

Civil Aviation Authority



CAP 436

CAA Annual Statistics 1980

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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 T415
CAA House
45-59 Kingsway
London WC2B 6TE
Tel. 01 379 7311 Ext 2504 (Airline Statistics and General Enquiries)
Ext 2481 (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 & 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)
- 4.5 Table 2.20 has been compiled from data collected in a series of Origin/Destination surveys carried out by the Authority during the last six 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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Part I

UK Airlines — Operating, Traffic and Personnel Statistics

Table 1.1

Size of UK Airlines by Available Capacity Years Ending 31 December 1975 and 1980 ^(a)

	Output in available tonne-km (000 000)	Percentage of all available tonne-km
1975		
British Airways — Overseas Division	4521	50.66
British Airways — European Division	1117	12.51
British Caledonian Airways	801	8.98
Dan-Air Services	374	4.20
Laker Airways	367	4.11
Britannia Airways	321	3.60
Transmeridian Air Cargo	245	2.74
British Airtours	214	2.40
International Aviation Services	181	2.03
Monarch Airlines	161	1.81
Tradewinds Airways	160	1.80
British Midland Airways	111	1.24
British Airways — Northeast Airlines	64	0.72
Invicta International Airlines	63	0.71
British Airways — Channel Islands Airways	52	0.57
British Airways — Cambrian Airways	41	0.46
British Airways — Scottish Airways	30	0.33
British Island Airways	28	0.31
British Air Ferries	12	0.13
Others (29 airlines)	61	0.68
1980		
British Airways	7962	60.26
British Caledonian Airways	1169	8.85
Laker Airways	1136	8.60
Britannia Airways	649	4.91
Dan-Air Services	430	3.25
Tradewinds Airways	279	2.11
British Airtours	271	2.05
British Midland Airways	267	2.02
Monarch Airlines	243	1.84
Air Europe	145	1.10
Pelican Air Transport	116	0.88
Air UK (b)	116	0.88
Orion Airways (c)	107	0.81
British Cargo Airlines (d) (e)	76	0.58
Scimitar Airlines	69	0.52
Redcoat Air Cargo	31	0.23
Air Bridge Carriers	30	0.23
Heavylift Cargo Airlines (f) (g)	18	0.14
British Airways Helicopters	14	0.11
British Air Ferries	14	0.11
Transmeridian Air Cargo (e)	11	0.08
Bristow Helicopters	11	0.08
Others (15 airlines)	49	0.37

(a) Excludes Air Taxi operations

(b) Amalgamation of Air Anglia and
British Island Airways

(c) Commenced operations April, 1980

(d) Formerly IAS Cargo Airlines

(e) Ceased operations March, 1980

(f) Formerly TAC Heavylift

(g) Commenced operations March, 1980

Main Output of UK Airlines 1956 – 1980^(a)

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
Mean rates of growth (percentages)						
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	10.8		9.5		14.2	
10 years	6.9		7.8		4.8	
5 years	8.4		11.1		2.3	

(a) Excludes Air Taxi Operations

Scheduled Passenger and Cargo Services by UK Airlines 1971-1980

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
All Services									
1971	34 377.8	18 663.9	54.3	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4
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
International Services									
1971	31 172.4	16 692.2	53.5	4 272.4	2 086.7	86.4	523.4	1 476.9	48.8
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
Domestic Services									
1971	3 205.3	1 971.8	61.5	319.0	182.3	2.5	17.6	162.2	57.1
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

Non-scheduled Passenger and Cargo Services by UK Airlines 1971-1980

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
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.9	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

(a) Excludes Air Taxi Operations

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)
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.4	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

Other Separate Fare and Advance Booking Charters

1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.5	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

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

All Scheduled Services 1980

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)	
Passenger Services														
British Airways	263 606	205 124	418 852	16 077 950	64 141 694	39 995 586	62.4	188 438	7 595 716	4 590 991	163 797	790 514	3 636 675	60.4
BA Helicopters	229	3 760	1 234	83 955	6 765	5 121	75.7	135	544	421	2	6	413	77.4
British Caledonian Airways	43 258	40 831	69 900	1 775 333	7 495 399	3 983 468	53.1	31 006	981 875	538 539	8 074	160 780	369 685	54.8
Air Ecosse	748	3 788	2 561	24 594	10 836	4 744	43.8	134	876	411	13	9	389	47.0
Air UK	16 865	58 113	58 337	1 133 925	761 513	358 204	47.0	6 886	73 829	32 724	135	2 150	30 439	44.3
Alderney Air Ferries	1	7	5	12	8	1	19.0	—	1	—	—	—	—	23.5
Aurigny Air Services	1 270	21 628	6 145	213 671	18 976	12 099	63.8	1 153	1 745	1 029	6	56	967	59.0
British Midland Airways	9 711	30 860	31 185	1 201 543	737 887	411 584	55.8	2 149	64 604	32 839	36	700	32 103	50.8
Brymon Airways	2 302	10 407	10 387	97 842	57 077	25 166	44.1	24	5 238	2 090	—	7	2 083	39.9
Burnthills Aviation	61	542	395	975	245	110	45.0	—	23	12	—	—	12	51.6
Cabair	142	401	522	1 397	1 267	495	39.0	—	132	37	—	—	37	28.2
Dan-Air Services	7 270	21 256	21 961	582 644	481 883	263 020	54.6	963	40 905	22 832	1	557	22 274	55.8
Express Air Services	535	1 284	1 822	46 649	29 561	20 750	70.2	—	2 595	1 571	—	—	1571	60.6
Guernsey Airlines	132	304	424	13 361	7 928	5 841	73.7	19	775	476	—	8	468	61.4
Haywards Aviation	77	366	373	1 882	577	399	69.2	2	58	33	—	—	32	56.6
Jersey European Airways	863	6 181	3 642	37 013	12 088	4 734	39.2	—	874	379	—	—	379	43.3
Laker Airways	18 931	2 701	23 774	727 678	6 514 210	5 049 190	77.5	4 721	665 593	435 992	36	32 373	403 584	65.5
Loganair	2 543	20 905	12 213	135 541	38 474	21 310	55.4	—	3 498	1 937	—	—	1 937	55.4
Skyways Aviation	127	593	472	7 798	3 506	2 015	57.5	537	682	248	—	97	152	36.4
TOTAL Passenger Services	368 672	429 051	664 203	22 163 763	80 319 894	50 163 839	62.5	236 167	9 439 561	5 662 561	172 099	987 258	4 503 200	60.0
Cargo Services														
British Airways	12 119	5 466	16 789					37 313	319 045	193 612	2 821	190 784	—	60.7
British Caledonian Airways	2 097	1 304	3 422					10 468	65 189	36 007	1 701	34 306	—	55.2
Air Continental	425	542	1 410					141	258	110	—	110	—	42.8
Air UK	777	3 139	3 001					7 758	3576	1 840	174	1 666	—	51.4
Air-Bridge Carriers	15	61	62					392	181	106	—	106	—	58.6
British Midland Airways	47	178	178					592	562	156	11	145	—	27.7
Skyways Aviation	220	910	1 100					1 861	902	426	—	426	—	47.2
TOTAL Cargo Services	15 701	11 600	25 962					58 525	389 711	232 257	4 707	227 543	—	59.6
GRAND TOTAL	384 373	440 651	690 165	22 163 763	80 319 894	50 163 839	62.5	294 692	9 829 272	5 894 818	176 806	1 214 801	4 503 200	60.0

International Scheduled Services 1980

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
Passenger Services														
British Airways	238 008	140 612	353 960	12 077 764	61 330 906	38 239 473	62.3	176 557	7 320 016	4 436 805	162 420	787 093	3 487 288	60.6
British Caledonian Airways	38 064	22 658	56 351	1 135 953	7 032 313	3 730 096	53.0	28 621	933 971	516 853	7 700	160 045	349 108	55.3
Air UK	9 368	24 299	29 966	477 864	449 276	193 582	43.1	4 060	43 940	18 144	12	1 683	16 449	41.3
Aurigny Air Services	1 270	21 628	6 145	213 671	18 976	12 099	63.8	1 153	1 745	1 029	6	56	967	59.0
British Midland Airways	1 277	3 120	4 052	82 364	93 471	34 956	37.4	398	7 286	2 910	2	179	2 728	39.9
Brymon Airways	368	1 685	1 646	9 576	6 950	2 397	34.5	3	591	197	—	2	195	33.3
Cabair	142	401	522	1 397	1 267	495	39.0	—	132	37	—	—	37	28.2
Dan-Air Services	3 610	7 780	9 788	194 567	248 938	123 641	49.7	530	21 129	10 830	—	329	10 501	51.3
Express Air Services	99	190	344	5 021	4 714	2 649	56.2	—	421	200	—	—	200	47.4
Haywards Aviation	4	26	19	58	28	8	29.6	1	3	1	—	—	1	26.0
Jersey European Airways	820	5 974	3 442	35 238	11 310	4 349	38.5	—	819	348	—	—	348	42.5
Laker Airways	18 931	2 701	23 774	727 678	6 514 210	5 049 190	77.5	4721	665 593	435 992	36	32 373	403 584	65.5
Skyways Aviation	84	449	324	3 249	1 484	608	40.9	533	451	141	—	95	46	31.3
TOTAL Passenger Services	312 045	231 523	490 334	14 964 400	75 713 843	47 393 541	62.6	216 577	8 996 095	5 423 487	170 175	981 856	4 271 452	60.3
Cargo Services														
British Airways	12 119	5 466	16 789					37 313	319 045	193 612	2 821	190 784	—	60.7
British Caledonian Airways	1 807	796	2 818					7 434	62 935	34 359	53	34 306	—	54.6
Air Continental	425	542	1 410					141	258	110	—	110	—	42.8
Air UK	93	189	316					368	427	201	—	200	—	47.0
Skyways Aviation	219	908	1 097					1 854	897	423	—	423	—	47.1
TOTAL Cargo Services	14 663	7 901	22 430					47 110	383 560	228 704	2 874	225 823	—	59.6
GRAND TOTAL	326 708	239 424	512 763	14 964 400	75 713 843	47 393 541	62.6	263 687	9 379 656	5 652 191	173 049	1 207 679	4 271 452	60.3

Domestic Scheduled Services 1980

Table 1.5.3

	Aircraft-km (000)	Stage flights	Aircraft hours	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
Passenger Services														
British Airways	25 598	64 512	64 892	4 000 186	2 810 788	1 756 113	62.5	11 881	275 700	154 185	1 377	3 421	149 387	55.9
BA Helicopters	229	3 760	1 234	83 955	6 765	5 121	75.7	135	544	421	2	6	413	77.4
British Caledonian Airways	5 195	18 173	13 549	639 380	463 086	253 372	54.7	2 386	47 903	21 686	373	735	20 577	45.3
Air Ecosse	748	3 788	2 561	24 594	10 836	4 744	43.8	134	876	411	13	9	389	47.0
Air UK	7 497	33 814	28 371	656 061	312 237	164 622	52.7	2 826	29 890	14 580	123	467	13 990	48.8
Alderney Air Ferries	1	7	5	12	8	1	19.0	—	1	—	—	—	—	23.5
British Midland Airways	8 434	27 740	27 133	1 119 179	644 417	376 628	58.4	1 751	57 318	29 930	34	521	29 374	52.2
Brymon Airways	1 935	8 722	8 742	88 266	50 126	22 769	45.4	21	4 648	1 893	—	5	1 888	40.7
Burnthills Aviation	61	542	395	975	245	110	45.0	—	23	12	—	—	12	51.6
Dan-Air Services	3 660	13 476	12 173	388 077	232 944	139 380	59.8	433	19 777	12 002	1	228	11 773	60.7
Express Air Services	436	1 094	1 478	41 628	24 847	18 101	72.9	—	2 175	1 372	—	—	1 372	63.1
Guernsey Airlines	132	304	424	13 361	7 928	5 841	73.7	19	775	476	—	8	468	61.4
Haywards Aviation	73	340	354	1 824	549	391	71.3	1	55	32	—	—	32	58.2
Jersev European Airways	43	207	199	1 775	778	386	49.6	—	54	31	—	—	31	56.5
Loganair	2 543	20 905	12 213	135 541	38 474	21 310	55.4	—	3 498	1 937	—	—	1 937	56.1
Skyways Aviation	43	144	148	4 549	2 023	1 407	69.6	4	231	107	—	1	106	46.2
TOTAL Passenger Services	56 628	197 528	173 870	7 199 363	4 606 050	2 770 298	60.1	19 590	443 466	239 074	1 923	5 402	231 748	53.9
Cargo Services														
British Caledonian Airways	290	508	604	—	—	—	—	3 034	2 254	1 649	1 649	—	—	73.1
Air UK	684	2 950	2 685	—	—	—	—	7 390	3 149	1 639	174	1 465	—	52.1
Air-Bridge Carriers	15	61	62	—	—	—	—	392	181	106	—	106	—	58.6
British Midland Airways	47	178	178	—	—	—	—	592	562	156	11	145	—	27.7
Skyways Aviation	1	2	3	—	—	—	—	7	5	4	—	4	—	64.8
TOTAL Cargo Services	1 038	3 699	3 532	—	—	—	—	11 415	6 151	3 553	1 833	1 720	—	57.7
GRAND TOTAL	57 666	201 227	177 402	7 199 363	4 606 050	2 770 298	60.1	31 005	449 617	242 627	3 757	7 122	231 748	54.0

All Non-scheduled Services 1980^(a)

Table 1.6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Available (000)	Seat-km Used (000)	as % of available	(b) (c) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
British Airways	1 711	825	5 100	103 397	406 481	289 992	71.3	2 258	47 041	31 033	74	3 589	27 371	66.0
British Airtours	17 607	8 522	26 397	948 869	2 961 368	2 274 928	76.8	—	271 167	192 950	—	24	192 926	71.2
BA Helicopters	6 435	42 782	31 997	440 607	132 355	70 064	52.9	3 585	13 613	6 183	—	579	5 604	45.4
British Caledonian Airways	6 631	4 629	11 105	347 341	523 937	419 840	80.1	10 903	121 684	90 289	—	54 100	36 189	74.2
Air Europe	11 815	6 177	18 631	700 907	1 534 373	1 354 291	88.3	7	145 181	108 401	10	3	108 388	74.7
Air UK	5 134	6 207	10 821	250 954	377 839	307 710	81.4	3 811	38 227	27 881	282	1 462	26 137	72.9
Air-Bridge Carriers	1 794	3 065	4 718	—	—	—	—	16 136	29 329	12 567	64	12 503	—	42.8
Alderney Air Ferries	185	1 524	928	8 174	1 662	1001	60.2	1	143	80	—	—	80	56.1
Alidair	814	2 354	2 795	69 399	48 423	25 672	53.0	716	4 882	2 328	—	316	2 013	47.7
Aurigny Air Services	2	13	11	16	30	18	60.9	—	3	2	—	—	2	52.5
BEAS	1 129	52 506	7 523	283 198	12 410	6 056	48.8	734	1 129	568	—	20	548	50.3
Bristow Helicopters	7 669	51 801	45 246	447 984	131 201	73 645	56.1	2 686	10 832	6 989	—	514	6 475	64.5
Britannia Airways	58 307	32 010	92 523	3 478 492	7 609 124	6 353 030	83.5	11	648 654	540 473	—	457	540 016	83.3
British Air Ferries	3 307	7 269	10 670	19 315	132 829	61 338	46.2	2 068	14 485	6 024	494	648	4 882	41.6
British Caledonian Helicopters	41	156	205	1 113	720	295	41.0	18	91	34	—	5	30	37.4
British Cargo Airlines	1 928	657	2 672	—	—	—	—	7 803	76 010	53 658	3	53 655	—	70.6
British Midland Airways	7 159	2 951	10 374	19 642	737 239	381 682	51.8	—	201 545	81 828	—	52 090	29 738	40.6
Dan-Air Services	41 441	36 959	77 771	2 784 792	4 839 612	4 039 337	83.5	3 527	389 526	324 793	728	245	323 820	83.4
Express Air Services	939	4 268	3 942	14 813	16 727	12 025	71.9	11 262	4 679	3 237	356	1 969	912	69.2
General Aviation Services	231	742	1 070	—	—	—	—	323	808	385	15	371	—	47.7
Guernsey Airlines	176	442	574	10 245	10 618	6 507	61.3	—	1 056	518	—	—	518	49.0
Heavylift Cargo Airlines	528	310	1 366	—	—	—	—	2 177	17 921	6 756	—	6 756	—	37.7
Invicta International Airlines	341	303	793	—	—	—	—	1 458	5 746	2 538	—	2 538	—	44.2
Jersey European Airways	21	73	74	280	304	221	72.9	—	25	18	—	—	18	69.1
Laker Airways	19 809	8 775	29 102	1 171 334	4 744 204	3 769 193	79.4	—	470 709	301 743	—	238	301 505	64.1
Loganair	3 203	10 221	13 690	87 822	47 014	31 230	66.4	123	4 412	2 943	—	49	2 894	66.7
Management Aviation	1 072	18 550	5 146	48 500	6 678	3 120	46.7	751	633	310	—	64	246	49.0
Monarch Airlines	16 151	9 511	25 376	1 086 519	2 484 709	2 049 189	82.5	14	242 632	185 579	101	—	185 478	76.5
North Scottish Helicopters	3 005	38 039	14 153	135 543	28 181	15 411	54.7	—	2 148	1 216	—	—	1 216	56.6
Orion Airways	8 717	5 064	13 961	547 425	1 132 873	988 034	87.2	—	107 434	78 981	—	—	78 981	73.5
Pelican Air Transport	2 852	921	3 896	—	—	—	—	12 341	115 754	75 559	—	75 559	—	65.3
Redcoat Air Cargo	1 603	636	3 454	—	—	—	—	3 027	31 471	15 764	—	15 764	—	50.1
Scimitar Airlines	1 815	569	2 520	—	—	—	—	—	68 996	48 696	—	48 696	—	70.6
Skyways Aviation	563	1 786	2 012	661	1 116	729	65.3	2 782	2 938	1 458	535	869	55	49.6
Southern Int-Air Transport	340	651	1 365	1 174	6 750	1 910	28.3	508	2 185	1 001	—	841	160	45.8
Tradewinds Airways	6 690	2 424	9 381	—	—	—	—	29 732	279 114	168 332	—	168 332	—	60.3
Transmeridian Air Cargo	419	155	862	—	—	—	—	1 226	11 214	7 238	—	7 238	—	64.5
TOTAL	241 584	363 847	492 222	13 008 516	27 928 777	22 536 469	80.7	119 996	3 383 416	2 388 351	2 662	509 491	1 876 199	70.6
Class 5 Licence TOTAL	503	273	774	25 289	65 858	46 925	71.3	N/A	5 593	3 978	—	—	3 978	71.1
TOTAL Excludes 5 Licence	241 081	363 574	491 448	12 983 227	27 862 919	22 489 544	80.7	119 996	3 377 823	2 384 373	2 662	509 491	1 872 221	70.6

(a) Excludes Air Taxi Operations

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

(c) Excludes Cargo and Mail uplifted on Class 5 Licences

International Non-scheduled Services 1980^(a)

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	(b) (c) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	1 683	739	5 010	101 673	404 617	289 103	71.5	2 258	46 891	30 957	74	3 589	27 295	66.0
British Airtours	17 603	8 515	26 389	948 628	2 960 916	2 274 771	76.8	—	271 125	192 936	—	24	192 913	71.2
BA Helicopters	6 388	42 300	31 801	435 994	131 620	69 750	53.0	3 451	13 531	6 145	—	571	5 574	45.4
British Caledonian Airways	6 626	4 619	11 094	346 771	523 432	419 603	80.2	10 903	121 637	90 268	—	54 100	36 169	74.2
Air Europe	11 815	6 177	18 631	700 907	1 534 373	1 354 291	88.3	7	145 181	108 401	10	3	108 388	74.7
Air UK	4 686	4 937	9 271	249 333	373 852	306 320	81.9	2 292	36 163	27 027	9	995	26 023	74.7
Air-Bridge Carriers	1 121	1 163	2 687	—	—	—	—	6 404	19 131	8 339	—	8 339	—	43.6
Alderney Air Ferries	1	20	7	60	11	4	34.2	—	1	—	—	—	—	27.0
Alidair	160	285	487	4 354	9 589	4 758	49.6	61	959	460	—	88	372	48.0
Aurigny Air Services	—	3	2	16	3	2	66.7	—	—	—	—	—	—	60.9
BEAS	1 129	52 506	7 523	283 198	12 410	6 056	48.8	734	1 129	568	—	20	548	50.3
Bristow Helicopters	7 669	51 801	45 246	447 984	131 201	73 645	56.1	2 686	10 832	6 989	—	514	6 475	64.5
Britannia Airways	58 307	32 008	92 522	3 478 492	7 609 068	6 353 003	83.5	11	648 650	540 471	—	457	540 014	83.3
British Air Ferries	3 007	6 112	9 541	14 177	129 086	58 982	45.7	152	12 932	5 337	—	641	4 696	41.3
British Caledonian Helicopters	41	156	205	1 113	720	295	41.0	18	91	34	—	5	30	37.4
British Cargo Airlines	1 928	657	2 672	—	—	—	—	7 803	76 010	53 658	3	53 655	—	70.6
British Midland Airways	7 105	2 863	10 227	19 041	733 271	378 841	51.7	—	201 219	81 607	—	52 090	29 518	40.6
Dan-Air Services	36 766	24 733	60 922	2 444 645	4 641 396	3 898 497	84.0	33	371 419	311 894	—	29	311 866	84.0
Express Air Services	79	195	270	2 700	4 116	2 403	58.4	81	392	212	—	31	181	54.0
General Aviation Services	198	569	898	—	—	—	—	264	692	326	15	311	—	47.1
Guernsey Airlines	91	216	292	9 060	5 478	3 878	70.8	—	548	309	—	—	308	56.3
Heavylift Cargo Airlines	528	310	1 366	—	—	—	—	2 177	17 921	6 756	—	6 756	—	37.7
Invicta International Airlines	341	303	793	—	—	—	—	1 458	5 746	2 538	—	2 538	—	44.2
Jersey European Airways	17	43	57	84	233	178	76.3	—	20	14	—	—	14	70.6
Laker Airways	19 809	8 775	29 102	1 171 334	4 744 204	3 769 193	79.4	—	470 709	301 743	—	238	301 505	64.1
Loganair	112	247	426	4 160	1 935	1 149	59.4	33	183	104	—	2	102	56.7
Management Aviation	1 072	18 550	5 146	48 500	6 678	3 120	46.7	751	633	310	—	64	246	49.0
Monarch Airlines	16 151	9 511	25 376	1 086 519	2 484 709	2 049 189	82.5	14	242 632	185 579	101	—	185 478	76.5
North Scottish Helicopters	3 005	38 039	14 153	135 543	28 181	15 411	54.7	—	2 148	1 216	—	—	1 216	56.6
Orion Airways	8 717	5 064	13 961	547 425	1 132 873	988 034	87.2	—	107 434	78 981	—	—	78 981	73.5
Pelican Air Transport	2 852	921	3 896	—	—	—	—	12 341	115 754	75 559	—	75 559	—	65.3
Redcoat Air Cargo	1 603	636	3 454	—	—	—	—	3 027	31 471	15 764	—	15 764	—	50.1
Scimitar Airlines	1 815	569	2 520	—	—	—	—	—	68 996	48 696	—	48 696	—	70.6
Skyways Aviation	342	1 050	1 199	661	598	382	64.0	772	1 764	865	—	836	29	49.0
Southern Int-Air Transport	52	99	174	1 174	3 823	1 735	45.4	—	268	145	—	—	145	54.2
Tradewinds Airways	6 690	2 424	9 381	—	—	—	—	29 732	279 114	168 332	—	168 332	—	60.3
Transmeridian Air Cargo	419	155	862	—	—	—	—	1 226	11 214	7 238	—	7 238	—	64.5
TOTAL	229 930	327 270	447 561	12 483 546	27 608 392	22 322 593	80.9	88 700	3 334 538	2 359 777	212	501 481	1 858 085	70.8
Class 5 Licence TOTAL	503	273	774	25 289	65 858	46 925	71.3	N/A	5 593	3 978	—	—	3 978	71.1
TOTAL Excludes 5 Licence	229 427	326 997	446 787	12 458 257	27 542 534	22 275 668	80.9	88 700	3 328 945	2 355 799	212	501 481	1 854 107	70.8

(a) Excludes Air Taxi Operations

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

(c) Excludes Cargo and Mail uplifted on Class 5 Licences

Domestic Non-Scheduled Services 1980^(a)

Table 1.6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Available (000)	Seat-km Used (000)	as % of available	(b) (c) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
British Airways	28	86	91	1 724	1 864	889	47.7	—	150	76	—	—	76	50.4
British Airtours	3	7	8	241	452	157	34.7	—	42	13	—	—	13	31.1
BA Helicopters	47	482	196	4 613	735	314	42.7	133	82	38	—	8	30	46.3
British Caledonian Airways	4	10	11	570	506	236	46.8	—	48	20	—	—	20	42.9
Air UK	448	1 270	1 549	1 621	3 987	1 390	34.9	1 518	2 064	853	273	466	114	41.3
Air-Bridge Carriers	673	1 902	2 032	—	—	—	—	9 731	10 198	4 228	64	4 164	—	41.5
Alderney Air Ferries	183	1 504	921	8 114	1 650	997	60.4	1	142	80	—	—	80	56.3
Alidair	654	2 069	2 308	65 045	38 834	20 913	53.9	654	3 923	1 869	—	228	1 641	47.6
Aurigny Air Services	2	10	9	—	27	16	60.2	—	3	1	—	—	1	51.4
Britannia Airways	—	2	1	—	56	27	49.4	—	5	2	—	—	2	49.1
British Air Ferries	300	1 157	1 129	5 138	3 744	2 356	62.9	1 916	1 554	687	494	7	186	44.2
British Midland Airways	54	88	147	601	3 968	2 841	71.6	—	326	221	—	—	221	67.7
Dan-Air Services	4 675	12 226	16 849	340 147	198 216	140 840	71.1	3 494	18 107	12 899	728	217	11 955	71.2
Express Air Services	859	4 073	3 672	12 113	12 611	9 622	76.3	11 180	4 287	3 025	356	1 938	731	70.6
General Aviation Services	33	173	172	—	—	—	—	58	116	60	—	60	—	51.3
Guernsey Airlines	85	226	282	1 185	5 140	2 630	51.2	—	509	209	—	—	209	41.1
Jersey European Airways	4	30	17	196	71	44	61.6	—	5	3	—	—	3	63.4
Loganair	3 091	9 974	13 264	83 662	45 079	30 081	66.7	89	4 229	2 839	—	47	2 792	67.1
Skyways Aviation	221	736	813	—	518	347	66.9	2 009	1 174	594	535	33	26	50.5
Southern Int-Air Transport	288	552	1 192	—	2 927	175	6.0	508	1 917	856	—	841	15	44.7
TOTAL	11 654	36 577	44 661	524 970	320 385	213 877	66.7	31 296	48 878	28 574	2 450	8 010	18 114	58.4
Class 5 Licence TOTAL	—	—	—	—	—	—	—	N/A	—	—	—	—	—	—
TOTAL Excludes 5 Licence	11 654	36 577 ^(b)	44 661	524 970	320 385	213 877	66.7	31 296	48 878	28 574	2 450	8 010	18 114	58.4

(a) Excludes Air Taxi Operations

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

(c) Excludes Cargo and Mail uplifted on Class 5 Licences

All Class 2 Licence Operations^(a) 1980

Table 1.7.1

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted Affinity	Others	Seat-km Available (000)	Used (000)	as % of available
British Airways	20	26	44	261	772	73	1 679	1 015	60.4
British Airtours	33	12	32	—	—	702	6 177	5 319	86.1
British Caledonian Airways	110	170	232	—	—	15 467	12 807	10 038	78.4
Air UK	40	48	74	—	384	3 172	3 522	3 055	86.7
Alderney Air Ferries	—	2	1	—	—	18	2	2	100.0
Alidair	6	14	21	—	120	691	358	343	95.9
Britannia Airways	5 009	2 708	8 064	—	294 834	—	651 170	551 570	84.7
British Midland Airways	33	43	89	—	222	2 525	2 421	2 120	87.6
Dan-Air Services	4 262	2 463	6 926	—	32 497	212 131	595 964	470 111	78.9
Guernsey Airlines	7	14	20	—	—	598	392	299	76.3
Laker Airways	5 696	2 658	8 588	113 033	—	115 430	1 272 645	910 601	71.6
Monarch Airlines	36	28	132	—	218	2 711	5 843	3 008	51.5
Skyways Aviation	1	3	2	—	141	—	26	26	100.0
TOTAL	15 251	8 189	24 224	113 294	329 188	353 518	2 553 008	1 957 507	76.7

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	—	171	89	—	—	89	51.9
British Airtours	—	562	478	—	—	478	85.0
British Caledonian Airways	—	1 199	866	—	—	866	72.2
Air UK	—	317	260	—	—	260	81.9
Alderney Air Ferries	—	—	—	—	—	—	100.0
Alidair	—	36	28	—	—	28	76.9
Britannia Airways	—	55 400	46 883	—	—	46 883	84.6
British Midland Airways	—	189	164	—	—	164	86.6
Dan-Air Services	—	47 614	37 624	—	—	37 624	79.0
Guernsey Airlines	—	39	24	—	—	24	60.5
Laker Airways	—	126 078	72 548	—	—	72 548	57.5
Monarch Airlines	14	569	371	101	—	271	65.3
Skyways Aviation	—	3	2	—	—	2	69.8
TOTAL	14	232 177	159 335	101	—	159 234	68.6

(a) The Charter categories authorised by Class 2 Licences were changed with effect from April 1980 (see Appendix B).

International Class 2 Licence Operations^(a) 1980

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	20	26	44	261	772	73	1 679	1 015	60.4
British Airtours	33	12	32	—	—	702	6 177	5 319	86.1
British Caledonian Airways	110	170	232	—	—	15 467	12 807	10 038	78.4
Air UK	40	48	74	—	384	3 172	3 522	3 055	86.7
Alidair	3	6	10	—	120	229	180	175	97.0
Britannia Airways	5 009	2 708	8 064	—	294 834	—	651 170	551 570	84.7
British Midland Airways	33	43	89	—	222	2 525	2 421	2 120	87.6
Dan-Air Services	4 256	2 454	6 909	—	32 261	211 737	595 586	469 755	78.9
Guernsey Airlines	5	10	16	—	—	478	328	261	79.7
Laker Airways	5 696	2 658	8 588	113 033	—	115 430	1 272 645	910 601	71.6
Monarch Airlines	36	28	132	—	218	2 711	5 843	3 008	51.5
Skyways Aviation	1	3	2	—	141	—	26	26	100.0
TOTAL	15 241	8 166	24 191	113 294	328 952	352 524	2 552 386	1 956 943	76.7

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	—	171	89	—	—	89	51.9
British Airtours	—	562	478	—	—	478	85.0
British Caledonian Airways	—	1 199	866	—	—	866	72.2
Air UK	—	317	260	—	—	260	81.9
Alidair	—	18	14	—	—	14	77.8
Britannia Airways	—	55 400	46 883	—	—	46 883	84.6
British Midland Airways	—	189	164	—	—	164	86.6
Dan-Air Services	—	47 583	37 594	—	—	37 594	79.0
Guernsey Airlines	—	33	21	—	—	21	63.7
Laker Airways	—	126 078	72 548	—	—	72 548	57.5
Monarch Airlines	14	569	371	101	—	271	65.3
Skyways Aviation	—	3	2	—	—	2	69.8
TOTAL	14	232 122	159 289	101	—	159 188	68.6

(a) The Charter categories authorised by Class 2 Licences were changed with effect from April 1980 (see Appendix B).

Domestic Class 2 Licence Operations^(a) 1980

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
Alderney Air Ferries	—	2	1	—	—	18	2	2	100.0
Alidair	3	8	11	—	—	462	177	168	94.8
Dan-Air Services	6	9	18	—	236	394	378	356	94.1
Guernsey Airlines	1	4	4	—	—	120	64	38	58.9
TOTAL	10	23	33	—	236	994	622	564	90.7

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	as % of available
Alderney Air Ferries	—	—	—	—	—	—	100.0
Alidair	—	18	14	—	—	14	76.0
Dan-Air Services	—	31	29	—	—	29	93.7
Guernsey Airlines	—	6	3	—	—	3	44.2
TOTAL	—	56	46	—	—	46	82.4

(a) The Charter categories authorised by Class 2 Licences were changed with effect from April 1980 (see Appendix B).

