	4.0
<b>TOTAL</b>	<b>2 446</b>	<b>20 120</b>	<b>—</b>	<b>11 166</b>	<b>—</b>	<b>157 691</b>	<b>23 962</b>	<b>22</b>	<b>1.3</b>
<b>Management Aviation</b>									
MBB BO 105	636	9 336	3 281	2 783	396	28 008	1 669	3	2.9
Aerospatiale SA-365 Dauphin	512	8 298	456	2 254	72	21 496	1 293	2	2.2
<b>TOTAL</b>	<b>1 148</b>	<b>17 634</b>	<b>3 737</b>	<b>5 037</b>	<b>468</b>	<b>49 504</b>	<b>2 962</b>	<b>5</b>	<b>2.5</b>
<b>Monarch Airlines</b>									
BAC 111-500	4 322	3 336	—	7 194	—	326 540	424 413	3	6.6
Boeing 737-200	3 340	2 113	—	5 376	—	186 734	340 456	3	7.7
Boeing 707-320C/336	773	344	—	1 081	—	48 817	116 664	—	4.2
Boeing 720/720B	7 958	3 936	—	10 903	—	552 385	1 131 540	3	5.8
<b>TOTAL</b>	<b>16 393</b>	<b>9 729</b>	<b>—</b>	<b>24 554</b>	<b>—</b>	<b>1 114 476</b>	<b>2 013 075</b>	<b>9</b>	<b>6.3</b>
<b>North Scottish Helicopters</b>									
Sikorsky S61N	785	4 076	—	4 003	—	55 434	10 572	3	3.5
MBB BO 105	1 051	31 192	—	4 824	—	51 219	1 750	6	2.2
Sikorsky S76	941	2 800	—	3 492	—	17 418	5 923	6	2.3
Aerospatiale SA-365 Dauphin	282	12 349	—	1 131	—	39 135	870	1	3.8
<b>TOTAL</b>	<b>3 059</b>	<b>50 417</b>	<b>—</b>	<b>13 450</b>	<b>—</b>	<b>163 206</b>	<b>19 115</b>	<b>16</b>	<b>2.6</b>
<b>Orion Airways</b>									
Boeing 737-200	13 720	7 831	—	21 842	—	840 612	1 536 570	6	10.0
<b>TOTAL</b>	<b>13 720</b>	<b>7 831</b>	<b>—</b>	<b>21 842</b>	<b>—</b>	<b>840 612</b>	<b>1 536 570</b>	<b>6</b>	<b>10.0</b>
<b>Pelican Cargo</b>									
Boeing 707-320C/336	1 112	—	342	—	1 503	—	—	—	7.3
<b>TOTAL</b>	<b>1 112</b>	<b>—</b>	<b>342</b>	<b>—</b>	<b>1 503</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>7.3</b>
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	451	—	191	—	968	—	—	—	2.5
Canadair CL 44	915	—	358	—	1 804	—	—	1	5.3
<b>TOTAL</b>	<b>1 366</b>	<b>—</b>	<b>549</b>	<b>—</b>	<b>2 772</b>	<b>—</b>	<b>—</b>	<b>1</b>	<b>3.8</b>
<b>Scimitar Airlines</b>									
Boeing 707-320C/336	1 470	—	503	—	2 077	—	—	2	3.2
<b>TOTAL</b>	<b>1 470</b>	<b>—</b>	<b>503</b>	<b>—</b>	<b>2 077</b>	<b>—</b>	<b>—</b>	<b>2</b>	<b>3.2</b>
<b>Southern Int-Air Transport</b>									
Vickers Viscount 700D/800/810	182	—	345	—	496	—	—	—	2.4
<b>TOTAL</b>	<b>182</b>	<b>—</b>	<b>345</b>	<b>—</b>	<b>496</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>2.4</b>
<b>Spacegrand Aviation Services</b>									
Piper PA31/31P Navajo	95	418	—	316	—	1 861	426	2	1.5
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
<b>TOTAL</b>	<b>95</b>	<b>418</b>	<b>—</b>	<b>316</b>	<b>—</b>	<b>1 861</b>	<b>426</b>	<b>3</b>	<b>0.9</b>
<b>Tradewinds Airways</b>									
Boeing 707-320C/336	4 868	—	1 823	—	6 798	—	—	3	9.4
<b>TOTAL</b>	<b>4 868</b>	<b>—</b>	<b>1 823</b>	<b>—</b>	<b>6 798</b>	<b>—</b>	<b>—</b>	<b>3</b>	<b>9.4</b>
<b>GRAND TOTAL</b>	<b>576 118</b>	<b>759 421</b>	<b>24 757</b>	<b>1 035 894</b>	<b>46 494</b>	<b>34 517 477</b>	<b>73 675 447</b>	<b>632</b>	<b>5.0</b>

(a) Excludes Air Taxi Operations

(b) Excludes Passengers uplifted on Exempt Sub-charter and Class 5 Licence Operations

# Operations Subject to Variable Charge by Type of Licence 1981

Table 1.15

Type of Licence or Service	Tonne-km available (000)	Total (000)	Cargo & Mail Tonne-km used (000)	Passengers Tonne-km used (000)	as % of of available
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	9 872 281	6 150 233	1 499 444	4 650 777	62.3
Class 2	293 929	223 686	298	223 388	76.1
Class 3	1 883 730	1 486 985	73	1 486 912	78.9
Class 4	41 468	32 255	—	32 255	77.7
Class 5	9 654	6 381	290	6 091	66.0
Class 6	323 699	198 209	198 209	—	61.2
Class 7	26 996	14 614	1 134	13 481	54.1
TOTAL	12 451 758	8 112 362	1 699 447	6 412 904	65.1
<b>Non-chargeable Operations</b>					
Aircraft hired from UK operators	91 979	53 334	21 475	31 859	57.9
Aircraft hired from Foreign operators	96 052	69 903	19 323	50 580	72.7
Exempt Services (a)	442 528	228 502	79 031	149 471	51.6
Exempt Aircraft	5 148	2 516	122	2 394	48.8
TOTAL	635 708	354 255	119 951	234 304	55.7
GRAND TOTAL	13 087 465	8 466 617	1 819 398	6 647 208	64.7

(a) Excludes Air Taxi Operations.

# Output by Type of Licence and Aircraft Ownership 1981

Table 1.16

Type of Licence or Service	Own Aircraft (000)	Capacity Hired from UK Airline (000)	tonne-km Available Hired Otherwise (000)	Total (000)
Class 1	9 872 281	29 307	34 572	9 936 160
Class 2	293 929	269	183	294 381
Class 3	1 883 730	13 292	53 537	1 950 560
Class 4	41 468	50	—	41 518
Class 6	323 699	37 660	1 758	363 117
Class 7	32 144	—	—	32 144
Exempt Services (a)	442 528	11 402	5 507	459 436
TOTAL	12 889 780	91 979	95 558	13 077 317
Class 5	9 654	—	494	10 148
TOTAL	9 654	—	494	10 148
GRAND TOTAL	12 899 434	91 979	96 052	13 087 465

(a) Excludes Air Taxi Operations.

# Scheduled Passenger Analysis by Fare Category 1981<sup>(a)</sup>

**Table 1.17.1**

	Fare Categories (b)									Total Passengers
	First Class	Normal Economy	Individual Travel Excursion	Only fares Apex/ Ipex	Youth Student	Other	Specified Facilities	Other Facilities IT & Fly-Drive	Other Travel	
All	1 869 884	9 865 890	3 663 478	2 783 593	24 007	972 513	1 456 721	389 423	348 475	21 373 984
International	1 869 884	5 557 637	2 876 515	2 291 314	18 168	526 359	1 383 023	109 685	128 877	14 761 462
Domestic	—	4 308 253	786 963	492 279	5 839	446 154	73 698	279 738	219 598	6 612 522

(a) Includes passengers uplifted by Cathay Pacific Airways (London – Hong Kong route) for period May – December, 1981.

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

CAA Headings	British Airways Headings
First Class	First Class, Supersonic and Club Class (Short Haul only)
Normal Economy	Normal Economy and Club Class (Long Haul only)
Excursion	Discount and Other Economy
Apex/Ipex	Apex
Youth or Student	—
Other	—
Specified Facilities	Part Charter
IT and Fly Drive	—
Other Travel	Standby

# Non-scheduled Passenger Analysis by Type of Licence and Charter Category 1981

**Table 1.17.2**

Licence Class	ABC	Charter Categories Affinity	IT	Other	Total Passengers
Class 2 All	113 996	603 006		496 464	1 213 466
International	113 996	602 762		490 583	1 207 341
Domestic	—	244		5 881	6 125
Class 3 All			10 155 584		10 155 584
International			10 100 777		10 100 777
Domestic			54 807		54 807
Class 4 All	—	24 670	201 508	17 377	243 555
International	—	24 670	201 485	17 371	243 526
Domestic	—	—	23	6	29
Class 7 All				1 559 456	1 559 456
International				1 558 463	1 558 463
Domestic				993	993
Exempt Services (a) All				575 227	575 227
International				238 131	238 131
Domestic				337 096	337 096
TOTAL All	113 996	627 676	10 357 092	2 648 524	13 747 288
International	113 996	627 432	10 302 262	2 304 548	13 348 238
Domestic	—	244	54 830	343 976	399 050

(a) Excludes Air Taxi Operations.

# Public Transport Air-Taxi Operations 1981<sup>(a)</sup>

**Table 1.18**

	Stage Flights	Aircraft Hours
Aerospatiale Alouette II	18	56
Aerospatiale Puma	3	3
Aerospatiale SA-341G Gazelle	2	6
Augusta A109A	104	217
Beechcraft B55/58/58P Baron	165	159
Beech 76 Duchess	113	113
Beechcraft B80 Queen-Air	84	100
Beechcraft B90 King-Air	2 545	3 987
Beech 200 Super King-Air	2 572	3 647
Bell 47G	291	179
Bell 206 Jetranger	11 064	6 636
Britten-Norman Islander	6 261	3 174
Britten-Norman Trislander	135	117
Cessna 150	55	92
Cessna 172 Skyhawk	512	315
Cessna 180/182	414	98
Cessna 206 Super Skywagon	102	65
Cessna 310/320	1 280	1 003
Cessna 340	19	24
Cessna 401/402/411/414/421	1 400	1 545
Cessna 404 Titan	5 716	6 555
Cessna 441 Conquest	882	1 056
Cessna 414A Chancellor	184	214
Cessna 425 Corsair	205	266
Cessna 500 Citation	566	655
Cessna 550 Citation 2	782	1 056
Dassault M20/F20	562	768
DC3 Dakota/Pionair	1 837	2 484
DHC 6 Twin-Otter	7 032	8 533
Ecureil	1 656	1 455
Embraer Bandeirante	13 614	13 626
Enstrom F28A/280	682	587
Gates Learjet 35A	1 149	1 354
Grumman GA-7 Cougar	42	62
HS 125	4 247	5 135
Hughes 269A (300)	126	115
Hughes 369 (500)	128	130
MBB 80 105	483	302
Partenavia P68 B/C Victor	1 178	1 145
Piper PA23 Aztec (and Apache)	13 854	15 352
Piper PA24 Comanche	17	15
Piper PA 28 (and PA 32) Cherokee	87	90
Piper PA 30/39 Twin Comanche	915	1 030
Piper PA 31/31P Navajo	11 521	14 002
Piper PA 34-200 Seneca	816	966
SA 315B Lama	3	3
Short SC7 Skyvan	248	204
Short SD-330	431	267
Sikorsky S61N	132	336
Sikorsky S76	268	146
Swearingham Merlin II	190	230
Ted Smith Aerostar 601P	330	384
Turbo Commander 680T/690	537	570
Westland Whirlwind S55	49	63
<b>TOTAL</b>	<b>97 608</b>	<b>100 692</b>

(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 some sole use charter etc.



# Airline Personnel Costs (UK and Overseas) 1981

**Table 1.19**

	PILOTS AND CO-PILOTS			OTHER COCKPIT PERSONNEL			CABIN ATTENDANTS		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
British Airways (a)	2 806	—	20.05	517	—	14.97	2 529	3 264	7.75
British Caledonian Airways	409	1	20.69	120	—	14.04	104	935	6.26
Air Europe	85	1	17.31	—	—	—	24	132	6.87
Air UK	236	—	11.31	—	—	—	—	181	4.11
Britannia Airways	397	1	18.71	—	—	—	41	623	5.92
British Midland Airways	120	—	17.31	22	—	12.82	9	84	6.00
Dan-Air Services	415	3	15.22	62	—	12.69	—	463	5.31
Laker Airways (b)	226	—	19.60	83	—	9.06	51	774	4.48
Monarch Airlines	137	1	15.49	34	—	12.94	8	210	5.38
Orion Airways	83	2	15.14	—	—	—	27	136	6.20
Tradewinds Airways	33	—	13.97	16	—	10.94	9	—	7.11
Others (c)	783	4	14.57	32	—	11.22	22	103	4.96

  

	MAINTENANCE AND OVERHAUL PERSONNEL			TICKETING AND SALES PERSONNEL			ALL OTHER PERSONNEL		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
British Airways (a)	11 927	855	8.36	2 053	2 049	9.06	17 640	7 115	8.26
British Caledonian Airways	1 219	87	9.46	1 230	850	8.85	1 088	510	9.53
Air Europe	11	1	11.58	—	—	—	45	33	7.62
Air UK	318	12	6.84	117	152	4.83	105	108	5.92
Britannia Airways	528	77	8.59	23	54	7.42	135	189	7.61
British Midland Airways	233	22	7.78	208	230	6.06	107	117	6.03
Dan-Air Services	1 232	101	7.65	44	78	5.91	288	219	5.04
Laker Airways (b)	581	11	8.52	—	—	—	333	536	3.14
Monarch Airlines	—	—	—	26	60	4.48	54	47	5.47
Orion Airways	—	—	—	8	4	5.42	16	21	7.51
Tradewinds Airways	24	2	8.15	33	7	8.40	26	9	4.69
Others (c)	1 361	27	8.24	140	87	5.48	421	349	5.88

(a) Includes British Airtours and British Airways Helicopters

(b) January - June 1981 only

(c) Excludes Cathay Pacific Airways.

UK Airline Personnel Employed in  
Great Britain<sup>(a)</sup> 1981

Table 1.20

Region	Number of Personnel at end of June 1981			Number of Personnel at end of December 1981		
	Male	Female (inc. part-time)	Part-time female (b)	Male	Female (inc. part-time)	Part-time female (b)
North	119	131	1	120	125	2
Yorkshire and Humberside	144	50	2	130	63	2
East Midlands	650	475	11	672	477	10
East Anglia	874	198	3	908	215	4
South East	37 941	15 480	164	34 167	13 110	193
South West	406	116	2	236	117	2
West Midlands	466	239	—	443	223	—
North West	1 530	678	2	1 431	561	4
Wales	262	56	6	135	42	5
Scotland	2 599	626	9	2 634	629	9
TOTAL	44 991	18 049	200	40 876	15 562	231

(a) Excludes personnel employed by Cathay Pacific Airways and companies performing solely Air Taxi Operations.

(b) Part-time employment is defined as being not more than 30 hours a week.

## **PART 2**

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

**Table 2.1**

## Size of UK Airports compared with five years earlier

Airports	1981 (a)		1976 (b)		Percentage change (1981/1976)
	Terminal passengers (000)	Percentage of passengers at all UK Airports	Terminal passengers (000)	Percentage of passengers at all UK Airports	
Heathrow (b)	26 411	45.72	23 243	52.04	13.6
Gatwick (a) (b)	10 724	18.56	5 714	12.79	87.7
Manchester	4 713	8.16	2 760	6.18	70.8
Glasgow (b)	2 265	3.92	1 976	4.42	14.7
Luton	1 971	3.41	1 807	4.05	9.1
Aberdeen (b)	1 553	2.69	823	1.84	88.7
Birmingham	1 469	2.54	1 113	2.49	32.0
Belfast	1 399	2.42	1 082	2.42	29.3
Edinburgh (b)	1 120	1.94	991	2.22	13.0
Newcastle	942	1.63	646	1.45	45.8
East Midlands	739	1.28	482	1.08	53.1
Sumburgh	532	0.92	243	0.54	118.7
Prestwick (b)	363	0.63	398	0.89	—8.8
Leeds/Bradford	351	0.61	287	0.64	22.5
Cardiff Wales	294	0.51	192	0.43	52.9
Liverpool	279	0.48	355	0.80	—21.4
Stansted (b)	263	0.46	268	0.60	—1.7
Isle of Man (c)	259	0.45	345	0.77	—25.0
Bristol	246	0.43	205	0.46	19.6
Tees-side	239	0.41	201	0.45	18.8
Southampton	236	0.41	283	0.63	—16.8
Other UK Airports	1 405	2.43	1 253	2.81	12.1

<sup>(a)</sup>Terminal passengers carried on air taxi flights at Gatwick are not included in 1981.

<sup>(b)</sup>Terminal passengers carried on air taxi flights at BAA airports are not included in 1976.

<sup>(c)</sup>Terminal passengers carried on charter flights at Isle of Man are not included up to and including September 1981.

# Main Outputs of UK Airports 1956-1981 <sup>(a)</sup>

**Table 2.2**

	Total Movements (000)	Percentage Growth on Previous Year	Air Transport Movements (000)	Percentage Growth on Previous Year	Terminal Passengers (000)	Percentage Growth on Previous Year
1956	602	0.2	293	13.3	5 617	16.3
1957	720	19.6	329	12.2	6 600	17.5
1958	719	-0.1	340	3.4	6 761	2.4
1959	727	1.0	358	5.5	7 867	16.3
1960	754	3.7	402	12.1	10 075	28.1
1961	810	7.4	447	11.3	12 249	21.6
1962	800	-7.2	449	0.4	13 793	12.6
1963	818	2.2	458	1.9	15 506	12.4
1964	884	8.1	480	4.9	17 649	13.8
1965	957	8.2	508	5.7	19 918	12.9
1966	1 093	14.3	556	9.6	22 582	13.4
1967	1 213	11.0	566	1.7	24 003	6.3
1968	1 279	5.5	560	-1.0	24 845	3.5
1969	1 399	9.4	591	5.6	28 064	13.0
1970	1 468	4.9	607	2.6	31 606	12.6
1971	1 618	10.2	630	3.8	34 934	10.5
1972	1 733	7.1	669	6.3	39 125	12.0
1973	1 892	9.2	719	7.3	43 125	10.2
1974	1 849	-2.3	710	-1.2	40 082	-7.1
1975	1 911	3.4	701	-1.3	41 846	4.4
1976	1 896	-0.8	740	5.6	44 666	6.7
1977	1 912	0.8	759	2.6	45 927	2.8
1978	2 029	6.1	862	13.6	52 829	15.0
1979	2 198	8.3	924	7.2	56 992	7.9
1980	2 181	-0.8	954(b)	3.2	57 823(c)	1.5
1981	2 103	-3.5	927(b)	-2.8	57 771 (c)	-0.1

## Mean rates of growth (percentages)

	All Movements	Air Transport Movements	Terminal Passengers
1956-60	4.7	7.4	14.4
1961-65	4.4	3.3	12.9
1966-70	7.6	2.2	8.6
1971-75	4.1	2.8	4.0
1976-80	4.3	7.3	7.6
Last 20 years	5.7	4.0	7.8
Last 10 years	2.3	4.3	5.0
Last 5 years	2.7	5.1	5.6

<sup>(a)</sup>This table includes statistics for Brough, Portsmouth, and Ashford, which closed in 1970, 1973 and 1974 respectively.

<sup>(b)</sup>Air Transport Movement statistics at BAA airports included air taxi movements for the first time in 1980. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements and Aberdeen where, during 1980, some air taxi movements (about 1000) were incorrectly / allocated to "aero club".

<sup>(c)</sup>Terminal passengers carried on air taxi flights at BAA airports were included for the first time in 1980. Two exceptions are Gatwick, which does not report terminal passengers carried on air taxi flights and Aberdeen where, during 1980, some passengers travelling by air taxi were not recorded.

Table 2.3

Use of UK Airports 1967-1981 (a)

	Total		UK Operators				Overseas Operators			
	A.T. movements	Terminal passengers	Scheduled		Non Scheduled		Scheduled		Non Scheduled	
			A.T.	Terminal	A.T.	Terminal	A.T.	Terminal	A.T.	Terminal
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1967	566	24 003	380	14 907	49	2 771	124	5 521	12	804
1968	560	24 845	361	14 699	57	3 329	131	5 994	11	823
1969	591	28 064	367	15 558	72	4 678	138	6 648	14	1 180
1970	607	31 606	360	16 266	88	6 216	142	7 841	16	1 284
1971	630	34 934	362	16 851	107	8 358	145	8 245	17	1 480
1972	669	39 125	385	18 789	119	9 496	145	9 144	20	1 697
1973	719	43 125	420	21 022	130	10 197	146	9 930	23	1 976
1974	710	40 082	421	20 391	123	7 997	149	10 125	18	1 569
1975	701	41 846	398	20 654	136	8 538	147	10 802	20	1 851
1976	740	44 666	413	21 722	153	8 902	150	11 865	24	2 177
1977	759	45 927	414	21 172	174	9 319	146	13 042	25	2 395
1978	862	52 829	479	25 328	204	10 539	151	14 284	29	2 678
1979	924	56 992	520	27 796	218	11 219	156	15 113	30	2 865
1980	954(b)	57 823(c)	516	27 776	251	12 483	158	14 903	29	2 661
1981	927(b)	57 771(c)	482	26 536	261	13 190	152	15 399	32	2 645

(a) This table includes statistics for Brough, Portsmouth and Ashford, which closed in 1970, 1973 and 1974 respectively.  
(b) Air Transport Movement statistics at BAA airports included air taxi movements for the first time in 1980. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements and Aberdeen where, during 1980 some air taxi movements (about 1000) were incorrectly allocated to "aero club".  
(c) Terminal passengers carried on air taxi flights at BAA airports were included for the first time in 1980. Two exceptions are Gatwick, which does not report terminal passengers carried on air taxi flights and Aberdeen where, during 1980 some passengers travelling by air taxi were not recorded.

Table 2.4

Movements at UK Airports by Purpose 1967-1981 (a)

	Commercial				Non-commercial			
	Total	Total	Air transport	Other	Total	Aero-club & private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1967	1 213	598	566	32	615	383	116	116
1968	1 279	596	560	36	683	434	149	101
1969	1 399	639	591	47	760	510	161	89
1970	1 468	660	607	53	808	541	171	96
1971	1 618	688	630	58	930	597	235	98
1972	1 733	735	669	66	998	674	218	105
1973	1 892	803	719	85	1 089	779	210	99
1974	1 849	792	710	82	1 057	782	180	95
1975	1 911	781	701	80	1 130	842	187	101
1976	1 896	821	740	81	1 075	806	160	109
1977	1 912	846	759	87	1 066	780	169	116
1978	2 029	949	862	87	1 080	803	168	109
1979	2 198	1 013	924	89	1 185	922	146	118
1980	2 181	1 046	954(b)	92	1 135	877	140	118
1981	2 103	1 028	927(b)	101	1 076	817	124	135

(a) This table includes statistics for Brough, Portsmouth and Ashford, which closed in 1970, 1973 and 1974 respectively.  
(b) Air Transport Movement statistics at BAA airports included air taxi movements for the first time in 1980. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements and Aberdeen where, during 1980 some air taxi movements (about 1000) were incorrectly allocated to "aero club".

# Aircraft Movements 1981

Table 2.5.1

		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
<b>London Area Airports</b>											
+ Gatwick (a)	143 514	124 977	18	5 855	6	604	207	—	11 298	12	537
+ Heathrow	267 117	250 407	1	2 930	25	307	2 758	—	9 652	418	619
+ Luton	57 949	27 156	645	6 314	174	2 013	510	7 159	13 809	1	168
+ Southend	62 412	7 756	436	2 429	—	1 774	—	28 020	21 904	10	83
+ Stansted	30 361	5 905	1	3 424	4	10 563	107	510	8 787	928	132
TOTAL (London Area)	561 353	416 201	1 101	20 952	209	15 261	3 582	35 689	65 450	1 369	1 539
Westland Heliport (Battersea)	7 331	1 537	82	1 360	277	70	1 056	—	2 077	198	674
City Heliport (b)	398	88	—	72	8	—	66	—	164	—	—
<b>Other UK Airports</b>											
+ Aberdeen	106 505	79 088	7	8 994	5	9 642	150	5 941	2 327	8	343
+ Belfast	68 093	27 920	—	1 906	893	40	6	8 086	3 175	—	26 067
Benbecula	3 096	2 173	2	102	292	6	4	42	47	2	426
+ Birmingham	61 924	29 105	—	1 047	90	539	377	20 202	10 446	4	114
+ Blackpool	64 949	3 180	1 994	1 030	20	2 081	1	48 834	7 546	11	252
+ Bournemouth	73 945	7 293	580	787	216	9 098	24	28 726	14 116	1	13 104
+ Bristol	30 700	6 698	711	1 001	—	244	1	14 496	7 417	—	132
+ Cambridge	44 753	938	—	423	4	6 365	5	13 616	4 167	2	19 233
+ Cardiff Wales	32 747	8 312	30	616	—	1 586	468	17 056	4 449	12	218
Carlisle	6 961	381	—	89	365	2 519	16	2 875	566	—	150
+ Coventry	53 009	1 501	1 198	288	—	3 144	—	38 710	8 058	11	99
Dundee (c)	21 699	1 977	4	74	199	293	234	17 816	1 068	8	26
+ East Midlands	52 689	16 791	61	1 574	86	4 217	928	15 677	13 191	14	150
+ Edinburgh	68 272	24 170	2	3 090	19	1 465	3 054	15 455	5 208	1 119	14 690
+ Exeter	35 495	3 762	220	129	1 240	1 274	190	16 560	8 109	40	3 971
+ Glasgow	87 752	48 480	8	5 177	963	1 344	1 602	20 402	5 237	52	4 487
Gloucester/Cheltenham	41 092	306	208	50	985	3 806	12	27 861	7 470	156	238
Hawarden	17 279	458	—	—	—	1 052	—	13 316	2 277	6	170
+ Humberside	22 062	3 075	150	1 026	661	867	14	13 474	2 773	22	—
Inverness	20 683	6 864	—	210	4 139	2 058	—	6 633	665	4	110
Islay	2 288	1 546	—	56	229	13	—	—	392	12	40
+ Isle of Man (d)	34 156	9 495	—	1 000	2 519	12 014	109	6 359	1 702	24	934
Isles of Scilly	5 418	4 752	—	—	66	—	—	—	390	2	208
+ Kirkwall	12 804	10 204	—	300	304	32	23	1 032	865	—	44
+ Leeds/Bradford	41 199	11 403	4	287	396	839	324	19 341	8 525	24	56
Lerwick (Tingwall) (e)	3 621	2 522	—	4	8	—	—	1 054	33	—	—
+ Liverpool	60 620	16 583	312	2 272	8	7 917	2 105	20 340	10 233	2	848
Londonderry	1 884	1 446	—	4	16	—	—	377	41	—	—
+ Lydd (f)	49 017	217	426	211	2 182	90	—	34 780	10 504	—	607
+ Manchester	82 440	60 671	—	2 632	181	254	3 911	3 314	11 113	24	340
+ Manston	2 210	442	20	105	19	414	3	—	1 195	—	12
+ Newcastle	35 310	17 632	220	920	246	424	272	9 221	5 909	29	437
Newquay (g)	1 140	866	—	—	—	8	—	—	266	—	—
+ Norwich	25 017	8 650	118	960	324	8 600	273	48	5 986	24	34
Penzance Heliport	4 068	3 790	—	—	66	16	162	—	32	—	2
+ Plymouth (h)	19 951	4 817	180	37	15	340	12	—	1 098	—	13 452
+ Prestwick	32 479	6 006	—	1 049	7	6 527	406	11 518	3 228	—	3 738
Scatsta	5 817	5 129	—	—	688	—	—	—	—	—	—
Shoreham	37 384	946	214	—	7 566	3 854	—	17 250	7 412	34	108
+ Southampton	54 721	11 728	10	402	291	12 416	397	20 177	9 087	5	208
Stornoway	5 292	3 286	—	404	38	27	81	974	234	32	216
+ Sumburgh	34 361	29 079	—	2 486	—	2 288	33	60	309	20	86
Swansea	16 178	502	87	192	805	12	81	9 480	2 909	129	1 981
+ Tees-side	35 748	9 273	182	1 111	274	1 069	377	17 209	4 791	12	1 450
Tiree	979	921	—	14	—	8	—	12	10	—	14
Unst	10 021	8 674	—	962	127	138	62	22	—	—	36
Wick	6 566	5 832	2	210	5	35	4	132	126	2	118
TOTAL other UK Airports	1 534 394	508 984	6 950	43 231	26 557	108 975	15 721	518 478	194 702	1 847	108 949
TOTAL UK reporting Airports	2 103 476	926 810	8 133	65 615	27 051	124 306	20 425	554 167	262 393	3 414	111 162
<b>Channel Islands Airports</b>											
Alderney	11 923	9 667	—	225	1	77	2	683	1 266	—	2
Guernsey	48 599	33 957	2	348	558	528	104	8 940	3 612	162	388
Jersey	61 591	50 279	—	—	—	—	—	10 994	—	—	318
TOTAL (Channel Islands)	122 113	93 903	2	573	559	605	106	9 623	15 872	162	708

(a) Air taxi movements at Gatwick are included in "Private".

(b) City Heliport commenced operations in July 1981.

(c) Dundee commenced reporting in February 1981.

(d) All charter air transport movements at Isle of Man were included in "other flights" up to and including September 1981. "Private movements" include only non-commercial movements by corporate operators, private movements by private individuals are included in "aero club".

(e) Lerwick (Tingwall) commenced reporting in March 1981.

(f) Lydd temporarily ceased operations in November 1981.

(g) Newquay commenced reporting in July 1981.

(h) Plymouth commenced reporting in April 1981.

# Aircraft Movements 1967-1981

Table 2.5.2

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	Mean percentage change for last 5 years	Percentage change on past year
<b>London Area Airports</b>																	
+ Gatwick	70 552	73 045	87 974	92 185	102 509	105 142	111 104	105 320	105 035	108 726	109 876	125 876	140 886	143 522	143 514	6.9	—
+ Heathrow	236 449	247 498	258 374	270 286	273 242	279 291	293 867	288 179	276 087	278 108	265 002	292 055	299 027	294 619	267 117	0.2	—9.3
+ Luton	42 769	48 031	51 020	52 174	69 597	61 408	61 592	47 196	52 488	58 772	61 586	58 741	58 469	57 680	57 949	—1.4	0.5
+ Southend	35 355	42 852	52 760	53 977	60 827	60 358	71 021	62 283	61 817	61 481	63 769	65 846	72 686	68 459	62 412	—	—8.8
+ Stansted	32 929	38 579	42 477	44 486	41 647	33 859	30 505	32 032	33 669	27 921	28 528	3 142	37 244	32 540	30 361	1.6	—6.7
TOTAL (London Area)	418 054	450 005	492 605	513 108	547 822	540 058	568 089	535 010	529 096	535 008	528 761	573 901	608 312	596 820	561 353	1.6	—5.9
Westland Heliport (Battersea)	2 979	4 084	5 248	6 884	7 484	9 087	12 380	11 621	9 112	9 239	8 659	9 558	9 638	10 319	7 331	—2.5	—29.0
City Heliport (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	398	..	..
<b>Other UK Airports</b>																	
+ Aberdeen	19 127	18 119	24 101	22 498	30 085	42 604	50 664	69 099	82 624	82 113	92 771	96 654	100 815	110 597	106 505	4.2	—3.7
+ Belfast	27 087	26 516	33 172	47 335	55 556	69 244	79 686	74 703	72 985	74 873	75 450	72 997	74 095	73 609	68 093	—1.9	—7.5
+ Benbecula	1 614	1 672	2 048	2 842	2 336	2 552	2 626	2 392	2 721	3 555	3 561	3 411	3 531	3 505	3 096	2.5	—11.7
+ Birmingham	51 704	53 182	46 698	46 326	58 272	62 338	65 276	59 589	62 450	66 280	66 076	70 956	70 572	81 529	61 924	0.1	—24.0
+ Blackpool	48 932	57 799	51 612	60 543	63 069	78 399	80 458	72 817	82 982	85 668	92 077	87 385	92 442	78 158	64 949	—7.8	—16.9
+ Bournemouth	32 257	33 680	42 312	49 088	60 270	64 983	66 309	71 434	61 764	53 500	47 645	59 370	73 060	76 436	73 945	12.0	—3.3
+ Bristol	34 815	29 296	31 806	30 677	30 147	32 008	33 079	29 054	28 029	28 257	28 094	27 630	34 464	33 911	30 700	3.9	—9.5
+ Cambridge	65 630	58 878	38 131	38 957	40 736	38 159	38 544	31 886	38 578	42 490	43 594	46 097	47 722	45 228	44 753	0.3	—1.1
+ Cardiff	28 365	30 365	24 064	25 999	33 096	32 710	37 154	43 983	56 045	42 672	36 470	36 370	39 121	39 524	32 747	—1.3	—17.1
+ Carlisle	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 961	..	..
+ Coventry	25 707	32 013	32 718	33 002	31 946	44 034	36 283	44 907	58 307	59 442	58 414	56 478	57 496	61 425	53 009	—1.1	—13.7
+ Dundee (b)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21 699	..	..
+ East Midlands	26 090	31 657	37 855	35 170	39 675	54 964	57 441	54 260	51 854	55 145	52 121	52 870	55 622	58 365	52 689	1.2	—9.7
+ Edinburgh	61 913	61 831	55 983	58 616	60 166	57 898	60 002	59 511	71 774	69 156	65 793	62 211	76 997	72 437	68 272	2.3	—5.7
+ Exeter	..	..	..	..	..	..	..	..	..	..	..	..	..	..	38 467	35 495	2.8
+ Glasgow	42 271	45 062	70 514	71 187	78 284	81 446	84 322	86 191	74 622	75 953	68 705	80 274	87 249	89 157	87 752	6.1	—1.6
+ Gloucester/Cheltenham	..	..	48 421	44 831	52 179	55 030	46 670	41 942	42 790	39 564	40 895	37 929	43 615	45 689	41 092	2.0	—10.1
+ Hawarden	5 644	5 407	9 086	10 314	6 302	5 636	6 656	12 826	12 704	17 827	15 876	16 803	20 306	21 464	17 279	4.2	—19.5
+ Humberside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22 062	16.9	—4.0
+ Inverness	3 495	3 806	5 676	6 725	7 828	9 210	14 743	13 927	19 403	21 487	24 059	27 856	24 598	22 240	20 683	—3.9	—7.0
+ Islay	1 153	1 222	1 175	1 211	1 348	1 350	2 177	2 121	1 597	1 649	2 007	2 218	2 807	2 522	2 288	4.0	—9.3
+ Isle of Man	15 614	14 403	14 154	14 235	17 619	21 085	22 764	22 349	24 600	23 105	25 487	29 351	33 900	30 445	34 156	6.4	12.2
+ Isles of Scilly	3 271	3 254	3 941	3 962	3 501	3 783	4 901	4 756	5 329	5 360	5 425	4 964	5 374	5 348	5 418	0.7	1.3
+ Kirkwall	3 072	4 183	5 186	5 779	6 221	8 126	9 565	13 548	13 414	13 575	14 087	15 335	15 020	13 243	12 804	—3.3	—3.3
+ Leeds/Bradford	42 432	40 211	38 469	37 455	37 939	38 469	42 139	44 427	48 568	43 896	42 682	47 874	49 845	47 738	41 199	—0.7	—13.7
+ Lerwick (c)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 621	..	..
+ Liverpool	40 112	44 854	52 427	54 344	56 472	66 569	72 955	76 098	67 285	64 834	57 443	58 377	75 514	74 336	60 620	3.6	—18.5
+ Londonderry	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 884	..	..
+ Lydd	19 458	20 474	20 712	18 177	9 476	12 993	12 769	16 994	45 325	32 895	34 807	38 892	60 884	50 092	49 017	9.8	—2.1
+ Manchester	50 912	51 599	52 536	55 478	60 876	64 758	66 401	65 365	68 525	74 118	76 127	77 667	75 357	83 493	82 440	2.3	—1.3
+ Manston	..	..	..	..	..	2 575	3 891	4 158	3 168	4 435	4 556	2 104	..	..	2 210	..	..
+ Newcastle	23 156	25 068	28 954	22 514	29 141	33 448	32 724	27 612	31 250	33 359	30 387	37 379	37 648	33 712	35 310	2.0	4.7
+ Newquay (d)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 140	..	..
+ Norwich	..	..	..	..	..	..	19 322	22 983	18 991	16 281	23 407	28 940	33 084	29 167	25 017	1.4	—14.2
+ Penzance Heliport	3 140	3 154	3 230	3 294	3 118	3 008	3 623	3 648	3 993	4 423	4 594	4 156	4 276	3 974	4 068	—2.8	2.4
+ Plymouth (e)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19 951	..	..
+ Prestwick	19 625	29 960	34 153	44 102	41 812	46 251	47 245	43 474	51 123	49 752	47 444	40 209	39 599	41 713	32 479	—7.0	—22.1
+ Scatsta	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5 817	..	..
+ Shoreham	..	..	..	..	..	..	..	..	..	..	..	..	..	..	37 384	..	..
+ Southampton	17 859	27 356	16 204	21 257	34 249	33 800	37 983	41 906	50 036	43 259	45 270	49 363	49 306	63 504	54 721	6.5	—13.8
+ Stornoway	2 425	2 631	2 525	2 410	2 553	5 201	3 556	3 152	3 357	5 306	4 790	4 951	6 532	6 757	5 292	5.2	—21.7
+ Sumburgh	1 199	1 329	1 893	2 381	3 876	6 078	9 033	16 935	22 181	25 507	38 453	47 831	47 341	41 416	34 361	—3.6	—17.0
+ Swansea	21 121	20 974	19 856	15 456	17 029	14 572	14 866	15 409	21 184	12 605	10 672	2 378	16 943	17 334	16 178	32.6	—6.7
+ Tees-side	25 557	22 281	23 013	24 708	30 869	32 264	41 690	38 529	37 562	39 943	48 243	50 404	47 250	42 556	35 748	—7.4	—16.0
+ Tiree	1 273	1 164	1 196	1 103	1 014	1 111	1 171	1 016	810	855	715	761	894	1 114	979	10.6	—12.1
+ Unst (f)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 062	..	..
+ Wick	3 238	2 927	2 832	2 961	3 212	4 248	3 773	3 557	3 529	5 386	5 584	6 422	7 399	6 369	6 566	3.2	3.1
TOTAL other UK Airports	770 268	806 327	876 653	914 937	1 010 272	1 130 904	1 236 717	1 270 139	1 372 338	1 351 555	1 374 846	1 445 804	1 508 215	1 573 627	1 534 394	3.1	—2.5
TOTAL UK Reporting Airports	1 191 301	1 260 416	1 374 506	1 434 929	1 565 578	1 680 049	1 817 186	1 816 770	1 910 546	1 895 802	1 912 266	2 029 301	2 198 165	2 180 766	2 103 476	2.7	—3.5
<b>Channel Islands Airports</b>																	
+ Alderney	..	..	..	..	..	..	..	..	..	..	..	..	..	10 351	11 923	..	15.2
+ Guernsey	..	..	..	..	..	..	..	..	..	..	..	..	..	34 109	48 599	..	42.5
+ Jersey	..	..	..	..	..	..	..	..	..	..	..	66 220	65 488	61 591	61 591	..	—5.6
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	..	..	..	66 220	65 488	109 681	122 113	..	11.3

(a) City Heliport commenced operations in July 1981.

