

**Civil Aviation Authority**

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**CAA Monthly Statistics**  
(up to and including February 1982)

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ISSN 0306 3577

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## FOREWORD

### 1 CONTENT

1.1 CAA Monthly Statistics is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971 as amended. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.

1.2 Some of the figures included in CAA Monthly Statistics are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.

### 2 CONVENTIONS

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

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

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

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

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

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

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

### 3 ENQUIRIES

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

Civil Aviation Authority  
Room T415

CAA House                              Tel. 01 379 7311   Ext. 2504 (Airline Statistics and General Enquiries)  
45/59 Kingsway

London WC2B 6TE    Ext. 2461 (Airport and Air Passenger Statistics)

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

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

Annual Subscription Rate £36.00  
Individual Copy Rate            £3.50

- 4 **CIVIL AVIATION STATISTICS FOR EARLIER YEARS** Statistics for the period from February 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	Airport activity	(Monthly)
CA. 2	Air passengers	"
CA. 3	Air freight & mail	"
CA. 4	Airline operations	"
CA. 5	Airline operations	(Quarterly)
CA. 6	Domestic passenger traffic	"
CA. 7	Air passengers - International and cabotage	"
CA. 8	Airline financial statistics	(Annually - 1968 to 1971 only)

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

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### ACTIVITY AT UK AIRPORTS

To enable comparisons to be made between the statistics of February 1982 and those of February 1981, this summary excludes the statistics of Lerwick (Tingwall), Newquay, and Plymouth, for whom comparable 1981 data are not available.

#### 1 AIR TRANSPORT MOVEMENTS

During February 1982, UK reporting airports handled 64,000 air transport movements (3.2 per cent growth when compared with the same month in the previous year); of which 8.1 per cent were all-cargo movements. The number of scheduled movements rose by 0.8 per cent and the number of charter movements rose by 18.6 per cent. The UK operators' share of scheduled movements fell marginally to stand at 75.2 per cent of the total and their share of charter movements fell by 1.7 percentage points to stand at 91.8 per cent of the total.

##### 1.1 AIR TRANSPORT MOVEMENTS AT LONDON AREA AIRPORTS

The London area airports handled 29,000 air transport movements (0.9 per cent growth when compared with February 1981); of which 8.1 per cent were all-cargo movements. Gatwick reported the greatest increase in movements handled (807 additional movements; 11.1 per cent growth) followed by Stansted, which due to the start of "Datapost" flights, handled 271 additional movements (96.5 per cent growth) and Luton with 257 additional movements (15.3 per cent growth). Heathrow and Southend both reported falls in the number of movements handled (887 fewer movements; 4.7 per cent decline and 196 fewer movements; 31.2 per cent decline respectively).

##### 1.2 AIR TRANSPORT MOVEMENTS OUTSIDE THE LONDON AREA

Outside the London area, UK airports handled 35,000 air transport movements (5.2 per cent growth when compared with February 1981); of which 12.3 per cent were all-cargo movements. Liverpool reported the greatest increase in movements handled (526 additional movements; 50.4 per cent growth) followed by East Midlands with 476 additional movements (51.0 per cent growth) and Manchester with 341 additional movements (9.9 per cent growth). Sumburgh reported the heaviest fall in movements handled

(766 fewer movements; 31.6 per cent decline) followed by Unst with 239 fewer movements (33.9 per cent decline) and Scatsta with 145 fewer movements (also 33.9 per cent decline).

#### 2 TERMINAL PASSENGERS

3.4 million terminal passengers used UK reporting airports during February 1982 (3.1 per cent growth when compared with the same month in the previous year). The number of scheduled passengers rose by 1.6 per cent and the number of charter passengers rose by 12.5 per cent. The UK operators' share of scheduled passengers fell by 2.0 percentage points to stand at 64.2 per cent of the total and their share of charter passengers fell by 3.7 percentage points to stand at 88.4 per cent of the total.

##### 2.1 TERMINAL PASSENGERS AT LONDON AREA AIRPORTS

2.4 million terminal passengers used the London area airports (2.4 per cent growth when compared with February 1981). Gatwick reported the greatest increase in passengers handled (53,498 additional passengers; 11.2 per cent growth) followed by Luton with 10,547 additional passengers (9.8 per cent growth), Stansted with 1,510 additional passengers (11.0 per cent growth) and Southend with 478 additional passengers (14.1 per cent growth). Only Heathrow reported a fall in the number of passengers handled (10,302 fewer passengers; 0.6 per cent decline).

##### 2.2 TERMINAL PASSENGERS OUTSIDE THE LONDON AREA

1.0 million terminal passengers used airports outside the London area (45.0 per cent growth when compared with February 1981). Manchester reported the greatest increase in passengers handled (30,990 additional passengers; 15.5 per cent growth) followed by Aberdeen with 9,971 additional passengers (9.3 per cent growth) and East Midlands with 7,909 additional passengers (26.7 per cent growth). Sumburgh reported the heaviest fall in passengers handled (11,660 fewer passengers; 27.5 per cent decline) followed by Belfast with 7,839 fewer passengers (8.6 per cent decline) and Scatsta with 4,565 fewer passengers (45.7 per cent decline).



## 2.3 INTERNATIONAL TERMINAL PASSENGERS

2.3 million International terminal passengers used UK reporting airports during February 1982 (2.8 per cent when compared with February 1981). The most heavily used international scheduled services were those to the USA (carrying 14.5 per cent of all international scheduled passengers) followed by those to France (carrying 11.0 per cent) and those to West Germany (carrying 8.0 per cent). The most heavily used international charter services were those to Spain (carrying 26.8 per cent of all international charter passengers) followed by those to Italy (carrying 13.7 per cent) and those to the Canary Islands (carrying 10.7 per cent).

## 3 CARGO

UK reporting airports handled 56,000 tonnes of cargo during February 1982 (7.6 per cent less than in the same month during the previous year); of which 48.6 per cent was carried on all-cargo services. The number of scheduled tonnes fell by 10.6 per cent whilst the number of charter tonnes rose by 9.0 per cent. The UK operators' share of scheduled tonnage fell by 12.1 percentage points to stand at 30.0 per cent of the total whilst their share of charter tonnage fell by 14.6 percentage points to stand at 71.3 per cent of the total.

### 3.1 CARGO AT LONDON AREA AIRPORTS

The London area airports handled 46,000 tonnes of cargo (a fall of 7.3 per cent when compared with February 1981); of which 44.0 per cent was carried on all-cargo services. Only Luton and Southend reported increases in the volume of cargo handled (179 additional tonnes; 17.0 per cent growth and 106 additional tonnes; 17.2 per cent growth respectively). Heathrow reported the heaviest fall in tonnage handled (3,469 fewer tonnes; 9.4 per cent decline) followed by Gatwick with 270 fewer tonnes (2.5 per cent decline) and Stansted with 190 fewer tonnes (39.8 per cent decline).

### 3.2 CARGO OUTSIDE THE LONDON AREA

UK airports outside the London area handled 9,000 tonnes of cargo (a fall of 8.9 per cent when compared with February 1981); of which 71.8 per cent was carried on all-cargo services. East Midlands reported the greatest increase in tonnage handled (242 additional tonnes; 89.6 per cent growth) followed by Manston with 156 additional tonnes (more than ten-fold growth) and Tees-side with 148 additional tonnes (more than five-fold growth). Prestwick reported the heaviest fall in tonnage handled (717 fewer tonnes; 45.4 per cent decline) followed by Manchester with 149 fewer tonnes (6.4 per cent decline) and

Blackpool with 118 fewer tonnes (40.4 per cent decline).

## OUTPUT OF UK AIRLINES

### 1 ALL SERVICES

During February 1982 the output of UK airlines for all services (excluding air taxi type operations) was 741 million available tonne kilometres (a fall of 13.0 per cent when compared with the same month in the previous year).

### 2 SCHEDULED SERVICES

UK airlines' scheduled services accounted for 608 million available tonne-kilometres (11.8 per cent fall when compared with February 1981). The over-all weight load factor was 58.0 per cent, compared with 59.3 per cent in the same month in the previous year. The seat load factor on scheduled services averaged 59.2 per cent. International and domestic seat load factors averaged 58.9 and 63.8 per cent respectively (compared with 57.6 and 60.3 per cent during the same month in the previous year).

### 3 NON-SCHEDULED SERVICES

133 million tonne-kilometres were made available on UK airlines' non scheduled services (excluding air taxi type operations) during February 1982 (a decrease of 18.4 per cent when compared with the same month in the previous year). Inclusive Tour charters, performed on class 3 licences, accounted for 75.8 million available tonne-kilometres (compared with 79.7 million in February 1981) and the seat load factor averaged 85.4 per cent (compared with 84.5 per cent during the same month in the previous year). Advance Booking, Other Separate Fare and Inclusive Tour charters performed on classes 2 and 4 licences accounted for 12.4 million available tonne-kilometres (compared with 9.3 million during February 1981) and the seat load factor averaged 88.1 per cent (compared with 86.4 per cent in February 1981). All-cargo charter services performed on Class 6 licences accounted for 18.8 million available tonne-kilometres (compared with 31.2 million during the same month in the previous year).

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

## Part 1

# UK Airlines – Operating and Traffic Statistics

**Size of UK Airlines by Available Capacity**  
**Year ended February 1982(a)(b)**

**Table 1.1**

	Output in available tonne - kilometres (000 000)	Percentage of all available tonne - kilometres
British Airways	7 194	57.50
British Caledonian Airways	1 390	11.11
Laker Airways (c)	1 147	9.17
Britannia Airways	719	5.75
Dan Air Services	397	3.17
British Airtours	328	2.62
Monarch Airlines	247	1.97
Tradewinds Airways	221	1.77
Air Europe	208	1.66
Orion Airways	172	1.37
British Midland Airways	122	0.98
Air UK	76	0.61
Scimitar Airlines (d)	51	0.41
Pelican Cargo (e)	49	0.39
Heavylift Cargo Airlines	44	0.35
Redcoat Air Cargo	35	0.28
British Air Ferries	34	0.27
Air Bridge Carriers	23	0.18
British Airways Helicopters	16	0.13
Bristow Helicopters	11	0.09
Others (25 airlines)	28	0.22

- (a) Excludes Air Taxi Operations
- (b) Excludes Cathay Pacific Airways
- (c) Ceased operations February 1982
- (d) Ceased operations December 1981
- (e) Ceased operations September 1981

**Main Outputs of UK  
 Airlines(a) 1956-1981**

**Table 1.2**

	Available tonne-km		
	Total (000 000)	Scheduled services (000 000)	Non-scheduled services (000 000)
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
1980	13 215	9 829	3 386
1981	13 087	9 936	3 151
<b>Year ended</b>			
February 1981	13 159	9 888	3 271
February 1982	12 903	9 797	3 106
<b>Latest year's growth (percentages)</b>	-1.9	-0.9	-5.0
<b>Mean rates of growth (percentages) to 1981</b>			
20 years	10.3	9.2	13.1
10 years	6.2	7.6	2.9
5 years	5.2	9.5	-4.4

(a) Excludes Air Taxi Operations.

Scheduled Passenger and Cargo Services by UK Airlines (a)

Table 1.3.1

All Services

	Tonne-km available		Tonne-km used			As percentage of available	Seat-km available		Seat-km used		As percentage of available
	(000 000)	Total (000 000)	Mail (000 000)	Cargo (000 000)	Passenger (000 000)		(000 000)	(000 000)	(000 000)	(000 000)	
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5		
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5		
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5		
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0		
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1		
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0		
1978	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.0	63.0		
1979	8 841.3	5 549.8	178.7	1 070.2	4 300.7	62.8	71 591.1	47 084.7	65.8		
1980	9 828.8	5 892.9	176.8	1 214.8	4 501.3	60.0	80 317.4	50 163.0	62.5		
1981	9 909.6	6 172.2	169.7	1 340.2	4 662.1	62.3	80 097.1	52 077.1	65.0		
1980 1st quarter	2 116.1	1 242.8	43.1	272.1	927.5	58.7	17 227.5	10 251.0	59.5		
2nd quarter	2 523.2	1 457.8	41.7	300.7	1 115.5	57.8	20 698.4	12 462.5	60.2		
3rd quarter	2 803.9	1 756.5	41.4	305.3	1 409.7	62.6	23 254.6	15 791.8	67.9		
4th quarter	2 385.6	1 435.8	50.6	336.7	1 048.6	60.2	19 136.9	11 657.7	60.9		
1981 1st quarter	2 198.6	1 325.3	39.6	316.3	969.5	60.3	17 699.8	10 669.8	60.3		
2nd quarter	2 582.5	1 544.0	39.6	337.1	1 167.2	59.8	20 873.0	13 093.3	62.7		
3rd quarter	2 823.6	1 850.1	41.6	358.4	1 450.0	63.5	23 017.0	16 347.6	71.0		
4th quarter	2 304.9	1 452.8	48.9	328.4	1 075.4	63.0	18 507.3	11 966.4	64.7		
1980 July	945.6	581.9	14.3	102.2	465.3	61.5	7 882.2	5 211.8	66.1		
August	958.7	613.3	13.4	100.5	499.4	64.0	7 948.9	5 616.3	70.7		
September	899.6	561.3	13.7	102.6	445.0	62.4	7 423.5	4 963.7	66.9		
October	862.1	523.4	15.1	116.9	391.4	60.7	7 001.1	4 381.8	62.6		
November	753.6	446.5	16.8	113.4	316.4	59.2	5 941.1	3 523.5	59.3		
December	769.9	465.9	18.7	106.4	340.8	60.5	6 194.7	3 752.4	60.6		
1981 January	757.1	448.9	13.2	97.4	338.3	59.3	6 134.4	3 719.5	60.6		
February	689.4	408.7	12.9	105.3	290.6	59.3	5 531.0	3 193.4	57.7		
July	959.0	608.6	13.7	124.9	470.0	63.5	7 815.0	5 302.0	67.8		
August	967.8	645.9	13.9	116.7	515.3	66.7	7 935.8	5 837.1	73.6		
September	896.8	595.6	14.0	116.8	464.8	66.4	7 266.2	5 208.5	71.7		
October	844.3	548.5	15.5	117.9	415.0	64.8	6 823.5	4 634.9	67.9		
November	748.5	465.5	16.6	110.6	338.2	62.2	6 002.9	3 749.3	62.5		
December	712.1	438.8	16.8	99.9	322.2	61.6	5 680.9	3 582.2	63.1		
1982 January	726.1	438.0	13.6	88.7	335.7	60.3	5 840.5	3 733.6	63.9		
February	607.7	352.7	11.7	84.7	256.2	58.0	4 810.3	2 847.4	59.2		