Class 3 Licence Operations and other Inclusive Tour Charter Passengers 1980

Table 1.8

	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 Cargo (000)	Passengers (000)	as % of available	No. of other IT passengers uplifted Class 4
INTERNATIONAL SERVICES															
British Airways	364	199	562	21 504	67 801	57 047	84.1	—	6 414	5 252	—	—	5 252	81.9	—
British Airtours	13 995	7 104	21 536	926 752	2 279 438	1 861 455	81.7	—	209 132	156 852	—	—	156 852	75.0	15 547
British Caledonian Airways	3 993	3 473	7 163	314 015	456 633	374 199	81.9	—	42 794	32 187	—	—	32 187	75.2	6 255
Air Europe	11 743	6 130	18 513	700 907	1 525 038	1 347 674	88.4	7	144 298	107 872	10	3	107 859	74.8	—
Air UK	3 926	3 161	6 842	233 402	350 744	290 544	82.8	—	32 004	24 685	—	—	24 685	77.1	3 461
Britannia Airways	51 366	27 186	81 200	2 992 716	6 716 238	5 617 445	83.6	—	571 545	477 502	—	—	477 502	83.5	—
British Air Ferries	4	9	13	323	187	140	74.8	—	17	11	—	—	11	61.4	—
British Midland Airways	299	231	606	15 185	23 871	19 958	83.6	—	2 040	1 553	—	—	1 553	76.1	—
Dan-Air Services	29 714	20 275	49 062	2 085 808	3 720 952	3 177 516	85.4	—	297 684	254 066	—	1	254 065	85.3	11 167
Express Air Services	31	58	91	2 474	2 047	1 493	72.9	—	169	114	—	—	114	67.7	—
Guernsey Airlines	64	150	208	6 994	3 829	2 944	76.9	—	383	236	—	—	236	61.5	—
Laker Airways	9 376	4 826	14 019	843 306	1 979 426	1 639 220	82.8	—	195 992	131 415	—	—	131 415	67.1	60 465
Monarch Airlines	13 171	7 436	20 385	940 317	2 063 909	1 722 164	83.4	—	201 394	155 888	—	—	155 888	77.4	133 538
Orion Airways	8 717	5 064	13 961	547 425	1 132 873	988 034	87.2	—	107 434	78 981	—	—	78 981	73.5	—
Skyways Aviation	2	12	7	520	77	71	92.2	—	8	5	—	—	5	66.3	—
TOTAL International Services	146 764	85 314	234 169	9 631 648	20 323 065	17 099 905	84.1	7	1 811 306	1 426 617	10	3	1 426 603	78.8	230 433
DOMESTIC SERVICES															
British Caledonian Airways	1	4	3	376	118	97	82.5	—	11	8	—	—	8	75.5	—
Alderney Air Ferries	47	384	239	1 653	422	202	47.8	—	35	16	—	—	16	46.4	4 997
Alidair	51	151	177	6 144	3 041	2 185	71.9	—	304	174	—	—	174	57.3	—
British Air Ferries	37	108	136	4 287	1 782	1 470	82.5	—	163	117	—	—	117	71.8	—
Dan-Air Services	63	99	139	6 745	5 225	4 600	88.0	—	421	370	—	—	370	87.9	—
Express Air Services	158	230	423	11 525	10 910	8 273	75.8	—	912	627	—	—	627	68.7	—
Guernsey Airlines	5	8	14	415	271	248	91.3	—	27	20	—	—	20	73.0	—
TOTAL Domestic Services	361	984	1 132	31 145	21 769	17 074	78.4	—	1 873	1 333	—	—	1 333	71.1	4 997
GRAND TOTAL	147 126	86 298	235 301	9 662 793	20 344 834	17 116 978	84.1	7	1 813 180	1 427 949	10	3	1 427 936	78.8	235 430

All Class 4 Licence Operations^(a) 1980

Table 1.9.1

	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 Airways	12	16	24	—	—	—	785	905	537	59.3
British Airtours	300	150	424	—	—	15 547	3 913	56 770	50 153	88.3
British Caledonian Airways	150	143	277	—	—	6 255	4 497	17 140	11 401	66.5
Air UK	112	106	207	—	—	3 461	3 382	9 967	7 258	72.8
Alderney Air Ferries	126	1 035	631	—	—	4 997	1 140	1 136	749	65.9
Alidair	3	8	11	—	—	—	461	192	183	95.5
Britannia Airways	81	55	134	—	—	—	5 223	10 517	7 715	73.4
British Midland Airways	3	4	8	—	—	—	286	225	222	98.8
Dan-Air Services	1 604	777	2 465	—	11 032	11 167	50 799	201 593	167 803	83.2
Express Air Services	—	6	1	—	—	—	228	17	9	52.1
Laker Airways	2 277	660	3 217	14 192	—	60 465	24 138	641 394	556 485	86.8
Monarch Airlines	1 895	1 506	3 326	—	—	133 538	9 735	236 671	182 904	77.3
TOTAL	6 564	4 466	10 724	14 192	11 032	235 430	104 587	1 176 527	985 417	83.8

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	as % of available
				Mail (000)	Cargo (000)		
British Airways	—	97	49	—	—	49	51.1
British Airtours	—	5 164	4 362	—	—	4 362	84.5
British Caledonian Airways	—	1 609	981	—	—	981	60.9
Air UK	—	896	616	—	—	616	68.8
Alderney Air Ferries	—	99	60	—	—	60	60.5
Alidair	—	19	14	—	—	14	71.4
Britannia Airways	—	897	656	—	—	656	73.1
British Midland Airways	—	18	17	—	—	17	97.2
Dan-Air Services	—	16 132	13 426	—	—	13 426	83.2
Express Air Services	—	1	1	—	—	1	47.5
Laker Airways	—	64 489	44 516	—	—	44 516	69.0
Monarch Airlines	—	23 333	16 550	—	—	16 550	70.9
TOTAL	—	112 752	81 247	—	—	81 247	72.1

(a) The Charter categories authorised by Class 4 Licences were changed with effect from April 1980 (see Appendix B)

International Class 4 Licence Operations^(a) 1980

Table 1.9.2

	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 Airways	12	16	24	—	—	—	785	905	537	59.3
British Airtours	300	150	424	—	—	15 547	3 913	56 770	50 153	88.3
British Caledonian Airways	150	143	277	—	—	6 255	4 497	17 140	11 401	66.5
Air UK	112	106	207	—	—	3 461	3 382	9 967	7 258	72.8
Alidair	2	4	6	—	—	—	223	113	105	93.3
Britannia Airways	81	55	134	—	—	—	5 223	10 517	7 715	73.4
British Midland Airways	2	2	6	—	—	—	146	157	157	100.0
Dan-Air Services	1 603	775	2 463	—	11 032	11 167	50 703	201 564	167 774	83.2
Laker Airways	2 277	660	3 217	14 192	—	60 465	24 138	641 394	556 485	86.8
Monarch Airlines	1 895	1 506	3 326	—	—	33 538	9 735	236 671	182 904	77.3
TOTAL	6 435	3 417	10 084	14 192	11 032	230 433	102 745	1 175 198	984 488	83.8

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	—	97	49	—	—	49	51.1
British Airtours	—	5 164	4 362	—	—	4 362	84.5
British Caledonian Airways	—	1 609	981	—	—	981	60.9
Air UK	—	896	616	—	—	616	68.8
Alidair	—	11	8	—	—	8	69.8
Britannia Airways	—	897	656	—	—	656	73.1
British Midland	—	12	12	—	—	12	98.2
Dan-Air Services	—	16 129	13 424	—	—	13 424	83.2
Laker Airways	—	64 489	44 516	—	—	44 516	69.0
Monarch Airlines	—	23 333	16 550	—	—	16 550	70.9
TOTAL	—	112 636	81 173	—	—	81 173	72.1

(a) The Charter categories authorised by Class 4 Licences were changed with effect from April 1980 (see Appendix B)

Domestic Class 4 Licence Operations^(a) 1980

Table 1.9.3

	Aircraft-km (000)	Stage flights	Aircraft hours	ABC	No. of passengers uplifted			Other	Seat-km		as % of available
					Affinity	IT			Available (000)	Used (000)	
Alderney Air Ferries	126	1 035	631	—	—	4 997		1 140	1 136	749	65.9
Alidair	1	4	5	—	—	—		238	79	78	98.6
British Midland Airways	1	2	2	—	—	—		140	67	65	95.9
Dan-Air Services	1	2	2	—	—	—		96	29	29	100.0
Express Air Services	—	6	1	—	—	—		228	17	9	52.1
TOTAL	129	1 049	641	—	—	4 997		1 842	1 329	929	69.9

	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used			as % of available
				Mail (000)	Cargo (000)	Passengers (000)	
Alderney Air Ferries	—	99	60	—	—	60	60.5
Alidair	—	8	6	—	—	6	73.6
British Midland Airways	—	5	5	—	—	5	94.7
Dan-Air Services	—	3	3	—	—	3	100.0
Express Air Services	—	1	1	—	—	1	47.5
TOTAL	—	116	74	—	—	74	63.7

(a) The Charter categories authorised by Class 4 Licences were changed with effect from April 1980 (see Appendix B).

All Class 6 Licence Operations 1980

Table 1.10.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Tonne-km used		Cargo (000)	as % of available
						Total (000)	Mail (000)		
British Airways	3	5	7	118	131	78	—	78	59.7
British Caledonian Airways	1 699	508	2 430	7 308	56 393	43 704	—	43 704	77.5
Air-Bridge Carriers	1 461	2 614	3 903	16 136	23 721	10 241	47	10 193	43.2
Alidair	5	12	17	61	29	27	—	26	89.9
British Air Ferries	29	57	99	90	164	54	—	53	32.8
British Cargo Airlines	1 868	626	2 584	7 803	73 653	52 121	3	52 117	70.8
Dan-Air Services	31	132	114	229	165	59	49	9	36.1
Express Air Services	322	1 520	1 512	5 201	1 649	1 269	36	1 232	76.9
Heavylift Cargo Airlines	452	266	1 165	2 177	15 352	5 678	—	5 678	37.0
Invicta International Airlines	244	251	576	1 459	4 080	1 870	—	1 870	45.8
Pelican Air Transport	2 522	820	3 449	12 341	101 934	67 800	—	67 800	66.5
Redcoat Air Cargo	1 601	633	3 450	3 027	31 446	15 752	—	15 751	50.1
Skyways Aviation	275	1 000	1 053	2 685	1 428	718	531	187	50.3
Southern Int-Air Transport	66	119	180	355	405	198	—	197	48.8
Tradewinds Airways	6 377	2 277	8 925	29 732	266 065	162 915	—	162 914	61.2
Transmeridian Air Cargo	264	92	534	886	7 259	4 923	—	4 922	67.8
TOTAL	17 220	10 932	29 999	89 607	583 873	367 407	668	366 739	62.9

International Class 6 Licence Operations 1980

Table 1.10.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Tonne-km used		Cargo (000)	as % of available
						Total (000)	Mail (000)		
British Airways	3	5	7	118	131	78	—	78	59.7
British Caledonian Airways	1 699	508	2 430	7 308	56 393	43 704	—	43 704	77.5
Air-Bridge Carriers	848	941	2 098	6 405	14 251	6 225	—	6 224	43.7
Alidair	1	4	3	15	5	3	—	3	63.3
British Air Ferries	28	54	95	85	158	51	—	51	32.3
British Cargo Airlines	1 868	626	2 584	7 803	73 653	52 121	3	52 117	70.8
Dan-Air Services	4	5	15	8	23	9	—	8	39.8
Express Air Services	5	14	18	39	27	20	—	19	72.9
Heavylift Cargo Airlines	452	266	1 165	2 177	15 352	5 678	—	5 678	37.0
Invicta International Airlines	244	251	576	1 459	4 080	1 870	—	1 870	45.8
Pelican Air Transport	2 522	820	3 449	12 341	101 934	67 800	—	67 800	66.5
Redcoat Air Cargo	1 601	633	3 450	3 027	31 446	15 752	—	15 751	50.1
Skyways Aviation	78	330	323	747	351	187	—	187	53.2
Tradewinds Airways	6 377	2 277	8 925	29 732	266 065	162 915	—	162 914	61.2
Transmeridian Air Cargo	264	92	534	886	7 259	4 923	—	4 922	67.8
TOTAL	15 996	6 826	25 672	72 149	571 127	361 336	3	361 332	63.3

Domestic Class 6 Licence Operations 1980

Table 1.10.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Tonne-km used		Cargo (000)	as % of available
						Total (000)	Mail (000)		
Air-Bridge Carriers	612	1 673	1 806	9 731	9 470	4 017	47	3 969	42.4
Alidair	4	8	14	46	25	23	—	23	95.3
British Air Ferries	1	3	4	5	6	3	—	2	45.9
Dan-Air Services	27	127	99	221	142	50	49	—	35.5
Express Air Services	316	1 506	1 494	5 162	1 622	1 249	36	1 212	77.0
Skyways Aviation	197	670	730	1 938	1 077	531	531	—	49.3
Southern Int-Air Transport	66	119	180	355	405	198	—	197	48.8
TOTAL	1 224	4 106	4 326	17 459	12 746	6 071	664	5 406	47.6

All Class 7 Licence Operations 1980

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	16	15	27	473	1 715	596	34.8	10	216	64	—	8	56	29.8
BA Helicopters	6 435	42 782	31 997	440 607	132 355	70 064	52.9	3 586	13 613	6 183	—	579	5 604	45.4
British Caledonian Airways	12	9	16	127	1 742	197	11.3	—	157	18	—	—	18	11.3
BEAS	1 129	52 506	7 523	283 198	12 410	6 056	48.8	734	1 129	568	—	20	548	50.3
Bristow Helicopters	7 669	51 801	45 246	447 984	131 201	73 645	56.1	2 686	10 832	6 989	—	514	6 475	64.5
British Caledonian Helicopters	41	156	205	1 113	720	295	41.0	19	91	34	—	5	30	37.4
Management Aviation	1 072	18 550	5 146	48 500	6 678	3 120	46.7	751	633	310	—	64	246	49.0
North Scottish Helicopters	3 005	38 039	14 153	135 543	28 181	15 411	54.7	—	2 148	1 216	—	—	1 216	56.6
TOTAL	19 380	203 858	104 313	1 357 545	315 001	169 383	53.8	7 786	28 819	15 382	—	1 190	14 192	53.3

International Class 7 Licence Operations 1980

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	16	15	27	473	1 715	596	34.8	10	216	64	—	8	56	29.8
BA Helicopters	6 388	42 300	31 801	435 994	131 620	69 750	53.0	3 452	13 531	6 145	—	571	5 574	45.4
British Caledonian Airways	12	9	16	127	1 742	197	11.3	—	157	18	—	—	18	11.3
BEAS	1 129	52 506	7 523	283 198	12 410	6 056	48.8	734	1 129	568	—	20	548	50.3
Bristow Helicopters	7 669	51 801	45 246	447 984	131 201	73 645	56.1	2 686	10 832	6 989	—	514	6 475	64.5
British Caledonian Helicopters	41	156	205	1 113	720	295	41.0	19	91	34	—	5	30	37.4
Management Aviation	1 072	18 550	5 146	48 500	6 678	3 120	46.7	751	633	310	—	64	246	49.0
North Scottish Helicopters	3 005	38 039	14 153	135 543	28 181	15 411	54.7	—	2 148	1 216	—	—	1 216	56.6
TOTAL	19 333	203 376	104 116	1 352 932	314 266	169 069	53.8	7 652	28 737	15 344	—	1 182	14 162	53.4

Domestic Class 7 Licence Operations 1980

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)		
BA Helicopters	47	482	196	4 613	735	314	42.7	134	82	38	—	8	30	46.3
TOTAL	47	482	196	4 613	735	314	42.7	134	82	38	—	8	30	46.3

All Exempt Operations^(a) 1980

Table 1.12.1

	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	1 296	564	4 437	79 529	334 381	230 798	69.0	2 131	40 013	25 501	74	3 502	21 925	63.7
British Airtours	3 279	1 256	4 404	1 955	618 982	358 001	57.8	—	56 309	31 258	—	24	31 234	55.5
British Caledonian Airways	665	322	984	6 604	35 497	23 908	67.4	3 596	19 522	12 525	—	10 396	2 130	64.2
Air Europe	72	47	118	—	9 335	6 617	70.9	—	883	529	—	—	529	59.9
Air UK	1 056	2 892	3 697	7 153	13 606	6 853	50.4	3 811	5 010	2 320	282	1 462	576	46.3
Air-Bridge Carriers	333	451	815	—	—	—	—	—	5 608	2 326	16	2 309	—	41.5
Alderney Air Ferries	11	103	57	366	102	49	47.8	1	9	4	—	—	4	44.7
Alidair	749	2 169	2 569	61 979	44 784	22 960	51.3	655	4 493	2 087	—	289	1 797	46.4
Aurigny Air Services	2	13	11	16	30	18	60.9	—	3	2	—	—	2	52.5
Britannia Airways	1 348	1 788	2 350	160 430	165 341	129 375	78.2	11	15 220	11 454	—	457	10 997	75.3
British Air Ferries	3 236	7 095	10 422	14 705	130 860	59 729	45.6	1 979	14 141	5 842	494	595	4 754	41.3
British Cargo Airlines	60	31	88	—	—	—	—	—	2 358	1 537	—	1 537	—	65.2
British Midland Airways	6 824	2 673	9 671	1 424	710 722	359 382	50.6	—	199 299	80 094	—	52 090	28 004	40.2
Dan-Air Services	5 768	13 213	19 065	374 610	315 857	219 306	69.4	3 298	27 510	19 249	678	235	18 336	70.0
Express Air Services	428	2 454	1 915	586	3 753	2 250	60.0	6 062	1 948	1 227	320	736	171	63.0
General Aviation Services	231	742	1 070	—	—	—	—	323	808	385	15	371	—	47.7
Guernsey Airlines	102	270	333	2 238	6 125	3 016	49.3	—	607	239	—	—	239	39.3
Heavylift Cargo Airlines	76	44	201	—	—	—	—	—	2 569	1 078	—	1 078	—	42.0
Invicta International Airlines	97	52	217	—	—	—	—	—	1 666	668	—	668	—	40.1
Jersey European Airways	21	73	74	280	304	221	72.9	—	25	18	—	—	18	69.1
Laker Airways	2 460	631	3 278	770	850 739	662 887	77.9	—	84 150	53 265	—	238	53 027	63.3
Loganair	3 203	10 221	13 690	87 822	47 014	31 230	66.4	123	4 412	2 943	—	49	2 894	66.7
Monarch Airlines	1 049	541	1 532	—	178 286	141 114	79.2	—	17 337	12 769	—	—	12 769	73.7
Pelican Air Transport	330	101	448	—	—	—	—	—	13 820	7 758	—	7 758	—	56.1
Redcoat Air Cargo	1	3	4	—	—	—	—	—	26	13	—	13	—	49.5
Scimitar Airlines	1 815	569	2 520	—	—	—	—	—	68 996	48 696	—	48 696	—	70.6
Skyways Aviation	286	771	949	—	1 012	631	62.4	97	1 499	733	3	682	48	48.9
Southern Int-Air Transport	274	532	1 185	1 174	6 750	1 910	28.3	153	1 780	803	—	644	160	45.1
Tradewinds Airways	313	147	456	—	—	—	—	—	13 049	5 417	—	5 417	—	41.5
Transmeridian Air Cargo	155	63	328	—	—	—	—	341	3 955	2 316	—	2 316	—	58.6
TOTAL	35 540	49 831	86 888	801 641	3 473 479	2 260 257	65.1	22 581	607 023	333 053	1 883	141 558	189 612	54.9

(a) Excludes Air Taxi operations.

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

International Exempt Operations^(a) 1980

Table 1.12.2

	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	478	4 347	77 805	332 517	229 908	69.1	2 131	39 863	25 425	74	3 502	21 850	63.8
British Airtours	3 275	1 249	4 397	1 714	618 530	357 844	57.9	—	56 267	31 245	—	24	31 221	55.5
British Caledonian Airways	662	316	976	6 410	35 109	23 769	67.7	3 596	19 486	12 513	—	10 396	2 118	64.2
Air Europe	72	47	118	—	9 335	6 617	70.9	—	883	529	—	—	529	59.9
Air UK	608	1 622	2 148	5 532	9 619	5 463	56.8	2 293	2 947	1 467	9	995	463	49.8
Air-Bridge Carriers	273	222	589	—	—	—	—	—	4 880	2 114	—	2 114	—	43.3
Alderney Air Ferries	1	20	7	60	11	4	34.2	—	1	—	—	—	—	27.0
Alidair	154	271	467	3 778	9 247	4 478	48.4	47	925	435	—	85	350	47.0
Aurigny Air Services	—	3	2	16	3	2	66.7	—	—	—	—	—	—	60.9
Britannia Airways	1 348	1 786	2 350	160 430	165 285	129 348	78.3	11	15 215	11 452	—	457	10 995	75.3
British Air Ferries	2 975	6 049	9 433	13 854	128 899	58 842	45.7	68	12 756	5 275	—	590	4 685	41.4
British Cargo Airlines	60	31	88	—	—	—	—	—	2 358	1 537	—	1 537	—	65.2
British Midland Airways	6 771	2 587	9 527	963	706 821	356 605	50.5	—	198 978	79 879	—	52 090	27 789	40.1
Dan-Air Services	1 189	1 224	2 474	41 934	123 273	83 451	67.7	25	10 000	6 802	—	19	6 783	68.0
Express Air Services	43	123	162	226	2 069	910	44.0	43	197	78	—	11	67	39.5
General Aviation Services	198	569	898	—	—	—	—	264	692	326	15	311	—	47.1
Guernsey Airlines	22	56	68	1 588	1 320	672	50.9	—	132	52	—	—	52	39.5
Heavylift Cargo Airlines	76	44	201	—	—	—	—	—	2 569	1 078	—	1 078	—	42.0
Invicta International Airlines	97	52	217	—	—	—	—	—	1 666	668	—	668	—	40.1
Jersey European Airways	17	43	57	84	233	178	76.3	—	20	14	—	—	14	70.6
Laker Airways	2 460	631	3 278	770	850 739	662 887	77.9	—	84 150	53 265	—	238	53 027	63.3
Loganair	112	247	426	4 160	1 935	1 149	59.4	34	183	104	—	2	102	56.7
Monarch Airlines	1 049	541	1 532	—	178 286	141 114	79.2	—	17 337	12 769	—	—	12 769	73.7
Pelican Air Transport	330	101	448	—	—	—	—	—	13 820	7 758	—	7 758	—	56.1
Redcoat Air Cargo	1	3	4	—	—	—	—	—	26	13	—	13	—	49.5
Scimitar Airlines	1 815	569	2 520	—	—	—	—	—	68 996	48 696	—	48 696	—	70.6
Skyways Aviation	262	705	867	—	494	285	57.6	26	1 401	670	—	649	22	47.8
Southern Int-Air Transport	52	99	174	1 174	3 823	1 735	45.4	—	268	145	—	—	145	54.2
Tradewinds Airways	313	147	456	—	—	—	—	—	13 049	5 417	—	5 417	—	41.5
Transmeridian Air Cargo	155	63	328	—	—	—	—	341	3 955	2 316	—	2 316	—	58.6
TOTAL	25 658	19 898	48 555	320 498	3 177 549	2 065 261	65.0	8 877	573 017	312 040	97	138 963	172 980	54.5

(a) Excludes Air Taxi operations.

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

Domestic Exempt Operations^(a) 1980

Table 1.12.3

	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)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	as % of available
British Airways	28	86	91	1 724	1 864	889	47.7	—	150	76	—	—	76	50.4
British Airtours	3	7	8	241	452	157	34.7	—	42	13	—	—	13	31.1
British Caledonian Airways	3	6	7	194	388	139	35.9	—	36	12	—	—	12	32.9
Air UK	448	1 270	1 549	1 621	3 987	1 390	34.9	1 518	2 064	853	273	466	114	41.3
Air-Bridge Carriers	60	229	226	—	—	—	—	—	728	211	16	195	—	29.1
Alderney Air Ferries	10	83	50	306	90	45	49.6	1	8	4	—	—	4	47.1
Alidair	595	1 898	2 102	58 201	35 537	18 482	52.0	609	3 569	1 652	—	204	1 447	46.3
Aurigny Air Services	2	10	9	—	27	16	60.2	—	3	1	—	—	1	51.4
Britannia Airways	—	2	1	—	56	27	49.4	—	5	2	—	—	2	49.1
British Air Ferries	262	1 046	989	851	1 962	886	45.2	1 911	1 384	567	494	4	69	41.0
British Midland Airways	53	86	145	461	3 901	2 777	71.2	—	321	216	—	—	216	67.2
Dan-Air Services	4 579	11 989	16 591	332 676	192 584	135 855	70.5	3 273	17 510	12 447	678	216	11 553	71.1
Express Air Services	385	2 331	1 753	360	1 685	1 341	79.6	6 019	1 751	1 149	320	725	104	65.6
General Aviation Services	33	173	172	—	—	—	—	59	116	60	—	60	—	51.3
Guernsey Airlines	80	214	265	650	4 804	2 344	48.8	—	475	187	—	—	186	39.3
Jersey European Airways	4	30	17	196	71	44	61.6	—	5	3	—	—	3	63.4
Loganair	3 091	9 974	13 264	83 662	45 079	30 081	66.7	89	4 229	2 839	—	47	2 792	67.1
Skyways Aviation	24	66	83	—	518	347	66.9	72	98	62	3	33	26	63.8
Southern Int-Air Transport	222	433	1 012	—	2 927	175	6.0	153	1 512	658	—	644	15	43.5
TOTAL	9 882	29 933	38 333	481 143	295 930	194 996	65.9	13 704	34 006	21 012	1 785	2 595	16 632	61.8

(a) Excludes Air Taxi operations.

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

Class 5 Operations for UK Operators 1980^(a)

Table 1.13

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km Available (000)	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
Britannia Airways	503	273	774	25 289	65 858	46 925	71.3	N/A	5 593	3 978	—	—	3 978	71.1
TOTAL	503	273	774	25 289	65 858	46 925	71.3	N/A	5 593	3 978	—	—	3 978	71.1

(a) Sub-Charter Operations where the numbers 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^(a) 1980

Table 1.14.1

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	(d) Passengers uplifted	Seat-kms used (000)	Aircraft in Service at end of 1980	Daily utilisation per Aircraft (hrs) year 1980
- Aerospatiale SA330J Puma	940	4 857	—	4 611	—	50 411	9 847	4	2.8
- Aerospatiale SA-365 Dauphin	585	10 731	573	2 421	96	47 261	2 404	3(b)	3.3(b)
Aviation Traders Merchantman	1 285	—	1 640	—	2 924	—	—	3	2.7
AW650 Argosy	524	—	1 486	—	1 855	—	—	3	1.7
BAC 111-200	8 025	18 384	—	19 252	—	765 454	359 134	9	5.8
BAC 111-300/400	25 427	25 345	—	46 270	—	1 369 959	1 605 923	19	6.4
BAC 111-500	48 086	70 346	508	97 255	604	4 689 906	3 511 782	40	7.0
BAC/Aerospatiale Concorde	11 444	2 036	—	7 606	—	109 998	668 749	6	3.7
Beech B90 King Air	—	—	—	—	—	—	—	1	—
- Bell 206 Jetranger	61	542	—	395	—	975	110	2	0.8
- Bell 212 Twin	15 24	68 636	7	9 808	4	387 056	8 450	8	3.1
Boeing 707-320C/336	54 919	9 715	7 138	46 092	29 191	451 627	2 798 558	28	7.5
Boeing 707-420	11 741	5 535	—	16 926	—	634 821	1 642 288	4	7.1
Boeing 720/720B	10 955	5 510	—	16 199	—	689 957	1 541 751	6	7.4
Boeing 727-100	13 077	6 892	—	19 593	—	757 295	1 502 595	7	7.5
Boeing 727-200	4 100	2 209	—	6 204	—	321 007	611 887	3	8.2
Boeing 737-200	94 874	61 099	60	155 308	139	5 984 260	9 909 425	59	9.5
Boeing 747-100	62 004	14 857	—	80 709	—	2 240 780	16 021 050	18	12.3
Boeing 747-200	35 008	6 285	—	43 838	—	1 038 186	9 471 837	10	12.6
Boeing 747F	712	—	168	—	909	—	—	1	9.9
Bristol Britannia 300	1 416	—	733	—	3 143	—	—	3	3.1
Britten-Norman Islander	1 854	19 003	262	8 438	486	69 792	6124	15	1.7
Britten-Norman Trislander	1 938	25 638	18	9 752	13	237 448	16 341	11	2.3
Canadair CL 44	860	—	330	—	1 757	—	—	1(c)	8.7(c)
Cessna 404 Titan	85	242	—	312	—	974	345	1	2.5
DC3 Dakota/Pionair	577	—	2 421	—	2 841	—	—	3	1.9
DH 106 Comet 4B/C	1 784	1 303	—	3 130	—	125 334	181 082	—	2.8
DHC 6 Twin-Otter	5 219	20 664	46	23 280	52	195 827	53 377	17	4.2
Embraer Bandeirante	3 586	13 614	2	12 894	3	93 794	24 044	19	3.3
Fairchild Hillier FH227B	719	705	1 852	565	2 118	8 459	2 743	—	7.3
Fokker F28 2000-6000	1 141	2 405	—	2 194	—	62 125	38 612	2	7.9
Fokker Friendship 100/600	6 829	20 048	115	21 572	123	366 776	151 401	14	5.8
Hawker Siddley 121 Trident 1C	3 530	7 431	—	8 010	—	415 534	202 158	11	2.0
Hawker Siddley 121 Trident 1E	2 503	4 688	—	5 487	—	352 407	184 347	—	5.8
Hawker Siddley 121 Trident 2E	17 918	18 435	—	32 033	—	1 166 668	1 129 748	16	5.5
Hawker Siddley 121 Trident 3B	24 979	37 514	—	51 677	—	3 488 026	2 294 407	25	5.6
HP Herald 100/200	12 303	35 356	9 051	37 250	8 955	728 094	233 852	30	4.6
HS 125	150	286	—	322	—	365	316	2	0.5
HS 748	8 922	27 077	1 101	31 458	1 015	679 895	252 780	21	4.3
Lockheed L1011 Tristar	11 591	8 420	—	18 577	—	1 552 087	2 158 261	9	5.6
Lockheed L-1011-200 Tristar	4 605	1 241	—	6 204	—	130 901	650 445	4	9.1
Lockheed L-1011-500 Tristar	11 798	3 760	—	15 932	—	259 968	1 507 963	6	8.1
- MBB BO 105	2 629	39 979	2 173	12 451	288	96 965	6 308	5(b)	7.2(b)
McDonnell-Douglas DC10-10	15 587	4 346	—	20 829	—	1 036 828	4 226 631	6	9.6
McDonnell-Douglas DC8-54F/55F	1 884	—	645	—	2 604	—	—	—	—
McDonnell-Douglas DC9-10 To 40	2 801	7 432	—	6 808	—	355 144	141 994	3	6.7
McDonnell-Douglas DC-10-30	33 951	6 555	—	42 909	—	913 040	6 619 031	12	12.7
Piper PA23 Aztec (and Apache)	12	58	—	54	—	208	42	—	0.2
Piper PA31 Navajo (All Series)	582	584	542	605	1 410	2 062	678	8	0.9
Piper PA34	—	—	—	—	—	—	—	1	—
Rockwell 690B	—	—	—	—	—	—	—	1	—
Short SC5/10 Belfast	528	—	310	—	1 366	—	—	2	2.5
Short SD-330	428	1 721	2	1 668	2	26 117	6 194	1	4.6
- Sikorsky S61N	12 715	76 619	51	69 389	17	888 295	142 093	49(b)	4.0(b)
- Sikorsky S76	788	3 783	34	3 337	9	20 574	4 292	5(b)	2.3(b)
- Sikorsky .S.58T	47	351	67	274	20	2 556	337	—	0.9
Vickers Super VC10	12 250	4 526	—	18 029	—	255 165	1 129 928	4	6.4
Vickers Viscount 700	1 118	3 076	16	3 756	23	92 660	37 848	4	2.5
Vickers Viscount 700D/800/810	13 161	44 492	442	44 361	974	1 556 109	506 971	24	4.6
- Westland Wessex	634	10 832	—	4 534	—	57 309	3 362	3	3.2
TOTAL	608 713	765 163	31 793	1 090 578	62 941	34 776 459	71 579 846	572	5.8

(a) Excludes Air Taxi Operations

(b) Excludes North Scottish Helicopters

(c) Excludes Transmeridian Air Cargo

(d) Excludes Passengers Uplifted on Exempt Sub-charter Operations

Aircraft Type & Utilisation Individual Airlines^(a) 1980

Table 1.14.2

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	(b) Passengers uplifted	Seat-kms used (000)	Aircraft in Service at end of 1980	Daily utilisation per Aircraft (hrs) year 1980
British Airways									
HS 748	961	3 936	—	3 455	—	83 256	21 955	2	4.7
Vickers Viscount 700D/800/810	4 206	16 285	—	14 732	—	552 905	155 976	10	3.2
BAC 111-300/400	5 515	9 990	—	12 146	—	388 154	208 757	5	5.3
BAC 111-500	21 507	43 080	—	47 710	—	2 568 093	1 237 152	21	6.6
Boeing 737-200	11 259	15 136	—	22 483	—	1 012 003	743 842	18	5.9
Hawker Siddley 121 Trident 2E	17 918	18 435	—	32 033	—	1 166 668	1 129 748	16	5.5
Hawker Siddley 121 Trident 1C	3 530	7 431	—	8 010	—	415 534	202 158	11	2.0
Hawker Siddley 121 Trident 3B	24 979	37 514	—	51 677	—	3 488 026	2 294 407	25	5.6
Hawker Siddley 121 Trident 1E	2 503	4 688	—	5 487	—	352 407	184 347	—	5.8
Vickers Super VC10	12 250	4 526	—	18 029	—	255 165	1 129 928	4	6.4
Lockheed L1011 Tristar	11 591	8 420	—	18 577	—	1 552 087	2 158 261	9	5.6
Boeing 707-320C/336	24 915	4 805	2 517	24 612	10 010	286 986	1 615 371	11	8.6
Lockheed L-1011-500 Tristar	11 798	3 760	—	15 932	—	259 968	1 507 963	6	8.1
Boeing 747-100	62 004	14 857	—	80 709	—	2 240 780	16 021 050	18	12.3
Boeing 747-200	35 008	6 285	—	43 838	—	1 038 186	9 471 837	10	12.6
Boeing 747F	712	—	168	—	909	—	—	1	9.9
Lockheed L-1011-200 Tristar	4 605	1 241	—	6 204	—	130 901	650 445	4	9.1
BAC/Aerospatiale Concorde	11 444	2 036	—	7 606	—	109 998	668 749	6	3.7
TOTAL	266 705	202 425	2 685	413 240	10 919	15 901 117	39 401 945	177	6.7
British Airtours									
Boeing 737-200	6 208	3 291	—	10 055	—	340 684	664 321	6	8.9
Boeing 707-420	11 741	5 535	—	16 926	—	634 821	1 642 287	4	7.1
TOTAL	17 949	8 826	—	26 981	—	975 505	2 306 608	10	7.7
British Airways Helicopters									
Sikorsky S61N	6 386	40 173	36	31 699	6	489 926	73 706	24	3.6
Sikorsky S76	20	168	—	156	—	878	103	1	0.9
Bell 212 Twin	258	6 158	7	1 365	4	33 758	1 376	2	1.9
TOTAL	6 664	46 499	43	33 220	10	524 562	75 185	27	3.4
British Caledonian Airways									
BAC 111-200	6 116	15 501	—	15 114	—	633 661	265 113	7	5.9
BAC 111-500	10 839	14 557	508	21 339	604	863 308	699 921	9	6.9
Boeing 707-320C/336	15 240	3 168	1 089	15 211	5 035	156 448	787 316	6	8.9
McDonnell-Douglas DC-10-30	19 251	4 454	—	24 437	—	382 379	2 641 127	7	12.7
Sikorsky S61N	281	7 029	—	1 757	—	82 604	3 304	1	4.8
TOTAL	51 728	44 709	1 597	77 858	5 639	2 118 400	4 396 781	30	8.1
Air Continental									
Beech B90 King Air	—	—	—	—	—	—	—	1	—
Piper PA31 Navajo (All Series)	425	—	542	—	1 410	—	—	4	2.5
Piper PA34	—	—	—	—	—	—	—	1	—
TOTAL	425	—	542	—	1 410	—	—	6	1.7
Air Ecosse									
Piper PA31 Navajo (All Series)	6	40	—	23	—	226	36	3	0.1
Embraer Bandeirante	741	3 746	—	2 537	—	24 361	4 708	9	1.5
Britten-Norman Trislander	—	—	—	—	—	—	—	1	—
Rockwell 690B	—	—	—	—	—	—	—	1	—
DHC 6 Twin-Otter	—	—	—	—	—	—	—	2	—
TOTAL	748	3 786	—	2 560	—	24 587	4 743	16	0.8
Air Europe									
Boeing 737-200	11 805	6 172	—	18 615	—	700 497	1 353 508	4	11.7
TOTAL	11 805	6 172	—	18 615	—	700 497	1 353 508	4	11.7