(b) Dundee commenced reporting in February 1981

(c) Lerwick (Tingwall) commenced reporting in March 1981

(d) Newquay commenced reporting in July 1981.

(e) Plymouth commenced reporting in April 1981.

(f) Unst commenced reporting in September 1980



# Air Transport Movements by Type and Nationality of Operator 1981

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick (a)	124 977	8 333	53 752	12 433	6 918	35 170	8 371
+ Heathrow	250 407	105 730	23 216	117 655	132	2 015	1 659
+ Luton	27 156	16	1 113	206	10	24 334	1 477
+ Southend	7 756	—	5 680	—	—	1 920	156
+ Stansted	5 905	22	540	108	5	3 108	2 122
TOTAL (London Area)	416 201	114 101	84 301	130 402	7 065	66 547	13 785
Battersea (Westland) Heliport	1 537	—	—	—	9	1 528	—
City Heliport (b)	88	—	—	—	1	87	—
Other UK Airports							
+ Aberdeen	79 088	9 971	12 719	300	11 152	42 856	2 090
+ Belfast	27 920	10 571	11 237	752	41	3 655	1 664
Benbecula	2 173	591	1 574	—	1	7	—
+ Birmingham	29 105	10 469	8 641	2 339	92	6 186	1 378
+ Blackpool	3 180	—	2 250	—	—	907	23
+ Bournemouth	7 293	83	6 201	89	4	814	102
+ Bristol	6 698	2	3 335	460	4	2 388	509
+ Cambridge	938	—	480	—	4	292	162
+ Cardiff Wales	8 312	2	4 992	4	2	2 455	857
Carlisle	381	—	—	—	—	328	53
+ Coventry	1 501	9	107	—	5	1 072	308
Dundee (c)	1 977	—	1 674	—	—	212	91
+ East Midlands	16 791	15	9 576	34	4	6 282	880
+ Edinburgh	24 170	8 657	10 480	524	5	4 045	459
+ Exeter	3 762	—	3 223	—	1	456	82
+ Glasgow	48 480	15 475	15 146	3 802	11	13 097	949
Gloucester/Cheltenham	306	—	244	—	—	62	—
Hawarden	458	—	458	—	—	—	—
+ Humberside	3 075	—	2 341	—	—	679	55
+ Inverness	6 864	3 120	1 730	—	4	1 907	103
Islay	1 546	—	1 197	—	—	349	—
+ Isle of Man (d)	9 495	—	9 001	—	—	458	36
Isles of Scilly	4 752	3 746	754	—	32	220	—
+ Kirkwall	10 204	2 356	6 073	—	104	1 665	6
+ Leeds/Bradford	11 403	3	9 894	—	1	1 409	96
Lerwick (Tingwall) (e)	2 522	—	1 269	—	—	1 253	—
+ Liverpool	16 583	58	6 728	622	23	8 670	482
Londonderry	1 446	—	730	496	—	129	91
+ Lydd (f)	217	—	—	—	—	217	—
+ Manchester	60 671	17 639	7 789	10 383	2 003	19 225	3 632
+ Manston	442	—	—	—	—	411	31
+ Newcastle	17 632	3 011	8 403	1	3	5 096	1 118
Newquay (g)	886	—	802	—	—	64	—
+ Norwich	8 650	—	6 870	—	139	1 526	115
Penzance Heliport	3 790	3 746	—	—	44	—	—
+ Plymouth (h)	4 817	—	4 662	—	—	81	74
+ Prestwick	6 006	1 232	1 037	1 802	83	491	1 361
Scatsta	5 129	—	—	—	—	5 129	—
Shoreham	946	—	946	—	—	—	—
+ Southampton	11 728	—	10 602	—	—	947	179
Stornoway	3 286	1 235	1 272	2	6	762	9
+ Sumburgh	29 079	2 870	442	—	8 878	16 187	702
Swansea	502	—	1	—	—	455	46
+ Tees-side	9 273	16	6 842	1	—	2 100	314
Tiree	921	—	823	—	—	98	—
Unst	8 674	—	541	—	138	7 995	—
Wick	5 932	—	5 281	—	25	611	15
TOTAL other UK Airports	508 984	94 877	188 367	21 611	22 809	163 248	18 072
TOTAL UK reporting Airports	926 810	208 978	72 668	152 013	29 884	231 410	31 857
Channel Islands Airports							
Alderney	9 667	—	9 513	—	—	154	—
Guernsey	33 957	—	32 599	396	—	873	89
Jersey	50 279	3 426	43 151	589	—	2 490	623
TOTAL (Channel Islands)	93 903	3 426	85 263	985	—	3 517	712

(a) Air taxi movements at Gatwick are excluded.

(b) City Heliport commenced operations in July 1981.

(c) Dundee commenced reporting in February 1981.

(d) All charter air transport movements at Isle of Man are excluded up to and including September 1981.

(e) Lerwick (Tingwall) commenced reporting in March 1981.

(f) Lydd temporarily ceased operations in November 1981.

(g) Newquay commenced reporting in July 1981.

(h) Plymouth commenced reporting in April 1981.

# Air Transport Movements 1967-81

Table 2.6.2

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980(a)	1981	Mean percentage change for last 5 years	Percentage change on past year
<b>London Area Airports</b>																	
+ Gatwick (a)	36 887	37 636	48 868	53 615	63 796	72 991	75 119	72 007	73 551	79 840	84 402	99 007	114 866	123 354	124 977	10.6	1.3
+ Heathrow (a)	221 004	228 693	235 986	246 021	249 391	256 800	267 647	265 890	253 891	256 125	242 882	268 800	276 187	276 731	250 407	0.9	-9.5
+ Luton	7 839	9 503	18 136	22 354	27 923	31 257	30 735	20 830	18 580	18 807	20 735	20 417	23 654	26 306	27 156	8.3	3.2
+ Southend	27 360	19 638	19 740	18 395	21 204	13 741	15 255	11 717	11 360	11 981	14 630	15 077	13 917	10 642	7 756	14.9	-27.1
+ Stansted (a)	366	2 991	5 270	6 164	5 665	4 050	2 868	2 873	3 354	3 532	4 244	4 399	5 179	4 140	6 905	6.2	42.6
TOTAL (London Area)	293 456	298 461	328 000	346 549	367 979	378 839	391 624	373 317	360 736	370 285	366 893	407 700	433 803	441 173	416 201	3.4	-5.7
Vestland Heliport (Battersea)	357	546	762	1 032	1 335	2 188	3 256	3 113	2 720	2 228	2 368	2 768	3 004	3 132	1 537	-7.1	-50.9
City Heliport (b)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	88	—	—
<b>Other UK Airports</b>																	
+ Aberdeen (a)	3 803	3 780	4 885	4 252	4 486	5 848	7 799	19 465	31 454	43 410	51 027	57 405	59 692	73 751	79 088	11.9	7.2
+ Belfast	23 287	22 632	22 087	22 559	22 814	24 230	25 585	24 148	21 569	21 288	22 009	23 081	25 377	28 336	27 920	7.0	-1.5
+ Benbecula	1 190	1 218	1 186	1 179	1 197	1 224	1 182	1 653	1 911	2 668	2 509	2 514	2 472	2 586	2 173	-2.6	-16.0
+ Birmingham	14 207	14 572	13 721	13 769	15 271	18 225	21 585	20 398	19 972	21 875	21 672	27 666	32 171	31 576	29 105	7.5	-7.8
+ Blackpool	6 750	5 320	5 270	4 108	4 174	4 114	4 512	5 265	4 904	4 606	4 798	5 660	6 233	4 781	3 180	-9.4	-33.5
+ Bournemouth	1 018	1 412	1 795	2 133	2 084	3 568	4 923	6 425	6 429	6 275	7 538	7 390	7 728	8 471	7 293	0.7	-13.9
+ Bristol	9 412	8 185	6 002	6 071	7 167	7 694	8 025	6 634	7 063	6 622	6 585	6 496	6 575	6 533	6 698	0.4	2.5
+ Cambridge	786	641	470	686	615	894	841	627	593	801	912	948	1 219	1 102	938	2.1	-14.9
+ Cardiff	7 098	6 912	5 006	5 756	6 006	6 129	7 291	6 930	6 255	6 093	6 653	8 161	8 326	7 758	8 312	4.0	7.1
+ Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	—	381	—	—
+ Coventry	440	267	349	293	276	765	523	108	166	71	254	673	740	1 209	1 501	51.3	24.2
+ Dundee (c)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1977	—	—
+ East Midlands	6 717	7 148	7 970	5 846	6 292	8 718	11 189	10 798	11 325	11 930	11 445	12 483	12 917	14 509	16 791	9.6	15.7
+ Edinburgh (a)	11 539	11 946	11 619	10 751	12 806	13 880	15 645	15 350	18 263	19 947	20 512	21 761	26 580	26 883	24 170	5.5	-10.1
+ Exeter	—	—	—	—	—	—	2 672	3 142	2 963	2 909	2 669	4 669	5 819	5 898	3 762	9.6	-36.2
+ Glasgow (a)	34 414	31 800	33 839	34 820	36 200	37 823	43 268	42 722	34 766	37 638	35 553	44 529	48 942	50 178	48 480	7.7	-3.4
+ Gloucester/Cheltenham	—	—	767	1 315	1 361	1 149	1 631	1 515	481	641	871	1 127	913	505	306	-25.1	-39.4
+ Hawarden	2 782	2 642	646	626	72	—	—	—	—	—	56	929	406	—	458	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	—	1 887	5 438	5 603	3 901	3 075	6.7	-21.2
+ Inverness	2 163	2 402	2 962	3 252	3 420	3 896	4 531	5 873	5 916	7 021	7 849	8 030	7 014	7 031	6 864	-3.9	-2.4
+ Islay	935	1 023	965	1 016	1 002	856	1 351	1 505	959	864	1 334	1 476	1 923	1 701	1 546	4.5	-9.1
+ Isle of Man (d)	12 950	11 747	10 877	10 979	10 956	11 337	11 865	11 635	10 780	10 405	9 687	10 191	11 014	11 012	9 495	0.4	-13.8
+ Isles of Scilly	2 935	2 897	3 374	3 410	2 958	3 226	4 098	4 001	4 411	4 610	4 865	4 360	4 540	4 574	4 752	—	3.9
+ Kirkwall	2 626	3 723	4 350	4 688	4 896	5 414	5 927	7 253	7 434	8 924	10 242	11 146	11 315	10 106	10 204	-1.0	1.0
+ Leeds/Bradford	9 909	9 865	9 831	7 747	7 701	7 957	8 710	9 262	9 269	10 100	9 780	10 732	11 985	13 164	11 403	5.2	-13.4
+ Lerwick (e)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2 522	—	—
+ Liverpool	17 639	18 313	16 514	15 022	14 669	15 634	15 917	14 709	12 016	11 085	8 639	10 047	16 656	16 947	16 583	20.0	-2.1
+ Londonderry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1 446	—	—
+ Lydd	18 459	14 296	12 063	7 588	186	185	171	941	4 053	4 293	4 368	4 137	3 410	2 129	217	-48.7	-89.8
+ Manchester	35 503	37 031	36 023	39 578	42 264	46 751	47 729	45 545	45 981	46 715	46 826	50 969	49 565	58 457	60 671	6.8	3.8
+ Manston	—	—	—	—	—	1 078	1 352	1 333	1 184	1 111	1 424	580	—	—	442	—	—
+ Newcastle	7 200	7 023	8 476	7 131	8 005	9 939	11 997	11 804	11 987	13 384	13 892	16 928	17 671	18 513	17 632	5.8	-4.8
+ Newquay (f)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	866	—	—
+ Norwich	—	—	—	—	—	—	4 337	4 595	6 427	6 839	9 780	10 895	12 251	10 468	8 650	-2.8	-17.4
+ Penzance Heliport	2 972	2 897	3 032	3 008	2 861	2 872	3 361	3 250	3 388	3 704	3 945	3 836	4 018	3 760	3 790	-1.0	0.8
+ Plymouth (g)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4 817	—	—
+ Prestwick (a)	11 084	13 189	11 776	12 137	11 572	12 876	11 640	9 400	9 880	10 102	8 762	8 185	9 565	8 646	6 006	-6.8	-30.5
+ Scatsta	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5 129	—	—
+ Shoreham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	946	—	—
+ Southampton	12 528	8 274	7 803	10 555	10 976	11 071	11 052	10 865	11 568	10 967	10 853	11 598	13 584	13 750	11 728	3.3	-14.7
+ Stornoway	1 092	1 094	1 298	1 837	1 828	1 934	2 086	1 951	2 196	3 339	3 303	3 441	4 997	4 786	3 286	3.2	-31.3
+ Sumburgh	824	828	837	1 882	2 882	3 622	4 250	11 412	12 498	15 740	23 620	35 069	35 273	33 878	29 079	3.9	-14.2
+ Swansea	967	206	150	126	217	158	232	548	515	665	500	317	1 534	771	502	9.4	-34.9
+ Tees-side	2 049	2 947	4 289	2 408	2 252	3 208	4 706	5 259	5 170	6 157	8 197	13 607	12 652	11 448	9 273	0.7	-19.0
+ Tiree	1 192	1 043	934	998	875	886	810	794	691	750	656	709	820	1 010	921	10.9	-8.8
+ Unst (h)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3 831	—	—
+ Wick	2 628	2 472	2 408	2 468	2 528	2 654	2 619	2 651	2 611	3 859	4 377	4 817	5 612	5 313	5 932	7.3	11.7
TOTAL other UK Airports	269 098	259 745	253 624	249 994	252 809	279 815	315 422	329 766	337 048	367 408	389 850	452 000	487 112	509 272	508 984	6.7	-0.1
TOTAL UK Reporting Airports	562 911	558 752	582 386	597 575	622 123	660 842	710 302	706 196	700 504	739 921	759 111	862 468	923 919	953 577	926 810	5.1	-2.8
<b>Channel Islands Airports</b>																	
+ Alderney	2 887	6 505	7 744	9 968	10 993	10 501	11 359	8 943	9 154	8 928	8 295	8 895	10 330	10 351	9 667	4.6	-6.6
+ Guernsey	16 936	20 287	28 699	30 047	29 545	29 731	33 997	32 219	32 068	31 607	31 846	33 907	33 444	34 109	33 957	1.4	-0.4
+ Jersey	30 451	30 422	42 592	48 055	49 808	51 376	59 909	54 266	54 864	54 326	54 058	53 143	52 064	52 294	50 279	-2.6	-3.9
TOTAL (Channel Islands Airports)	50 274	57 214	79 035	88 070	90 346	91 610	105 265	95 428	96 086	94 861	94 199	95 945	95 838	96 754	93 903	-0.5	-2.9

(a) Air Transport Movement statistics at BAA airports included air taxi movements for the first time in 1980. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements", and Aberdeen where, during 1980, some air taxi movements (about 1000) were incorrectly allocated to "aero club".

(b) City Heliport commenced operations in July 1981.

(c) Dundee commenced reporting in February 1981.

(d) Excludes Charter air transport movements at Isle of Man up to and including September 1981.

(e) Lerwick (Tingwall) commenced reporting in March 1981.

(f) Newquay commenced reporting in July 1981.

(g) Plymouth commenced reporting in April 1981.

(h) Unst commenced reporting in September 1980.

# Air Transport Movements 1981

Table 2.7

	International						Domestic							
	Total	Scheduled			Charter			Total	Scheduled			Charter		
		Total	Pass.	Cargo	Total	Pass.	Cargo		Total	Pass.	Cargo	Total	Pass.	Cargo
London Area Airports														
+ Gatwick (a)	92 670	43 820	42 674	1 146	48 850	47 431	1 419	32 307	30 698	28 669	2 029	1 609	667	942
+ Heathrow	192 441	189 643	179 698	9 945	2 798	2 687	111	57 966	56 958	56 828	130	1 008	1 002	6
+ Luton	21 257	1 035	661	374	20 222	18 190	2 032	5 899	300	300	—	5 599	1 492	4 107
+ Southend (b)	6 206	4 831	..	..	1 375	..	..	1 550	849	..	..	701	..	..
+ Stansted	3 774	305	305	..	3 469	2 359	1 110	2 131	365	365	..	1 766	451	1 315
TOTAL (London Area) (b)	316 348	239 634	223 338	11 465	76 714	70 667	4 672	99 853	89 170	86 162	2 159	10 683	3 612	6 370
Battersea (Westland) Heliport	14	—	—	—	14	14	—	1 523	—	—	—	1 523	1 523	—
City Heliport (c)	—	—	—	—	—	—	—	88	—	—	—	88	88	—
Other UK Airports														
+ Aberdeen	39 870	3 521	3 517	4	36 349	35 371	978	39 218	19 469	19 433	36	19 749	18 190	1 559
+ Belfast	2 799	792	789	3	2 007	1 707	300	25 121	21 768	21 196	572	3 353	449	2 904
+ Benbecula	—	—	—	—	—	—	—	2 173	2 165	2 155	10	8	8	—
+ Birmingham	15 103	8 408	8 407	1	6 695	6 690	5	14 002	13 041	13 040	1	961	832	129
+ Blackpool	219	79	76	3	140	136	4	2 961	2 171	1 792	379	790	325	465
+ Bournemouth	838	435	433	2	403	355	48	6 455	5 938	3 886	2 052	517	158	359
+ Bristol	3 327	1 858	1 854	4	1 469	1 451	18	3 371	1 939	1 936	3	1 432	496	936
+ Cambridge	306	—	—	—	306	230	76	632	480	480	0	152	148	4
+ Cardiff	3 016	1 060	1 060	—	1 956	1 948	8	5 296	3 938	3 935	3	1 358	196	1 162
+ Carlisle	39	—	—	—	39	39	—	342	—	—	—	342	342	—
+ Coventry	992	8	8	—	984	953	31	509	108	108	—	401	389	12
+ Dundee (d)	50	—	—	—	50	50	—	1 927	1 674	1 674	—	253	253	—
+ East Midlands	6 838	2 280	2 120	160	4 558	4 171	387	9 953	7 345	7 343	2	2 608	1 091	1 517
+ Edinburgh	3 750	2 310	2 309	1	1 440	1 435	5	20 420	17 351	16 856	495	3 069	1 192	1 877
+ Exeter	672	587	582	5	85	85	—	3 090	2 636	2 575	61	454	28	426
+ Glasgow	12 770	6 658	5 466	1 192	6 112	6 105	7	35 710	27 765	27 733	32	7 945	6 062	1 883
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	306	244	244	—	62	62	—
+ Hawarden	—	—	—	—	—	—	—	458	458	458	—	—	—	—
+ Humberside	759	504	504	—	255	251	4	2 316	1 837	1 837	—	479	475	4
+ Inverness	140	1	1	—	139	139	—	6 724	4 849	4 849	—	1 875	1 875	—
+ Islay	1	—	—	—	1	—	1	1 545	1 197	1 194	3	348	343	5
+ Isle of Man (e)	597	500	500	—	97	89	8	8 898	8 501	8 227	274	397	293	104
+ Isles of Scilly	15	—	—	—	15	15	—	4 737	4 500	4 500	—	237	237	—
+ Kirkwall	140	—	—	—	140	136	4	10 064	8 429	8 321	108	1 635	1 631	4
+ Leeds/Bradford	3 103	2 031	2 030	1	1 072	1 058	14	8 300	7 866	7 866	—	434	425	9
+ Lerwick (Tingwall) (f)	—	—	—	—	—	—	—	2 522	1 269	1 269	—	1 253	1 253	—
+ Liverpool	1 748	679	596	83	1 069	443	626	14 835	6 729	6 546	183	8 106	1 008	7 098
+ Londonderry	589	496	496	—	93	93	—	857	730	730	—	127	127	—
+ Lydd	20	—	—	—	20	20	—	197	—	—	—	197	197	—
+ Manchester	41 068	18 249	15 399	2 850	22 819	22 537	282	19 603	17 562	17 530	32	2 041	1 261	780
+ Manston	161	—	—	—	161	134	27	281	—	—	—	281	281	—
+ Newcastle	6 949	2 319	2 319	—	4 630	4 628	2	10 683	9 096	8 908	188	1 587	1 313	274
+ Newquay (g)	—	—	—	—	—	—	—	866	802	802	—	64	64	—
+ Norwich	3 194	2 448	2 447	1	746	734	12	5 456	4 422	4 417	5	1 034	560	474
+ Penzance Heliport	—	—	—	—	—	—	—	3 790	3 746	3 746	—	44	44	—
+ Plymouth (h)	646	595	595	—	51	51	—	4 171	4 067	4 067	—	104	104	—
+ Prestwick	3 879	2 477	1 598	879	1 402	1 274	128	2 127	1 594	1 275	319	533	412	121
+ Scatsta	—	—	—	—	—	—	—	5 129	—	—	—	5 129	5 129	—
+ Shoreham	—	—	—	—	—	—	—	946	946	946	—	—	—	—
+ Southampton	3 191	2 699	2 695	4	492	480	12	8 537	7 903	7 867	36	634	616	18
+ Stornoway	8	2	2	—	6	6	—	3 278	2 507	2 495	12	771	770	1
+ Sumburgh	16 230	—	—	—	16 230	15 835	395	12 849	3 312	3 300	12	9 537	8 999	538
+ Swansea	35	—	—	—	35	35	—	467	1	1	—	466	464	2
+ Tees-side	2 072	1 059	1 059	—	1 013	1 004	9	7 201	5 800	5 799	1	1 401	1 379	22
+ Tiree	—	—	—	—	—	—	—	921	823	818	5	98	98	—
+ Unst	4 234	—	—	—	4 234	4 223	8	4 440	541	541	—	3 899	3 897	2
+ Wick	29	—	—	—	29	28	1	5 903	5 281	5 255	26	622	611	11
TOTAL other UK Airports	179 397	62 055	56 862	5 193	117 342	113 942	3 400	329 587	242 800	237 950	4 850	86 787	64 087	22 700
TOTAL UK Reporting Airports (b)	495 759	301 689	280 200	16 658	194 070	184 623	8 072	431 051	331 970	324 112	7 009	99 081	69 310	29 070
Channel Islands Airports (b)														
+ Alderney	284	261	..	..	23	..	..	9 383	9 252	..	..	131	..	..
+ Guernsey	2 580	2 315	..	..	265	..	..	31 377	30 680	..	..	697	..	..
+ Jersey (i)	6 819	6 095	..	..	724	..	..	43 470	41 081	..	..	2 389	..	..
TOTAL (Channel Islands Airports)	9 683	8 671	..	..	1 012	..	..	84 230	81 013	..	..	3 217	..	..

(a) Excludes air taxi movements at Gatwick.

(b) Where a passenger/cargo aircraft split is not available, only the totals have been shown.

(c) City Heliport commenced operations in July 1981

(d) Dundee commenced reporting in February 1981

(e) Excludes charter movements at Isle of Man up to and including September 1981.

(f) Lerwick (Tingwall) commenced reporting in March 1981.

(g) Newquay commenced reporting in July 1981.

(h) Plymouth commenced reporting in April 1981.

(i) The international/domestic split has been estimated for Jersey.

# Air Transport Movements for 1981 Comparison with a year earlier

Table 2.8

	1981			1980			Percentage change		
	Total	Passenger Aircraft	Cargo Aircraft	Total	Passenger Aircraft	Cargo Aircraft	Total	Passenger Aircraft	Cargo Aircraft
<b>London Area Airports</b>									
+ Gatwick (a)	124 977	119 441	5 536	123 353	116 619	6 734	1.3	2.4	-17.8
+ Heathrow (a)	250 407	240 215	10 192	276 545	263 847	12 698	-9.5	-9.0	-19.7
+ Luton	27 156	20 643	6 513	26 301	20 899	5 402	3.3	-1.2	20.6
+ Southend (b)	7 756			10 642			-27.1		
+ Stansted	5 905	3 480	2 425	4 132	3 412	720	42.9	2.0	236.8
TOTAL (London Area) (b)	416 201	383 779	24 666	440 973	404 777	25 554	-5.6	-5.2	-3.5
Battersea (Westland) Heliport	1 537	1 537	-	3 132	3 132	-	-50.9	-50.9	-
City Heliport (c)	88	88	-						
<b>Other UK Airports</b>									
+ Aberdeen (a)	79 088	76 511	2 577	73 750	71 374	2 376	7.2	7.2	8.5
+ Belfast	27 920	24 141	3 779	28 342	25 054	3 288	-1.5	-3.7	14.9
Benbecula	2 173	2 163	10	2 585	2 563	22	-15.9	-15.6	-54.6
+ Birmingham	29 105	28 969	136	31 575	31 055	520	-7.8	-6.7	-73.9
+ Blackpool	3 180	2 329	851	4 781	3 364	1 417	-33.5	-30.8	-40.0
+ Bournemouth	7 293	4 832	2 461	8 469	5 425	3 044	-13.9	-10.9	-19.2
+ Bristol	6 698	5 737	961	6 530	5 727	803	2.6	0.2	19.7
+ Cambridge	938	858	80	1 085	966	119	-13.6	-11.2	-32.8
+ Cardiff Wales	8 312	7 139	1 173	7 758	7 751	7	7.1	-7.9	16 657.1
Carlisle	381	381	-						
+ Coventry	1 501	1 458	43	1 209	1 188	21	24.2	22.7	104.8
Dundee (d)	1 977	1 977	-						
+ East Midlands	16 791	14 725	2 066	14 508	12 031	2 477	15.7	22.4	-16.6
+ Edinburgh (a)	24 170	21 792	2 378	26 840	25 202	1 638	-10.0	-13.5	45.2
+ Exeter	3 762	3 270	492	5 895	5 508	387	-36.2	-40.6	27.1
+ Glasgow (a)	48 480	45 366	3 114	50 177	47 285	2 892	-3.4	-4.1	7.7
Gloucester/Cheltenham	306	306	-	505	505	-	-39.4	-39.4	-
Hawarden	458	458	-						
+ Humberside	3 075	3 067	8	3 901	3 890	11	-21.2	-21.2	-27.3
Inverness	6 864	6 864	-	7 030	7 030	-	-2.4	-2.4	-
Islay	1 546	1 537	9	1 701	1 698	3	-9.1	-9.5	200.0
+ Isle of Man (e)	9 495	9 109	386	11 010	10 640	370	-13.8	-14.4	4.3
Isles of Scilly	4 752	4 752	-	4 574	4 574	-	3.9	3.9	-
+ Kirkwall	10 204	10 088	116	10 106	10 027	79	1.0	0.6	46.8
+ Leeds/Bradford	11 403	11 379	24	13 155	13 104	51	-13.3	-13.2	-53.0
Lerwick (Tingwall) (f)	2 522	2 522	-						
+ Liverpool	16 583	8 593	7 990	16 948	9 351	7 597	-2.2	-8.1	5.2
Londonderry	1 446	1 446	-						
+ Lydd	217	217	-	2 125	2 125	-	-89.8	-89.8	-
+ Manchester	60 671	56 727	3 944	58 449	55 680	2 769	3.8	1.9	42.4
+ Manston	442	415	27						
+ Newcastle	17 632	17 168	464	18 512	18 011	501	-4.8	-4.7	-7.4
Newquay (g)	866	866	-						
+ Norwich	8 650	8 158	492	10 468	9 888	580	-17.4	-17.5	-15.2
Penzance Heliport	3 790	3 790	-	3 760	3 760	-	0.8	0.8	-
+ Plymouth (h)	4 817	4 817	-						
+ Prestwick (a)	6 006	4 559	1 447	8 588	6 406	2 182	-30.1	-28.8	-33.7
Scatsta	5 129	5 129	-						
Shoreham	946	946	-						
+ Southampton	11 728	11 658	70	13 749	13 543	206	-14.7	-13.9	-66.0
Stornoway	3 286	3 273	13	4 786	4 738	48	-31.4	-30.9	-72.9
+ Sumburgh	29 079	28 134	945	33 878	32 705	1 173	-14.2	-14.0	-19.4
Swansea	502	500	2	771	771	-	-34.9	-35.2	-
+ Tees-side	9 273	9 241	32	11 448	11 409	39	-19.0	-19.0	-18.0
Tiree	921	916	5	1 010	1 007	3	-8.8	-9.0	66.7
Unst (i)	8 674	8 664	10	3 831	3 831	-			
Wick	5 932	5 894	38	5 312	5 272	40	11.7	11.8	-5.0
TOTAL other UK Airports	508 984	472 841	36 143	509 121	474 458	34 663	-	-0.4	4.3
TOTAL UK reporting Airports (b)	926 810	858 245	60 809	953 226	882 367	60 217	-2.8	-3.8	1.0
<b>Channel Islands Airports</b>									
Alderney (b)	9 667			10 351			-6.6		
Guernsey (b)	33 957			34 109			-0.5		
Jersey (b)	50 279			51 987			-3.3		
TOTAL (Channel Islands) (b)	93 903			96 447			-2.6		

(a) Air Transport Movement statistics at BAA Airports included air taxi movements for the first time in 1980. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements", and Aberdeen, where, during 1980, some air taxi movements (about 1000) were incorrectly allocated to "aero club".

(b) Where a passenger/cargo aircraft split is not available, only the totals have been shown.

(c) City Heliport commenced operations in July 1981.

(d) Dundee commenced reporting in February 1981.

(e) Excludes charter movements at Isle of Man up to and including September 1981.

(f) Lerwick (Tingwall) commenced reporting in March 1981.

(g) Newquay commenced reporting in July 1981.

(h) Plymouth commenced reporting in April 1981.

(i) Unst commenced reporting in September 1980.

### Classified by Airport of Intended Landing and Actual Landing

[illegible]

# Number and Rate<sup>(a)</sup> of Diversions to UK Reporting Airports by Airport of Intended Landing 1981

Table 2.9.2

Airport of Intended Landing	Total No. of Diversions	Annual rate of Diversions	January		February		March		April		May		June		July		August		September		October		November		December	
			No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate
London Area Airports																										
Gatwick	428	69	69	173	9	25	—	—	8	16	6	11	21	34	5	7	90	129	63	98	8	14	24	57	125	328
Heathrow	578	46	130	130	22	23	3	3	2	2	125	122	122	119	3	3	31	27	20	18	1	1	6	6	113	125
Luton	207	167	24	278	11	150	20	230	16	164	19	166	1	8	—	—	31	229	6	46	5	45	6	90	68	978
Southend	7	18	1	34	—	—	—	—	1	32	—	—	—	—	1	26	—	—	—	—	—	—	—	—	4	158
Stansted	18	66	1	101	2	174	1	64	—	—	—	—	—	—	—	—	1	36	1	38	—	—	1	38	11	485
TOTAL (London Area)	1238	60	225	147	44	31	24	15	27	16	150	85	144	78	9	4	153	75	90	46	14	7	37	24	321	229
Other UK Airports																										
Aberdeen	99	25	33	115	4	14	5	16	4	12	7	21	16	46	—	—	1	3	2	6	10	30	4	13	13	41
Alderney	3	6	—	—	—	—	—	—	—	—	2	40	1	23	—	—	—	—	—	—	—	—	—	—	—	—
Barra	3	..	—	..	—	..	1	..	—	..	—	..	—	..	—	..	1	..	—	..	—	..	—	..	1	..
Belfast	12	8	—	—	—	—	1	9	3	28	2	17	—	—	—	—	2	14	—	—	1	8	1	8	2	17
Benbecula	4	37	2	196	—	—	—	—	—	—	—	—	—	—	1	111	—	—	—	—	—	1	120	—	—	
Birmingham	96	65	11	99	13	126	9	79	4	33	1	7	—	—	—	—	4	27	5	36	4	33	1	10	44	492
Blackpool	9	75	1	227	—	—	—	—	1	196	—	—	1	83	—	—	—	—	—	—	—	—	1	82	5	481
Bournemouth	9	24	2	90	—	—	—	—	—	—	—	—	—	—	—	—	2	49	1	28	—	—	1	58	3	136
Bristol	26	77	4	202	—	—	1	44	1	42	—	—	5	135	—	—	—	—	1	27	—	—	1	52	13	823
Cambridge	1	21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	476
Campbeltown	4	..	—	..	—	..	—	..	—	..	1	..	1	..	—	..	1	..	—	..	—	..	—	..	1	..
Cardiff Wales	9	22	2	93	—	—	1	36	—	—	1	28	1	23	—	—	—	—	—	—	2	49	1	33	1	47
Carlisle	1	51	—	—	—	—	1	345	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coll (Ballard)	1	..	—	..	1	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..
Coventry	1	14	—	—	—	—	—	—	1	192	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dounreay (Thurso)	25	..	4	..	1	..	4	..	1	..	—	..	1	..	—	..	—	..	—	..	3	..	8	..	3	..
Dundee (a)	1	10	—	..	—	..	—	..	—	..	—	..	—	..	1	125	—	..	—	..	—	..	—	..	—	..
East Midlands	62	73	4	77	5	107	1	17	3	47	3	39	—	—	1	12	1	12	10	113	—	—	—	—	34	577
Edinburgh	26	21	1	11	1	13	3	31	2	19	5	48	6	55	1	8	—	—	1	8	—	—	2	21	4	46
Elstree	1	..	—	..	1	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..
Enniskillen (St. Angelo)	2	..	—	..	—	..	2	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..
Exeter	2	10	—	—	1	89	—	—	—	—	—	—	—	—	—	—	—	1	44	—	—	—	—	—	—	
Flotta (Orkney)	3	..	—	..	1	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	1	..	1	..	—	..
Glasgow	200	81	48	278	—	—	3	17	2	11	3	15	11	49	4	16	6	25	6	25	6	26	4	21	107	616
Gloucester/Cheltenham	2	130	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	500	1	1250	—	—	—	—	—
Great Yarmouth (North Denes)	1	..	1	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..
Guernsey	5	3	—	—	—	—	1	8	—	—	2	12	—	—	1	6	—	—	—	—	1	7	—	—	—	..
Hamble	1	..	—	..	—	..	—	..	—	..	1	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..
Humberside	7	46	3	330	—	—	—	..	1	88	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	261
Inverness	5	14	3	121	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	33	1	30	—	—	
Islay	5	64	—	—	—	—	—	—	1	139	—	—	—	—	1	122	1	149	—	—	1	154	1	217	—	..
Isle of Man	16	33	2	66	1	37	1	34	2	61	1	23	4	80	—	2	37	3	66	—	—	—	—	—	—	..
Jersey	24	10	—	—	—	—	2	13	1	5	4	15	2	8	10	35	2	6	—	—	2	9	1	7	—	..
Kinloss	2	..	—	..	—	..	2	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..
Kirkwall	10	20	1	28	—	—	1	25	1	23	4	88	—	—	—	—	1	21	1	22	1	24	—	—	—	..
Leeds/Bradford	132	227	12	278	12	293	34	759	18	394	7	138	2	37	1	17	1	18	—	—	13	246	1	22	31	888
Lerwick (Tingwall) (b)	8	63	2	..	1	..	—	..	—	..	2	182	—	—	—	—	—	1	62	—	—	—	—	—	2	196
Liverpool	39	49	4	80	3	60	—	—	7	121	3	48	—	—	3	40	3	40	—	—	1	—	8	111	7	98
Londonderry	1	14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	143	—	—	—	—	
Manchester	282	92	17	90	31	177	8	41	1	5	46	161	48	155	31	93	22	64	4	12	2	7	16	80	319	
Mildenhall	1	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	1	..	—	..	—	..	—	..	—	..
Newcastle	60	68	2	36	—	—	13	231	3	49	6	74	1	11	—	—	1	10	8	86	22	271	1	18	3	57
Newquay (c)	3	69	1	..	—	..	—	..	—	..	2	..	—	..	—	..	—	—	—	—	—	—	—	—	—	1
Northolt	2	..	—	..	—	..	1	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..
Norwich	9	21	—	—	—	—	—	—	1	30	1	26	—	—	1	24	—	—	—	—	—	—	—	—	6	182
Plymouth (d)	140	568	12	..	6	..	26	..	1	37	24	811	9	309	—	—	—	31	1003	8	282	23	1211	—	—	
Prestwick	15	45	3	116	—	—	—	—	1	30	—	—	1	28	—	—	1	26	1	31	—	—	—	—	8	335
Sanday (Orkneys)	1	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	—	..	1	..
Scatsta	17	66	2	82	—	—	—	—	4	159	3	119	—	—	—	—	5	253	—	—	—	—	—	—	3	185
Shoreham	1	21	—	—	—	—	—	—	1	323	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	..
Southampton	6	10	3	90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	29	2	59
Stornoway	4	24	2																							

# Air Passengers by Type and Nationality of Operator — 1981

Table 2.10

		Scheduled Services						Charter Flights					
		United Kingdom Operators				Overseas Operators		United Kingdom Operators				Overseas Operators	
	Total Terminal and Transit Passengers	British Airways		Others				British Airways		Others			
		Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports													
+ Gatwick (a)	10 848 621	578 726	1 006	3 078 472	851	1 331 227	69 945	939 520	1 921	3 861 406	25 097	935 108	25 342
+ Heathrow	26 780 387	12 579 023	123	686 856	498	13 114 187	368 257	12 689	—	9 238	—	8 655	861
+ Luton	1 988 842	1 292	—	19 204	504	17 659	—	797	2	1 854 944	17 226	76 939	275
+ Southend	103 831	—	—	79 374	—	—	—	—	—	24 229	—	228	—
+ Stansted	267 747	2 428	215	5 194	140	10 669	703	817	—	16 658	2 875	227 258	790
TOTAL (London Area)	39 989 428	13 161 469	1 344	3 869 100	1 993	14 473 742	438 905	953 823	1 923	5 766 475	45 198	1 248 188	27 268
Battersea (Westland) Heliport	4 791	—	—	—	—	—	—	13	1	4 729	48	—	—
City Heliport (b)	208	—	—	—	—	—	—	2	—	206	—	—	—
Other UK Airports													
+ Aberdeen	1 558 813	500 160	2 716	268 900	1 715	14 805	—	149 191	—	592 978	1 727	26 567	54
+ Belfast	1 409 908	864 910	—	349 120	338	25 360	369	4 853	777	13 243	124	141 470	9 344
Benbecula	23 373	14 303	—	8 279	707	—	—	69	—	15	—	—	—
+ Birmingham	1 535 552	428 022	17 770	191 660	20 181	134 336	5 261	8 973	200	576 805	17 774	129 293	5 277
+ Blackpool	41 513	—	—	36 601	163	—	—	—	—	4 341	—	408	—
+ Bournemouth	143 271	5 587	276	95 405	793	8 385	—	91	—	25 103	1 403	6 228	—
+ Bristol	255 098	108	—	66 312	8 043	25 380	451	74	48	113 620	971	40 029	62
+ Cambridge	20 851	—	—	14 682	—	—	—	230	—	2 047	—	3 892	—
+ Cardiff Wales	328 084	298	—	75 712	28 117	270	61	166	2	129 284	4 705	88 238	1 231
Carlisle	1 583	—	—	—	—	—	—	—	—	1 313	6	264	—
+ Coventry	24 015	350	—	5 472	—	—	—	225	—	15 235	12	2 721	—
Dundee (c)	9 400	—	—	5 919	2 404	—	—	—	—	626	—	451	—
+ East Midlands	747 216	1 268	612	279 177	2 931	2 347	—	404	—	379 553	4 294	75 822	808
+ Edinburgh	1 159 484	664 700	14 257	260 845	22 517	28 990	53	538	—	130 367	1 993	34 320	904
+ Exeter	57 067	—	—	44 999	2 293	—	—	75	—	897	4	8 745	54
+ Glasgow	2 279 091	1 007 261	2 093	345 642	950	130 856	6 044	780	—	687 635	2 301	93 051	2 478
Gloucester/Cheltenham	5 440	—	—	4 915	78	—	—	—	—	433	14	—	—
Hawarden	956	—	—	956	—	—	—	—	—	—	—	—	—
+ Humberside	32 568	—	—	23 232	6 216	—	—	—	—	2 706	77	323	14
Inverness	141 910	114 126	8 269	10 955	50	—	—	42	—	6 681	316	1 461	10
Islay	12 886	—	—	11 602	18	—	—	—	—	1 266	—	—	—
+ Isle of Man (d)	279 378	—	—	255 663	20 842	—	—	—	—	2 296	—	577	—
Isles of Scilly	91 471	82 715	—	7 970	—	—	—	3	185	598	—	—	—
+ Kirkwall	92 665	38 681	12 669	29 001	50	—	—	965	643	8 860	1 752	44	—
+ Leeds/Bradford	377 887	297	—	242 297	26 342	—	—	65	—	106 612	453	1 817	4
Lerwick (Tingwall) (e)	11 410	—	—	7 617	1 047	—	—	—	—	2 731	15	—	—
+ Liverpool	281 525	4 063	30	200 111	1 241	25 171	304	1 766	50	25 530	767	22 476	16
Londonderry	9 626	—	—	6 534	—	2 573	—	—	—	198	—	321	—
+ Lydd	101	—	—	—	—	—	—	—	—	11	90	—	—
+ Manchester	4 863 874	1 155 567	27 138	344 179	53 127	440 015	17 329	221 550	400	2 094 900	15 776	456 457	37 436
+ Manston	4 802	—	—	—	—	—	—	—	—	3 331	1 424	47	—
+ Newcastle	995 479	234 834	7	216 968	44 925	223	—	267	—	375 729	6 204	113 698	2 624
Newquay (f)	17 272	—	—	16 708	—	—	—	—	—	564	—	—	—
+ Norwich	139 506	—	—	118 446	4 172	—	—	1 141	—	10 172	61	5 316	198
Penzance Heliport	82 034	81 613	—	—	—	—	—	421	—	—	—	—	—
+ Plymouth (g)	45 812	—	—	45 369	—	—	—	—	—	157	—	286	—
+ Prestwick	539 994	72 101	35 052	48 338	36 427	86 249	41 046	13 865	213	28 206	1 813	114 111	62 573
Scatsta	109 063	—	—	—	—	—	—	—	—	109 063	—	—	—
Shoreham	7 339	—	—	7 255	84	—	—	—	—	—	—	—	—
+ Southampton	236 317	—	—	229 404	310	—	—	—	—	4 278	311	1 961	53
Stornoway	65 439	50 107	66	8 654	17	—	39	336	—	6 178	18	16	8
+ Sumburgh	536 908	73 786	220	3 120	23	—	—	132 296	551	316 431	4 163	6 193	125
Swansea	1 828	—	—	2	—	—	—	—	—	1 487	45	294	—
+ Tees-side	248 808	1 498	38	184 331	9 298	81	—	—	—	33 147	240	20 142	33
Tiree	5 443	—	—	3 603	1 536	—	—	—	—	233	71	—	—

# Air Passengers by Type and Nationality of Operator 1981 — *continued*

Table 2.10

	Total Terminal and Transit Passengers	Scheduled Services						Charter Flights					
		United Kingdom Operators				Overseas Operators		United Kingdom Operators				Overseas Operators	
		British Airways		Others				British Airways		Others			
		Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
Unst	115 115	—	—	2 195	—	—	—	316	678	108 296	3 630	—	—
Wick	36 892	—	—	31 053	1 543	—	—	263	45	2 964	872	152	—
TOTAL other UK Airports	18 984 067	5 396 355	121 213	4 109 203	298 498	925 041	70 957	538 965	3 792	5 926 120	73 426	1 397 191	123 306
TOTAL reporting UK Airports	58 978 494	18 557 824	122 557	7 978 303	300 491	15 398 783	509 862	1 492 803	5 716	11 697 530	118 672	2 645 379	150 574
<b>Channel Islands Airports</b>													
Alderney	77 731	—	—	77 314	—	—	—	—	—	415	2	—	—
Guernsey	520 773	—	28	477 613	23 163	10 150	2 429	—	—	5 626	96	1 650	18
Jersey	1 255 769	223 031	883	956 823	17 010	28 166	1 751	—	—	10 286	635	17 069	115
TOTAL (Channel Islands)	1 854 273	223 031	911	1 511 750	40 173	38 316	4 180	—	—	16 327	733	18 719	133

- (a) Excludes passengers carried on air taxi flights at Gatwick.  
 (b) City Helistop commenced operations in July 1981.  
 (c) Dundee commenced reporting in February 1981.  
 (d) Excludes passengers carried on charter flights at Isle of Man up to and including September 1981.  
 (e) Lerwick (Tingwall) commenced reporting in March 1981.  
 (f) Newquay commenced reporting in July 1981.  
 (g) Plymouth commenced reporting in April 1981.