(a) Includes operations performed by Cathay Pacific Airways under their UK Class 1 Air Transport Licence (London-Hong Kong route) w.e.f. May 1981

Scheduled Passenger and Cargo Services by UK Airlines (a)

Table 1.3.2

International Services

	Tonne-km	Tonne-km used				As	Seat-km	Seat-km	As
	available (000 000)	Total (000 000)	Mail (000 000)	Cargo (000 000)	Passenger (000 000)	percentage of available	available (000 000)	used (000 000)	percentage of available
1972	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977	6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978	7 714.8	4 651.3	170.3	977.2	3 503.8	60.3	60 234.8	37 996.9	63.1
1979	8 424.9	5 301.2	175.5	1 060.1	4 065.8	62.9	67 223.9	44 321.0	65.9
1980	9 379.7	5 650.6	173.0	1 207.9	4 269.6	60.2	75 714.0	47 394.2	62.6
1981	9 499.1	5 942.9	165.5	1 333.3	4 444.2	62.6	75 984.0	49 476.7	65.1
1980 1st quarter	2 016.5	1 190.8	42.4	270.5	878.0	59.1	16 171.2	9 661.0	59.7
2nd quarter	2 404.9	1 394.9	40.6	299.0	1 055.3	58.0	19 483.4	11 742.7	60.3
3rd quarter	2 677.5	1 684.7	40.5	303.4	1 340.8	62.9	21 965.9	14 965.3	68.1
4th quarter	2 280.8	1 380.2	49.5	335.0	995.5	60.5	18 093.5	11 025.2	60.9
1981 1st quarter	2 103.5	1 274.3	38.5	314.9	921.0	60.6	16 755.2	10 092.5	60.2
2nd quarter	2 480.6	1 488.7	38.7	335.5	1 114.5	60.0	19 845.5	12 466.1	62.8
3rd quarter	2 706.7	1 780.2	40.6	356.4	1 383.1	65.8	21 839.9	15 551.8	71.2
4th quarter	2 208.3	1 399.7	47.7	326.5	1 025.6	63.4	17 543.4	11 366.3	64.8
1980 July	901.9	557.1	14.0	101.6	441.5	61.8	7 434.9	4 925.9	66.3
August	916.3	589.1	13.1	99.9	476.1	64.8	7 515.8	5 336.2	71.0
September	859.3	538.5	13.4	101.9	423.2	42.7	7 015.2	4 703.2	67.0
October	822.8	502.2	14.8	116.3	371.1	61.0	6 606.9	4 138.9	62.6
November	720.6	429.4	16.4	112.8	300.1	59.6	5 613.3	3 329.2	59.3
December	737.4	448.6	18.3	105.9	324.3	60.8	5 873.3	3 557.1	60.6
1981 January	725.5	432.4	12.9	96.9	322.6	59.6	5 820.1	3 533.1	60.7
February	658.9	392.6	12.5	104.8	275.3	59.6	5 228.8	3 011.3	57.6
July	919.4	585.6	13.4	124.2	447.9	63.6	7 416.9	5 040.1	67.9
August	928.6	622.1	13.6	116.1	492.5	67.0	7 539.7	5 566.3	73.8
September	858.7	572.5	13.6	116.1	442.7	66.7	6 883.3	4 945.4	71.9
October	807.7	527.6	15.1	117.3	395.2	65.3	6 456.7	4 399.2	68.1
November	716.2	447.8	16.2	109.9	321.7	62.5	5 681.6	3 551.7	62.5
December	684.4	424.3	16.4	99.3	308.7	62.0	5 405.1	3 415.4	63.2
1982 January	695.3	421.3	13.2	88.1	320.0	60.6	5 534.7	3 539.6	64.0
February	577.1	336.4	11.4	84.2	240.8	58.3	4 506.9	2 653.9	58.9

(a) Includes operations performed by Cathay Pacific Airways under their UK Class 1 Air Transport Licence (London-Hong Kong route) w.e.f. May 1981

Scheduled Passenger and Cargo Services by UK Airlines

Table 1.3.3

Domestic Services

	Tonne-km	Total	Tonne-km used			As	Seat-km	Seat-km	As
	available		Mall	Cargo	Passenger	percentage			
	(000 000)	(000 000)	(000 000)	(000 000)	(000 000)	of available	(000 000)	(000 000)	of available
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978	379.9	220.8	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1
1979	416.3	248.7	3.4	10.4	235.5	59.7	4 366.7	2 764.0	63.3
1980	449.5	242.6	3.8	6.9	231.6	54.0	4 603.3	2 768.6	60.1
1981	410.7	229.3	4.2	7.0	218.1	55.8	4 113.0	2 600.7	63.2
1980 1st quarter	99.7	52.0	0.9	1.7	49.5	52.2	1 056.3	590.0	55.9
2nd quarter	118.3	63.0	0.9	1.8	60.0	53.3	1 215.0	719.9	59.3
3rd quarter	126.6	71.8	0.9	1.8	69.0	56.7	1 288.7	826.2	64.1
4th quarter	104.9	55.8	1.1	1.6	53.1	53.2	1 043.3	632.5	60.6
1981 1st quarter	95.1	51.0	1.0	1.5	48.5	53.6	944.6	577.4	61.1
2nd quarter	102.1	55.3	1.0	1.6	52.7	54.2	1 027.4	627.3	61.1
3rd quarter	116.9	70.0	1.0	2.0	66.9	59.9	1 177.1	795.8	67.8
4th quarter	96.6	53.0	1.2	1.9	50.0	54.9	963.9	600.2	62.3
1980 July	43.8	24.8	0.3	0.6	23.9	56.7	447.3	285.8	63.9
August	42.4	24.3	0.3	0.6	23.3	57.2	433.1	280.0	64.7
September	40.4	22.7	0.3	0.6	21.8	56.3	408.3	260.4	63.8
October	39.3	21.3	0.4	0.6	20.3	54.2	394.2	242.9	61.6
November	33.1	17.1	0.3	0.5	16.3	51.8	327.8	194.3	59.3
December	32.5	17.4	0.4	0.5	16.5	53.4	321.3	195.3	60.8
1981 January	31.7	16.5	0.3	0.5	15.7	52.1	314.3	186.5	59.3
February	30.4	16.1	0.3	0.5	15.3	53.0	302.2	182.1	60.3
July	39.5	23.0	0.3	0.7	22.0	58.2	398.1	261.9	65.8
August	39.3	23.8	0.3	0.6	22.8	60.5	396.1	270.8	68.4
September	38.1	23.2	0.4	0.7	22.1	60.9	382.9	263.1	68.7
October	36.6	20.9	0.4	0.6	19.9	57.1	366.8	235.8	64.3
November	32.3	17.6	0.4	0.7	16.6	54.7	321.2	197.6	61.5
December	27.7	14.5	0.4	0.6	13.5	52.3	275.9	166.8	60.5
1982 January	30.9	16.7	0.4	0.6	15.7	54.2	305.8	194.0	63.5
February	30.6	16.3	0.4	0.5	15.4	53.2	303.4	193.5	63.8

**Non-Scheduled Passenger and Cargo Services  
 by UK Airlines (a)**

**Table 1.4.1**

	(b)		(c)					
	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978	3 875.8	32.4	1 234.7	10.3	616.2	5.1	2 025.1	16.9
1979	3 907.9	30.7	1 546.2	12.1	352.3	2.8	2 009.4	15.8
1980	3 386.1	25.6	1 814.2	13.7	345.0	2.6	1 227.0	9.3
1981	3 151.8	24.1	1 950.4	14.9	336.0	2.6	865.2	6.6
1980 1st quarter	697.1	24.8	287.2	10.2	29.9	1.1	380.0	13.5
2nd quarter	923.1	26.8	523.5	15.2	110.6	3.2	288.9	8.4
3rd quarter	1 082.5	27.8	662.4	17.0	140.7	3.6	279.4	7.2
4th quarter	683.4	22.3	341.1	11.1	63.8	2.1	278.7	9.1
1981 1st quarter	519.4	19.1	264.4	9.7	33.0	1.2	221.9	8.2
2nd quarter	864.1	25.1	571.7	16.6	102.6	3.0	189.7	5.5
3rd quarter	1 116.5	28.3	741.9	18.8	144.0	3.7	230.6	5.9
4th quarter	651.8	22.0	372.4	12.6	56.4	1.9	223.0	7.5
1980 July	364.7	27.8	225.8	17.2	47.7	3.6	91.2	7.0
August	368.9	27.8	225.1	17.0	48.6	3.7	95.3	7.2
September	348.9	27.9	211.5	16.9	44.4	3.6	92.9	7.4
October	306.8	26.2	170.9	14.6	34.0	2.9	102.0	8.7
November	188.4	20.0	88.5	9.4	14.9	1.6	85.1	9.0
December	188.2	19.6	81.7	8.5	14.9	1.6	91.6	9.6
1981 January	169.8	18.3	86.6	9.3	12.5	1.4	70.7	7.6
February	162.7	19.1	79.7	9.4	9.3	1.1	73.7	8.7
July	376.0	28.2	247.4	18.5	51.1	3.8	77.5	5.8
August	383.1	28.4	254.1	18.8	50.7	3.8	78.3	5.8
September	357.4	28.5	240.4	19.2	42.2	3.4	74.8	6.0
October	323.2	27.7	201.8	17.3	31.9	2.7	89.5	7.7
November	172.5	18.7	91.5	9.9	10.4	1.1	70.6	7.7
December	156.1	18.0	79.1	9.1	14.1	1.6	62.9	7.2
1982 January	154.5	17.5	85.7	9.7	16.2	1.8	52.7	6.0
February	132.8	17.9	75.8	10.2	12.4	1.7	44.6	6.0

(a) Excludes Air Taxi operations.

(b) Class 3 licence operations only.

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



**Non-scheduled Passsenger Services  
 by UK Airlines**

**Table 1.4.2**

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights - average distance (km)	Average distance per passenger (km)
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977	12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979	17 630.7	14 919.8	84.6	8 743.1	80 433	130 782	1 626	1 706
1980	20 355.2	17 119.4	84.1	9 668.2	86 337	147 184	1 705	1 771
1981	21 704.8	18 511.8	85.3	10 147.5	87 935	154 224	1 754	1 824
1980 1st quarter	3 264.2	2 658.5	81.4	1 561.0	14 772	24 224	1 640	1 703
2nd quarter	5 859.3	4 719.8	80.6	2 713.2	25 205	42 481	1 685	1 740
3rd quarter	7 417.4	6 703.7	90.4	3 793.5	31 173	53 029	1 701	1 767
4th quarter	3 814.3	3 037.4	79.6	1 600.5	15 187	27 450	1 807	1 898
1981 1st quarter	2 966.2	2 455.6	82.8	1 380.7	12 595	21 497	1 707	1 779
2nd quarter	6 344.1	5 160.9	81.4	2 848.3	25 936	45 132	1 740	1 812
3rd quarter	8 254.0	7 599.3	92.1	4 188.7	33 347	58 342	1 750	1 814
4th quarter	4 140.5	3 296.0	79.6	1 729.8	16 057	29 253	1 822	1 905
1980 July	2 526.4	2 155.7	85.3	1 224.4	10 666	18 132	1 700	1 761
August	2 521.7	2 357.9	93.5	1 348.6	10 727	18 051	1 683	1 748
September	2 369.3	2 190.1	92.4	1 220.5	9 780	16 846	1 722	1 794
October	1 903.6	1 587.6	83.4	857.3	7 657	13 494	1 762	1 852
November	992.2	803.3	81.0	401.6	3 803	7 219	1 898	2 000
December	918.5	646.5	70.4	341.6	3 727	6 737	1 003	1 893
1981 January	971.3	758.1	78.1	426.0	4 108	7 007	1 706	1 780
February	893.2	755.1	84.5	419.6	3 782	6 473	1 712	1 800
July	2 751.7	2 484.3	90.3	1 375.0	11 134	19 450	1 747	1 807
August	2 825.7	2 655.4	94.0	1 470.6	11 489	19 984	1 739	1 806
September	2 676.6	2 459.6	91.9	1 343.1	10 724	18 908	1 763	1 831
October	2 237.0	1 803.6	80.6	958.5	8 716	15 734	1 805	1 882
November	1 015.7	849.2	83.6	431.0	3 833	7 210	1 881	1 970
December	887.8	643.2	72.4	340.3	3 508	6 309	1 798	1 890
1982 January	964.7	779.0	80.8	461.7	4 251	6 926	1 629	1 687
February	855.2	730.2	85.4	443.8	4 054	6 516	1 607	1 645