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	(b) Passengers uplifted	Seat-kms used (000)	Aircraft in Service at end of 1980	Daily utilisation per Aircraft (hrs) year 1980
Air UK									
Fokker Friendship 100/600	6 829	20 048	115	21 572	123	366 776	151 401	14	5.8
HP Herald 100/200	7 941	27 290	5 364	25 202	5 902	646 965	149 068	15	6.1
Fokker F28 2000-6000	1 141	2 405	—	2 194	—	62 125	38 612	2	7.9
Piper PA31 Navajo (All Series)	98	405	—	382	—	1 503	506	—	4.7
Embraer Bandeirante	2 250	7 178	—	8 246	—	47 408	15 636	6	5.5
BAC 111-300/400	4 154	3 450	—	7 274	—	246 539	304 591	4	6.8
TOTAL	22 411	60 776	5 479	64 870	6 025	1 371 316	659 815	41	6.0
Air-Bridge Carriers									
AW650 Argosy	524	—	1 486	—	1 855	—	—	3	1.4
Aviation Traders Merchantman	1 285	—	1 640	—	2 924	—	—	3	2.7
TOTAL	1 809	—	3 126	—	4 779	—	—	6	2.2
Alderney Air Ferries									
Britten-Norman Islander	185	1 531	—	934	—	8 186	1 003	2	1.5
TOTAL	185	1 531	—	934	—	8 186	1 003	2	1.5
Alidair									
Vickers Viscount 700	814	2 338	16	2 771	23	69 358	25 672	3	2.3
TOTAL	814	2 338	16	2 771	23	69 358	25 672	3	2.3
Aurigny Air Services									
Britten-Norman Trislander	948	17 795	—	4 648	—	180 192	9 242	6	2.1
Britten-Norman Islander	131	1 687	—	623	—	7 280	553	2	0.9
DHC 6 Twin-Otter	193	2 159	—	885	—	26 215	2 322	1	3.7
TOTAL	1 272	21 641	—	6 156	—	213 687	12 117	9	1.9
B.E.A.S.									
Bell 212 Twin	1 129	56 576	—	7 523	—	310 121	6 133	5	4.6
TOTAL	1 129	56 576	—	7 523	—	310 121	6 133	5	4.6
Bristow Helicopters									
Sikorsky S61N	5 308	26 413	—	32 175	—	277 870	55 783	23	4.0
Westland Wessex	634	10 832	—	4 534	—	57 309	3 362	3	3.2
Sikorsky .S.58T	38	317	—	254	—	2 300	309	—	1.1
MBB BO 105	54	830	—	329	—	1 021	59	1	0.9
Sikorsky S76	558	2 650	—	2 422	—	15 896	3 344	4	2.0
Bell 212 Twin	137	5 902	—	920	—	43 177	941	1	1.1
Aerospatiale SA330J Puma	940	4 857	—	4 611	—	50 411	9 847	4	2.8
TOTAL	7 669	51 801	—	45 245	—	447 984	73 645	36	3.3
Britannia Airways									
Boeing 737-200	56 684	31 158	60	89 839	139	3 379 459	6 145 926	25	10.4
TOTAL	56 684	31 158	60	89 839	139	3 379 459	6 145 926	25	10.4
British Air Ferries									
HP Herald 100/200	3 152	5 828	1 145	9 032	1 299	18 682	60 858	12	2.6
HS 125	150	286	—	322	—	365	316	2	0.5
TOTAL	3 301	6 114	1 145	9 354	1 299	19 047	61 174	14	2.3
British Caledonian Helicopters									
Sikorsky S61N	41	141	15	194	11	1 113	295	1	1.0
TOTAL	41	141	15	194	11	1 113	295	1	1.0

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	(b) Passengers uplifted	Seat-kms used (000)	Aircraft in Service at end of 1980	Daily utilisation per Aircraft (hrs) year 1980
British Cargo Airlines									
McDonnell-Douglas DC8-54F/55F	1 884	—	645	—	2 604	—	—	..	..
TOTAL	1 884	—	645	—	2 604	—	—	..	..
British Midland Airways									
Vickers Viscount 700D/800/810	7 205	23 351	—	24 826	—	856 686	292 989	10	6.2
McDonnell-Douglas DC9-10 to 40	2 801	7 432	—	6 808	—	355 144	141 994	3	6.7
Boeing 707-320C/336	4 960	1 654	250	5 938	926	—	355 953	3	5.0
TOTAL	14 966	32 437	250	37 572	926	1 211 830	790 937	16	6.0
Brymon Airways									
HP Herald 100/200	385	1 122	—	1 468	—	30 498	10 255	1	4.1
DHC 6 Twin-Otter	1 871	9 071	—	8 698	—	66 472	14 683	4	6.6
Britten-Norman Islander	44	200	—	209	—	783	187	—	1.6
TOTAL	2 300	10 393	—	10 375	—	97 753	25 125	5	5.8
Burnthills Aviation									
Bell 206 Jetranger	61	542	—	395	—	975	110	2	0.8
TOTAL	61	542	—	395	—	975	110	2	0.8
Cabair									
Cessna 404 Titan	86	242	—	312	—	974	345	1	2.5
Piper PA31 Navajo (All Series)	19	54	—	69	—	84	30	—	0.1
TOTAL	105	296	—	381	—	1 058	375	1	0.6
Dan-Air Services									
HS 748	7 961	23 141	1 101	28 003	1 015	596 639	230 825	19	4.2
Vickers Viscount 700D/800/810	1 149	4 193	—	3 720	—	124 388	41 855	1	5.6
BAC 111-200	1 909	2 883	—	4 138	—	131 793	94 021	2	5.7
BAC 111-300/400	7 584	6 998	—	13 673	—	414 962	522 044	5	6.8
BAC 111-500	10 838	8 882	—	19 474	—	878 260	1 095 592	7	7.6
Boeing 727-200	4 100	2 209	—	6 204	—	321 007	611 887	3	8.2
DH 106 Comet 4B/C	1 784	1 303	—	3 130	—	125 334	181 082	—	2.8
Boeing 737-200	151	254	—	305	—	5 025	13 523	1	3.5
Boeing 727-100	13 077	6 892	—	19 593	—	757 295	1 502 595	7	7.5
TOTAL	48 552	56 755	1 101	98 240	1 015	3 354 703	4 293 424	45	5.7
Express Air Services									
DC3 Dakota/Pionair	158	—	955	—	882	—	—	1	2.4
HP Herald 100/200	826	1 116	2 542	1 548	1 754	31 949	13 671	2	4.8
Vickers Viscount 700D/800/810	267	454	4	700	4	21 046	14 444	—	3.7
TOTAL	1 250	1 570	3 501	2 248	2 640	52 995	28 115	3	3.9
General Aviation Services									
DC3 Dakota/Pionair	231	—	742	—	1 070	—	—	2	1.6
TOTAL	231	—	742	—	1 070	—	—	2	1.6
Guernsey Airlines									
Vickers Viscount 700	304	738	—	985	—	23 302	12 177	1	3.1
TOTAL	304	738	—	985	—	23 302	12 177	1	3.1
Haywards Aviation									
Britten-Norman Islander	64	308	—	319	—	1 674	357	1	0.9
Piper PA23 Aztec (and Apache)	12	58	—	54	—	208	42	—	0.2
TOTAL	77	366	—	373	—	1 882	399	1	0.6

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		(b) Passengers uplifted	Seat-kms used (000)	Aircraft in Service at end of 1980	Daily utilisation per Aircraft (hrs) year 1980
		Passenger	Cargo	Passenger	Cargo				
Heavylift Cargo Airlines									
Short SC5/10 Belfast	528	—	310	—	1 366	—	—	2	2.5
TOTAL	528	—	310	—	1 366	—	—	2	2.5
Invicta International Airlines									
Bristol Britannia 300	341	—	303	—	793	—	—	2	1.2
TOTAL	341	—	303	—	793	—	—	2	1.2
Jersey European Airways									
Britten-Norman Islander	261	2 882	—	1 319	—	11 773	1 009	3	1.8
DHC 6 Twin-Otter	118	937	—	520	—	6 613	949	1	2.3
Piper PA31 Navajo (All Series)	34	85	—	131	—	249	106	1	0.5
Embraer Bandeirante	473	2 350	—	1 746	—	18 658	2 892	2	3.7
TOTAL	884	6 254	—	3 716	—	37 293	4 956	7	2.2
Laker Airways									
BAC 111-300/400	8 175	4 907	—	13 177	—	320 304	570 531	5	7.2
McDonnell-Douglas DC10-10	15 587	4 346	—	20 829	—	1 036 828	4 226 631	6	9.6
Boeing 707-320C/336	241	88	—	331	—	8 193	39 918	2	0.6
McDonnell-Douglas DC-10-30	14 700	2 101	—	18 472	—	530 661	3 977 904	5	12.8
TOTAL	38 703	11 442	—	52 809	—	1 895 986	8 814 984	18	8.8
Loganair									
Britten-Norman Trislander	991	7 843	18	5 104	13	57 256	7 099	4	2.7
Britten-Norman Islander	1 168	12 395	262	5 034	486	40 096	3 015	7	2.2
DHC 6 Twin-Otter	3 037	8 497	46	13 177	52	96 527	35 423	9	3.9
Embraer Bandeirante	122	340	2	365	3	3 367	809	2	1.3
Short SD-330	428	1 721	2	1 668	2	26 117	6 194	1	4.6
TOTAL	5 746	30 796	330	25 348	556	223 363	52 540	23	3.0
Management Aviation									
Sikorsky S-58T	9	34	67	20	20	256	28	—	0.5
MBB BO 105	701	10 971	2 173	3 205	288	32 913	1 925	4	2.5
Sikorsky S76	17	73	34	51	9	445	84	—	5.0
Aerospatiale SA365 Dauphin	345	4 625	573	1 457	96	14 886	1 083	3	2.0
TOTAL	1 072	15 703	2 847	4 733	413	48 500	3 120	7	2.3
Monarch Airlines									
BAC 111-500	4 902	3 827	—	8 732	—	380 245	479 117	3	8.0
Boeing 737-200	274	158	—	412	—	13 783	24 948	1	4.5
Boeing 720/720B	10 955	5 510	—	16 199	—	689 957	1 541 751	6	7.4
TOTAL	16 131	9 495	—	25 343	—	1 083 985	2 045 816	10	7.0
North Scottish Helicopters									
Sikorsky S61N	698	2 863	—	3 564	—	36 782	9 005	.	..
MBB BO 105	1 874	28 178	—	8 917	—	63 031	4 324	..	..
Sikorsky S76	193	892	—	708	—	3 355	761	..	..
Aerospatiale SA-365 Dauphin	240	6 106	—	964	—	32 375	1 321	..	..
TOTAL	3 005	38 039	—	14 153	—	135 543	15 411	.	..
Orion Airways									
Boeing 737-200	8 494	4 930	—	13 599	—	532 809	963 358	4	12.6
TOTAL	8 494	4 930	—	13 599	—	532 809	963 358	4	12.6

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	(b) Passengers uplifted	Seat-kms used (000)	Aircraft in Service at end of 1980	Daily utilisation per Aircraft (hrs) year 1980
Pelican Air Transport									
Boeing 707-320C/336	2 300	—	705	—	3 115	—	—	1	8.7
TOTAL	2 300	—	705	—	3 115	—	—	1	8.7
Redcoat Air Cargo									
Bristol Britannia 300	1 075	—	430	—	2 350	—	—	1	6.7
Canadair CL 44	333	—	122	—	681	—	—	1	4.9
TOTAL	1 408	—	552	—	3 031	—	—	2	6.2
Scimitar Airlines									
Boeing 707-320C/336	1 815	—	569	—	2 520	—	—	2	5.7
TOTAL	1 815	—	569	—	2 520	—	—	2	5.7
Skyways Aviation									
DC3 Dakota/Pionair	188	—	724	—	889	—	—	—	1.5
Fairchild Hillier FH227B	719	705	1 852	565	2 118	8 459	2 743	—	7.3
TOTAL	907	705	2 576	565	3 007	8 459	2 743	—	3.7
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	334	209	438	383	970	1 084	1 707	3	4.2
TOTAL	334	209	438	383	970	1 084	1 707	3	4.2
Tradewinds Airways									
Canadair CL 44	107	—	53	—	214	—	—	—	3.3
Boeing 707-320C/336	5 447	—	2 008	—	7 585	—	—	3	7.4
TOTAL	5 554	—	2 061	—	7 799	—	—	3	7.1
Transmeridian Air Cargo									
Canadair CL 44	419	—	155	—	862	—	—	..	..
TOTAL	419	—	155	—	862	—	—	..	..
GRAND TOTAL	608 713	765 163	31 793	1 090 578	62 941	34 776 459	71 579 846	572	5.8

(a) Excludes Air Taxi Operations

(b) Excludes Passengers Uplifted on Exempt Sub-charter Operations

Operations Subject to Variable Charge by Type of Licence 1980

Table 1.15

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-km used		Percentage of available
Cargo & Mail					
Passengers					
Chargeable Operations (Own Aircraft)					
Class 1	9 661 562	5 788 984	1 353 755	4 435 229	59.9
Class 2 (a)	231 980	159 201	101	159 100	68.6
Class 3	1 785 898	1 406 297	13	1 406 283	78.7
Class 4 (a)	112 739	81 237	—	81 237	72.0
Class 5	5 593	3 978	—	3 978	71.1
Class 6	510 684	320 510	320 510	—	62.7
Class 7	24 986	13 388	1 080	12 308	53.6
TOTAL	12 333 443	7 773 594	1 675 459	6 098 143	63.0
Non-chargeable Operations					
Aircraft hired from UK operators	108 798	72 941	43 909	29 032	67.0
Aircraft hired from Foreign operators	233 568	150 565	78 432	72 133	64.4
Exempt Services (b)	533 048	284 074	105 848	178 226	53.2
Exempt Aircraft	3 833	1 994	110	1 884	52.0
TOTAL	879 247	509 574	228 299	281 275	57.9
GRAND TOTAL	13 212 690	8 283 168	1 903 758	6 379 418	62.6

(a) The charter categories authorised by classes 2 and 4 licences were changed with effect from April 1980.
(see appendix B).

(b) Excludes Air Taxi Operations.

Output by Type of Licence and Aircraft Ownership 1980

Table 1.16

Type of Licence of Service	Own Aircraft (000)	Capacity tonne-km Available		Total (000)
		Hired from UK Airline (000)	Hired Otherwise (000)	
Class 1	9 661 562	4 849	162 861	9 829 272
Class 2 (a)	231 980	132	65	232 177
Class 3	1 785 898	20 551	6 730	1 813 180
Class 4 (a)	112 739	13	—	112 752
Class 6	510 684	65 704	7 485	583 873
Class 7	28 819	—	—	28 819
Exempt Services (b)	533 048	17 548	56 427	607 023
TOTAL	12 864 732	108 798	233 568	13 207 097
Class 5	5 593	—	—	5 593
TOTAL	5 593	—	—	5 593
GRAND TOTAL	12 870 325	108 798	233 568	13 212 690

(a) The charter categories authorised by classes 2 and 4 licences were changed with effect from April 1980.
(see appendix B).

(b) Excludes Air Taxi Operations.

Scheduled Passenger Analysis by Fare Category 1980

Table 1.17.1

		Fare Categories (a)									Total Passengers
		Individual Travel — Only Fares					Other Facilities				
	First Class	Normal Economy	Excursion	Apex/ Ipex	Youth Student	Other	Specified Facilities	IT & Fly-Drive	Other Travel		
All	851 044	11 162 563	4 419 469	2 568 431	106 604	849 253	1 314 280	669 215	222 904	22 163 763	
International	851 044	5 956 544	3 546 635	2 095 116	82 238	661 844	1 231 026	398 491	141 462	14 964 400	
Domestic	—	5 206 019	872 834	473 315	24 366	187 409	83 254	270 724	81 442	7 199 363	

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

CAA Headings

First Class
 Normal Economy
 Excursion
 Apex/Ipex
 Youth or Student
 Other
 Specified Facilities
 IT and Fly Drive
 Other Travel

British Airways Headings

First Class, Supersonic and Club Class (Short Haul only)
 Normal Economy and Club Class (Long Haul only)
 Discount and Other Economy
 Apex
 —
 —
 Part Charter
 —
 Standby

Non-scheduled Passenger Analysis by Type of Licence and Charter Category 1980

Table 1.17.2

Licence Class	ABC	Charter Categories			Total Passengers
		Affinity	IT	Other	
Class 2 (a) All	113 294	329 188		353 518	796 000
International	113 294	328 952		352 524	794 770
Domestic	—	236		994	1 230
Class 3 All			9 662 793		9 662 793
International			9 631 648		9 631 648
Domestic			31 145		31 145
Class 4 (a) All	14 192	11 032	235 430	104 587	365 241
International	14 192	11 032	230 433	102 745	358 402
Domestic	—	—	4 997	1 842	6 839
Class 7 All				1 357 545	1 357 545
International				1 352 932	1 352 932
Domestic				4 613	4 613
Exempt Services (b) All				801 641	801 641
International				320 498	320 498
Domestic				481 143	481 143
TOTAL All	127 486	340 220	9 898 223	2 617 291	12 983 220
International	127 486	339 984	9 862 081	2 128 699	12 458 250
Domestic	—	236	36 142	488 592	524 970

(a) The charter categories authorised by Classes 2 and 4 licences were changed with effect from April 1980.
 (see appendix B).

(b) Excludes Air Taxi Operations.

Public Transport Air-Taxi Operations 1980^(a)

Table 1.18

Aircraft Name	No. of Flights	Aircraft Hours
Aero Commander	55	53
Aerospatiale Alouette II	1	1
Aerospatiale SA-341G Gazelle	3	14
Aero Turbo Commander 680T	752	945
Agusta A109A	47	69
Beagle 206	14	17
Beechcraft B55 Baron	40	38
Beechcraft B80 Queen-Air	116	136
Beechcraft B90 King-Air	1 353	2 077
Beech 76 Duchess	107	120
Beech 200 Super King-Air	1 224	1 599
Bell 47G	337	226
Bell 206 Jet Ranger	9 395	6 082
Bell 212 Twin	41	35
Britten-Norman Islander	693	770
Britten-Norman Trislander	292	317
Cessna 150	21	25
Cessna 172 Sky Hawk	1 927	525
Cessna 180/182	30	37
Cessna 206 Sky Wagon	445	132
Cessna 310/320	1 222	853
Cessna 337 Super Sky Master	8	4
Cessna 401/402/411/414/421	2 821	3 136
Cessna 404 Titan	2 607	3 867
Cessna 441 Conquest	197	235
Cessna 500 Citation	562	650
Cessna 550 Citation 2	349	480
Dassault M20/F20	676	919
DC3 Dakota/Pionair	857	1 015
DH 104 Dove	1	1
DHC 6 Twin Otter	2 127	1 883
Ecureil	927	1 233
Embraer Bandeirante	17 429	15 973
Embraer 121 Xingu	10	12
Enstrom F28A/280	354	477
Gates Learjet 35A	475	503
HS 125	5 988	6 245
Hughes 269A (300)	173	117
Hughes 369 (500)	238	166
MBB BO 105	1 024	1 241
Partenavia P68B Victor	1 022	907
Piper PA23 Aztec (and Apache)	15 620	16 386
Piper PA28 (and PA32) Cherokee	97	94
Piper PA30/39 Twin Comanche	868	921
Piper PA31 Navajo (All Series)	12 388	13 565
Piper PA34-200 Seneca	748	764
Short SC7 Skyvan	153	121
Sikorsky S61N	31	32
Sikorsky S76	23	14
Ted Smith Aerostar 601P	270	328
Westland Wessex	5	2
TOTAL	86 163	85 362

(a) These statistics are non-licenced 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) 1980

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)	2 889	—	18.12	573	—	13.49	2 616	3 649	6.84
British Caledonian Airways	406	1	17.63	110	—	12.91	106	850	5.66
Air UK	290	11	10.00	—	—	—	1	264	3.65
Britannia Airways	362	1	12.68	—	—	—	34	597	5.18
British Air Ferries	33	1	15.44	—	—	—	—	9	6.00
British Midland Airways	160	—	15.99	30	—	13.20	9	120	5.64
Dan-Air Services	441	4	13.36	79	—	11.41	—	535	5.04
Laker Airways	219	—	17.31	77	—	9.45	41	757	4.13
Monarch Airlines	114	—	15.22	39	—	11.72	8	218	4.97
Orion Airways	37	—	17.49	—	—	—	10	60	7.60
Tradewinds Airways	48	—	15.21	27	—	12.07	—	—	—
Others	657	5	12.96	38	—	10.50	32	181	5.17

	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)	13 285	1 006	7.89	2 152	2 207	8.48	18 953	7 899	7.70
British Caledonian Airways	1 178	84	8.59	1 174	800	7.51	1 169	500	8.57
Air UK	417	16	7.16	207	228	5.11	147	127	3.67
Britannia Airways	447	58	7.83	23	59	6.35	137	179	6.59
British Air Ferries	252	9	6.00	9	3	5.92	5	12	5.88
British Midland Airways	257	19	8.20	239	260	6.24	119	130	6.45
Dan-Air Services	1 286	165	6.98	40	107	5.00	417	118	5.08
Laker Airways	530	14	8.00	Included in "All Other Personnel"			297	417	3.07
Monarch Airlines	—	—	—	23	61	3.95	48	43	5.09
Orion Airways	—	—	—	5	3	4.75	7	10	8.82
Tradewinds Airways	34	2	7.31	11	5	5.88	81	10	5.96
Others	850	16	7.72	100	72	4.89	504	313	5.35

(a) Includes British Airtours and British Airways Helicopters

UK Airline Personnel Employed in
Great Britain^(a) 1980

Table 1.20

Region	Number of Personnel at end of June 1980			Number of Personnel at end of December 1980		
	Male	Female (inc. part-time)	Part-time female (b)	Male	Female (inc. part-time)	Part-time female (b)
North	140	108	—	135	119	—
Yorkshire and Humberside	100	53	—	40	27	—
East Midlands	698	469	1	668	463	8
East Anglia	722	196	2	781	228	6
South East	40 578	16 866	272	39 321	16 183	229
South West	216	78	3	356	103	3
West Midlands	456	249	1	464	279	1
North West	1 814	646	2	1 830	619	4
Wales	400	85	3	313	70	6
Scotland	2 416	580	10	2 479	565	18
TOTAL	47 540	19 330	294	46 387	18 656	275

(a) Excludes personnel employed by 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	1980 (a)		1975		Percentage change (1980/1975)
	Terminal passengers (000)	Percentage of passengers at all UK Airports	Terminal passengers (000)	Percentage of passengers at all UK Airports	
Heathrow (a)	27 484	47.53	21 295	50.89	29.1
Gatwick (a)	9 704	16.78	5 342	12.77	81.7
Manchester	4 316	7.46	2 579	6.16	67.3
Glasgow (a)	2 339	4.05	1 763	4.21	32.7
Luton	2 088	3.61	1 869	4.47	11.7
Birmingham	1 563	2.70	1 082	2.59	44.4
Belfast	1 478	2.56	1 184	2.83	24.7
Aberdeen (a)	1 448	2.50	645	1.54	124.6
Edinburgh (a)	1 162	2.01	874	2.09	32.9
Newcastle	917	1.59	605	1.45	51.6
East Midlands	667	1.15	545	1.30	22.6
Sumburgh	598	1.03	177	0.42	238.2
Prestwick (a)	394	0.68	395	0.94	−0.4
Liverpool	380	0.66	437	1.04	−13.0
Leeds/Bradford	362	0.63	278	0.66	30.4
Isle of Man	303	0.52	394	0.94	−23.1
Southampton	285	0.49	319	0.76	−10.4
Stansted (a)	277	0.48	238	0.57	16.7
Tees-side	264	0.46	170	0.41	54.9
Cardiff	261	0.45	209	0.50	25.3
Bristol	239	0.41	195	0.47	22.7
Other 23 Airports	1 292	2.23	1 251	2.99	3.3

^(a)Terminal passengers carried on air taxi flights at BAA airports are included for the first time. Two exceptions are Gatwick, which does not report terminal passengers carried on air taxi flights, and Aberdeen, where some passengers travelling by air taxi were not recorded.

Main Outputs of UK Airports 1956-1980^(a)

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

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
Last 20 years 1961—80	6.0	4.0	8.3
Last 10 years 1971—80	3.0	4.5	5.4
Last 5 years 1976—80	4.3	7.3	7.6

^(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 include air taxi movements for the first time. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements (the corresponding monthly tables for 1980 showed air taxi movements at BAA airports as private movements) and Aberdeen, where some air taxi movements (about 1000) were incorrectly allocated to "aero club".

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

Table 2.3

Use of UK Airports 1966-1980^(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)
1966	556	22 582	378	14 359	49	2 555	118	5 046	11	621
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

(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 include air taxi movements for the first time. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements (the corresponding monthly tables for 1980 showed air taxi movements at BAA airports as private movements) and Aberdeen, where some air taxi movements (about 1000) were incorrectly allocated to "aero club".

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

Table 2.4

Movements at UK Airports by Purpose 1966-1980^(a)

	Total	Commercial			Non-commercial			
		Total	Air transport	Other	Total	Aero-club & private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1966	1 093	590	556	34	503	330	68	106
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

(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 include air taxi movements for the first time. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements (the corresponding monthly tables for 1980 showed air taxi movements at BAA airports as private movements) and Aberdeen, where some air taxi movements (about 1000) were incorrectly allocated to "aero club".

Aircraft Movements 1980

Table 2.5.1

Commercial Movements							Non-commercial Movements				
	Total	Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick (a)	143 522	123 354	4	6 679	11	1 243	236	—	11 382	20	593
+ Heathrow (a)	294 619	276 731	1	3 168	29	352	3 432	6	10 008	199	693
+ Luton	57 680	26 306	6	6 358	256	1 881	629	7 616	14 518	3	107
+ Southend	68 459	10 642	118	104	—	3 461	—	31 331	22 717	86	—
+ Stansted (a)	32 540	4 140	—	2 757	7	14 352	359	427	9 587	821	90
TOTAL (London Area)	596 820	441 173	129	19 066	303	21 289	4 656	39 380	68 212	1 129	1 483
Westland Heliport (Battersea)	10 319	3 132	162	3 098	30	—	—	—	3 071	—	826
Other UK Airports											
+ Aberdeen (a)	110 597	73 751	6	8 204	1	11 632	315	16 078	303	8	299
+ Belfast	73 609	28 336	169	1 399	1 004	16	2	10 525	4 073	4	28 081
+ Benbecula	3 505	2 586	—	77	216	8	138	4	41	—	435
+ Birmingham	81 529	31 576	10	1 179	168	876	426	33 860	13 195	4	235
+ Blackpool	78 158	4 781	2 634	1 186	98	1 852	26	58 860	8 382	4	335
+ Bournemouth	76 436	8 471	794	987	10	10 644	38	27 434	16 638	12	11 408
+ Bristol	33 911	6 533	48	865	—	336	1	16 911	9 023	24	170
+ Cambridge	45 228	1 102	5	387	11	6 164	15	16 868	4 615	—	16 061
+ Cardiff	39 524	7 758	58	607	13	4 544	—	21 450	4 885	40	169
+ Coventry	61 425	1 209	243	282	9	8 019	86	43 134	8 335	5	103
+ East Midlands	58 365	14 509	300	1 974	195	8 061	587	19 346	13 029	22	342
+ Edinburgh (a)	72 437	26 883	89	2 345	56	1 824	2 328	16 629	5 696	119	16 468
+ Exeter	38 467	5 898	—	172	1 131	882	217	17 274	8 916	—	3 977
+ Glasgow (a)	89 157	50 178	3	7 026	1 066	1 454	2 325	15 471	5 746	42	5 846
+ Gloucester/Cheltenham	45 689	505	152	—	2 894	7 070	—	26 863	7 801	—	404
+ Hawarden	21 464	—	—	—	—	1 080	—	17 788	2 356	—	240
+ Humberside	22 991	3 901	25	1 321	491	688	209	15 164	1 102	6	84
+ Inverness	22 240	7 031	—	214	3 674	2 864	—	7 568	713	22	154
+ Islay	2 522	1 701	—	29	326	13	—	2	371	14	66
+ Isle of Man	30 445	11 012	10	511	2 184	6 728	—	7 400	1 551	34	1 015
+ Isles of Scilly	5 348	4 574	—	6	183	—	—	25	495	—	65
+ Kirkwall	13 243	10 106	—	345	415	51	33	1311	958	—	24
+ Leeds/Bradford	47 738	13 164	60	338	572	1 142	460	22 381	9 475	26	120
+ Liverpool	74 336	16 947	—	2 621	24	12 180	289	22 024	19 653	—	598
+ Lydd	50 092	2 129	386	683	1 895	292	—	34 343	9 878	12	474
+ Manchester	83 493	58 457	67	2 588	210	438	3 241	6 504	11 548	25	415
+ Manston	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	33 712	18 513	262	861	194	258	44	6 850	6 102	6	622
+ Norwich	29 167	10 468	20	843	757	10 355	585	4	6 064	2	69
+ Penzance Heliport	3 974	3 760	2	3	147	28	—	—	34	—	—
+ Prestwick (a)	41 713	8 646	—	833	10	9 993	1 376	13 853	2 611	—	4 391
+ Southampton	63 504	13 750	—	484	370	2 731	361	37 129	8 463	5	211
+ Stornoway	6 757	4 786	5	657	21	41	121	632	146	40	308
+ Sumburgh	41 416	33 878	104	4 131	277	2 687	4	65	162	22	86
+ Swansea	17 334	771	2	198	228	58	30	10 476	3 883	12	1 676
+ Tees-side	42 556	11 448	260	1 121	340	3 249	214	19 012	6 355	32	525
+ Tiree	1 114	1 010	—	15	3	12	2	22	34	2	14
+ Unst (b)	4 062	3 831	5	134	12	16	10	20	2	—	32
+ Wick	6 369	5 313	—	106	13	6	56	616	131	6	122
TOTAL other UK Airports	1 573 627	509 272	5 719	44 732	19 218	118 292	13 539	563 896	202 765	550	95 644
TOTAL all reporting Airports	2 180 766	953 577	6 010	66 896	19 551	139 581	18 195	603 276	274 048	1 679	97 953
Channel Islands Airports											
Alderney	10 351	10 351	..	..	..	..	..	..	..	..	..
Guernsey	34 109	34 109	..	..	..	..	..	..	..	..	..
Jersey	65 221	52 294	..	..	..	..	..	..	12 651	..	276
TOTAL (Channel Islands Airports)	109 681	96 754	..	..	..	..	..	..	12 651	..	276

(a) Air Transport Movement statistics at BAA airports include air taxi movements for the first time. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements (the corresponding monthly tables for 1980 showed air taxi movements at BAA airports as private movements) and Aberdeen, where some air taxi movements (about 1000) were incorrectly allocated to "aero club".

(b) September to December only

Aircraft Movements 1966-1980

Table 2.5.2

	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick	65 248	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	8.4	1.9
+ Heathrow	224 099	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	2.4	-1.5
+ Luton	41 120	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	-0.9	-1.3
+ Southend	35 553	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	3.5	-5.8
+ Stansted	28 091	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	5.9	-12.6
TOTAL (London Area)	394 111	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	3.7	-1.9
Westland Heliport (Battersea)	2 767	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	3.4	7.1
Other UK Airports																	
+ Aberdeen	16 858	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	7.0	9.7
+ Belfast	28 911	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	-0.5	-0.7
+ Benbecula	2 235	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	-0.4	-0.7
+ Birmingham	45 744	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	4.9	15.5
+ Blackpool	43 126	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	-1.8	-15.5
+ Bournemouth	26 895	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	12.1	4.6
+ Bristol	27 663	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	5.9	-1.6
+ Cambridge	59 846	65 630	58 878	38 131	38 957	38 131	38 159	38 544	31 886	38 578	42 490	43 594	46 097	47 722	45 228	2.2	-5.2
+ Cardiff	22 384	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	-0.8	1.0
+ Coventry	24 265	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	0.5	6.8
+ East Midlands	18 557	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	1.8	4.9
+ Edinburgh	50 257	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	2.5	-5.9
+ Exeter	..	..	..	..	..	..	..	24 256	33 583	30 879	33 030	30 807	38 595	40 959	38 467	6.1	-6.1
+ Glasgow	37 253	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	5.8	2.2
+ 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	3.6	4.8
+ Hawarden	6 523	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	6.4	5.7
+ Humberside	..	..	..	..	..	..	..	..	..	..	..	10 258	22 342	28 578	22 991	..	-19.6
+ Inverness	2 720	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	0.9	-9.6
+ Islay	1 160	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	12.6	-10.2
+ Isle of Man	16 147	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	8.7	-10.2
+ Isles of Scilly	3 448	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	-0.1	-0.5
+ Kirkwall	2 787	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	0.2	-11.8
+ Leeds/Bradford	42 010	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	3.3	-4.2
+ Liverpool	34 715	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	5.6	-1.6
+ Lydd	23 523	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	15.0	-17.7
+ Manchester	49 875	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	2.3	10.8
+ Manston	..	..	..	..	..	..	2 575	3 891	4 158	3 168	4 435	4 556	2 104	..	..	..	..
+ Newcastle	17 116	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	2.4	-10.5
+ Norwich	..	..	..	..	..	..	..	19 322	22 983	18 991	16 281	23 407	28 940	33 084	29 167	16.3	-11.8
+ Penzance Heliport	3 123	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	-2.8	-7.1
+ Prestwick	24 479	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	-5.2	5.3
+ Southampton	16 403	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	8.9	28.8
+ Stornoway	2 110	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	8.3	3.4
+ Sumburgh	1 231	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	12.5	-12.5
+ Swansea	4 643	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	11.6	2.3
+ Tees-side	23 444	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	1.1	-9.9
+ Tiree	1 248	1 273	1 164	1 196	1 103	1 014	1 111	1 171	1 016	810	855	715	761	894	1 114	7.8	24.6
+ Unst(a)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 062	..	..
+ Wick	2 784	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	6.4	-13.9
TOTAL other UK Airports	683 383	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	1 580 215	1 573 627	4.3	-0.4
TOTAL all Reporting Airports	1 080 261	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	4.3	-0.8
Channel Islands Airports																	
+ Alderney	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 351	..	..
+ Guernsey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	34 109	..	..
+ Jersey	..	..	..	..	..	..	..	..	..	..	..	..	66 220	65 488	65 221	..	-0.4
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	..	..	..	..	66 220	65 488	109 681	..	67.5

(a) September to December 1980 only.