Table 2.11

# Terminal and Transit Passengers 1981

## Comparison with a year earlier

	Terminal and Transit Passengers			Terminal Passengers			Transit Passengers		
	1981	1980	Percentage change	1981	1980	Percentage change	1981	1980	Percentage change
<b>London Area Airports</b>									
+ Gatwick (a)	10 848 621	9 779 038	10.9	10 724 459	9 703 330	10.5	124 162	75 708	64.0
+ Heathrow	26 780 387	27 782 566	-3.6	26 410 648	27 484 064	-3.9	369 739	298 502	23.9
+ Luton	1 988 842	2 100 965	-5.3	1 970 835	2 087 569	-5.6	18 007	13 396	34.4
+ Southend	103 831	127 749	-18.7	103 831	127 749	-18.7	—	—	—
+ Stansted	267 747	284 786	-6.0	263 024	277 323	-5.2	4 723	7 463	-36.7
TOTAL (London Area)	39 989 428	40 075 104	-0.2	39 472 797	39 680 035	-0.5	516 631	395 069	30.8
Battersea (Westland) Heliport	4 791	10 070	-52.4	4 742	10 070	-52.9	49	—	—
City Helistop (b)	208	—	—	208	—	—	—	—	—
<b>Other UK Airports</b>									
+ Aberdeen (a)	1 558 813	1 453 072	7.3	1 552 601	1 448 084	7.2	6 212	4 988	24.5
+ Belfast	1 409 908	1 479 415	-4.7	1 398 956	1 476 656	-5.3	10 952	2 759	297.0
+ Benbecula	23 373	24 843	-5.9	22 666	24 147	-6.1	707	696	1.6
+ Birmingham	1 535 552	1 602 526	-4.2	1 469 089	1 562 876	-6.0	66 463	39 650	67.6
+ Blackpool	41 513	67 482	-38.5	41 350	66 270	-37.6	163	1 212	-86.6
+ Bournemouth	143 271	140 464	2.0	140 799	137 693	2.3	2 472	2 771	-10.8
+ Bristol	255 098	252 404	1.1	245 523	238 806	2.8	9 575	13 598	-29.6
+ Cambridge	20 851	29 793	-30.0	20 851	29 793	-30.0	—	—	—
+ Cardiff, Wales	328 084	305 046	7.6	293 968	261 285	12.5	34 116	43 761	-22.0
+ Carlisle	1 583	—	—	1 577	—	—	6	—	—
+ Coventry	24 015	11 130	115.8	24 003	11 129	115.7	12	1	1 100.0
+ Dundee (c)	9 400	—	—	6 996	—	—	2 404	—	—
+ East Midlands	747 216	673 181	11.0	738 571	667 441	10.7	8 645	5 740	50.6
+ Edinburgh	1 159 484	1 204 459	-3.7	1 119 760	1 161 987	-3.6	39 724	42 472	-6.5
+ Exeter	57 067	84 072	-32.1	54 716	79 391	-31.1	2 351	4 681	-49.8
+ Glasgow	2 279 091	2 357 340	-3.3	2 265 225	2 339 137	-3.2	13 866	18 203	-23.8
+ Gloucester/Cheltenham	5 440	9 833	-44.7	5 348	9 833	-45.6	92	—	—
+ Hawarden	956	—	—	956	—	—	—	—	—
+ Humberside	32 568	41 634	-21.8	26 261	37 379	-29.7	6 307	4 255	48.2
+ Inverness	141 910	151 342	-6.2	133 265	141 325	-5.7	8 645	10 017	-13.7
+ Islay	12 886	13 524	-4.7	12 868	13 524	-4.9	18	—	—
+ Isle of Man (d)	279 378	320 222	-12.8	258 536	303 160	-14.7	20 842	17 062	22.2
+ Isles of Scilly	91 471	95 515	-4.2	91 286	95 515	-4.4	185	—	—
+ Kirkwall	92 665	99 782	-7.1	77 551	81 297	-4.6	15 114	18 485	-18.2
+ Leeds/Bradford	377 887	391 771	-3.5	351 088	361 995	-3.0	26 799	29 776	-10.0
+ Lerwick (Tingwall) (e)	11 410	—	—	10 348	—	—	1 062	—	—
+ Liverpool	281 525	385 226	-26.9	279 117	380 062	-26.6	2 408	5 164	-53.4
+ Londonderry	9 626	—	—	9 626	—	—	—	—	—
+ Lydd	101	9 675	-99.0	11	9 563	-99.9	90	112	-19.6
+ Manchester	4 863 874	4 419 324	10.1	4 712 668	4 315 201	9.2	151 206	104 123	45.2
+ Manston	4 802	—	—	3 378	—	—	1 424	—	—
+ Newcastle	995 479	961 365	3.5	941 719	917 371	2.7	53 760	43 994	22.2
+ Newquay (f)	17 272	—	—	17 272	—	—	—	—	—
+ Norwich	139 506	164 252	-15.1	135 075	153 753	-12.1	4 431	10 499	-57.8
+ Penzance Heliport	82 034	88 183	-7.0	82 034	88 183	-7.0	—	—	—
+ Plymouth (g)	45 812	—	—	45 812	—	—	—	—	—
+ Prestwick	539 994	663 907	-18.7	362 870	393 577	-7.8	177 124	270 330	-34.5
+ Scatsta	109 063	—	—	109 063	—	—	—	—	—
+ Shoreham	7 339	—	—	7 255	—	—	84	—	—
+ Southampton	236 317	288 213	-18.0	235 643	285 460	-17.5	674	2 753	-75.5
+ Stornoway	65 439	80 873	-19.1	65 291	80 043	-18.4	148	830	-82.2
+ Sumburgh	536 908	602 496	-10.9	531 826	598 168	-11.1	5 082	4 328	17.4
+ Swansea	1 828	7 130	-74.4	1 783	6 963	-74.4	45	167	-73.1
+ Tees-side	248 808	281 126	-11.5	239 199	263 709	-9.3	9 609	17 417	-44.8
+ Tiree	5 443	5 704	-4.6	3 836	3 713	3.3	1 607	1 991	-19.3
+ Unst (h)	115 115	46 819	145.9	110 807	45 721	—	4 308	1 098	—
+ Wick	36 892	38 854	-5.0	34 432	38 033	-9.5	2 460	821	199.6
TOTAL other UK Airports	18 984 067	18 851 997	0.7	18 292 875	18 128 243	0.9	691 192	723 754	-4.5
TOTAL all reporting UK Airports	58 978 494	58 937 171	0.1	57 770 622	57 818 348	-0.1	1 207 872	1 118 823	8.0
<b>Channel Islands Airports</b>									
+ Alderney	77 731	76 551	1.5	77 729	76 551	1.5	2	—	—
+ Guernsey	520 773	565 864	-8.0	495 039	534 207	-7.3	25 734	31 657	-18.7
+ Jersey	1 255 769	1 357 628	-7.5	1 235 375	1 331 463	-7.2	20 394	26 165	-22.0
TOTAL (Channel Islands Airports)	1 854 273	2 000 043	-7.3	1 808 143	1 942 221	-6.9	46 130	57 822	-20.2

(a) Excludes terminal passengers on air taxi flights at Gatwick. In addition, some passengers carried on air taxi flights at Aberdeen during 1980 were not recorded.

(b) City Helistop commenced operations in July 1981.

(c) Dundee commenced reporting in February 1981.

(d) Excludes passengers carried on charter flights at Isle of Man up to and including September 1981.

(e) Lerwick (Tingwall) commenced reporting in March 1981.

(f) Newquay commenced reporting in July 1981.

(g) Plymouth commenced reporting in April 1981.

(h) Unst commenced reporting in September 1980.

# International and Domestic Passenger Traffic 1981

## Terminal Passengers

Table 2.12.1

Comparison with a year earlier

	Total	International Services				Domestic Services					
		Scheduled	Charter	Total	Total	Percent	Scheduled	Charter	Total	Total	Percent
	1981	1981	1981	1981	1980	change	1981	1981	1981	1980	change
London Area Airports											
+ Gatwick (a)	10 724 459	3 987 868	5 726 084	9 713 952	8 664 005	12	1 000 557	9 950	1 010 507	1 039 325	—3
+ Heathrow	26 410 648	22 521 860	21 444	22 543 304	23 389 600	—4	3 858 206	9 138	3 867 344	4 094 464	—6
+ Luton	1 970 835	20 834	1 917 244	1 938 078	2 052 111	—6	17 321	15 436	32 757	35 458	—8
+ Southend	103 831	41 317	11 332	52 649	75 461	—30	38 057	13 125	51 182	52 288	—2
+ Stansted	263 024	14 927	237 581	252 508	270 407	—7	3 364	7 152	10 516	6 916	52
TOTAL (London Area)	39 472 797	26 586 806	7 913 685	34 500 491	34 451 584	—	4 917 505	54 801	4 972 306	5 228 451	—5
Battersea (Westland) Heliport	4 742	—	36	36	—	—	—	4 706	4 706	10 070	—53
City Heliport (b)	208	—	—	—	—	—	—	208	208	—	—
Other UK Airports											
+ Aberdeen (a)	1 552 601	72 507	442 641	515 148	415 448	24	711 358	326 095	1 037 453	1 032 636	—
+ Belfast	1 398 956	25 890	153 168	179 058	141 669	26	1 213 500	6 398	1 219 898	1 334 987	—9
Benbecula	22 666	—	—	—	—	—	22 582	84	22 666	24 147	—6
+ Birmingham	1 469 089	386 508	704 105	1 090 613	1 108 678	—2	367 510	10 966	378 476	454 198	—17
+ Blackpool	41 350	201	3 311	3 512	8 037	—56	36 400	1 438	37 838	58 233	—35
+ Bournemouth	140 799	14 120	30 051	44 171	21 518	105	95 257	1 371	96 628	116 175	—17
+ Bristol	245 523	50 216	151 518	201 734	196 173	3	41 584	2 205	43 789	42 633	3
+ Cambridge	20 851	—	4 867	4 867	6 120	—21	14 682	1 302	15 984	23 673	—33
+ Cardiff, Wales	293 968	17 882	213 757	231 639	190 186	22	58 398	3 931	62 329	71 099	—12
Carlisle	1 577	—	206	206	—	—	—	1 371	1 371	—	—
+ Coventry	24 003	280	14 037	14 317	5 076	182	5 542	4 144	9 686	6 053	60
Dundee (c)	6 996	—	347	347	—	—	5 919	730	6 649	—	—
+ East Midlands	738 571	73 601	444 305	517 906	453 957	14	209 191	11 474	220 665	213 484	3
+ Edinburgh	1 119 760	68 347	153 852	222 199	209 055	6	886 188	11 373	897 561	952 932	—6
+ Exeter	54 716	4 511	9 029	13 540	19 109	—29	40 488	688	41 176	60 282	—32
+ Glasgow	2 265 225	192 148	647 175	839 323	723 426	16	1 291 611	134 291	1 425 902	1 615 711	—12
Gloucester/Cheltenham	5 348	—	—	—	—	—	4 915	433	5 348	9 833	—46
Hawarden	956	—	—	—	—	—	956	—	956	—	—
+ Humberside	26 261	8 804	1 114	9 918	6 805	46	14 428	1 915	16 343	30 574	—47
Inverness	133 265	1	1 700	1 701	4 140	—59	125 080	6 484	131 564	137 185	—4
Islay	12 868	—	—	—	—	—	11 602	1 266	12 868	13 524	—5
+ Isle of Man (d)	258 536	11 247	1 300	12 547	12 510	—	244 416	1 573	245 989	290 650	—15
Isles of Scilly	91 286	—	—	—	—	—	90 685	601	91 286	95 515	—5
+ Kirkwall	77 551	—	1 307	1 307	1 883	—31	67 682	8 562	76 244	79 414	—4
+ Leeds/Bradford	351 088	47 332	105 906	153 238	151 402	1	195 262	2 588	197 850	210 593	—6
Lerwick (Tingwall) (c)	10 348	—	—	—	—	—	7 617	2 731	10 348	—	—
+ Liverpool	279 117	26 898	39 658	66 556	110 545	—40	202 447	10 114	212 561	269 517	—21
Londonderry	9 626	2 573	323	2 896	—	—	6 534	196	6 730	—	—

# International and Domestic Passenger Traffic 1981 — *continued*

## Terminal Passengers

Table 2.12.1

Comparison with a year earlier

	Total		International Services			Percent change	Domestic Services				Percent change
	1981	Scheduled 1981	Charter 1981	Total 1981	Total 1980		Scheduled 1981	Charter 1981	Total 1981	Total 1980	
<b>Other UK Airports</b> — <i>continued</i>											
+ Lydd	11	—	—	—	4 670	—	—	11	11	4 893	— 100
+ Manchester	4 712 668	969 977	2 759 201	3 729 178	3 230 865	15	969 784	13 706	983 490	1 084 336	— 9
+ Manston	3 378	—	2 325	2 325	—	—	—	1 053	1 053	—	—
+ Newcastle	941 719	90 130	473 994	564 124	521 757	8	361 895	15 700	377 595	395 614	— 5
Newquay (f)	17 272	—	—	—	—	—	16 708	564	17 272	—	—
+ Norwich	135 075	57 774	13 863	71 637	70 796	1	60 672	2 766	63 438	82 957	— 24
Penzance Heliport	82 034	—	—	—	—	—	81 613	421	82 034	88 183	— 7
+ Plymouth (g)	45 812	5 001	178	5 179	—	—	40 368	265	40 633	—	—
+ Prestwick	362 870	193 391	153 903	347 294	373 073	— 7	13 297	2 279	15 576	20 504	— 24
Scatsta	109 063	—	—	—	—	—	—	109 063	109 063	—	—
Shoreham	7 255	—	—	—	—	—	7 255	—	7 255	—	—
+ Southampton	235 643	27 323	3 766	31 089	46 842	— 34	202 081	2 473	204 554	238 618	— 14
Stornoway	65 291	—	26	26	363	— 93	58 761	6 504	65 265	79 680	— 18
+ Sumburgh	531 826	—	229 175	229 175	263 659	— 13	76 906	225 745	302 651	334 509	— 10
Swansea	1 783	—	167	167	91	84	2	1 614	1 616	6 872	— 77
+ Tees-side	239 199	24 280	42 549	66 829	61 742	8	161 630	10 740	172 370	201 967	— 15
Tiree	3 836	—	—	—	—	—	3 603	233	3 836	3 713	3
Unst (h)	110 807	—	57 446	57 446	24 577	134	2 195	51 166	53 361	21 144	152
Wick	34 432	—	298	298	22	—	31 053	3 081	34 134	38 011	— 10
TOTAL Other UK Airports	18 292 875	2 370 942	6 860 568	9 231 510	8 384 194	10	8 059 657	1 001 708	9 061 365	9 744 049	— 7
TOTAL UK reporting Airports	57 770 622	28 957 748	14 774 289	43 732 037	42 835 778	2	12 977 162	1 061 423	14 038 585	14 982 570	— 6
<b>Channel Islands Airports (i)</b>											
Alderney	77 729	1 176	55	1 231	993	24	76 138	360	76 498	75 558	1
Guernsey	495 039	23 459	2 927	26 386	33 967	— 22	464 304	4 349	468 653	500 240	— 6
Jersey (j)	1 212 052	77 095	20 045	97 140	115 105	— 16	1 107 602	7 310	1 114 912	1 216 358	— 8
TOTAL (Channel Islands)	1 784 820	101 730	23 027	124 757	150 065	— 17	1 648 044	12 019	1 660 063	1 792 156	— 7

(a) Terminal passengers carried on air taxi flights are not reported by Gatwick. In addition, some passengers carried on air taxi flights at Aberdeen during 1980 were not recorded.

(b) City Heliport commenced operations in July 1981.

(c) Dundee commenced reporting in February 1981.

(d) Excludes passengers carried on charter flights at Isle of Man up to and including September 1981.

(e) Lerwick (Tingwall) commenced reporting in March 1981.

(f) Newquay commenced reporting in July 1981.

(g) Plymouth commenced reporting in April 1981.

(h) Unst commenced reporting in September 1980.

(i) The international/domestic split has been estimated for all Channel Islands airports for 1980.

(j) The international/domestic split has been estimated for Jersey.

# Terminal Air Passengers 1967—1981

Table 2.12.2

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	Mean percentage change for last 5 years	Percentage change on past year
<b>London Area Airports</b>																	
+ Gatwick (a)	1 954 272	2 059 535	2 993 969	3 680 485	4 650 255	5 305 892	5 728 457	5 119 392	5 342 254	5 713 885	6 588 087	7 759 059	8 694 562	9 704 378	10 724 459	12.7	10.5
+ Heathrow (a)	12 433 542	13 159 019	14 085 029	15 415 689	16 147 159	18 296 799	20 288 425	20 077 270	21 294 841	23 242 513	23 390 055	26 490 960	27 978 532	27 483 965	26 410 648	2.8	-3.9
+ Luton	412 938	690 610	1 487 685	1 963 570	2 703 392	3 096 294	3 216 522	2 022 786	1 868 737	1 806 998	1 947 398	2 058 085	2 207 289	2 088 075	1 970 835	0.4	-5.6
+ Southend	683 283	488 697	401 122	423 799	456 436	316 022	384 842	250 887	202 713	218 427	242 181	236 052	181 018	127 749	103 831	-20.6	-18.7
+ Stansted (a)	13 629	146 045	218 794	490 896	492 316	310 267	172 931	199 058	237 578	267 607	298 739	316 744	347 175	277 360	263 024	-3.8	-5.2
TOTAL (London Area)	15 497 664	16 543 906	19 186 599	21 974 439	24 449 558	27 325 274	29 791 177	27 669 393	28 946 123	31 249 430	32 466 460	36 860 900	39 408 576	39 681 527	39 472 797	4.8	-0.5
Westland Heliport (Battersea)	784	1 104	1 645	2 635	3 339	5 289	8 662	8 197	5 328	5 644	6 082	8 742	8 230	10 070	4 742	-3.5	-52.9
City Heliport (b)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	208		
<b>Other UK Airports</b>																	
+ Aberdeen (a)	103 674	97 606	107 497	119 495	140 534	190 127	259 984	446 398	644 813	822 601	946 410	1 200 286	1 285 040	1 448 078	1 552 601	12.5	7.2
+ Belfast	982 755	981 319	1 026 776	1 117 422	1 114 845	1 186 250	1 312 953	1 225 209	1 184 417	1 081 651	1 037 713	1 176 317	1 411 125	1 477 549	1 398 956	8.6	-5.3
+ Benbecula	14 085	14 189	15 620	17 845	20 896	23 815	22 756	24 731	22 757	23 594	23 797	23 803	25 496	24 150	22 666	0.8	-6.1
+ Birmingham	552 639	557 185	615 315	685 645	835 777	935 554	1 131 845	1 017 028	1 082 372	1 113 051	1 064 516	1 305 210	1 561 889	1 562 739	1 469 089	8.6	-6.0
+ Blackpool	175 972	149 138	130 458	137 684	143 944	145 730	142 571	133 488	123 411	103 297	104 044	108 152	107 801	66 268	41 350	-20.8	-37.6
+ Bournemouth	20 099	35 310	57 611	63 297	81 260	100 132	118 764	129 137	117 117	106 878	131 787	148 141	150 324	137 705	140 799	0.6	2.2
+ Bristol	134 375	129 668	120 176	151 676	200 581	262 402	288 864	183 576	194 768	205 368	218 841	232 891	238 397	238 945	245 523	2.6	2.8
+ Cambridge	7 503	6 365	5 036	3 984	3 757	8 833	7 091	5 534	5 581	10 564	20 502	23 765	33 248	30 903	20 851	3.0	-32.5
+ Cardiff Wales	135 551	130 412	115 514	171 319	213 010	238 667	283 550	229 567	208 524	192 269	208 450	234 204	253 504	261 312	293 968	8.3	12.5
+ Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1 577		
+ Coventry	12 269	11 208	14 343	11 584	7 117	10 903	8 754	2 205	2 302	853	1 073	4 388	5 988	11 129	24 003	104.3	115.7
+ Dundee (c)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6 996		
+ East Midlands	178 687	183 917	200 759	222 774	336 675	405 661	515 960	442 425	544 583	482 398	473 449	547 591	593 587	667 490	738 571	11.5	10.6
+ Edinburgh (a)	600 208	616 129	602 066	653 247	679 528	756 685	877 182	790 651	874 018	990 793	1 021 017	1 137 355	1 244 255	1 162 005	1 119 760	2.1	-3.6
+ Exeter	—	—	—	—	—	—	78 881	75 125	69 334	64 597	61 140	76 308	85 812	79 390	54 716	-1.8	-31.1
+ Glasgow (a)	1 528 980	1 387 210	1 610 774	1 702 555	1 744 128	1 880 265	2 142 437	1 935 446	1 763 295	1 975 717	1 752 042	2 153 322	2 358 236	2 339 125	2 265 225	6.1	-3.2
+ Gloucester/Cheltenham	—	—	9 012	7 563	8 441	8 035	10 496	11 479	4 548	7 337	15 282	17 774	16 607	9 833	5 348	-23.6	-45.6
+ Hawarden	12 238	7 539	3 786	1 372	136	—	—	—	—	—	—	—	171	4 047	956		
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	20 544	44 036	50 655	3.3	-29.8
+ Inverness	48 935	50 085	74 310	87 384	92 449	115 365	133 695	130 211	124 748	136 059	133 579	143 870	148 046	141 334	133 265	-0.2	-5.7
+ Islay	17 784	15 588	16 053	14 552	14 496	15 754	17 950	16 093	11 314	11 367	10 451	11 492	14 234	13 524	12 868	6.0	-4.9
+ Isle of Man (d)	400 923	378 376	359 377	380 777	390 993	436 751	464 862	430 436	394 103	344 795	327 571	345 769	377 467	303 161	258 536	-5.9	-14.7
+ Isles of Scilly	57 311	59 125	60 519	61 012	61 217	68 079	73 428	77 006	88 882	91 762	92 612	96 432	98 448	95 515	91 286	-0.4	-4.4
+ Kirkwall	61 604	59 139	70 674	65 056	64 093	68 938	75 013	84 344	91 938	96 323	99 854	103 232	97 143	81 298	77 551	-7.2	-4.6
+ Leeds/Bradford	297 139	288 148	278 211	253 711	251 463	259 619	280 092	283 049	277 690	286 525	282 412	331 548	388 298	362 063	351 088	5.4	-3.0
+ Lerwick (e)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10 348		
+ Liverpool	450 430	427 472	379 012	421 257	496 507	512 751	555 885	499 494	437 032	355 202	272 760	287 029	598 844	380 186	279 117	3.3	-26.6
+ Londonderry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9 626		
+ Lydd	129 608	102 778	71 045	46 491	3 252	4 996	1 576	12 115	90 166	68 919	85 449	74 522	66 121	9 563	11	-86.4	-99.9
+ Manchester	1 403 072	1 459 773	1 549 105	1 777 976	2 082 132	2 350 656	2 574 214	2 321 630	2 579 288	2 759 691	2 791 394	3 408 206	3 463 473	4 315 521	4 712 668	13.7	9.2
+ Manston	—	—	—	—	—	8 306	6 381	4 624	5 373	2 616	3 634	1 877	—	—	3 378		
+ Newcastle	335 629	324 411	363 653	384 416	432 640	518 224	619 595	581 442	605 213	645 988	629 540	759 508	854 089	917 401	941 719	10.5	2.7
+ Newquay (f)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17 272		
+ Norwich	—	—	—	—	—	—	64 737	93 906	119 742	135 866	167 928	165 304	176 727	153 753	135 075	-5.0	-12.1
+ Penzance Heliport	57 286	59 125	59 018	58 481	60 487	65 789	69 022	72 837	83 475	86 865	87 081	91 697	92 411	88 183	82 034	-1.6	-7.0
+ Plymouth (g)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45 812		
+ Prestwick (a)	294 709	362 006	312 057	335 131	323 090	451 554	386 478	343 260	395 040	397 865	385 969	362 664	419 670	393 574	362 870	-0.4	-7.8
+ Scatsta	—	—	—	—	—	—	—	—	—	—	—	—	—	—	109 063		
+ Shoreham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7 255		
+ Southampton	283 906	231 301	227 027	243 545	255 246	287 496	308 479	308 844	318 689	283 174	291 217	281 741	330 499	285 496	235 643	-4.0	-17.5
+ Stornoway	34 355	31 839	38 136	40 925	41 522	45 792	46 319	43 803	47 390	48 698	46 669	54 518	78 597	80 045	65 291	11.1	-18.4
+ Sumburgh	24 652	23 493	26 033	32 145	43 260	58 879	73 360	149 249	176 840	243 230	393 871	669 037	620 273	598 153	531 826	5.0	-11.1
+ Swansea	9 532	2 510	1 286	682	736	1 890	2 352	5 501	3 820	4 529	5 769	1 331	7 518	6 963	1 783	-6.7	-74.4
+ Tees-side	38 305	72 729	80 697	114 418	127 809	152 738	188 895	187 253	170 208	201 336	214 310	296 587	279 108	263 726	239 199	1.0	-9.3
+ Tiree	4 221	3 900	3 979	4 011	4 329	4 187	4 335	4 053	2 942	2 847	3 083	3 634	4 056	3 713	3 836	4.7	3.3
+ Unst (h)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110 807		

# Terminal Air Passengers 1967–1981 — *continued*

**Table 2.12.2**

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	Mean percentage change for last 5 years	Percentage change on past year
Wick	29 697	27 912	28 429	30 379	30 361	31 688	33 140	32 816	28 604	26 069	28 754	32 265	36 678	38 032	34 432	5.4	—9.5
TOTAL other UK Airports	8 438 133	8 286 905	8 633 364	9 419 811	10 306 711	11 612 511	13 181 896	12 333 965	12 894 337	13 410 694	13 454 685	15 959 853	17 575 328	18 130 944	18 292 875	7.7	0.9
TOTAL UK Reporting Airports	23 936 581	24 831 915	27 821 608	31 396 885	34 759 608	38 943 074	42 981 735	40 011 555	41 845 788	44 665 768	45 927 227	52 829 495	56 992 134	57 882 541	57 770 622	5.6	—0.1
<b>Channel Islands Airports</b>																	
Alderney	28 856	39 971	46 155	47 266	54 388	61 171	68 717	62 596	69 990	70 945	69 663	69 508	77 003	76 551	77 729	3.2	1.5
Guernsey	388 603	379 701	395 758	390 324	400 101	435 587	488 929	470 390	525 254	510 203	500 143	524 604	567 872	534 207	495 039	—2.4	—7.3
Jersey	1 088 045	1 042 497	1 077 682	1 122 587	1 196 398	1 311 809	1 439 412	1 428 528	1 417 543	1 368 936	1 387 532	1 396 660	1 455 809	1 352 720	1 186 223	—3.4	—12.3
TOTAL (Channel Islands Airports)	1 505 504	1 462 169	1 519 595	1 560 177	1 650 887	1 808 567	1 997 058	1 961 514	2 012 787	1 950 084	1 957 338	1 990 772	2 100 684	1 963 478	1 758 991	—2.2	—10.4

- (a) Terminal passengers carried on air taxi flights at BAA airports were included for the first time in 1980. Two exceptions are Gatwick, which does not report terminal passengers carried on air taxi flights, and Aberdeen where, during 1980, some passengers travelling by air taxi were not recorded.
- (b) City Helistop commenced operations in July 1981.
- (c) Dundee commenced reporting in February 1981.
- (d) Excludes passengers carried on charter flights at Isle of Man up to and including September 1981.
- (e) Lerwick (Tingwall) commenced reporting in March 1981.
- (f) Newquay commenced reporting in July 1981.
- (g) Plymouth commenced reporting in April 1981.
- (h) Unst commenced reporting in September 1980.

NOTE: These figures include passengers carried on aircraft chartered by Government Departments.

# International Air Passenger Traffic to and from UK Reporting Airports (in Thousands) by Country 1972-1981

Table 2.13

	Federal Republic of Germany																			Other Countries									
	Austria	Belgium	Denmark	Germany	Finland	France	Greece	Irish Republic	Italy	Malta	Netherlands	Norway	Portugal	Spain	Sweden	Switzerland	Turkey	Yugoslavia	Eastern Europe(a)	Cyprus									
1972	135	832	447	2 438	70	2 805	625	1 567	1 900	170	1 508	244	483	5 493	236	1 130	61	291	284	166									
1973	160	934	474	2 525	84	2 928	747	1 709	2 032	263	1 734	279	578	5 974	275	1 181	95	394	334	218									
1974	156	859	479	2 247	88	2 678	543	1 641	1 771	384	1 619	275	429	4 842	281	1 032	90	323	347	100									
1975	171	788	486	2 277	101	2 740	691	1 672	1 860	497	1 634	351	309	5 298	336	1 093	94	410	410	9									
1976	200	850	567	2 470	120	2 901	882	1 722	1 941	478	1 835	522	296	4 667	423	1 181	120	414	395	79									
1977	229	854	626	2 619	133	2 904	884	1 727	2 037	489	1 934	591	399	4 617	524	1 289	135	285	338	121									
1978	237	874	621	2 882	134	3 026	1 162	1 933	2 279	670	1 994	564	474	5 553	524	1 372	114	428	418	161									
1979	241	867	626	3 081	138	3 102	1 562	2 015	2 550	940	1 959	550	591	5 654	500	1 413	111	508	534	232									
1980	235	809	558	3 136	141	3 070	1 839	1 861	2 692	1 175	1 903	557	701	5 592	449	1 444	82	414	532	243									
1981	228	757	510	2 948	133	3 105	2 095	1 806	2 335	1 103	1 813	543	849	6 332	450	1 469	89	492	454	271									

	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-Continent(i)	Far East(k)	Japan	Australia and New Zealand	Canada	United States of America	Central America(l)	South America(m)	Caribbean (n)	Oil Rigs	Others(o)	Total
1972	264	305	406	190	94	49	179	255	230	243	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	270	333	440	171	117	53	198	290	236	324	114	207	1 289	3 320	22	75	245	..	258	30 885
1974	303	354	313	162	135	59	248	349	289	353	126	257	1 303	2 926	21	62	259	125	324	28 152
1975	402	353	353	189	173	71	307	529	357	375	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	529	327	415	218	221	69	342	812	391	464	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	563	438	425	200	340	71	324	1 097	444	484	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	656	499	509	224	370	69	344	1 263	491	541	216	429	1 505	5 128	25	120	303	500	380	38 992
1979	758	554	633	240	366	67	367	1 063	564	602	257	618	1 637	5 388	31	133	353	481	391	41 677
1980	716	574	729	249	440	64	410	954	604	716	235	596	1 496	5 914	49	133	367	577	390	42 645
1981	827	581	765	237	518	63	439	910	636	933	253	509	1 451	6 142	71	123	382	653	332	43 618

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.
- (i) 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.

# International Air Passenger Traffic to and from Airports 1981

Table 2.14

Comparison with the previous year							Percentage change Total Traffic
	Total	1981 Sched.	Charter	Total	1980 Sched.	Charter	
WESTERN EUROPE							
<b>Austria</b>	228 587	166 906	61 681	234 900	159 465	75 435	—3
London <sup>(a)</sup> — Vienna	176 599	136 937	39 662	181 931	132 550	49 381	—3
— Salzburg	22 262	21 765	497	23 350	21 732	1 618	—5
Luton — Vienna	17 991	—	17 991	22 247	—	22 247	—19
<b>Belgium</b>	758 621	747 836	10 785	808 572	793 187	15 385	—6
London <sup>(a)</sup> — Brussels	586 469	585 022	1 447	596 437	595 289	1 148	—2
— Antwerp	57 880	57 658	222	67 969	67 517	452	—15
— Ostend	4 576	3 817	759	4 209	2 467	1 742	9
— Liege	9 411	9 271	140	6 365	6 349	16	48
— Charleroi	1 271	1 271	—	5 092	5 090	2	—75
Manchester — Brussels	50 740	50 637	103	51 531	51 279	252	—2
Birmingham — Brussels	20 806	20 731	75	33 992	33 522	470	—39
<b>Denmark</b>	510 336	453 212	57 124	557 965	470 536	87 429	—9
London <sup>(a)</sup> — Copenhagen <sup>(c)</sup>	393 201	355 655	37 546	403 083	358 989	44 094	—2
— Aarhus	2 205	1 734	471	17 181	16 204	977	—87
Glasgow <sup>(b)</sup> — Copenhagen <sup>(c)</sup>	22 385	21 766	619	26 021	25 325	696	—14
Manchester — Copenhagen <sup>(c)</sup>	51 515	51 002	513	53 109	53 033	76	—3
Luton — Copenhagen <sup>(c)</sup>	3 988	—	3 988	22 344	—	22 344	—82
Aberdeen — Copenhagen <sup>(c)</sup>	14 097	13 744	353	10 905	10 794	111	29
<b>Federal Republic of Germany</b>	2 894 648	2 371 817	522 831	3 135 965	2 499 776	636 189	—8
London <sup>(a)</sup> — Berlin <sup>(d)</sup>	154 857	108 808	46 049	186 138	121 137	65 001	—17
— Frankfurt	687 561	650 046	37 515	736 792	677 656	59 136	—7
— Hamburg	341 594	312 408	29 186	341 984	303 391	38 593	—
— Dusseldorf	391 793	367 429	24 364	427 971	386 334	41 637	—8
— Munich	430 603	247 059	183 544	476 716	289 037	187 679	—10
— Stuttgart	146 687	122 920	23 767	168 749	130 134	38 615	—13
— Cologne (Bonn)	159 543	159 114	429	179 368	178 908	460	—11
— Nuremburg	24 098	23 351	747	23 187	22 930	257	4
— Bremen	68 515	68 394	121	76 496	76 461	35	—10
— Hanover	156 036	137 358	18 678	161 820	132 191	29 629	—4
Manchester — Frankfurt	60 015	59 379	636	61 078	61 038	40	—2
— Dusseldorf	31 059	30 245	814	44 796	44 783	13	—31
— Munich	27 935	—	27 935	33 753	95	33 658	—17
Birmingham — Frankfurt	20 761	20 424	337	20 464	19 974	490	1
— Dusseldorf	29 110	28 313	797	28 817	28 817	100	1
— Munich	15 283	219	15 064	15 738	29	15 709	—3
Luton — Munich	38 931	—	38 931	65 661	—	65 661	—41
<b>Finland</b>	132 475	113 412	19 063	140 674	118 514	22 160	—6
London <sup>(a)</sup> — Helsinki	126 213	112 492	13 721	133 026	117 947	15 079	—5
— Tampere	11	11	—	295	295	—	—96
<b>France</b>	3 105 154	2 903 960	201 194	3 069 787	2 921 544	148 243	1
London <sup>(a)</sup> — Paris <sup>(e)</sup>	2 173 941	2 167 057	6 884	2 079 616	2 067 292	12 324	5
— Toulouse	38 877	33 920	4 957	36 390	33 355	3 035	7
— Caen	1 539	1 257	282	4 475	4 318	157	—66
— Marseilles	59 515	56 638	2 877	64 731	62 002	2 729	—8
— Lille	18 258	18 238	20	19 386	19 244	142	—6

Table 2.14 (cont.)