**Non-scheduled Passenger Services  
 by UK Airlines**

**Table 1.4.3**

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978	6 312.2	5 068.3	80.3	1 534.8	15 143	33 212	2 193	3 302
1979	3 732.5	2 871.9	76.9	1 068.5	10 935	20 787	1 901	2 688
1980	3 728.9	2 940.5	78.9	1 126.0	12 653	21 810	1 724	2 611
1981	3 715.3	3 070.9	82.7	1 457.1	13 058	22 827	1 748	2 108
1980 1st quarter	340.2	269.3	79.2	130.9	1 570	2 657	1 692	2 057
2nd quarter	1 181.7	874.2	74.0	319.3	3 738	6 439	1 723	2 738
3rd quarter	1 516.1	1 269.8	83.7	468.7	5 125	8 688	1 695	2 709
4th quarter	690.9	527.2	76.3	207.1	2 220	4 026	1 814	2 546
1981 1st quarter	379.6	319.7	84.2	192.2	1 942	2 781	1 432	1 663
2nd quarter	1 123.0	851.9	75.9	397.2	3 704	6 711	1 812	2 145
3rd quarter	1 588.2	1 401.8	88.3	615.1	5 016	9 334	1 861	2 279
4th quarter	624.5	497.5	79.7	252.6	2 396	4 001	1 670	1 970
1980 July	513.3	410.9	80.1	162.1	1 714	2 908	1 696	2 535
August	524.2	455.9	87.0	183.1	1 865	3 042	1 631	2 490
September	478.6	403.0	84.2	123.5	1 546	2 738	1 771	3 263
October	365.3	284.0	77.7	102.3	1 040	2 042	1 963	2 776
November	162.4	126.4	77.8	44.7	516	955	1 851	2 828
December	163.2	116.8	71.6	60.1	664	1 029	1 550	1 943
1981 January	142.2	114.7	80.7	69.0	720	1 019	1 415	1 662
February	107.7	93.0	86.4	56.5	553	799	1 445	1 646
July	560.1	485.8	86.7	217.4	1 783	3 265	1 831	2 235
August	559.9	501.2	89.5	217.9	1 763	3 296	1 870	2 300
September	488.2	414.8	88.6	179.8	1 470	2 773	1 886	2 307
October	351.1	289.6	82.5	136.9	1 262	2 240	1 775	2 115
November	115.2	88.4	76.7	42.2	426	763	1 791	2 730
December	158.2	119.5	75.5	73.5	708	998	1 410	1 626
1982 January	181.1	144.1	79.6	90.4	831	1 141	1 373	1 594
February	140.5	123.8	88.1	83.1	738	978	1 325	1 490

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

(b) Advance Booking Charters commenced in April 1973.

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Passenger Services</b>														
British Airways	15 322	12 963	24 678	992 345	3 760 622	2 352 405	62.6	10 575	454 573	273 330	10 066	52 662	210 601	60.1
British Airways Helicopters	5	90	30	1 458	143	89	62.3	8	11	8	-	-	7	70.8
British Caledonian Airways	3 348	2 866	5 303	123 818	658 916	314 309	47.7	3 095	91 019	47 286	912	17 082	29 292	52.0
Air Ecosse	127	578	416	4 232	1 901	1 122	59.0	14	171	95	1	2	92	55.4
Air UK	810	2 647	2 722	49 436	32 183	16 052	49.9	267	3 181	1 441	12	66	1 364	45.3
Alderney Air Ferries	18	165	94	351	166	52	31.5	1	14	4	-	-	4	29.8
Aurigny Air Services	66	1 250	327	12 346	1 126	626	55.6	91	94	55	1	5	50	59.1
British Midland Airways	577	2 000	2 031	68 872	37 735	21 712	57.5	151	3 149	1 751	6	53	1 692	55.6
Brymon Airways	140	651	628	7 740	4 609	2 046	44.4	4	445	169	-	1	168	38.0
Burnthills Helicopter Service	8	110	48	165	33	13	40.3	-	3	1	-	-	1	38.8
Casair Aviation Services	29	120	108	765	287	187	65.1	-	28	15	-	-	15	54.3
Cathay Pacific Airways (a)	641	112	834	10 423	252 080	111 615	44.3	756	35 045	18 551	447	7 412	10 692	52.9
Dan-Air Services	425	1 135	1 215	28 849	27 920	14 425	51.7	126	2 371	1 307	7	75	1 225	55.1
Eastern Airways	34	180	127	2 118	1 033	619	59.9	-	83	49	-	-	49	59.7
Euroair Transport	14	71	54	134	149	27	17.9	-	11	2	-	-	2	18.2
Euroflite	14	40	51	248	141	88	62.3	1	13	7	-	-	7	54.2
Genair	48	156	196	1 221	812	374	46.0	-	72	30	-	-	30	41.9
Guernsey Airlines	2	5	7	58	54	26	48.4	-	6	2	-	-	2	33.9
Inter City Airlines	32	80	124	1 078	982	503	51.2	-	111	41	-	-	41	36.7
Jersey European Airways	72	395	296	2 701	1 104	569	51.5	-	91	46	-	-	46	49.9
Laker Airways	80	16	84	1 304	24 902	8 625	34.6	-	2 796	689	-	-	689	24.6
Loganair	171	1 444	761	10 311	3 084	1 768	57.3	-	281	160	-	-	160	58.2
Spacegrand Aviation Services	32	140	75	714	312	163	52.2	2	26	13	-	-	13	50.9
<b>TOTAL Passenger Services</b>	<b>22 015</b>	<b>27 214</b>	<b>40 208</b>	<b>1 320 687</b>	<b>4 810 295</b>	<b>2 847 413</b>	<b>59.2</b>	<b>15 089</b>	<b>593 591</b>	<b>345 050</b>	<b>11 451</b>	<b>77 359</b>	<b>256 240</b>	<b>58.1</b>
<b>Cargo Services</b>														
British Airways	310	148	424	-	-	-	-	338	9 490	4 708	77	4 632	-	49.6
British Caledonian Airways	126	82	187	-	-	-	-	808	3 820	2 542	192	2 350	-	66.6
Air Continental	44	56	144	-	-	-	-	19	79	15	-	15	-	19.3
Air UK	31	114	113	-	-	-	-	307	144	83	10	74	-	58.0
Air Bridge Carriers	16	60	62	-	-	-	-	431	191	113	5	108	-	59.4
British Air Ferries	12	18	39	-	-	-	-	40	67	26	-	26	-	39.3
British Midland Airways	27	61	84	-	-	-	-	86	198	41	-	41	-	20.7
Express Air Services	19	126	77	-	-	-	-	523	103	86	-	86	-	83.9
<b>TOTAL Cargo Services</b>	<b>585</b>	<b>665</b>	<b>1 132</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2 552</b>	<b>14 089</b>	<b>7 616</b>	<b>284</b>	<b>7 332</b>	<b>-</b>	<b>54.1</b>
<b>GRAND TOTAL</b>	<b>22 600</b>	<b>27 879</b>	<b>41 340</b>	<b>1 320 687</b>	<b>4 810 295</b>	<b>2 847 413</b>	<b>59.2</b>	<b>17 641</b>	<b>607 680</b>	<b>352 666</b>	<b>11 735</b>	<b>84 691</b>	<b>256 240</b>	<b>58.0</b>

(a) Only includes operations of Cathay Pacific Airways performed under their UK Class 1 Air Transport Licence (London-Hong Kong route)

International Scheduled Services February 1982

Table 1.5.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
									Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
<b>Passenger Services</b>														
British Airways	13 609	8 699	20 473	690 552	3 562 387	2 217 526	62.2	10 072	434 659	262 522	9 994	52 544	19 984	60.4
British Caledonian Airways	3 010	1 651	4 371	83 156	626 754	298 411	47.6	2 883	87 514	45 893	861	17 031	28 001	52.4
Air Ecosse	5	34	14	62	69	32	46.4	1	6	3	-	-	3	48.2
Air UK	511	1 334	1 644	20 184	18 837	8 202	43.5	125	1 872	744	-	47	697	39.7
Alderney Air Ferries	8	82	43	166	74	35	47.3	-	6	3	-	-	3	45.5
Aurigny Air Services	66	1 250	327	12 346	1 126	626	55.6	91	94	55	1	5	50	59.1
British Midland Airways	69	162	209	4 396	4 624	1 893	40.9	25	382	158	-	11	148	41.4
Brymon Airways	12	49	52	220	247	72	29.3	-	21	6	-	-	6	28.9
Cathay Pacific Airways (a)	641	112	834	10 423	252 080	111 615	44.3	756	35 045	18 551	447	7 412	10 692	52.9
Dan-Air Services	221	503	605	9 844	14 277	6 124	42.9	63	1 213	562	-	43	519	46.4
Euroflite	14	40	51	248	141	88	62.3	1	13	7	-	-	7	54.2
Inter City Airlines	11	24	45	178	326	81	24.7	-	37	6	-	-	6	17.4
Jersey European Airways	65	363	263	2 550	1 009	525	52.1	-	83	42	-	-	42	50.5
Laker Airways	80	16	84	1 304	24 902	8 625	34.6	-	2 796	689	-	-	689	24.6
Spacegrand Aviation Services	6	28	14	93	54	20	36.9	-	5	2	-	-	2	33.7
<b>TOTAL Passenger Services</b>	<b>18 329</b>	<b>14 347</b>	<b>29 029</b>	<b>835 722</b>	<b>4 506 908</b>	<b>2 653 874</b>	<b>58.9</b>	<b>14 015</b>	<b>563 745</b>	<b>329 243</b>	<b>11 302</b>	<b>77 093</b>	<b>240 847</b>	<b>58.4</b>
<b>Cargo Services</b>														
British Airways	310	148	424	-	-	-	-	338	9 490	4 708	77	4 632	-	49.6
British Caledonian Airways	101	38	135	-	-	-	-	456	3 565	2 350	-	2 350	-	65.9
Air Continental	44	56	144	-	-	-	-	19	79	15	-	15	-	19.3
Air UK	4	8	12	-	-	-	-	20	18	9	-	9	-	50.7
British Air Ferries	12	18	39	-	-	-	-	40	67	26	-	26	-	39.3
British Midland Airways	22	41	64	-	-	-	-	69	135	36	-	36	-	27.1
<b>TOTAL Cargo Services</b>	<b>493</b>	<b>309</b>	<b>818</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>941</b>	<b>13 352</b>	<b>7 145</b>	<b>77</b>	<b>7 069</b>	<b>-</b>	<b>53.5</b>
<b>GRAND TOTAL</b>	<b>18 822</b>	<b>14 656</b>	<b>29 847</b>	<b>835 722</b>	<b>4 506 908</b>	<b>2 653 874</b>	<b>58.9</b>	<b>14 956</b>	<b>577 097</b>	<b>336 388</b>	<b>11 379</b>	<b>84 162</b>	<b>240 847</b>	<b>58.3</b>

(a) Only includes operations of Cathay Pacific Airways performed under their UK Class 1 Air Transport Licence (London - Hong Kong route)

Domestic Scheduled Services February 1982

Table 1.5.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
<b>Passenger Services</b>														
British Airways	1 713	4 264	4 204	301 793	198 235	134 879	68.0	504	19 913	10 807	72	118	10 617	54.3
British Airways Helicopters	5	90	30	1 458	143	89	62.3	8	11	8	-	-	7	70.8
British Caledonian Airways	338	1 215	931	40 662	32 162	15 899	49.4	212	3 505	1 393	51	51	1 290	39.7
Air Ecosse	122	544	402	4 170	1 832	1 090	59.5	13	165	92	1	2	89	55.7
Air UK	298	1 313	1 077	29 252	13 346	7 851	58.8	142	1 309	697	12	19	667	53.3
Alderney Air Ferries	10	83	52	185	92	17	18.8	1	8	1	-	-	1	17.5
British Midland Airways	508	1 838	1 823	64 476	33 112	19 819	59.9	126	2 767	1 592	6	42	1 544	57.6
Brymon Airways	127	602	576	7 520	4 363	1 973	45.2	4	424	163	-	1	162	38.4
Burnthills Helicopter Service	8	110	48	165	33	13	40.3	-	3	1	-	-	1	38.8
Casair Aviation Services	29	120	108	765	287	187	65.1	-	28	15	-	-	15	54.3
Dan-Air Services	203	632	610	19 005	13 643	8 301	60.8	64	1 159	745	7	32	705	64.3
Eastern Airways	34	180	127	2 118	1 033	619	59.9	-	83	49	-	-	49	59.7
Euroair Transport	14	71	54	134	149	27	17.9	-	11	2	-	-	2	18.2
Genair	48	156	196	1 221	812	374	46.0	-	72	30	-	-	30	41.9
Guernsey Airlines	2	5	7	58	54	26	48.4	-	6	2	-	-	2	33.9
Inter City Airlines	21	56	79	900	656	422	64.4	-	74	34	-	-	34	46.4
Jersey European Airways	8	32	33	151	95	43	45.7	-	8	4	-	-	4	44.3
Loganair	171	1 444	761	10 311	3 084	1 768	57.3	-	281	160	-	-	160	56.9
Spacegrand Aviation Services	26	112	61	621	258	143	55.4	2	22	12	-	-	11	54.5
<b>TOTAL Passenger Services</b>	<b>3 687</b>	<b>12 867</b>	<b>11 179</b>	<b>484 965</b>	<b>303 387</b>	<b>193 539</b>	<b>63.8</b>	<b>1 074</b>	<b>29 846</b>	<b>15 807</b>	<b>149</b>	<b>266</b>	<b>15 392</b>	<b>53.0</b>
<b>Cargo Services</b>														
British Caledonian Airways	25	44	53	-	-	-	-	352	255	192	192	-	-	75.5
Air UK	27	106	101	-	-	-	-	288	126	74	10	64	-	59.1
Air Bridge Carriers	16	60	62	-	-	-	-	431	191	113	5	108	-	59.4
British Midland Airways	5	20	20	-	-	-	-	18	63	5	-	5	-	7.3
Express Air Services	19	126	77	-	-	-	-	523	103	86	-	86	-	83.9
<b>Total Cargo Services</b>	<b>92</b>	<b>356</b>	<b>313</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1 611</b>	<b>737</b>	<b>471</b>	<b>207</b>	<b>263</b>	<b>-</b>	<b>63.8</b>
<b>GRAND TOTAL</b>	<b>3 779</b>	<b>13 223</b>	<b>11 492</b>	<b>484 965</b>	<b>303 387</b>	<b>193 539</b>	<b>63.8</b>	<b>2 685</b>	<b>30 583</b>	<b>16 278</b>	<b>356</b>	<b>529</b>	<b>15 392</b>	<b>53.2</b>