Table 2.6.1

Air Transport Movements by Type and Nationality of Operator 1980

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick (a)	123 354	4 694	56 426	9 319	5 641	37 709	9 565
+ Heathrow (a)	276 731	122 542	24 131	126 181	31	2 350	1 496
+ Luton	26 306	—	1 202	44	13	23 179	1 868
+ Southend	10 642	—	5 733	—	—	4 830	79
+ Stansted (a)	4 140	29	533	5	4	1 586	1 983
TOTAL (London Area)	441 173	127 265	88 025	135 549	5 689	69 654	14 991
Westland Heliport (Battersea)	3 132	—	—	—	35	3 097	—
Other UK Airports							
+ Aberdeen (a)	73 751	10 977	6 267	208	10 046	45 152	1 101
+ Belfast	28 336	12 391	11 433	530	2	2 637	1 343
Benbecula	2 586	614	1 922	—	1	49	—
+ Birmingham	31 576	11 810	9 552	2 154	35	6 841	1 184
+ Blackpool	4 781	—	3 287	—	—	1 474	20
+ Bournemouth	8 471	10	6 575	—	1	1 815	70
+ Bristol	6 533	391	3 215	502	4	2 070	351
+ Cambridge	1 102	1	575	—	3	309	214
+ Cardiff	7 758	378	5 940	13	—	948	479
+ Coventry	1 209	—	94	—	—	1 076	39
+ East Midlands	14 509	10	7 661	3	4	6 144	687
+ Edinburgh (a)	26 883	8 952	14 861	510	5	2 130	425
+ Exeter	5 898	—	5 719	—	—	97	82
+ Glasgow (a)	50 178	17 823	14 134	3 955	9	13 332	925
Gloucester/Cheltenham	505	—	266	—	—	239	—
Hawarden	—	—	—	—	—	—	—
+ Humberside	3 901	—	3 216	1	—	650	34
Inverness	7 031	3 716	2 109	—	10	1 138	58
Islay	1 701	—	1 408	—	—	293	—
+ Isle of Man	11 012	486	10 514	—	—	6	6
Isles of Scilly	4 574	3 766	808	—	—	—	—
+ Kirkwall	10 106	2 814	5 246	—	231	1 792	23
+ Leeds/Bradford	13 164	900	10 776	—	1	1 422	65
+ Liverpool	16 947	8	6 970	1 825	27	7 994	123
+ Lydd	2 129	—	2 053	—	—	76	—
+ Manchester	58 457	20 514	7 401	10 085	1 442	16 059	2 956
+ Manston	—	—	—	—	—	—	—
+ Newcastle	18 513	3 497	9 835	—	54	4 313	814
+ Norwich	10 468	—	8 640	—	6	1 678	144
Penzance Heliport	3 760	3 760	—	—	—	—	—
+ Prestwick (a)	8 646	1 958	1 815	2 428	5	857	1 583
+ Southampton	13 750	308	12 432	1	3	890	116
Stornoway	4 786	1 288	1 621	—	24	1 837	16
+ Sumburgh	33 878	2 971	858	—	10 917	18 274	858
Swansea	771	—	157	—	—	598	16
+ Tees-side	11 448	5	8 210	—	3	2 849	381
Tiree	1 010	—	938	—	—	72	—
Unst(b)	3831	—	162	—	116	3553	—
Wick	5 313	2	4 777	—	3	527	4
TOTAL other UK Airports	509 272	109 350	191 447	22 215	22 952	149 191	14 117
TOTAL all reporting Airports	953 577	236 615	279 472	157 764	28 676	221 942	29 108
Channel Islands Airports							
Alderney	10 351	—	8 756	—	—	1 595	—
Guernsey	34 109	541	31 681	886	—	905	96
Jersey	52 294	4 172	44 460	967	—	2 204	491
TOTAL (Channel Islands Airports)	96 754	4 713	84 897	1 853	—	4 704	587

(a) Air Transport Movement statistics at BAA airports include air taxi movements for the first time. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements (the corresponding monthly tables for 1980 showed air taxi movements at BAA airports as private movements) and Aberdeen, where some air taxi movements (about 1000) were incorrectly allocated to "aero club".

(b) September to December only

Air Transport Movements 1966-1980

Table 2.6.2

	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980(a)	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick (a)	33 239	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	12.5	7.4
+ Heathrow (a)	209 306	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	2.9	0.2
+ Luton	6 033	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	8.4	11.2
+ Southend	29 076	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	-2.8	-23.5
+ Stansted (a)	206	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	5.3	-20.1
TOTAL (London Area)	277 860	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	5.3	1.7
Westland Heliport (Battersea)	355	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	9.6	4.3
Other UK Airports																	
+ Aberdeen (a)	3 628	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	13.0	23.6
+ Belfast	25 071	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	7.4	11.7
+ Benbecula	1 240	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	-0.8	4.6
+ Birmingham	13 621	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	12.0	-1.8
+ Blackpool	7 854	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	3.4	-23.3
+ Bournemouth	2 473	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	7.9	9.6
+ Bristol	9 670	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	-0.3	-0.6
+ Cambridge	701	786	641	470	686	615	894	841	627	593	801	912	948	1 219	1 102	9.7	-9.6
+ Cardiff	7 198	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	7.3	-6.8
+ Coventry	941	440	267	349	293	276	765	523	108	166	71	254	673	740	1 209	96.2	63.4
+ East Midlands	4 973	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	5.3	12.3
+ Edinburgh (a)	10 383	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	8.9	1.1
+ Exeter	..	..	..	..	..	..	2 672	3 142	2 963	2 909	2 669	4 669	5 819	5 898	5 898	24.5	1.4
+ Glasgow (a)	30 907	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	9.4	2.5
+ Gloucester/Cheltenham	..	..	..	767	1 315	1 361	1 149	1 631	1 515	481	641	871	1 127	913	505	-4.2	-44.7
+ Hawarden	3 400	2 782	2 642	646	626	72	..	..	..	..	..	56	929	406	..	..	..
+ Humberside	..	..	..	..	..	..	..	..	..	..	..	1 887	5 438	5 603	3 901	..	-30.4
+ Inverness	1 725	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	-1.1	0.2
+ Islay	965	935	1 023	965	1 016	1 002	856	1 351	1 505	959	864	1 334	1 476	1 923	1 701	18.8	-11.5
+ Isle of Man	13 596	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	2.4	0.0
+ Isles of Scilly	3 000	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	-0.8	0.7
+ Kirkwall	2 502	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	3.5	-10.7
+ Leeds/Bradford	10 215	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	7.6	9.8
+ Liverpool	19 655	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	16.3	1.7
+ Lydd	22 962	18 459	14 296	12 063	7 588	186	185	171	941	4 053	4 293	4 368	4 137	3 410	2 129	-15.2	-37.6
+ Manchester	35 463	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	5.2	17.9
+ Manston	..	..	..	..	..	1 078	1 352	1 333	1 184	1 111	1 424	580	..	..	..	..	..
+ Newcastle	7 234	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	9.3	4.8
+ Norwich	..	..	..	..	..	..	4 337	4 595	6 427	6 839	9 780	10 895	12 251	10 468	..	11.4	-14.6
+ Penzance Heliport	2 912	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	0.5	-6.4
+ Prestwick (a)	12 872	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	-2.2	-9.6
+ Southampton	11 733	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	7.0	1.2
+ Stornoway	1 113	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	12.2	-4.2
+ Sumburgh	941	824	828	837	1 882	2 822	3 622	4 250	11 412	12 498	15 740	23 620	35 069	35 273	33 778	21.3	-4.0
+ Swansea	161	967	206	150	126	217	158	232	548	515	665	500	317	1 534	771	15.2	-49.7
+ Tees-side	2 706	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	18.2	-9.5
+ Tiree	1 181	1 192	1 043	934	998	875	886	810	794	691	750	656	709	820	1 010	8.5	23.2
+ Unst(b)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 831	..	..
+ Wick	2 460	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	9.3	-5.3
TOTAL other UK Airports	275 456	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	9.2	4.5
TOTAL all reporting Airports	553 671	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	7.3	3.2
Channel Islands Airports																	
+ Alderney	3 040	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	5.3	0.2
+ Guernsey	15 583	16 936	20 287	28 639	30 047	29 545	29 731	33 997	32 219	32 068	31 607	31 846	33 907	33 444	34 109	2.0	2.0
+ Jersey	31 185	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	-1.1	0.4
TOTAL (Channel Islands Airports)	49 808	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	0.6	1.0

(a) Air Transport Movement statistics at BAA airports include air taxi movements for the first time. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements (the corresponding monthly tables for 1980 showed air taxi movements at BAA airports as private movements) and Aberdeen, where some air taxi movements (about 1000) were incorrectly allocated to "aero club"

(b) September to December 1980 only

Number and Rate^(a) of Diversions by Airport of Intended Landing 1980

Table 2.7.2

Airport of Intended Landing	Total No. of Diversions	Annual rate of Diversion	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	182	30	9	22	56	144	9	21	2	4	4	7	8	13	12	18	19	29	36	59	16	29	2	5	9	24
Heathrow	154	11	4	4	38	36	1	1	14	12	1	1	7	6	6	5	24	19	27	22	30	25	—	—	2	2
Luton	118	98	26	386	17	250	1	12	—	—	7	71	8	62	17	113	8	57	11	85	6	61	10	144	7	97
Southend	2	4	—	—	1	24	—	—	—	—	—	—	—	—	—	1	20	—	—	—	—	—	—	—	—	—
Stansted	8	42	3	203	1	68	—	—	—	—	2	93	—	—	—	—	—	2	124	—	—	—	—	—	—	—
TOTAL (London Area)	464	21	42	26	113	72	11	6	16	9	14	7	23	12	35	16	52	24	76	38	52	27	12	8	18	12
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports																										
Aberdeen	105	29	2	7	17	61	8	27	1	3	—	—	7	23	40	124	5	16	12	38	11	34	2	7	—	—
Belfast	24	16	9	91	4	40	1	9	—	—	2	16	—	—	2	13	3	20	1	7	1	8	—	—	1	9
Benbecula	3	23	1	97	—	—	1	94	—	—	—	—	—	—	—	—	—	1	81	—	—	—	—	—	—	—
Birmingham	27	17	8	72	4	35	2	16	—	—	—	—	2	14	3	19	1	6	3	20	1	7	2	18	1	10
Blackpool	8	40	1	71	5	368	—	—	—	—	—	—	—	1	39	—	—	1	42	—	—	—	—	—	—	—
Bournemouth	3	7	2	85	—	—	—	—	—	—	1	23	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bristol	8	24	—	—	1	52	1	42	—	—	1	34	1	34	1	29	1	29	1	29	—	—	—	—	1	44
Cambridge	2	37	—	—	—	—	—	—	1	256	—	—	—	—	—	1	169	—	—	—	—	—	—	—	—	—
Cardiff	5	13	1	34	2	79	—	—	—	—	1	29	—	—	—	1	26	—	—	—	—	—	—	—	—	—
Coventry	3	50	—	—	—	—	—	—	—	—	1	172	—	—	—	—	—	—	—	—	1	159	—	—	1	250
East Midlands	27	38	7	153	5	105	1	20	—	—	2	30	—	—	2	28	3	45	3	44	1	16	2	37	1	20
Edinburgh	60	44	2	19	5	48	1	9	6	52	—	—	2	15	16	113	1	8	23	195	1	9	1	11	2	23
Exeter	5	17	1	61	—	—	—	—	—	—	—	—	1	32	2	56	—	—	—	—	1	34	—	—	—	—
Glasgow	218	85	101	553	29	152	3	16	4	21	2	10	—	—	—	11	44	5	21	54	234	1	5	8	44	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	10	52	1	51	3	167	—	—	—	—	—	—	1	60	3	169	2	118	—	—	—	—	—	—	—	—
Inverness	2	6	1	41	—	—	1	34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Islay	2	23	—	—	1	182	—	—	1	147	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isle of Man	28	51	—	—	1	33	—	—	—	—	1	20	1	15	4	58	4	57	5	84	11	246	1	34	—	—
Isles of Scilly	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kirkwall	4	8	—	—	—	—	—	—	—	—	—	—	1	21	1	21	—	—	—	—	1	24	—	—	1	27
Leeds/Bradford	236	347	38	713	50	952	34	616	4	68	—	—	17	263	14	215	8	130	33	529	20	340	9	211	9	212
Liverpool	9	11	4	60	1	16	1	13	2	26	—	—	—	—	1	11	—	—	—	—	—	—	—	—	—	—
Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Manchester	523	176	7	36	3	16	37	187	55	254	121	454	123	418	99	318	73	234	1	3	2	7	2	10	—	—
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Newcastle	64	69	—	—	11	179	1	15	4	59	—	—	11	116	14	139	1	10	18	196	2	24	2	35	—	—
Norwich	8	15	3	65	1	23	—	—	—	—	—	—	—	—	1	21	—	—	2	44	—	—	—	—	1	30
Penzance Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Prestwick	7	15	3	102	—	—	1	26	1	22	—	—	—	—	—	—	1	19	—	—	1	28	—	—	—	—
Southampton	7	10	5	110	1	22	—	—	—	—	—	—	—	—	—	—	—	1	14	—	—	—	—	—	—	—
Stornoway	1	4	—	—	—	—	—	—	—	—	1	40	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sumburgh	54	32	1	7	5	34	—	—	—	—	—	—	6	47	3	22	17	134	17	120	—	—	3	23	2	14
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tees-side	21	37	7	149	7	143	—	—	—	—	—	—	—	—	1	20	—	—	2	40	—	—	3	79	1	27
Tiree	3	59	1	227	—	—	—	—	1	172	—	—	—	—	—	1	333	—	—	—	—	—	—	—	—	—
Wick	2	8	—	—	—	—	—	—	—	—	—	—	2	92	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL (Incl London Area)	1943	41	248	71	269	79	104	28	96	24	147	34	198	45	244	52	185	40	205	46	160	38	40	12	47	14

^(a) The rate of diversions is expressed as the number of diversions per 10,000 intended landings.

Air Transport Movements for 1980 Comparison with the previous year

Table 2.8

	International				Domestic				1980(a)		1979		Percentage Change	
	Scheduled	Cargo	Charter		Scheduled	Cargo	Charter		Total		Total		Passenger	Cargo
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick (a)	37 901	1 194	49 142	2 103	29 051	2 293	561	1 109	116 655	6 699	108 400	6 466	7.6	3.6
+ Heathrow (a)	196 222	12 372	2 488	89	64 123	137	1 278	22	264 111	12 620	261 463	14 724	1.0	-14.3
+ Luton	384	297	18 516	1 865	376	189	1 757	2 922	21 033	5 273	21 927	1 727	-4.1	205.3
+ Southend	4 724	..	2 120	..	1 009	..	2 789	..	10 642	..	13 917	..	-23.5	..
+ Stansted (a)	24	..	2 482	458	543	..	369	264	3 418	722	4 380	799	-22.0	-9.6
TOTAL (London Area)	239 255	13 863	74 748	4 515	95 102	2 619	6 754	4 317	415 859	25 314	410 087	23 716	1.4	6.7
Westland Heliport (Battersea)	..	..	..	..	..	..	3 132	..	3 132	..	3 004	..	4.3	..
Other UK Airports														
+ Aberdeen (a)	3 398	3	29 007	699	14 041	10	25 939	654	72 385	1 366	58 650	1 042	23.4	31.1
+ Belfast	535	4	1 371	166	22 681	1 134	506	1 939	25 093	3 243	22 605	2 772	11.0	17.0
+ Benbecula	..	..	..	..	2 524	12	50	..	2 574	12	2 467	5	4.3	140.0
+ Birmingham	8 932	..	6 886	2	14 581	3	1 115	57	31 514	62	32 149	22	-2.0	181.8
+ Blackpool	536	..	76	5	2 471	280	302	1 111	3 385	1 396	4 653	1 580	-27.3	-11.6
+ Bournemouth	14	5	310	44	3 734	2 832	1 401	131	5 459	3 012	5 081	2 647	7.4	13.8
+ Bristol	2 215	5	1 417	13	1 880	8	251	744	5 763	770	6 315	260	-8.7	196.2
+ Cambridge	1	..	374	4	575	..	148	..	1 098	4	1 219	..	-9.9	..
+ Cardiff	1 530	..	1 335	3	4 800	1	89	..	7 754	4	8 307	19	-6.7	-78.9
+ Coventry	..	..	769	18	94	..	325	3	1 188	21	684	56	73.7	-62.5
+ East Midlands	2 706	205	3 477	576	4 753	10	1 097	1 685	12 033	2 476	11 226	1 691	7.2	46.4
+ Edinburgh (a)	3 278	..	1 205	3	19 941	1 104	819	533	25 243	1 640	25 319	1 261	-0.3	30.1
+ Exeter	809	..	98	2	4 566	343	74	5	5 547	351	5 790	29	-4.2	1110.3
+ Glasgow (a)	5 881	1 106	4 968	14	28 884	41	7 933	1 351	47 666	2 512	46 771	2 171	1.9	15.7
+ Gloucester/Cheltenham	..	..	..	..	266	..	239	..	505	..	913	..	-44.7	..
+ Hawarden	..	..	..	..	..	..	..	..	..	..	406	..	..	..
+ Humberside	505	..	190	1	2 711	1	493	..	3 899	2	5 583	20	-30.2	-90.0
+ Inverness	..	..	109	..	5 825	..	1 097	..	7 031	..	7 014	..	0.2	..
+ Islay	..	..	..	..	1 406	2	293	..	1 699	2	1 923	..	-11.6	..
+ Isle of Man	563	1	7	..	10 069	367	5	..	10 644	368	10 664	350	-0.2	5.1
+ Isles of Scilly	..	..	..	..	4 574	..	..	..	4 574	..	4 540	..	0.7	..
+ Kirkwall	..	..	295	2	8 046	14	1 747	2	10 088	18	11 247	68	-10.3	-73.5
+ Leeds/Bradford	3 049	3	912	17	8 623	1	532	27	13 116	48	11 816	169	11.0	-71.6
+ Liverpool	919	1 152	737	96	6 716	16	1 985	5 326	10 357	6 590	12 699	3 957	-18.4	66.5
+ Lydd	641	1 266	2	14	144	2	..	60	787	1 342	1 709	1 701	-53.9	-21.1
+ Manchester	16 270	2 254	19 415	145	19 443	33	892	5	56 020	2 437	47 455	2 110	18.0	15.5
+ Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	3 324	..	3 822	8	9 556	452	1 347	4	18 049	464	17 216	455	4.8	2.0
+ Norwich	2 866	2	477	14	5 761	11	810	527	9 914	554	11 981	270	-17.3	105.2
+ Penzance Heliport	..	..	..	..	3 760	..	..	..	3 760	..	4 018	..	-6.4	..
+ Prestwick (a)	1 869	1 100	1 598	112	2 326	906	625	110	6 418	2 228	7 833	1 732	-18.1	28.6
+ Southampton	3 036	7	397	133	9 662	36	472	7	13 567	183	13 392	192	1.3	-4.7
+ Stornoway	..	..	156	2	2 893	16	1 692	27	4 741	45	4 951	46	-4.2	-2.2
+ Sumburgh	..	..	18 470	703	3 822	7	10 423	453	32 715	1 163	34 142	1 131	-4.2	2.8
+ Swansea	..	..	25	..	157	..	589	..	771	..	1 532	2	-49.7	..
+ Tees-side	745	1	1 110	8	7 469	..	2 087	28	11 411	37	12 530	122	-8.9	-69.7
+ Tiree	..	..	..	..	938	..	72	..	1 010	..	820	..	23.2	..
+ Unst(b)	..	..	1 913	..	162	..	1 756	..	3 831	..	..	..	..	..
+ Wick	..	..	10	1	4 769	10	509	14	5 288	25	5 580	32	-5.2	-21.9
TOTAL other UK Airports	63 622	7 115	100 938	2 805	244 623	7 652	67 714	14 803	476 897	32 375	461 200	25 912	3.4	24.9
TOTAL all Reporting Airports	302 877	20 978	175 686	7 320	339 725	10 271	77 600	19 120	895 888	57 689	874 291	49 628	2.5	16.2
Channel Islands Airports														
+ Alderney	..	..	..	..	..	..	..	..	10 351	..	10 330	..	0.2	..
+ Guernsey	..	..	..	..	..	..	..	..	34 109	..	33 444	..	2.0	..
+ Jersey	..	..	..	..	..	..	..	..	52 294	..	52 064	..	0.4	..
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	96 754	..	95 838	..	1.0	..

(a) Air Transport Movement statistics at BAA airports include air taxi movements for the first time. Two exceptions are Gatwick, which continues to report air taxi movements as "private movements" rather than air transport movements (the corresponding monthly tables for 1980 showed air taxi movements at BAA airports as private movements) and Aberdeen, where some air taxi movements (about 1000) were incorrectly allocated to "aero club".

(b) September to December 1980 only

Air Passengers by Type and Nationality of Operator — 1980

Table 2.9

	Total			Scheduled Services				Charter Flights								Overseas operators	
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Others	Overseas operators		United Kingdom Operators		Others						
				British Airways	Terminal		Transit	Terminal	Transit	British Airways		Terminal	Transit				
London Area Airports																	
+ Gatwick (a)	9 780 086	9 704 378	75 708	229 488	1 028	3 031 162	1 690	733 285	25 777	788 759	955	3 807 214	21 475	1 114 470	24 783		
+ Heathrow (a)	27 782 467	27 483 965	298 502	13 424 967	787	716 838	204	13 325 826	297 295	1 723	—	9 210	—	5 401	216		
+ Luton	2 101 744	2 088 075	13 669	—	—	22 690	149	324	80	897	—	1 949 109	12 116	115 055	1 324		
+ Southend	127 749	127 749	—	—	—	123 388	—	—	—	—	—	3 661	—	700	—		
+ Stansted (a)	284 827	277 360	7 467	153	2 380	5 704	278	387	256	4	130	27 368	3 111	243 744	1 312		
TOTAL (London Area)	40 076 873	39 681 527	395 346	13 654 608	4 195	3 899 782	2 321	14 059 822	323 408	791 383	1 085	5 796 562	36 702	1 479 370	27 635		
Westland Heliport (Battersea)	10 070	10 070	—	—	—	—	—	—	—	90	—	9 980	—	—	—		
Other UK Airports																	
+ Aberdeen (a)	1 453 066	1 448 078	4 988	492 107	2 251	158 223	309	10 824	—	112 292	—	653 675	2 297	20 957	131		
+ Belfast	1 480 334	1 477 549	2 785	958 073	276	367 336	255	11 872	16	205	—	15 950	4	124 113	2 234		
+ Benbecula	24 848	24 150	698	15 222	6	8 582	692	—	—	70	—	276	—	—	—		
+ Birmingham	1 602 389	1 562 739	39 650	486 152	8 359	235 247	14 613	103 523	5 450	2 313	82	630 637	9 308	104 867	1 838		
+ Blackpool	67 480	66 268	1 212	—	—	63 640	1 171	—	—	—	—	2 035	41	593	—		
+ Bournemouth	140 476	137 705	2 771	26	265	107 334	1 799	—	—	109	—	27 327	699	2 909	8		
+ Bristol	252 552	238 945	13 607	4 630	3 820	69 319	6 399	20 537	995	447	—	115 841	2 031	28 171	362		
+ Cambridge	30 903	30 903	—	81	—	23 171	—	—	—	296	—	1 814	—	5 541	—		
+ Cardiff	305 073	261 312	43 761	8 369	715	103 365	38 637	607	170	—	—	96 054	4 141	52 917	98		
+ Coventry	11 130	11 129	1	—	—	4 326	—	—	—	—	—	6 078	1	725	—		
+ East Midlands	673 230	667 490	5 740	—	1 573	289 663	1 050	32	—	422	—	313 649	3 078	63 724	39		
+ Edinburgh (a)	1 204 477	1 162 005	42 472	692 164	987	314 076	39 723	25 423	254	429	—	96 879	911	33 034	597		
+ Exeter	84 071	79 390	4 681	—	—	69 901	4 672	—	—	—	—	3 213	9	6 276	—		
+ Glasgow (a)	2 357 329	2 339 125	18 204	1 129 048	806	367 085	180	131 037	15 444	1 070	—	617 337	1 522	93 548	252		
+ Gloucester/Cheltenham	9 833	9 833	—	—	—	8 717	—	—	—	—	—	1 116	—	—	—		
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Humberside	41 653	37 398	4 255	—	—	33 477	4 107	5	—	—	—	3775	133	141	15		
+ Inverness	151 351	141 334	10 017	120 750	9 403	12 191	37	—	—	66	—	4341	577	3 986	—		
+ Islay	13 524	13 524	—	—	—	12 815	—	—	—	—	—	709	—	—	—		
+ Isle of Man	320 223	303 161	17 062	18 591	—	283 606	17 062	—	—	—	—	440	—	524	—		
+ Isles of Scilly	95 515	95 515	—	88 183	—	7 332	—	—	—	—	—	—	—	—	—		
+ Kirkwall	99 777	81 298	18 479	40 209	14 872	30 670	42	—	—	968	1 079	9 273	2 473	178	13		
+ Leeds/Bradford	391 839	362 063	29 776	33 098	34	235 129	29 344	—	—	118	—	93 115	398	603	—		
+ Liverpool	385 350	380 186	5 164	401	—	265 998	2 895	32 494	1 145	3 180	35	71 380	990	6 733	99		
+ Lydd	9 675	9 563	112	—	—	9 563	—	—	—	—	—	—	112	—	—		
+ Manchester	4 419 559	4 315 521	104 038	1 359 420	16 504	199 499	26 467	399 751	18 053	179 064	180	1 790 564	8 462	387 223	34 372		
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Newcastle	961 381	917 401	43 980	237 576	—	242 269	38 804	—	—	5 912	—	339 450	792	92 194	4 384		
+ Norwich	164 252	153 753	10 499	—	—	138 477	10 496	—	—	68	—	11 273	3	3 935	—		
+ Penzance Heliport	88 183	88 183	—	88 183	—	—	—	—	—	—	—	—	—	—	—		
+ Prestwick (a)	663 904	393 574	270 330	104 307	70 543	13 786	333	106 759	81 214	527	—	47 791	26 309	120 404	91 931		
+ Southampton	288 265	285 496	2 769	10 190	148	270 866	2 305	3	—	134	—	3 603	307	700	9		
+ Stornoway	80 875	80 045	830	51 762	16	8 706	—	—	—	472	11	19 055	690	50	113		
+ Sumburgh	602 497	598 153	4 344	77 016	190	5 068	13	—	—	159 961	899	347 831	3 241	8 277	1		
+ Swansea	7 130	6 963	167	—	—	4 581	—	—	—	—	—	2 323	167	59	—		
+ Tees-side	281 134	263 726	17 403	355	—	201 965	16 882	—	—	145	—	42 488	451	18 773	75		
+ Tiree	5 704	3 713	1 991	—	—	3 563	1 952	—	—	—	—	150	39	—	—		
+ Unst(b)	46 819	45 721	1 098	—	—	560	—	—	—	542	548	44 619	550	—	—		
+ Wick	38 854	38 032	822	—	17	35 533	193	—	—	13	10	2 473	602	13	—		
TOTAL other UK Airports	18 854 655	18 130 944	723 711	6 015 913	130 785	4 205 639	260 432	842 867	122 741	468 823	2 844	5 416 534	70 338	1 181 168	136 571		
TOTAL all reporting Airports	58 941 598	57 822 541	1 119 057	19 670 521	134 980	81 054 21	262 753	14 902 689	446 149	1 260 296	3 929	11 223 076	107 040	2 660 538	164 206		
Channel Islands Airports																	
+ Alderney	76 551	76 551	—	—	—	68 947	—	—	—	—	—	7 604	—	—	—		
+ Guernsey	565 864	534 207	31 657	20 913	178	490 104	30 226	14 791	1 041	—	—	6 519	134	1 880	78		
+ Jersey	1 379 174	1 352 720	26 454	256 093	106	1 032 332	23 889	42 769	1 387	—	—	9 727	1 014	11 799	58		
TOTAL (Channel Islands Airports)	2 021 589	1 963 478	58 111	277 006	284	1 591 383	54 115	57 560	2 428	—	—	23 850	1 148	13 679	136		

Note: The figures for total terminal passengers include passengers carried on aircraft chartered by government departments.

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

(b) September to December only.

Table 2.10.1

Terminal, International and Domestic Passenger Traffic by Airports

Terminal Passengers

Comparison with a year earlier

				International			Domestic		
	Total	Total	Per- centage change	1980 ^(a)	1979	Per- centage change	1980 ^(a)	1979	Per- centage change
London Area Airports									
+ Gatwick (a)	9 704 378	8 694 562	11.6	8 664 817	7 767 164	11.6	1 039 561	927 398	12.1
+ Heathrow (a)	27 483 965	27 978 532	-1.8	23 389 279	23 841 384	-1.9	4 094 686	4 137 148	-1.0
+ Luton	2 088 075	2 207 289	-5.4	2 052 567	2 180 132	-5.9	35 508	27 157	30.8
+ Southend	127 749	181 018	-29.4	75 461	131 058	-42.4	52 288	49 960	4.7
+ Stansted (a)	277 360	347 175	-20.1	270 444	338 336	-20.1	6 916	8 839	-21.8
TOTAL (London Area)	39 681 527	39 408 576	0.7	34 452 568	34 258 074	0.6	5 228 959	5 150 502	1.5
Westland Heliport (Battersea)	10 070	8 230	22.4	—	13	—	10 070	8 217	22.6
Other UK Airports									
+ Aberdeen (a)	1 448 078	1 285 040	12.7	415 442	328 584	26.4	1 032 636	956 456	8.0
+ Belfast	1 477 549	1 411 125	4.7	142 496	105 703	34.8	1 335 053	1 305 422	2.3
Benbecula	24 150	25 496	-5.3	—	—	—	24 150	25 496	-5.3
+ Birmingham	1 562 739	1 561 889	0.1	1 108 145	1 091 823	1.5	454 594	470 066	-3.3
+ Blackpool	66 268	107 801	-38.5	8 037	11 942	-32.7	58 231	95 859	-39.3
+ Bournemouth	137 705	150 324	-8.4	21 522	24 811	-13.3	116 183	125 513	-7.4
+ Bristol	238 945	238 397	0.2	196 309	191 637	2.4	42 636	46 760	-8.8
+ Cambridge	30 903	33 248	-7.1	7 172	7 273	-1.4	23 731	25 975	-8.6
+ Cardiff	261 312	253 504	3.1	190 201	181 614	4.7	71 111	71 890	-1.1
+ Coventry	11 129	5 988	85.9	5 076	3 137	61.8	6 053	2 851	112.3
+ East Midlands	667 490	593 587	12.5	453 995	390 255	16.3	213 495	203 332	5.0
+ Edinburgh (a)	1 162 005	1 244 255	-6.6	209 060	233 949	-10.6	952 945	1 010 306	-5.7
+ Exeter	79 390	85 812	-7.5	19 109	20 654	-7.5	60 281	65 158	-7.5
+ Glasgow (a)	2 339 125	2 358 236	-0.8	722 869	653 704	10.6	1 616 256	1 704 532	-5.2
Gloucester/Cheltenham	9 833	16 607	-40.8	—	—	—	9 833	16 607	-40.8
Hawarden	—	1 664	—	—	—	—	—	1 664	—
+ Humberside	37 398	50 655	-26.2	6 817	9 276	-26.5	30 581	41 379	-26.1
Inverness	141 334	148 046	-4.5	4 140	7 504	-44.8	137 194	140 542	-2.4
Islay	13 524	14 234	-5.0	—	—	—	13 524	14 234	-5.0
+ Isle of Man	303 161	377 467	-19.7	12 510	16 144	-22.5	290 651	361 323	-19.6
Isles of Scilly	95 515	98 448	-3.0	—	—	—	95 515	98 448	-3.0
+ Kirkwall	81 298	97 143	-16.3	1 883	716	163.0	79 415	96 427	-17.6
+ Leeds/Bradford	362 063	388 298	-6.8	151 445	141 029	7.4	210 618	247 269	-14.8
+ Liverpool	380 186	598 844	-36.5	110 577	308 299	-64.1	269 609	290 545	-7.2
+ Lydd	9 563	66 121	-85.5	4 670	65 999	-92.9	4 893	122	3910.7
+ Manchester	4 315 521	3 463 473	24.6	3 230 642	2 508 033	28.8	1 084 879	955 440	13.5
+ Manston	..	..	..	..	..	..	..	..	..
+ Newcastle	917 401	854 089	7.4	521 734	447 225	16.7	395 667	406 864	-2.8
+ Norwich	153 753	176 727	-13.0	70 796	78 462	-9.8	82 957	98 265	-15.6
Penzance Heliport	88 183	92 411	-4.6	—	1 993	—	88 183	90 418	-2.5
+ Prestwick (a)	393 574	419 670	-6.2	372 957	399 127	-6.6	20 617	20 543	0.4
+ Southampton	285 496	330 499	-13.6	46 876	46 565	0.7	238 620	283 934	-16.0
Stornoway	80 045	78 597	1.8	363	1 258	-71.1	79 682	77 339	3.0
+ Sumburgh	598 153	620 273	-3.6	263 684	263 444	0.1	334 469	356 829	-6.3
Swansea	6 963	7 518	-7.4	91	83	9.6	6 872	7 435	-7.6
+ Tees-side	263 726	279 108	-5.5	61 754	68 803	-10.2	201 972	210 305	-4.0
Tiree	3 713	4 056	-8.5	—	—	—	3 713	4 056	-8.5
Unst ^(b)	45 721	..	—	24 577	..	—	21 144	..	—
Wick	38 032	36 678	3.7	22	167	-86.8	38 010	36 511	4.1
TOTAL other UK Airports	18 130 944	17 575 328	3.2	8 384 971	7 609 213	10.2	9 745 973	9 966 115	-2.2
TOTAL all reporting Airports	57 822 541	56 992 134	1.5	42 837 539	41 867 300	2.3	14 985 002	15 124 834	-0.9
Channel Islands Airports									
Alderney	76 551	77 003	-0.6	—	—	—	—	—	—
Guernsey	534 207	567 872	-5.9	—	—	—	—	—	—
Jersey	1 352 720	1 455 809	-7.1	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	1 963 478	2 100 684	-6.5	—	—	—	—	—	—

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

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

(b) September to December 1980 only.