	1981			1980			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
— Nice	241 206	213 979	27 227	225 105	215 382	9 723	7
— Rennes	4 473	4 312	161	3 625	3 433	192	23
— Bordeaux	41 230	40 546	684	44 880	43 801	1 079	-8
— Le Touquet	2 170	1 281	889	32 730	32 627	103	-93
— Montpellier	14 515	14 445	70	18 542	18 400	142	-22
— Dinard	404	228	176	1 113	508	605	-64
— Strasbourg	24 953	24 418	535	25 054	25 044	10	-
— Ajaccio	15 116	-	15 116	12 367	3 768	8 599	22
— Lyon	72 691	69 790	2 901	72 474	71 432	1 042	-
— Le Havre	2 844	2 820	24	598	84	514	376
— Biarritz	3 633	3 316	317	3 698	3 581	117	-2
— Deauville	1 942	1 540	402	3 534	1 933	1 601	-45
— Quimper	5 085	5 019	66	4 995	4 966	29	2
— Lourdes/Tarbes	22 544	-	22 544	9 845	-	9 845	129
— Dijon	188	-	188	1 367	1 214	153	-86
— Nantes	20 866	20 757	109	21 531	21 292	239	-3
— Perpignan	6 043	3 499	2 544	6 754	6 754	-	-11
— Tours	347	346	1	524	473	51	-34
— Clermont Ferrand	1 041	937	104	653	632	21	59
— La Baule	968	968	-	1 205	1 205	-	-20
— Nîmes	3	-	3	1 199	1 199	-	..
— Colmar	-	-	-	692	692	-	..
Glasgow <sup>(b)</sup> — Paris <sup>(e)</sup>	19 200	19 048	152	16 958	15 843	1 115	13
Manchester — Paris <sup>(e)</sup>	96 522	94 402	2 120	92 280	91 687	593	5
— Nice	23 402	7 803	15 599	9 839	7 907	1 932	138
— Lourdes/Tarbes	11 905	-	11 905	11 009	-	11 009	8
Edinburgh — Paris <sup>(e)</sup>	3 682	996	2 686	23 002	17 330	5 672	-84
Luton — Lourdes/Tarbes	2 750	-	2 750	11 967	-	11 967	-77
East Midlands — Paris <sup>(e)</sup>	18 121	18 009	112	19 483	18 751	732	-7
<b>Gibraltar</b>	93 824	45 218	48 606	105 526	46 462	59 064	-11
London <sup>(a)</sup> — Gibraltar	84 231	45 213	39 018	92 366	46 344	46 022	-9
Manchester — Gibraltar	7 896	-	7 896	11 580	-	11 580	-32
<b>Greece</b>	2 094 136	429 412	1 664 724	1 839 307	432 017	1 407 290	14
London <sup>(a)</sup> — Athens	664 787	408 994	255 793	676 759	412 481	264 278	-2
— Salonika	62 728	17 965	44 763	39 946	16 076	23 870	57
— Corfu	241 057	1 692	239 365	219 584	3 159	216 425	10
— Rhodes	115 830	625	115 205	113 268	-	113 268	2
— Heraklion	177 173	-	177 173	157 823	-	157 823	12
Glasgow <sup>(b)</sup> — Athens	23 014	-	23 014	21 317	-	21 317	8
— Corfu	43 265	-	43 265	24 339	-	24 339	78
Manchester — Athens	66 228	-	66 228	53 667	-	53 667	23
— Corfu	140 783	-	140 783	110 127	-	110 127	28
— Rhodes	48 201	-	48 201	28 871	-	28 871	67
— Heraklion	60 239	-	60 239	46 020	-	46 020	31
Birmingham — Corfu	38 629	-	38 629	27 365	-	27 365	41
— Heraklion	15 015	-	15 015	14 540	-	14 540	3
Luton — Athens	51 072	-	51 072	70 723	-	70 723	-28
— Salonika	12 400	-	12 400	10 108	-	10 108	23
— Corfu	74 321	-	74 321	71 488	-	71 488	4
— Rhodes	19 767	-	19 767	9 653	-	9 653	105
— Heraklion	22 096	-	22 096	26 751	-	26 751	-17



Table 2.14 (cont.)

	1981			1980			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Newcastle — Corfu	27 369	—	27 369	18 249	—	18 249	50
<b>Iceland</b>	45 423	43 219	2 204	42 942	40 549	2 393	6
London <sup>(a)</sup> — Reykjavik <sup>(f)</sup>	36 126	35 798	328	30 440	30 433	7	19
Glasgow <sup>(b)</sup> — Reykjavik <sup>(f)</sup>	7 531	6 844	687	10 312	10 116	196	—27
<b>Irish Republic</b>	1 806 193	1 779 204	26 989	1 860 406	1 838 067	22 339	—3
London <sup>(a)</sup> — Dublin	929 388	927 731	1 657	968 621	966 293	2 328	—4
— Shannon	129 331	128 983	348	135 828	135 754	74	—5
— Cork	166 138	166 093	45	172 889	171 923	966	—4
Glasgow <sup>(b)</sup> — Dublin	78 330	78 099	231	76 465	75 923	542	2
Liverpool — Dublin	24 583	24 031	552	26 834	26 724	110	—8
Manchester — Dublin	146 496	146 302	194	153 598	153 144	454	—5
— Cork	12 105	11 939	166	11 937	11 797	140	1
Isle of Man — Dublin	11 444	11 247	197	11 867	11 867	—	—4
Edinburgh — Dublin	33 105	28 950	4 155	26 724	25 423	1 301	24
Birmingham — Dublin	135 274	133 986	1 288	136 087	132 196	3 891	—1
— Cork	13 446	13 209	237	12 123	11 972	151	11
Cardiff — Dublin	5 539	3 983	1 556	15 897	11 439	4 468	—65
Newcastle — Dublin	10 276	10 109	167	13 708	13 700	8	—25
Leeds/Bradford — Dublin	17 607	17 165	442	19 270	19 202	68	—9
Bristol — Dublin	35 403	34 922	481	21 608	21 437	171	64
— Cork	5 010	4 880	130	10 835	10 831	4	—54
East Midlands — Dublin	12 197	11 960	237	18 077	17 997	80	—33
<b>Italy</b>	2 335 165	1 042 798	1 292 367	2 691 446	1 090 116	1 601 330	—13
London <sup>(a)</sup> — Rome <sup>(g)</sup>	411 666	372 211	39 455	471 521	392 759	78 762	—13
— Milan <sup>(h)</sup>	483 938	349 061	134 877	539 394	364 783	174 611	—10
— Turin	67 773	31 371	36 402	95 352	32 182	63 170	—29
— Pisa	110 099	90 525	19 574	129 641	93 721	35 920	—15
— Catania	17 783	7 776	10 007	24 605	—	24 605	—28
— Naples	71 213	16 390	54 823	120 472	36 043	84 429	—41
— Venice	138 248	65 731	72 517	176 055	67 379	108 676	—21
— Genoa	42 034	38 589	3 445	52 710	40 150	12 560	—20
— Palermo	10 694	3 934	6 760	11 347	—	11 347	—6
— Bologna	19 779	15 618	4 161	11 205	10 573	632	77
— Rimini	45 588	—	45 588	73 349	541	72 808	—38
— Verona	27 771	—	27 771	21 673	—	21 673	28
— Olbia	8 423	—	8 423	9 503	—	9 503	—11
Glasgow <sup>(b)</sup> — Rimini	19 581	—	19 581	13 668	—	13 668	43
Manchester — Milan <sup>(h)</sup>	38 798	25 880	12 918	44 666	28 033	16 633	—13
— Naples	28 683	—	28 683	37 880	—	37 880	—24
— Venice	20 791	—	20 791	27 026	—	27 026	—23
— Rimini	36 125	—	36 125	40 996	—	40 996	—12
Birmingham — Milan <sup>(h)</sup>	19 032	15 549	3 483	19 059	13 652	5 407	—
— Venice	8 982	—	8 982	11 282	—	11 282	—20
Luton — Rome <sup>(g)</sup>	60 890	—	60 890	53 150	—	53 150	15
— Milan <sup>(h)</sup>	144 450	—	144 450	150 325	—	150 325	—4
— Turin	19 007	—	19 007	25 351	—	25 351	—25
— Pisa	20 189	—	20 189	17 600	—	17 600	15
— Catania	9 557	—	9 557	15 148	—	15 148	—37
— Naples	51 245	—	51 245	63 992	—	63 992	—20
— Venice	41 559	—	41 559	54 544	—	54 544	—24
— Genoa	10 871	—	10 871	9 966	—	9 966	9
— Palermo	29 021	—	29 021	29 949	—	29 949	—3
— Bologna	17 603	—	17 603	17 118	—	17 118	3
— Rimini	17 436	—	17 436	25 870	—	25 870	—33
— Verona	62 752	—	62 752	37 546	—	37 546	67
— Trieste	7 040	—	7 040	13 205	—	13 205	—47

Table 2.14 (cont.)

	1981			1980			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
East Midlands — Naples	8 392	—	8 392	10 376	—	10 376	— 19
<b>Luxembourg</b>	57 128	56 379	749	64 968	64 579	389	— 12
London <sup>(a)</sup> — Luxembourg	56 467	56 196	271	64 751	64 579	172	— 13
<b>Malta</b>	1 104 149	246 410	857 739	1 174 990	287 747	887 243	— 6
London <sup>(a)</sup> — Malta	500 921	221 738	279 183	573 264	257 953	315 311	— 13
Manchester — Malta	243 279	24 672	218 607	222 284	27 506	194 778	9
Birmingham — Malta	71 627	—	71 627	95 955	206	95 749	— 25
Luton — Malta	73 378	—	73 378	83 520	318	83 202	— 12
Cardiff — Malta	17 254	—	17 254	14 765	2 143	12 622	17
Newcastle — Malta	55 430	—	55 430	49 047	—	49 047	13
Bristol — Malta	11 071	—	11 071	14 402	—	14 402	— 23
East Midlands — Malta	52 550	—	52 550	50 082	—	50 082	5
<b>Netherlands</b>	1 812 929	1 769 338	43 591	1 902 951	1 863 120	39 831	— 5
London <sup>(a)</sup> — Amsterdam	1 008 787	1 000 863	7 924	1 057 969	1 055 164	2 805	— 5
— Rotterdam	159 683	159 032	651	193 769	183 095	10 674	— 18
— Maastricht	23 312	22 762	550	27 066	27 003	63	— 14
Glasgow <sup>(b)</sup> — Amsterdam	45 962	45 577	385	45 334	45 267	67	1
Norwich — Amsterdam	59 144	57 729	1 415	56 595	55 973	622	5
Southampton — Amsterdam	20 282	20 122	160	25 352	25 329	23	— 20
Manchester — Amsterdam	124 886	124 009	877	131 218	130 339	879	— 5
Edinburgh — Amsterdam	37 891	36 439	1 452	44 378	42 766	1 612	— 15
Birmingham — Amsterdam	52 575	50 997	1 578	54 428	51 619	2 809	— 3
Newcastle — Amsterdam	53 918	53 186	732	60 854	60 319	535	— 11
Aberdeen — Amsterdam	34 564	34 004	560	32 397	32 319	78	7
Leeds/Bradford — Amsterdam	29 428	29 419	9	31 414	31 147	267	— 6
Bristol — Amsterdam	10 130	9 716	414	11 785	11 525	260	— 14
Tees-side — Amsterdam	21 920	20 832	1 088	17 745	17 455	290	24
East Midlands — Amsterdam	40 468	40 297	171	41 776	38 385	3 391	— 3
<b>Norway</b>	542 745	428 704	114 041	556 753	443 229	113 524	— 3
London <sup>(a)</sup> — Oslo <sup>(i)</sup>	286 780	241 841	44 939	285 375	230 934	54 441	—
— Bergen	74 163	64 488	9 675	87 201	84 398	2 803	— 15
— Stavanger	63 139	61 230	1 909	61 079	59 649	1 430	3
— Kristiansand	24	—	24	4 595	4 593	2	— 99
Glasgow <sup>(b)</sup> — Stavanger	11 930	11 368	562	10 180	9 604	576	17
Newcastle — Bergen	14 741	13 361	1 380	14 341	13 840	501	3
— Stavanger	12 249	11 390	859	14 283	14 038	245	— 14
Aberdeen — Bergen	15 949	3 948	12 001	18 883	10 945	7 938	— 16
— Stavanger	31 097	18 164	12 933	25 361	11 991	13 370	23
<b>Portugal</b>	848 239	311 350	536 889	700 566	285 458	415 108	21
London <sup>(a)</sup> — Lisbon	261 492	208 973	52 519	237 507	195 832	41 675	10
— Oporto	25 664	22 526	3 138	26 877	26 617	260	— 5
— Faro	279 916	73 715	206 201	231 170	62 389	168 781	21
Glasgow <sup>(b)</sup> — Faro	20 744	—	20 744	11 706	—	11 706	77
Manchester — Faro	89 113	—	89 113	63 445	—	63 445	40
Birmingham — Faro	29 462	—	29 462	27 834	—	27 834	6
Luton — Lisbon	20 999	—	20 999	25 764	—	25 764	— 18
— Faro	34 511	—	34 511	29 724	—	29 724	16
<b>Spain</b>	6 331 882	1 072 112	5 259 770	5 591 777	1 056 763	4 535 014	13
London <sup>(a)</sup> — Madrid	429 704	334 282	95 422	443 601	344 008	99 593	— 3
— Barcelona	221 200	177 352	43 848	237 721	174 269	63 452	— 7
— Valencia	77 476	56 912	20 564	68 440	55 213	13 227	13
— Seville	17 817	17 657	160	16 807	15 868	939	6
— Malaga	464 527	161 011	303 516	369 337	164 640	204 697	26
— Bilbao	75 791	75 168	623	81 553	80 617	936	— 7

Table 2.14 (cont.)

							Percentage
							change
							Total
							Traffic
							</

Table 2.14 (cont.)

	1981			1980			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
East Midlands — Malaga	16 942	—	16 942	15 708	—	15 708	8
— Majorca	105 274	—	105 274	71 427	—	71 427	47
— Minorca	23 876	—	23 876	25 378	—	25 378	—6
— Alicante	33 747	—	33 747	45 742	—	45 742	—26
— Ibiza	22 586	—	22 586	24 834	—	24 834	—9
— Gerona	28 558	—	28 558	22 056	—	22 056	29
<b>Sweden</b>	449 864	322 068	127 796	448 674	300 129	148 545	—
London <sup>(a)</sup> — Stockholm <sup>(j)</sup>	304 035	232 819	71 216	269 126	216 472	52 654	13
— Gothenburg	114 057	87 043	27 014	123 536	83 450	40 086	—8
— Malmo	20 077	—	20 077	21 329	—	21 329	—6
Luton — Stockholm <sup>(j)</sup>	983	—	983	22 640	—	22 640	—96
<b>Switzerland</b>	1 467 009	1 090 848	376 161	1 443 475	1 071 968	371 507	2
London <sup>(a)</sup> — Berne	19 609	19 559	50	19 546	19 543	3	—
— Zurich	618 278	477 607	140 671	644 591	468 658	175 933	—4
— Geneva	579 239	411 351	167 888	554 812	404 219	150 593	4
— Basle	94 713	86 646	8 067	107 151	85 204	21 947	—12
Manchester — Zurich	67 064	65 250	1 814	62 651	62 646	5	7
— Geneva	21 661	13 683	7 978	16 394	14 170	2 224	32
Birmingham — Zurich	12 005	11 625	380	10 281	10 280	1	17
<b>Turkey</b>	90 372	88 217	2 155	81 539	76 494	5 045	11
London <sup>(a)</sup> — Istanbul	86 550	86 550	—	74 781	74 778	3	16
— Ankara	—	—	—	1 716	1 716	—	—100
<b>Yugoslavia</b>	492 710	157 171	335 539	413 573	141 368	272 205	19
London <sup>(a)</sup> — Belgrade	63 214	61 936	1 278	56 133	49 297	6 836	13
— Zagreb	17 895	17 485	410	29 981	28 796	1 185	—40
— Ljubljana	32 286	22 265	10 021	24 619	19 268	5 351	31
— Dubrovnic	56 517	10 342	46 175	45 722	10 973	34 749	24
— Spilt	37 007	6 214	30 793	31 905	6 843	25 062	16
— Pula	54 039	10 331	43 708	45 610	6 970	38 640	18
Glasgow <sup>(b)</sup> — Pula	10 490	—	10 490	11 892	—	11 892	—12
Manchester — Dubrovnic	24 829	6 438	18 391	20 049	4 575	15 474	24
— Split	24 689	—	24 689	15 015	—	15 015	64
— Pula	32 648	6 618	26 030	31 523	4 873	26 650	4
Luton — Pula	15 993	—	15 993	13 807	—	13 807	16
Newcastle — Pula	15 907	—	15 907	15 147	—	15 147	5
<b>Total Western Europe</b>	27 201 826	15 639 591	11 562 235	26 866 846	16 001 088	10 865 758	1
<b>Eastern Europe</b>	453 934	260 286	193 648	531 735	284 402	247 333	—15
Bulgaria	103 198	18 904	84 294	87 784	12 542	75 242	18
Czechoslovakia	25 438	25 237	201	29 238	28 879	359	—13
German Democratic Republic	5 416	2 550	2 866	4 607	2 772	1 835	18
London <sup>(a)</sup> — East Berlin	1 632	851	781	1 620	1 078	542	1
— Leipzig	1 799	1 699	100	1 780	1 694	86	1
Hungary	56 426	54 124	2 302	55 985	55 380	605	1
Poland	91 758	85 050	6 708	113 567	97 206	16 361	—19
London <sup>(a)</sup> — Warsaw	78 930	78 599	331	93 139	91 412	1 727	—15
Rumania	78 396	16 810	61 586	137 904	17 658	120 246	—43
USSR	93 302	57 611	35 691	102 650	69 965	32 685	—9
London <sup>(a)</sup> — Moscow <sup>(k)</sup>	67 919	51 755	16 164	73 532	61 277	12 255	—8
— Leningrad	16 691	5 523	11 168	15 012	5 278	9 734	11
<b>Total Europe</b>	27 655 760	15 899 877	11 755 883	27 398 581	16 285 490	11 113 091	1

Table 2.14 (cont.)

	1981			1980			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Cyprus</b>	270 206	267 161	3 045	243 390	241 777	1 613	11
London <sup>(a)</sup> — Larnaca	236 035	235 481	554	221 928	221 860	68	6
Manchester — Larnaca	23 584	23 260	324	19 760	19 755	5	19
<b>Canary Islands</b>	827 443	54 122	773 321	716 361	49 761	666 600	16
London <sup>(a)</sup> — Las Palmas	99 760	34 452	65 308	83 610	32 808	50 802	19
— Tenerife <sup>(l)</sup>	249 943	19 670	230 273	192 879	16 852	176 027	30
— Arrecife	45 982	—	45 982	48 655	—	48 655	-5
Glasgow <sup>(b)</sup> — Tenerife <sup>(l)</sup>	39 439	—	39 439	32 780	—	32 780	20
Manchester — Las Palmas	39 529	—	39 529	23 910	—	23 910	65
— Tenerife <sup>(l)</sup>	142 008	—	142 008	123 840	—	123 840	15
— Arrecife	13 452	—	13 452	10 466	—	10 466	29
Birmingham — Tenerife <sup>(l)</sup>	40 322	—	40 322	39 517	—	39 517	2
Luton — Las Palmas	13 357	—	13 357	19 819	—	19 819	-33
— Tenerife <sup>(l)</sup>	48 208	—	48 208	62 094	—	62 094	-22
Newcastle — Tenerife <sup>(l)</sup>	25 806	—	25 806	15 593	—	15 593	65
East Midlands — Tenerife <sup>(l)</sup>	17 712	—	17 712	15 440	—	15 440	15
<b>Near East</b>	580 702	425 678	155 024	573 764	427 160	146 604	1
Israel	403 490	248 577	154 913	391 173	244 672	146 501	3
London <sup>(a)</sup> — Tel Aviv	315 881	248 577	67 304	336 056	244 672	91 384	-6
Manchester — Tel Aviv	22 630	—	22 630	15 654	—	15 654	41
Luton — Tel Aviv	62 591	—	62 591	37 657	—	37 657	66
Jordan	81 671	81 560	111	70 012	69 920	92	17
Lebanon	48 864	48 864	—	62 633	62 629	4	-22
Syria	46 677	46 677	—	49 946	49 939	7	-7
<b>North Africa</b>	764 828	395 422	369 406	728 449	384 232	344 217	5
Algeria	33 680	33 475	205	40 137	39 697	440	-16
London <sup>(a)</sup> — Algiers	28 583	28 534	49	33 241	33 182	59	-14
— Oran	3 306	3 306	—	6 597	6 515	82	-50
Egypt	183 271	180 883	2 388	174 121	173 765	356	5
Libya	99 384	98 929	455	91 630	91 300	330	8
London <sup>(a)</sup> — Tripoli	73 398	73 128	270	66 367	66 039	328	11
— Benghazi	25 678	25 678	—	25 249	25 247	2	2
Morocco	144 259	36 742	107 517	130 291	35 293	94 998	11
London <sup>(a)</sup> — Tangier	33 936	10 816	23 120	36 675	13 402	23 273	-7
— Marrakesh	2 767	2 766	1	408	408	—	578
— Casablanca <sup>(m)</sup>	23 250	22 695	555	22 220	21 483	737	5
— Agadir	25 913	—	25 913	15 420	—	15 420	68
Manchester — Agadir	13 540	—	13 540	12 030	—	12 030	13
Luton — Tangier	10 904	—	10 904	12 943	—	12 943	-16
— Agadir	5 095	—	5 095	13 954	—	13 954	-63
Tunisia	304 234	45 393	258 841	292 270	44 177	248 093	4
London <sup>(a)</sup> — Tunis	68 649	44 442	24 207	68 335	36 346	31 989	—
— Jerba	6	—	6	11 989	3 271	8 718	—
— Monastir	78 791	951	77 840	77 049	4 560	72 489	2
Manchester — Monastir	35 591	—	35 591	37 048	—	37 048	-4
Birmingham — Monastir	11 050	—	11 050	12 333	—	12 333	-10
Luton — Tunis	16 511	—	16 511	17 871	—	17 871	-8
— Monastir	21 434	—	21 434	24 736	—	24 736	-13
<b>East Africa</b>	237 031	232 055	4 976	249 433	239 569	9 864	-5
Ethiopia	20 846	20 846	—	21 628	21 628	—	-4
London <sup>(a)</sup> — Addis Ababa	20 652	20 652	—	21 538	21 538	—	-4
— Asmara	194	194	—	90	90	—	116
Kenya	148 704	144 200	4 504	149 596	140 933	8 663	-1
London <sup>(a)</sup> — Nairobi	133 920	133 906	14	135 452	135 300	152	-1
— Mombasa	13 842	9 352	4 490	14 094	5 583	8 511	-2

Table 2.14 (cont.)

	1981			1980			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Sudan	46 162	46 020	142	52 033	52 019	14	-11
Tanzania	13 636	13 636	—	20 847	19 662	1 185	-35
London <sup>(a)</sup> — Dar-es-Salaam	9 078	9 078	—	16 830	15 645	1 185	-46
— Kilimanjaro	4 558	4 558	—	4 017	4 017	—	13
Uganda	7 683	7 353	330	5 329	5 327	2	44
<b>West Africa</b>	518 006	500 307	17 699	440 103	426 727	13 376	18
Cameroon	578	578	—	39	—	39	1 382
Gabon	—	—	—	110	55	55	..
Gambia	20 746	11 473	9 273	15 850	8 889	6 961	31
Ghana	71 106	70 829	277	51 325	51 319	6	39
Ivory Coast	4 840	4 836	4	4 362	4 362	—	11
Liberia	4 763	4 763	—	7 351	7 339	12	-35
Nigeria	394 976	387 120	7 856	339 832	333 947	5 885	16
London <sup>(a)</sup> — Kano	35 681	35 621	60	26 113	26 075	38	37
— Lagos	338 390	331 288	7 102	311 939	306 095	5 844	8
— Port Harcourt	19 600	19 600	—	1 510	1 507	3	1 198
Senegal	2 278	2 008	270	1 801	1 645	156	26
Sierra Leone	18 707	18 700	7	19 426	19 171	255	-4
<b>Central Africa</b>	63 101	63 101	—	64 055	64 051	4	-1
Malawi	1 465	1 465	—	10 157	10 157	—	-86
Zambia	61 636	61 636	—	53 894	53 894	—	14
<b>Southern Africa</b>	439 430	438 865	565	409 797	407 294	2 503	7
Republic of South Africa	363 268	362 774	494	359 510	357 777	1 733	1
London <sup>(a)</sup> — Johannesburg	318 289	318 045	244	335 639	334 941	698	-5
— Cape Town	23 856	23 856	—	22 317	22 317	—	7
Zimbabwe	76 162	76 091	71	49 918	49 517	401	53
<b>Middle East</b>	910 197	908 823	1 364	954 264	953 188	1 076	-5
Iran	14 330	14 330	—	73 894	73 891	3	-81
Iraq	46 546	46 528	18	69 039	69 001	38	-33
Kuwait	131 341	131 317	24	130 848	130 770	78	—
North Yemen	4 755	4 755	—	142	138	4	3 249
Persian Gulf States	188 068	187 871	197	166 262	165 886	376	13
Bahrain	64 588	64 444	144	63 029	63 029	—	2
Doha	34 857	34 849	8	27 803	27 803	—	25
Muscat	87 197	87 155	42	75 072	75 046	26	16
Saudi Arabia	364 933	363 809	1 124	360 441	359 947	494	1
London <sup>(a)</sup> — Jeddah	177 952	177 303	649	183 573	183 237	336	-3
— Dharran	109 241	109 237	4	94 815	94 815	—	15
— Riyadh	76 610	76 139	471	81 939	81 788	151	-7
United Arab Emirates	160 224	160 223	1	153 638	153 555	83	4
London <sup>(a)</sup> — Sharjah	144	144	—	—	—	—	—
— Dubai	92 408	92 408	—	84 443	84 405	38	9
— Abu Dhabi	66 559	66 558	1	69 125	69 123	2	-4
<b>Indian Sub-Continent</b>	635 559	635 312	247	604 653	598 239	6 414	5
Afghanistan	8 047	8 047	—	10 656	10 656	—	-24
Bangladesh	58 033	57 887	146	55 903	55 528	375	4
India	334 588	334 487	101	330 453	330 313	140	1
London <sup>(a)</sup> — Delhi	151 087	150 986	101	140 708	140 662	46	7
— Bombay	167 409	167 409	—	168 903	168 903	—	-1
— Calcutta	15 708	15 708	—	20 624	20 624	—	-24
Pakistan	158 712	158 712	—	156 956	156 956	—	1
London <sup>(a)</sup> — Karachi	64 829	64 829	—	70 310	70 310	—	-8
— Rawalpindi	93 704	93 704	—	86 646	86 646	—	8

Table 2.14 (cont.)

							Percentage change
	Total	1981 Sched.	Charter	Total	1980 Sched.	Charter	Total Traffic
Sri Lanka	76 179	76 179	—	50 685	44 786	5 899	50
<b>Far East</b>	1 185 234	1 184 247	987	950 992	949 707	1 285	25
Brunei	6 408	6 408	—	5 290	5 290	—	21
China	8 233	8 233	—	689	689	—	1 095
Hong Kong	441 306	441 306	—	275 316	274 666	650	60
Indonesia	20 295	20 295	—	4 088	4 088	—	396
Japan	252 410	252 366	44	234 715	234 715	—	8
London <sup>(a)</sup> — Tokyo <sup>(n)</sup>	201 766	201 722	44	209 969	209 969	—	—4
— Osaka	50 644	50 644	—	24 518	24 518	—	107
Malaysia	87 079	87 079	—	79 072	78 768	304	10
Philippines	41 323	41 323	—	17 308	17 308	—	139
Singapore	232 189	231 520	669	234 840	234 840	—	—1
Thailand	95 717	95 717	—	99 343	99 343	—	—4
<b>Australasia</b>	509 370	509 370	—	595 557	595 557	—	—14
Australia	484 852	484 852	—	572 869	572 869	—	—15
London <sup>(a)</sup> — Sydney	147 520	147 520	—	196 577	196 577	—	—25
— Darwin	1 438	1 438	—	2 734	2 734	—	—47
— Melbourne <sup>(o)</sup>	220 280	220 280	—	239 689	239 689	—	—8
— Perth	69 740	69 740	—	68 595	68 595	—	2
— Brisbane	44 822	44 822	—	65 234	65 234	—	—31
New Zealand	24 518	24 518	—	22 688	22 688	—	8
<b>Canada</b>	1 452 223	894 928	557 295	1 496 115	971 895	524 220	—3
London <sup>(a)</sup> — Montreal <sup>(p)</sup>	176 985	171 260	5 725	196 915	196 497	418	—10
— Toronto	499 124	348 416	150 708	524 273	375 850	148 423	—5
— Ottawa	3 964	—	3 964	3 607	384	3 232	10
— Calgary	117 825	102 686	15 139	85 454	84 275	1 179	38
— Vancouver	129 160	60 483	68 677	114 918	29 443	85 475	12
— Edmonton	58 065	54 855	3 210	64 268	62 265	2 003	—10
— Halifax	39 664	39 664	—	33 599	33 599	—	18
— Winnipeg	19 622	13 062	6 560	27 699	19 096	8 603	—29
— Gander	25 830	25 827	3	35 193	34 776	417	—27
— Saskatoon	—	—	—	307	307	—	..
Glasgow <sup>(b)</sup> — Toronto	120 213	34 494	85 719	133 821	53 690	80 131	—10
— Vancouver	23 679	2 671	21 008	29 538	9 834	19 704	—20
Manchester — Montreal <sup>(p)</sup>	898	426	472	7 566	7 333	233	—88
— Toronto	105 785	23 621	82 164	107 756	34 397	73 359	—2
— Vancouver	27 638	—	27 638	29 056	—	29 056	—5
Belfast — Toronto	23 445	—	23 445	26 541	148	26 393	—12
<b>United States of America</b>	6 142 818	5 967 589	175 229	5 914 168	5 575 526	338 642	4
London <sup>(a)</sup> — Detroit <sup>(q)</sup>	79 700	76 964	2 736	106 428	106 190	238	—25
— Chicago <sup>(r)</sup>	299 505	299 481	24	347 676	347 205	471	352
— Seattle <sup>(s)</sup>	165 071	165 071	—	177 941	177 869	72	—7
— Washington	284 749	284 644	105	327 008	326 556	452	—13
— Dallas <sup>(t)</sup>	146 925	146 674	251	163 553	163 177	376	—10
— New York <sup>(u)</sup>	1 745 390	1 727 022	18 368	1 817 437	1 802 891	14 546	—4
— Boston	335 753	334 878	875	319 748	319 034	714	5
— San Francisco	330 628	330 628	—	316 894	316 894	—	4
— Oakland	19 259	19 224	35	13 393	29	13 364	44
— Los Angeles	805 730	793 916	11 814	797 277	786 506	10 771	1
— Miami	788 878	785 367	3 511	640 805	584 441	56 364	23
— Philadelphia	65 270	64 775	495	73 828	73 088	740	—12
— Atlanta	185 657	185 651	6	192 067	191 236	831	—3
— Baltimore	35 514	35 328	186	303	273	30	—
— St. Louis	33 282	33 282	—	20 563	20 049	514	62

Table 2.14 (cont.)

			Percentage change Total Traffic				
			1981		1980		
	Total	Sched.	Charter	Total	Sched.	Charter	
— Minneapolis/St. Paul	88 957	88 957	—	42 442	41 652	790	110
— New Orleans	16 335	16 335	—	171	—	171	9 453
— Pittsburgh	23 631	23 631	—	—	—	—	—
— Denver	39 395	39 395	—	—	—	—	—
— Houston	137 754	137 709	45	145 805	145 551	254	—6
— Tampa	72 678	54 927	17 751	147	147	—	—
— Anchorage	13 737	13 737	—	8 965	8 963	2	50
— Honolulu	19 610	19 019	591	3 873	3 128	745	406
Glasgow <sup>(b)</sup> — New York <sup>(u)</sup>	57 331	52 744	4 587	68 145	51 396	16 749	—19
— Boston	47 002	47 002	—	59 401	59 401	—	—40
— Los Angeles	16 022	16 022	—	12 774	589	12 185	24
— Miami	31 946	19 575	12 371	3 345	—	3 345	855
Manchester — New York <sup>(u)</sup>	65 717	54 520	11 197	80 042	49 261	30 781	—18
— Los Angeles	49 837	31 505	18 332	23 635	—	23 635	111
— Miami	113 012	69 606	43 406	104 065	—	104 065	8
<b>Central America</b>	72 149	71 268	881	49 327	49 327	—	46
Guatemala	4 216	4 216	—	3 600	3 600	—	17
Mexico	64 897	64 897	—	42 845	42 845	—	51
Panama	1 772	1 772	—	2 882	2 882	—	—39
<b>South America</b>	122 507	122 121	386	133 063	132 083	980	—8
Argentina	22 047	22 047	—	24 403	24 403	—	—10
Brazil	53 026	52 766	260	49 377	49 145	232	7
London <sup>(a)</sup> — Rio de Janeiro <sup>(v)</sup>	44 914	44 750	164	41 508	41 458	50	8
— Sao Paulo <sup>(w)</sup>	5 116	5 116	—	4 661	4 646	15	10
— Recife	1 615	1 615	—	3 082	3 041	41	—48
Chile	6 169	6 057	112	11 272	10 661	611	—45
Colombia	4 417	4 417	—	8 158	8 158	—	—46
London <sup>(a)</sup> — Baranquilla	—	—	—	364	364	—	..
— Bogota	4 417	4 417	—	7 794	7 794	—	—43
Ecuador	1 781	1 781	—	930	930	—	92
London <sup>(a)</sup> — Quito	1 008	1 008	—	450	450	—	124
— Guayaquil	773	773	—	480	480	—	61
Guyana	—	—	—	5 451	5 332	119	..
Peru	9 853	9 853	—	11 928	11 928	—	—17
Venezuela	25 214	25 200	14	21 544	21 526	18	17
<b>Caribbean Area</b>	381 579	341 438	40 141	366 972	346 536	20 436	4
Bahamas	16 793	16 793	—	19 874	19 136	738	—16
Barbados	148 330	134 468	13 862	116 308	116 308	—	28
Bermuda	39 457	39 457	—	49 820	49 094	726	—21
Jamaica	34 135	34 135	—	52 775	52 729	46	—35
London <sup>(a)</sup> — Kingston	33 393	33 393	—	51 563	51 517	46	—35
— Montego Bay	742	742	—	1 212	1 212	—	—39
Leeward Islands	31 494	31 494	—	31 512	29 195	2 317	—
London <sup>(a)</sup> — Antigua	31 494	31 494	—	29 362	29 195	167	7
Puerto Rico	17 867	2 338	15 529	4 073	1 113	2 960	339
Trinidad & Tobago	67 271	67 186	85	65 658	65 650	8	2
Windward Islands	26 206	15 567	10 639	26 952	13 311	13 641	—3
London <sup>(a)</sup> — St. Lucia <sup>(x)</sup>	15 567	15 567	—	13 239	13 239	—	18
Luton — St. Lucia <sup>(x)</sup>	10 639	—	10 639	13 552	—	13 552	—21
<b>Indian Ocean Islands</b>	35 122	35 122	—	48 737	48 737	—	—28
Mauritius	22 555	22 555	—	29 069	29 069	—	—22
Seychelles	12 567	12 567	—	19 668	19 668	—	—36



Table 2.14 (cont.)

	1981			1980			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Atlantic Ocean Islands</b>	106 092	10 683	95 409	128 605	16 227	112 378	— 18
Azores	965	350	615	321	—	321	201
Madeira	104 499	9 987	94 512	127 927	16 014	111 913	— 18
London <sup>(a)</sup> — Funchal	46 381	9 987	36 394	55 858	16 014	39 844	— 17
Manchester — Funchal	31 207	—	31 207	31 236	—	31 236	—
Birmingham — Funchal	4 120	—	4 120	14 382	—	14 382	— 71
Luton — Funchal	8 536	—	8 536	10 462	—	10 462	— 18
<b>Pacific Ocean Islands</b>	—	—	—	25	25	—	—
<b>Oil Rigs</b>	652 196	—	652 196	576 498	—	576 498	13
Aberdeen — Oil Rigs	370 704	—	370 704	297 779	—	297 779	24
Sumburgh — Oil Rigs	220 774	—	220 774	251 772	—	251 772	— 12
Unst — Oil Rigs	57 455	—	57 455	24 577	—	24 577	134
<b>TOTAL All Regions</b>	43 561 553	28 957 499	14 604 054	42 642 909	28 763 108	13 879 801	2

## GUIDE TO FOOTNOTES

- (a) LONDON includes Heathrow, Gatwick and Stansted.  
 (b) GLASGOW includes Prestwick and Abbotsinch.  
 (c) COPENHAGEN includes Kastrup and Roskilde.  
 (d) BERLIN includes Gatow, Tempelhof and Tegel.  
 (e) PARIS includes Charles de Gaulle, Orly, Le Bourget, Toussus Le Noble and Villacoublay  
 (f) REYKJAVIK includes Keflavik.  
 (g) ROME includes Ciampino and Leonardo da Vinci/Fiumicino.  
 (h) MILAN includes Malpensa and Linate.  
 (i) OSLO includes Gardemoen and Fornebu.  
 (j) STOCKHOLM includes Bromma and Arlanda.  
 (k) MOSCOW includes Sheremetyevo, Domodedovo and Vnukovo.  
 (l) TENERIFE includes Norte los Rodeos and Sur Reina Sofia.  
 (m) CASABLANCA includes Anfa and Nouassuer.

- (n) TOKYO includes Haneda and Narita.  
 (o) MELBOURNE includes Tullamarine International and Essendon.  
 (p) MONTREAL includes Dorval and Mirabel.  
 (q) DETROIT includes City, Metropolitan and Willow Run.  
 (r) CHICAGO includes Midway, O'Hare, Meigs Field, Du-Page and Palwaukee.  
 (s) SEATTLE includes Boeing Field and Tacoma.  
 (t) DALLAS includes Dallas Ft. Worth, Love Field and Addison Field.  
 (u) NEW YORK includes John F. Kennedy, La Guardia and Newark.  
 (v) RIO DE JANEIRO includes Santos Dumont and Galeao.  
 (w) SAO PAULO includes Campinas, Congonhas Cumbico and Vira Copas.  
 (x) ST. LUCIA includes Vigie and Hewanorra.

## NOTES

1. Traffic is only published for a country, or for point-to-point, if the annual total exceeds 9,500 (scheduled and charter together). Exceptionally in the case of London, all scheduled traffic is shown, regardless of amount (charter-only routes remaining subject to a minimum of 9,500 passengers per annum). In the case of the USA, all scheduled traffic is shown, regardless of the amount, to or from gateway points specified in the Bermuda II Agreement and subsequent amendments.
2. These figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination.
3. Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. This has been the practice since 1 January 1976 — before this date missing information was replaced by estimates made by the Authority. The figures in this table include all passengers carried on scheduled and chartered services excluding those carried on aircraft chartered by Government Departments.
4. A total alongside a country without any sector traffic shown indicates traffic to/from London only.