All Non-Scheduled Services February 1982 (a)

Table 1.6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)				(b)						
				Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available	
									Total (000)	Mall (000)	Cargo (000)	Passenger (000)		
British Airways	72	74	123	5 815	11 023	9 335	84.7	9	1 134	812	-	2	810	71.6
British Airtours	798	652	1 398	40 514	126 315	103 730	82.1	-	11 798	8 656	-	-	8 656	73.4
British Airways Helicopters	458	3 275	2 194	39 687	12 244	7 412	60.5	240	1 170	626	-	34	592	53.5
British Caledonian Airways	250	164	406	13 943	27 964	24 297	86.9	366	4 723	3 677	-	1 551	2 127	77.9
Air Europe	678	397	1 094	44 560	88 270	79 412	90.0	3	8 353	6 359	2	3	6 353	76.1
Air UK	133	182	240	6 007	9 956	7 525	75.6	14	930	648	-	11	638	69.7
Air-Bridge Carriers	124	210	331	-	-	-	-	1 108	2 003	938	-	938	-	46.8
Aurigny Air Services	1	31	6	-	11	4	38.0	-	1	-	-	-	-	36.1
B.E.A.S.	103	4 642	688	25 779	1 133	572	50.5	124	103	55	-	3	52	53.4
Bristow Helicopters	534	3 692	3 123	28 587	7 744	4 656	60.1	250	703	466	-	38	418	66.3
Britannia Airways	3 183	1 987	5 142	214 191	413 843	342 867	82.8	-	35 214	29 126	8	12	29 106	82.7
British Air Ferries	526	1 008	1 449	486	29 204	13 546	46.4	410	3 159	1 321	122	88	1 112	41.8
British Caledonian Helicopters	68	243	325	2 232	1 164	629	54.0	20	138	57	-	6	51	41.3
British Midland Airways	24	16	37	1 286	1 906	1 619	84.9	4	528	139	-	13	126	26.3
Brymon Airways	52	130	173	3 470	2 606	1 394	53.5	20	261	123	-	8	114	47.0
Dan-Air Services	1 773	1 868	3 474	134 045	208 186	184 832	88.8	809	17 164	15 073	241	17	14 816	87.8
Euroair Transport	4	12	16	-	-	-	-	-	7	5	-	5	-	80.0
Express Air Services	18	138	81	-	-	-	-	245	77	52	-	-	-	67.5
Genair	4	16	16	-	55	40	72.3	-	6	4	-	1	3	54.6
Heavylift Cargo Airlines	133	75	327	-	-	-	-	236	4 520	1 584	-	1 584	-	35.0
Instone Airlines	9	45	51	-	-	-	-	109	47	23	-	-	-	49.3
Inter City Airlines	51	194	203	3 837	2 171	1 504	69.3	21	265	145	-	24	121	54.7
Jersey European Airways	16	48	50	-	266	173	65.2	-	22	14	-	-	14	61.8
Laker Airways	40	23	55	4 796	11 806	10 104	85.6	-	1 063	809	-	-	809	76.1
Loganair	14	75	60	-	414	143	34.5	-	38	13	-	-	13	34.9
Management Aviation	98	2 000	465	4 706	737	277	37.6	103	63	25	-	3	22	39.7
Monarch Airlines	654	391	1 063	40 569	89 222	79 320	88.9	37	9 177	7 186	-	11	7 175	78.3
North Scottish Helicopters	203	2 805	914	7 897	2 151	989	46.0	-	184	89	-	-	89	48.4
Orion Airways	804	485	1 295	48 902	104 544	86 839	83.1	-	9 892	7 179	-	-	7 179	72.6
Redcoat Air Cargo	104	39	202	-	-	-	-	438	2 851	1 701	-	1 701	-	59.6
Tradewinds Airways	410	150	577	-	-	-	-	1 963	17 251	10 356	-	10 356	-	60.0
<b>TOTAL</b>	<b>11 338</b>	<b>25 067</b>	<b>25 575</b>	<b>671 309</b>	<b>1 152 936</b>	<b>961 218</b>	<b>83.4</b>	<b>6 538</b>	<b>132 840</b>	<b>97 260</b>	<b>448</b>	<b>16 417</b>	<b>80 395</b>	<b>73.2</b>
Class 5 Licence Total	28	16	45	..	3 578	2 957	82.6	..	304	271	8	12	251	89.3
TOTAL Excludes 5 Licence	11 310	25 051	25 530	671 309	1 149 358	958 261	83.4	6 538	132 536	96 989	440	16 405	80 144	73.2

(a) Excludes Air Taxi Operations.

(b) Excludes passengers, cargo and mail uplifted on exempt sub-charter and Class 5 licence operations.

International Non-Scheduled Services February 1982 (a)

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)		Seat-km used (000)	As percentage of available	(b) Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available	
				Number of passengers uplifted	Seat-km available (000)					Total (000)	Mail (000)	Cargo (000)		Passenger (000)
British Airways	70	66	116	5 523	10 927	9 264	84.8	-	1 122	804	-	-	804	71.7
British Airtrains	627	369	1 017	40 514	104 183	88 166	84.6	-	9 738	7 411	-	-	7 411	76.1
British Airways Helicopters	457	3 267	2 187	39 660	12 235	7 409	60.6	240	1 169	626	-	34	592	53.6
British Caledonian Airways	250	164	406	13 943	27 964	24 297	86.9	366	4 723	3 677	-	1 551	2 127	77.9
Air Europe	678	397	1 094	44 560	88 270	79 412	90.0	3	8 353	6 359	2	3	6 353	76.1
Air UK	132	180	237	6 003	9 928	7 522	75.8	5	925	643	-	6	637	69.6
Air-Bridge Carriers	63	54	142	-	-	-	-	244	1 104	547	-	547	-	49.5
B.E.A.S.	103	4 642	688	25 779	1 133	572	50.5	124	103	55	-	3	52	53.4
Bristow Helicopters	534	3 692	3 123	28 587	7 744	4 656	60.1	250	703	466	-	48	418	66.3
Britannia Airways	3 183	1 987	5 142	214 191	413 843	342 867	82.8	-	35 214	29 126	8	12	29 106	82.7
British Air Ferries	449	795	1 187	49	29 023	13 374	46.1	22	2 685	1 166	-	69	1 098	43.4
British Caledonian Helicopters	68	243	325	2 232	1 164	629	54.0	20	138	57	-	6	51	41.3
British Midland Airways	24	16	37	1 286	1 906	1 619	84.9	4	528	139	-	13	126	26.3
Dam-Air Services	1 508	1 098	2 516	119 707	199 869	179 301	89.7	2	15 992	14 347	-	1	14 346	89.7
Euroair Transport	4	12	16	-	-	-	-	-	7	5	-	5	-	80.0
Genair	1	2	4	-	-	-	-	-	2	1	-	1	-	36.7
Heavylift Cargo Airlines	133	75	327	-	-	-	-	236	4 520	1 584	-	1 584	-	35.0
Inter City Airlines	5	8	16	208	163	137	84.1	-	26	15	-	4	11	57.2
Laker Airways	39	21	54	4 635	11 760	10 063	85.6	-	1 059	805	-	-	805	76.1
Management Aviation	98	2 000	465	4 706	737	277	37.6	103	63	25	-	3	22	39.7
Monarch Airlines	653	389	1 061	40 569	89 222	79 320	88.9	-	9 165	7 175	-	-	7 175	78.3
North Scottish Helicopters	203	2 805	914	7 897	2 151	989	46.0	-	184	89	-	-	89	48.4
Orion Airways	804	485	1 295	48 902	104 544	86 839	83.1	-	9 892	7 179	-	-	7 179	72.6
Redcoat Air Cargo	104	39	202	-	-	-	-	438	2 851	1 701	-	1 701	-	59.6
Tradewinds Airways	410	150	577	-	-	-	-	1 963	17 251	10 356	-	10 356	-	60.0
<b>TOTAL</b>	<b>10 601</b>	<b>22 956</b>	<b>23 146</b>	<b>648 951</b>	<b>1 116 769</b>	<b>936 713</b>	<b>83.9</b>	<b>4 025</b>	<b>127 513</b>	<b>94 358</b>	<b>10</b>	<b>15 946</b>	<b>78 402</b>	<b>74.0</b>
Class 5 Licence Total	28	16	45	..	3 578	2 957	82.6	..	304	271	8	12	251	89.3
TOTAL Excludes 5 Licence	10 573	22 940	23 101	648 951	1 113 191	933 756	83.9	4 025	127 209	94 087	2	15 934	78 151	74.0

(a) Excludes Air Taxi Operations.

(b) Excludes passengers, cargo and mail uplifted on exempt sub-charter and Class 5 licence operations.

Domestic Non-Scheduled Services February 1982 (a)

Table 1.6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)		Seat-km used (000)	As percentage of available	(b)		Tonne-kilometres used				As percentage of available
				Number of passengers uplifted	Seat-km available (000)			Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	2	8	6	292	96	71	74.2	9	12	8	-	2	6	70.7
British Airtours	170	283	381	-	22 132	15 564	70.3	-	2 060	1 245	-	-	1 245	60.4
B.A. Helicopters	1	8	7	27	9	3	33.3	-	1	-	-	-	-	-
Air UK	1	2	4	4	28	2	8.0	8	5	5	-	5	-	96.8
Air-Bridge Carriers	60	156	188	-	-	-	-	863	898	391	-	391	-	43.5
Aurigny Air Services	1	31	6	-	11	4	38.0	-	1	-	-	-	-	36.1
British Air Ferries	77	213	262	437	180	173	95.8	388	474	155	122	19	114	32.7
Brymon Airways	52	130	173	3 470	2 606	1 394	53.5	20	261	123	-	8	114	47.0
Dan-Air Services	266	770	958	14 338	8 317	5 531	66.5	807	1 172	726	241	15	470	61.9
Express Air Services	18	138	81	-	-	-	-	245	77	52	52	-	-	67.5
Genair	3	14	12	-	55	40	72.3	-	5	3	-	-	3	60.5
Instone Airlines	9	45	51	-	-	-	-	109	47	23	23	-	-	49.3
Inter City Airlines	46	186	187	3 629	2 008	1 367	68.1	21	238	130	-	20	110	54.6
Jersey European Airways	16	48	50	-	266	173	65.2	-	22	14	-	-	14	61.8
Laker Airways	1	2	2	161	46	41	90.4	-	4	3	-	-	3	80.6
Loganair	14	75	60	-	414	143	34.5	-	38	13	-	-	13	34.2
Monarch Airlines	1	2	2	-	-	-	-	38	12	11	-	11	-	93.8
<b>TOTAL</b>	<b>737</b>	<b>2 111</b>	<b>2 429</b>	<b>22 358</b>	<b>36 167</b>	<b>24 505</b>	<b>67.8</b>	<b>2 514</b>	<b>5 327</b>	<b>2 902</b>	<b>438</b>	<b>471</b>	<b>1 993</b>	<b>54.5</b>
Class 5 Licence Total	-	-	-	..	-	-	-	..	-	-	-	-	-	-
<b>TOTAL Excludes 5 Licence</b>	<b>737</b>	<b>2 111</b>	<b>2 429</b>	<b>22 358</b>	<b>36 167</b>	<b>24 505</b>	<b>67.8</b>	<b>2 514</b>	<b>5 327</b>	<b>2 902</b>	<b>438</b>	<b>471</b>	<b>1 993</b>	<b>54.5</b>

(a) Excludes Air Taxi Operations.

(b) Excludes passengers, cargo and mail uplifted on exempt sub-charter and Class 5 licence operations.