Terminal Air Passengers 1966–1980

Table 2.10.2

	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980(a)	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick (a)	1 613 989	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	14.3	11.6
+ Heathrow (a)	11 772 736	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	5.3	-1.8
+ Luton	357 109	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	4.2	-5.4
+ Southend	594 681	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	-12.7	-29.4
+ Stansted (a)	7 994	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	2.2	-20.1
TOTAL (London Area)	14 346 509	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	7.0	0.7
Westland Heliport (Battersea)	1 505	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	15.7	22.4
Other UK Airports																	
+ Aberdeen (a)	89 042	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	15.5	12.7
+ Belfast	994 675	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	9.8	4.7
+ Benbecula	15 894	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	1.2	-5.3
+ Birmingham	522 564	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	11.2	0.1
+ Blackpool	185 450	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	-8.2	-38.5
+ Bournemouth	47 345	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	6.6	-8.4
+ Bristol	136 068	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	4.0	0.2
+ Cambridge	6 565	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	30.1	-7.1
+ Cardiff	139 361	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	8.4	3.1
+ Coventry	15 007	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	98.5	85.9
+ East Midlands	129 383	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	9.1	12.5
+ Edinburgh (a)	531 150	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	5.3	-6.6
+ Exeter	..	..	..	..	..	..	..	78 881	75 125	69 334	64 597	61 140	76 308	85 812	79 390	7.8	-7.5
+ Glasgow (a)	1 406 879	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	6.6	-0.8
+ 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	6.9	-40.8
+ Hawarden	20 338	12 238	7 539	3 786	1 372	136	..	..	..	..	..	171	4 047	1 664	..	..	..
+ Humberside	..	..	..	..	..	..	..	..	..	..	..	20 544	44 036	50 655	37 398	..	-26.2
+ Inverness	41 641	48 935	50 085	74 310	87 384	92 449	115 385	133 695	130 211	124 748	136 059	133 579	143 870	148 046	141 334	1.8	-4.5
+ Islay	19 628	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	6.8	-5.0
+ Isle of Man	407 116	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	1.1	-19.7
+ Isles of Scilly	55 291	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	1.4	-3.0
+ Kirkwall	53 956	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	-3.6	-16.3
+ Leeds/Bradford	271 550	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	8.2	-6.8
+ Liverpool	450 844	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	9.7	-36.5
+ Lydd	169 460	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	-34.3	-85.5
+ Manchester	1 398 100	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	11.7	24.6
+ Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	267 886	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	10.6	7.4
+ Norwich	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Penzance Heliport	55 011	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	0.9	-4.6
+ Prestwick (a)	311 765	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	0.6	-6.2
+ Southampton	263 728	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	1.4	-13.6
+ Stornoway	36 167	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	16.4	1.8
+ Sumburgh	23 765	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	25.3	-3.6
+ Swansea	1 162	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	11.9	-7.4
+ Tees-side	73 124	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	8.4	-5.5
+ Tiree	4 403	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	8.4	-8.5
+ Unst (b)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Wick	24 049	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	10.5	3.7
TOTAL other UK Airports	8 168 367	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	9.1	3.2
TOTAL all Reporting Airports	22 516 381	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	57 822 541	7.6	1.5
Channel Islands Airports																	
Alderney	30 373	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	0.9	-0.6
Guernsey	379 180	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	2.2	-5.9
Jersey	1 050 389	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	0.3	-7.1
TOTAL (Channel Islands Airports)	1 459 942	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	0.9	-6.5

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

(b) September to December 1980 only.

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 1971-1980

Table 2.11

	Austria	Belgium	Denmark	Finland	France	Germany (F.R.)	Greece	Irish Republic	Italy	Malta	Nether- lands	Norway	Portugal	Spain	Sweden	Switzer- land	Turkey	Yugo- slavia	Eastern Europe(a)	Cyprus
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	239	1 435	209	385	4 726	188	1 105	49	291	230	126
1972	135	832	447	70	2 805	2 438	625	1 567	1 900	170	1 508	244	483	5 493	236	1 130	61	291	284	166
1973	160	934	474	84	2 928	2 525	747	1 709	2 032	263	1 734	279	578	5 974	275	1 181	95	394	334	218
1974	156	859	479	88	2 678	2 247	543	1 641	1 771	384	1 619	275	429	4 842	281	1 032	90	323	347	100
1975	171	788	486	101	2 740	2 277	691	1 672	1 860	497	1 634	351	309	5 298	336	1 093	94	410	410	9
1976	200	850	567	120	2 901	2 470	882	1 722	1 941	478	1 835	522	296	4 667	423	1 181	120	414	395	79
1977	229	854	626	133	2 904	2 619	884	1 727	2 037	489	1 934	591	399	4 617	524	1 289	135	285	338	121
1978	237	874	621	134	3 026	2 882	1 162	1 933	2 279	670	1 994	564	474	5 553	524	1 372	114	428	418	161
1979	241	867	626	138	3 102	3 081	1 562	2 015	2 550	940	1 959	550	591	5 654	500	1 413	111	508	534	232
1980	235	809	558	141	3 070	3 136	1 839	1 861	2 692	1 175	1 903	557	701	5 592	449	1 444	82	414	532	243

	Canary Islands	Near East(b)	North Africa(c)	East Africa(d)	West Africa(e)	Central Africa(f)	Southern Africa(g)	Middle Indian Sub- East(h) 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
1971	218	283	177	156	91	44	163	203	143	71	108	933	2 814	11	54	174	..	202	24 831
1972	264	305	406	190	94	49	179	255	230	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	270	333	440	171	117	53	198	290	236	114	207	1 289	3 320	22	75	245	..	258	30 885
1974	303	354	313	162	135	59	248	349	289	126	257	1 303	2 926	21	62	259	125	324	28 152
1975	402	353	353	189	173	71	307	529	357	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	529	327	415	218	221	69	342	812	391	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	563	438	425	200	340	71	324	1 097	444	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	656	499	509	224	370	69	344	1 263	491	216	429	1 505	5 128	25	120	303	500	380	38 992
1979	758	554	633	240	366	67	367	1 063	564	257	618	1 637	5 388	31	133	353	481	391	41 677
1980	716	574	729	249	440	64	410	954	604	235	596	1 496	5 914	49	133	367	577	390	42 645

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 UK Reporting Airports by Route 1979-1980

Table 2.12

Comparison with the previous year

Comparison with the previous year							Percentage change Total Traffic
	Total	1980 Sched.	Charter	Total	1979 Sched.	Charter	
EUROPE							
Austria	234 900	159 465	75 435	240 560	163 520	77 040	—2
London ^(a) — Vienna	181 931	132 550	49 381	195 818	143 415	52 403	
— Salzburg	23 350	21 732	1 618	21 845	20 105	1 740	
Luton — Vienna	22 247	—	22 247	19 615	—	19 615	
Belgium	808 706	793 202	15 504	867 447	851 564	15 883	—7
London ^(a) — Brussels	596 439	595 289	1 150	627 684	624 521	3 163	
— Antwerp	67 969	67 517	452	72 938	72 354	584	
— Ostend	4 209	2 467	1 742	3 009	2 633	376	
— Liege	6 365	6 349	16	6 203	6 203	—	
— Charleroi	5 092	5 090	2	4 851	4 851	—	
Manchester — Brussels	51 531	51 279	252	47 240	47 226	14	
Birmingham — Brussels	33 992	33 528	464	28 382	28 163	219	
Southend — Ostend	21 387	20 278	1 109	47 691	45 284	2 407	
Denmark	557 927	469 583	88 344	625 957	482 345	143 612	—11
London ^(a) — Copenhagen ^(c)	403 083	358 989	44 094	431 302	363 889	67 413	
— Aarhus	17 181	16 204	977	19 701	17 748	1 953	
Glasgow ^(b) — Copenhagen ^(c)	26 021	25 325	696	27 099	26 316	783	
Manchester — Copenhagen ^(c)	53 109	53 033	76	49 580	49 572	8	
Luton — Copenhagen ^(c)	22 344	—	22 344	42 410	—	42 410	
Finland	140 671	118 514	22 157	138 493	116 711	21 782	2
France	3 070 450	2 921 557	148 893	3 101 610	2 915 081	186 529	—1
London ^(a) — Paris ^(d)	2 079 837	2 067 292	12 545	2 008 907	1 961 640	47 267	
— Toulouse	36 390	33 355	3 035	29 986	26 226	3 760	
— Caen	4 475	4 318	157	2 490	2 358	132	
— Marseille	64 731	62 002	2 729	63 204	60 483	2 721	
— Lille	19 386	19 244	142	18 139	17 956	183	
— Nice	225 142	215 382	9 760	209 878	204 326	5 552	
— Rennes	3 625	3 433	192	2 374	2 253	121	
— Bordeaux	44 880	43 801	1 079	45 908	44 947	961	
— Le Touquet	32 730	32 627	103	63 259	63 111	148	
— Montpellier	18 542	18 400	142	14 761	14 664	97	
— Strasbourg	25 057	25 047	10	31 700	31 185	515	
— Ajaccio	12 367	3 768	8 599	11 344	4 284	7 060	
— Lyon	72 474	71 432	1 042	69 666	67 693	1 973	
— Le Havre	579	65	514	123	57	66	
— Deauville	3 534	1 933	1 601	2 510	1 968	542	
— Quimper	4 995	4 966	29	3 372	3 341	31	
— Dijon	1 367	1 214	153	2 952	2 478	474	
— Nantes	21 531	21 292	239	20 269	20 201	68	
— Perpignan	6 754	6 754	—	4 229	3 942	287	
— Nimes	1 199	1 199	—	1 991	1 714	277	
Manchester — Paris ^(d)	92 280	91 687	593	90 608	90 532	76	
Birmingham — Paris ^(d)	60 593	59 126	1 467	62 901	61 922	979	
Southend — Le Touquet	8 614	8 440	174	16 908	16 035	873	
Luton — Toulouse	303	—	303	6 897	-	6 897	
Lydd — Beauvais	4 670	4 670	—	66 001	66 001	—	

Table 2.12 (cont.)

	1980			1979			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
German Federal Republic	3 136 238	2 500 230	636 008	3 081 359	2 428 152	653 207	2
London ^(a) — Berlin ^(e)	186 139	121 137	65 002	174 895	98 067	76 828	
— Frankfurt	736 791	677 655	59 136	755 449	684 624	70 825	
— Hamburg	342 236	303 643	38 593	348 789	303 984	44 805	
— Dusseldorf	427 971	386 334	41 637	416 183	370 909	45 274	
— Munich	476 714	289 037	187 677	404 826	244 335	160 491	
— Stuttgart	168 749	130 134	38 615	167 537	133 793	33 744	
London ^(a) — Cologne (Bonn)	179 374	178 914	460	208 787	195 880	12 907	
— Nuremburg	23 187	22 930	257	24 037	23 473	564	
— Bremen	76 500	76 461	39	78 430	77 956	474	
— Hanover	161 820	132 191	29 629	155 007	120 144	34 863	
Manchester — Frankfurt	61 078	61 038	40	57 454	57 428	26	
— Dusseldorf	44 796	44 783	13	44 097	43 845	252	
— Munich	33 658	—	33 658	15 393	—	15 393	
Birmingham — Frankfurt	20 464	19 974	490	16 416	16 111	305	
— Dusseldorf	28 817	28 717	100	25 819	25 597	222	
Luton — Munich	65 661	—	65 661	38 006	—	38 006	
— Stuttgart	706	—	706	18 902	—	18 902	
Gibraltar	105 526	46 594	58 932	102 555	51 664	50 891	3
London ^(a) — Gibraltar	92 366	46 476	45 890	86 570	51 506	35 064	
Greece	1 839 114	433 457	1 405 657	1 561 834	481 177	1 080 657	18
London ^(a) — Athens	676 589	412 523	264 066	723 960	449 017	274 943	
— Salonika	39 946	16 715	23 231	27 026	22 640	4 386	
— Corfu	219 584	3 159	216 425	181 011	8 258	172 753	
— Rhodes	113 130	—	113 130	69 968	—	69 968	
— Crete	157 761	—	157 761	141 120	—	141 120	
Manchester — Athens	53 667	—	53 667	36 175	—	36 175	
— Corfu	110 127	—	110 127	62 454	—	62 454	
Luton — Salonika	10 108	—	10 108	6 938	—	6 938	
— Corfu	71 488	—	71 488	77 554	—	77 554	
Iceland	42 970	40 577	2 393	47 428	45 885	1 543	—9
London ^(a) — Keflavik	30 463	30 456	7	31 800	31 649	151	
Glasgow ^(b) — Keflavik	10 312	10 116	196	13 899	13 800	99	
Luton — Keflavik	1 308	—	1 308	780	—	780	
Irish Republic	1 861 492	1 837 906	23 586	2 014 752	1 990 249	24 503	—8
London ^(a) — Dublin	968 648	966 311	2 337	990 452	988 538	1 914	
— Shannon	135 834	135 754	80	137 361	137 197	164	
— Cork	172 889	171 923	966	172 956	172 110	846	
Glasgow ^(b) — Dublin	76 425	75 883	542	95 227	95 103	124	
Liverpool — Dublin	26 864	26 724	140	56 940	56 758	182	
Manchester — Dublin	153 536	153 070	466	152 436	152 066	370	
Edinburgh — Dublin	26 724	25 423	1 301	41 464	37 180	4 284	
Birmingham — Dublin	136 087	132 196	3 891	146 982	145 184	1 798	
Luton — Dublin	717	—	717	1 028	—	1 028	
Leeds/Bradford — Dublin	19 270	19 202	68	25 303	25 255	48	
Bristol — Dublin	21 741	21 437	304	26 333	25 809	524	
E. Midlands — Dublin	18 077	17 997	80	19 080	18 942	138	
Belfast — Shannon	4 428	3 674	754	24 182	21 350	2 832	

Table 2.12 (cont.)

	1980			1979			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Italy	2 691 712	1 097 884	1 593 828	2 549 854	1 053 239	1 496 615	6
London ^(a) — Rome ^(f)	471 510	392 838	78 672	482 300	386 495	95 805	
— Milan ^(g)	539 394	364 895	174 499	533 468	348 157	185 311	
— Turin	95 353	32 182	63 171	67 747	30 180	37 567	
— Pisa	129 641	93 787	35 854	118 395	81 472	36 923	
— Naples	120 477	36 123	84 354	121 755	41 826	79 929	
— Venice	176 055	67 379	108 676	151 477	57 551	93 926	
— Genoa	52 710	40 320	12 390	68 533	37 818	30 715	
— Bologna	11 205	10 573	632	7 900	—	7 900	
— Rimini	73 349	743	72 606	63 793	9 917	53 876	
Manchester — Milan ^(g)	44 666	28 033	16 633	43 278	28 574	14 704	
— Rimini	40 996	—	40 996	27 833	—	27 833	
Luton — Rome ^(f)	53 023	—	53 023	64 154	—	64 154	
— Milan ^(g)	150 114	—	150 114	135 255	—	135 255	
— Naples	63 992	—	63 992	59 063	—	59 063	
— Venice	54 560	—	54 560	82 752	—	82 752	
— Genoa	9 966	—	9 966	12 507	—	12 507	
— Palermo	29 949	—	29 949	36 844	—	36 844	
— Rimini	25 870	—	25 870	33 561	—	33 561	
Luxembourg	64 976	64 579	397	67 035	65 516	1 519	—3
London ^(a) — Luxembourg	64 758	64 579	179	65 995	65 100	895	
Malta	1 174 892	286 776	888 116	939 909	315 773	624 136	25
London ^(a) — Malta	573 264	258 561	314 703	522 413	289 455	232 958	
Manchester — Malta	222 184	27 506	194 678	159 791	22 318	137 473	
Birmingham — Malta	95 621	—	95 621	63 460	—	63 460	
Luton — Malta	83 520	—	83 520	81 007	—	81 007	
Newcastle — Malta	49 047	—	49 047	42 369	—	42 369	
Netherlands	1 903 001	1 863 268	39 733	1 959 006	1 938 603	20 403	—3
London ^(a) — Amsterdam	1 057 998	1 055 186	2 812	1 100 200	1 097 064	3 136	
— Rotterdam	193 771	183 095	10 676	209 651	208 961	690	
— Maastricht	27 066	27 003	63	26 689	26 682	7	
Glasgow ^(b) — Amsterdam	45 334	45 267	67	47 406	46 954	452	
Norwich — Amsterdam	56 595	55 973	622	58 643	58 365	278	
Southampton — Amsterdam	25 352	25 329	23	25 494	25 399	95	
Manchester — Amsterdam	131 218	130 339	879	115 822	115 082	740	
Edinburgh — Amsterdam	44 378	42 766	1 612	39 012	38 568	444	
Birmingham — Amsterdam	54 428	51 677	2 751	48 281	46 814	1 467	
Luton — Amsterdam	1 088	—	1 088	1 419	—	1 419	
Newcastle — Amsterdam	60 913	60 427	486	58 607	58 223	384	
Aberdeen — Amsterdam	32 371	32 293	78	33 883	33 504	379	
Leeds/Bradford — Amsterdam	31 406	31 139	267	31 384	31 371	13	
E. Midlands — Amsterdam	41 776	38 385	3 391	34 602	34 341	261	
Southend — Rotterdam	32 530	32 530	—	50 140	49 253	887	
Norway	556 867	443 285	113 582	549 689	430 137	119 552	1
London ^(a) — Oslo ^(h)	285 397	230 934	54 463	268 883	215 681	53 202	
— Bergen	87 201	84 398	2 803	78 724	76 511	2 213	
— Stavanger	61 079	59 649	1 430	59 872	56 847	3 025	
— Kristiansand	4 595	4 593	2	7 060	6 797	263	
Luton — Oslo ^(h)	2 740	—	2 740	10 871	—	10 871	
Newcastle — Stavanger	14 256	14 011	245	25 677	25 485	192	
Aberdeen — Stavanger	25 433	12 031	13 402	25 899	13 939	11 960	

Table 2.12 (cont.)

		1980			1979			Percentage change Total Traffic
		Total	Sched.	Charter	Total	Sched.	Charter	
Portugal		700 554	285 884	414 670	591 413	283 112	308 301	18
London ^(a)	— Lisbon	237 519	195 840	41 679	232 412	191 065	41 347	
	— Oporto	26 877	26 617	260	27 707	27 332	375	
	— Faro	231 170	62 604	168 566	203 816	64 298	139 518	
Manchester	— Faro	63 445	—	63 445	35 991	—	35 991	
Luton	— Lisbon	25 768	—	25 768	24 888	—	24 888	
	— Faro	29 724	—	29 724	23 966	—	23 966	
Spain		5 592 291	1 073 597	4 518 694	5 654 062	1 105 161	4 548 901	— 1
London ^(a)	— Madrid	443 678	344 479	99 199	448 825	375 963	72 862	
	— Barcelona	237 726	174 390	63 336	248 889	179 394	69 495	
	— Valencia	68 440	55 213	13 227	69 188	57 587	11 601	
	— Seville	16 807	15 868	939	16 912	16 693	219	
	— Malaga	369 369	164 662	204 707	368 861	159 840	209 021	
	— Bilbao	81 553	80 617	936	77 726	75 642	2 084	
	— Majorca	614 618	107 264	507 354	625 004	113 928	511 076	
	— Santiago	28 818	19 775	9 043	32 125	21 723	10 402	
	— Minorca	120 222	15 356	104 866	110 559	14 541	96 018	
	— Alicante	237 502	49 817	187 685	267 923	54 429	213 494	
	— Ibiza	168 204	21 523	146 681	140 120	22 882	117 238	
	— Gerona	114 758	6 535	108 223	133 972	5 196	128 776	
	— Almeria	14 652	2 810	11 842	18 390	2 092	16 298	
Glasgow ^(b)	— Majorca	119 604	—	119 604	111 185	—	111 185	
	— Alicante	55 643	—	55 643	63 724	—	63 724	
	— Ibiza	37 382	—	37 382	33 219	—	33 219	
	— Gerona	31 438	—	31 438	27 482	—	27 482	
Manchester	— Barcelona	41 317	—	41 317	32 629	—	32 629	
	— Malaga	116 785	—	116 785	110 578	—	110 578	
	— Majorca	322 813	—	322 813	273 819	—	273 819	
	— Minorca	80 610	—	80 610	59 411	—	59 411	
	— Alicante	176 321	—	176 321	167 261	—	167 261	
	— Ibiza	105 453	—	105 453	74 784	—	74 784	
	— Gerona	58 288	—	58 288	60 725	—	60 725	
Belfast	— Majorca	34 344	—	34 344	24 104	—	24 104	
Edinburgh	— Majorca	26 569	—	26 569	29 723	—	29 723	
	— Alicante	19 639	—	19 639	21 656	—	21 656	
Birmingham	— Barcelona	19 523	—	19 523	11 473	—	11 473	
	— Malaga	29 244	—	29 244	43 091	—	43 091	
	— Majorca	132 194	—	132 194	141 448	—	141 448	
	— Alicante	66 573	—	66 573	82 901	—	82 901	
	— Ibiza	50 911	—	50 911	53 088	—	53 088	
	— Gerona	26 086	—	26 086	28 356	—	28 356	
Luton	— Madrid	24 708	—	24 708	30 642	—	30 642	
	— Barcelona	16 416	—	16 416	30 391	—	30 391	
	— Malaga	79 055	—	79 055	92 089	—	92 089	
	— Majorca	149 986	—	149 986	185 438	—	185 438	
	— Alicante	88 350	—	88 350	117 631	—	117 631	
	— Ibiza	54 410	—	54 410	67 144	—	67 144	
	— Gerona	56 896	—	56 896	54 750	—	54 750	
Cardiff	— Majorca	47 478	—	47 478	46 104	—	46 104	
	— Alicante	16 386	—	16 386	18 353	—	18 353	
Newcastle	— Barcelona	13 485	—	13 485	18 125	—	18 125	
	— Majorca	69 247	—	69 247	75 481	—	75 481	
	— Alicante	42 870	—	42 870	42 531	—	42 531	
Leeds/Bradford	— Majorca	35 371	—	35 371	30 078	—	30 078	
	— Alicante	21 697	—	21 697	22 505	—	22 505	
Bristol	— Majorca	33 135	—	33 135	37 987	—	37 987	
E. Midlands	— Majorca	71 427	—	71 427	68 393	—	68 393	
	— Alicante	45 742	—	45 742	53 093	—	53 093	
	— Ibiza	24 834	—	24 834	23 734	—	23 734	

Table 2.12 (cont.)

	1980			1979			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Sweden	448 676	300 170	148 506	499 829	312 576	187 253	— 10
London ^(a) — Stockholm ⁽ⁱ⁾	269 128	216 472	52 656	309 427	221 120	88 307	
— Gothenburg	123 536	83 450	40 086	129 116	90 764	38 352	
— Malmo	21 288	—	21 288	23 244	—	23 244	
Luton — Stockholm ⁽ⁱ⁾	22 640	—	22 640	20 360	—	20 360	
Switzerland	1 443 548	1 072 046	371 502	1 413 415	1 047 672	365 743	2
London ^(a) — Berne	19 546	19 543	3	17 489	17 374	115	
— Zurich	644 600	468 670	175 930	621 973	470 106	151 867	
— Geneva	554 881	404 285	150 596	555 605	404 263	151 342	
— Basle	107 151	85 204	21 947	103 164	76 649	26 515	
Manchester — Zurich	62 651	62 646	5	55 722	55 467	255	
— Geneva	16 394	14 170	2 224	11 837	11 553	284	
Birmingham — Zurich	10 281	10 280	1	182	—	182	
Luton — Zurich	3 675	—	3 675	17 042	—	17 042	
Turkey	81 539	76 494	5 045	111 286	111 045	241	— 27
London ^(a) — Istanbul	74 781	74 778	3	110 831	110 824	7	
— Ankara	1 716	1 716	—	36	—	36	
Yugoslavia	413 573	143 301	270 272	508 146	188 491	319 655	— 19
London ^(a) — Belgrade	56 133	49 297	6 836	79 431	56 258	23 173	
— Zagreb	29 981	28 796	1 185	47 098	44 618	2 480	
— Ljubljana	24 619	19 268	5 351	38 978	26 098	12 880	
— Dubrovnic	45 722	10 973	34 749	61 877	12 596	49 281	
— Pula	45 610	6 970	38 640	71 656	12 282	59 374	
Manchester — Pula	31 523	4 873	26 650	28 189	6 358	21 831	
Luton — Pula	13 807	—	13 807	21 273	—	21 273	
Eastern Europe	531 670	284 402	247 268	533 896	305 207	228 689	—
Bulgaria	87 784	12 542	75 242	82 816	12 443	70 373	
Czechoslovakia	29 238	28 879	359	31 641	31 080	561	
German Democratic Republic	4 607	2 772	1 835	3 125	3 044	81	
Hungary	55 985	55 380	605	52 921	50 764	2 157	
Poland	113 567	97 206	16 361	124 109	96 215	27 894	
Rumania	137 838	17 658	120 180	105 781	16 883	88 898	
USSR	102 651	69 965	32 686	133 445	94 778	38 667	
London ^(a) — Moscow ^(j)	77 428	64 687	12 741	102 332	89 626	12 706	
— Leningrad	15 010	5 278	9 732	14 884	4 768	10 116	
Total Europe	27 401 383	16 312 771	11 088 612	27 160 216	16 683 323	10 476 893	1
Cyprus	243 391	241 777	1 614	231 930	227 911	4 019	5
London ^(a) — Larnaca	221 928	221 860	68	219 349	218 478	871	
Canary Islands	716 477	50 098	666 379	757 785	46 016	711 769	— 5
London ^(a) — Las Palmas	83 612	32 892	50 720	100 289	30 840	69 449	
— Tenerife ^(k)	192 891	17 049	175 842	202 314	13 680	188 634	
— Arrecife	48 655	—	48 655	51 975	—	51 975	
Glasgow ^(b) — Tenerife ^(k)	32 780	—	32 780	40 163	—	40 163	
Manchester — Las Palmas	23 910	—	23 910	17 951	—	17 951	
— Tenerife ^(k)	123 840	—	123 840	117 858	—	117 858	
Birmingham — Tenerife ^(k)	39 461	—	39 461	46 580	—	46 580	
Luton — Las Palmas	19 819	—	19 819	19 235	—	19 235	
— Tenerife ^(k)	62 094	—	62 094	65 958	—	65 958	
E. Midlands — Tenerife ^(k)	15 442	—	15 442	18 952	—	18 952	

Table 2.12 (cont.)

	1980			1979			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Near East	573 743	427 139	146 604	553 856	493 265	60 591	4
Israel	391 173	244 672	146 501	365 743	305 276	60 467	
London ^(a) — Tel Aviv	335 637	244 253	91 384	337 484	305 137	32 347	
Jordan	69 885	69 793	92	62 729	62 729	—	
Lebanon	62 586	62 582	4	65 648	65 643	5	
Syria	50 099	50 092	7	59 736	59 617	119	
North Africa	728 521	384 821	343 700	633 067	428 482	204 585	15
Algeria	40 137	39 697	440	37 095	36 204	891	
London ^(a) — Algiers	33 241	33 182	59	36 169	35 300	869	
— Oran	6 597	6 515	82	904	904	—	
Egypt	174 304	173 911	393	176 532	176 093	439	
Libya	91 632	91 300	332	117 483	116 086	1 397	
London ^(a) — Tripoli	66 367	66 039	328	85 539	84 480	1 059	
— Benghazi	25 251	25 247	4	31 912	31 574	338	
Morocco	130 178	35 394	94 784	91 537	45 087	46 450	
London ^(a) — Tangiers	36 689	13 503	23 186	31 823	15 485	16 338	
— Marrakesh	408	408	—	512	—	512	
— Casablanca ⁽¹⁾	22 220	21 483	737	29 334	28 413	921	
Tunisia	292 270	44 519	247 751	210 420	55 012	155 408	
London ^(a) — Tunis	68 335	36 346	31 989	75 096	53 465	21 631	
— Djerba	11 989	3 271	8 718	3 332	283	3 049	
— Monastir	77 049	4 642	72 407	32 688	1 017	31 671	
Manchester — Monastir	37 048	—	37 048	20 416	—	20 416	
Luton — Monastir	24 736	—	24 736	26 731	—	26 731	
East Africa	249 349	239 829	9 520	239 571	237 342	2 229	4
Kenya	149 494	140 824	8 670	139 392	137 477	1 915	
London ^(a) — Nairobi	135 350	135 191	159	138 893	137 377	1 516	
— Mombasa	14 094	5 583	8 511	488	100	388	
Uganda	5 333	5 327	6	279	—	279	
Tanzania	20 980	20 155	825	18 649	18 614	35	
London ^(a) — Dar-es-Salaam	16 963	16 138	825	14 944	14 944	—	
— Kilimanjaro	4 017	4 017	—	3 705	3 670	35	
Sudan	51 932	51 918	14	62 946	62 946	—	
Somali Republic	3	—	3	—	—	—	
Ethiopia	21 607	21 605	2	18 305	18 305	—	
West Africa	440 481	427 191	13 290	365 691	358 336	7 355	20
Ghana	51 614	51 600	14	57 861	57 663	198	
Nigeria	339 937	334 035	5 902	265 352	260 528	4 824	
London ^(a) — Kano	25 977	25 939	38	14 104	13 914	190	
— Lagos	312 178	306 319	5 859	250 754	246 259	4 495	
Sierra Leone	19 401	19 145	256	16 919	16 849	70	
Gambia	15 860	9 011	6 849	4 196	1 940	2 256	
Liberia ^(m)	7 351	7 339	12	14 302	14 300	2	
Ivory Coast	4 361	4 361	—	6 566	6 561	5	
Senegal	1 801	1 645	156	495	495	—	
Central Africa	63 987	63 978	9	67 462	67 300	162	—5
Zambia	53 823	53 821	2	52 511	52 410	101	
Malawi	10 157	10 157	—	14 934	14 890	44	
Southern Africa	409 457	407 323	2 134	367 002	365 160	1 842	12
Zimbabwe	49 795	49 394	401	1 522	1 522	—	
South African Republic	359 662	357 929	1 733	365 480	363 638	1 842	
London ^(a) — Jchannesburg	335 791	335 093	698	341 411	340 895	516	
— Cape Town	22 317	22 317	—	22 743	22 367	376	

Table 2.12 (cont.)

	1980			1979			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
Middle East	954 416	953 283	1 133	1 062 854	1 060 442	2 412	— 10
Iraq	69 039	69 001	38	61 159	60 998	161	
Kuwait	130 900	130 819	81	134 139	134 117	22	
Saudi Arabia	360 487	359 947	540	383 139	382 126	1 013	
London ^(a) — Jeddah	183 576	183 237	339	185 333	185 031	302	
— Dhahran	94 815	94 815	—	103 435	103 435	—	
— Riyadh	81 982	81 788	194	93 929	93 218	711	
Iran	73 894	73 891	3	170 608	170 410	198	
Persian Gulf States	165 958	165 584	374	157 180	156 856	324	
Bahrain	62 734	62 734	—	64 765	64 529	236	
Qatar	27 803	27 803	—	28 437	28 437	—	
Oman	75 236	75 047	189	63 978	63 890	88	
United Arab Emirates	153 996	153 903	93	156 595	155 935	660	
London ^(a) — Dubai	84 832	84 793	39	94 497	94 185	312	
— Abu Dhabi	69 155	69 110	45	61 501	61 501	—	
Indian Sub-Continent	604 301	597 887	6 414	563 652	563 614	38	7
Pakistan	156 852	156 852	—	153 953	153 953	—	
London ^(a) — Karachi	70 204	70 204	—	67 597	67 597	—	
— Rawalpindi	86 648	86 648	—	86 356	86 356	—	
Bangladesh	55 903	55 528	375	51 260	51 260	—	
India	330 144	330 004	140	327 131	327 093	38	
London ^(a) — Delhi	140 455	140 409	46	141 145	141 145	—	
— Bombay	168 841	168 841	—	168 450	168 450	—	
— Calcutta	20 630	20 630	—	16 973	16 973	—	
Sri Lanka ⁽ⁿ⁾	50 746	44 847	5 899	20 572	20 572	—	
Afghanistan	10 656	10 656	—	10 736	10 736	—	
Far East	950 863	949 578	1 285	859 215	854 555	4 660	11
Hong Kong	275 024	274 374	650	206 068	203 311	2 757	
Bandar Seri Begawan	5 258	5 258	—	5 075	5 075	—	
Singapore	234 883	234 883	—	247 509	247 325	184	
Malaysia	79 147	78 843	304	53 548	52 817	731	
Thailand	99 238	99 238	—	89 534	89 534	—	
China	888	888	—	163	—	163	
Japan	234 768	234 768	—	257 216	256 391	825	
London ^(a) — Tokyo ^(o)	210 238	210 238	—	229 062	228 237	825	
— Osaka	24 495	24 495	—	27 956	27 956	—	
Indonesia	4 048	4 048	—	70	70	—	
Philippines	17 278	17 278	—	21	21	—	
Australasia	595 598	595 598	—	617 774	617 774	—	— 4
Australia	573 018	573 018	—	594 517	594 517	—	
London ^(a) — Sydney	196 617	196 617	—	217 378	217 378	—	
— Darwin	2 734	2 734	—	3 147	3 147	—	
— Melbourne ^(p)	239 693	239 693	—	239 408	239 408	—	
— Perth	68 706	68 706	—	70 528	70 528	—	
— Brisbane	65 268	65 268	—	62 721	62 721	—	
New Zealand	22 580	22 580	—	23 257	23 257	—	
Canada	1 496 475	973 635	522 840	1 636 909	1 057 424	579 485	— 9
London ^(a) — Montreal ^(q)	196 774	196 356	418	196 899	195 875	1 024	
— Toronto	524 470	375 896	148 574	585 650	387 055	198 595	
— Ottawa	3 607	384	3 223	3 375	402	2 973	
— Calgary	85 586	84 407	1 179	88 248	73 278	14 970	
— Vancouver	114 786	29 311	85 475	137 949	49 626	88 323	
— Edmonton	64 268	62 265	2003	59 386	55 242	4 144	
— Halifax	33 599	33 599	—	48 301	47 793	508	
— Winnipeg	27 699	19 096	8 603	38 165	27 733	10 432	
— Gander	35 208	34 776	432	34 009	32 430	1 579	

**Percentage
change
Total
Traffic**

3

Table 2.12 (cont.)