# Passengers Uplifted on Domestic Routes — 1981 (a)

Table 2.15

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Chester	Cardiff	Channel Islands (b)	Coventry	Dundee	East Midlands	Edinburgh	Enniskillen	Exeter
Heathrow	86 481																				
Gatwick																					
Luton																					
Southend																					
Stansted																					
Aberdeen	304 675	87 926																			
Belfast	568 001	105 172				3 127															
Birmingham	85 832					15 073	69 142														
Blackpool							7 774														
Bournemouth		37						815													
Bristol							11 467														
Cambridge																					
Chester																					
Cardiff							7 767				7 065		931								
Channel Islands (b)	224 832	163 379	15 992	48 524	7 395	2 938	10 721	80 364	2 934	78 928	17 256	14 172		29 454	185 346						
Coventry															6 750						
Dundee						2 535															
East Midlands	8 373					6 460	33 090	24											1 405		
Edinburgh	540 298	136 135				18 548	31 288	31 795							85 479						
Enniskillen															4 593						
Exeter		3 445					9 740								20 490						
Glasgow	614 156	141 130				50 571	64 136	54 906			2 870			4 964	24 779			35 931		150	67
Gloucester															4 729						
Humberside	3 861	472																			
Inverness	58 801					412															
Isle of Man	59 651	1 443				1 027	28 952	1 826	24 758		1 016			570				2 245	1 365		
Isles of Scilly																					
Kirkwall						21 960															
Leeds/Bradford	94 969					13 175	29 879				979				13 569				1 931		
Liverpool	76 670	3 724			42	7 707	32 808							3 902	22 369				8 532		
Londonderry																			65		
Manchester	458 492	107 672				24 922	114 664	158		6 801				909	58 464		7 831		34 282		
Newcastle	227 766	53 083				21 121	17 521	2 147		2 723				2 245	11 032						
Norwich	3 740					22 979		1 237							7 007				9 077		
Other Scot A'dromes						14 541	985										300		8 274		87
Penzance																					
Prestwick															5 475						
Shoreham															5 727						
Southampton															193 239						946
Sumburgh						249 540											111		100		
Tees-side	112 983					13 703									8 808						
Other routes (c)																					

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

(b) Comprises Alderney, Guernsey and Jersey

(c) These routes operate on a non-scheduled basis only

NOTE. This table is compiled from statistics provided by UK airlines (excluding non-revenue passengers)

Passengers are counted in both directions

# Passengers Uplifted on Domestic Routes — 1981 (a) — *continued*

**Table 2.15**

	Glasgow	Gloucester	Humberside	Inverness	Isle of Man	Isles of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Manchester	Newcastle	Norwich	Other Scot. A'dromes	Penzance	Prestwick	Shoreham	Southampton	Sumburgh	Tees-side	Other routes (c)
Heathrow																					
Gatwick																					
Luton																					
Southend																					
Stansted																					
Aberdeen																					
Belfast																					
Birmingham																					
Blackpool																					
Bournemouth																					
Bristol																					
Cambridge																					
Chester																					
Cardiff																					
Channel Islands (b)																					
Coventry																					
Dundee																					
East Midlands																					
Edinburgh																					
Enniskillen																					
Exeter																					
Glasgow																					
Gloucester																					
Humberside	2 280																				
Inverness	23 965																				
Isle of Man	4 390																				
Isles of Scilly																					
Kirkwall	5 137			4 996																	
Leeds/Bradford	15 815				2 056																
Liverpool	882				49 388																
Londonderry	6 660																				
Manchester	48 275				41 850																
Newcastle	7 815				3 980																
Norwich	768	26	665					28			4 867										
Other Scot. A'dromes	154 752			23 337			25 701	5 187	41			2 238									
Penzance						79 018		31				155									
Prestwick					1 005																
Shoreham																					
Southampton																					
Sumburgh	13 833			6 341			7 915														
Tees-side	9 132											1 866	2 653								
Other routes (c)																					12 004

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

(b) Comprises Alderney, Guernsey and Jersey.

(c) These routes operate on a non-scheduled basis only

NOTE This table is compiled from statistics provided by UK airlines (excluding non-revenue passengers)  
Passengers are counted in both directions.

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# Cargo by Type and Nationality of Operator — 1981

Table 2.17.1

Cargo in Tonnes

	Scheduled Services								Charter Flights					
	UK Operators				Overseas Operators				UK Operators		Overseas Operators			
	British Airways		Others		British Airways		Others		British Airways		Others		British Airways	
	Total	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down
<b>London Area Airports</b>														
+ Gatwick	129 809	1 948	1 152	28 109	32 107	11 286	12 519	84	1 199	12 316	25 091	1 315	2 684	
+ Heathrow	447 414	73 393	59 190	277	2 541	142 538	166 570	11	100	352	85	532	1 825	
+ Luton	11 328	—	—	9	183	28	3	—	—	1 080	7 981	675	1 368	
+ Southend	7 443	—	—	2 151	2 927	—	—	—	—	286	2 074	5	—	
+ Stansted	5 878	1	—	1	—	62	15	—	—	855	3 578	485	882	
TOTAL (London Area)	601 872	75 342	60 342	30 546	37 759	153 914	179 106	94	1 229	14 888	38 809	3 012	6 759	
Battersea (Westland) Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	
City Heliport (a)	—	—	—	—	—	—	—	1	—	—	—	—	—	
<b>Other UK Airports</b>														
+ Aberdeen	7 905	503	1 154	449	598	52	85	245	618	1 052	3 081	28	39	
+ Belfast	14 550	777	1 050	2 528	802	203	119	—	—	8 242	759	37	33	
+ Benbecula	120	95	9	12	3	—	—	—	—	—	—	—	—	
+ Birmingham	2 617	1 235	579	126	27	405	196	—	—	7	11	11	19	
+ Blackpool	3 731	—	—	27	1 867	—	—	—	—	5	1 831	—	—	
+ Bournemouth	8 012	—	—	3 997	3 638	—	—	—	—	46	67	21	243	
+ Bristol	303	—	—	82	41	55	35	—	—	—	36	27	28	
+ Cambridge	405	—	—	—	—	—	—	—	—	40	39	225	101	
+ Cardiff Wales	472	—	—	123	113	—	—	—	—	3	13	67	154	
+ Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Coventry	24	—	—	—	—	—	—	—	—	2	18	—	4	
+ Dundee (b)	20	—	—	10	10	—	—	—	—	—	—	—	—	
+ East Midlands	3 555	37	—	325	711	3	2	—	—	526	1 146	197	608	
+ Edinburgh	865	254	206	215	119	22	14	—	—	18	16	—	—	
+ Exeter	71	—	—	27	43	—	—	—	—	1	—	—	—	
+ Glasgow	12 363	830	1 331	507	258	2 518	2 668	—	—	4 021	227	1	1	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	62	—	—	37	18	—	—	—	—	2	5	—	—	
+ Inverness	265	43	222	—	—	—	—	—	—	—	—	—	—	
+ Islay	118	—	—	60	48	—	—	—	—	—	10	—	—	
+ Isle of Man (c)	2 021	—	—	1 548	286	—	—	—	—	183	—	3	—	
+ Isles of Scilly	110	87	23	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	461	306	121	13	14	—	—	—	—	3	3	—	—	
+ Leeds/Bradford	289	—	—	185	91	—	—	—	—	4	7	—	—	
+ Lerwick (Tingwall) (d)	563	—	—	493	70	—	—	—	—	—	—	—	—	
+ Liverpool	8 976	1	1	1 059	199	95	754	—	—	230	4 775	134	1 728	
+ Londonderry	2	—	—	—	—	—	—	—	—	—	2	—	—	
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Manchester	28 641	1 946	1 375	1 171	209	8 811	13 006	1	2	110	495	299	1 216	
+ Manston	581	—	—	—	—	—	—	—	—	105	197	192	87	
+ Newcastle	1 229	96	102	579	406	9	—	—	—	6	2	7	23	
+ Newquay (e)	2	—	—	1	1	—	—	—	—	—	—	—	—	
+ Norwich	435	—	—	220	203	—	—	—	—	5	5	—	2	
+ Penzance Heliport	107	13	91	—	—	—	—	1	2	—	—	—	—	
+ Plymouth (f)	22	—	—	9	13	—	—	—	—	—	—	—	—	
+ Prestwick	17 705	3 117	1 398	2 057	108	6 095	2 095	—	—	45	116	1 656	1 018	
+ Scatsta	119	—	—	—	—	—	—	—	—	106	13	—	—	
+ Shoreham	54	—	—	2	52	—	—	—	—	—	—	—	—	
+ Southampton	971	—	—	164	764	—	—	—	—	5	17	20	—	
+ Stornoway	442	396	28	2	11	—	—	1	—	—	2	3	—	
+ Sumburgh	3 274	643	103	4	2	—	—	223	558	991	736	12	2	
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	

# Cargo by Type and Nationality of Operator — 1981 *continued*

Table 2.17.1

Cargo in Tonnes

	Scheduled Services								Charter Flights						
	UK Operators				Overseas Operators				UK Operators				Overseas Operators		
	Total	British Airways		Others		Set Down	Picked Up	Set Down	Picked Up	British Airways		Others		Set Down	Picked Up
		Set Down	Picked Up	Set Down	Picked Up					Set Down	Picked Up	Set Down	Picked Up		
+ Tees-side	168	1	—	91	22	—	—	—	—	40	10	3	—		
Tiree	13	—	—	12	1	—	—	—	—	—	—	—	—		
Unst	58	—	—	—	—	—	—	—	—	24	34	—	—		
Wick	134	—	—	99	18	—	—	—	—	15	2	—	—		
TOTAL Other UK Airports	121 836	10 381	7 795	16 236	10 769	18 267	18 975	472	1 180	15 838	13 676	2 942	5 306		
TOTAL UK Reporting Airports	723 709	85 723	68 138	46 782	48 528	172 181	198 082	566	2 479	30 726	52 485	5 954	12 065		
<b>Channel Islands Airports</b>															
Alderney	434	—	—	323	103	—	—	—	—	8	—	—	—		
Guernsey	7 604	1	—	3 189	4 306	63	3	—	—	19	23	—	—		
Jersey	6 580	298	87	4 127	1 148	7	7	—	—	591	314	1	—		
TOTAL (Channel Islands)	14 618	299	87	7 639	5 557	70	10	—	—	618	337	1	—		

- (a) City Helistop commenced operations in July 1981.  
 (b) Dundee commenced reporting in February 1981.  
 (c) Excludes cargo carried on charter flights at Isle of Man up to and including September 1981.  
 (d) Lerwick (Tingwall) commenced reporting in March 1981.  
 (e) Newquay commenced reporting in July 1981.  
 (f) Plymouth commenced reporting in April 1981.

# Cargo 1967-1981

## Tonnes

Table 2.17.2

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	Mean percentage change for last 5 years	Percentage change on past year
<b>London Area Airports</b>																	
+ Gatwick	17 275.1	20 783.6	26 301.4	30 831.1	35 539.6	41 858.4	46 314.3	54 750.3	73 909.5	79 728.2	95 158.3	109 322.3	116 039.6	118 140.5	129 809.0	7.2	-9.9
+ Heathrow	249 813.5	291 477.7	343 349.8	335 670.1	328 909.0	402 153.8	453 769.0	466 104.3	402 075.8	414 606.4	437 700.5	460 196.8	496 446.1	466 085.0	447 414.0	0.6	-4.0
+ Luton	832.3	912.4	876.4	1 864.5	1 750.0	3 330.9	2 634.2	2 701.9	1 776.8	3 336.9	6 029.1	6 249.2	8 272.6	13 014.9	11 328.0	22.1	-13.0
+ Southend	49 904.9	46 162.1	39 882.6	39 436.3	35 386.0	29 789.3	25 134.1	20 821.0	15 753.0	12 732.0	6 353.0	8 059.0	9 594.0	8 269.0	7 443.0	3.5	-10.0
+ Stansted	595.4	2 511.6	5 759.3	9 961.3	8 433.0	14 141.3	12 862.0	16 558.8	19 691.5	20 806.7	27 424.1	27 885.8	16 355.6	4 443.9	5 878.0	-38.8	32.3
TOTAL (London Area)	318 421.2	361 847.4	416 169.5	417 763.3	410 017.6	491 273.7	540 713.6	560 936.3	513 206.6	531 210.2	572 665.0	611 713.1	646 707.9	609 953.3	601 872.0	1.0	-1.3
Westland Heliport (Battersea)	—	—	0.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Heliport (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>																	
+ Aberdeen	441.8	446.0	368.9	502.4	665.2	914.9	1 021.2	2 666.3	3 701.0	5 409.3	5 869.6	6 388.0	7 798.0	7 844.1	7 905.0	8.3	0.8
+ Belfast	20 413.4	24 766.7	24 970.4	22 593.8	17 178.2	22 193.4	17 410.9	17 620.8	11 159.4	12 349.4	12 289.0	13 672.3	13 664.8	13 694.8	14 550.0	3.5	6.2
Benbecula	130.9	163.1	117.7	121.7	146.6	206.8	218.3	291.5	249.8	228.1	177.9	189.3	167.0	142.6	120.0	-10.2	-15.8
+ Birmingham	4 175.8	4 928.6	5 067.6	5 563.2	4 915.0	4 301.5	3 511.2	3 212.7	2 800.7	2 629.3	3 220.6	3 174.7	3 537.9	3 004.2	2 617.0	-4.6	-12.9
+ Blackpool	713.3	731.8	700.9	791.2	566.1	744.4	731.8	764.4	581.2	676.7	1 273.5	4 003.0	4 949.9	5 160.1	3 731.0	27.2	-27.7
+ Bournemouth	185.4	428.7	439.2	599.3	783.6	4 151.4	2 730.4	5 100.3	4 559.6	6 098.6	8 876.8	9 359.8	9 504.6	8 867.2	8 012.0	-2.6	-9.6
+ Bristol	1 788.3	1 191.8	759.7	991.0	846.9	1 018.6	819.8	730.1	578.1	494.5	561.7	511.2	708.4	609.7	303.0	-10.0	-50.3
+ Cambridge	949.2	799.2	553.2	1 157.0	1 052.2	1 082.4	1 450.1	910.2	695.8	787.9	747.0	599.6	594.2	611.4	405.0	-11.4	-33.8
+ Cardiff	331.4	281.5	722.9	280.0	176.3	272.0	290.1	242.5	213.3	419.0	334.7	243.3	280.7	208.2	472.0	5.5	126.7
Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Coventry	131.2	154.7	73.3	102.3	283.5	2 306.2	1 421.4	68.3	61.2	111.1	82.6	23.2	144.7	11.4	24.0	-27.3	110.5
Dundee (b)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20.0	—	—
+ East Midlands	2 061.0	2 584.0	1 743.4	2 044.5	1 493.7	4 823.9	6 533.4	8 016.4	7 213.7	7 653.2	5 057.1	6 576.6	9 282.6	6 678.1	3 555.0	-6.7	-46.8
+ Edinburgh	2 362.2	3 345.1	3 147.1	2 258.4	1 996.1	3 183.2	3 932.4	3 496.2	2 717.5	1 830.6	1 320.4	1 275.2	1 703.6	1 299.1	865.0	-7.9	-33.4
+ Exeter	—	—	—	—	—	—	215.7	541.8	385.0	390.4	412.2	496.0	594.8	188.7	71.0	-36.1	-62.4
+ Glasgow	11 497.3	13 409.5	16 767.8	16 045.8	15 253.6	16 924.5	21 973.9	24 202.2	15 468.5	17 220.3	16 964.3	16 707.8	16 932.7	12 843.2	12 363.0	-8.6	-3.7
Gloucester/Cheltenham	—	—	—	—	3.5	0.1	0.7	—	—	—	—	—	—	—	—	—	—
Hawarden	186.8	195.2	4.2	1.5	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	—	30.9	17.7	112.4	60.9	62.0	30.1	1.8
Inverness	213.3	252.9	341.7	455.7	451.3	437.7	465.0	329.8	247.0	324.4	384.0	356.6	267.1	238.4	265.0	-10.8	11.2
Islay	111.1	126.3	125.4	134.3	178.9	166.0	93.2	78.7	53.8	44.6	78.0	115.8	130.7	121.8	118.0	9.2	-3.1
+ Isle of Man (c)	3 723.2	4 038.0	3 593.9	3 253.0	3 377.5	4 092.4	4 286.5	3 672.6	3 019.2	2 857.6	2 597.3	2 518.3	2 523.9	2 440.6	2 021.0	-5.2	-17.2
Isles of Scilly	130.0	166.6	135.7	206.5	190.3	197.9	217.6	161.3	110.8	97.4	90.4	103.0	126.3	94.3	110.0	3.1	16.6
+ Kirkwall	487.5	483.4	487.8	451.9	507.4	571.3	438.5	507.4	510.0	557.3	553.9	550.3	533.2	513.6	461.0	-4.3	-10.2
+ Leeds/Bradford	1 921.1	2 294.1	2 123.1	1 480.6	1 099.1	1 055.7	846.9	815.3	619.4	519.5	371.2	323.7	411.8	382.1	289.0	-3.3	-24.4
Lerwick (d)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	563.0	—	—
+ Liverpool	14 521.1	16 496.0	15 462.9	17 785.9	14 225.0	15 547.3	16 309.2	14 746.0	11 306.6	12 521.2	9 251.2	7 909.7	19 481.4	14 148.1	8 976.0	5.3	-36.6
Londonderry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.0	—	—
+ Lydd	50 526.7	34 380.9	28 996.6	19 325.5	16.2	48.1	78.6	796.9	3 348.7	3 830.2	4 108.2	4 000.8	4 238.7	3 194.4	—	—	—
+ Manchester	30 517.5	34 482.3	38 011.0	42 308.6	36 855.2	42 227.0	42 477.7	43 441.9	34 527.2	32 823.9	34 200.5	30 870.7	22 798.8	24 236.1	28 641.0	-5.8	18.2
+ Manston	—	—	—	—	—	5 455.4	4 894.6	3 886.0	2 520.6	71.8	—	—	—	—	581.0	—	—
+ Newcastle	1 976.1	2 121.8	2 195.8	2 152.7	1 478.0	2 489.6	1 973.3	1 721.8	1 068.2	874.8	831.2	1 229.5	1 230.5	1 466.7	1 229.0	10.1	-16.2
Newquay (c)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.0	—	—
+ Norwich	—	—	—	—	—	—	362.7	361.0	454.3	590.2	533.7	479.7	689.9	651.3	435.0	-1.0	-33.2
Penzance Heliport	130.0	166.6	135.7	200.1	190.3	197.2	216.5	160.5	110.8	97.4	90.4	107.2	153.9	94.3	107.0	2.1	13.5
Plymouth (f)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22.0	—	—
+ Prestwick	9 250.4	12 401.6	17 911.8	15 279.3	11 685.5	14 879.8	16 682.4	14 462	12 666.8	12 828.1	17 280.4	18 791.9	19 924.2	19 062.3	17 705.0	0.6	-7.1
Scatsta	—	—	—	—	—	—	—	—	—	—	—	—	—	—	119.0	—	—
Shoreham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	54.0	—	—

# Cargo 1967-1981 Tonnes — *continued*

Table 2.17.2

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	Mean percentage change for last 5 years	Percentage change on past year
<b>Other UK Airports</b>																	
+ Southampton	10 187.9	912.8	1 200.6	1 499.2	1 479.8	1 705.6	1 108.7	962.4	1 183.2	1 397.9	1 755.8	2 843.5	2 360.6	2 003.1	971.0	—14.2	—51.5
Stornoway	154.9	146.9	238.4	743.6	450.3	452.6	467.6	494.5	403.8	425.2	405.8	424.5	504.0	508.4	442.0	3.6	—13.1
+ Sumburgh	212.1	243.3	261.6	303.2	440.0	517.8	464.0	1 054.0	1 210.1	1 588.7	1 870.5	2 081.0	3 004.7	3 544.8	3 274.0	18.0	—7.6
Swansea	53.0	14.2	—	—	1.0	—	1.9	10.3	0.1	18.4	17.5	—	—	—	—	—	—
+ Tees-side	411.7	376.7	215.5	236.6	148.4	375.8	477.5	410.5	351.4	281.0	458.9	383.6	1 711.8	241.1	168.0	—21.9	—30.3
Tiree	11.0	9.6	11.6	12.4	12.6	15.9	19.8	17.0	11.2	12.5	12.8	13.7	13.5	12.8	13.0	—0.4	1.6
Unst (g)	—	—	—	—	—	—	—	—	—	—	—	—	—	1.0	58.0	—	—
Wick	69.1	72.2	78.6	81.1	80.2	138.3	103.9	104.7	85.0	85.9	75.0	129.6	112.2	111.6	134.0	10.6	20.1
TOTAL other UK Airports	169 975.7	162 612.1	166 964.0	158 962.3	118 227.5	152 684.7	154 247.4	156 067.3	124 494.0	128 146.3	132 184.4	136 470.8	150 193.5	134 290.5	121 836.0	—1.8	—9.3
TOTAL UK Reporting Airports	488 396.9	524 459.5	583 133.7	576 725.6	528 245.1	643 958.4	694 961.0	717 003.6	637 700.6	659 356.5	704 849.9	748 183.9	796 901.4	744 243.8	723 709.0	0.5	—2.8
<b>Channel Islands Airports</b>																	
Alderney	116.3	146.1	181.7	136.7	197.6	294.6	284.9	222.8	264.4	260.5	281.7	318.9	367.0	377.6	434.0	10.9	14.9
Guernsey	5 588.5	4 400.4	4 372.7	4 226.8	4 419.0	11 934.7	10 071.3	9 598.2	9 016.9	9 011.9	8 882.0	9 029.4	8 538.3	7 951.0	7 604.0	—4.3	—4.4
Jersey	11 171.2	8 915.3	8 967.4	8 755.7	8 579.8	14 224.7	15 377.8	12 728.0	10 662.1	10 881.0	10 045.9	9 378.0	8 586.0	8 082.5	6 127.0	—10.6	—24.2
TOTAL (Channel Islands Airports)	16 876.0	13 461.8	13 521.8	13 119.2	13 195.4	26 454.0	25 734.0	22 549.0	19 943.4	20 153.4	19 209.6	18 726.3	17 491.3	16 411.1	14 165.0	—7.1	—13.7

(a) City Helistop commenced operations in July 1981

(b) Dundee commenced reporting in February 1981.

(c) Excludes cargo carried on charter flights at Isle of Man up to and including September 1981.

(d) Lerwick (Tingwall) commenced reporting in March 1981.

(e) Newquay commenced reporting in July 1981.

(f) Plymouth commenced reporting in April 1981

(g) Unst commenced reporting in September 1980.



# International and Domestic Cargo 1981 Total compared with Previous Year

Table 2.18

## CARGO IN TONNES

	International				Domestic				1981 Total		1980 Total		Percentage change		
	Scheduled		Charter		Scheduled		Charter		Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft			
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft							
<b>London Area Airports</b>															
+ Gatwick	71 742	8 718	819	41 312	2 524	4 137	90	468	75 174	54 635	45 453	72 378	65.4	-24.5	
+ Heathrow	288 395	151 675	100	2 761	4 212	226	—	44	292 708	154 707	299 549	165 949	-2.3	-6.8	
+ Luton	18	205	205	5 254	—	—	21	7 448	245	12 907	182	12 820	34.1	0.7	
+ Southend (a)	5 078	—	2 131	—	—	—	234	—	7 443	—	8 271	—	-10.0	—	
+ Stansted	78	—	229	3 816	1	—	3	1 752	310	5 568	151	4 290	105.6	29.8	
TOTAL (London Area) (a)	365 311	160 599	3 485	53 143	6 737	4 363	347	9 712	375 880	227 817	353 607	255 437	6.3	-10.8	
Battersea (Westland) Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
City Heliport (b)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
<b>Other UK Airports</b>															
+ Aberdeen	530	—	3 192	397	2 306	6	1 237	237	7 265	640	7 318	526	-0.7	21.8	
+ Belfast	321	—	36	156	2 801	2 357	2	8 877	3 160	11 390	3 105	10 595	1.8	7.5	
Benbecula	—	—	—	—	119	—	—	—	119	—	142	—	-16.1	54.9	
+ Birmingham	2 108	—	30	9	461	—	1	9	2 599	18	2 876	126	-9.6	-85.7	
+ Blackpool	—	—	—	22	235	1 659	—	1 815	235	3 496	401	4 760	-41.4	-26.6	
+ Bournemouth	—	6	2	367	30	7 598	—	9	32	7 979	49	8 817	-34.6	-9.5	
+ Bristol	176	3	—	70	34	—	—	21	210	94	345	265	-39.2	-64.7	
+ Cambridge	—	—	—	403	—	—	—	2	—	405	8	603	—	-33.0	
+ Cardiff, Wales	169	—	187	24	67	—	—	26	423	49	186	22	127.5	124.8	
Carlisle	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Coventry	—	—	4	11	—	—	—	8	4	19	—	11	17 880.0	70.8	
Dundee (c)	—	—	—	—	20	—	—	—	20	—	—	—	—	—	
+ East Midlands	297	220	115	1 732	561	—	1	628	975	2 580	1 046	5 631	-6.9	-54.2	
+ Edinburgh	133	—	—	11	697	1	6	17	836	28	1 202	96	-30.5	-70.5	
+ Exeter	7	—	—	—	63	—	—	1	70	1	162	27	-57.2	-95.4	
+ Glasgow	1 784	3 921	6	3	2 379	28	113	4 128	4 282	8 081	5 323	7 520	-19.6	7.5	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	44	—	—	5	12	—	—	2	55	7	59	2	-6.2	281.4	
Inverness	—	—	—	—	265	—	—	—	265	—	238	—	11.2	—	
Islay	—	—	—	4	108	—	—	6	108	10	122	—	-11.3	—	
+ Isle of Man (d)	9	—	10	25	824	1 002	6	144	849	1 171	1 092	1 347	-22.2	-13.1	
Isles of Scilly	—	—	—	—	110	—	—	—	110	—	95	—	15.8	—	
+ Kirkwall	—	—	1	1	454	1	3	2	458	4	507	6	-9.7	-36.8	
+ Leeds/Bradford	113	1	2	9	162	—	—	1	278	11	363	19	-23.5	-42.9	
Lerwick (Tingwall) (e)	—	—	—	—	563	—	—	—	563	—	—	—	—	—	
+ Liverpool	53	796	15	1 976	295	966	1	4 875	364	8 612	494	13 640	-26.4	-36.9	
Londonderry	—	—	—	—	—	—	2	—	2	—	—	—	—	—	
+ Lydd	—	—	—	—	—	—	—	—	—	—	3 193	—	—	—	
+ Manchester	7 343	17 447	81	1 899	1 632	95	2	140	9 059	19 582	9 051	15 166	0.1	29.1	
+ Manston	—	—	80	501	—	—	—	—	80	501	—	—	—	—	
+ Newcastle	551	—	10	17	632	9	7	3	1 201	29	1 314	150	-8.6	-81.0	

# International and Domestic Cargo 1981

## Total compared with Previous Year — *continued*

Table 2.18

## CARGO IN TONNES

	International				Domestic				1981 Total		1980 Total		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Ca:go Aircraft		
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft						
Other UK Airports														
Newquay (f)	—	—	—	—	2	—	—	—	2	—				
+ Norwich	250	—	2	8	173	—	1	1	426	10	590	61	—27.8	—84.3
Penzance Heliport	—	—	—	—	104	—	3	—	107	—	95	—	12.6	—
+ Plymouth (a) (g)	7	—	—	—	15	—	—	—	22	—				
+ Prestwick	1 237	11 278	3	2 763	59	2 297	—	69	1 299	16 406	2 363	16 699	—45.0	—1 8
Scatsta	—	—	—	—	—	—	119	—	119	—				
Shoreham	—	—	—	—	54	—	—	—	54	—				
+ Southampton	44	—	1	34	868	16	1	6	914	57	1 091	909	—16.2	—93.7
Stornoway	—	—	3	—	436	1	3	—	441	1	502	6	—12.2	—76.6
+ Sumburgh	—	—	1 086	219	751	2	1 025	191	2 862	412	3 095	450	—7.5	—8.4
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	20	—	7	2	95	—	6	38	127	41	146	95	—13.1	—56.9
Tiree	—	—	—	—	13	—	—	—	13	—	13	—	0.8	—62.0
Unst (h)	—	—	27	4	—	—	27	—	54	4	1	—		
Wick	—	—	—	—	116	1	3	15	119	16	81	30	46.0	—47.8
TOTAL other UK Airports (a)	15 196	33 674	4 900	10 673	17 515	16 039	2 570	21 270	40 180	81 656	46 669	87 581	—13.9	—6.8
TOTAL all reporting UK Airports (a)	380 507	194 273	8 385	63 815	24 252	20 402	2 917	30 982	416 060	309 472	400 276	343 018	3.9	—9.8
Channel Island Airports (a) (i)														
Alderney	2		5		424		3		434		379		14.5	
Guernsey	110		15		7 452		27		7 604		7 951		—4.4	
Jersey (j)	31		15		5 643		891		6 580		8 018		17.9	
TOTAL (Channel Islands)	143		35		13 609		921		14 618		16 348		—10.6	

(a) Where a passenger/cargo split is not available, all cargo has been allocated to "passenger aircraft".

(b) City Helistop commenced operations in July 1981.

(c) Dundee commenced reporting in February 1981.

(d) Excludes cargo carried at Isle of Man up to and including September 1981.

(e) Lerwick (Tingwall) commenced reporting in March 1981.

(f) Newquay commenced reporting in July 1981.

(g) Plymouth commenced reporting in April 1981.

(h) Unst commenced reporting in September 1980.

(i) The international/domestic split has been estimated for all Channel Islands airports for 1980.

(j) The international/domestic split has been estimated for Jersey for both 1980 and 1981.

# Passengers at UK Airports and Seaports 1981

Table 2.19

## Comparison with the previous year

	1981 (000)	1980 (000)	Percentage change
Heathrow	26 780	27 782	- 3.6
Port of Dover	12 461	10 965	+ 13.6
Gatwick	10 849	9 780	+ 10.9
Manchester	4 864	4 420	+ 10.0
Glasgow	2 279	2 357	- 3.3
Luton	1 989	2 102	- 5.4
Port of Folkestone	1 787	1 625	+ 10.0
Port of Harwich	1 567	1 669	- 6.1
Aberdeen	1 559	1 453	+ 7.3
Birmingham	1 536	1 602	- 4.1
Belfast	1 410	1 480	- 4.7
Edinburgh	1 159	1 204	- 3.7
Port of Felixstowe	1 138	995	+ 14.4
Port of Holyhead	1 069	1 142	- 6.4
Newcastle	995	961	+ 3.5
Port of Southampton	889	1 073	- 17.1
Port of Newhaven	850	797	+ 6.6
East Midlands	747	673	+ 11.0
Port of Liverpool	563	561	+ 0.4
Prestwick	540	664	- 18.7
Isle of Man	279	320	- 12.8

International passengers only are shown for seaports.

Airport Figures include Terminal and Transit passengers.

Seaport statistics are supplied by the Department of Trade.

# International Passengers at UK Airports and Seaports 1980 and 1981

Table 2.20

## Comparison with the previous year

	1981 (000)	1980 (000)	Percentage change
Heathrow	22 543	23 389	- 3.6
Port of Dover	12 461	10 965	+ 13.6
Gatwick	9 714	8 665	+ 12.1
Manchester	3 729	3 231	+ 15.4
Luton	1 938	2 053	- 5.6
Port of Folkestone	1 787	1 625	+ 10.0
Port of Harwich	1 567	1 669	- 6.1
Port of Felixstowe	1 138	995	+ 14.4
Birmingham	1 091	1 108	- 1.5
Port of Holyhead	1 069	1 142	- 6.4
Port of Southampton	889	1 073	- 17.1
Port of Newhaven	850	797	+ 6.6
Glasgow	839	723	+ 16.0
Newcastle	564	522	+ 8.0
Port of Liverpool	563	561	+ 0.4
East Midlands	518	454	+ 14.1
Aberdeen	515	415	+ 24.1
Prestwick	347	373	- 7.0
Stansted	253	270	- 6.3
Southend	53	75	- 29.3

Excludes Transit passengers at UK airports.

# Passengers Departing from UK Airports on Inclusive Tour Charter flights

Table 2.21

## WINTER (NOVEMBER TO MARCH) 1980/81

	Spain incl. Canaries and Balearics	Italy incl. Sicily	Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal incl. Madera	France	Other Countries	Total
All Airlines	495 241	149 901	96 751	31 059	82 452	63 525	6 602	72 745	13 262	230 582	1 242 120
of which UK Airlines	460 521	149 595	95 895	31 059	58 198	63 525	4 661	68 441	11 816	161 003	1 104 714
of which Foreign Airlines	34 720	306	856	—	24 254	—	1 941	4 304	1 446	69 579	137 406
UK Originating Traffic	473 464	137 306	57 958	31 059	58 622	63 525	5 438	70 179	12 184	173 319	1 083 054
of which UK Airlines	453 477	137 306	57 636	31 059	57 409	63 525	4 661	68 441	11 727	154 121	1 039 362
of which Foreign Airlines	19 987	—	322	—	1 213	—	777	1 738	457	19 198	43 692
Non-UK Originating Traffic	21 777	12 595	38 793	—	23 830	—	1 164	2 566	1 078	57 263	159 066
of which UK Airlines	7 044	12 289	38 259	—	789	—	—	—	89	6 882	65 352
of which foreign Airlines	14 733	306	534	—	23 041	—	1 164	2 566	989	50 381	93 714

## SUMMER (APRIL TO OCTOBER 1981)

All Airlines	2 283 777	398 335	134 932	734 260	92 362	122 782	160 952	235 772	52 706	604 495	4 820 373
of which UK Airlines	2 018 029	398 253	133 123	726 317	30 991	118 008	38 555	212 077	46 109	309 434	4 030 896
of which Foreign Airlines	265 748	82	1 809	7 943	61 371	4 774	122 397	23 695	6 597	295 061	789 477
UK Originating Traffic	2 254 214	363 585	51 598	733 975	35 182	122 782	158 614	229 247	46 941	498 373	4 494 511
of which UK Airlines	2 001 471	363 503	51 403	726 032	30 475	118 008	38 555	212 077	45 846	296 712	3 884 082
of which Foreign Airlines	252 743	82	195	7 943	4 707	4 774	120 059	17 170	1 095	201 661	610 429
Non-UK Originating Traffic	29 563	34 750	83 334	285	57 180	—	2 338	6 525	5 765	106 122	325 862
of which UK Airlines	16 558	34 750	81 720	285	516	—	—	—	263	12 722	146 814
of which Foreign Airlines	13 005	—	1 614	—	56 664	—	2 338	6 525	5 502	93 400	179 048

Source: UK Airlines — CAA Airline Statistics.

Foreign Airlines — Estimated from Charter Permits issued by the Department of Trade.

# 1981 Passenger Movements ('000) Between Planning Regions and Airports by Surface Modes of Transport

Table 2.22

Airport	Scotland		Northern		Yorkshire/ Humberside		North West		West Midlands		East Midlands		East Anglia		Wales		South West		South East GLC and London Metropolitan		South East Remainder		All Regions	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Aberdeen (1)	839.8	18	6.8	—	1.7	—	3.9	—	0.9	—	2.7	—	2.7	—	1.0	—	1.9	—	7.9	—	1.7	—	871.0	2
Glasgow	2 133.3	45	9.7	1	1.4	—	2.6	—	0.4	—	1.2	—	—	—	0.2	—	0.4	—	3.5	—	1.0	—	2 153.7	5
Edinburgh	1 084.7	23	5.6	—	0.2	—	0.4	—	0.7	—	1.1	—	—	—	—	—	—	—	—	—	—	—	1 092.7	2
Prestwick (2)	285.5	6	11.5	1	0.6	—	1.6	—	0.6	—	0.2	—	0.1	—	0.2	—	—	—	1.2	—	0.5	—	302.0	1
Newcastle	29.4	1	802.2	52	14.6	1	2.8	—	1.6	—	0.6	—	—	—	0.1	—	0.2	—	1.2	—	0.1	—	852.8	2
Tees-side	1.4	—	252.6	16	30.4	2	0.1	—	—	—	0.1	—	—	—	—	—	—	—	0.1	—	—	—	284.7	1
Leeds/Bradford	0.6	—	13.8	1	314.4	16	14.3	—	0.6	—	2.4	—	0.2	—	—	—	—	—	0.5	—	0.1	—	346.9	1
Liverpool	0.8	—	3.7	—	5.4	—	204.4	5	6.1	—	2.0	—	0.4	—	7.2	1	2.1	—	9.4	—	1.3	—	242.8	1
Manchester	62.7	1	150.6	10	695.4	35	3 297.2	80	186.7	8	79.5	6	2.2	—	117.8	12	7.9	—	22.3	—	6.2	—	4 628.5	10
Birmingham	5.9	—	10.3	1	71.0	4	32.5	1	1 086.1	49	134.5	9	5.7	1	20.5	2	35.0	2	14.4	—	23.9	1	1 439.8	3
East Midlands	2.9	—	11.1	1	176.8	9	14.4	—	92.1	4	420.5	30	4.0	1	1.2	—	4.9	—	5.3	—	3.1	—	736.3	2
Cardiff	0.1	—	—	—	0.2	—	1.2	—	2.1	—	0.1	—	—	—	268.9	28	16.9	1	0.9	—	0.3	—	290.7	1
Bristol	0.2	—	0.2	—	0.6	—	0.5	—	3.0	—	0.3	—	0.4	—	42.6	4	184.7	10	1.7	—	1.7	—	235.9	1
Southampton (3)	2.1	—	1.6	—	4.0	—	4.7	—	4.7	—	2.6	—	1.5	—	1.6	—	21.4	1	56.5	—	101.2	3	201.9	—
Heathrow	111.6	2	119.9	8	299.2	15	289.3	7	479.5	22	408.9	29	388.5	55	296.1	31	926.2	52	15 807.1	68	1 501.2	50	20 627.5	45
Gatwick	133.4	3	100.8	7	224.5	11	205.9	5	238.6	11	203.6	14	197.2	28	164.6	17	476.0	27	6 408.1	28	1 225.8	41	9 578.5	21
Luton (4)	19.0	—	32.7	2	131.4	7	52.7	1	110.0	5	164.6	12	109.4	15	33.9	4	92.8	5	898.2	4	147.8	5	1 792.5	4
TOTAL	4 713.4	100	1 533.1	100	1 971.8	100	4 128.5	100	2 213.7	100	1 424.9	100	712.3	100	955.9	100	1 770.4	100	23 238.3	100	3 015.9	100	45 678.2	100

(1) Aberdeen Airport — excludes helicopter passengers

(2) Prestwick Airport — international passengers only

(3) Southampton Airport — domestic passengers only

(4) Luton Airport — international passengers only

The table above shows a national picture of air passenger movements between planning regions and seventeen major UK airports. The information is drawn from origin/destination surveys run by the Authority in 1975, 1976 and 1978 and weighted up to 1981 levels of traffic. Only terminating passengers are included in the table i.e. those passengers who arrive at or depart from an airport by surface modes of transport.

## **Part 3**

# **UK Airlines—Financial Results**

## PART 3 UK Airlines — Financial Results

### Introduction

Tables 1 to 6 in this section present estimates in summary form of the financial resources and the operating costs and revenues of the public and private sectors of the United Kingdom air transport industry for the years 1973 — 1980, together with an estimated profit and loss account for the entire industry in 1981.

The summaries have been built up from returns submitted by individual airlines. These returns are made by all airlines which hold a Class 1, 2, 3, 4, 5, or 6 Licence. Those operators who have a Class 7 and no other class of Licence, are not required to report financial statistics, but the summaries include estimates in respect of their operations. The financial tables exclude the results of Cabair, Pelican Cargo and Scimitar Airlines, from whom it was not possible to obtain statistics.

The annual summaries are not truly representative of calendar years; they result from the addition of figures for individual financial years closest to the calendar year involved. The estimate in respect of aggregate accounts for 1981 has been based, where possible, on the financial year accounts of individual airlines.