All Class 2 Licence Operations February 1982

Table 1.7.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Seat-km		As percentage of available
				ABC	Affinity	Other	Available (000)	Used (000)	
British Airways	15	6	15	-	596	-	1 471	1 471	100.0
British Airtours	28	11	40	-	-	2 463	11 184	7 861	70.3
British Caledonian Airways	5	8	10	-	-	484	494	287	58.2
Air UK	2	2	3	-	124	-	146	102	69.7
Britannia Airways	463	453	805	-	52 600	-	60 152	53 873	89.6
British Air Ferries	1	4	5	-	-	292	102	98	96.1
Dan-Air Services	214	88	312	-	179	10 812	33 859	31 934	94.3
Monarch Airlines	68	36	115	-	-	4 095	8 817	7 991	90.6
<b>TOTAL</b>	<b>796</b>	<b>608</b>	<b>1 305</b>	<b>-</b>	<b>53 499</b>	<b>18 146</b>	<b>116 225</b>	<b>103 618</b>	<b>89.2</b>

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	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	152	138	-	-	138	90.8
British Airtours	-	1 042	682	-	-	682	65.5
British Caledonian Airways	-	51	25	-	-	25	48.8
Air UK	-	13	9	-	-	9	66.3
Britannia Airways	-	5 115	4 543	-	-	4 543	88.8
British Air Ferries	-	8	8	-	-	8	96.8
Dan-Air Services	-	2 711	2 556	-	-	2 556	94.3
Monarch Airlines	-	950	725	-	-	725	76.3
<b>TOTAL</b>	<b>-</b>	<b>10 041</b>	<b>8 685</b>	<b>-</b>	<b>-</b>	<b>8 685</b>	<b>86.5</b>

International Class 2 Licence Operations February 1982

Table 1.7.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Available (000)	Seat-km		As percentage of available
				ABC	Affinity	Other		Used (000)		
British Airways	15	6	15	-	596	-	1 471	1 471	100.0	
British Airtours	28	11	40	-	-	2 463	11 184	7 861	70.3	
British Caledonian Airways	5	8	10	-	-	484	494	287	58.2	
Air UK	2	2	3	-	124	-	146	102	69.7	
Britannia Airways	463	453	805	-	52 600	-	60 152	53 873	89.6	
Dan-Air Services	213	86	309	-	179	10 646	33 737	31 820	94.3	
Monarch Airlines	68	36	115	-	-	4 095	8 817	7 991	90.6	
<b>TOTAL</b>	<b>793</b>	<b>602</b>	<b>1 297</b>	<b>-</b>	<b>53 499</b>	<b>17 688</b>	<b>116 001</b>	<b>103 406</b>	<b>89.1</b>	

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	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Airways	-	152	138	-	-	138	90.8
British Airtours	-	1 042	682	-	-	682	65.5
British Caledonian Airways	-	51	25	-	-	25	48.8
Air UK	-	13	9	-	-	9	66.3
Britannia Airways	-	5 115	4 543	-	-	4 543	88.8
Dan-Air Services	-	2 702	2 547	-	-	2 547	94.3
Monarch Airlines	-	950	725	-	-	725	76.3
<b>TOTAL</b>	<b>-</b>	<b>10 023</b>	<b>8 668</b>	<b>-</b>	<b>-</b>	<b>8 668</b>	<b>86.5</b>

Domestic Class 2 Licence Operations February 1982

Table 1.7.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted			Available (000)	Seat-km		As percentage of available
				ABC	Affinity	Other		Used (000)		
British Air Ferries	1	4	5	-	-	292	102	98	96.1	
Dan-Air Services	1	2	3	-	-	166	122	114	93.3	
<b>Total</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>-</b>	<b>-</b>	<b>458</b>	<b>224</b>	<b>211</b>	<b>94.5</b>	

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
British Air Ferries	-	8	8	-	-	8	96.8
Dan-Air Services	-	10	9	-	-	9	93.0
<b>Total</b>	<b>-</b>	<b>18</b>	<b>17</b>	<b>-</b>	<b>-</b>	<b>17</b>	<b>94.7</b>

All Class 3 Licence Operations February 1982

Table 1.8

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-kilometres used				As percentage of available	
									Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)		Passenger (000)
<b>International Services</b>														
British Airways	31	34	58	4 618	4 528	3 926	86.7	-	465	353	-	-	353	76.0
British Airtours	482	298	795	37 172	67 958	58 494	86.1	-	6 368	4 863	-	-	4 863	76.4
British Caledonian Airways	144	131	261	13 353	16 259	14 716	90.5	-	1 542	1 265	-	-	1 265	82.1
Air Europe	664	391	1 072	44 560	86 449	77 652	89.8	3	8 181	6 218	2	3	6 212	76.0
Air UK	40	49	76	3 807	3 561	3 117	87.5	-	320	265	-	-	265	82.7
Britannia Airways	2 636	1 426	4 192	151 808	342 763	279 930	81.7	-	29 170	23 793	-	-	23 793	81.6
British Midland Airways	17	14	28	1 286	1 906	1 619	84.9	-	246	126	-	-	126	51.2
Dan-Air Services	1 251	981	2 124	106 792	160 634	143 382	89.3	-	12 848	11 470	-	-	11 470	89.3
Laker Airways	39	21	54	4 635	11 760	10 063	85.6	-	1 059	805	-	-	805	76.1
Monarch Airlines	406	222	637	26 757	54 769	50 376	92.0	-	5 667	4 556	-	-	4 556	80.4
Orion Airways	804	485	1 295	48 902	104 544	86 839	83.1	-	9 892	7 179	-	-	7 179	72.6
<b>TOTAL International Services</b>	<b>6 515</b>	<b>4 052</b>	<b>10 591</b>	<b>443 690</b>	<b>855 131</b>	<b>730 113</b>	<b>85.4</b>	<b>3</b>	<b>75 756</b>	<b>60 894</b>	<b>2</b>	<b>3</b>	<b>60 888</b>	<b>80.4</b>
<b>Domestic Services</b>														
British Air Ferries	1	2	3	145	79	75	95.4	-	6	6	-	-	6	96.0
<b>Total Domestic Services</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>145</b>	<b>79</b>	<b>75</b>	<b>95.4</b>	<b>-</b>	<b>6</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>96.0</b>
<b>GRAND TOTAL</b>	<b>6 516</b>	<b>4 054</b>	<b>10 594</b>	<b>443 835</b>	<b>855 209</b>	<b>730 188</b>	<b>85.4</b>	<b>3</b>	<b>75 762</b>	<b>60 900</b>	<b>2</b>	<b>3</b>	<b>60 895</b>	<b>80.4</b>

All Class 4 Licence Operations February 1982

Table 1.9.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km		As percentage of available
				ABC	Affinity	IT	Other	Available (000)	Used (000)	
Air UK	21	18	37	-	-	982	281	1 855	1 494	80.5
Dan-Air Services	9	8	17	-	233	263	28	872	592	67.9
Monarch Airlines	152	104	250	-	-	9 520	197	21 591	18 095	83.8
TOTAL	182	130	304	-	233	10 765	506	24 317	20 180	83.0

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
Air UK	-	167	126	-	-	126	75.5
Dan-Air Services	-	70	47	-	-	47	68.0
Monarch Airlines	-	2 154	1 638	-	-	1 638	76.1
TOTAL	-	2 391	1 812	-	-	1 812	75.8

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International Class 4 Licence Operations February 1982

Table 1.9.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km		As percentage of available
				ABC	Affinity	IT	Other	Available (000)	Used (000)	
Air UK	21	18	37	-	-	982	281	1 855	1 494	80.5
Dan-Air Services	9	8	17	-	233	263	28	872	592	67.9
Monarch Airlines	152	104	250	-	-	9 520	197	21 591	18 095	83.8
<b>TOTAL</b>	<b>182</b>	<b>130</b>	<b>304</b>	<b>-</b>	<b>233</b>	<b>10 765</b>	<b>506</b>	<b>24 317</b>	<b>20 180</b>	<b>83.0</b>

	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
				Mail (000)	Cargo (000)	Passenger (000)	
Air UK	-	167	126	-	-	126	75.5
Dan-Air Services	-	70	47	-	-	47	68.0
Monarch Airlines	-	2 154	1 638	-	-	1 638	76.1
<b>TOTAL</b>	<b>-</b>	<b>2 391</b>	<b>1 812</b>	<b>-</b>	<b>-</b>	<b>1 812</b>	<b>75.8</b>

Domestic Class 4 Licence Operations February 1982

Table 1.9.3

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

NIL

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

NIL

All Class 6 Licence Operations  
 February 1982

Table 1.10.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	-	2	1	10	2	2	-	1	97.0
British Caledonian Airways	33	7	45	181	1 320	1 012	-	1 012	76.7
Air-Bridge Carriers	94	172	257	1 109	1 510	639	-	638	42.3
British Air Ferries	22	42	63	142	146	71	42	28	48.8
British Midland Airways	3	1	4	4	126	13	-	12	10.0
Dan-Air Services	10	24	24	129	112	54	53	-	48.2
Heavylift Cargo Airlines	60	34	143	237	2 033	1 021	-	1 021	50.2
Monarch Airlines	1	2	2	38	12	11	-	11	93.8
Redcoat Air Cargo	104	39	202	438	2 851	1 701	-	1 700	59.6
Tradewinds Airways	253	84	351	1 963	10 663	8 715	-	8 715	81.7
<b>TOTAL</b>	<b>581</b>	<b>407</b>	<b>1 093</b>	<b>4 250</b>	<b>18 773</b>	<b>13 238</b>	<b>96</b>	<b>13 141</b>	<b>70.5</b>

International Class 6 Licence Operations  
 February 1982

Table 1.10.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	33	7	45	181	1 320	1 012	-	1 012	76.7
Air-Bridge Carriers	39	34	89	245	669	252	-	252	37.7
British Air Ferries	2	6	8	22	16	10	-	9	60.7
British Midland Airways	3	1	4	4	126	13	-	12	10.0
Heavylift Cargo Airlines	60	34	143	237	2 033	1 021	-	1 021	50.2
Redcoat Air Cargo	104	39	202	438	2 851	1 701	-	1 700	59.6
Tradewinds Airways	253	84	351	1 963	10 663	8 715	-	8 715	81.7
<b>TOTAL</b>	<b>494</b>	<b>205</b>	<b>842</b>	<b>3 089</b>	<b>17 677</b>	<b>12 724</b>	<b>-</b>	<b>12 723</b>	<b>72.0</b>

Domestic Class 6 Licence Operations  
 February 1982

Table 1.10.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	-	2	1	10	2	2	-	1	97.0
Air-Bridge Carriers	56	138	168	864	842	386	-	386	45.9
British Air Ferries	19	36	55	120	130	61	42	18	47.4
Dan-Air Services	10	24	24	129	112	54	53	-	48.2
Monarch Airlines	1	2	2	38	12	11	-	11	93.8
<b>TOTAL</b>	<b>87</b>	<b>202</b>	<b>250</b>	<b>1 161</b>	<b>1 097</b>	<b>514</b>	<b>96</b>	<b>417</b>	<b>46.9</b>



All Class 7 Licence Operations February 1982

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways Helicopters	458	3 275	2 194	39 687	12 244	7 412	60.5	241	1 170	626	-	34	592	53.5
B.E.A.S.	103	4 642	688	25 779	1 133	572	50.5	124	103	55	-	3	52	53.4
Bristow Helicopters	534	3 692	3 123	28 587	7 744	4 656	60.1	250	703	466	-	48	418	66.3
British Caledonian Helicopters	68	243	325	2 232	1 164	629	54.0	20	138	57	-	6	51	41.3
Management Aviation	98	2 000	465	4 706	737	277	37.6	104	63	25	-	3	22	39.7
North Scottish Helicopters	203	2 805	914	7 897	2 151	989	46.0	-	184	89	-	-	89	48.4
<b>TOTAL</b>	<b>1 464</b>	<b>16 657</b>	<b>7 708</b>	<b>108 888</b>	<b>25 173</b>	<b>14 535</b>	<b>57.7</b>	<b>740</b>	<b>2 361</b>	<b>1 318</b>	<b>-</b>	<b>94</b>	<b>1 224</b>	<b>55.7</b>

International Class 7 Licence Operations February 1982

Table 1.11.2

27

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-Km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways Helicopters	457	3 267	2 187	39 660	12 235	7 409	60.6	240	1 169	626	-	34	592	53.6
B.E.A.S.	103	4 542	688	25 779	1 133	572	50.5	124	103	55	-	3	52	53.4
Bristow Helicopters	534	3 692	3 123	28 587	7 744	4 656	60.1	250	703	466	-	48	418	66.3
British Caledonian Helicopters	68	243	325	2 232	1 164	629	54.0	20	138	57	-	6	51	41.3
Management Aviation	98	2 000	465	4 706	737	277	37.6	104	63	25	-	3	22	39.7
North Scottish Helicopters	203	2 805	914	7 897	2 151	989	46.0	-	184	89	-	-	89	48.4
<b>TOTAL</b>	<b>1 463</b>	<b>16 649</b>	<b>7 702</b>	<b>108 861</b>	<b>25 164</b>	<b>14 532</b>	<b>57.7</b>	<b>739</b>	<b>2 360</b>	<b>1 318</b>	<b>-</b>	<b>94</b>	<b>1 224</b>	<b>55.8</b>

Domestic Class 7 Licence Operations February 1982

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-Km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways Helicopters	1	8	7	27	9	3	33.3	1	1	-	-	-	-	-
<b>TOTAL</b>	<b>1</b>	<b>8</b>	<b>7</b>	<b>27</b>	<b>9</b>	<b>3</b>	<b>33.3</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

All Exempt Operations February 1982 (a)

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
				Number of passengers uplifted				Cargo and mail uplifted tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	25	32	48	601	5 024	3 937	78.4	-	516	320	-	-	320	62.0
British Airtours	287	343	563	879	47 173	37 375	79.2	-	4 388	3 111	-	-	3 111	70.9
British Caledonian Airways	68	18	89	106	11 211	9 294	82.9	186	1 811	1 375	-	539	836	75.9
Air Europe	14	6	22	-	1 821	1 760	96.6	-	172	141	-	-	141	81.7
Air UK	71	113	125	813	4 394	2 812	64.0	14	430	249	-	11	238	57.9
Air-Bridge Carriers	29	38	74	-	-	-	-	-	493	299	-	299	-	60.7
Aurigny Air Services	1	31	6	-	11	4	38.0	-	1	-	-	-	-	36.1
Britannia Airways	57	92	99	9 783	7 351	6 108	83.1	-	625	519	-	-	519	83.0
British Air Ferries	502	960	1 378	49	29 023	13 374	46.1	269	2 998	1 236	79	59	1 098	41.2
British Midland Airways	4	1	5	-	-	-	-	-	156	-	-	-	-	-
Brymon Airways	52	130	173	3 470	2 606	1 394	53.5	21	261	123	-	8	114	47.0
Dan-Air Services	289	767	997	15 738	12 822	8 924	69.6	680	1 423	946	187	17	743	66.5
Euroair Transport	4	12	16	-	-	-	-	-	7	5	-	5	-	80.0
Express Air Services	18	138	81	-	-	-	-	246	77	52	52	-	-	67.5
Genair	4	16	16	-	55	40	72.3	-	6	4	-	1	3	54.6
Heavylift Cargo Airlines	73	41	184	-	-	-	-	-	2 487	563	-	563	-	22.6
Instone Airlines	9	45	51	-	-	-	-	110	47	23	23	-	-	49.3
Inter City Airlines	51	194	203	3 837	2 171	1 504	69.3	22	265	145	-	24	121	54.7
Jersey European Airways	16	48	50	-	266	173	65.2	-	22	14	-	-	14	61.8
Laker Airways	1	2	2	161	46	41	90.4	-	4	3	-	-	3	80.6
Loganair	14	75	60	-	414	143	34.6	-	38	13	-	-	13	34.5
Monarch Airlines	27	27	60	-	4 046	2 858	70.6	-	395	256	-	-	256	64.8
Tradewinds Airways	157	66	225	-	-	-	-	-	6 588	1 641	-	1 641	-	24.9
<b>TOTAL</b>	<b>1 772</b>	<b>3 195</b>	<b>4 526</b>	<b>35 437</b>	<b>128 434</b>	<b>89 741</b>	<b>69.9</b>	<b>1 546</b>	<b>23 208</b>	<b>11 036</b>	<b>342</b>	<b>3 166</b>	<b>7 529</b>	<b>47.6</b>

(a) Excludes Air Taxi Operations.