	1980			1979			Percentage change Total Traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
London ^(a) — St. Lucia ^(z)	13 083	13 083	—	18 543	18 543	—	
Jamaica	52 807	52 761	46	63 978	63 700	278	
London ^(a) — Kingston	51 595	51 549	46	61 458	61 180	278	
— Montego Bay	1 212	1 212	—	2 520	2 520	—	
Barbados	116 097	116 097	—	101 239	101 223	16	
Trinidad & Tobago	65 698	65 690	8	62 140	62 140	—	
Bahamas	19 900	19 140	760	20 050	20 050	—	
Puerto Rico	4 073	1 113	2 960	999	—	999	
Indian Ocean Islands	48 737	48 737	—	59 425	59 327	98	— 18
Seychelles	19 717	19 717	—	24 505	24 505	—	
Mauritius	29 020	29 020	—	34 822	34 822	—	
Atlantic Ocean Islands	128 104	16 354	111 750	110 502	19 730	90 772	16
Madeira	127 426	16 141	111 285	108 779	19 467	89 312	
London ^(a) — Funchal	55 858	16 141	39 717	51 151	19 467	31 684	
Manchester — Funchal	31 236	—	31 236	17 639	—	17 639	
Pacific Ocean Islands	25	25	—	230	230	—	—89
TOTAL (excluding OIL RIGS)	42 068 136	28 794 755	13 273 381	41 195 248	28 747 591	12 447 657	2
Oil Rigs	576 534	—	576 534	480 684	—	480 684	20
Aberdeen	297 790	—	297 790	211 869	—	211 869	
Sumburgh	251 797	—	251 797	248 605	—	248 605	
Tees-side	270	—	270	11 562	—	11 562	

GUIDE TO FOOTNOTES

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

- (o) TOKYO includes Haneda & Narita.
 (p) MELBOURNE includes Tullamarine International & Essendon.
 (q) MONTREAL includes Dorval & Mirabel.
 (r) DETROIT includes City, Metropolitan & Willow Run.
 (s) CHICAGO includes Midway, O'Hare, Meigs Field, Du-Page & Palwaukee.
 (t) SEATTLE includes Boeing Field & Tacoma.
 (u) WASHINGTON includes Baltimore.
 (v) DALLAS includes Dallas/Ft. Worth, Love Field & Addison Field.
 (w) NEW YORK includes John F. Kennedy, La Guardia & Newark.
 (x) RIO DE JANEIRO includes Santos Dumont & Galeao.
 (y) BUENOS AIRES includes Aero Parque & Ezeiza.
 (z) ST. LUCIA includes Vigie & Hewanorra.

NOTES:

- Traffic is only published for a country if the annual total exceeds 17,500 and for city-to-city (with the exception of London) if exceeding 9,500. Exceptionally in the case of the USA, all scheduled traffic is shown, regardless of the amount, to or from gateways specified in the Bermuda II Agreement.
- Other than in the case of the USA, these figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination.
- 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.
- A total alongside a country without any sector traffic shown indicates traffic to/from London only.
- Unst traffic included with effect from September 1980.

Passengers Uplifted on Domestic Routes — 1980^(a)

Table 2.13

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Channel Islands(b)	Coventry	Dundee	East Midlands	Edinburgh	Enniskillen	Exeter	Glasgow	Gloucester	Highlands & Islands(c)
Heathrow	82804																						
Gatwick																							
Luton																							
Southend																							
Stansted																							
Aberdeen	285 414	57 628			1 376																		
Belfast	602 282	110 508																					
Birmingham	98 699					14 138	76 193																
Blackpool							12 075																
Bournemouth								1 403															
Bristol							7 674																
Cambridge					26																		
Cardiff							9 283																
Channel Islands(b)	266 229	186 168	18 962	51 366	3 797	2 812	8 034	115 493	3 325	89 373	13 297	22 061	47 359	175 449									
Coventry														4 546									
Dundee						1 599																	
East Midlands	145						40 159							100 033									
Edinburgh	564 816	160 783			703	20 982	28 930	36 750						5 644									
Enniskillen																							
Exeter		5 629					12 255							25 164									
Glasgow	664 712	162 435				58 471	82 680	64 324			3 143		4 964	11 326			41 993	107	260	3 334			
Gloucester														8 176									
Highlands & Islands(c)		155				15 196	3 898																
Humberside	7 188					6 116								2 279				7 970		70	188 232		18 760
Inverness	52 359																				3 867		
Isle of Man	52 989	2 306				2 158	37 629	3 879	45 040	984	1 862		1 362				3 067	6 768			27 151		27 263
Isles of Scilly																		2 916			17 674		
Kirkwall						23 345															4 707		21 121
Leeds/Bradford	98 710	6 838			380	10 355	28 529				1 441	195	3 967	14 756				10 687			18 703		
Liverpool	106 761	39					51 666	61						29 462			297						103
Londonderry																					5 695		
Lydd														4 459									
Manchester	493 564	103 628				27 644	118 083	1 552		11 234			2 509	59 856		3 773		43 986			61 103		76
Newcastle	219 219	45 912				23 819	17 387	3 463		4 474			7 166	13 026							10 304		2 528
Norwich	11 596				403	16 918		4 748						7 441				311					355
Penzance																		251	8 197				
Prestwick						1 826	1 154							6 274									831
Shoreham														4 108									
Southampton														212 733						8 754			90
Sumburgh						264 854															22 667		4 500
Swansea														4 848									
Tees-side	130 774						24 659							10 855							7 583		473
Other routes(d)																							

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

(b) Comprises Alderney, Guernsey and Jersey.

(c) Excludes Inverness, Kirkwall and Sumburgh.

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

NOTE: This table is compiled from statistics provided by UK airlines.

Passengers are counted in both directions.

Passengers Uplifted on Domestic Routes — 1980^(a)

Table 2.13 (Cont.)

	Humberside	Inverness	Isle of Man	Isles of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Lydd	Manchester	Newcastle	Norwich	Penzance	Prestwick	Shoreham	Southampton	Sumburgh	Swansea	Tees-side	Other routes(d)
Heathrow																				
Gatwick																				
Luton																				
Southend																				
Stansted																				
Aberdeen																				
Belfast																				
Birmingham																				
Blackpool																				
Bournemouth																				
Bristol																				
Cambridge																				
Cardiff																				
Channel Islands(b)																				
Coventry																				
Dundee																				
East Midlands																				
Edinburgh																				
Enniskillen																				
Exeter																				
Glasgow																				
Gloucester																				
Highlands & Islands(c)																				
Humberside																				
Inverness																				
Isle of Man																				
Isles of Scilly																				
Kirkwall		4 048																		
Leeds/Bradford	1 025		3 153																	
Liverpool			57 925																	
Londonderry																				
Lydd																				
Manchester			43 756																	
Newcastle			5 471							8101										
Norwich	7 424					5 836					4 224									
Penzance																				
Prestwick			1 458																	
Shoreham							48													
Southampton																				
Sumburgh		5 911			8 231															
Swansea																				
Tees-side	3 450		2 368								1 669	1 648								
Other routes(d)																				

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

(b) Comprises Alderney, Guernsey and Jersey.

(c) Excludes Inverness, Kirkwall and Sumburgh.

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

NOTE: This table is compiled from statistics provided by UK airlines.

Passengers are counted in both directions.

Cargo by Type and Nationality of Operator Year 1980

Table 2.14

TONNES	Total	Scheduled Services						Charter Flights					
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways Set down	Uplifted	Others Set Down	Uplifted	Set down	Uplifted	British Airways Set down	Uplifted	Others Set down	Uplifted	Set down	Uplifted
London Area Airports													
+ Gatwick	118 140.5	522.6	343.8	18 726.5	23 865.2	6 774.4	4 897.0	3.3	22.1	19 904.1	38 426.9	1 965.0	2 689.6
+ Heathrow	466 085.0	85 246.1	70 662.8	301.4	2 003.0	142 715.5	162 758.5	0.1	1.2	397.1	304.4	979.5	715.4
+ Luton	13 014.9	—	—	10.2	251.9	382.7	—	2.5	—	1 947.4	7 896.7	661.8	1 861.7
+ Southend	8 269.0	—	—	1 504.0	1 449.0	—	—	—	—	1 126.0	4 189.0	—	1.0
+ Stansted	4 443.9	—	—	1.9	1.2	6.1	—	—	—	456.1	2 799.2	268.4	911.0
TOTAL (London Area)	609 953.3	85 768.7	71 006.6	20 544.0	27 570.3	149 878.7	167 655.5	5.9	23.3	23 830.7	53 616.2	3 874.7	6 178.7
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	7 844.1	671.4	1 408.1	329.3	332.6	33.7	46.9	236.5	644.9	1 066.8	3 019.8	11.1	43.0
+ Belfast	13 694.8	875.1	1 187.3	3 097.8	245.2	59.9	24.1	—	—	6 647.4	955.7	20.7	581.6
+ Benbecula	142.6	—	10.1	9.8	1.9	—	—	—	—	—	—	—	—
+ Birmingham	3 004.2	1 342.5	786.5	137.1	22.5	372.1	211.4	0.5	0.1	77.2	50.9	1.8	1.6
+ Blackpool	5 160.1	—	—	53.8	432.2	—	—	—	—	0.1	4 674.0	—	—
+ Bournemouth	8 867.2	—	—	4 843.5	3 590.4	—	—	—	—	159.5	205.0	9.2	59.6
+ Bristol	609.7	5.1	0.6	131.6	54.8	88.1	69.3	—	—	17.3	160.2	33.4	49.3
+ Cambridge	611.4	—	—	—	—	—	—	—	—	13.9	36.0	355.9	205.6
+ Cardiff	208.2	3.2	10.9	101.0	72.4	0.1	0.1	—	—	0.3	3.0	—	17.2
+ Coventry	11.4	—	—	—	—	—	—	—	—	2.0	9.4	—	—
+ East Midlands	6 678.1	—	—	389.6	1 004.6	3.3	15.0	—	—	1 098.9	2 988.4	371.2	807.1
+ Edinburgh	1 299.1	302.9	367.4	263.1	228.1	21.2	18.7	—	—	88.3	3.2	2.5	3.7
+ Exeter	188.7	—	—	67.9	104.9	—	—	—	—	—	15.9	—	—
+ Glasgow	12 843.2	1 175.4	1 710.2	658.6	427.1	2 533.7	2 747.1	0.1	—	3 415.9	159.5	2.3	13.3
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	60.9	—	—	37.4	21.8	—	—	—	—	0.2	1.5	—	—
+ Inverness	238.4	74.8	160.5	0.1	—	—	—	—	—	1.7	1.3	—	—
+ Islay	121.8	—	—	66.4	55.4	—	—	—	—	—	—	—	—
+ Isle of Man	2 440.6	27.1	114.6	2 022.8	276.1	—	—	—	—	—	—	—	—
+ Isles of Scilly	94.3	82.7	11.6	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	513.6	342.0	144.9	10.3	10.9	—	—	0.5	1.2	2.0	1.8	—	—
+ Leeds/Bradford	382.1	20.0	16.2	203.6	123.1	—	—	—	—	4.8	7.6	—	6.8
+ Liverpool	14 148.1	0.3	—	193.3	266.1	2 096.2	5 428.6	—	—	1 055.0	4 949.9	34.3	124.4
+ Lydd	3 194.4	—	—	1 429.1	1 764.9	—	—	—	—	0.2	0.2	—	—
+ Manchester	24 236.1	3 152.4	1 991.6	359.9	127.1	7 321.4	9 086.9	2.8	3.1	80.4	1 100.2	151.8	858.5
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	1 466.7	321.4	188.3	421.7	467.9	—	—	0.4	—	53.8	12.7	0.5	—
+ Norwich	651.3	—	—	292.7	295.0	—	—	—	—	16.6	44.5	0.8	1.7
+ Penzance Heliport	94.3	11.6	82.7	—	—	—	—	—	—	—	—	—	—
+ Prestwick	19 062.3	3 894.3	2 174.5	2 577.0	33.7	6 068.1	2 306.1	—	—	279.3	90.0	1 268.6	370.7
+ Southampton	2 003.1	7.1	2.5	176.7	960.0	—	—	—	—	20.7	835.0	1.1	—
+ Stornoway	508.4	441.3	46.9	1.3	9.8	—	—	0.7	—	6.9	0.8	0.7	—
+ Sumburgh	3 544.8	706.0	124.5	4.3	1.2	—	—	236.0	645.7	1 053.4	761.0	10.1	2.6
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	241.1	0.4	—	111.8	26.8	—	—	—	—	54.5	43.4	0.7	3.5
+ Tiree	12.8	—	—	11.5	1.3	—	—	—	—	—	—	—	—
+ Unst ^(a)	1.0	—	—	—	—	—	—	—	—	1.0	—	—	—
+ Wick	111.6	0.1	—	55.4	22.7	—	—	—	—	23.6	8.3	—	1.5
TOTAL Other UK Airports	134 290.5	13 577.9	10 539.9	18 058.4	10 980.5	18 597.8	19 954.2	477.5	1 295.0	15 241.7	20 139.2	2 276.7	3 151.7
TOTAL all reporting Airports	744 243.8	99 346.6	81 546.5	38 602.4	38 550.8	168 476.5	187 609.7	483.4	1 318.3	39 072.4	73 755.4	6 151.4	9 330.4
Channel Islands Airports													
+ Alderney	377.6	—	—	313.8	63.8	—	—	—	—	—	—	—	—
+ Guernsey	7 951.0	19.0	7.0	3 362.0	4 443.0	41.0	10.0	—	—	35.0	34.0	—	—
+ Jersey	8 082.5	207.2	73.0	4 981.3	2 626.6	3.4	0.3	—	—	92.4	92.5	5.8	—
TOTAL (Channel Islands Airports)	16 411.1	226.2	80.0	8 657.1	7 133.4	44.4	10.3	—	—	127.4	126.5	5.8	—

(a) September to December only.

International and Domestic Cargo 1980 Compared with the Previous Year

Table 2.15.1

TONNES	International				Domestic				Total 1980		Total 1979		Percentage change	
	Scheduled	Charter	Scheduled	Charter	Scheduled	Charter	Scheduled	Charter	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	42 083	5 736	1 511	58 270	2 543	4 767	16	3 214	46 153	71 987	27 262	88 778	69.3	-18.9
+ Heathrow	294 848	163 137	6	2 131	5 424	278	—	260	300 278	165 806	299 500	196 946	0.3	-15.8
+ Luton	7	487	922	5 304	—	150	64	6 080	993	12 021	1 348	6 923	-26.3	73.6
+ Southend	2 918	—	3 395	1	36	—	1 920	—	8 269	1	9 594	—	-13.8	—
+ Stansted	6	—	147	2 659	3	—	4	1 625	160	4 284	786	15 572	-79.6	-72.5
TOTAL (London Area)	339 862	169 360	5 981	68 365	8 006	5 195	2 004	11 179	355 853	254 099	338 490	308 219	5.1	-17.6
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	598	1	2 857	302	2 221	3	1 645	218	7 321	524	7 205	591	1.6	-11.3
+ Belfast	86	7	28	648	2 983	2 413	67	7 463	3 164	10 531	3 909	9 756	-19.1	7.9
+ Benbecula	—	—	—	—	143	—	—	—	143	—	167	—	-14.4	—
+ Birmingham	2 355	—	7	2	516	—	—	124	2 878	126	3 445	92	-16.5	37.0
+ Blackpool	46	—	—	20	360	80	—	4 654	406	4 754	483	4 466	-15.9	6.4
+ Bournemouth	—	12	31	235	28	8 395	5	162	64	8 804	156	9 348	-59.0	-5.8
+ Bristol	299	2	81	171	46	3	2	7	428	183	514	196	-16.7	-6.6
+ Cambridge	—	—	577	33	—	—	—	—	577	33	594	—	-2.9	—
+ Cardiff	111	—	—	20	76	—	—	—	187	20	227	54	-17.6	-63.0
+ Coventry	—	—	—	8	—	—	—	4	—	12	4	142	—	-91.5
+ East Midlands	398	364	14	4 755	641	11	15	482	1 068	5 612	1 087	8 196	-1.7	-31.5
+ Edinburgh	170	—	4	6	1 028	3	—	88	1 202	97	1 485	217	-19.1	-55.3
+ Exeter	21	—	—	16	141	10	—	—	162	26	187	408	-13.4	-93.6
+ Glasgow	1 970	3 986	3	42	3 219	77	145	3 401	5 337	7 506	5 398	11 535	-1.1	-34.9
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	22	—	—	1	38	—	—	—	60	1	53	59	13.2	-98.3
+ Inverness	—	—	—	—	236	—	3	—	239	—	267	—	-10.5	—
+ Islay	—	—	—	—	121	—	—	—	121	—	131	—	-7.6	—
+ Isle of Man	6	—	—	—	1 086	1 348	—	—	1 092	1 348	1 230	1 295	-11.2	4.1
+ Isles of Scilly	—	—	—	—	96	—	—	—	96	—	128	—	-25.0	—
+ Kirkwall	—	—	—	2	508	—	2	2	510	4	529	4	-3.6	—
+ Leeds/Bradford	161	—	2	12	202	—	—	6	365	18	389	24	-6.2	-25.0
+ Liverpool	94	7 428	14	633	428	34	—	5 516	536	13 611	1 153	18 329	-53.5	-25.7
+ Lydd	887	2 303	—	—	5	—	—	—	892	2 303	1	4 237	89 100.0	-45.6
+ Manchester	7 023	12 894	31	2 163	2 012	111	—	2	9 066	15 170	9 633	13 164	-5.9	15.2
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	524	—	3	38	787	88	3	23	1 317	149	1 071	158	23.0	-5.7
+ Norwich	349	1	4	47	236	1	—	12	589	61	654	35	-9.9	74.3
+ Penzance Heliport	—	—	—	—	96	—	—	—	96	—	155	—	-38.1	—
+ Prestwick	2 248	11 384	19	1 881	112	3 309	—	109	2 379	16 683	2 645	17 277	-10.1	-3.4
+ Southampton	131	27	9	845	966	24	1	2	1 107	898	1 168	1 193	-5.2	-24.7
+ Stornoway	—	—	—	1	498	1	4	4	502	6	491	14	2.2	-57.1
+ Sumburgh	—	—	1 161	284	836	—	1 103	162	3 100	446	2 518	486	23.1	-8.2
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	25	—	6	74	114	—	4	18	149	92	231	1 480	-35.5	-93.8
+ Tiree	—	—	—	—	13	—	—	—	13	—	13	—	—	—
+ Unst ^(a)	—	—	—	—	—	—	1	—	1	—	—	—	—	—
+ Wick	—	—	—	2	78	—	4	27	82	29	66	46	24.2	-37.0
TOTAL all other UK Airports	17 524	38 409	4 851	12 241	19 870	15 911	3 004	22 486	45 249	89 047	47 387	102 802	-4.5	-13.4
TOTAL all reporting UK Airports	357 386	207 769	10 832	80 606	27 876	21 106	5 008	33 665	401 102	343 146	385 877	411 021	3.9	-16.5
Channel Islands Airports														
+ Alderney	..	..	..	..	..	..	..	..	377	—	365	—	3.3	—
+ Guernsey	..	..	..	..	..	..	..	..	7 951	—	8 416	—	-5.5	—
+ Jersey	..	..	..	..	..	..	..	..	8 085	—	8 806	—	-8.2	—
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	16 413	—	17 587	—	-6.7	—

(a) September to December only.

Cargo 1966-1980 Tonnes

Table 2.15.2

	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick	16 995.5	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	10.4	1.8
+ Heathrow	231 041.4	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	3.7	-6.1
+ Luton	720.4	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	35.5	57.3
+ Southend	62 624.8	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	-4.4	-13.8
+ Stansted	205.9	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	-30.3	-72.8
TOTAL (London Area)	311 588.0	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	4.1	-5.7
Westland Heliport (Battersea)	0.2	—	—	0.2	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports																	
+ Aberdeen	393.0	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	10.8	0.6
+ Belfast	26 377.2	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	12 349.3	12 289.0	13 672.3	13 664.8	13 694.8	3.2	0.2
Benbecula	125.6	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	-9.5	-14.6
+ Birmingham	4 061.4	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	3.7	-15.1
+ Blackpool	2 278.6	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	72.0	4.2
+ Bournemouth	2 112.4	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	8.5	-6.7
+ Bristol	4 017.8	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	6.7	-13.9
+ Cambridge	997.7	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	-7.1	2.9
+ Cardiff	439.5	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	-14.6	-25.8
+ Coventry	1 466.2	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	-32.9	-92.1
+ East Midlands	1 763.7	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	3.4	-28.1
+ Edinburgh	1 849.4	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	-4.2	-23.7
+ Exeter	—	—	—	—	—	—	—	215.7	541.8	385.0	390.4	412.2	496.0	594.8	188.7	-10.3	-68.3
+ Glasgow	11 033.0	11 497.3	13 409.5	16 787.8	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	-5.7	-24.2
Gloucester/Cheltenham	—	—	—	—	—	3.5	0.1	0.7	—	—	—	—	—	—	—	—	—
Hawarden	203.1	186.8	195.2	4.2	1.5	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Inverness	242.5	213.3	252.9	341.7	455.7	451.3	437.7	465.0	329.8	247.0	324.4	356.6	267.1	238.4	60.9	-9.3	-45.8
Islay	139.3	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	28.7	-6.8
+ Isle of Man	4 302.3	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	-3.4	-3.3
Isles of Scilly	50.5	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	2.7	-25.3
+ Kirkwall	508.3	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	-2.0	-3.7
+ Leeds/Bradford	1 709.0	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	-5.0	-7.2
+ Liverpool	16 681.1	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	10.4	-27.4
+ Lydd	69 833.3	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	-3.3	-24.6
+ Manchester	29 976.3	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	-9.6	6.3
+ Manston	—	—	—	—	—	—	5 445.4	4 894.6	3 886.0	2 520.6	71.8	—	—	—	—	—	—
+ Newcastle	1 838.9	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	15.3	19.2
+ Norwich	—	—	—	—	—	—	—	362.7	361.0	454.3	590.2	533.7	479.7	689.9	651.3	4.7	-5.6
Penzance Heliport	49.6	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	4.8	-38.7
+ Prestwick	9 282.3	9 250.4	12 401.6	17 911.8	15 279.3	11 685.5	14 879.8	16 682.4	14 462.0	12 666.8	12 828.1	17 280.4	18 791.9	19 924.2	19 062.3	9.8	-4.3
+ Southampton	12 615.8	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	10.7	-15.1
Stornoway	285.0	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	5.9	0.9
+ Sumburgh	232.7	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	23.1	18.0
Swansea	1.3	53.0	14.2	—	—	1.0	—	1.9	10.3	0.1	18.4	17.5	—	—	—	—	—
+ Tees-side	623.2	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	10.6	-85.9
Tiree	12.4	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	1.0	-5.2
Unst(a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.0	—	—
Wick	60.3	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	9.7	-0.5
TOTAL other UK Airports	205 562.7	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	2.1	-10.6
TOTAL all Reporting Airports	517 150.9	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	704 849.4	748 183.9	796 901.4	744 243.8	3.7	-6.6
Channel Islands Airports																	
Alderney	86.1	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	10.6	2.9
Guernsey	6 830.4	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	-2.9	-6.9
Jersey	12 837.4	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	-7.2	-5.9
TOTAL (Channel Islands Airports)	19 753.9	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	-4.9	-6.2

(a) September to December 1980 only.

Table 2.16

Passenger and Air Transport Movements at Highland and Island Airports 1980 Comparison with the Previous Year

	Passengers		Air Transport Movements					
	Total Terminal ^(a) and Transit	Percentage change on 1979	Total	Percentage change on 1979	Fixed Wing	Percentage change on 1979	Helicopters	Percentage change on 1979
Benbecula	24 848	—5.1	2 586	4.6	2 585	4.6	1	—
Islay	13 524	—5.0	1 701	—11.5	1 701	—9.1	—	—
Inverness	151 351	—5.3	7 031	0.2	6 105	—1.3	926	11.7
Kirkwall	99 777	—14.3	10 106	—10.7	9 560	—12.5	546	40.4
Stornoway	80 875	2.2	4 786	—4.2	4 504	—9.6	282	2 250.0
Sumburgh	602 497	—2.9	3 3878	—4.0	15 121	(b)	18 757	(b)
Tiree	5 704	15.6	1 010	23.2	1 004	22.9	6	100.0
Wick	38 854	—17.3	5 313	—5.3	5 294	—5.3	19	—9.5

(a) Transit passengers are only counted on arrival.

(b) No breakdown for Sumburgh in 1979.

Table 2.17

Passengers at UK Airports and Seaports

Comparison with a year earlier

	1980 (000)	1979 (000)	Percentage change
Heathrow	27 782	28 357	−2
Port of Dover	10 965	9 208	+ 19
Gatwick	9 780	8 796	+ 11
Manchester	4 420	3 541	+ 25
Glasgow	2 357	2 379	−1
Luton	2 102	2 210	−5
Port of Harwich	1 669	1 701	−2
Birmingham	1 602	1 608	—
Port of Folkestone	1 625	1 553	+ 5
Belfast	1 480	1 412	+ 5
Aberdeen	1 453	1 294	+ 12
Edinburgh	1 204	1 277	−6
Port of Holyhead	1 142	1 109	+ 3
Port of Southampton	1 073	978	+ 10
Port of Felixstowe	995	942	+ 6
Newcastle	961	906	+ 6
Port of Newhaven	797	806	−1
Prestwick	664	708	−6
East Midlands	673	596	+ 13
Port of Liverpool	561	534	+ 5
Isle of Man	320	391	−18

International passengers only are shown for seaports.

Terminal and Transit passengers are shown for airports.

Source for seaport statistics supplied by the Department of Trade and Industry.

Table 2.18

International Passengers at UK Airports and Seaports 1979 and 1980

Airport or Seaport

	1980 (000)	1979 (000)	Percentage change
Heathrow	23 389	23 841	−2
Port of Dover	10 965	9 208	+ 19
Gatwick	8 665	7 768	+ 12
Luton	2 053	2 180	−6
Manchester	3 231	2 508	+ 29
Port of Felixstowe	995	942	+ 6
Port of Folkestone	1 625	1 553	+ 5
Port of Harwich	1 669	1 701	−2
Port of Southampton	1 073	978	+ 10
Port of Holyhead	1 142	1 109	+ 3
Birmingham	1 108	1 092	+ 1
Port of Newhaven	797	806	−1
Glasgow	723	654	+ 11
Port of Liverpool	561	534	+ 5
East Midlands	454	390	+ 16
Prestwick	373	399	−7
Newcastle	522	447	+ 17
Stansted	270	338	−20
Aberdeen	415	329	+ 26
Southend	75	131	−42

Terminal passengers are shown for airports.

Passengers Departing from UK Airports on Inclusive Tour Charter Flights

Table 2.19

WINTER (NOVEMBER TO MARCH) 1979/80											
	Spain incl. Canaries and Balearics	Italy incl. Sicily	Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal incl. Madeira	France	Other Countries	Total
All Airlines	566 361	240 955	103 515	40 181	71 073	61 012	9 315	70 293	20 868	238 563	1 422 136
of which UK Airlines	530 526	226 123	98 001	40 181	57 851	61 012	1 272	64 681	19 591	146 789	1 246 027
Foreign Airlines	35 835	14 832	5 514	—	13 222	—	8 043	5 612	1 277	91 774	176 109
UK Originating Traffic	541 823	218 316	53 751	40 181	49 442	61 012	3 516	69 331	17 160	175 987	1 230 519
of which UK Airlines	524 709	217 574	53 728	40 181	46 215	61 012	1 272	64 555	16 382	144 107	1 169 735
Foreign Airlines	17 114	742	23	—	3 227	—	2 244	4 776	778	31 880	60 784
Non-UK Originating Traffic	24 538	22 639	49 764	—	21 631	—	5 799	962	3 708	62 576	191 617
of which UK Airlines	5 817	8 549	44 273	—	11 636	—	—	126	3 209	2 682	76 292
Foreign Airlines	18 721	14 090	5 491	—	9 995	—	5 799	836	499	59 894	115 325
SUMMER (APRIL TO OCTOBER 1980)											
All Airlines	1 949 453	525 109	186 379	601 796	109 228	110 623	105 390	190 932	40 157	718 818	4 537 885
of which UK Airlines	1 776 677	489 223	183 118	601 796	50 458	107 297	—	153 922	32 645	349 981	3 745 117
Foreign Airlines	172 776	35 886	3 261	—	58 770	3 326	105 390	37 010	7 512	368 837	792 768
UK Originating Traffic	1 924 083	499 727	85 336	601 418	47 626	110 303	95 905	190 626	32 904	576 196	4 164 124
of which UK Airlines	1 753 244	465 635	84 822	601 418	45 789	106 977	—	153 616	31 750	340 836	3 584 087
Foreign Airlines	170 839	34 092	514	—	1 837	3 326	95 905	37 010	1 154	235 360	580 037
Non-UK Originating Traffic	25 370	25 382	101 043	378	61 602	320	9 485	306	7 253	142 622	373 761
of which UK Airlines	23 433	23 588	98 296	378	4 669	320	—	306	895	9 145	161 030
Foreign Airlines	1 937	1 794	2 747	—	56 933	—	9 485	—	6 358	133 477	212 731

Source: UK Airlines — CAA Airline Statistics.

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

1980 Passenger Movements ('000) Between Planning Regions and Airports by Surface Modes of Transport

Table 2.20

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)	813.6	17	6.6	—	1.6	—	3.8	—	0.9	—	2.6	—	2.6	—	1.0	—	1.8	—	7.7	—	1.6	—	843.8	2
Glasgow	2 204.3	46	10.0	1	1.4	—	2.7	—	0.4	—	1.2	—	—	—	0.2	—	0.4	—	3.6	—	1.0	—	2 225.2	5
Edinburgh	1 125.7	23	5.8	—	0.2	—	0.4	—	0.7	—	1.1	—	—	—	—	—	—	—	—	—	—	—	1 133.9	2
Prestwick (2)	306.6	6	12.3	1	0.6	—	1.7	—	0.6	—	0.2	—	0.1	—	0.2	—	—	—	1.3	—	0.5	—	324.1	1
Newcastle	28.7	—	781.6	53	14.2	1	2.7	—	1.6	—	0.6	—	—	—	0.1	—	0.2	—	1.2	—	0.1	—	831.0	2
Tees-side	1.3	—	232.5	16	28.0	1	0.1	—	—	—	0.1	—	—	—	—	—	—	—	0.1	—	—	—	262.1	1
Leeds/Bradford	0.6	—	14.2	1	324.3	17	14.7	—	0.6	—	2.5	—	0.2	—	—	—	—	—	0.5	—	0.1	—	357.7	1
Liverpool	1.1	—	5.1	—	7.3	—	278.8	7	8.3	—	2.7	—	0.5	—	9.8	1	2.9	—	12.8	—	1.8	—	331.1	1
Manchester	57.4	1	137.9	9	636.8	33	3 019.4	77	171.0	8	72.8	5	2.0	—	107.9	12	7.2	—	20.4	—	5.7	—	4 238.5	9
Birmingham	6.3	—	11.0	1	75.6	4	34.6	1	1 155.7	51	143.2	10	6.1	1	21.9	2	37.2	2	15.3	—	25.4	1	1 532.3	3
East Midlands	2.6	—	10.0	1	159.8	8	13.0	—	83.2	4	380.1	27	3.6	—	1.1	—	4.4	—	4.8	—	2.8	—	665.4	1
Cardiff	0.1	—	—	—	0.2	—	1.1	—	1.9	—	0.1	—	—	—	239.2	26	15.0	1	0.8	—	0.3	—	258.7	1
Bristol	0.2	—	0.2	—	0.6	—	0.5	—	2.9	—	0.3	—	0.4	—	41.5	5	179.8	10	1.7	—	1.7	—	229.8	1
Southampton (3)	2.4	—	1.9	—	4.7	—	5.5	—	5.5	—	3.0	—	1.8	—	1.9	—	25.0	1	65.9	—	118.1	4	235.7	1
Heathrow	116.5	2	124.3	8	312.5	16	302.1	8	500.8	22	427.0	30	405.7	56	309.2	33	967.3	54	16 508.2	70	1 567.8	52	21 541.4	47
Gatwick	122.1	3	92.2	6	205.4	11	188.4	5	218.3	10	186.3	13	180.4	25	150.6	16	435.5	24	5 863.2	25	1 121.6	37	8 764.0	19
Luton (4)	21.8	—	37.4	3	150.4	8	60.3	2	125.9	6	188.5	13	125.3	17	38.8	4	106.3	6	1 028.4	4	169.2	6	2 052.3	4
TOTAL	4 811.3	100	1 483.0	100	1 923.6	100	3 929.8	100	2 278.3	100	1 412.3	100	728.7	100	923.4	100	1 783.0	100	23 535.9	100	3 017.7	100	45 828.7	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 1980 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.

Further information on origin/destination surveys is available as follows:

- 1975—Scottish and Central England Airports CAP 394
- 1976—Other English Provincial Airports CAP 423
- 1978—London area Airports CAP 430

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 1972 — 1979, together with an estimated profit and loss account for the entire industry in 1980.

The summaries have been built up from returns submitted by the 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 British Cargo Airlines, Invicta International and Skyways Aviation, 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 1980 has been based, where possible, on the financial year accounts of individual airlines. Where financial year accounts are not yet available use has been made of the quarterly reports supplied by airlines, taking the four calendar quarters which most closely match the financial years of the airlines in question. The final audited accounts of airlines may differ considerably from the sum of quarterly profit and loss accounts, so, although the 1980 estimate has been constructed to be as nearly comparable with previous years as is possible at this stage, the final results for the year may be appreciably different.