The standardised profit and loss account return was revised with effect from 1980. Table 3.4 is therefore now shown in two parts. Table 3.4.1 presents results for 1973 to 1979 inclusive and Table 3.4.2. shows 1980 together with the estimate for 1981.

Tables 7 to 9 give the individual results for individual airlines in 1980. The figures are a copy of the information supplied by airlines on the standard returns. They may not correspond with published company accounts, since, where possible, non-airline activities have been excluded.

Details of the operating and traffic statistics reported by each airline for the periods covered by their 1980 financial year are given in Tables 10 to 12.

The airlines whose financial statistics are covered in this Part had an average labour force in 1980 of some 76,000 of which 10,000 were employed overseas. The net output of these airlines is estimated to represent approximately half of one per cent of United Kingdom gross domestic product.

Questions of definition concerning the tables of financial statistics may be answered by reference to Appendix C — UK Airlines financial results — definitions.

# Financial Resources of United Kingdom Airlines 1973–1980 (a)

**Table 3.1**

	<i>(£million)</i>							
	1973	1974	1975	1976	1977	1978	1979	1980(b)
<b>Private Sector</b>								
Total assets employed	90.7	109.4	116.6	139.6	155.2	218.8	336.4	648.2
<i>of which</i>								
Operating equipment and Property	85.4	106.4	105.0	128.2	162.9	235.4	355.6	665.3
Payments on account of Aircraft under construction	2.3	—	—	—	3.0	5.2	13.2	12.7
Other non-current assets	11.7	1.9	6.0	4.0	4.7	9.4	10.5	20.3
Total current net assets	(8.7)	1.0	5.6	7.4	(15.6)	(31.2)	(42.8)	(50.1)
Total liabilities	90.7	109.4	116.6	139.6	155.2	218.8	336.4	648.2
<i>of which</i>								
Shareholders' Fund	21.4	16.2	21.4	30.4	38.3	57.9	73.9	169.2
Operating Profit (or loss)	3.8	6.5	14.4	24.5	38.5	42.0	32.4	49.7
Operating Profit (or loss) as a percentage of total assets employed	4.2	5.9	12.3	17.6	24.8	19.2	9.6	7.7
Shareholders fund as a percentage of total liabilities	23.6	14.8	18.4	21.8	24.7	26.5	22.0	26.1
<b>Public Sector</b>								
Total assets employed	527.6	468.3	566.5	639.9	755.5	768.6	934.3	1069.2
<i>of which</i>								
Operating equipment and Property	460.9	450.2	553.7	627.2	724.5	677.0	892.0	1097.4
Payments on account of Aircraft under construction	37.0	91.0	49.8	35.1	94.4	150.9	144.9	84.7
Other non-current assets	20.3	19.3	20.7	21.7	14.1	18.9	24.0	17.8
Total current net assets	9.3	(92.2)	(57.7)	(44.1)	(77.6)	(78.1)	(126.6)	(130.6)
Total liabilities	527.6	468.3	566.5	639.9	755.5	768.6	934.3	1069.2
<i>of which</i>								
Public Dividend Capital	236.7	305.2	342.2	376.7	435.9	453.9	471.4	334.3
Operating Profit (or loss)	52.9	(0.8)	3.1	88.3	42.0	76.1	16.0	(106.6)
Operating Profit (or loss) as a percentage of total assets employed	10.0	(0.2)	0.5	13.8	5.6	9.9	1.7	(10.0)
Public Dividend Capital as a percentage of total liabilities	44.9	65.2	60.4	58.9	57.7	59.1	50.5	31.3

(a) Includes the statistics of those carriers for whom estimates were made.

(b) Includes Cathay Pacific Airways



**Table 3.2**

# Revenues, Expenses and Profits of United Kingdom Airlines 1973-1980 (a)

	1973	1974	1975	1976	1977	1978	1979	1980(b)
	<i>(£million)</i>							
<b>PRIVATE SECTOR</b>								
Total Operating Revenues	182.4	240.0	284.3	382.1	510.1	641.1	738.6	1252.7
Total Operating Expenses	178.6	233.5	269.9	357.6	471.6	599.1	706.3	1203.0
Operating profit (or loss)	3.8	6.5	14.4	24.5	38.5	42.0	32.4	49.7
Non-operating items (balance)	(3.6)	(5.4)	(6.7)	(6.6)	(14.9)	(4.5)	(14.3)	(17.5)
Profit (or loss) before Tax	0.2	1.1	7.7	17.9	23.6	37.5	18.1	32.2
<b>PUBLIC SECTOR</b>								
Total Operating Revenues	581.3	667.6	808.9	1 059.5	1161.7	1409.7	1662.1	1763.5
Total Operating Expenses	528.4	668.2	805.8	971.2	1119.7	1333.6	1646.1	1870.2
Operating profit (or loss)	52.9	(0.8)	3.1	88.3	42.0	76.1	16.0	(106.6)
Non-operating items (balance)	(11.5)	(10.6)	(22.6)	(12.6)	(2.4)	14.3	3.5	(34.1)
Profit (or loss) before Tax	41.4	(11.4)	(19.5)	75.7	39.6	90.4	19.5	(140.7)
<b>ALL AIRLINES</b>								
Total Operating Revenues	763.7	907.5	1 093.2	1 441.6	1671.8	2050.8	2400.7	3016.2
Total Operating Expenses	707.0	901.7	1 075.7	1 328.8	1591.3	1932.7	2352.4	3073.2
Operating profit (or loss)	56.7	5.7	17.5	112.8	80.5	118.1	48.4	(56.9)
Non-operating items (balance)	(15.1)	(16.0)	(29.3)	(19.2)	(17.3)	9.8	(10.8)	(51.6)
Profit (or loss) before Tax	41.6	(10.3)	(11.8)	93.6	63.1	127.9	37.6	(108.5)

(a) Includes the statistics of those carriers for whom estimates were made.

(b) Includes Cathay Pacific Airways.

# Trends in United Kingdom Airlines' Operating Costs and Revenues 1973-1980

**Table 3.3**

	1973	1974	1975	1976	1977	1978	1979	1980(a)
<b>ALL AIRLINES</b>								
<b>COSTS</b>								
<b>Comparison with 1970 (1970=100)</b>								
Aircraft fuel and oil	228.7	446.5	531.6	664.0	747.4	795.2	1258.6	1847.8
Crew salaries and expenses	154.3	173.9	200.8	217.5	275.5	327.4	329.0	784.7
Aircraft depreciation and rental	149.8	163.3	174.6	219.8	274.8	332.7	308.1	385.2
Other costs	156.5	183.5	223.1	277.7	336.0	426.0	498.6	555.6
Total Operating Costs (b)	163.2	208.1	248.3	306.7	367.3	446.0	542.9	709.3
<b>Comparison with Total—Percentage distribution (c)</b>								
Aircraft fuel and oil	14.7	22.6	22.5	22.8	21.4	18.8	25.0	28.1
Crew salaries and expenses	8.1	7.2	6.9	6.1	6.4	6.3	5.3	9.7
Aircraft depreciation and rental	10.2	8.7	7.8	7.9	8.3	8.3	6.5	6.2
Other costs	67.0	61.5	62.8	63.2	63.9	66.6	63.2	56.0
Total Operating costs	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
<b>REVENUES</b>								
<b>Comparison with 1970 (1970=100)</b>								
Scheduled services	169.2	202.0	240.8	327.6	364.8	453.4	536.5	667.0(d)
Non-Scheduled services	180.1	217.8	266.3	331.1	435.4	501.7	479.2	647.7(d)
Incidental Revenues	190.2	174.4	254.9	196.2	302.3	418.8	433.1	458.6(d)
Total Operating Revenues (b)	171.7	204.2	245.9	324.3	376.1	461.4	540.1	678.6
<b>Comparison with Total—Percentage distribution (c)</b>								
Scheduled services	77.1	77.5	76.7	79.1	76.0	77.0	80.4	79.3(d)
Non-Scheduled services	19.6	19.9	20.2	19.1	21.6	20.3	17.1	18.4(d)
Incidental Revenues	3.3	2.6	3.1	1.8	2.4	2.7	2.5	2.1(d)
Total Operating Revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

(a) Includes Cathay Pacific Airways.

(b) Includes the statistics of those carriers for whom estimates were made.

(c) Excludes the statistics of those carriers for whom estimates were made.

(d) Excludes Loganair, no breakdown of Revenues available.

Table 3.4.1

# United Kingdom Airlines—Profit and Loss Account Summary 1973 - 1979

		1973			1974		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
<b>REVENUES</b>							
1	Scheduled Passenger (individually booked seats direct to passenger)	489.1	441.4	47.7	581.8	517.1	64.7
2	Scheduled Passenger (all block-booked seats, including part-charter)						
3	Scheduled Excess baggage	3.8	3.8	—	4.8	4.8	—
4	Scheduled Freight and Diplomatic bags	74.6	68.8	5.8	93.5	83.8	9.7
5	Scheduled Mail	21.5	20.8	0.7	23.3	22.3	1.0
6	Non-scheduled flights (a) Inclusive tours				100.5	18.5	82.0
	(b) ABC other than part-charter	149.4	34.0	115.4	15.9	4.0	11.9
	(c) Affinity groups				6.4	4.4	2.0
	(d) Cargo				30.0	2.2	27.8
	(e) Other				28.1	4.4	23.7
7	Incidental Revenue	25.3	12.5	12.8	23.2	5.9	17.3
8	<b>Total Operating Revenues</b>	763.7	581.3	182.4	907.5	667.5	240.0
<b>EXPENSES</b>							
9	Flight crew salaries and expenses	57.4	42.0	15.4	64.6	48.4	16.2
10	Aircraft fuel and oil	104.3	74.9	29.4	203.6	145.6	58.0
11	Flight equipment insurance	9.2	4.9	4.3	8.2	4.9	3.3
12	Uninsured losses	0.3	0.3	—	0.2	0.2	—
13	Rental of flight equipment	21.6	6.5	15.1	17.0	2.7	14.3
14	Flight crew training (when not amortised)	3.9	3.3	0.6	5.7	4.8	0.9
15	Flight expenses other than items 9 to 14	5.7	0.4	5.3	7.4	0.4	7.0
16	Maintenance and overhaul	101.9	74.5	27.4	124.0	92.0	32.0
17	Depreciation of aircraft fleet (including spares)	50.3	42.9	7.4	61.4	47.7	13.7
18	Depreciation of ground property and equipment	9.2	8.2(a)	1.0	13.2	12.2	1.0
19	Amortisation of development and pre-operating costs	1.8	1.0	0.8	1.3	0.4	0.9
20	Flight crew training (when amortised)	1.8	1.3	0.5	1.6	1.2	0.4
21(a)	Landing and departure fees	44.7	30.4	14.3	47.1	30.7	16.4
(b)	Aerodrome, En-route, and other Navigation service charges	9.6	4.1	5.5	10.6	5.9	4.7
22	Station and ground expenses other than Item 21	83.7	72.4	11.3	103.2	85.4	17.8
23(a)	Passenger services—cabin staff and other flight expenses	63.0	52.9	10.1	79.2	62.3	16.9
(b)	Passenger services—other passenger service costs	5.1	1.1	4.0	2.1	1.0	1.1
24	Ticketing, sales and promotion	105.4	91.6	13.8	117.5	101.4	16.1
25	General and administrative	25.0	15.9	9.1	31.3	21.0	10.3
26	Other operating expenses	3.1	(0.2)	3.3	2.5	—	2.5
27	<b>Total Operating Expenses</b>	707.0	528.4	178.6	901.7	668.2	233.5
28	<b>Operating Profit or (Loss)</b>	56.7	52.9	3.8	5.7	(0.8)	6.5
29	Profit or loss on disposal of fixed assets	2.7	1.1	1.6	1.6	(0.4)	2.0
30	Interest payable less receivable (Net)	(15.1)	(8.8)	(6.3)	(14.7)	(8.2)	(6.5)
31	Direct subsidies from public funds	—	—	—	—	—	—
32	Other payments from public funds	0.1	—	0.1	—	—	—
33	Dividends receivable	—	—	—	0.7	0.7	—
34	Other non-operating items	(2.8)	(3.8)	1.0	(3.6)	(2.7)	(0.9)
35	<b>Non-Operating Items (Balance)</b>	(15.1)	(11.5)	(3.6)	(16.0)	(10.6)	(5.4)
36	<b>Profit or Loss (—) Before Taxation</b>	41.6	41.4	0.2	(10.3)	(11.4)	1.1

(a) BOAC costs have been charged under other main expenses heading

(b) Loganair operating Revenues are included in the Total (Item 8) only

(c) Items 8, 27, 28, 35 and 36 include estimates, for 1979, of airlines which are not required to report financial statistics, and for whom a reliable breakdown of costs and revenues cannot be produced

Table 3.4.1

(Emillion)

1975			1976			1977			1978			1979		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector (b)
715.9	648.6	67.3	981.3	889.6	91.7	1094.4	956.5	137.9	1374.1	1181.3	192.8	1610.0	1379.4	230.6
6.2	6.1	0.1	9.0	9.0	—	10.7	8.7	2.0	12.6	10.1	2.5	20.3	19.2	1.1
91.6	82.7	8.9	115.6	105.3	10.3	129.4	115.3	14.1	152.8	131.4	21.4	14.0	11.4	2.6
24.6	23.0	1.6	34.8	32.7	2.1	35.7	33.0	2.7	39.2	36.2	3.0	180.6	153.2	27.4
												43.1	39.3	3.8
221.0	38.7	93.7	274.8	17.2	132.2	173.7	21.6	152.1	217.5	26.2	191.3	302.7	41.0	261.7
		17.9			26.7	66.4	21.1	45.3	44.8	18.1	26.7	14.1	—	14.1
		2.6			2.4	2.9	—	2.9	9.1	—	9.1	5.8	3.8	2.0
		42.4			55.0	66.6	—	66.6	84.4	—	84.4	37.5	0.1	37.4
		25.7			41.3	51.8	—	51.8	60.6	—	60.6	37.6	7.0	30.6
33.9	9.8	24.1	26.1	5.7	20.4	40.2	5.5	34.7	55.7	6.4	49.3	57.6	7.7	49.9
1093.2	808.9	284.3	1441.6	1059.5	382.1	1671.8	1161.7	510.1	2050.8	1409.7	641.1	2400.7	1662.1	738.6(c)
74.7	54.5	20.2	80.9	54.7	26.2	102.5	71.1	31.4	121.8	80.4	41.4	122.4	79.0	43.4
242.4	169.6	72.8	302.8	205.5	97.3	340.8	221.2	119.6	362.6	239.0	123.6	573.9	411.5	162.4
8.3	5.1	3.2	9.4	5.6	3.8	10.8	6.9	3.9	10.2	5.4	4.8	8.3	3.6	4.7
0.3	0.3	—	0.3	0.3	—	0.2	—	0.2	0.3	0.3	—	1.0	1.0	—
26.7	8.2	18.5	35.3	18.7	16.6	48.0	21.3	26.8	83.9	25.3	58.6	64.3	26.6	37.7
6.6	5.5	1.1	5.0	3.2	1.8	12.2	9.2	3.0	12.8	8.7	4.1	15.5	11.0	4.5
3.0	1.7	1.3	6.8	2.2	4.6	8.4	0.7	7.7	14.9	3.4	11.5	21.4	11.3	10.1
153.7	112.5	41.2	180.2	126.7	53.5	219.1	149.5	69.6	258.7	181.1	77.6	283.6	210.2	73.4
57.1	44.9	12.2	70.2	50.1	20.1	83.9	61.8	22.1	75.8	57.4	18.4	83.6	58.4	25.2
9.2	8.2	1.0	13.9	13.1	0.8	16.0	15.0	1.0	14.6	12.5	2.1	20.4	18.0	2.4
2.0	1.3	0.7	2.7	2.2	0.5	0.7	—	0.7	1.1	—	1.1	1.2	—	1.2
1.8	1.4	0.4	2.6	1.8	0.8	0.9	—	0.9	1.3	—	1.3	0.8	—	0.8
61.0	41.3	19.7	87.2	55.8	31.4	99.1	59.0	40.1	140.4	77.5	62.9	129.2	79.2	50.0
17.4	9.3	8.1	24.6	13.4	11.2	40.3	22.7	17.6	47.3	27.0	20.3	64.1	32.5	31.6
127.7	105.6	22.1	151.4	124.4	27.0	176.3	142.7	33.6	219.7	180.1	39.6	235.4	181.0	54.4
85.0	65.0	20.0	130.9	105.3	25.6	145.4	110.8	34.6	224.2	176.3	47.9	237.2	174.5	58.2
20.8	19.7	1.1	4.7	2.4	2.3	21.8	16.6	5.2						
136.9	124.6	12.3	192.0	174.8	17.2	207.6	185.0	22.6	245.4	214.8	30.6	297.2	264.5	32.7
38.8	27.2	11.6	24.3	11.0	13.3	41.8	22.9	18.9	66.1	34.3	31.8	98.5	66.7	31.8
2.3	(0.1)	2.4	3.6	—	3.6	15.4	3.1	12.3	31.6	10.2	21.4	37.9	17.1	20.8
1075.7	805.8	269.9	1328.8	971.2	357.6	1591.3	1119.7	471.6	1932.7	1333.6	599.1	2352.4	1646.1	706.3(c)
17.5	3.1	14.4	112.8	88.3	24.5	80.5	42.0	38.5	118.1	76.1	42.0	48.4	16.0	32.4(c)
1.1	0.9	0.2	4.5	2.6	1.9	3.6	0.6	3.0	5.5	0.7	4.8	5.3	4.3	1.0
(14.6)	(10.2)	(4.4)	(18.9)	(10.8)	(8.1)	(1.0)	7.1	(8.1)	3.0	10.8	(7.8)	(38.1)	(24.7)	(13.4)
0.1	—	0.1	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4.5	4.5	—	6.7	6.7	—	14.5	14.5	—	22.3	22.3	—	21.4	21.2	0.2
(20.4)	(17.8)	(2.6)	(11.5)	(11.1)	(0.4)	(34.4)	(24.6)	(9.8)	(20.9)	(19.5)	(1.4)	3.8	2.7	1.1
(29.3)	(22.6)	(6.7)	(19.2)	(12.6)	(6.6)	(17.3)	(2.4)	(14.9)	9.8	14.3	(4.5)	(10.8)	3.5	(14.3)(c)
(11.8)	(19.5)	7.7	93.6	75.7	17.9	63.1	39.6	23.6	127.9	90.4	37.5	37.6	19.5	18.1(c)

Table 3.4.2

# United Kingdom Airlines—Profit and Loss Account Summary 1980 - 1981

(£ million)

		1980		1981(e)
	Total	Public Sector (a)	Private Sector (d) (e)	Estimates All Airlines
<b>REVENUES</b>				
1	Scheduled Passenger (a) First Class	2011.6	1474.3	43.7
	(b) Normal Economy			493.6
	(c) Other Scheduled Service Passengers			
2	Scheduled Excess Baggage	21.7	15.2	6.5
3	Scheduled Cargo and Diplomatic bags	239.2	162.3	76.9
4	Scheduled and Non-scheduled Mail	50.1	40.4	9.7
5	Non-scheduled flights (a) Inclusive Tours	537.6	61.3	374.4
	(b) ABC other than part-charter			11.0
	(c) Cargo			90.9
	(d) Other			-
6	Incidental Revenue	61.0	10.0	51.0
7	<b>Total Operating Revenues</b>	3016.2	1763.5	1252.7 (f) 3018
<b>EXPENSES</b>				
8	Flight crew salaries	291.9	72.1	109.7
9	Flight crew allowances and expenses			
10	Cabin crew salaries (including training)			
11	Cabin crew allowances and expenses	842.6	499.7	342.9
12	Aircraft fuel and oil			
13	Flight equipment insurance and uninsured losses			
14	Rental of flight equipment	11.2	4.6	6.6
15	Flight crew training (when not amortised)	55.9	20.0	35.9
16	Flight crew expenses other than items 8 - 15	16.3	10.0	6.3
17	Maintenance and overhaul (a) Fixed	5.5	-	5.5
	(b) Variable	307.7	194.8	112.9
18	Depreciation of aircraft fleet (including spares)	129.0	81.1	47.9
19	Depreciation of ground property and equipment	4.2	(b)	4.2
20	Amortisation of development and pre-operating costs	2.7	-	2.7
21	Flight crew training (when amortised)	294.9	35.6	142.9
22	Landing and departure fees			
23	Aerodrome, En-route and other Navigation service charges			
24	Handling charges and parking fees	198.3	152.4	45.9
25	Station costs			
26	Passenger meals (a) Fixed			
	(b) Variable	130.8	37.4	46.6
27	Passenger embarkation fees	69.6	35.2	34.4
28	Passenger insurance	7.0	3.9	3.1
29	Sales	130.1	99.7	30.4
30	Reservations			
31	Advertising and promotion			
32	Commission	48.4	33.2	15.2
33	General and administrative	162.5	125.3	37.2
34	Specific cargo costs	213.2	125.2	88.0
35	Other operating expenses	66.3	59.4	6.9
		12.1	7.5 (c)	4.6
36	<b>Total Operating Expenses</b>	3073.2	1870.2	1203.0 (f) 3072
37	<b>Operating Profit (or Loss)</b>	(56.9)	(106.6)	49.7 (f) (52)
38	Profit or Loss on disposal of fixed assets	28.0	15.3	12.7
39	Interest payable less receivable (Net)	(100.8)	(65.0)	(35.8)
40	Direct subsidies from public funds	0.1	-	0.1
41	Other payments from public funds	-	-	-
42	Dividends receivable	16.4	13.3	3.1
43	Other non-operating items	7.2	2.3	4.9
44	<b>Non-Operating Items (Balance)</b>	(51.6)	(34.1)	(17.5) (f)
45	<b>Profit or Loss (-) before Taxation</b>	(108.5)	(140.7)	32.2 (f)

(a) Revenue and Expense headings relate to British Airways and British Airtours only. The net financial result of British Airways Helicopters is included under Item 42.

(b) Included under appropriate cost items.

(c) Costs relating to surplus resources and adjustments on consolidation.

(d) Loganair operating Revenues are included in the Total (Item 7) only.

(e) Includes Cathay Pacific Airways.

(f) Items 7, 36, 37, 44 and 45 include estimates, for 1980, of airlines which are not required to report financial statistics, and for whom a reliable breakdown of costs and revenues cannot be produced.

Table 3.5

United Kingdom Airlines—Appropriation Account  
Summary 1973–1980

	1973			1974			1975		
	Total	(a) Public Sector	Private Sector	Total	(a) Public Sector	Private Sector	Total	Public Sector	Private Sector
1 Profit or loss before Taxation	44 0	43 8	0 2	(10 3)	(11 4)	1 1	(11 8)	(19·5)	7·7
2 Taxation	27 3	26 6	0 7	- 0 1	- 2 0	1 9	- 0 6	+ 3·5	2·9
3 Profit or loss after Taxation	16 7	17 2	(0 5)	(10 2)	(9 4)	(0 8)	(11·2)	(16·0)	4·8
4 Exceptional items and prior year adjustments	(0 4)	(0 6)	0 2	2 6	—	2 6	(0 2)	(0·3)	0 1
5 Transfers from reserves	3 1	—	3 1	14 5	9 4	5 1	17 6	16·3	1·3
6 Available for appropriation	19 4	16 6	2·8	6 9	—	6 9	6 2	—	6·2
7 Dividends	6 7	6 1	0 6	3 0	—	3 0	2 1	—	2 1
8 Transfers to reserves	12 7	10 5	2 2	3 9	—	3 9	4 1	—	4 1

(a) Group appropriation account including the non-airline divisions of British Airways.

(b) Includes Cathay Pacific Airways

**Table 3.5 cont'd**

*(£ million)*

1976			1977			1978			1979			1980		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector (b)
93.6	75.7	17.9	63.9	39.6	24.3	127.9	90.4	37.5	36.8	19.5	17.3	(108.5)	(140.7)	32.2
49.8	40.6	9.2	31.8	21.5	10.3	23.0	12.7	10.3	19.4	8.5	10.9	(19.5)	(3.7)	(15.8)
43.8	35.1	8.7	32.1	18.1	14.0	105.0	77.7	27.3	17.3	11.0	6.3	(128.0)	(144.4)	16.4
0.1	—	0.1	16.4	14.6	1.8	3.8	—	3.8	17.9	—	17.9	14.1	—	14.1
0.9	—	0.9	(0.1)	(0.2)	0.1	5.8	(0.5)	6.3	12.8	(0.5)	13.3	15.6	(0.7)	16.3
44.8	35.1	9.7	48.4	32.5	15.9	114.7	77.3	37.4	47.9	10.5	37.4	(98.3)	(145.1)	46.8
13.2	11.0	2.2	9.1	—	9.1	38.1	15.0	23.1	14.7	7.0	7.7	20.0	—	20.0
31.6	24.1	7.5	39.3	32.5	6.8	76.6	62.3	14.3	33.2	3.5	29.7	(118.3)	(145.1)	26.8

Table 3.6

# United Kingdom Airlines Balance Sheet Summary 1973 - 1980

	1973			1974			1975		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
<b>ASSETS EMPLOYED</b>									
<b>1 Operating Equipment and Property</b>									
Aircraft fleet (including spares)	771.0	662.8	108.2	831.1	694.7	136.4	860.8	723.6	137.2
Less: Provisions for amortisation and depreciation	361.3	330.0	31.3	418.4	377.8	40.6	355.0	311.5	43.5
Aircraft fleet after depreciation	409.7	332.8	76.9	412.7	316.9	95.8	505.8	412.1	93.7
Property and other equipment	211.7	199.2	12.5	226.5	211.3	15.2	247.2	228.8	18.4
Less: Provisions for amortisation and depreciation	75.1	71.1	4.0	82.8	78.1	4.7	94.3	87.2	7.1
Property after depreciation	136.6	128.1	8.5	143.7	133.2	10.5	152.9	141.6	11.3
Payments on account of aircraft under construction	39.3	37.0	2.3	91.0	91.0	—	49.8	49.8	—
<b>2 Interests in Group Companies</b>									
Shares	0.7	—	0.7	0.8	—	0.8	0.8	—	0.8
Advances and debts not currently receivable	6.4	—	6.4	(0.5)	—	(0.5)	2.2	—	2.2
<b>3 Trade Investments</b>									
Shares	6.9	6.4	0.5	5.3	5.2	0.1	1.4	1.3	0.1
Advances and debts not currently receivable	4.0	4.0	—	4.7	4.7	—	2.3	2.2	0.1
<b>4 Current Assets</b>									
Stores and work in progress	17.6	9.2	8.4	19.4	11.6	7.8	23.1	14.1	9.0
Debtors	156.8	127.5	29.3	152.6	115.4	37.2	200.3	163.1	37.2
Short-term loans and deposits	39.3	36.0	3.3	18.1	15.5	2.6	25.8	21.7	4.1
Bank balance and cash	16.3	10.4	5.9	23.0	13.8	9.2	35.7	21.6	14.1
Group companies advances and debts currently receivable	8.1	—	8.1	5.9	—	5.9	6.0	—	6.0
Other items	6.7	4.7	2.0	3.1	2.1	1.0	0.7	—	0.7
<b>Total current Assets</b>	244.8	187.8	57.0	222.1	158.4	63.7	291.6	220.5	71.1
<b>5 Less: Current Liabilities</b>									
Creditors and accruals	150.7	111.5	39.2	133.8	93.8	40.0	168.9	123.5	45.4
Traffic revenue received in advance	56.5	52.1	4.4	75.3	66.9	8.4	109.5	97.2	12.3
Taxation	6.6	5.3	1.3	1.6	1.3	0.3	1.1	1.6	(0.5)
Dividends	6.3	6.1	0.2	0.9	—	0.9	—	—	—
Bank Overdrafts	3.0	1.1	1.9	1.4	0.4	1.0	2.9	1.0	1.9
Instalments of borrowings and hire purchase liabilities repayable within one year	13.1	—	13.1	91.7	86.2	5.5	56.3	53.4	2.9
Group companies advances and debts currently payable	3.1	—	3.1	1.8	—	1.8	0.4	—	0.4
Other items	4.9	2.4	2.5	6.7	1.9	4.8	4.0	1.5	2.5
<b>Total Current Liabilities</b>	244.2	178.5	65.7	313.2	250.5	62.7	343.7	278.2	65.5
<b>Total Net Current Assets</b>	0.6	9.3	(8.7)	(91.1)	(92.2)	1.0	(52.1)	(57.7)	5.6
<b>6 Unamortised Costs</b>									
Pre-operational training and development	9.5	5.5	4.0	7.0	5.5	1.5	6.2	4.5	1.7
Other items	4.5	4.4	0.1	3.9	3.9	—	4.6	3.5	1.1
<b>7 Other Assets</b>	—	—	—	—	—	—	9.2	9.2	—
<b>TOTAL ASSETS</b>	618.3	527.6	90.7	577.7	468.3	109.4	683.1	566.5	116.6
<b>FINANCED BY:</b>									
<b>8 Shareholders Fund</b>									
Share Capital	154.1	136.3	17.8	226.3	216.3	10.0	290.1	280.0	10.1
Share Premium Account	2.4	—	2.4	2.6	—	2.6	2.8	0.2	2.6
Reserves: Capital	2.9	1.5	1.4	4.9	—	4.9	6.1	1.5	4.6
Self-Insurance	31.0	31.0	—	31.0	31.0	—	31.0	31.0	—
Revenue	67.7	67.9	(0.2)	57.0	57.9	(0.9)	33.2	29.5	3.7
Other	—	—	—	—	—	—	0.4	—	0.4
<b>9 Borrowings etc. Repayable more than one year ahead</b>									
Advances from other Group companies	4.9	—	4.9	18.6	—	18.6	11.2	—	11.2
Bank Loans	101.8	99.1	2.7	57.6	54.5	3.1	90.1	81.3	8.8
Other Loans	156.4	126.6	29.8	90.3	44.9	45.4	128.0	83.5	44.5
Hire Purchase Liabilities	12.4	—	12.4	8.5	—	8.5	14.4	—	14.4
<b>10 Deferred Liabilities</b>									
Taxation	80.6	65.7	14.9	76.0	63.0	13.0	70.7	58.7	12.0
Other	4.2	(0.4)	4.6	4.9	0.7	4.2	5.1	0.8	4.3
<b>TOTAL LIABILITIES</b>	618.3	527.6	90.7	577.7	468.3	109.4	683.1	566.5	116.6

(a) Includes Cathay Pacific Airways



Table 3.6 cont'd

<i>(£ million)</i>														
Total	1976 Public Sector	Private Sector	Total	1977 Public Sector	Private Sector	Total	1978 Public Sector	Private Sector	Total	1979 Public Sector	Private Sector	Total	1980 Public Sector	Private Sector (a)
987.5	815.5	172.0	1178.0	968.7	209.3	1380.1	1093.9	286.2	1747.2	1314.8	432.4	2303.8	1511.5	792.3
398.4	336.5	61.9	474.2	400.8	73.4	679.7	593.1	86.6	743.4	632.3	111.1	834.2	650.9	183.3
589.1	479.0	110.1	703.8	567.9	135.9	700.4	500.8	199.6	1003.8	682.6	321.2	1469.6	860.6	609.0
272.1	242.8	29.3	302.8	260.8	42.0	353.4	299.6	53.8	390.3	342.6	47.7	471.2	380.4	90.8
105.8	94.6	11.2	119.2	104.2	15.0	141.5	123.5	18.0	146.5	133.2	13.3	178.3	143.7	34.6
166.3	148.2	18.1	183.6	156.6	27.0	212.0	176.2	35.8	243.8	209.4	34.4	293.1	236.8	56.3
35.1	35.1	—	97.4	94.4	3.0	156.1	150.9	5.2	158.1	144.9	13.2	97.4	84.7	12.7
1.0	—	1.0	0.7	—	0.7	1.7	—	1.7	0.9	—	0.9	6.8	—	6.8
0.4	—	0.4	0.7	—	0.7	3.6	—	3.6	0.5	—	0.5	1.8	—	1.8
1.2	1.1	0.1	1.0	0.8	0.2	1.7	1.4	0.3	6.0	5.4	0.6	6.1	4.2	1.9
2.2	2.1	0.1	2.2	2.2	—	2.4	2.2	0.2	2.2	2.1	0.1	2.3	2.0	0.3
32.8	16.3	16.5	35.0	19.3	15.7	46.8	23.9	22.9	55.3	29.6	25.7	73.2	31.7	41.5
269.7	213.1	56.6	327.5	260.1	67.4	386.9	307.3	79.6	444.3	349.0	95.3	519.6	360.9	158.7
32.9	32.1	0.8	29.1	28.7	0.4	39.3	38.2	1.1	8.7	8.2	0.5	22.7	4.5	18.2
42.0	21.0	21.0	51.9	22.0	29.9	68.7	35.5	33.2	54.1	25.1	29.0	86.0	33.7	52.3
7.7	—	7.7	13.5	—	13.5	10.2	—	10.2	10.4	—	10.4	7.7	—	7.7
0.8	—	0.8	2.2	0.1	2.1	1.4	0.1	1.3	5.4	0.1	5.3	3.3	0.1	3.2
385.9	282.5	103.4	459.2	330.2	129.0	553.2	404.9	148.3	578.1	412.0	166.1	712.4	430.8	281.6
199.9	136.4	63.5	299.4	204.3	95.0	366.3	249.1	117.2	398.5	275.9	122.6	478.3	300.6	177.7
132.1	115.3	16.8	149.8	128.0	21.8	202.9	174.9	28.0	251.2	213.3	37.9	282.1	204.6	77.5
8.4	8.3	0.1	4.2	1.4	2.8	22.3	19.9	2.4	11.1	9.1	2.0	7.9	5.0	2.9
11.0	11.0	—	0.3	—	0.3	15.1	15.0	0.1	7.2	7.0	0.2	2.8	0.8	2.0
7.9	3.9	4.0	6.0	0.1	5.9	10.0	—	10.0	17.2	0.9	16.3	26.9	—	26.9
56.2	51.7	4.5	85.8	73.9	11.9	34.5	24.1	10.4	42.3	32.4	9.9	73.0	50.5	22.5
2.3	—	2.3	3.7	—	3.7	5.7	—	5.7	10.5	—	10.5	12.9	—	12.9
4.8	—	4.8	3.2	—	3.2	6.2	—	6.2	9.4	—	9.4	9.4	—	9.4
422.6	326.6	96.0	552.4	407.7	144.6	662.5	483.0	179.5	747.5	538.6	208.9	893.1	561.4	331.7
(36.7)	(44.1)	7.4	(93.2)	(77.6)	(15.6)	(109.3)	(78.1)	(31.2)	(164.6)	(126.6)	(42.8)	(180.7)	(130.6)	(50.1)
6.8	5.2	1.6	3.1	—	3.1	2.9	—	2.9	3.5	—	3.5	9.5	—	9.5
3.9	3.1	0.8	—	—	—	—	—	—	2.2	—	2.2	—	—	—
10.2	10.2	—	11.3	11.1	0.2	16.0	15.3	0.7	19.4	16.5	2.9	11.6	11.6	—
779.5	639.9	139.6	910.7	755.5	155.2	987.4	768.6	218.8	1270.7	934.3	336.4	1717.4	1069.2	648.2
300.7	290.0	10.7	312.5	300.0	12.5	166.2	150.0	16.2	173.4	160.0	13.4	237.8	170.0	67.8
2.6	—	2.6	2.7	—	2.7	2.6	—	2.6	2.5	—	2.5	2.4	—	2.4
4.9	—	4.9	4.7	—	4.7	10.7	—	10.7	—	—	—	—	—	6.0
—	—	—	—	—	—	—	—	—	—	—	—	—	—	(0.1)
97.4	85.6	11.8	144.7	132.7	12.0	324.8	296.4	28.4	369.4	311.4	58.0	263.3	164.3	74.1
1.5	1.1	0.4	9.6	3.2	6.4	7.4	7.4	—	—	—	—	—	—	19.0
17.3	—	17.3	12.7	—	12.7	35.3	—	35.3	26.0	—	26.0	48.0	—	48.0
101.6	98.5	3.1	67.9	63.9	4.0	—	134.4	—	238.0	234.9	3.1	1118.9	461.7	387.0
119.3	71.4	47.9	208.7	159.8	48.9	406.3	178.5	93.4	413.8	225.5	188.3	13.2	270.2	—
12.5	—	12.5	17.1	—	17.1	—	—	—	7.0	—	7.0	—	—	13.2
114.2	92.2	22.0	122.3	94.9	27.4	25.5	0.2	25.3	22.3	0.4	21.9	27.6	0.2	27.4
7.5	1.1	6.4	7.8	1.0	6.8	8.7	1.7	7.0	18.3	2.1	16.2	6.2	2.7	3.5
779.5	639.9	139.6	910.7	755.5	155.2	987.4	768.6	218.8	1270.7	934.3	336.4	1717.4	1069.2	648.2

Table 3.7

# United Kingdom Airlines Individual Airline Profit and Loss Account 1980

(£'000 Throughout)

		(a) BA Combined	Air Bridge Carriers	Air Ecosse	Air Europe	Air UK	Alidair	Aurigny Air Services
REVENUES	Financial Year Ending	31.3.81	31.12.80	31.3.81	31.3.81	31.12.80	31.7.80	31.12.80
1	Scheduled passenger (a) First class		—	—	—	—	—	—
	(b) Normal economy	1 474 336	—	866	—	—	62	1 680
	(c) Other scheduled service passengers		—	—	—	40 403	123	—
2	Scheduled Excess Baggage	15 235	—	—	—	78	—	15
3	Scheduled cargo and diplomatic bags	162 259	—	53	—	6 497	—	129
4	Scheduled and non-scheduled Mail	40 379	—	2 238	1	648	—	11
5	Non-scheduled flights (a) Inclusive tours		—	—	15 086	9 549	—	—
	(b) ABC Other than part-charter	61 294	—	—	—	—	—	—
	(c) Cargo		6 541	3618	—	343	—	61
	(d) Other		—	—	—	—	3 868	—
6	Incidental Revenue	10 017	83	—	4 258	673	101	20
7	<b>Total Operating Revenues</b>	<b>1 763 520</b>	<b>6 624</b>	<b>6 775</b>	<b>19 345</b>	<b>58 191</b>	<b>4 154</b>	<b>1 916</b>
<b>EXPENSES</b>								
8	Flight crew salaries	72 118	405	—	1 229	3 510	278	223
9	Flight crew allowances and expenses	15 739	185	611	183	841	91	—
10	Cabin crew salaries (including training)	59 038	—	—	754	1 121	77	—
11	Cabin crew allowances and expenses	35 378	—	—	365	579	24	—
12	Aircraft fuel and oil	499 655	1 784	22	3 734	13 176	824	323
13	Flight equipment insurance and uninsured losses	4 586	85	—	193	413	—	16
14	Rental of flight equipment	19 962	280	3 588	218	5 398	—	203
15	Flight crew training (when not amortised)	9 973	127	—	111	547	43	—
16	Flight expenses other than items 8 to 15	—	52	—	88	421	191	—
17	Maintenance and overhaul (a) Fixed	194 754	753	294	41	5 039	196	—
	(b) Variable		800	—	1 381	5 546	135	384
18	Depreciation of aircraft fleet (including spares)	81,063	22	30	1 128	801	151	—
19	Depreciation of ground property and equipment	(b)	15	20	175	235	2	8
20	Amortisation of development and pre-operating costs	—	—	—	188	—	—	—
21	Flight crew training (when amortised)	—	—	—	—	—	—	—
22	Landing and departure fees	63 425	1 274	—	448	5 557	779	—
23	Aerodrome, En route, and other Navigation service charges	35 605	233	963	786	2 167	194	333
24	Handling charges and parking fees	52 953	—	—	1 389	5 695	237	—
25	Station costs	152 378	—	5	—	3 684	204	273
26	Passenger meals (a) Fixed	37 436	—	44	1 004	—	58	—
	(b) Variable	46 762	—	—	51	1 339	—	—
27	Passenger embarkation fees	35 203	—	—	—	3 869	156	—
28	Passenger insurance	3 899	—	—	60	172	—	10
29	Sales	99 693	—	—	31	348	48	39
30	Reservations	—	—	—	—	1 248	—	—
31	Advertising and promotion	33 179	5	72	55	964	—	—
32	Commission	125 264	43	45	—	3 446	—	—
33	General and administrative	125 191	438	527	1 888	3 479	323	63
34	Specific cargo costs	59 392	—	32	—	71	79	—
35	Other operating expenses	7 512(c)	—	—	2	—	—	34
36	<b>Total Operating Expenses</b>	<b>1 870 158</b>	<b>6 501</b>	<b>6 253</b>	<b>15 502</b>	<b>69 666</b>	<b>4 090</b>	<b>1 909</b>
37	<b>Operating Profit (or Loss)</b>	<b>(106 638)</b>	<b>123</b>	<b>522</b>	<b>3 843</b>	<b>(11 475)</b>	<b>64</b>	<b>7</b>
38	Profit or loss on disposal of fixed assets	15 263	—	(2)	—	(280)	230	—
39	Interest payable less receivable (net)	(64 962)	20	(57)	(1 479)	(1 617)	(74)	21
40	Direct subsidies from public funds	—	—	—	—	—	—	—
41	Other payments from public funds	—	—	—	—	—	—	—
42	Dividends receivable	13 280	—	—	—	—	—	—
43	Other non-operating items	2 347	25	—	—	—	—	—
44	Non-operating Items (Balance)	(34 072)	45	(59)	(1 479)	(1 897)	156	21
45	<b>Profit or Loss (—) before Taxation</b>	<b>(140 710)</b>	<b>168</b>	<b>463</b>	<b>2 364</b>	<b>(13 372)</b>	<b>220</b>	<b>28</b>

(a) Revenue and Expense headings relate to British Airways and British Airtours only. The net financial result of British Airways Helicopters is included under Item 42.