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

International Exempt Operations February 1982 (a)

Table 1.12.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)		Seat-km used (000)	As percentage of available	(b) Cargo and mail uplifted tonnes	Tonne-kilometres used				As percentage of available	
				Number of passengers uplifted	Seat-km available (000)				Total (000)	Mail (000)	Cargo (000)	Passenger (000)		
British Airways	24	26	44	309	4 928	3 866	78.5	-	506	313	-	-	313	61.9
British Airtours	117	60	182	879	25 041	21 811	87.1	-	2 328	1 866	-	-	1 866	80.1
British Caledonian Airways	68	18	89	106	11 211	9 294	82.9	186	1 811	1 375	-	539	836	75.9
Air Europe	14	6	22	-	1 821	1 760	96.6	-	172	141	-	-	141	81.7
Air UK	69	111	121	809	4 367	2 810	64.4	5	425	244	-	6	238	57.5
Air-Bridge Carriers	25	20	53	-	-	-	-	-	436	295	-	295	-	67.6
Britannia Airways	57	92	99	9 783	7 351	6 108	83.1	-	625	519	-	-	519	83.0
British Air Ferries	447	789	1 179	49	29 023	13 374	46.1	-	2 669	1 156	-	59	1 098	43.3
British Midland Airways	4	1	5	-	-	-	-	-	156	-	-	-	-	-
Dan-Air Services	35	23	67	1 566	4 627	3 507	75.8	2	373	283	-	1	282	76.0
Euroair Transport	4	12	16	-	-	-	-	-	7	5	-	5	-	80.0
Genair	1	2	4	-	-	-	-	-	2	1	-	1	-	36.7
Heavylift Cargo Airlines	73	41	184	-	-	-	-	-	2 487	563	-	563	-	22.6
Inter City Airlines	5	8	16	208	163	137	84.1	-	26	15	-	4	11	57.7
Monarch Airlines	27	27	60	-	4 046	2 858	70.6	-	395	256	-	-	256	64.8
Tradewinds Airways	157	66	225	-	-	-	-	-	6 588	1 641	-	1 641	-	24.9
<b>TOTAL</b>	<b>1 126</b>	<b>1 302</b>	<b>2 365</b>	<b>13 709</b>	<b>92 578</b>	<b>65 525</b>	<b>70.8</b>	<b>193</b>	<b>19 003</b>	<b>8 672</b>	<b>-</b>	<b>3 113</b>	<b>5 559</b>	<b>45.6</b>

(a) Excludes Air Taxi Operations.

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

Domestic Exempt Operations February 1982 (a)

Table 1.12.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
				Number of passengers uplifted				and mail uplifted tonnes		Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
British Airways	1	6	5	292	96	71	74.2	-	10	6	-	-	6	65.9
British Airtours	170	283	381	-	22 132	15 564	70.3	-	2 060	1 245	-	-	1 245	60.4
Air UK	1	2	4	4	28	2	8.0	9	5	5	-	5	-	96.8
Air-Bridge Carriers	5	18	20	-	-	-	-	-	57	5	-	5	-	7.9
Aurigny Air Services	1	31	6	-	11	4	38.0	-	1	-	-	-	-	36.1
British Air Ferries	55	171	199	-	-	-	-	269	330	79	79	-	-	24.0
Brymon Airways	52	130	173	3 470	2 606	1 394	53.5	21	261	123	-	8	114	47.0
Dan-Air Services	254	744	931	14 172	8 195	5 417	66.1	678	1 051	663	187	15	461	63.1
Express Air Services	18	138	81	-	-	-	-	246	77	52	52	-	-	67.5
Genair	3	14	12	-	55	40	72.3	-	5	3	-	-	3	60.5
Instone Airlines	9	45	51	-	-	-	-	110	47	23	23	-	-	49.3
Inter City Airlines	46	186	187	3 629	2 008	1 367	68.1	22	238	130	-	20	111	54.6
Jersey European Airways	16	48	50	-	266	173	65.2	-	22	14	-	-	14	61.8
Laker Airways	1	2	2	161	46	41	90.4	-	4	3	-	-	3	80.6
Loganair	14	75	60	-	414	143	34.6	-	38	13	-	-	13	34.5
<b>TOTAL</b>	<b>646</b>	<b>1 893</b>	<b>2 161</b>	<b>21 728</b>	<b>35 856</b>	<b>24 216</b>	<b>67.5</b>	<b>1 353</b>	<b>4 205</b>	<b>2 364</b>	<b>342</b>	<b>53</b>	<b>1 971</b>	<b>56.2</b>

(a) Excludes Air Taxi Operations.

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

Class 5 Operations for UK Operators February 1982 (a)

Table 1.13

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used				As percentage of available
										Total (000)	Mail (000)	Cargo (000)	Passenger (000)	
Britannia Airways	28	16	45	..	3 578	2 957	82.6	..	304	271	7	12	251	89.3
TOTAL	28	16	45	..	3 578	2 957	82.6	..	304	271	7	12	251	89.3

(a) Sub-charter operations where the number of flights do not exceed 20% of the number of journeys authorised or advertised by the main licence holder.

Aircraft Type and Utilisation - All Airlines

Table 1.14.1

February 1982 (a)

	Aircraft -km (000)	Stage flights		Aircraft hours		(b) Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1981	Avge. Daily Utilisation per A/C (Hours) Qtr ended Dec 1981
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	23	115	-	114	-	947	189	4	2.9
Aerospatiale SA-365 Dauphin	55	767	466	214	35	2 405	147	3	2.6
Airbus A300 B/4	24	11	-	32	-	2 976	6 919	3	5.8
Aviation Traders Merchantman	92	-	131	-	218	-	-	3	2.4
AW650 Argosy	43	-	129	-	161	-	-	3	1.3
BAC 111-200	246	474	-	559	-	19 608	10 510	5	4.7
BAC 111-300/400	611	952	2	1 232	3	43 455	32 414	18	3.9
BAC 111-500	3 055	5 400	68	6 430	77	319 190	204 585	42	5.5
BAC/Aerospatiale Concorde	754	138	-	525	-	6 559	34 733	7	2.5
Beech 200 Super-King Air	1	2	-	2	-	9	3	1	-
Beechcraft B.90 King Air	22	-	28	-	69	-	-	1	1.1
Bell 206 Jetranger	8	110	-	48	-	165	13	9	0.3
Bell 212 Twin	184	6 223	-	1 201	-	33 315	959	13	3.6
Boeing 707-320C/336	1 334	285	190	1 155	768	15 950	57 770	22	5.3
Boeing 720/720B	151	64	2	224	2	6 441	22 081	3	5.0
Boeing 727-100	394	223	-	591	-	28 235	51 186	5	4.8
Boeing 727-200	234	136	-	354	-	20 792	39 290	3	6.1
Boeing 737-200	7 326	5 486	-	12 346	-	475 575	729 618	72	7.6
Boeing 747-100	3 364	870	-	4 364	-	105 108	868 235	16	10.9
Boeing 747-200	2 448	489	-	3 171	-	74 361	653 108	10	12.1
Boeing 747F	117	-	22	-	130	-	-	1	7.0
Boeing-Vertol 234 Chinook	97	272	-	372	-	10 317	3 665	5	2.3
Bristol 170 Wayfarer	9	-	45	-	51	-	-	1	0.8
Britten-Norman Islander	80	1 176	-	406	-	4 234	323	15	0.7
Britten-Norman Trislander	42	706	-	210	-	6 369	364	7	2.0
Canadair CL 44	104	-	39	-	202	-	-	1	7.7
Cessna 401/402/411/414/421	-	-	-	-	-	-	-	2	1.0
Cessna 404 Titan	36	140	-	133	-	526	151	3	0.8
Cessna 441 Conquest	-	-	-	-	-	-	-	1	-
De Havilland DHC-7 (Dash 7)	87	301	-	313	-	5 753	1 991	3	2.7
DHC 6 Twin-Otter	214	1 479	-	1 019	-	13 633	1 934	21	2.5
DC3 Dakota/Pionair	-	-	-	-	-	-	-	5	0.5
Embraer Bandeirante	397	1 424	14	1 386	20	10 298	3 284	25	2.4
Fokker F27, 100, 200, 400, 600	592	1 818	-	1 836	-	35 874	13 994	16	5.0
Hawker Siddeley 121 Trident 1C	189	405	-	387	-	27 910	13 255	9	1.4
Hawker Siddeley 121 Trident 2E	404	430	-	608	-	26 285	23 067	12	3.2
Hawker Siddeley 121 Trident 3B	1 671	2 799	-	3 494	-	265 663	153 537	25	5.2
HP Herald 100/200	449	964	539	1 181	468	16 718	7 660	25	2.5
HS 125	-	-	-	-	-	-	-	3	-
HS 748	537	1 529	237	1 702	247	33 547	12 137	20	3.9
Lockheed L1011 Tristar	357	311	-	699	-	63 094	70 550	9	3.5
Lockheed L-1011-200 Tristar	1095	359	-	1 558	-	34 500	171 131	8	7.7
Lockheed L-1011-500 Tristar	1 059	286	-	1 430	-	24 586	148 300	6	8.0
MBB BO 105	125	2 932	-	630	-	5 324	249	10	2.4
McDonnell-Douglas DC9-10/15	80	209	-	203	-	12 706	5 028	3	3.7
McDonnell-Douglas DC10-10	41	14	-	56	-	2 043	6 556	6	5.4
McDonnell-Douglas DC-10-30	2 143	492	-	2 705	-	34 396	259 327	13	11.6
Piper PA23 Aztec (and Apache)	-	-	-	-	-	-	-	9	-
Piper PA31/31P Navajo	68	198	28	128	75	1 105	261	12	0.6
Short SC5/10 Belfast	133	-	75	-	327	-	-	2	4.9
Short SD-330	147	677	-	631	-	7 527	2 435	6	3.9
Sikorsky S61N	829	5 462	-	4 602	-	59 469	8 923	52	3.5
Sikorsky S76	176	998	-	734	-	4 034	711	17	1.7
Vickers Viscount 700	36	90	12	98	17	3 867	1 276	4	1.4
Vickers Viscount 700D/800/810	870	2 265	114	2 360	166	63 570	30 923	28	3.5
Westland Wessex	-	-	-	-	-	-	-	6	-
<b>TOTAL</b>	<b>32 553</b>	<b>49 481</b>	<b>2 141</b>	<b>61 443</b>	<b>3 036</b>	<b>1 928 439</b>	<b>3 653 320</b>	<b>634</b>	<b>4.4</b>

(a) Excludes Air Taxi Operations

(b) Excludes passengers uplifted on exempt sub-charter and Class 5 licence operations

Aircraft Type and Utilisation - Individual Airlines

Table 1.14.2

February 1982 (a)