Tables 7 to 9 give the individual results for individual airlines in 1979. 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 1979 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 1979 of some 76000 of which nearly 9000 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 1972-1979

Table 3.1

	<i>(£million)</i>							
	1972	1973	1974	1975	1976	1977	1978	1979
Private Sector								
Total assets employed	77.6	90.7	109.4	116.6	139.6	155.2	218.8	336.4
<i>of which</i>								
Operating equipment and Property	72.9	85.4	106.4	105.0	128.2	162.9	235.4	355.6
Payments on account of Aircraft under construction	1.4	2.3	—	—	—	3.0	5.2	13.2
Other non-current assets	11.3	11.7	1.9	6.0	4.0	4.7	9.4	10.5
Total current net assets	(8.0)	(8.7)	1.0	5.6	7.4	(15.6)	(31.2)	(42.8)
Total liabilities	77.6	90.7	109.4	116.6	139.6	155.2	218.8	336.4
<i>of which</i>								
Shareholders' Fund	23.7	21.4	16.2	21.4	30.4	38.3	57.9	73.9
Operating Profit (or loss)	5.8	3.8	6.5	14.4	24.5	38.5	42.0	32.4
Operating Profit (or loss) as a percentage of total assets employed	7.5	4.2	5.9	12.3	17.6	24.8	19.2	9.6
Shareholders fund as a percentage of total liabilities	30.5	23.6	14.8	18.4	21.8	24.7	26.5	22.0
Public Sector								
Total assets employed	517.0	527.6	468.3	566.5	639.9	755.5	768.6	934.3
<i>of which</i>								
Operating equipment and Property	464.3	460.9	450.2	553.7	627.2	724.5	677.0	892.0
Payments on account of Aircraft under construction	11.5	37.0	91.0	49.8	35.1	94.4	150.9	144.9
Other non-current assets	26.1	20.3	19.3	20.7	21.7	14.1	18.9	24.0
Total current net assets	15.1	9.3	(92.2)	(57.7)	(44.1)	(77.6)	(78.1)	(126.6)
Total liabilities	517.0	527.6	468.3	566.5	639.9	755.5	768.6	934.3
<i>of which</i>								
Public Dividend Capital	214.7	236.7	305.2	342.2	376.7	435.9	453.9	471.4
Operating Profit (or loss)	31.1	52.9	(0.8)	3.1	88.3	42.0	76.1	16.0
Operating Profit (or loss) as a percentage of total assets employed	6.2	10.0	(0.2)	0.5	13.8	5.6	9.9	1.7
Public Dividend Capital as a percentage of total liabilities	41.5	44.9	65.2	60.4	58.9	57.7	59.1	50.5

Table 3.2

Revenues, Expenses and Profits of United Kingdom Airlines 1972-1979

	1972	1973	1974	1975	1976	1977	1978	1979
	<i>(£million)</i>							
PRIVATE SECTOR								
Total Operating Revenues	148.2	182.4	240.0	284.3	382.1	510.1	641.1	738.6
Total Operating Expenses	142.4	178.6	233.5	269.9	357.6	471.6	599.1	706.3
Operating profit (or loss)	5.8	3.8	6.5	14.4	24.5	38.5	42.0	32.4
Non-operating items (balance)	(2.2)	(3.6)	(5.4)	(6.7)	(6.6)	(14.9)	(4.5)	(14.3)
Profit (or loss) before Tax	3.6	0.2	1.1	7.7	17.9	23.6	37.5	18.1
PUBLIC SECTOR								
Total Operating Revenues	468.0	581.3	667.6	808.9	1 059.5	1161.7	1409.7	1662.1
Total Operating Expenses	435.9	528.4	668.2	805.8	971.2	1119.7	1333.6	1646.1
Operating profit (or loss)	31.1	52.9	(0.8)	3.1	88.3	42.0	76.1	16.0
Non-operating items (balance)	(19.9)	(11.5)	(10.6)	(22.6)	(12.6)	(2.4)	14.3	3.5
Profit (or loss) before Tax	12.2	41.4	(11.4)	(19.5)	75.7	39.6	90.4	19.5
ALL AIRLINES								
Total Operating Revenues	616.2	763.7	907.5	1 093.2	1 441.6	1671.8	2050.8	2400.7
Total Operating Expenses	578.3	707.0	901.7	1 075.7	1 328.8	1591.3	1932.7	2352.4
Operating profit (or loss)	37.9	56.7	5.7	17.5	112.8	80.5	118.1	48.4
Non-operating items (balance)	(22.1)	(15.1)	(16.0)	(29.3)	(19.2)	(17.3)	9.8	(10.8)
Profit (or loss) before Tax	15.8	41.6	(10.3)	(11.8)	93.6	63.1	127.9	37.6

Trends in United Kingdom Airlines' Operating Costs and Revenues 1972-1979

Table 3.3

	1972	1973	1974	1975	1976	1977	1978	1979
ALL AIRLINES								
COSTS								
Comparison with 1970 (1970=100)								
Aircraft fuel and oil	148.9	228.7	446.5	531.6	664.0	747.4	795.2	1258.6
Crew salaries and expenses	126.6	154.3	173.9	200.8	217.5	275.5	327.4	329.0
Aircraft depreciation and rental	128.3	149.8	163.3	174.6	219.8	274.8	332.7	308.1
Other costs	132.8	156.5	183.5	223.1	277.7	336.0	426.0	498.6
Total Operating Costs	133.5	163.2	208.1	248.3	306.7	367.3	446.0	542.9
Comparison with Total—Percentage distribution (a)								
Aircraft fuel and oil	11.7	14.7	22.6	22.5	22.8	21.4	18.8	25.0
Crew salaries and expenses	8.1	8.1	7.2	6.9	6.1	6.4	6.3	5.3
Aircraft depreciation and rental	10.7	10.2	8.7	7.8	7.9	8.3	8.3	6.5
Other costs	69.5	67.0	61.5	62.8	63.2	63.9	66.6	63.2
Total Operating costs	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
REVENUES								
Comparison with 1970 (1970=100)								
Scheduled services	136.9	169.2	202.0	240.8	327.6	364.8	453.4	536.5
Non-Scheduled services	146.6	180.1	217.8	266.3	331.1	435.4	501.7	479.2
Incidental Revenues	135.3	190.2	174.4	254.9	196.2	302.3	418.8	433.1
Total Operating Revenues	138.6	171.7	204.2	245.9	324.3	376.1	461.4	540.1
Comparison with Total—Percentage distribution (a)								
Scheduled services	77.3	77.1	77.5	76.7	79.1	76.0	77.0	80.4
Non-Scheduled services	19.8	19.6	19.9	20.2	19.1	21.6	20.3	17.1
Incidental Revenues	2.9	3.3	2.6	3.1	1.8	2.4	2.7	2.5
Total Operating Revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

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

Table 3.4

United Kingdom Airlines—Profit and Loss Account Summary from 1972 - 1980

		1972			1973			1974		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
REVENUES										
1	Scheduled Passenger (individually booked seats direct to passenger)	393.1	359.7	33.4	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	3.2	3.2	—	3.8	3.8	—	4.8	4.8	—
4	Scheduled Freight and Diplomatic bags	59.6	55.3	4.3	74.6	68.8	5.8	93.5	83.8	9.7
5	Scheduled Mail	20.7	20.0	0.7	21.5	20.8	0.7	23.3	22.3	1.0
6	Non-scheduled flights (a) Inclusive tours	121.7	19.5	102.2	149.4	34.0	115.4	100.5	18.5	82.0
	(b) ABC other than part-charter							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	18.0	10.4	7.6	25.3	12.5	12.8	23.2	5.9	17.3
8	Total Operating Revenues	616.2	468.0	148.2	763.7	581.3	182.4	907.5	667.5	240.0
EXPENSES										
9	Flight crew salaries and expenses	47.1	34.1	13.0	57.4	42.0	15.4	64.6	48.4	16.2
10	Aircraft fuel and oil	67.9	45.3	22.6	104.3	74.9	29.4	203.6	145.6	58.0
11	Flight equipment insurance	9.8	5.4	4.4	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	15.2	2.4	12.8	21.6	6.5	15.1	17.0	2.7	14.3
14	Flight crew training (when not amortised)	3.5	2.9	0.6	3.9	3.3	0.6	5.7	4.8	0.9
15	Flight expenses other than items 9 to 14	7.3	2.9	4.4	5.7	0.4	5.3	7.4	0.4	7.0
16	Maintenance and overhaul	89.7	66.7	23.0	101.9	74.5	27.4	124.0	92.0	32.0
17	Depreciation of aircraft fleet (including spares)	46.4	39.7	6.7	50.3	42.9	7.4	61.4	47.7	13.7
18	Depreciation of ground property and equipment	5.1	4.3(a)	0.8	9.2	8.2(a)	1.0	13.2	12.2	1.0
19	Amortisation of development and pre-operating costs	2.1	1.7	0.4	1.8	1.0	0.8	1.3	0.4	0.9
20	Flight crew training (when amortised)	1.6	1.4	0.2	1.8	1.3	0.5	1.6	1.2	0.4
21(a)	Landing and departure fees	11.1	—	11.1	44.7	30.4	14.3	47.1	30.7	16.4
(b)	Aerodrome, En-route, and other Navigation service charges	32.9	28.3	4.6	9.6	4.1	5.5	10.6	5.9	4.7
22	Station and ground expenses other than Item 21	72.7	63.2	9.5	83.7	72.4	11.3	103.2	85.4	17.8
23(a)	Passenger services—cabin staff and other flight expenses	8.8	—	8.8	63.0	52.9	10.1	79.2	62.3	16.9
(b)	Passenger services—other passenger service costs	46.6	42.4	4.2	5.1	1.1	4.0	2.1	1.0	1.1
24	Ticketing, sales and promotion	87.3	80.8	6.5	105.4	91.6	13.8	117.5	101.4	16.1
25	General and administrative	22.8	15.3	7.5	25.0	15.9	9.1	31.3	21.0	10.3
26	Other operating expenses	0.4	(0.9)	1.3	3.1	(0.2)	3.3	2.5	—	2.5
27	Total Operating Expenses	578.3	435.9	142.4	707.0	528.4	178.6	901.7	668.2	233.5
28	Operating Profit or (Loss)	37.9	32.1	5.8	56.7	52.9	3.8	5.7	(0.8)	6.5
29	Profit or loss on disposal of fixed assets	1.9	1.0	0.9	2.7	1.1	1.6	1.6	(0.4)	2.0
30	Interest payable less receivable (Net)	(19.1)	(15.9)	(3.2)	(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	(4.9)	(5.0)	0.1	(2.8)	(3.8)	1.0	(3.6)	(2.7)	(0.9)
35	Non-Operating Items (Balance)	(22.1)	(19.9)	(2.2)	(15.1)	(11.5)	(3.6)	(16.0)	(10.6)	(5.4)
36	Profit or Loss (—) Before Taxation	15.8	12.2	3.6	41.6	41.4	0.2	(10.3)	(11.4)	1.1

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

(b) No breakdown of revenues available for Loganair

(c) Sections 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

(£million)

1975			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)	Estimates All Airlines
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	180.6	153.2	27.4	
24.6	23.0	1.6	34.8	32.7	2.1	35.7	33.0	2.7	39.2	36.2	3.0	43.1	39.3	3.8	
221.0	38.7	93.7	274.8	—	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		17.2	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)	2861
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)	2946
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)	(85)
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 3.5

United Kingdom Airlines—Appropriation Account Summary from 1972 - 1979

	Total	1972 (a)		Total	1973 (a)		Total	1974 (a)	
		Public Sector	Private Sector		Public Sector	Private Sector		Public Sector	Private Sector
1 Profit or loss before Taxation	18.2	14.6	3.6	44.0	43.8	0.2	(10.3)	(11.4)	1.1
2 Taxation	10.9	8.7	2.2	27.3	26.6	0.7	+0.1	+2.0	1.9
3 Profit or loss after Taxation	7.3	5.9	1.4	16.7	17.2	(0.5)	(10.2)	(9.4)	(0.8)
4 Exceptional items and prior year adjustments	—	(0.7)	0.7	(0.4)	(0.6)	0.2	2.6	—	2.6
5 Transfers from reserves	2.4	—	2.4	3.1	—	3.1	14.6	9.4	5.1
6 Available for appropriation	9.7	5.2	4.5	19.4	16.6	2.8	6.9	—	6.9
7 Dividends	5.0	4.4	0.6	6.7	6.1	0.6	3.0	—	3.0
8 Transfers to reserves	4.7	0.8	3.9	12.7	10.5	2.2	3.9	—	3.9

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

Table 3.5

(£ million)

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
(11.8)	(19.5)	7.7	93.6	75.7	17.9	63.9	39.6	24.3	127.9	90.4	37.5	36.8	19.5	17.3
+0.6	+3.5	2.9	49.8	40.6	9.2	31.8	21.5	10.3	23.0	12.7	10.3	19.4	8.5	10.9
(11.2)	(16.0)	4.8	43.8	35.1	8.7	32.1	18.1	14.0	105.0	77.7	27.3	17.3	11.0	6.3
(0.2)	(0.3)	0.1	0.1	—	0.1	16.4	14.6	1.8	3.8	—	3.8	17.9	—	17.9
17.6	16.3	1.3	0.9	—	0.9	(0.1)	(0.2)	0.1	5.8	(0.5)	6.3	12.8	(0.5)	13.3
6.2	—	6.2	44.8	35.1	9.7	48.4	32.5	15.9	114.7	77.3	37.4	47.9	10.5	37.4
2.1	—	2.1	13.2	11.0	2.2	9.1	—	9.1	38.1	15.0	23.1	14.7	7.0	7.7
4.1	—	4.1	31.6	24.1	7.5	39.3	32.5	6.8	76.6	62.3	14.3	33.2	3.5	29.7

Table 3.6

United Kingdom Airlines — Balance Sheet Summary from 1972-1979

	1972			1973			1974		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
ASSETS EMPLOYED									
1 Operating Equipment and Property									
Aircraft fleet (including spares)	725.5	632.7	92.8	771.0	662.8	108.2	831.1	694.7	136.4
Less: Provisions for amortisation and depreciation	316.4	288.5	27.9	361.3	330.0	31.3	418.4	377.8	40.6
Aircraft fleet after depreciation	409.1	344.2	64.9	409.7	332.8	76.9	412.7	316.9	95.8
Property and other equipment	193.9	182.6	11.3	211.7	199.2	12.5	226.5	211.3	15.2
Less: Provisions for amortisation and depreciation	65.8	62.5	3.3	75.1	71.1	4.0	82.8	78.1	4.7
Property after depreciation	128.1	120.1	8.0	136.6	128.1	8.5	143.7	133.2	10.5
Payments on account of aircraft under construction	12.9	11.5	1.4	39.3	37.0	2.3	91.0	91.0	—
2 Interests in Group Companies									
Shares	0.8	—	0.8	0.7	—	0.7	0.8	—	0.8
Advances and debts not currently receivable	6.8	—	6.8	6.4	—	6.4	(0.5)	—	(0.5)
3 Trade Investments									
Shares	7.1	6.8	0.3	6.9	6.4	0.5	5.3	5.2	0.1
Advances and debts not currently receivable	4.2	4.2	—	4.0	4.0	—	4.7	4.7	—
4 Current Assets									
Stores and work in progress	12.4	8.1	4.3	17.6	9.2	8.4	19.4	11.6	7.8
Debtors	128.3	108.1	22.2	158.8	127.5	29.3	152.6	115.4	37.2
Short-term loans and deposits	42.0	39.8	2.2	39.3	36.0	3.3	18.1	15.5	2.6
Bank balance and cash	10.2	5.3	4.9	16.3	10.4	5.9	23.0	13.8	9.2
Group companies advances and debts currently receivable	5.4	—	5.4	8.1	—	8.1	5.9	—	5.9
Other items	5.6	3.9	1.7	6.7	4.7	2.0	3.1	2.1	1.0
Total current Assets	203.9	163.2	40.7	244.8	187.8	57.0	222.1	158.4	63.7
5 Less: Current Liabilities									
Creditors and accruals	105.1	78.4	26.7	150.7	111.5	39.2	133.8	93.8	40.0
Traffic revenue received in advance	61.2	54.8	6.4	58.5	52.1	4.4	75.3	68.9	6.4
Taxation	3.2	3.2	—	6.6	5.3	1.3	1.8	1.3	0.5
Dividends	4.6	4.4	0.2	6.3	6.1	0.2	0.9	—	0.9
Bank Overdrafts	5.1	1.5	3.6	3.0	1.1	1.9	1.4	0.4	1.0
Installments of borrowings and hire purchase liabilities repayable within one year	8.1	—	8.1	13.1	—	13.1	91.7	86.2	5.5
Group companies advances and debts currently payable	2.2	—	2.2	3.1	—	3.1	1.8	—	1.8
Other items	7.3	5.8	1.5	4.9	2.4	2.5	6.7	1.9	4.8
Total Current Liabilities	196.8	148.1	48.7	244.2	178.5	65.7	313.2	250.5	62.7
Total Net Current Assets	7.1	15.1	(8.0)	0.6	9.3	(8.7)	(91.1)	(92.2)	1.0
6 Unamortised Costs									
Pre-operational training and development	13.2	10.2	3.0	9.5	5.5	4.0	7.0	5.5	1.5
Other items	4.9	4.9	—	4.5	4.4	0.1	3.9	3.9	—
7 Other Assets	0.4	—	0.4	—	—	—	—	—	—
TOTAL ASSETS	594.6	517.0	77.6	618.3	527.6	90.7	577.7	468.3	109.4
FINANCED BY:									
8 Shareholders Fund									
Share Capital	142.4	125.0	17.4	154.1	136.3	17.8	226.3	216.3	10.0
Share Premium Account	2.5	—	2.5	2.4	—	2.4	2.6	—	2.6
Reserves: Capital	3.0	1.4	1.6	2.9	1.5	1.4	4.9	—	4.9
Self-Insurance	30.9	30.9	—	31.0	31.0	—	31.0	31.0	—
Revenue	58.6	57.4	2.2	67.7	67.9	(0.2)	57.0	57.9	(0.9)
Other	—	—	—	—	—	—	—	—	—
9 Borrowings etc. Repayable more than one year ahead									
Advances from other Group companies	4.4	—	4.4	4.9	—	4.9	18.6	—	18.6
Bank Loans	90.5	84.9	5.6	101.8	99.1	2.7	57.6	54.5	3.1
Other Loans	197.5	168.6	28.9	158.4	126.6	29.8	90.3	44.9	45.4
Hire Purchase Liabilities	2.1	—	2.1	12.4	—	12.4	8.5	—	8.5
10 Deferred Liabilities									
Taxation	46.8	38.3	8.5	80.6	65.7	14.9	76.0	63.0	13.0
Other	14.8	10.4	4.4	4.2	(0.4)	4.6	4.9	0.7	4.2
TOTAL LIABILITIES	594.6	517.0	77.6	618.3	527.6	90.7	577.7	468.3	109.4

Table 3.6

(£ million)

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
860.8	723.6	137.2	987.5	815.5	172.0	1178.0	968.7	209.3	1380.1	1093.9	286.2	1747.2	1314.8	432.4
355.0	311.5	43.5	398.4	336.5	61.9	474.2	400.8	73.4	679.7	593.1	86.6	743.4	632.3	111.1
505.8	412.1	93.7	589.1	479.0	110.1	703.8	567.9	135.9	700.4	500.8	199.6	1003.8	682.6	321.2
247.2	228.8	18.4	272.1	242.8	29.3	302.8	260.8	42.0	353.4	299.6	53.8	390.3	342.6	47.7
94.3	87.2	7.1	105.8	94.6	11.2	119.2	104.2	15.0	141.5	123.5	18.0	146.5	133.2	13.3
152.9	141.6	11.3	166.3	148.2	18.1	183.6	156.6	27.0	212.0	176.2	35.8	243.8	209.4	34.4
49.8	49.8	—	35.1	35.1	—	97.4	94.4	3.0	156.1	150.9	5.2	158.1	144.9	13.2
0.8	—	0.8	1.0	—	1.0	0.7	—	0.7	1.7	—	1.7	0.9	—	0.9
2.2	—	2.2	0.4	—	0.4	0.7	—	0.7	3.6	—	3.6	0.5	—	0.5
1.4	1.3	0.1	1.2	1.1	0.1	1.0	0.8	0.2	1.7	1.4	0.3	6.0	5.4	0.6
2.3	2.2	0.1	2.2	2.1	0.1	2.2	2.2	—	2.4	2.2	0.2	2.2	2.1	0.1
23.1	14.1	9.0	32.8	16.3	16.5	35.0	19.3	15.7	46.8	23.9	22.9	55.3	29.6	25.7
200.3	163.1	37.2	269.7	213.1	56.6	327.5	260.1	67.4	386.9	307.3	79.6	444.3	349.0	95.3
25.8	21.7	4.1	32.9	32.1	0.8	29.1	28.7	0.4	39.3	38.2	1.1	8.7	8.2	0.5
35.7	21.6	14.1	42.0	21.0	21.0	51.9	22.0	29.9	68.7	35.5	33.2	54.1	25.1	29.0
6.0	—	6.0	7.7	—	7.7	13.5	—	13.5	10.2	—	10.2	10.4	—	10.4
0.7	—	0.7	0.8	—	0.8	2.2	0.1	2.1	1.4	0.1	1.3	5.4	0.1	5.3
291.6	220.5	71.1	385.9	282.5	103.4	459.2	330.2	129.0	553.2	404.9	148.3	578.1	412.0	166.1
168.9	123.5	45.4	199.9	136.4	63.5	299.4	204.3	95.0	366.3	249.1	117.2	398.5	275.9	122.6
109.5	97.2	12.3	132.1	115.3	16.8	149.8	128.0	21.8	202.9	174.9	28.0	251.2	213.3	37.9
1.1	1.6	(0.5)	8.4	8.3	0.1	4.2	1.4	2.8	22.3	19.9	2.4	11.1	9.1	2.0
—	—	—	11.0	11.0	—	0.3	—	0.3	15.1	15.0	0.1	7.2	7.0	0.2
2.9	1.0	1.9	7.9	3.9	4.0	6.0	0.1	5.9	10.0	—	10.0	17.2	0.9	16.3
56.3	53.4	2.9	56.2	51.7	4.5	85.8	73.9	11.9	34.5	24.1	10.4	42.3	32.4	9.9
0.4	—	0.4	2.3	—	2.3	3.7	—	3.7	5.7	—	5.7	10.5	—	10.5
4.0	1.6	2.5	4.8	—	4.8	3.2	—	3.2	6.2	—	6.2	9.4	—	9.4
343.7	278.2	65.5	422.6	326.6	96.0	552.4	407.7	144.6	662.5	483.0	179.5	747.5	538.6	208.9
(52.1)	(57.7)	5.6	(36.7)	(44.1)	7.4	(93.2)	(77.6)	(15.6)	(109.3)	(78.1)	(31.2)	(164.6)	(126.6)	(42.8)
6.2	4.6	1.7	6.8	5.2	1.6	3.1	—	3.1	2.9	—	2.9	3.5	—	3.5
4.6	3.6	1.1	3.9	3.1	0.8	—	—	—	—	—	—	2.2	—	2.2
9.2	9.2	—	10.2	10.2	—	11.3	11.1	0.2	16.0	15.3	0.7	19.4	16.5	2.9
683.1	568.5	116.6	779.5	639.9	139.6	910.7	755.5	155.2	987.4	768.6	218.8	1270.7	934.3	336.4
280.1	280.0	10.1	300.7	290.0	10.7	312.5	300.0	12.5	166.2	150.0	16.2	173.4	160.0	13.4
2.8	0.2	2.6	2.6	—	2.6	2.7	—	2.7	2.6	—	2.6	2.5	—	2.5
6.1	1.5	4.6	4.9	—	4.9	4.7	—	4.7	10.7	—	10.7	369.4	311.4	58.0
31.0	31.0	—	—	—	—	—	—	—	—	—	—			
33.2	29.5	3.7	97.4	85.6	11.8	144.7	132.7	12.0	324.8	296.4	28.4			
0.4	—	0.4	1.5	1.1	0.4	9.6	3.2	6.4	7.4	7.4	—			
11.2	—	11.2	17.3	—	17.3	12.7	—	12.7	35.3	—	35.3	26.0	—	26.0
90.1	81.3	8.8	101.6	98.5	3.1	67.9	63.9	4.0	406.3	134.4	93.4	238.0	234.9	3.1
128.0	83.5	44.5	119.3	71.4	47.9	208.7	159.8	48.9		178.5		413.8	225.5	188.3
14.4	—	14.4	12.5	—	12.5	17.1	—	17.1		—		7.0	—	7.0
70.7	58.7	12.0	114.2	92.2	22.0	122.3	94.9	27.4	25.5	0.2	25.3	22.3	0.4	21.9
5.1	0.8	4.3	7.5	1.1	6.4	7.8	1.0	6.8	8.7	1.7	7.0	18.3	2.1	16.2
683.1	568.5	116.6	779.5	639.9	139.6	910.7	755.5	155.2	987.4	768.6	218.8	1270.7	934.3	336.4

Table 3.7

United Kingdom Airlines Individual Airline Profit and Loss Account 1979

		(£'000 Throughout)							
		B. A. Combined	(b) Air Anglia	Air Bridge Carriers	Alidair	Aurigny Air Services	Britannia Airways	British Air Ferries	
REVENUES		Financial Year Ending	31.3.80	31.12.79	31.12.79	31.7.79	28.2.80	31.12.79	31.12.79
1	Scheduled passenger (individually booked seats)		1 379 373	18 629	—	—	1 630	—	—
2	Scheduled passenger (all block-booked seats)		19 172	157	—	—	—	—	—
3	Scheduled Excess Baggage		11 418	—	—	—	15	—	—
4	Scheduled Freight and diplomatic bags		153 205	989	—	—	132	—	—
5	Scheduled Mail		39 262	—	—	—	12	—	—
6	Non-scheduled flights: (a) Inclusive tours		41 017	—	—	—	—	90 033	—
	(b) ABC Other than part-charter		—	—	—	—	—	—	—
	(c) Affinity groups		3 817	—	—	316	—	—	—
	(d) Cargo		132	—	3 883	—	—	3	—
	(e) Other		7 042	310	—	3 108	72	2 782	—
7	Incidental Revenue		7 659	550	81	485	18	8 101	5 322
8	Total Operating Revenues		1 662 097	20 635	3 964	3 909	1 879	100 919	5 322
EXPENSES									
9	Flight crew salaries and expenses		78 976	1 590	299	325	244	6 579	535
10	Aircraft Fuel and Oil		411 454	4 044	929	543	261	26 549	497
11	Flight equipment insurance		3 625	333	53	—	16	631	100
12	Uninsured losses		988	—	—	—	—	—	—
13	Rental of flight equipment		26 630	2 324	132	—	209	6 508	963
14	Flight crew training (when not amortised)		10 992	213	65	9	—	748	—
15	Flight expenses other than items 9 to 14		11 295	494	20	599	—	—	4
16	Maintenance and overhaul		210 185	3 047	885	—	371	7 025	2 006
17	Depreciation of aircraft fleet (including spares)		58 455	524	97	182	—	2 927	157
18	Depreciation of ground property and equipment		17 974	—	12	27	9	417	63
19	Amortisation of development and pre-operating costs		—	—	46	327	—	—	48
20	Flight crew training (when amortised)		—	—	—	—	—	—	—
21(a)	Landing and departure fees		79 185	7 107	820	475	295	11 331	142
21(b)	Aerodrome, En route, and other Navigation service charges		32 506	1 024	143	98	65	5 229	70
22	Station and ground expenses other than item 21		181 036	117	83	828	275	7 249	274
23(a)	Passenger services — cabin staff and other flight expenses		142 678	652	—	—	—	9 526	106
23(b)	Passenger services — other passenger service costs		31 793	—	—	—	13	1 280	—
24	Ticketing, sales and promotion		264 499	316	39	24	40	182	90
25	General and administrative		66 710	1 834	253	303	46	2 086	321
26	Other operating expenses		17 112	199	—	62	20	1 336	224
27	Total Operating Expenses		1 646 093	23 818	3 876	3 802	1 864	89 603	5 599
27(a)	(Of which services bought in under 16, 24 and 25 above)		—	5 197	—	—	457	—	2 417
28	Operating Profit (or Loss)		16 004	(3 183)	88	107	15	11 316	(277)
29	Profit or loss on disposal of fixed assets		4 338	(125)	—	1	—	4	235
30	Interest payable less receivable (net)		(24 687)	(476)	3	—	40	510	(72)
31	Direct subsidies from public funds		—	—	—	—	—	—	—
32	Other payments from public funds		—	—	—	—	—	—	—
33	Dividends receivable		21 152	—	—	—	—	—	—
34	Other non-operating items		2 696	(1 081)	30	—	—	—	446
35	Non Operating Items (Balance)		3 499	(1 682)	33	1	40	514	609
36	Profit or Loss (—) before Taxation		19 503	(4 865)	121	108	55	11 830	332

(a) No breakdown of revenues available from Loganair

(b) 14 months data for Air Anglia

(c) Relates to the total activities of Brymon Aviation Ltd including non-airline functions

Table 3.7

(£'000 Throughout)

British Caledonian Airways	British Island Airways	British Midland Airways	(c) Brymon Airways	Dan-Air Services	Laker Airways	Loganair	Monarch Airlines	Pelican Air Transport	Redcoat Air Cargo	Tradewinds Airways
31.10.79	31.12.79	31.12.79	31.3.80	31.12.79	31.3.80	31.3.80 (a)	30.11.79	31.12.79	30.6.79	30.9.79
127 939	15 548	24 590	1 857	13 611	26 803	—	—	—	—	—
928	—	—	—	—	—	—	—	—	—	—
2 481	47	—	3	21	—	—	—	—	—	—
20 709	4 691	555	15	261	—	—	—	—	—	—
2 979	626	—	—	178	—	—	—	—	—	—
13 940	6 816	—	—	86 476	32 468	—	32 011	—	—	—
613	—	—	—	—	13 523	—	—	—	—	—
—	—	—	—	307	—	—	1 328	—	—	—
8 446	—	—	—	—	—	—	—	5 069	3 039	16 947
2 753	407	1 178	—	11 528	8 476	—	—	—	—	—
3 019	538	12 690	73	14 958	1 206	—	2 568	—	4	353
183 808	28 673	39 013	1 948	127 340	82 476	4 782	35 907	5 069	3 043	17 300
9 668	2 044	3 748	162	9 470	3 876	579	1 974	420	321	1 601
36 756	5 717	5 158	501	30 420	29 663	998	11 702	2 141	902	5 620
762	257	392	34	536	831	103	185	115	23	288
—	—	—	—	—	—	—	—	—	—	—
9 685	2 033	4 529	91	7 002	—	220	3 033	—	263	727
750	372	284	16	764	736	—	241	150	12	82
611	297	1 167	—	6 798	—	—	—	48	15	—
16 450	5 948	7 549	137	14 248	5 944	769	4 958	865	354	2 927
6 804	575	765	57	2 844	6 048	292	2 316	535	95	914
—	65	166	—	805	657	46	27	13	1	57
—	91	—	—	647	—	—	—	—	—	—
589	—	—	—	—	—	—	—	—	—	215
7 005	4 453	7 049	516	5 992	2 034	613	1 454	798	121	533
10 085	1 071	—	—	5 539	4 906	—	1 859	—	107	503
12 577	4 274	2 229	61	11 520	10 215	495	2 262	—	299	1 642
21 079	1 622	1 049	49	8 299	2 584	23	3 617	—	—	—
1 338	68	1 080	—	1 273	4 014	—	486	—	—	—
23 016	2 848	1 372	38	3 163	1 261	107	117	—	123	—
13 487	909	2 137	163	2 046	3 300	473	1 200	379	235	2 612
3 910	121	—	—	13 078	1 383	79	434	—	1	—
174 572	32 765	38 674	1 825	124 444	77 452	4 797	35 867	5 464	2 872	17 721
52 953	—	—	—	—	—	—	—	—	562	—
9 236	(4 092)	339	123	2 896	5 024	(15)	40	(395)	171	(421)
422	—	55	144	269	45	—	154	(299)	(5)	—
(5606)	(420)	(5)	(154)	(308)	(5 914)	(686)	293	(573)	(11)	(809)
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	167	—	—	—	—	—
(132)	—	59	(99)	34	1 479	—	—	369	(5)	—
(5 316)	(420)	109	(109)	(5)	(4223)	(686)	447	(433)	(21)	(809)
3 920	(4 512)	448	14	2 891	801	(701)	487	(828)	150	(1 230)

Table 3.8

United Kingdom Airlines Individual Appropriation Accounts 1979

(£'000 Throughout)

	British Airways (Combined)	(a) Air Anglia	Air Bridge Carriers	Alidair	Aurigny Air Services	Britannia Airways
Financial Year Ending	31.3.80	31.12.79	31.12.79	31.7.79	28.2.80	31.12.79
1 Profit or loss before Taxation	19 503	(4 865)	121	109	36	11 830
2 Taxation	(8 475)	2 501	(12)	(90)	(8)	(8 817)
3 Profit or loss after Taxation	11 028	(2 364)	109	19	28	3 013
4 Exceptional Items and Prior year adjustments	—	(321)	—	—	—	9 588
5 Transfers from Reserves	(495)	964	—	—	—	4 129
6 Available for appropriation	10 533	(1 721)	109	19	28	16 730
7 Dividends	(7 000)	—	—	—	8	2 500
8 Transfer to Reserves	3 533	(1 721)	109	19	20	14 230

(a) 14 months data for Air Anglia

	British Air Ferries	British Caledonian Airways	British Island Airways	British Midland Airways	(b) Brymon Airways	Dan-Air Services
Financial Year Ending	31.12.79.	31.10.79	31.12.79	31.12.79	31.3.80	31.12.79
1 Profit or loss before Taxation	332	3 920	(4 512)	448	14	2 891
2 Taxation	(172)	(886)	6	(23)	—	663
3 Profit or loss after Taxation	160	3 034	(4 518)	425	14	3 554
4 Exceptional Items and Prior year adjustments	—	—	(10)	23	—	—
5 Transfers from Reserves	84	—	2 262	(1 550)	—	—
6 Available for appropriation	244	3 034	(2 266)	(1 102)	14	3 554
7 Dividends	—	4 348	—	213	—	650
8 Transfer to Reserves	244	(1 314)	(2 266)	(1 315)	14	2 904

(b) Relates to the total activities of Brymon Aviation Ltd., including non-airline functions

	Laker Airways	Loganair	Monarch Airlines	Pelican Air Transport	Redcoat Air Cargo	Tradewinds Airways
Financial Year Ending	31.3.80	31.3.80	30.11.79	31.12.79	30.6.79	30.9.79
1 Profit or loss before Taxation	801	(701)	487	(828)	150	(1 230)
2 Taxation	(1)	—	(274)	623	—	—
3 Profit or loss after Taxation	800	(701)	213	(205)	150	(1 230)
4 Exceptional Items and Prior year adjustments	7 649	775	—	—	—	79
5 Transfers from Reserves	438	93	—	(207)	11	—
6 Available for appropriation	8 887	167	213	(412)	161	(1 151)
7 Dividends	—	—	—	—	—	—
8 Transfer to Reserves	8 887	167	213	(412)	161	(1 151)