(b) Included under appropriate cost items.

(c) Costs relating to surplus resources and adjustments on consolidation.

(d) No breakdown of Revenues available for Loganair.

Table 3.7 cont'd

(£'000 Throughout)

Britannia Airways	British Air Ferries	British Caledonian Airways	British Midland Airways	Brymon Airways	Burnthills Aviation	Cathay Pacific Airways	Dan-Air Services	Express Air Services	Guernsey Airlines	Laker Airways
31.12.80	31.12.80	31.10.80	31.12.80	31.3.81	31.3.81	31.12.80	31.12.80	31.12.80	31.7.80	31.3.81
—	—	25 566	—	—	—	18 177	—	—	—	—
—	—	82 123	36 779	—	—	48 579	19 888	—	4	81 332
—	—	59 570	—	2 504	30	118 551	—	1 132	1	—
—	—	3 486	—	3	—	2 879	30	—	—	—
—	—	30 082	552	40	—	39 137	456	—	—	—
—	—	3 821	—	—	—	1 522	978	454	—	—
127 832	—	12 125	—	—	—	20	103 802	—	—	44 269
—	—	—	—	—	—	—	—	1 180	—	9 810
128	7064	6 309	—	—	—	284	467	1 209	—	2 180
6 321	—	1 660	1 025	—	300	—	16 280	—	49	9 263
9 849	6	1 981	11 264	110	—	6 758	9 897	162	—	1 981
144 130	7 070	226 723	49 620	2 657	330	235 907	151 798	4 137	54	148 835
7 015	492	9 826	2 380	161	55	11 525	7 260	—	—	5 369
2 265	413	1 807	1 358	52	13	5 725	1 602	515	—	—
4 072	38	6 063	558	59	—	4 816	3 153	62	—	3 377
1 455	—	3 820	—	19	—	4 270	1 450	—	—	—
44 563	470	60 794	8 890	678	71	67 479	43 382	943	—	57 559
617	129	755	390	36	23	778	854	74	—	1 431
6 552	864	1 338	2 805	49	80	4 742	3 431	637	—	—
408	—	878	363	24	—	2122	587	68	—	476
—	245	2 550	411	—	—	741	—	61	—	—
7 217	2 545	11 230	3 715	232	72	24 639	95	729	—	7 796
2 228	—	12 726	5 473	—	—	—	8 135	692	—	—
4 163	173	7 388	1 019	125	—	13 284	3 684	83	—	12 310
607	14	—	238	17	3	1 559	164	54	5	888
—	63	—	—	—	—	681	728	—	—	—
—	—	846	—	—	—	—	—	—	—	—
5 398	139	8 134	—	262	38	9 099	6 953	374	—	2 875
6 779	57	3 720	8 293	119	—	2 533	6 748	149	—	6 934
8 103	123	8 626	—	264	10	8 372	9 675	267	—	5 412
2 108	15	14 990	2 396	61	—	8 566	2 827	86	19	9 189
—	10	2 244	917	—	—	4 717	769	—	—	4 650
6 847	—	5 957	—	—	—	9 938	4 755	4	—	—
9 642	25	4 754	3 152	101	—	34	9 226	104	—	1 691
630	—	433	107	—	—	386	435	—	—	572
87	138	10 348	439	—	—	13 904	1 266	—	—	—
—	—	730	859	22	—	—	740	—	—	—
237	13	4 636	525	45	4	5 527	467	45	9	2 508
—	197	11 426	2 185	139	2	14 858	2 275	11	—	2 308
3 660	35	15 941	2 424	180	48	15 509	28 250	67	32	9 599
—	—	2 951	595	1	—	2 882	—	—	—	—
—	47	—	—	—	—	1 378	—	49	—	1 716
124 653	6 245	214 911	49 492	2 646	419	240 064	148 911	5 074	65	136 650
19 477	825	11 812	128	11	(89)	(4157)	2 887	(937)	(11)	12 185
—	81	939	72	—	—	11 627	—	—	1	3
(141)	(250)	(9 216)	(333)	(293)	—	(7 537)	(1 079)	(304)	11	(12 346)
—	—	—	—	—	51	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
—	—	2	—	—	—	3 098	—	—	—	3
—	(293)	2 545	530	(94)	—	—	57	(264)	—	2 370
(141)	(462)	(5 730)	269	(387)	51	7 188	(1 022)	(568)	12	(9 970)
19 336	363	6 082	397	(376)	(38)	3 031	1 865	(1 505)	1	2 215

Table 3.7 cont'd

# United Kingdom Airlines Individual Airline Profit and Loss Account 1980

(£'000 Throughout)

		Loganair (d)	Monarch Airlines	Orion Airways	Redcoat Air Cargo	Tradewinds Airways
REVENUES	Financial Year Ending	31.3.81	30.11.80	30.11.80	30.6.80	30.9.80
1	Scheduled passenger (a) First class	..	—	—	—	—
	(b) Normal economy	..	—	—	—	—
	(c) Other scheduled service passengers	..	—	—	—	—
2	Scheduled Excess Baggage	..	—	—	—	—
3	Scheduled cargo and diplomatic bags	..	—	—	—	—
4	Scheduled and non-scheduled Mail	..	—	—	—	—
5	Non-scheduled flights (a) Inclusive tours	..	43 529	18 231	—	—
	(b) ABC Other than part-charter	..	—	—	—	—
	(c) Cargo	..	—	—	3 310	20 576
	(d) Other	..	—	—	—	—
6	Incidental Revenue	..	2 711	844	31	303
7	<b>Total Operating Revenues</b>	<b>7 104</b>	<b>46 240</b>	<b>19 075</b>	<b>3 341</b>	<b>20 879</b>
<b>EXPENSES</b>						
8	Flight crew salaries	812	2 376	847	185	1 046
9	Flight crew allowances and expenses	—	161	161	121	584
10	Cabin crew salaries (including training)	—	828	412	18	—
11	Cabin crew allowances and expenses	—	302	323	22	—
12	Aircraft fuel and oil	1 512	18 592	6 802	1 458	9 883
13	Flight equipment insurance and uninsured losses	116	192	178	30	292
14	Rental of flight equipment	233	3 060	559	245	1 587
15	Flight crew training (when not amortised)	—	402	92	15	48
16	Flight expenses other than items 8 to 15	—	—	294	14	390
17	Maintenance and overhaul (a) Fixed	482	6 146	—	—	252
	(b) Variable	353	—	1 545	380	1 681
18	Depreciation of aircraft fleet (including spares)	295	2 119	—	96	1 013
19	Depreciation of ground property and equipment	53	40	11	6	60
20	Amortisation of development and pre-operating costs	—	—	—	—	—
21	Flight crew training (when amortised)	—	—	—	—	212
22	Landing and departure fees	1 186	1 650	862	92	517
23	Aerodrome, En route, and other Navigation service charges	—	2 236	973	79	484
24	Handling charges and parking fees	—	2575	1 248	98	1 402
25	Station costs	531	644	—	68	238
26	Passenger meals (a) Fixed	38	1 968	—	—	—
	(b) Variable	—	—	1 244	—	—
27	Passenger embarkation fees	—	63	1 551	—	—
28	Passenger insurance	—	273	—	—	—
29	Sales	—	122	—	—	—
30	Reservations	25	—	—	—	—
31	Advertising and promotion	56	—	—	14	13
32	Commission	—	133	—	80	65
33	General and administrative	714	1 600	788	276	2 217
34	Specific cargo costs	—	—	—	92	230
35	Other operating expenses	—	829	—	—	529
36	<b>Total Operating Expenses</b>	<b>6 406</b>	<b>46 311</b>	<b>17 890</b>	<b>3 389</b>	<b>22 743</b>
37	<b>Operating Profit (or Loss)</b>	<b>698</b>	<b>(71)</b>	<b>1 185</b>	<b>(48)</b>	<b>(1 864)</b>
38	Profit or loss on disposal of fixed assets	—	(15)	—	—	—
39	Interest payable less receivable (net)	(1 199)	845	240	(26)	(1022)
40	Direct subsidies from public funds	—	—	—	—	—
41	Other payments from public funds	—	—	—	—	—
42	Dividends receivable	—	—	—	—	—
43	Other non-operating items	—	—	—	(14)	—
44	Non-operating Items (Balance)	(1 199)	830	240	(40)	(1022)
45	<b>Profit or Loss (—) before Taxation</b>	<b>(501)</b>	<b>759</b>	<b>1 425</b>	<b>(88)</b>	<b>(2 886)</b>

(a) Revenue and Expense headings relate to British Airways and British Airtours only. The net financial result of British Airways Helicopters is included under Item 42.

(b) Included under appropriate cost items.

(c) Costs relating to surplus resources and adjustments on consolidation.

(d) No breakdown of Revenues available for Loganair.

Table 3.8

# United Kingdom Airlines Individual Appropriation Accounts 1980

	(£'000 Throughout)											
	British Airways (Combined)	Air Bridge Carriers	Air Ecosse	Air Europe	Air UK	Alidair	Aurigny Air Services	Britannia Airways	British Air Ferries	British Caledonian Airways	British Midland Airways	Brymon Airways
Financial Year Ending	31.3.81	31.12.80	31.3.81	31.3.81	31.12.80	31.7.80	31.12.80	31.12.80	31.12.80	31.10.80	31.12.80	31.3.81
1 Profit or loss before Taxation	(140 710)	168	463	2 364	(13 372)	220	28	19 336	363	6 082	397	(376)
2 Taxation	(3 710)	30	—	(11)	239	—	—	(8 984)	(284)	(163)	—	—
3 Profit or loss after Taxation	(144 420)	198	463	2 353	(13 133)	220	28	10 352	79	5 919	397	(376)
4 Exceptional Items and Prior year adjustments	—	—	—	—	6 282	—	—	—	—	—	—	—
5 Transfers from Reserves	(685)	—	—	—	—	—	—	14 230	—	2 431	(1 315)	—
6 Available for appropriation	(145 105)	198	463	2 353	(6 851)	220	28	24 582	79	8 350	(918)	(376)
7 Dividends	—	—	—	—	—	—	—	8 000	—	8 350	320	—
8 Transfer to Reserves	(145 105)	198	463	2 353	(6 851)	220	28	16 582	79	—	(1 238)	(376)

  

	Burnthills Aviation	Cathay Pacific Airways	Dan-Air Services	Express Air Services	Guernsey Airlines	Laker Airways	Loganair	Monarch Airlines	Orion Airways	Redcoat Air Cargo	Tradewinds Airways
Financial Year Ending	31.3.81	31.12.80	31.12.80	31.12.80	31.7.80	31.3.81	31.3.81	30.11.80	30.11.80	30.6.80	30.9.80
1 Profit or loss before Taxation	(38)	3 031	1 865	(1 505)	1	2 215	(501)	759	1 425	(88)	(2 886)
2 Taxation	—	(306)	589	—	—	(1)	—	(360)	(745)	—	—
3 Profit or loss after Taxation	(38)	2 725	2 454	(1 505)	1	2 214	(501)	399	680	(88)	(2 886)
4 Exceptional Items and Prior year adjustments	—	408	2 082	1 573	—	823	841	—	—	153	760
5 Transfers from Reserves	34	—	—	—	—	636	(149)	—	—	161	—
6 Available for appropriation	(4)	3 133	4 536	68	1	3 673	191	399	680	226	(2 126)
7 Dividends	—	—	690	—	—	—	—	—	577	—	—
8 Transfer to Reserves	(4)	3 133	3 846	68	1	3 673	191	399	103	226	(2 126)

Table 3.9

United Kingdom Airlines  
Individual Airlines Balance Sheet 1980

(£'000 Throughout)								
		BA Combined	Air Bridge Carriers	Air Ecosse	Air Europe	Air UK	Aldair	Aurigny Air Services
ASSETS EMPLOYED	Financial Year Ending	31.3.81	31.12.80	31.3.81	31.3.81	31.12.80	31.7.80	31.12.80
1	<b>Operating Equipment and Property</b>							
	Aircraft fleet (including spares)	1 511 455	2 095	510	12 384	6 466	781	—
	Less: Provisions for amortisation and depreciation	650 905	833	30	1 080	4 008	276	—
	Aircraft fleet after depreciation	860 550	1 262	480	11 304	2 458	505	—
	Property and other equipment	380 438	174	107	298	2 003	629	148
	Less: Provisions for amortisation and depreciation	143 685	42	39	76	852	388	47
	Property after depreciation	236 753	132	68	222	1 151	241	101
	Payments on account of aircraft under construction	84 731	—	—	—	—	—	—
2	<b>Interests in Group Companies</b>							
	Shares	—	115	—	—	—	—	20
	Advances and debts not currently receivable	—	—	—	—	—	50	205
3	<b>Trade Investments</b>							
	Shares	4168	—	—	—	—	—	—
	Advances and debts not currently receivable	2024	—	—	—	—	—	—
4	<b>Current Assets</b>							
	Stores and work in progress	31 669	—	—	22	3 624	663	—
	Debtors and prepayments	360 859	440	704	1 823	9 004	870	86
	Short term loans and deposits	4 479	—	—	—	—	—	65
	Bank balance and cash	33 732	388	14	4 694	323	16	29
	Group Companies advances and debts not currently receivable	—	—	386	—	1 739	—	—
	Other Items	54	20	—	—	—	—	81
	<b>Total Current Assets</b>	430 793	848	1 104	6 539	14 690	1 549	261
5	<b>Less Current Liabilities</b>							
	Creditors and accruals	300 578	701	355	4 722	6 193	699	134
	Traffic revenue received in advance	204 556	—	5	2 357	2 371	—	9
	Taxation	5 044	—	—	—	53	—	9
	Dividends	791	—	—	—	—	—	16
	Bank Overdrafts	—	—	258	—	751	325	—
	Instalments of borrowings and hire purchase liabilities repayable within one year	50 454	182	92	—	—	65	—
	Group Companies advances and debts currently payable	—	507	—	419	510	105	—
	Other items	—	—	—	—	2 394	—	—
	<b>Total Current Liabilities</b>	561 423	1 390	710	7 498	12 272	1 194	168
	<b>Total Net Current Assets</b>	(130 630)	(542)	394	(959)	2 418	355	93
6	<b>Unamortised Costs</b>							
	Pre-Operational training and development	—	—	—	1 410	—	—	—
	Other Items	—	—	—	—	—	—	—
7	<b>Other Assets</b>	11 554	—	—	—	—	—	—
	<b>TOTAL ASSETS</b>	1 069 150	967	942	11 977	6 027	1 151	419
<b>FINANCED BY:</b>								
8	<b>Shareholders Fund</b>							
	Share capital	170 000	192	100	10	12 500	100	100
	Share premium account	—	—	—	—	—	—	—
	Reserves: Capital	—	—	—	—	—	—	—
	Self-insurance	—	—	—	—	—	—	—
	Revenue	164 321	330	553	—	(11 189)	632	319
	Other	—	—	6	3 424	—	282	—
9	<b>Borrowings etc. (Repayable more than one year ahead)</b>							
	Advances from other group Companies	—	—	—	240	4 668	—	—
	Bank loans	461 702	—	—	—	—	—	—
	Other loans	270 238	197	280	3 874	—	—	—
	Hire Purchase Liabilities	—	—	3	4 429	—	47	—
10	<b>Deferred Liabilities</b>							
	Taxation	163	—	—	—	48	90	—
	Other	2 726	248	—	—	—	—	—
	<b>TOTAL LIABILITIES</b>	1 069 150	967	942	11 977	6 027	1 151	419

Table 3.9 cont'd

(£'000 Throughout)

Britannia Airways	British Air Ferries	British Caledonian Airways	British Midland Airways	Brymon Airways	Burnthills Aviation	Cathay Pacific Airways	Dan-Air Services	Express Air Services	Guernsey Airlines	Laker Airways
31.12.80	31.12.80	31.10.80	31.12.80	31.3.81	31.3.81	31.12.80	31.12.80	31.12.80	31.7.80	31.3.81
50 075	1 664	156 998	9 867	2 820	21	172 075	43 745	—	—	248 343
15 943	868	31 789	3 166	—	1	46 019	13 538	—	—	33 518
34 132	796	125 209	6 701	2 820	20	126 056	30 207	—	—	214 825
5 124	510	24 710	2 222	122	81	14 789	4 753	104	15	7 392
1 875	275	6 642	893	47	11	7 498	2 235	81	—	2 538
3 249	235	18 068	1 329	75	70	7 291	2 518	23	15	4 854
—	—	1 911	—	—	—	10 837	—	—	—	—
—	—	—	515	—	—	4 941	57	—	—	845
—	62	—	—	—	—	—	141	—	—	—
—	—	84	—	—	—	1 805	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
1 906	1 428	13 179	1 075	259	3	375	9 697	50	6	530
3 569	1 819	45 380	9 938	399	74	45 355	12 866	1 457	69	5 898
—	—	—	—	27	—	14 215	303	—	—	—
592	296	25 112	24	62	—	3 878	2 153	139	60	9 406
2 841	—	—	72	190	—	123	—	—	7	1 003
—	—	—	—	—	—	—	—	—	—	3 141
8 908	3 543	83 671	11 109	937	77	63 946	25 019	1 646	142	19 978
10 321	1 772	42 538	11 512	729	55	34 952	24 974	754	73	17 229
—	154	32 475	—	—	—	24 403	3 853	—	42	11 430
1 330	212	56	—	—	—	665	—	—	—	—
—	—	—	320	—	—	—	—	—	—	—
—	876	—	727	—	102	9 260	—	—	—	9 453
1 222	279	13 427	393	—	—	—	2 479	—	6	—
—	—	—	495	492	2	704	—	915	—	262
—	—	—	2 366	—	—	—	—	—	—	—
12 873	3 293	88 496	15 813	1 221	159	69 984	31 316	1 669	121	38 374
(3 965)	250	(4 825)	(4 704)	(284)	(82)	(6 038)	(6 297)	(23)	21	(18 396)
—	90	2 554	—	—	3	3 803	1 018	—	—	—
—	—	—	—	—	1	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
33 416	1 433	143 001	3 841	2 611	12	148 695	27 644	—	36	202 128
115	200	511	5 079	25	10	38 247	1 000	—	35	5 000
—	—	2 440	—	—	—	—	—	—	—	—
—	217	—	—	—	6	—	—	—	—	4 992
—	—	—	—	—	—	—	—	—	—	—
16 582	323	32	(1 238)	—	(4)	32 062	—	—	1	15 395
—	—	—	—	112	—	—	13 594	—	—	—
9 000	—	27 379	—	—	—	230	1 576	—	—	—
—	—	—	—	—	—	53 168	—	—	—	—
70	326	112 639	2 460	—	—	20 783	7 681	—	—	176 741
4 721	—	—	—	14	—	—	3 762	—	—	—
—	367	—	—	—	—	4 205	—	—	—	—
2 928	—	—	—	—	—	—	31	—	—	—
33 416	1 433	143 001	3 841	2 611	12	148 695	27 644	—	36	202 128

Table 3.9 cont'd

United Kingdom Airlines  
Individual Airlines Balance Sheet 1980

(£'000 Throughout)						
		Loganair	Monarch Airlines	Orion Airways	Redcoat Air Cargo	Tradewinds Airways
ASSETS EMPLOYED	Financial Year Ending	31.3.81	30.11.80	30.11.80	30.6.80	30.9.80
1	<b>Operating Equipment and Property</b>					
	Aircraft fleet (including spares)	4 065	9 347	—	458	6 745
	Less Provisions for amortisation and depreciation	1 003	6 765	—	123	1 692
	Aircraft fleet after depreciation	3 062	2 582	—	335	5 053
	Property and other equipment	1 002	342	54	81	277
	Less Provisions for amortisation and depreciation	185	99	11	8	181
	Property after depreciation	817	243	43	73	96
	Payments on account of aircraft under construction	—	—	—	—	—
2	<b>Interests in Group Companies</b>					
	Shares	—	—	—	—	—
	Advances and debts not currently receivable	—	—	—	91	—
3	<b>Trade Investments</b>					
	Shares	—	—	—	—	—
	Advances and debts not currently receivable	—	—	—	—	—
4	<b>Current Assets</b>					
	Stores and work in progress	1 459	337	—	12	1 802
	Debtors and prepayments	1 172	3 010	628	557	2 034
	Short term loans and deposits	—	—	3 236	12	—
	Bank balance and cash	3	3 369	78	33	252
	Group Companies advances and debts not currently receivable	826	—	—	—	17
	Other Items	—	—	—	—	—
	<b>Total Current Assets</b>	3 460	6 716	3 942	614	4 105
5	<b>Less: Current Liabilities</b>					
	Creditors and accruals	812	4 044	2 346	650	3 617
	Traffic revenue received in advance	—	329	—	—	—
	Taxation	—	—	96	—	—
	Dividends	—	—	—	—	—
	Bank Overdrafts	1 886	—	—	27	1 587
	Instalments of borrowings and hire purchase liabilities repayable within one year	—	—	—	—	200
	Group Companies advances and debts currently payable	—	2 637	1 487	—	1 146
	Other items	—	—	—	—	—
	<b>Total Current Liabilities</b>	2 698	7 010	3 929	677	6 550
	<b>Total Net Current Assets</b>	762	(294)	13	(63)	(2445)
6	<b>Unamortised Costs</b>					
	Pre-Operational training and development	—	326	—	—	158
	Other Items	—	—	—	3	—
7	<b>Other Assets</b>					
	<b>TOTAL ASSETS</b>	4 641	2 857	56	439	2 862
<b>FINANCED BY:</b>						
8	<b>Shareholders Fund</b>					
	Share capital	350	100	100	65	860
	Share premium account	—	—	—	—	—
	Reserves: Capital	317	—	—	113	130
	Self-insurance	—	—	—	—	—
	Revenue	—	2 307	103	152	(1419)
	Other	1 544	—	—	—	—
9	<b>Borrowings etc. (Repayable more than one year ahead)</b>					
	Advances from other group Companies	—	—	—	—	—
	Bank loans	1 500	—	—	—	—
	Other loans	930	—	—	—	3039
	Hire Purchase Liabilities	—	90	—	109	—
10	<b>Deferred Liabilities</b>					
	Taxation	—	360	(147)	—	—
	Other	—	—	—	—	252
	<b>TOTAL LIABILITIES</b>	4 641	2 857	56	439	2 862



Table 3.10

## Total Scheduled and Non-scheduled Services (a)

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft — km (000)	Stage Flights	Aircraft Hours	(b) No. of Passengers Uplifted	Seat-km Available (000)	Seat-km used (000)	(b) Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)	Total (000)	Tonne-km used		
											Mail (000)	Cargo (000)	Passenger (000)
British Airways (including BA Helicopters and British Airtours)	31.3.81	293 266	259 751	485 885	17 421 338	67 058 987	42 297 686	22 7236	7 894 141	4 988 294	162 900	982 478	3 842 900
Air Bridge Carriers	31.12.80	1 809	3 126	4 780	—	—	—	16 528	29 510	12 673	64	12 609	—
Air Ecosse	31.3.81	881	4 309	2 987	27 424	12 571	5 648	147	1 056	488	13	10	462
Air Europe	31.3.81	12 460	6 575	19 683	745 341	1 618 377	1 429 029	3	153 047	114 389	14	8	114 368
Air UK	31.12.80	22 776	67 459	72 159	1 384 879	1 139 352	665 914	18 455	115 632	62 445	591	5 278	56 576
Aldair	31.7.80	911	2 608	2 989	79 016	54 476	30 652	694	5 455	2 611	—	271	2 343
Aurigny Air Services	31.12.80	1 272	21 641	6 156	213 687	19 006	12 117	1 153	1 748	1 031	6	56	969
Britannia Airways	31.12.80	58 307	32 010	92 523	3 478 492	7 609 124	6 353 030	11	648 654	540 473	—	457	540 016
British Air Ferries	31.12.80	3 307	7 269	10 670	19 315	132 829	61 338	2 068	14 485	6 024	494	648	4 882
British Caledonian Airways	31.10.80	51 290	46 946	83 770	2 102 177	7 710 089	4 217 247	53 508	1 125 428	643 297	9 883	245 338	388 078
British Midland Airways	31.12.80	16 917	33 989	41 737	1 221 185	1 475 126	793 266	2 741	266 711	114 823	47	52 935	61 841
Brymon Airways	31.3.81	2 394	11 144	10 962	100 805	58 345	25 562	12	5 261	2 119	—	3	2 116
Burnthills Aviation	31.3.81	66	587	434	1 016	265	114	—	25	10	—	—	10
Cabair	31.3.81	174	491	635	1 814	1 630	643	—	170	48	—	—	48
Dan Air Services	31.12.80	48 711	58 215	99 732	3 367 436	5 321 495	4 302 357	4 490	430 431	347 625	729	802	346 094
Express Air Services	30.12.80	1 473	5 537	5 738	62 053	46 783	33 039	11 159	7 263	4 776	319	1 953	2 503
Guernsey Airlines	31.7.80	232	533	721	16 923	13991	8 836	22	1 380	708	—	6	700
Laker Airways	31.3.81	39 379	10 937	53 177	1 874 027	11 853 796	9 292 384	7 492	1 198 194	795 533	153	51 958	743 423
Loganair	31.3.81	5 018	28 297	22 616	202 416	74 548	45 532	122	6 912	4 186	—	50	4 138
Monarch Airlines	30.11.80	16 326	9 647	25 720	1 096 060	2 517 072	2 065 711	—	245 570	186 997	—	—	186 997
Orion Airways	30.11.80	8 190	4 771	13 118	521 871	1 064 379	941 372	—	100 953	75 267	—	—	75 267
Pelican Air Transport	31.12.80	2 852	921	3 896	—	—	—	12 341	115 754	75 559	—	75 559	—
Redcoat Air Cargo	30.6.80	1 581	643	3 443	—	—	—	2 967	27 634	15 202	—	15 202	—
Scimitar Airlines	31.3.81	1 486	458	2 068	—	—	—	—	56 667	38 507	—	38 507	—
Tradewinds Airways	30.9.80	7 078	2 470	9 998	—	—	—	31 161	292 297	170 352	—	170 352	—

(a) Excludes Air Taxi operations and Cathay Pacific Airways

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

**Table 3.11****All Scheduled Services (a)****Operating and Traffic Statistics for the Financial Years of Reporting Airlines**

	Financial Year Ending	Aircraft-km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)	Total (000)	Tonne-km used		
											Mail (000)	Cargo (000)	Passenger (000)
British Airways (including BA Helicopters and British Airtours)	31.3.81	267 384	206 770	422 477	15 922 884	63 588 341	39 697 496	222 406	7 861 505	4 758 954	162 821	979 640	3 616 475
Air Bridge Carriers	31.12.80	15	61	62	—	—	—	392	181	106	—	106	—
Air Ecosse	31.3.81	881	4 309	2 987	27 424	12 571	5 648	147	1 056	488	13	10	462
Air Europe	31.3.81	—	—	—	—	—	—	—	—	—	—	—	—
Air UK	31.12.80	17 642	61 252	61 338	1 133 925	761 513	358 204	14 644	77 405	34 564	309	3 816	30 439
Alidair	31.7.80	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	31.12.80	1 270	21 628	6 145	213 671	18 976	12 099	1 153	1 745	1 029	6	56	967
Britannia Airways	31.12.80	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	31.12.80	—	—	—	—	—	—	—	—	—	—	—	—
British Caledonian Airways	31.10.80	44 120	42 064	71 832	1 747 649	7 178 370	3 791 204	40 234	986 038	539 870	9 882	178 636	351 353
British Midland Airways	31.12.80	9 758	31 038	31 363	1 201 543	737 887	411 584	2 741	65 166	32 995	47	845	32 103
Brymon Airways	31.3.81	2 394	11 144	10 962	100 805	58 345	25 562	12	5 261	2 119	—	3	2 116
Burnthills Aviation	31.3.81	66	587	434	1 016	265	114	—	25	10	—	—	10
Cabair	31.3.81	174	491	635	1 814	1 630	643	—	170	48	—	—	48
Dan Air Services	31.12.80	7 270	21 256	21 961	582 644	481 883	263 020	963	40 905	22 832	1	557	22 274
Express Air Services	30.12.80	541	1 300	1 840	47 133	29 894	20 926	—	2 624	1 584	—	—	1 584
Guernsey Airlines	31.7.80	63	144	189	6 057	3 794	2 647	12	361	217	—	5	212
Laker Airways	31.3.81	20 434	2 917	25 578	786 129	7 032 945	5 476 303	7 492	718 238	489 812	153	51 485	438 175
Loganair	31.3.81	2 500	20 321	11 948	135 467	38 336	21 904	—	3 485	1 988	—	—	1 988
Monarch Airlines	30.11.80	—	—	—	—	—	—	—	—	—	—	—	—
Orion Airways	30.11.80	—	—	—	—	—	—	—	—	—	—	—	—
Pelican Air Transport	31.12.80	—	—	—	—	—	—	—	—	—	—	—	—
Redcoat Air Cargo	30.6.80	—	—	—	—	—	—	—	—	—	—	—	—
Scimitar Airlines	31.3.81	—	—	—	—	—	—	—	—	—	—	—	—
Tradewinds Airways	30.9.80	—	—	—	—	—	—	—	—	—	—	—	—

(a) Excludes Cathay Pacific Airways

**Table 3.12****All Non-scheduled Services (a)****Operating and Traffic Statistics for the Financial Years of Reporting Airlines**

	Financial Year Ending	Aircraft-km (000)	Stage Flights	Aircraft Hours	(b) No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	(b) Cargo + Mail Uplifted Tonnes	Tonne-km Available (000)	Total (000)	Tonne-km Used Mail (000)	Cargo (000)	Passenger (000)
British Airways (including BA Helicopters and British Airtours)	31.3.81	25 882	52 981	63 408	1 498 454	3 470 646	2 600 190	4 830	32 636	229 340	79	2 838	226 425
Air Bridge Carriers	31.12.80	1 794	3 065	4 718	—	—	—	16 136	29 329	12 567	64	12 503	—
Air Ecosse	31.3.81	—	—	—	—	—	—	—	—	—	—	—	—
Air Europe	31.3.81	12 460	6 575	19 683	745 341	1 618 377	1 429 029	3	153 047	114 389	14	8	114 368
Air UK	31.12.80	5 134	6 207	10 821	250 954	377 839	307 710	3 811	38 227	27 881	282	1 462	26 137
Alidair	31.7.80	911	2 608	2 989	79 016	54 476	30 652	694	5 455	2 611	—	271	2 343
Aurigny Air Services	31.12.80	2	13	11	16	30	18	—	3	2	—	—	2
Britannia Airways	31.12.80	58 307	32 010	92 523	3 478 492	7 609 124	6 353 030	11	648 654	540 473	—	457	540 016
British Air Ferries	31.12.80	3 307	7 269	10 670	19 315	132 829	61 338	2 068	14 485	6 024	494	648	4 882
British Caledonian Airways	31.10.80	7 170	4 882	11 938	354 528	531 719	426 043	13 274	139 390	103 427	1	66 702	36 725
British Midland Airways	31.12.80	7 159	2 951	10 374	19 642	737 239	381 682	—	201 545	81 828	—	52 090	29 738
Brymon Airways	31.3.81	—	—	—	—	—	—	—	—	—	—	—	—
Burnthills Aviation	31.3.81	—	—	—	—	—	—	—	—	—	—	—	—
Cabair	31.3.81	—	—	—	—	—	—	—	—	—	—	—	—
Dan Air Services	31.12.80	41 441	36 959	77 771	2 784 792	4 839 612	4 039 337	3 527	389 526	324 793	728	245	323 820
Express Air Services	30.12.80	932	4 237	3 898	14 920	16 889	12 113	11 159	4 639	3 192	319	1 953	919
Guernsey Airlines	31.7.80	169	389	532	10 866	10 197	6 189	10	1 019	491	—	1	488
Laker Airways	31.3.81	18 945	8 020	27 599	1 087 898	4 820 851	3 816 081	—	479 956	305 721	—	473	305 248
Loganair	31.3.81	2 518	7 976	10 668	66 949	36 212	23 628	122	3 427	2 198	—	50	2 150
Monarch Airlines	30.11.80	16 326	9 647	25 720	1 096 060	2 517 072	2 065 711	—	245 570	186 997	—	—	186 997
Orion Airways	30.11.80	8 190	4 771	13 118	521 871	1 064 379	941 372	—	100 953	75 267	—	—	75 267
Pelican Air Transport	31.12.80	2 852	921	3 896	—	—	—	12 341	115 754	75 559	—	75 559	—
Redcoat Air Cargo	30.6.80	1 581	643	3 443	—	—	—	2 967	27 634	15 202	—	15 202	—
Scimitar Airlines	31.3.81	1 486	458	2 068	—	—	—	—	56 667	38 507	—	38 507	—
Tradewinds Airways	30.9.80	7 078	2 470	9 998	—	—	—	31 161	292 297	170 352	—	170 352	—

(a) Excludes Air Taxi operations

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

## **Part 4**

# **International Civil Aviation Statistics**

# World Airlines — Scheduled Services 1980

Table 4.1

	Stage flights		Passengers uplifted		Average passenger load		Passenger load factor %		Cargo tonne-km		Average cargo load		Tonne-km available		Tonne-km used		Weight load factor %	
	Percentage change		Percentage change		Percentage change				Percentage change		Percentage change		Percentage change		Percentage change			
	000s	on 1979	millions	on 1979	on 1979	on 1979	1980	1979	millions	on 1979	tonnes	on 1979	millions	on 1979	millions	on 1979	1980	1979
<b>North American airlines</b>																		
International services	323	−0.3	31.3	5.0	151	4.1	63	65	3 792	2.8	5.77	2.3	24 155	5.4	13 259	3.2	55	56
Domestic services	5 112	2.9	285.3	−0.9	85	−3.4	.	.	5 268	−5.9	1.29	−7.9	74 923	5.2	38 209	−1.4	51	54
TOTAL	5 435	2.7	316.6	−0.4	94	−2.1	60	64	9 060	−2.5	1.91	−4.5	99 078	5.2	51 468	−0.3	52	55
<b>European airlines (a)</b>																		
International services	1 101	−3.7	69.9	−1.7	117	2.6	60	63	7 973	4.2	5.30	2.9	41 360	7.0	24 360	3.3	59	61
Domestic services	1 175	1.7	60.6	0.8	72	0.0	..	..	266	−13.9	0.64	−14.7	5 093	1.5	2 885	2.6	57	59
TOTAL	2 276	−1.0	130.5	−0.5	107	1.9	61	63	8 239	3.5	4.30	2.6	46 453	6.3	27 245	2.6	59	61
<b>United Kingdom airlines (included in European)</b>																		
International services	257	−10.8	18.3	1.1	147	6.5	63	66	1 420	13.4	3.85	11.0	10 652	11.9	6 502	8.1	61	63
Domestic services	220	12.2	7.2	0.0	47	−6.0	.	63	7	−30.0	0.12	−36.8	447	8.2	240	−3.2	54	60
TOTAL	477	−1.4	25.5	0.8	133	5.6	63	66	1 427	13.1	3.35	10.2	11 099	11.7	6 742	7.7	61	63
<b>Other airlines (b)</b>																		
International services	782	3.0	58.6	9.1	127	5.8	62	63	8 151	12.1	5.69	2.9	43 706	12.5	25 230	11.6	58	58
Domestic services	2 231	2.3	135.3	5.9	80	1.3	61	62	1 027	−3.1	0.89	−16.8	14 586	6.8	8 692	5.9	60	56
TOTAL	3 013	2.5	193.9	6.8	106	3.9	61	66	9 177	10.2	3.55	4.4	58 292	11.0	33 922	10.1	58	59
<b>Total world airlines (b)</b>																		
International services	2 202	2.2	159.4	3.1	127	4.1	62	63	19 843	1.2	5.54	4.3	108 805	8.3	62 644	6.1	58	59
Domestic services	8 852	5.7	481.7	1.2	83	−2.4	62	62	6 633	−4.8	1.17	−7.9	95 018	5.7	49 991	−0.4	53	56
TOTAL	10 724	1.8	641.1	1.7	100	1.0	61	66	26 475	3.5	2.86	0.7	203 823	7.1	112 635	3.1	55	57
TOTAL including USSR			744.8	1.7	.	..	63	66	28 987	6.2	.		224 950	7.1	130 145	3.7	58	60
United Kingdom airlines percentage share of international services	11.7		11.5						7.2				9.8		10.4			

(a) Excluding USSR

(b) Excluding USSR, also China and other non-ICAO States

Source: International Civil Aviation Organisation

# Traffic at Major World Airports 1980

(Airports which handled more than 7 million terminal passengers (a) shown in descending order)