	Aircraft -km (000)	Stage flights		Aircraft hours		(b)	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1981	Avge. Daily Utilisation Per A/C (Hours) Qtr ended Dec 1981
		Passenger	Cargo	Passenger	Cargo	Passengers Up/ifted			
<b>British Airways</b>									
HS 748	68	276	-	246	-	5 248	1 392	2	4.6
Vickers Viscount 7000/800/810	182	673	2	550	1	21 434	6 860	7	2.9
BAC 111-300/400	223	437	-	490	-	17 786	8 941	5	4.6
BAC 111-500	1 505	3 227	-	3 333	-	178 821	84 510	21	5.6
Boeing 737-200	1 588	1 827	-	2 972	-	113 312	98 594	19	6.3
Hawker Siddeley 121 Trident 2E	404	430	-	608	-	26 285	23 067	12	3.2
Hawker Siddeley 121 Trident 1C	189	405	-	387	-	27 910	13 255	9	1.4
Hawker Siddeley 121 Trident 3B	1 671	2 799	-	3 494	-	265 663	153 537	25	5.2
Lockheed L1011 Tristar	357	311	-	699	-	63 094	70 550	9	3.5
Boeing 707-320C/336	265	111	-	459	-	6 147	20 305	7	4.4
Lockheed L-1011-500 Tristar	1 059	286	-	1 430	-	24 586	148 300	6	8.0
Boeing 747-100	3 364	870	-	4 364	-	105 108	868 235	16	10.9
Boeing 747-200	2 448	489	-	3 171	-	74 361	653 108	10	12.1
Boeing 747F	117	-	22	-	130	-	-	1	7.0
Lockheed L-1011-200 Tristar	1 022	324	-	1 454	-	28 088	148 912	6	9.0
BAC/Aerospatiale Concorde	754	138	-	525	-	6 559	34 733	7	2.5
<b>TOTAL</b>	<b>15 217</b>	<b>12 603</b>	<b>24</b>	<b>24 182</b>	<b>131</b>	<b>964 402</b>	<b>2 334 299</b>	<b>162</b>	<b>5.9</b>
<b>British Air Tours</b>									
Boeing 737-200	680	577	-	1 216	-	28 099	73 765	9	6.5
Boeing 707-320C/336	27	20	-	44	-	2 041	4 328	1	3.6
Lockheed L1011-200 Tristar	72	35	-	104	-	6 412	22 220	2	3.8
<b>TOTAL</b>	<b>779</b>	<b>632</b>	<b>-</b>	<b>1 364</b>	<b>-</b>	<b>36 552</b>	<b>100 313</b>	<b>12</b>	<b>5.8</b>
<b>British Airways Helicopters</b>									
Sikorsky S61N	337	2 544	-	1 674	-	28 055	3 689	22	3.0
Sikorsky S76	8	176	-	65	-	748	34	4	0.6
Bell 212 Twin	21	373	-	113	-	2 025	113	2	2.8
Boeing-Vertol Model 234 Chinook	97	272	-	372	-	10 317	3 665	5	2.3
Bell 206 Jetranger	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>463</b>	<b>3 365</b>	<b>-</b>	<b>2 224</b>	<b>-</b>	<b>41 145</b>	<b>7 501</b>	<b>34</b>	<b>2.5</b>
<b>British Caledonian Airways</b>									
BAC 111-200	133	311	-	323	-	12 304	5 087	3	5.1
BAC 111-500	831	1 560	44	1 817	53	78 462	46 053	9	6.3
Boeing 707-320C/336	632	152	41	647	195	7 382	32 563	4	9.3
McDonnell-Douglas DC-10-30	2 097	486	-	2 666	-	33 777	254 477	8	11.6
Sikorsky S61N	20	488	-	163	-	5 465	219	1	5.7
<b>TOTAL</b>	<b>3 713</b>	<b>2 997</b>	<b>85</b>	<b>5 616</b>	<b>248</b>	<b>137 390</b>	<b>338 399</b>	<b>25</b>	<b>8.1</b>
<b>Air Continental</b>									
Piper PA31/31P Navajo	22	-	28	-	75	-	-	2	-
Beechcraft B90 King Air	22	-	28	-	69	-	-	2	2.5
<b>TOTAL</b>	<b>44</b>	<b>-</b>	<b>56</b>	<b>-</b>	<b>144</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>1.2</b>
<b>Air Ecosse</b>									
Embraer Bandeirante	127	578	-	416	-	4 232	1 122	10	1.9
DHC6 Twin Otter	-	-	-	-	-	-	-	2	-
Beech B200 Super King Air	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>127</b>	<b>578</b>	<b>-</b>	<b>416</b>	<b>-</b>	<b>4 232</b>	<b>1 122</b>	<b>13</b>	<b>1.5</b>
<b>Air Europe</b>									
Boeing 737-200	624	365	-	1 010	-	41 000	73 246	4	11.2
<b>TOTAL</b>	<b>624</b>	<b>365</b>	<b>-</b>	<b>1 010</b>	<b>-</b>	<b>41 000</b>	<b>73 246</b>	<b>4</b>	<b>11.2</b>

Table 1.14.2 cont.

	Aircraft -km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1981	Avg. Daily Utilisation Per A/C) (Hours) Qtr ended Dec 1981
		Passenger	Cargo	Passenger	Cargo				
<b>Air UK</b>									
Fokker F27,100,200,400,600	544	1 642	-	1 652	-	31 333	12 688	14	5.6
HP Herald 100/200	171	576	116	536	116	14 255	3 468	13	3.8
Embraer Bandeirante	164	502	-	596	-	3 849	1 322	6	5.6
BAC 111-300/400	94	103	2	171	3	6 003	6 098	4	4.5
<b>TOTAL</b>	<b>974</b>	<b>2 823</b>	<b>118</b>	<b>2 955</b>	<b>119</b>	<b>55 440</b>	<b>23 576</b>	<b>37</b>	<b>5.0</b>
<b>Air-Bridge Carriers</b>									
AW650 Argosy	43	-	129	-	161	-	-	3	1.3
Aviation Traders Merchantman	92	-	131	-	218	-	-	3	2.4
<b>TOTAL</b>	<b>135</b>	<b>-</b>	<b>260</b>	<b>-</b>	<b>379</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>1.8</b>
<b>Alderney Air Ferries</b>									
Britten-Norman Islander	18	165	-	94	-	351	52	3	0.9
<b>TOTAL</b>	<b>18</b>	<b>165</b>	<b>-</b>	<b>94</b>	<b>-</b>	<b>351</b>	<b>52</b>	<b>3</b>	<b>0.9</b>
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	35	627	-	170	-	5 807	305	3	1.7
Britten-Norman Islander	8	154	-	35	-	521	31	2	0.8
DHC 6 Twin-Otter	25	500	-	129	-	6 018	294	2	3.2
<b>TOTAL</b>	<b>67</b>	<b>1 281</b>	<b>-</b>	<b>334</b>	<b>-</b>	<b>12 346</b>	<b>630</b>	<b>7</b>	<b>1.9</b>
<b>B.E.A.S.</b>									
Bell 212 Twin	103	4 642	-	688	-	25 779	572	4	6.5
<b>TOTAL</b>	<b>103</b>	<b>4 642</b>	<b>-</b>	<b>688</b>	<b>-</b>	<b>25 779</b>	<b>572</b>	<b>4</b>	<b>6.5</b>
<b>Bristow Helicopters</b>									
Sikorsky S61N	375	1 994	-	2 274	-	20 246	3 808	22	3.8
MEB BO 105	3	21	-	17	-	60	9	1	1.4
Sikorsky S76	73	354	-	319	-	1 823	376	6	1.7
Bell 212 Twin	60	1 208	-	400	-	5 511	274	6	1.3
Aerospatiale SA330J Puma	23	115	-	114	-	947	189	4	2.9
Bell 206 Jetranger	-	-	-	-	-	-	-	6	0.1
Westland Wessex	-	-	-	-	-	-	-	6	-
<b>TOTAL</b>	<b>534</b>	<b>3 692</b>	<b>-</b>	<b>3 124</b>	<b>-</b>	<b>28 587</b>	<b>4 656</b>	<b>51</b>	<b>2.7</b>
<b>Britannia Airways</b>									
Boeing 737-200	3 151	1 965	-	5 089	-	213 842	339 738	26	8.0
<b>TOTAL</b>	<b>3 151</b>	<b>1 965</b>	<b>-</b>	<b>5 089</b>	<b>-</b>	<b>213 842</b>	<b>339 738</b>	<b>26</b>	<b>8.0</b>
<b>British Air Ferries</b>									
HP Herald 100/200	216	313	159	547	194	-	3 359	9	1.6
HS 125	-	-	-	-	-	-	-	2	-
Vickers Viscount 700D/800/810	321	473	81	628	120	486	10 187	11	2.8
<b>TOTAL</b>	<b>538</b>	<b>786</b>	<b>240</b>	<b>1 175</b>	<b>314</b>	<b>486</b>	<b>13 547</b>	<b>22</b>	<b>2.0</b>
<b>British Caledonian Helicopters</b>									
Sikorsky S61N	53	184	-	269	-	1 951	558	4	2.8
Sikorsky S76	15	59	-	56	-	281	71	1	0.5
<b>TOTAL</b>	<b>68</b>	<b>243</b>	<b>-</b>	<b>325</b>	<b>-</b>	<b>2 232</b>	<b>629</b>	<b>5</b>	<b>2.4</b>



Table 1.14.2 cont.

	Aircraft -km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1981	Avg. Daily Utilisation Per A/C (Hours) Qtr ended Dec 1981
		Passenger	Cargo	Passenger	Cargo				
<b>British Midland Airways</b>									
Fokker F27 100-200-400-600	47	176	-	184	-	4 541	1 306	2	1.8
Short SD-330	9	53	-	47	-	783	150	-	-
Vickers Viscount 700D/800/810	366	1 119	31	1 182	45	41 650	13 877	10	4.7
McDonnell-Douglas DC9-10/15	80	209	-	203	-	13 706	5 028	3	3.7
Boeing 707-320C/336	10	2	2	5	9	380	573	3	2.1
<b>TOTAL</b>	<b>513</b>	<b>1 559</b>	<b>33</b>	<b>1 621</b>	<b>54</b>	<b>60 060</b>	<b>20 933</b>	<b>18</b>	<b>3.8</b>
<b>Bryson Airways</b>									
De Havilland DHC-7 (Dash 7)	87	301	-	313	-	5 753	1 991	3	2.7
HP Herald 100/200	25	75	-	98	-	2 463	832	1	3.5
DHC 6 Twin-Otter	79	405	-	389	-	2 994	615	5	5.3
<b>TOTAL</b>	<b>192</b>	<b>781</b>	<b>-</b>	<b>800</b>	<b>-</b>	<b>11 210</b>	<b>3 439</b>	<b>9</b>	<b>4.5</b>
<b>Burnthills Aviation</b>									
Bell 206 Jetranger	-	-	-	-	-	-	-	2	1.0
Piper PA23 Aztec (and Apache)	-	-	-	-	-	-	-	2	-
Piper PA31/31P Navajo	-	-	-	-	-	-	-	3	-
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7</b>	<b>0.3</b>
<b>Burnthills Helicopter Service</b>									
Bell 206 Jetranger	8	110	-	48	-	165	13	-	-
<b>TOTAL</b>	<b>8</b>	<b>110</b>	<b>-</b>	<b>48</b>	<b>-</b>	<b>165</b>	<b>13</b>	<b>-</b>	<b>-</b>
<b>Cabair</b>									
Cessna 404 Titan	-	-	-	-	-	-	-	-	2.6
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2.6</b>
<b>Casair Aviation Services</b>									
Cessna 404 Titan	12	48	-	43	-	202	49	1	1.4
Piper PA23 Aztec (and Apache)	-	-	-	-	-	-	-	1	-
Piper PA31/31P Navajo	18	72	-	65	-	563	137	3	0.8
Cessna 401/402/411/414/421	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>29</b>	<b>120</b>	<b>-</b>	<b>108</b>	<b>-</b>	<b>765</b>	<b>187</b>	<b>6</b>	<b>0.8</b>
<b>Dan-Air Services</b>									
HS 748	469	1 253	237	1 456	247	28 299	10 745	18	3.8
BAC 111-200	112	163	-	236	-	7 304	5 424	2	3.7
BAC 111-300/400	285	404	-	559	-	19 204	16 970	5	4.5
BAC 111-500	561	484	24	998	24	50 166	57 929	9	4.3
Boeing 727-200	234	136	-	354	-	20 792	39 820	3	6.1
Boeing 737-200	134	71	-	208	-	8 033	16 289	1	8.3
Boeing 727-100	394	223	-	591	-	28 235	51 186	5	4.8
<b>TOTAL</b>	<b>2 190</b>	<b>2 734</b>	<b>261</b>	<b>4 402</b>	<b>271</b>	<b>162 033</b>	<b>198 363</b>	<b>43</b>	<b>4.4</b>
<b>Eastern Airways</b>									
HS 125	-	-	-	-	-	-	-	1	0.7
Short SD-330	34	180	-	127	-	2 118	619	1	4.9
Piper PA23 Aztec (and Apache)	-	-	-	-	-	-	-	3	-
Piper PA31/31P Navajo	-	-	-	-	-	-	-	2	-
<b>TOTAL</b>	<b>34</b>	<b>180</b>	<b>-</b>	<b>127</b>	<b>-</b>	<b>2 118</b>	<b>619</b>	<b>7</b>	<b>0.7</b>
<b>Euroair Transport</b>									
Britten-Norman Islander	3	17	-	13	-	49	10	2	-
Cessna 404 Titan	11	54	-	41	-	85	17	4	0.4
Embraer Bandeirante	4	-	12	-	16	-	-	2	0.1
Piper PA23 Aztec (and apache)	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>19</b>	<b>71</b>	<b>12</b>	<b>54</b>	<b>16</b>	<b>134</b>	<b>27</b>	<b>9</b>	<b>0.2</b>
<b>Euroflite</b>									
Beech 200 Super King Air	1	2	-	2	-	9	3	-	-
Cessna 404 Titan	13	38	-	49	-	239	85	1	2.5
Cessna 401/402/411/414/421	-	-	-	-	-	-	-	1	2.0
<b>TOTAL</b>	<b>14</b>	<b>40</b>	<b>-</b>	<b>51</b>	<b>-</b>	<b>248</b>	<b>88</b>	<b>2</b>	<b>2.4</b>

Table 1.14.2 cont.