Table 3.9

United Kingdom Airlines Individual Airlines Balance Sheet 1979

	B.A. (Combined)	Air Anglia	Air Bridge Carriers	Alidair	Aurigny Air Services	Britannia Airways	British Air Ferries	
ASSETS EMPLOYED	<i>Financial Year Ending</i>	31.3.80	31.12.79	31.12.79	31.7.79	28.2.80	31.12.79	31.12.79
1 Operating Equipment and Property								
Aircraft fleet (including spares)	1 314 833	3 337	422	1 012	—	32 438	1 483	
Less: Provisions for amortisation and depreciation	632 255	1 025	118	197	—	11 803	687	
Aircraft fleet after depreciation	682 578	2 312	304	815	—	20 635	796	
Property and other equipment	342 566	981	67	238	140	3 647	446	
Less: Provisions for amortisation and depreciation	133 186	314	27	53	40	1 393	238	
Property after depreciation	209 380	667	40	185	100	2 254	208	
Payments on account of aircraft under construction	144 943	—	—	—	—	5 791	—	
2 Interests in Group Companies								
Shares	—	8	—	10	26	—	—	
Advances and debts not currently receivable	—	129	—	—	—	—	141	
3 Trade Investments								
Shares	5 411	—	90	—	—	—	—	
Advances and debts not currently receivable	2 111	—	—	—	—	—	—	
4 Current Assets								
Stores and work in progress	29 563	1 373	49	288	30	1 161	1 506	
Debtors and prepayments	349 026	2 708	404	477	107	2 490	1 550	
Short term loans and deposits	8 240	—	—	—	81	—	—	
Bank balance and cash	25 110	56	273	25	103	489	82	
Group Companies advances and debts not currently receivable	—	—	95	—	112	7 638	—	
Other Items	72	16	—	—	—	—	—	
Total Current Assets	412 011	4 153	821	790	433	11 778	3 138	
5 Less: Current Liabilities								
Creditors and accruals	275 900	2 391	651	750	75	9 018	1 767	
Traffic revenue received in advance	213 324	—	—	—	57	—	405	
Taxation	9 113	—	36	—	20	1 990	—	
Dividends	7 000	—	—	—	16	—	—	
Bank Overdrafts	865	2 595	—	461	—	155	618	
Installments of borrowings and hire purchase liabilities repayable within one year	32 445	516	—	160	—	1 555	243	
Group Companies advances and debts currently payable	—	1 050	277	—	—	—	—	
Other Items	—	1 600	—	—	—	—	—	
Total Current Liabilities	538 647	8 152	964	1 371	168	12 718	3 033	
Total Net Current Assets	(126 636)	(3 999)	(143)	(581)	265	(940)	105	
6 Unamortised Costs								
Pre-Operational training and development	—	—	33	—	—	—	—	
Other Items	—	—	—	—	—	—	—	
7 Other Assets	16 463	—	—	526	—	—	130	
TOTAL ASSETS	934 250	(883)	324	955	391	27 740	1 380	
FINANCED BY:								
8 Shareholders Fund								
Share Capital	160 000	532	192	100	100	115	200	
Share premium account	—	47	—	—	—	—	—	
Reserves: Capital	—	—	—	367	—	—	217	
Self-Insurance	311 355	—	—	—	—	—	—	
Revenue	—	(1 721)	132	342	291	14 230	244	
Other	—	—	—	—	—	—	—	
9 Borrowings etc. (Repayable more than one year ahead)								
Advances from other group Companies	—	—	—	—	—	4 000	—	
Bank loans	234 867	—	—	—	—	—	—	
Other loans	225 527	—	—	34	—	231	—	
Hire Purchase Liabilities	—	—	—	22	—	6 085	—	
10 Deferred Liabilities								
Taxation	410	259	—	90	—	—	295	
Other	2 091	—	—	—	—	3 079	424	
TOTAL LIABILITIES	934 250	(883)	324	955	391	27 740	1 380	

Table 3.10

Total Scheduled and Non-scheduled Services

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 Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Tonne-km used Cargo and Mail (000)	
British Airways (including BA Helicopters)	31.3.80	299 094	276 592	503 330	18 180 455	63 157 874	42 458 937	—	7 822 023	5 043 412	1 145 730	3 897 665
British Airtours	31.3.80	15 380	7 690	23 177	1 055 954	2 908 138	2 210 415	—	264 541	188 308	—	188 308
Air Anglia (a)	31.12.79	11 280	34 096	31 497	490 464	522 694	228 908	—	52 804	23 940	1 042	22 898
Air Bridge Carriers	31.12.79	1 507	2 882	4 003	13 166	14 460	7 903	—	20 752	9 208	8 736	472
Alidair	31.7.79	1 356	3 885	4 227	132 108	82 561	46 713	—	7 662	3 809	321	3 488
Aurigny Air Services	28.2.80	1 344	22 923	6 559	231 713	18 810	13 210	—	1 824	1 096	58	1 040
Britannia Airways	31.12.79	49 049	28 325	78 210	3 224 813	6 378 864	5 640 529	—	542 446	479 305	3	479 302
British Air Ferries	31.12.79	809	1 890	2 687	17 337	18 111	10 133	—	3 601	1 566	652	914
British Caledonian Airways	31.10.79	49 131	47 274	82 354	2 109 737	6 459 304	3 719 873	—	984 736	564 204	228 526	335 677
British Island Airways	31.12.79	13 309	40 382	44 543	962 531	672 840	434 336	—	71 124	43 205	6 242	36 962
British Midland Airways	31.12.79	17 628	32 503	40 528	1 339 050	1 909 821	1 113 050	—	313 696	131 140	43 665	87 475
Brymon Airways	31.3.80	1 947	8 507	8 507	84 137	49 913	22 754	—	4 586	1 874	11	1 862
Dan-Air Services	31.12.79	52 037	57 818	103 456	3 462 710	5 652 333	4 521 368	—	460 045	364 081	671	363 411
Laker Airways	31.3.80	32 059	10 945	46 992	1 389 207	7 946 456	5 623 013	—	788 486	449 591	—	449 591
Loganair	31.3.80	4 589	31 480	21 447	189 353	66 142	37 100	—	6 087	3 419	1	3 418
Monarch Airlines	30.11.79	15 880	9 991	25 410	1 127 866	2 428 783	1 970 499	—	237 416	178 685	10	178 675
Pelican Air Transport	31.12.79	2 213	785	3 053	—	—	—	—	94 183	66 968	66 968	—
Redcoat Air Cargo	30.6.79	1 598	699	3 489	—	—	—	—	25 670	14 503	14 503	—
Tradewinds Airways	30.9.79	7 254	2 497	11 274	—	—	—	—	272 797	157 817	157 817	—

(a) 14 months data for Air Anglia

Table 3.9

(£'000 Throughout)										
British Caledonian Airways	British Island Airways	British Midland Airways	Brymon Airways	Dan-Air Services	Laker Airways	Loganair	Monarch Airlines	Pelican Air Transport	Redcoat Air Cargo	Tradewinds Airways
31.10.79	31.12.79	31.12.79	31.3.80	31.12.79	31.3.80	31.3.80	30.11.79	31.12.79	30.6.79	30.9.79
107 466	3 398	7 077	1 176	24 427	163 325	3 145	7 682	3 262	361	7 701
27 691	2 806	2 208	57	10 693	21 780	826	4 792	413	98	1 391
79 775	592	4 869	1 119	13 734	141 545	2 319	2 890	2 849	263	6 310
22 728	919	1 596	86	4 205	5 706	829	236	68	35	261
5 114	409	668	30	1 808	1 664	143	80	17	2	128
17 614	510	928	56	2 397	4 042	686	156	51	33	133
6 339	—	—	—	—	1 091	—	—	—	—	—
—	—	—	—	57	632	—	—	—	—	—
—	—	—	—	114	—	—	—	—	106	—
—	—	515	—	—	—	—	—	—	—	—
84	—	—	—	—	—	—	—	—	—	—
2 289	1 945	1 015	226	9 779	537	896	131	55	12	1 222
35 377	5 560	9 682	306	11 560	8 242	275	2 309	563	378	1 813
—	—	—	27	90	—	—	—	—	28	—
17 941	574	576	2	3 198	576	2	1 699	117	37	227
—	—	32	12	—	716	692	351	—	—	—
—	2 609	—	—	—	2 640	—	—	—	—	—
55 607	10 688	11 305	573	24 627	12 711	1 865	4 490	735	455	3 262
43 924	4 023	10 668	688	20 942	12 406	481	5 090	323	457	3 523
25 609	1 578	—	—	4 023	5 861	—	302	—	—	—
—	63	—	—	—	—	—	—	—	—	—
—	—	213	—	—	—	—	—	—	—	—
—	121	—	157	—	7 679	2 018	—	159	—	671
6 913	—	—	—	—	—	—	—	414	—	—
—	7 320	496	—	—	623	—	—	—	—	16
—	—	2 476	—	—	—	—	—	—	—	—
76 446 (20 839)	13 105 (2417)	13 853 (2 548)	845 (272)	24 965 (338)	26 569 (13 858)	2 499 (634)	5 392 (902)	896 (161)	457 (2)	4 210 (948)
1 638	—	—	—	1 203	—	—	309	—	—	199
—	—	—	—	—	—	—	2 144	—	6	—
—	—	—	—	—	—	—	—	2 311	—	—
84 611	(1 315)	3 764	903	17 167	133 452	2 371	2 453	5 050	406	5 694
511	1 650	5 079	25	1 000	504	350	100	850	65	110
2 440	—	—	—	—	6	—	—	—	—	—
4 602	—	—	—	—	4 630	168	—	—	38	129
—	—	—	—	—	—	—	—	—	—	—
(2 136)	(3 149)	(1 315)	21	—	16 891	—	868	(412)	161	686
—	18	—	—	9 748	—	353	—	112	—	—
5 018	—	—	—	2 061	—	—	—	1 356	—	—
—	—	—	—	—	—	1 500	—	1 656	—	—
74 177	—	—	843	—	111 421	—	—	—	—	—
—	—	—	14	—	—	—	445	—	142	—
—	166	—	—	389	—	—	1 040	1 488	—	—
—	—	—	—	3 989	—	—	—	—	—	4 769
84 611	(1 315)	3 764	903	17 167	133 452	2 371	2 453	5 050	406	5 694

All Scheduled Services

Table 3.11

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)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)
British Airways (including BA Helicopters)	31.3.80	290 891	235 250	466 281	17 649 544	62 629 885	42 102 450	235 731	7 748 630	4 999 915	171 849	962 777	3 865 276
British Airtours	31.3.80	—	—	—	—	—	—	—	—	—	—	—	—
Air Anglia (a)	31.12.79	11 076	33 349	30 811	488 670	521 303	228 356	1 997	52 661	23 886	—	1 042	22 844
Air Bridge Carriers	31.12.79	51	273	204	—	—	—	987	362	199	—	199	—
Alidair	31.7.79	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	28.2.80	1 343	22 917	6 553	231 713	18 799	13 206	1 080	1 823	1 096	6	52	1 040
Britannia Airways	31.12.79	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	31.12.79	—	—	—	—	—	—	—	—	—	—	—	—
British Caledonian Airways	31.10.79	38 074	40 081	64 297	1 589 166	5 629 572	3 081 556	34 352	769 647	414 734	9 116	124 384	281 234
British Island Airways	31.12.79	8 300	34 094	33 086	761 635	351 022	173 743	13 616	36 191	18 371	266	3 280	14 824
British Midland Airways	31.12.79	7 438	24 313	24 321	902 927	555 965	299 264	2 886	47 077	24 311	24	916	23 371
Brymon Airways	31.3.80	1 947	8 507	8 507	84 137	49 913	22 754	43	4 586	1 874	—	11	1 862
Dan-Air Services	31.12.79	6 155	19 015	18 859	515 960	415 998	211 550	589	35 313	18 291	—	325	17 967
Laker Airways	31.3.80	9 939	1 404	14 477	325 474	3 429 213	2 230 721	—	347 785	178 459	—	—	178 459
Loganair	31.3.80	2 447	23 290	12 071	127 569	34 430	16 923	—	3 139	1 542	—	—	1 542
Monarch Airlines	30.11.79	—	—	—	—	—	—	—	—	—	—	—	—
Pelican Air Transport	31.12.79	—	—	—	—	—	—	—	—	—	—	—	—
Redcoat Air Cargo	30.6.79	—	—	—	—	—	—	—	—	—	—	—	—
Tradewinds Airways	30.9.79	—	—	—	—	—	—	—	—	—	—	—	—

(a) 14 months data for Air Anglia

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	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 Cargo & Mail (000)	Passengers (000)
British Airways (including BA Helicopters)	31.3.80	8 203	41 342	37 049	530 911	527 989	356 487	11 541	73 393	43 497	11 104	32 389
British Airtours	31.3.80	15 380	7 690	23 177	1 055 954	2 908 138	2 210 415	—	264 541	188 308	—	188 308
Air Anglia (b)	31.12.79	204	747	686	1 794	1 391	552	—	143	54	—	54
Air Bridge Carriers	31.12.79	1 456	2 609	3 799	13 166	14 460	7 903	12 041	20 390	9 009	8 537	472
Alidair	31.7.79	1 356	3 885	4 227	132 108	82 561	46 713	246	7 662	3 809	321	3 488
Aurigny Air Services	28.2.80	1	6	6	—	11	4	—	1	—	—	—
Britannia Airways	31.12.79	49 049	28 325	78 210	3 224 813	6 378 864	5 604 529	5	542 446	479 305	3	479 302
British Air Ferries	31.12.79	809	1 890	2 687	17 337	18 111	10 133	1 445	3 601	1 566	652	914
British Caledonian Airways	31.10.79	11 057	7 193	18 057	520 571	829 732	638 317	18 616	215 089	149 470	95 026	54 443
British Island Airways	31.12.79	5 009	6 288	11 457	200 896	321 818	260 593	5 673	34 933	24 834	2 696	22 138
British Midland Airways	31.12.79	10 190	8 190	16 207	436 123	1 353 856	813 786	4 904	266 619	106 829	42 725	64 104
Brymon Airways	31.3.80	—	—	—	—	—	—	—	—	—	—	—
Dan-Air Services	31.12.79	45 882	38 803	84 597	2 946 750	5 236 335	4 309 818	1 082	424 732	345 790	346	345 444
Laker Airways	31.3.80	22 120	9 541	32 515	1 063 733	4 517 243	3 392 292	—	440 071	271 132	—	271 132
Loganair	31.3.80	2 142	8 190	9 376	61 784	31 982	20 177	1	2 948	1 877	1	1 876
Monarch Airlines	30.11.79	15 880	9 991	25 410	1 127 866	2 428 783	1 970 499	10	237 416	178 685	10	178 675
Pelican Air Transport	31.12.79	2 213	785	3 053	—	—	—	7 424	94 183	66 968	66 968	—
Redcoat Air Cargo	30.6.79	1 598	699	3 489	—	—	—	4 597	25 670	14 503	14 503	—
Tradewinds Airways	30.9.79	7 254	2 497	11 274	—	—	—	28 267	272 797	157 817	157 817	—

(a) Excludes Air Taxi operations

(b) 14 months data for Air Anglia

Part 4

International Civil Aviation Statistics

World Airlines — Scheduled Services 1979

Table 4.1

	Aircraft movements		Passengers carried		Average passenger load		Passenger load factors		Cargo tonne-km		Average cargo load		Capacity tonne-km		Load tonne-km		Weight load factor %	
	000s	Percentage change on 1978	millions	Percentage change on 1978	Percentage change on 1978	1979	1978	millions	Percentage change on 1978	tonnes	Percentage change on 1978	millions	Percentage change on 1978	millions	Percentage change on 1978	1979	1978	
North American airlines																		
International services	324	5.5	29.8	17.3	145	9.0	65	63	3 690	10.8	5.64	—0.2	22 926	16.3	12 843	17.2	56	56
Domestic services	4 970	—1.3	288.0	7.7	88	4.8			5 600	—1.5	1.40	—7.9	71 234	7.3	38 770	9.0	54	54
TOTAL	5 294	—1.0	317.8	8.5	96	5.5	64	62	9 291	3.0	2.00	—3.9	94 160	9.3	51 613	10.9	55	54
European airlines (a)																		
International services	1 143	0.53	71.1	5.8	114	6.5	63	61	7 651	8.2	5.15	5.8	38 666	5.5	23 588	9.0	61	59
Domestic services	1 155	7.14	60.1	8.5	72	5.9			309	17.2	0.75	10.3	5 016	11.1	2 961	12.3	59	58
TOTAL	2 298	3.75	131.2	7.0	105	6.1	63	62	7 960	8.6	4.19	5.3	43 682	6.1	26 549	9.4	61	59
United Kingdom airlines (included in European)																		
International services	288	4.4	18.1	7.7	138	8.7	66	63	1 252	9.7	3.47	1.8	9 519	10.4	6 013	14.1	63	61
Domestic services	196	4.8	7.2	12.5	50	4.2	63	62	10	—6.4	0.19	—17.4	413	8.7	248	11.7	60	58
TOTAL	484	4.5	25.3	9.1	126	7.7	66	63	1 262	9.5	3.04	1.7	9 932	10.3	6 261	14.0	63	61
Other airlines (b)																		
International services	759	6.9	53.7	13.1	120	7.1	63	63	7 269	15.6	5.53	11.9	38 841	13.0	22 613	14.9	58	57
Domestic services	2 181	5.4	127.8	10.6	79	3.9	62	61	1 060	18.2	1.07	20.2	13 655	12.7	8 210	13.5	60	60
TOTAL	2 940	5.8	181.5	11.3	102	6.3	66	62	8 329	15.9	3.40	8.3	52 496	12.9	30 823	14.5	59	58
Total world airlines (b)																		
International services	2 154	3.3	154.6	10.6	122	8.0	63	62	18 611	11.5	5.31	2.3	100 433	10.7	59 044	12.9	59	58
Domestic services	8 378	2.3	475.9	8.6	85	4.9	62	62	6 970	2.1	1.27	—4.5	89 905	8.3	50 193	10.5	56	55
TOTAL	10 532	1.9	630.5	9.1	99	5.3	66	62	25 581	8.8	2.84	1.8	190 338	9.5	109 237	11.8	57	56
TOTAL including USSR			732	8.3			66	61	27 926	8.1			210 008	9.0	125 449	10.9	60	59
United Kingdom airlines percentage share of international services	13.4		11.7						6.7				9.5		10.2			

(a) Excluding USSR

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

Source: International Civil Aviation Organisation

Traffic at Major World Airports 1979

Table 4.2

(Airports which handled more than 6 million terminal passengers (a) shown in descending order)

Location	Airport	Country	Air Transport Movements		Terminal Passengers (a)		International (a) Terminal Passengers		Cargo Tonnes (b)	
			000's	Percentage change on 1978	000's	Percentage change on 1978	000's	Percentage change on 1978	000's	Percentage change on 1978
Chicago	O'Hare	USA	653.3	8.4	46 298	-5.8	2 425	..	842.7	5.7
Atlanta	Hartsfield	USA	550.4	10.9	41 665	14.0	407	..	333.8	8.1
Los Angeles	International	USA	455.1	-0.8	34 923	6.1	4 997	..	900.6	11.7
London	Heathrow	UK	276.3	2.8	27 979	5.6	23 842	..	498.3	7.7
New York	J. F. Kennedy	USA	243.6	-16.9	26 977	8.6	13 338	..	1 097.1	-9.3
San Francisco	International	USA	294.7	-0.4	23 052	7.3	2 149	..	347.1	-6.2
Dallas — Fort Worth	Regional	USA	419.5	2.8	22 579	14.0	631.1	..	191.4	..
Tokyo	Haneda	Japan	142.00	-1.9	20 7000	-0.5	6 0030	..	..	..
Denver	Stapleton	USA	298.8	-11.3	20 542	8.5	226	..	109.3	-11.3
Miami	International	USA	276.2	-1.9	19 627	19.0	7 484	..	483.6	3.9
New York	La Guardia	USA	236.8	-14.7	18 391	7.6	—	..	39.4	-22.4
Osaka	International	Japan	133.7	6.0	16 824	10.0	2 500	..	93.0	-39.1
Frankfurt	Rhein-Main	W. Germany	208.2	2.3	16 628	11.1	11 490	..	600.9	7.1
Boston	Logan	USA	271.9	4.7	15 196	12.2	2 111	..	181.5	5.6
Paris	Orly	France	168.9	-1.4	14 545	6.2	8 619	..	169.2	1.9
Honolulu	International	USA	218.8	80.7	14 535	5.4	2 031	..	147.0	1.7
Washington	National	USA	207.1	-0.8	14 278	6.1	—	..	34.4	-10.9
Toronto	International	Canada	257.0	..	13 460	..	5 765	..	179.0	..
Detroit	Metropolitan	USA	191.8	14.6	11 123	16.3	438	..	164.0	-17.2
Houston	International	USA	182.1	10.2	10 901	11.8	1 006	..	..	..
Las Vegas	McCarren International	USA	185.5	21.8	10 574	16.1	174	..	12.3	18.0
Madrid	Barajas	Spain	124.0	0.1	10 561	0.4	4 095	..	145.2	-6.3
Rome	Fiumicino	Italy	143.9	0.6	10 544	4.0	6 468	..	157.6	-0.6
Philadelphia	International	USA	259.3	2.8	10 433	9.2	45	..	121.2	-0.2
Seattle	International	USA	177.4	9.4	9 821	17.4	943	..	171.0	-18.6
Paris	Charles de Gaulle	France	103.9	0.5	9 762	-7.3	8 668	..	383.7	15.8
Amsterdam	Schipol	Netherlands	144.1	0.6	9 703	6.5	9 593	..	300.4	11.3
Minneapolis	International	USA	128.9	5.5	9 665	15.6	175	..	84.2	19.9
Copenhagen	Kastrup	Denmark	156.2	3.1	9 315	7.4	7 223	..	159.5	-0.8
New York	Newark	USA	126.8	-23.3	9 297	9.7	649	..	107.4	-12.8
St. Louis	Lambert	USA	328.7	42.7	9 098	9.7	30	..	41.6	-48.5
London	Gatwick	UK	114.9	15.9	8 701	12.1	7 773	..	117.3	5.7
Athens	Hellenikon	Greece	111.00	1.6	8 5000	1.4	..	..	55.00	3.8
Palma de Mallorca	Son San Juan	Spain	77.3	-2.5	7 944	0.7	6 074	..	29.6	-3.0
Cleveland	Hopkins	USA	69.7	..	7 689	9.0	155	..	95.0	0.3
Zurich	Kloten	Switzerland	113.5	2.2	7 520	2.7	7 161	..	156.7	12.7
Sydney	Kingsford-Smith	Australia	101.9	-26.7	6 755	-2.1	2 056	..	21.4	..

0 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

Size Structure of Airports in the Western World 1979

Table 4.3

Total Air Transport Movements (000's)

Location	Airport	Country or State	1979	1978	Percentage Change
Chicago	O'Hare	Illinois, USA	653.3	602.4	8.4
Atlanta	Hartsfield	Georgia, USA	550.4	496.3	10.9
Los Angeles	International	California, USA	455.1	459.0	-0.8
Dallas — Fort Worth	Regional	Texas, USA	419.5	408.0	2.8
St. Louis	Lambert	Missouri, USA	328.7	.	—
Denver	Stapleton	Colorado, USA	298.8	336.9	-11.3
San Francisco	International	California, USA	294.7	296.0	-0.4
London	Heathrow	United Kingdom	276.3	268.8	2.8
Miami	International	Florida, USA	276.2	281.5	-1.9
Boston	Logan	Massachusetts, USA	271.9	259.8	4.7
Philadelphia	International	Pennsylvania, USA	259.3	252.5	2.7
Toronto	International	Canada	257.0	260.9	-1.5

International Air Transport (000's)

London	Heathrow	United Kingdom	212.9	210.4	1.2
Amsterdam	Schipol	Netherlands	138.9	137.6	0.9
Frankfurt	Rhein-Main	West Germany	137.9	131.9	4.5
Copenhagen	Kastrup	Denmark	120.9	118.6	1.9
Zurich	Kloten	Switzerland	105.5	103.5	1.9
Paris	Orly	France	95.3	98.2	-3.0
New York	J. F. Kennedy	New York, USA	91.8	94.1	-2.4
Paris	Charles de Gaulle	France	91.6	87.3	4.9
Rome	Fiumicino	Italy	90.2	92.7	-2.7
London	Gatwick	United Kingdom	85.8	74.5	15.2
Athens	Hellenikon	Greece	70.1	68.7	2.0
Singapore	International	Singapore	66.4	63.4	4.7

Terminal Passengers (a) (000's)

Chicago	O'Hare	Illinois, USA	46 298	49 151	-5.8
Atlanta	Hartsfield	Georgia, USA	41 665	36 536	14.0
Los Angeles	International	California, USA	34 923	32 901	106.1
London	Heathrow	United Kingdom	27 979	26 488	5.6
New York	J. F. Kennedy	New York, USA	26 977	24 846	8.6
San Francisco	International	California, USA	23 052	21 479	7.3
Dallas	Fort Worth	Texas, USA	22 579	.	.
Tokyo	Haneda	Japan	20 7000	20 794	-0.5
Denver	Stapleton	Colorado, USA	20 542	18 934	8.5
Miami	International	Florida, USA	19 627	16 501	18.9
New York	La Guardia	New York, USA	18 391	17 097	7.6
Osaka	International	Japan	16 824	15 300	10.0

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

Location	Airport	Country or State	1979	1978	Percentage Change
London	Heathrow	United Kingdom	23 842	22 782	4.7
New York	J. F. Kennedy	New York, USA	13 338	12 521	6.5
Frankfurt	Rhein-main	West Germany	11 490	10 304	11.5
Amsterdam	Schipol	Netherlands	9 593	8 986	6.8
Paris	Charles de Gaulle	France	8 668	8 054	7.6
Paris	Orly	France	8 619	8 263	4.3
London	Gatwick	United Kingdom	7 773	6 966	11.6
Miami	International	Florida, USA	7 484	.	.
Zurich	Kloten	Switzerland	7 161	6 978	2.6
Rome	Fiumicino	Italy	6 468	6 796	-4.8
Palma de Mallorca	Son San Juan	Spain	6 074	5 920	2.6
Tokyo	Haneda	Japan	6 0030	2 686	23.5

Cargo (b) (tonnes 000's)

New York	J. F. Kennedy	New York, USA	1 097	1 210	-9.3
Los Angeles	International	California, USA	900	806	11.7
Chicago	O'Hare	Illinois, USA	842	797	5.6
Frankfurt	Rhein-Main	West Germany	601	561	7.1
London	Heathrow	United Kingdom	498	462	7.8
Miami	International	Florida, USA	484	465	4.1
Tokyo	Narita	Japan	425	277	53.4
Paris	Charles de Gaulle	France	384	335	14.6
San Francisco	International	California, USA	347	370	-6.2
Atlanta	Hartsfield	Georgia, USA	333	308	8.1
Amsterdam	Schipol	Netherlands	300	270	11.1
Hong Kong	Kai Tak	Hong Kong	257	228	12.7

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

(b) Cargo carried on air transport flights

Ø Estimated data

Source: British Airports Authority

Major Western European Airports — Aircraft Movements, Passengers and Cargo 1979

Table 4.4

Location	Airport	Country	Total Aircraft Movements		Air Transport Movements		Terminal Passengers		International Terminal Passengers		Total Cargo (000)	% change on 1978
			(000)	% change on 1978	(000)	% change on 1978	(000)	% change on 1978	(000)	% change on 1978		
Alicante	Alicante	Spain	28.2	28.2	24.1	7.1	2 328	1.4	1 601	-4.4	8.3	-22.4
Amsterdam	Schipol	Netherlands	187.4	-0.3	144.1	0.7	9 703	6.5	9 593	6.8	300.4	11.3
Athens	Hellenikon	Greece	127.0	-4.2	111.5	2.1	8 500	1.4	..	..	55.0	3.8
Barcelona	Barcelona	Spain	85.8	4.4	79.8	1.3	6 269	2.9	1 696	0.2	56.3	-7.2
Belgrade	Surcin	Yugoslavia	52.1	3.4	47.8	1.3	2 840	6.7	1 078	5.5	23.9	23.8
West Berlin	Tegel	West Germany	57.8	5.7	55.5	4.1	4 528	12.4	1 014	9.3	11.7	3.5
Brussels	National	Belgium	113.4	3.7	86.2	6.7	5 036	4.3	5 010	-3.7	154.9	18.2
Cologne-Bonn	Wahn	West Germany	91.1	3.4	35.1	-2.2	2 109	5.4	1 103	15.5	89.8	20.9
Copenhagen	Kastrup	Denmark	173.4	3.6	156.2	3.2	9 316	7.4	7 223	4.6	159.5	-0.6
Dublin	Dublin	Ireland	92.2	2.7	43.2	9.9	2 755	9.6	2 472	9.7	44.7	13.7
Dusseldorf	Lohausen	West Germany	113.9	0.6	82.2	0.7	6 851	-9.3	4 796	-8.2	39.3	12.9
Frankfurt	Rhein-Main	West Germany	221.6	2.4	208.1	2.3	16 628	11.1	11 490	11.5	600.9	7.1
Geneva	Cointrin	Switzerland	131.2	0.8	70.7	-1.1	4 009	2.5	3 343	2.1	36.4	0.6
Glasgow	Abbotsinch	United Kingdom	..	..	49.4	..	2 360	9.6	762	23.9	37.1	118.2
Hamburg	Fuhlsbuttel	West Germany	98.6	3.8	63.1	1.3	4 319	8.9	1 939	8.6	26.6	0.8
Hanover	Langenhagen	West Germany	75.1	20.5	33.1	-7.8	2 136	8.6	..	..	..	..
Helsinki	Helsinki	Finland	80.8	7.3	53.7	5.3	3 277	11.4	1 990	6.4	26.0	10.2
Istanbul	Yesilkoy	Turkey	..	..	47.9	..	3 053	2.2	1 933	3.4	16.1	-20.3
Las Palmas	Las Palmas	Spain	54.7	-5.4	53.9	4.9	4 321	-5.0	2 332	2.5	42.5	-0.6
Lisbon	Portela de Sacavem	Portugal	48.3	1.7	39.4	1.5	2 932	8.4	2 183	6.4	53.9	6.3
London	Gatwick	United Kingdom	140.5	11.6	114.9	16.1	8 701	12.3	7 773	11.6	117.3	5.7
London	Heathrow	United Kingdom	299.0	2.4	276.2	2.7	27 979	5.6	23 842	4.7	498.3	7.7
London	Luton	United Kingdom	58.5	-0.3	23.7	16.2	2 217	7.7	2 095	3.0	8.5	37.1
Madrid	Barajas	Spain	126.9	-0.6	124.3	0.4	10 561	0.4	4 095	6.1	145.2	-6.3
Malaga	Malaga	Spain	45.1	2.7	39.5	2.9	3 611	2.3	2 433	2.3	6.9	1.5
Manchester	Ringway	United Kingdom	75.4	-2.8	49.6	-2.7	3 444	1.1	2 497	1.0	22.9	-25.6
Marseille	Marignane	France	86.0	-2.2	44.7	-1.1	3 027	7.0	1 412	5.8	23.4	-1.3
Milan	Linate	Italy	..	..	91.5	17.3	5 946	22.7	3 945	..	64.7	15.9
Munich	Riem	West Germany	138.9	6.7	82.7	2.9	5 786	9.5	3 293	8.6	28.1	-14.1
Nice	Cote d'Azur	France	65.3	-0.6	46.7	2.2	2 728	8.8	1 064	2.2	11.3	1.8
Oslo	Fornebu	Norway	95.2	-2.2	60.0	1.7	3 573	3.0	1 543	2.7	29.2	11.5
Palma de Mallorca	Son San Juan	Spain	79.0	-2.2	77.0	-2.5	7 944	0.7	6 074	2.6	29.6	-3.0
Paris	Charles de Gaulle	France	106.6	0.6	103.9	0.5	9 763	7.9	8 668	7.6	383.7	14.3
Paris	Le Bourget	France	62.6	-2.2	13.5	-11.2	245	-3.5	51	-33.8	..	..
Paris	Orly	France	181.8	0.9	168.9	-1.4	14 546	3.9	8 619	4.3	169.2	1.9
Rome (a)	Fiumicino/Ciampino	Italy	173.6	1.3	156.9	-0.1	10 544	-11.7	6 468	-4.8	157.6	-5.3
Stockholm	Arlanda	Sweden	95.0	4.9	74.0	6.8	4 819	10.2	3 533	4.3	54.4	22.5
Stuttgart	Echterdingen	West Germany	93.7	3.3	50.9	6.5	2 738	3.9	1 544	1.9	19.6	-6.2
Vienna	Schwechat	Austria	79.4	-0.4	50.5	3.1	2 765	6.4	2 726	5.8	32.2	4.9
Zagreb	Pleso	Yugoslavia	..	..	..	..	..	..	..	..	..	..
Zurich	Kloten	Switzerland	154.2	2.5	113.5	-24.6	7 520	2.7	7 161	2.6	156.7	12.7

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

Ø Estimated data

Source: British Airports Authority

Indicators of the Changing Structure of Scheduled Air Traffic of ICAO Contracting States (a) 1970-1979

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
1970	737	1 406	581	583	649	545	14.4	17.2	12.7	47.5	51.0	44.9
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	819	1 574	663	613	667	584	21.1	28.7	16.3	57.3	58.5	55.6

(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 1971-1980

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	841	1 239	273	550	615	327	15.0	16.1	7.8	49.4	48.8	57.2
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

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 1971-1980

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Revenue Passenger km (000 000)	Revenue Passengers Carried (000)	Notifiable Accidents		Passengers Killed	Crew Killed
						Total	Fatal		
1971	352.7	290.6	531.0	18 661	14 462	5	1	55	8
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	—	—	—

B. Non-Scheduled Passenger Services 1971-1980

1971	120.5	159.0	258.3	16 299	8 937	2	—	—	—
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

C. All Passenger Services 1971-1980 (This table is the total of Tables A and B)

1971	473.2	449.6	789.3	34 960	23 399	7	1	55	8
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

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 1971-1980

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Notifiable Total	Accidents Fatal
1971	363.9	306.0	556.5	5	1
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	—

B. Non-Scheduled Services 1971-1980

1971	140.9	181.0	308.5	2	—
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

C. All Services 1971-1980 (This table is the total of Tables A and B)

1971	504.8	487.0	865.0	7	1
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

Excludes statistics of Air Taxi Operators

Appendix A Definitions – UK Airport Statistics (a)

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

MOVEMENTS

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

PASSENGERS

Passengers	All revenue and non-revenue passengers on air transport movement flights.
A terminal passenger	is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger, as is an interlining passenger.
A transit passenger	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

Cargo	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

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

Appendix B Definitions—UK Airline Statistics (a)

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

CLASSES OF LICENCE

- Licence** means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.
- Class 1** authorises scheduled service flights;
- Class 2** until March 1980: authorised advance booking charter flights;
from April 1980: authorises the carriage of charter categories other than ITCs and sole use;
- Class 3** authorises inclusive tour charter flights;
- Class 4** until March 1980: authorised other charter flights for the carriage of passengers (not being sole use charters);
from April 1980: authorises the carriage, on the same aircraft, of ITCs and other charter 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) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than

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

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

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

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

TYPES OF SERVICES

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

MEASURES AND THEIR COMPUTATION

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

Aircraft accident	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.
Aircraft days available	The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies.
Aircraft hours	An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block times ie the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.

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

- Tonne-kilometres used** A metric tonne of revenue load carried one kilometre. Tonne-kilometres used equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
- Tonnes available** The capacity of the aircraft for the carriage of payload measured in tonnes.
- Weight load factor** Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.

Appendix C Definitions – UK Airline Financial Results

PROFIT AND LOSS ACCOUNT

- 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.