Table 4.2

Location	Airport	Country	Air Transport Movements		Terminal Passengers (a)		International (a) Terminal Passengers		Cargo Tonnes (b)	
			000's	Percentage change on 1979	000's	Percentage change on 1979	000's	Percentage change on 1979	000's	Percentage change on 1979
Chicago	O'Hare	USA	624.2	-4.5	44 425	-4.0	2 882	18.8	816.0	-3.2
Atlanta	Hartsfield	USA	559.0	1.6	40 180	-3.6	829	103.7	329.6	-1.3
Los Angeles	International	USA	410.7	-9.8	33 038	-5.4	5 652	13.1	882.0	-2.1
London	Heathrow	UK	276.7	0.1	27 483	-1.8	23 389	-1.9	466.1	-6.5
New York	J. F. Kennedy	USA	236.4	-3.0	26 796	0.7	13 029	-2.3	1 170.0	6.7
Dallas — Fort Worth	Regional	USA	435.6	3.8	21 951	-2.8	355	-43.7	197.6	3.2
San Francisco	International	USA	296.5	0.6	21 338	-7.4	2 649	23.3	318.7	-8.2
Denver	Stapleton	USA	374.2	25.2	20 849	1.5	2250	-0.4	118.0	8.0
Tokyo	Haneda	Japan	138.5	-2.5	20 809	0.5	..	..	194.0	..
Miami	International	USA	278.4	0.8	20 505	4.5	8 438	12.7	580.7	20.1
New York	La Guardia	USA	224.6	-5.2	17 459	-5.1	—	..	32.0	-18.8
Frankfurt	Rhein-Main	W. Germany	208.9	0.3	16 874	1.5	11 856	3.2	605.2	0.7
Osaka	International	Japan	127.0	-5.0	16 434	2.3	2 551	2.0	198.2	..
Paris	Orly	France	175.1	3.7	15 670	7.7	8 507	-1.3	167.4	-1.1
Boston	Logan	USA	258.2	-5.0	14 722	-3.1	2 159	2.3	180.0	-0.8
Washington	National	USA	202.7	-2.1	14 294	0.1	—	..	25.6	-25.6
Honolulu	International	USA	197.8	-9.6	14 036	-3.4	2 115	4.1	160.0	8.8
Toronto	International	Canada	198.2	-22.9	13 707	1.8	6 370	10.5	180.8	1.0
Pittsburgh	Metropolitan	USA	344.3	23.5	11 452	2.8	96	113.3	..	..
Rome	Fiumicino	Italy	144.1	0.1	10 707	1.5	6 503	0.5	148.9	-5.5
Houston	International	USA	167.8	-7.8	10 695	-1.9	1 169	16.2	65.0	..
Las Vegas	McCarran International	USA	197.1	6.3	10 302	-2.6	246	41.4	10.3	-16.3
Madrid	Barajas	Spain	123.7	-0.2	10 146	-3.9	4 105	0.2	144.1	-0.8
Paris	Charles de Gaulle	France	102.5	-1.3	10 091	3.4	8 822	2.5	402.3	4.8
Detroit	Metropolitan	USA	180.9	-5.7	9 884	-11.1	381	-13.0	90.9	-44.6
London	Gatwick	UK	123.5	7.5	9 705	11.5	8 666	11.5	120.0	2.3
Philadelphia	International	USA	252.5	-2.6	9 597	-8.0	611	-15.1	106.5	-12.1
Amsterdam	Schipol	Netherlands	143.8	-0.2	9 401	3.1	9 289	-3.2	318.0	5.9
Minneapolis	International	USA	161.2	25.1	9 252	4.3	278	58.9	70.1	-16.7
New York	Newark	USA	122.0	-3.8	9 223	-0.8	461	-29.0	97.2	-9.5
Seattle	International	USA	184.0	3.7	9 195	-6.4	..	..	162.1	-5.2
Copenhagen	Kastrup	Denmark	145.2	-7.0	8 575	-7.9	6 663	-7.8	139.5	-12.5
Sydney	Kingsford-Smith	Australia	106.2	4.2	8 420	24.6	2 412	17.3	138.8	..
St Louis	International	USA	329.9	0.4	8 229	-9.6	37	23.3	29.3	-29.6
Tokyo	Narita	Japan	..	..	8 210	13.1	..	..	430.9	1.4
Tampa	International	USA	159.3	-4.4	7 689	-6.2	362	3.6	27.4	71.3
Zurich	Kloten	Switzerland	118.5	4.4	7 627	1.4	7 235	1.0	156.7	0.0
Palma	Son San Juan	Spain	70.9	-8.3	7 296	-8.2	5 478	-9.8	28.6	-3.4
Vancouver	Metropolitan	Canada	194.7	-28.2	7 208	17.4	2 316	32.3	63.3	-4.1
Dusseldorf	Lohausen	W. Germany	84.5	2.7	7 047	2.9	4 900	2.2	34.6	-12.0

Ø Estimated data

(a) Terminal passengers carried on air transport flights (includes passengers in connecting transit)

(b) Cargo carried on air transport flights

Source: British Airports Authority and International Civil Aviation Organisation

Size Structure of Airports in the Western World 1980

Table 4.3

Total Air Transport Movements (000's)

Location	Airport	Country or State	1980	1979	Percentage Change
Chicago	O'Hare	Illinois, USA	624.2	653.3	−4.5
Atlanta	Hartsfield	Georgia, USA	559.0	550.0	1.6
Dallas — Fort Worth	Regional	Texas, USA	435.6	419.5	3.8
Los Angeles	International	California, USA	410.7	455.1	−9.8
Denver	Stapleton	Colorado, USA	374.2	298.8	25.2
Pittsburgh	Metropolitan	Pennsylvania, U.S.A.	344.3	278.7	23.5
St. Louis	Lambert	Missouri, USA	329.9	328.7	0.4
San Francisco	International	California, USA	296.5	294.7	0.6
Miami	International	Florida, USA	278.4	276.2	0.8
London	Heathrow	United Kingdom	276.7	276.3	0.1
Boston	Logan	Massachusetts, USA	258.2	271.9	−5.0
Philadelphia	International	Pennsylvania, USA	252.5	259.3	−2.6

International Air Transport (000's)

London	Heathrow	United Kingdom	211.2	212.9	−0.8
Frankfurt	Rhein-Main	West Germany	139.8	137.9	1.4
Amsterdam	Schipol	Netherlands	138.0	138.9	−0.6
Copenhagen	Kastrup	Denmark	110.8	120.9	−8.4
Zurich	Kloten	Switzerland	109.8	105.5	4.1
Paris	Orly	France	93.5	95.3	−1.9
London	Gatwick	United Kingdom	90.3	85.8	5.2
Paris	Charles de Gaulle	France	90.0	91.6	−1.7
Rome	Fiumicino	Italy	87.9	90.2	−2.5
Brussels	National	Belgium	85.7	86.0	−0.3
New York	J. F. Kennedy	New York, USA	84.2	91.8	−8.3

Terminal Passengers (a) (000's)

Chicago	O'Hare	Illinois, USA	44 425	46 298	−4.0
Atlanta	Hartsfield	Georgia, USA	40 180	41 665	−3.6
Los Angeles	International	California, USA	33 038	34 923	−5.4
London	Heathrow	United Kingdom	27 483	27 979	−1.8
New York	J. F. Kennedy	New York, USA	26 796	26 977	−0.7
Dallas — Fort Worth	Regional	Texas, USA	21 951	22 579	−2.8
San Francisco	International	California, USA	21 338	23 052	−7.4
Denver	Stapleton	Colorado, USA	20 849	20 542	1.5
Tokyo	Haneda	Japan	20 809	20 700	0.5
Miami	International	Florida, USA	20 505	19 627	4.5
New York	La Guardia	New York, USA	17 459	18 391	−5.1
Frankfurt	Rhein-Main	West Germany	16 874	16 628	1.5

Terminal Passengers (a) on International Flights (000's)

Location	Airport	Country or State	1980	1979	Percentage Change
London	Heathrow	United Kingdom	23 389	23 842	−1.9
New York	J. F. Kennedy	New York, USA	13 029	13 338	−2.3
Frankfurt	Rhein-Main	West Germany	11 856	11 490	3.2
Amsterdam	Schipol	Netherlands	9 289	9 593	−3.2
Paris	Charles de Gaulle	France	8 821	8 668	1.8
London	Gatwick	United Kingdom	8 666	7 773	11.5
Paris	Orly	France	8 507	8 619	−1.3
Miami	International	Florida, USA	8 438	7 484	12.7
Zurich	Kloten	Switzerland	7 234	7 161	1.0
Hong Kong	Kai Tak	Hong Kong	6 829	6 251	9.2
Copenhagen	Kastrup	Denmark	6 663	7 215	−7.7
Rome	Fiumicino	Italy	6 503	6 468	0.5

Cargo (b) (tonnes 000's)

New York	J. F. Kennedy	New York, USA	1 170	1 097	6.7
Los Angeles	International	California, USA	882	901	−2.1
Chicago	O'Hare	Illinois, USA	816	843	−3.2
Frankfurt	Rhein-Main	West Germany	605	601	0.7
Miami	International	Florida, USA	581	484	20.0
London	Heathrow	United Kingdom	466	498	−6.4
Tokyo	Narita	Japan	431	425	1.4
Paris	Charles de Gaulle	France	402	383	5.0
Atlanta	Hartsfield	Georgia, USA	330	334	−1.2
San Francisco	International	California, USA	319	347	−8.1
Amsterdam	Schipol	Netherlands	318	300	6.0
Hong Kong	Kaitak	Hong Kong	258	257	0.4

(a) Terminal passengers carried on air transport flights (includes passengers in connecting transit)

(b) Cargo carried on air transport flights

Source: British Airports Authority and Civil Aviation Authority Airport Statistics

# Major Western European Airports — Aircraft Movements, Passengers and Cargo 1980

**Table 4.4**

Location	Airport	Country	Total Aircraft Movements		Air Transport Movements		Terminal Passengers		International Passengers		Total Cargo	
			(000)	% change on 1979	(000)	% change on 1979	(000)	% change on 1979	(000)	% change on 1979	(000)	% change on 1979
Alicante	Alicante	Spain			20.00	17.0	2 0330	-12.7	1 3460	-15.9	8.00	-3.6
Amsterdam	Schiphol	Netherlands	185.8	-0.9	143.8	-0.2	9 401	-3.1	9 289	-3.2	318.0	5.9
Athens	Hellenikon	Greece										
Barcelona	Barcelona	Spain	82.90	-3.4	80.00	0.3	5 8260	-7.1	1 6370	-3.5	51.60	-8.3
Belgrade	Surcin	Yugoslavia			40.6	-15.1	2 418	-14.9	819	-24.0	21.00	-12.1
West Berlin	Tegel	West Germany	56.3	-2.6	55.6	0.2	4 480	-1.1	875	-13.7	11.3	-3.4
Brussels	National	Belgium	111.0	-2.1	85.9	-0.3	5 093	1.1	5 087	1.5	164.8	6.4
Cologne-Bonn	Wahn	West Germany	39.3	-56.9	32.7	-6.8	1 919	-9.0	800	-27.5	48.4	-46.1
Copenhagen	Kastrup	Denmark	162.6	-6.2	145.2	-7.0	8 575	-8.0	6 663	-7.8	156.4	-1.9
Dublin	Dublin	Ireland	92.1	-0.1	41.2	-4.6	2 580	-6.4	2 481	0.4	39.3	-12.1
Dusseldorf	Lohausen	West Germany	115.7	1.6	84.5	2.8	7 047	2.9	4 900	2.2	34.6	-12.0
Frankfurt	Rhein-Main	West Germany	222.3	0.3	208.9	0.4	16 873	1.5	11 856	3.2	605.2	0.7
Geneva	Coimtrin	Switzerland	125.8	-4.1	69.5	-1.7	2 953	-26.3	3 273	-2.1	34.6	-4.9
Glasgow	Abbotsinch	United Kingdom	89.2		51.0	3.2	2 340	-0.8	791	3.8	12.8	-65.5
Hamburg	Fuhlsbuttel	West Germany	100.3	1.7	66.1	4.8	4 338	0.4	1 940	0.1	29.2	9.8
Hanover	Langenhagen	West Germany	78.8	4.9	48.4	46.2	1 964	-8.1	884		10.3	
Helsinki	Helsinki	Finland	87.5	8.3	54.5	1.5	3 257	-0.6	1 885	-5.3	28.5	9.6
Istanbul	Yesilkoy	Turkey	40.1		35.6	-25.7	1 938	-36.5	1 304	-32.5	18.2	13.0
Las Palmas	Las Palmas	Spain	43.7	-20.1	42.6	-21.0	3 787	-12.4	1 874	-19.6	38.2	-10.1
Lisbon	Portela de Sacavem	Portugal	48.0	-0.6	39.5	0.3	2 799	-4.5	2 072	-5.1	49.0	15.3
London	Gatwick	United Kingdom	143.5	2.1	123.5	7.5	9 707	11.6	8 666	11.5	120.0	2.3
London	Heathrow	United Kingdom	294.6	-1.5	276.7	0.2	27 483	-1.8	23 389	-1.9	468.5	-6.0
London	Luton	United Kingdom	57.7	-1.4	26.3	11.0	2 101	-5.2	1 995	-4.8	13.2	55.3
Madrid	Barajas	Spain	126.2	-0.6	123.7	-0.5	10 146	-3.9	4 105	0.2	144.1	-0.8
Malaga	Malaga	Spain	42.5	-5.8	35.4	-10.4	3 043	-11.6			7.5	8.7
Manchester	Ringway	United Kingdom	83.5	10.7	58.8	18.5	4 323	25.5	3 169	26.9	24.3	6.1
Marseille	Margnane	France	86.6	0.7	46.4	3.8	3 746	23.8	1 504	6.4	21.1	-9.8
Milan	Linate	Italy	118.4		96.8	5.8	6 249	5.1	4 013	1.7	50.1	22.6
Munich	Riem	West Germany	142.0	2.2	93.6	13.2	5 757	0.5	3 240	-1.6	30.1	7.1
Nice	Cote d'Azur	France	67.2	2.9	49.2	5.4	2 928	7.3	1 108	4.1	11.2	0.9
Oslo	Fornebu	Norway	101.7	6.8	67.0	11.7	4 153	16.2	2 102	36.2	48.5	66.1
Palma de Mallorca	Son San Juan	Spain	73.4	-7.1	70.9	-7.9	7 296	-8.2	5 478	-9.8	28.6	-3.4
Paris	Charles de Gaulle	France	105.1	-1.4	102.5	-1.3	10 091	3.4	8 822	1.8	402.3	4.8
Paris	Le Bourget	France	63.6	1.6	14.3	5.9	283	15.5	93	82.4	-	-
Paris	Orly	France	183.9	1.2	175.1	3.7	15 670	7.7	8 507	-1.3	167.4	1.1
Rome (a)	Fiumicino/Ciampino	Italy	170.3	-1.9	153.7	-2.0	11 361	7.7	6 919	7.0	157.8	0.1
Stockholm	Arlanda	Sweden			114.9		10 707		6 503		52.5	
Stuttgart	Echterdingen	West Germany	91.9	-1.9	56.4	10.8	2 627	-4.1	1 520	-1.6	19.9	1.5
Vienna	Schwechat	Austria	82.0	3.3	54.1	7.1	2 737	-1.0	2 671	-2.0	36.6	13.7
Zagreb	Pleso	Yugoslavia	34.6		32.0		1 278		523		11.6	
Zurich	Kloten	Switzerland	161.1	4.5	118.5	4.4	7 627	1.4	7 234	1.0	156.7	0.0

(a) Data for two airports serving the city are combined

Ø Estimated data

Source: British Airports Authority, Western European Airports Association, International Civil Airports Association and Civil Aviation Authority Airport statistics



# Indicators of the Changing Structure of Scheduled Air Traffic of ICAO Contracting States <sup>(a)</sup> 1971-1980

**Table 4.5**

AVERAGES PER AIRCRAFT												
Year	Stage Distance km			Speed km/hr			Payload Capacity tonnes			Weight Load Factor %		
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1971	742	1 422	577	588	656	556	15.5	18.9	13.6	46.1	48.9	44.0
1972	751	1 478	583	591	665	555	16.3	20.4	14.0	48.7	51.0	46.8
1973	760	1 474	590	592	651	555	17.3	21.7	14.6	49.8	52.7	47.1
1974	769	1 474	595	590	651	559	18.1	23.1	15.0	51.3	53.1	49.5
1975	779	1 440	597	598	655	561	18.8	23.9	15.5	50.5	52.5	48.6
1976	789	1 498	607	603	662	570	19.3	25.2	15.6	51.8	53.5	50.1
1977	797	1 508	614	605	662	575	20.1	26.5	16.0	53.1	55.0	51.1
1978	818	1 539	629	608	667	576	20.5	27.4	16.1	56.3	57.6	54.8
1979	855	1 574	663	613	667	584	21.1	28.7	16.3	57.3	58.5	55.6
1980	863	1 629	664	619	673	589	22.0	30.4	16.7	55.3	57.6	52.7

(a) Excluding USSR, also China and other States who were not members of ICAO at 31 December 1974  
Source: International Civil Aviation Organisation

# Indicators of the Changing Structure of Scheduled Air Traffic of UK Airlines 1972-1981

AVERAGES PER AIRCRAFT												
Year	Stage Distance km			Speed km/hr			Payload Capacity tonnes			Weight Load Factor %		
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1972	839	1 260	281	548	616	329	17.4	19.0	7.7	50.6	50.0	59.1
1973	858	1 310	284	548	617	330	17.7	19.4	7.8	53.9	53.6	58.8
1974	816	1 175	300	529	594	328	18.5	20.4	7.9	55.1	54.9	57.8
1975	816	1 183	296	535	606	321	20.9	23.2	8.0	55.4	55.3	57.8
1976	825	1 218	299	545	615	336	21.9	24.4	8.3	56.4	56.5	54.7
1977	827	1 215	287	547	613	335	22.8	25.3	7.5	57.5	57.4	58.3
1978	843	1 264	283	559	631	333	23.4	26.0	7.6	60.2	60.3	58.1
1979	846	1 311	279	554	632	324	23.7	26.5	7.5	62.8	62.9	59.7
1980	872	1 365	287	557	637	325	25.6	28.7	7.8	60.0	60.3	54.0
1981	878	1 385	282	560	640	325	27.6	31.0	7.7	62.3	62.6	55.9

Source: UK Airline Statistics

## **Part 5**

# **Miscellaneous UK Statistics**

Table 5.1.1

# Accidents to Aircraft on the British Register

Operating Statistics and Accident Data:  
Public Transport Passenger Carrying Services  
of UK Operators (Fixed and Rotary Wing Aircraft over 2300 kgm MTWA)

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

## A. Scheduled Passenger Services 1972-1981

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Revenue Seat used km (000 000)	Revenue Passengers Carried (000)	Notifiable Accidents		Passengers Killed	Crew Killed
						Total	Fatal		
1972	358.1	295.3	539.3	22 166	15 768	6	1	112	6
1973	378.1	319.8	583.5	26 187	17 364	8	—	—	—
1974	356.5	290.0	532.1	25 397	16 396	5	—	—	—
1975	332.1	268.5	507.2	27 544	16 322	8	—	—	—
1976	347.1	283.0	520.2	31 078	17 470	3	1	54	9
1977	333.0	273.6	498.2	31 642	16 727	1	—	—	—
1978	382.4	315.4	573.6	39 292	19 886	3	—	—	—
1979	402.6	341.1	612.5	45 406	21 235	2	—	—	—
1980	416.3	362.7	649.9	49 419	21 886	4	—	—	—
1981	390.2	335.4	602.7	50 647	21 219	6	—	—	—

## B. Non-Scheduled Passenger Services 1972-1981

1972	131.7	177.6	289.8	19 117	10 074	3	—	—	—
1973	143.5	181.1	302.7	19 654	10 910	3	1	100	4
1974	157.5	155.0	294.9	15 245	8 584	7	—	—	—
1975	167.3	164.0	291.2	16 664	9 590	1	—	—	—
1976	181.7	168.2	314.7	17 429	9 745	7	1	1	—
1977	222.8	180.7	348.8	19 990	11 050	6	—	—	—
1978	265.9	185.8	374.6	19 465	11 835	4	—	—	—
1979	277.8	198.4	397.1	20 601	12 392	4	1	15	2
1980	308.4	210.7	427.8	22 154	12 911	4	1	138	8
1981	325.4	211.8	424.2	23 024	13 464	3	2	12	2

## C. All Passenger Services 1972-1981 (This table is the total of Tables A and B)

1972	489.8	472.9	829.1	41 283	25 842	9	1	112	6
1973	521.6	500.9	886.2	45 841	28 274	11	1	100	4
1974	514.0	445.0	818.0	40 642	24 980	12	—	—	—
1975	499.4	432.5	798.4	44 208	25 912	9	—	—	—
1976	528.8	451.2	834.9	48 507	27 215	10	2	55	9
1977	555.8	454.3	847.0	51 632	27 777	7	—	—	—
1978	648.3	501.2	948.2	58 757	31 721	7	—	—	—
1979	680.4	539.5	1 009.7	66 007	33 627	6	1	15	2
1980	724.7	573.4	1 077.7	71 573	34 797	8	1	138	8
1981	715.6	547.2	1 026.9	73 671	34 683	9	2	12	2

Excludes statistics of Air Taxi Operators

# Accidents to Aircraft on the British Register

Table 5.1.2

Operating Statistics and Accident Data:  
All Public Transport Services (Passenger and Freight)  
of UK Operators (Fixed and Rotary Wing Aircraft over 2300 kgm MTWA)

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

## A. Scheduled Services 1972-1981

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Notifiable Total	Accidents Fatal
1972	369.3	309.9	565.8	6	1
1973	391.4	335.8	613.2	8	—
1974	380.2	310.3	586.1	5	—
1975	350.9	286.4	535.7	8	—
1976	364.8	301.0	552.2	3	1
1977	351.2	292.4	533.7	1	—
1978	397.9	332.7	602.1	5	—
1979	414.4	355.8	638.0	2	—
1980	424.9	373.2	669.8	4	—
1981	398.5	347.9	621.3	7	1

## B. Non-Scheduled Services 1972-1981

1972	157.0	194.7	344.8	4	—
1973	169.3	210.9	365.9	4	1
1974	171.6	177.4	328.5	9	—
1975	185.8	195.4	360.1	1	—
1976	206.8	204.2	392.5	8	1
1977	239.1	217.7	431.1	9	2
1978	287.9	226.8	450.4	6	—
1979	301.7	236.9	465.9	5	1
1980	329.4	232.7	470.5	6	2
1981	338.7	226.3	451.8	3	2

## C. All Services 1972-1981 (This table is the total of Tables A and B)

1972	526.3	504.6	910.6	10	1
1973	560.7	546.7	979.2	12	1
1974	551.8	487.7	914.6	14	—
1975	536.7	481.8	895.8	9	—
1976	571.6	505.2	944.7	11	2
1977	590.3	510.1	946.8	10	2
1978	685.8	559.5	1 052.5	11	—
1979	716.1	592.7	1 103.9	7	1
1980	754.3	605.9	1 140.3	10	2
1981	737.1	574.2	1 073.1	10	3

Excludes statistics of Air Taxi Operators

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

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

## MOVEMENTS

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

## PASSENGERS

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

## CARGO

<b>Cargo</b>	is the weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags, but excluding mail and passengers' and crews permitted baggage. 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**

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

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

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

## CLASSES OF LICENCE

- Licence** means an air transport licence granted under Section 22 of the Civil Aviation Act 1971, as amended.
- 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 the carriage, on the same aircraft, of ITC's and other categories, other than sole use;
- Class 5** authorises substitute charter flights (except exempted operations) for other UK 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) (a) and (3) of the Civil Aviation Act 1971 has by an instrument dated 2 June 1980 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 I 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 more than 25000 Kg;
  - (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.
- 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 certain substitute charter flights, ambulance flights, aircrew training and test flights, Government charter and helicopters carrying externally suspended loads.

## TYPES OF SERVICE

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

<b>Cabotage</b>	here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands other than domestic services. (For the purposes of these statistics Cabotage is shown under International Services.)
<b>Scheduled services</b>	are those performed according to a published timetable, including those supplementary thereto, and available for use by members of the public.
<b>Non-scheduled or charter services</b>	include all air transport flights other than scheduled services.
<b>Inclusive Tour Charter</b>	means a charter flight for the carriage only of passengers as part of a tour, the charge for which includes carriage by air and accommodation on the surface for the whole or part of the trip.
<b>Advance Booking Charter</b>	means a flight operated between the UK and countries overseas complying with all the conditions set out in Schedule 5, Schedule 5A, Schedule 6, Schedule 7 or Schedule 9 to Series I of the Authority's Official Record.
<b>Affinity Group Charter</b>	means a charter flight for the carriage of passengers travelling as members of an Affinity Group which meets the conditions specified in Category 1 (b) of Annex B to Section 1 of the Authority's Official Record Series I.
<b>Sole-use Charters</b>	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
<b>Separate Fare Charters</b>	are those where the charterer resells part of the capacity of the aircraft to the public at large, an organisation etc.

## MEASURES AND THEIR COMPUTATION

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

<b>Aircraft accident</b>	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.
<b>Aircraft days available</b>	The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies.
<b>Aircraft hours</b>	An aircraft hour is said to be performed when an aircraft operates one hour. Aircraft hours are measured on the basis of block-to-block times ie the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.
<b>Average daily utilisation per aircraft (hours)</b>	This is the total number of aircraft hours flown (passenger and cargo) divided by the number of aircraft days available for the period in question.
<b>Aircraft kilometres</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
<b>Cargo (or mail) tonne-kilometres used</b>	A metric tonne of revenue cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo and diplomatic bags carried on each stage flight by the stage distance. Mail tonne-kilometres used are computed in a similar way.



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

# Appendix C Definitions — UK Airline Financial Results

With effect from 1980, the reporting form on which Profit and Loss Account data was collected was revised. The definitions applicable to the new reporting form are shown in Part B of this appendix.

## A PROFIT AND LOSS ACCOUNT (1973-1979)

- 1 *Scheduled passenger* (individually booked seats direct to passenger) Included under this heading are revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisably systematic series), which are open to use by members of the public, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services. Excluded from this heading are fares of passengers carried on scheduled services under part-charter arrangements, and other block-booked seats.
- 2 *Scheduled passenger* (all block-booked seats including part-charter) Only the fares of passengers carried on scheduled services whose seats have not been booked individually are shown under this heading.
- 3 *Scheduled excess baggage* includes revenue arising from the transportation of passenger baggage in excess of the fixed free weight and fixed valuation allowance; excess baggage arising from passengers carried under heading 2 is also included.
- 4 *Scheduled cargo, and diplomatic bags* Cargo includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs.  
  
Cargo revenue also includes revenue from the carriage of diplomatic bags.
- 5 *Scheduled mail* Mail includes: payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 6 *Non-scheduled flights* Includes revenue derived from all flights performed for remuneration, including empty flights related thereto, other than those reported as scheduled services in heads 1 and 2. Item 6(e) includes revenues from sales of the whole capacity of an aircraft when the responsibility for the performance of transportation is that of the reporting carrier.
- 7 *Incidental revenues* Includes *net* revenues (ie gross revenues less related direct expenses) from such sources as surface transport; food services; service and maintenance sales; property and other incidental net operating revenues which accrued to the airline from sources other than air transportation. This item also includes *gross* revenues from passengers paying less than 25% of the normal applicable fare; commissions received on sales of transportation on other carriers; 'no-show' and cancellation fees; providing aircraft to other airlines or parties for operations under their control, such as in leasing, chartering or interchange agreements; revenues from capacity equalisation payments arising from pooled services; from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier and any other operating revenues not classifiable in headings 1 to 6.
- 8 *Total operating revenues* The sum of headings 1 to 7.

## EXPENSES

- 9 *Flight crew salaries and expenses* Includes pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs. Pay, allowances and other related expenses of pursers, cabin attendants and passenger service personnel is not to be charged under this account, but included under 'Passenger services' (item 23(a)). Training costs shall not be included in this item (see 14 and 20).

- 10 *Aircraft fuel and oil* Includes non-refundable duties and taxes.
- 11 *Flight equipment insurance* Includes: insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft.
- 12 *Uninsured losses* Includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 12 *Rental of flight equipment* Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers, identifying the total amount of such payments separately by footnote.
- 14 *Flight crew training (when not amortised)* Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 20).
- 15 *Flight expenses other than items 9 to 14* Includes expenses pertaining to inflight operation and related standby time of aircraft, which are not classifiable under items 9 to 14 inclusive.
- 16 *Maintenance and overhaul* Includes not only the cost of current maintenance of aircraft, engines, components and spares in an operative condition, but also the cost of repair and overhaul, including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements. Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work in the particular type of aircraft, or to the particular unit within the airline's organisation. It also includes the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading is also charged, whether by direct allocation or by pro-rating or apportionment. This includes items such as: pay or supervisory personnel at maintenance and overhaul shops; pay of engineers and other employees at the maintenance and overhaul shops, including stores and supplies personnel, accounting personnel, timekeepers, etc; travel, training and other expenses of maintenance and overhaul employees; maintenance and insurance of equipment used at the maintenance and overhaul shops, where separately assessed; accommodation costs; office supplies and expenses, telephone and cable costs, transportation costs.

The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, is also included.

If the airline's organisation permits the separate cost of engineering staff at out-stations to be ascertained, then such costs are normally included under this account. When this is not possible, such costs are included in item 22 with a note to this effect.

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station and other ground expenses' it is included under item 16.

- 17 *Depreciation of aircraft fleet including spares* The historic cost depreciation appropriate to the year included in heading 1 of CAA Form No Stats 252 Airline Balance Sheet.
- 18 *Depreciation of ground property and equipment* The historic cost depreciation appropriate to the year included in heading 1 of CAA Form No Stats 252 Airline Balance Sheet.

**Note:** Normal depreciation of an asset to be the proportion of the historical cost of the asset which is charged against the operating expenses in a particular year. The accrued normal depreciation of an asset should never exceed the historical cost of that asset.

- 19 *Amortisation of development and pre-operating costs* This item includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 20 *Flight crew training (when amortised)* Includes charges for the training of flight crew, when separately identifiable, and amortised over two or more years (see also item 14).
- 21 (a) *Landing and departure fees* Includes, exclusively, fees levied against the airline for landings and departures of its aircraft.
- (b) *Aerodrome en route and other navigation service charges.*
- 22 *Station and ground expenses other than heading 21* Includes such items as: housing, mooring, parking and picketing charges at all airports; pay; allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities, where separately assessed; representation and traffic handling fees charged by third parties for handling the air services of the airline; station stores charges, including local duties on equipment, transport, packing and materials, rental of stores, storekeeper's pay, allowances and expenses, etc.
- The cost of providing services to third parties is credited to this account.
- When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.
- 23 *Passenger services* Includes:
- (a) Pay, allowances and expenses of cabin attendants and passenger service personnel, including pensions, uniforms, insurance, etc; premiums for passenger liability insurance and passenger accident insurance paid by the airline; meals and accommodation, including costs of supplies and personal services furnished to passengers.
- (b) Expenses of handling passengers incurred because of interrupted flights, including hotels, meals, taxi fares and other expenses items; costs of other services provided for passengers, such as pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit.
- 24 *Ticketing, sales and promotion* Includes items such as: pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities; accommodation costs; commissions on tickets sales; agency fees for outside services; advertising and publicity through various media and expenses related thereto.
- 25 *General and administrative* Includes expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.
- Note: Overhead costs directly related to operating expense items 9 to 16, 21, 22, 23 and 24 are included in the expense items to which they are related and not in this item 25.
- 26 *Other operating expenses* Includes operating expenses which cannot be assigned to headings 9 to 25.
- 27 *Total operating expenses* The sum of items 9 to 26.
- 28 *Operating result* The difference between heading 8 and 27.
- 29 *Profits/losses* On disposal of fixed assets.
- 30 *Interest payable less receivable (net)* Includes such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.

- 31 *Direct subsidies* From public funds.
- 32 *Other payments* From public funds: other payments made by Government bodies, not accounted for elsewhere.
- 33 *Dividends receivable* Includes dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 *Other non-operating items* Includes any items not appropriate for inclusion elsewhere.
- 35 *Non-operating items balance* The net balance of items 29 to 34.
- 36 *Profit and loss before taxation* The difference between item 28 and item 35.

## **B PROFIT AND LOSS ACCOUNT (1980-1981)**

- 1 *Scheduled passenger* Included under this heading are revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisably systematic series), which are open to use by members of the public, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services.
- 2 *Scheduled excess baggage* includes revenue arising from the transportation of passenger baggage in excess of the fixed free weight and fixed valuation allowance.
- 3 *Scheduled cargo and diplomatic bags* Cargo includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs. Cargo revenue also includes revenue from the carriage of diplomatic bags.  
Revenue from cargo carried on non-scheduled services is included under heading 5.
- 4 *Scheduled and Non-scheduled mail* Mail includes: payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 5 *Non-scheduled flights* Includes revenue derived from all flights performed for remuneration, including empty flights related thereto.
- 6 *Incidental revenues* Includes net revenues (ie gross revenues less related direct expenses) from such sources as surface transport; food services; bar and duty free sales; property and other incidental net operating revenues which accrued to the airline from sources other than air transportation. This item also includes gross revenues from passengers paying less than 25% of the normal applicable fare: 'no-show' and cancellation fees; providing aircraft to other airlines or parties for operations under their control, such as in leasing, chartering or interchange agreements; revenues from capacity equalisation payments arising from pooled services; from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier (such revenues should be identified separately by footnote); and any other operating revenues not classifiable in headings 1 to 5.
- 7 *Total operating revenues* The sum of headings 1 to 6.

## **EXPENSES**

- 8 *Flight crew salaries* Includes pay, pensions, insurance and crew uniform and equipment costs. Pay and related expenses of pursers, cabin attendants and passenger service personnel is not charged under this account, but included under 'Cabin crew salaries (incl training)' (item 10). Training costs are not included in this item (see 15 and 21), but the salaries of flight crew under training are included.
- 9 *Flight crew allowances and expenses* Includes expenses incurred by the airline in respect of meals, travelling and accommodation for flight crew. Similar expenses relating to pursers, cabin attendants and passenger service personnel are not charged under this account, but included under 'Cabin crew allowances and expenses' (item 11).

- 10 *Cabin crew salaries* Includes pay, pensions, uniforms, insurance and equipment.
- 11 *Cabin crew allowances* Includes expenses incurred in respect of meals, travelling and accommodation for cabin staff.
- 12 *Aircraft fuel and oil* Includes fuel, de-mineralised water and water methanol consumed. Non-refundable duties and taxes and fuel handling charges are included.
- 13 *Flight equipment insurance and uninsured losses* Includes: insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft. Passenger and cargo insurance is not included under this heading. Uninsured losses includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 14 *Rental of flight equipment* Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers, identifying the total amount of such payments separately by footnote.
- 15 *Flight crew training (when not amortised)* Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 21). The salaries of flight crew under training are included under 'Flight crew salaries' (item 8).
- 16 *Flight expenses other than items 8 to 15* Includes expenses pertaining to inflight operation and related standby time of aircraft, which are not classifiable under items 8 to 15 inclusive.
- 17 *Maintenance and overhaul* This item is subdivided into a & b fixed and variable costs to separate that proportion which is fixed over an accounting year from that which varies with the amount of flying undertaken. The fixed element will include the cost of any engineering bases operated by the airline, and any fixed contracts held with maintenance organisations.  
  
Maintenance and overhaul. Includes not only the cost of current maintenance of aircraft, engines, components and spares in an operative condition, but also the cost of repair and overhaul, including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements. Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work on the particular type of aircraft, or to the particular unit within the airline's organisation. It includes also the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.  
  
Indirect expenditure arising under the above heading is also charged, whether by direct allocation or by pro-rating or apportionment. This will include items such as: pay of supervisory personnel at maintenance and overhaul shops; including stores and supplies personnel, accounting personnel, timekeepers, etc; travel, training and other expenses of maintenance and overhaul employees; maintenance and insurance of equipment used at the maintenance and overhaul shops, where separately assessed; accommodation costs; office supplies and expenses, telephone and cable costs, transportation costs.  
  
The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, is also included.  
  
If the airline's organisation permits the separate costs of engineering staff at out-stations to be ascertained, then such costs should normally be included under this account. When this is not possible, such costs are included in item 25.  
  
Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station costs' it is included under item 17.
- 18 *Depreciation of aircraft fleet including spares* The historic cost depreciation appropriate to the year.
- 19 *Depreciation of ground property and equipment* The historic cost depreciation appropriate to the year.
- 20 *Amortisation of development and pre-operating costs* This item includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.

- 21 *Flight crew training (when amortised)* Includes the cost of training flight crew, when separately identifiable, and amortised over two or more years (see also item 15). The salaries of flight crew while under training is classified under 'Flight crew salaries' (item 8).
- 22 *Landing and departure fees* Includes, exclusively, fees levied against the airline for landings and departures of its aircraft. Airport taxes and aircraft parking fees are not entered under this head, but aerodrome navigational charges are included.
- 23 *Aerodrome en route and other navigation service charges*
- 24 *Handling charges and parking fees* Includes all payments to outside bodies for representation and handling of aircraft or passengers at airports. Also includes housing, mooring and parking charges at airports.
- 25 *Station costs other than those included in headings 22 to 24* Includes such items as: pay, allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities where separately assessed; station stores charges, including transport, packing and materials, rental of stores, storekeepers' pay allowances and expenses, etc.
- Costs which can be specifically identified as being associated with cargo handling are excluded and incorporated in item 34 (Specific cargo costs).
- The cost of providing services to third parties is charged to this account.
- When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 17, it is reported in item 25.
- 26 *Passenger meals* (a) Fixed cost, (b) Variable cost. Includes the full cost of all meals and other personal services furnished to passengers as part of the fare. Meals, accommodation and other services provided for passengers in transit or affected by aircraft delays or cancellation are also included under this heading. The cost of transit desks should, however, be grouped with station costs. The cost of bar supplies *for sale* are excluded from this heading, and netted against revenue from this source and included under item 6 (Incidental revenue).
- Airlines which are able to split passenger meal costs between fixed and variable components are asked to do so. Fixed costs would include the cost of kitchens and catering staff, while variable costs consist of the passenger-related component, such as food ingredients. Meals bought from outside caterers on a 'per passenger' basis should be entered as a variable cost.
- 27 *Passenger embarkation fees* Includes embarkation/disembarkation fees and security charges levied by airport authorities on a 'per passenger' basis.
- 28 *Passenger insurance* Includes liability insurance paid by the airline. Cargo insurance should not be included under this heading.
- 29 *Sales* Includes items such as pay, allowances, accommodation costs etc. of all staff engaged in the sales function, including sales shops, sales costs at outstations and revenue accounting.
- 30 *Reservations* Includes pay, allowances, accommodation costs and any other costs related to the issuing of tickets and making of reservations, including space control functions.
- 31 *Advertising and promotion* This item includes both corporate and regional advertising and publicity through various media, including head office costs related thereto; the pay, expenses and accommodation of all staff engaged in promotion and publicity, and agency fees for outside services.
- 32 *Commission* Commission paid on passenger ticket sales is shown net of commission received from sale of tickets on behalf of other carriers. Freight commission is included under heading 34 (Specific cargo costs).
- 33 *General and administrative* Includes expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.

Note: Overhead costs directly related to operating expense items 8 to 17, and 24 to 30 should be included in the expense items to which they are related and not in item 33

- 34 *Specific cargo costs* Includes any costs specifically attributed to the carriage of cargo, including insurance premiums against liability to consignors, commissions paid (less commissions received) on cargo sales, and directly attributable handling and marketing costs. No allowance should be made for an allocation of general flight-related costs to the specific cargo costs heading.
- 35 *Other operating expenses* Includes operating expenses which cannot be assigned to headings 8 to 34.
- 36 *Total operating expenses* The sum of items 8 to 35.
- 37 *Operating profit (or loss)* The difference between heading 7 and 36.
- 38 *Profit or loss on disposal of fixed assets.*
- 39 *Interest payable less receivable (net)* Includes all such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 40 *Direct subsidies from public funds.*
- 41 *Other payments from public funds* Other payments made by Government bodies, not accounted for elsewhere.
- 42 *Dividends receivable* Includes dividends from all sources, ie, other companies in the same group, associated companies, trade or other investments.
- 43 *Other non-operating items* Includes any items not appropriate for inclusion elsewhere.
- 44 *Non-operating items balance* The net balance of items 38 to 43.
- 45 *Profit or loss before taxation* The difference between item 37 and item 44.