	Aircraft -km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1981	Avg. Daily Utilisation Per A/C (Hours) Qtr ended Dec 1981
		Passenger	Cargo	Passenger	Cargo				
<b>Express Air Services</b>									
HP Herald 100/200	36	-	264	-	158	-	-	2	2.6
<b>TOTAL</b>	<b>36</b>	<b>-</b>	<b>264</b>	<b>-</b>	<b>158</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>2.6</b>
<b>Genair</b>									
Embraer Bandeirante	52	170	2	208	4	1 221	413	3	2.2
Beech B90 King Air	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>52</b>	<b>170</b>	<b>2</b>	<b>208</b>	<b>4</b>	<b>1 221</b>	<b>413</b>	<b>4</b>	<b>1.7</b>
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	-	-	-	-	-	-	-	5	0.5
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>0.5</b>
<b>Guernsey Airlines</b>									
Short SD-330	2	5	-	7	-	58	26	1	5.0
Vickers Viscount 700	-	-	-	-	-	-	-	1	0.4
<b>TOTAL</b>	<b>2</b>	<b>5</b>	<b>-</b>	<b>7</b>	<b>-</b>	<b>58</b>	<b>26</b>	<b>2</b>	<b>2.7</b>
<b>Heavylift Cargo Airlines</b>									
Short SC5/10 Belfast	133	-	75	-	327	-	-	2	4.9
<b>TOTAL</b>	<b>133</b>	<b>-</b>	<b>75</b>	<b>-</b>	<b>327</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>4.9</b>
<b>Helicopter Hire</b>									
Bell 212 Twin	-	-	-	-	-	-	-	1	0.6
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>0.6</b>
<b>Instone Airlines</b>									
Bristol 170 Wayfarer	9	-	45	-	51	-	-	1	0.8
<b>TOTAL</b>	<b>9</b>	<b>-</b>	<b>45</b>	<b>-</b>	<b>51</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>0.8</b>
<b>Inter City Airlines</b>									
Short SD-330	47	172	-	210	-	1 048	731	2	2.5
Vickers Viscount 700	36	90	12	98	17	3 867	1 276	3	1.9
<b>TOTAL</b>	<b>83</b>	<b>262</b>	<b>12</b>	<b>308</b>	<b>17</b>	<b>4 915</b>	<b>2 007</b>	<b>5</b>	<b>2.2</b>
<b>Jersey European Airways</b>									
Britten-Norman Islander	13	153	-	86	-	938	76	2	0.1
DHC 6 Twin-Otter	24	88	-	87	-	767	236	2	1.3
Embraer Bandeirante	50	174	-	166	-	996	427	2	3.1
Piper PA31/31P Navajo	-	-	-	-	-	-	-	1	0.2
<b>TOTAL</b>	<b>87</b>	<b>415</b>	<b>-</b>	<b>339</b>	<b>-</b>	<b>2 701</b>	<b>739</b>	<b>7</b>	<b>1.3</b>
<b>Laker Airways</b>									
BAC 111-300/400	8	8	-	12	-	462	404	4	2.0
McDonnell-Douglas DC10-10	41	14	-	56	-	2 043	6 556	6	5.4
Airbus A300 B/4	24	11	-	32	-	2 976	6 919	3	5.8
McDonnell-Douglas DC-10-30	46	6	-	39	-	619	4 850	5	11.5
Boeing 707 320C/536	-	-	-	-	-	-	-	2	-
<b>TOTAL</b>	<b>120</b>	<b>39</b>	<b>-</b>	<b>139</b>	<b>-</b>	<b>6 100</b>	<b>18 279</b>	<b>20</b>	<b>6.4</b>
<b>Loganair</b>									
Britten-Norman Trislander	7	79	-	40	-	562	59	4	2.4
Britten-Norman Islander	37	687	-	178	-	2 375	155	6	1.0
DHC 6 Twin-Otter	86	486	-	414	-	3 854	788	8	1.6
Short SD-330	54	267	-	240	-	3 520	909	2	4.2
Embraer Bandeirante	-	-	-	-	-	-	-	2	-
<b>TOTAL</b>	<b>185</b>	<b>1 519</b>	<b>-</b>	<b>872</b>	<b>-</b>	<b>10 311</b>	<b>1 911</b>	<b>22</b>	<b>1.6</b>

Table 1.14.2 cont.

	Aircraft -km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-km used (000)	Aircraft in service at Qtr ended Dec 1981	Avg. Daily Utilisation Per A/C (Hours) Qtr ended Dec 1981
		Passenger	Cargo	Passenger	Cargo				
<b>Management Aviation</b>									
MBB BO 105	43	767	-	216	-	2 301	130	3	2.7
Aerospatiale SA-365 Dauphin	55	767	466	214	35	2 405	147	2	2.6
<b>TOTAL</b>	<b>98</b>	<b>1 534</b>	<b>466</b>	<b>430</b>	<b>35</b>	<b>4 706</b>	<b>277</b>	<b>5</b>	<b>2.7</b>
<b>Monarch Airlines</b>									
BAC 111-500	158	129	-	282	-	11 741	16 093	3	5.5
Boeing 737-200	345	196	-	556	-	22 387	41 147	3	6.8
Boeing 720/720B	151	64	2	224	2	6 441	22 081	3	5.0
Boeing 707-320C/336	-	-	-	-	-	-	-	-	2.5
<b>TOTAL</b>	<b>654</b>	<b>389</b>	<b>2</b>	<b>1 062</b>	<b>2</b>	<b>40 569</b>	<b>79 320</b>	<b>9</b>	<b>5.3</b>
<b>North Scottish Helicopters</b>									
Sikorsky S61N	44	252	-	222	-	3 752	649	3	3.7
MBB BO 105	79	2 144	-	397	-	2 963	110	6	2.4
Sikorsky S76	80	409	-	294	-	1 182	230	6	2.8
Aerospatiale SA-365 Dauphin	-	-	-	-	-	-	-	1	0.9
<b>TOTAL</b>	<b>203</b>	<b>2 805</b>	<b>-</b>	<b>913</b>	<b>-</b>	<b>7 897</b>	<b>989</b>	<b>16</b>	<b>2.8</b>
<b>Orion Airways</b>									
Boeing 737-200	804	485	-	1 295	-	48 902	86 839	6	8.9
<b>TOTAL</b>	<b>804</b>	<b>485</b>	<b>-</b>	<b>1 295</b>	<b>-</b>	<b>48 902</b>	<b>86 839</b>	<b>6</b>	<b>8.9</b>
<b>Redcoat Air Cargo</b>									
Canadair CL 44	104	-	39	-	202	-	-	1	7.7
Bristol Britannia 300	-	-	-	-	-	-	-	-	0.9
<b>TOTAL</b>	<b>104</b>	<b>-</b>	<b>39</b>	<b>-</b>	<b>202</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>3.5</b>
<b>Scimitar Airlines</b>									
Boeing 707-320C/336	-	-	-	-	-	-	-	2	4.2
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>4.2</b>
<b>Spacegrand Aviation Services</b>									
Piper PA31/31P Navajo	29	126	-	63	-	542	123	2	1.4
Piper PA23 Aztec (and Apache)	-	-	-	-	-	-	-	1	-
<b>TOTAL</b>	<b>29</b>	<b>126</b>	<b>-</b>	<b>63</b>	<b>-</b>	<b>542</b>	<b>123</b>	<b>3</b>	<b>0.9</b>
<b>Tradewinds Airways</b>									
Boeing 707-320C/336	400	-	147	-	564	-	-	3	9.7
<b>TOTAL</b>	<b>400</b>	<b>-</b>	<b>147</b>	<b>-</b>	<b>564</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>9.7</b>
<b>GRAND TOTAL</b>	<b>32 553</b>	<b>49 481</b>	<b>2 141</b>	<b>61 443</b>	<b>3 036</b>	<b>1 928 439</b>	<b>3 653 320</b>	<b>634</b>	<b>4.4</b>

(a) Excludes Air Taxi operations

(b) Excludes passengers uplifted on exempt sub-charter and Class 5 Licence operations

Passengers Uplifted on Domestic Routes for February 1982 (a)

Table 1.15

	H e a t h r o w	G a t w i c k	S o u t h e a s t	S t a n s t e d	A b e r d e e n	B e l f a s t	B i r m i n g h a m	B l a c k p o o l	B o u r n e m o u t h	B r i s t o l	C a r d i f f	C h e s t e r	D u n d e e	E d i n b u r g h	E x e t e r	G l a s g o w
Heathrow																
Gatwick	5 465															
Southend																
Stansted																
Aberdeen	24 910	5 421														
Belfast	39 379	4 476			253											
Birmingham	7 141				784	4 307										
Blackpool						621										
Bournemouth		38					115									
Bristol							412									
Cardiff							440									
Channel Islands (b)	13 775	7 272	800	87			1 864		1 970	482 218						
Chester																134
Dundee							221									
East Midlands	2 235						681	2 538								1 380
Edinburgh	45 643	9 453				1 888	2 400	3 466						219		
Exeter															283	
Glasgow	56 061	9 881				4 865	4 631	5 164		313	443			3 548		
Humberside	1 138															177
Inverness	4 234					274										2 829
Isle of Man	3 600						744		817							378
Isles of Scilly																
Kirkwall							1 305									276
Leeds/Bradford	10 824						832	2 571						824		1 580
Liverpool	7 739	1 221					782	1 933								
Londonderry																420
Manchester	46 857	10 115				3 108	8 256	11								4 658
Newcastle	20 514	4 394				2 208	1 029	228		634			57 1	412	637	2 655
Norwich	618					1 859										785
Other Scottish Aerodromes						6 316										682
Penzance																
Shoreham																64
Southampton																7 956
Sunbury																216
Tees-side							15 573									354
Other Routes (c)	12 883					1 529										665

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

(b) Comprises Alderney, Guernsey and Jersey.

(c) These are routes operating on a non-scheduled basis only.

Note: Passengers are counted in both directions.

Passengers Uplifted on Domestic Routes for February 1982 (a)

Table 1.15 cont'd

39

	H u m b e r s i d e	I n v e r n e s o a s f n	I s l e s o f S c i l l y	K i r k w a l	B r a d f o r d	L i v e r p o o l	L o n d o n d e r r y	M a n c h e s t e r	N e w c a s t l e	N o r w i c h	A e r o d r o m e s	P e n z a n c e	S h o r e h a m	S o u t h h a m p t o n	S u m b u r g h	T e e s i d e	(c) R o o t h e r s
Heathrow																	
Gatwick																	
Southend																	
Stansted																	
Aberdeen																	
Belfast																	
Birmingham																	
Blackpool																	
Bournemouth																	
Bristol																	
Cardiff																	
Channel Islands (b)																	
Chester																	
Dundee																	
East Midlands																	
Edinburgh																	
Exeter																	
Glasgow																	
Humberside																	
Inverness																	
Isle of Man																	
Isles of Scilly																	
Kirkwall		477															
Leeds/Bradford																	
Liverpool		2 801															
Londonderry																	
Manchester		2 861															
Newcastle								403									
Norwich	75								275								
Other Scottish Aerodromes		1 772		1 643													344
Penzance			1 458														
Shoreham																	
Southampton																	
Sumburgh		298			335												74
Tees-side									172								
Other Routes (c)																	876

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

(b) Comprises Alderney, Guernsey and Jersey.

(c) These are routes operating on a non-scheduled basis only.

NOTE: Passengers are counted in both directions.

Operations Subject to Variable Charge by type  
 of Licence for February 1982

Table 1.16

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
			Cargo and mail (000)	Passenger (000)	
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1 (a)	604 235	349 279	95 338	253 941	57.8
Class 2	10 041	8 685	-	8 685	86.4
Class 3	74 173	59 800	6	59 795	80.6
Class 4	2 374	1 795	-	1 795	75.6
Class 5	304	271	20	251	89.1
Class 6	18 297	12 999	12 999	-	71.0
Class 7	1 901	1 118	80	1 038	58.8
<b>TOTAL</b>	<b>711 326</b>	<b>415 271</b>	<b>100 584</b>	<b>314 686</b>	<b>61.6</b>
<b>Non-Chargeable Operations</b>					
Aircraft hired from UK Operators	5 179	3 186	57	3 130	62.1
Aircraft hired from Foreign Operators	2 924	1 682	1 269	413	57.5
Exempt Services (b)	23 057	10 909	3 508	7 401	47.3
Exempt Aircraft	460	200	13	187	43.4
<b>TOTAL</b>	<b>31 620</b>	<b>16 120</b>	<b>4 860</b>	<b>11 260</b>	<b>50.6</b>
<b>GRAND TOTAL</b>	<b>742 946</b>	<b>431 391</b>	<b>105 444</b>	<b>325 946</b>	<b>61.1</b>

(a) Includes operations performed by Cathay Pacific Airways (London - Hong Kong route only).

(b) Excludes Air Taxi operations.

**Output by Type of Licence  
 and Aircraft Ownership for February 1982**

**Table 1.17**

Type of Licence or Service	Capacity Tonne-km Available			Total
	Own Aircraft (000)	Hired from UK Airline (000)	Hired Otherwise (000)	
Class 1 (a)	604 235	3 445	2 426	610 106
Class 2	10 041	-	-	10 041
Class 3	74 173	1 538	51	75 762
Class 4	2 374	16	-	2 390
Class 6	18 297	29	447	18 773
Class 7	2 361	-	-	2 361
Exempt Services (b)	23 057	151	-	23 208
<b>TOTAL</b>	<b>734 539</b>	<b>5 179</b>	<b>2 924</b>	<b>742 642</b>
Class 5	304	-	-	304
<b>TOTAL</b>	<b>304</b>	<b>-</b>	<b>-</b>	<b>304</b>
<b>GRAND TOTAL</b>	<b>734 843</b>	<b>5 179</b>	<b>2 924</b>	<b>742 946</b>

(a) Includes operations performed by Cathay Pacific Airways (London-Hong Kong route only).

(b) Excludes Air Taxi Operations

Scheduled Passenger Analysis by  
 Fare Type Category February 1982(a)

Table 1.18.1

	Fare categories (b)									Total Passengers
	First Class	Individual travel-only fares					Other facilities			
		Normal Economy	Excursion	Apex/ IpeX	Youth Student	Other	Specified Facilities	IT & Fly Drive	Other Travel	
All	145 635	665 431	230 477	99 606	777	51 534	90 235	11 320	25 391	1 320 406
International	145 635	343 586	147 463	87 809	299	12 478	87 495	3 927	6 749	835 441
Domestic	-	321 845	83 014	11 797	478	39 056	2 740	7 393	18 642	484 965

(a) Includes passengers uplifted by Cathay Pacific Airways (London - Hong Kong route only).

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

CAA HEADINGS	BRITISH AIRWAYS HEADINGS
FIRST CLASS	FIRST CLASS SUPERSONIC & CLUB CLASS (SHORT HAUL ONLY)
NORMAL ECONOMY	NORMAL ECONOMY & CLUB CLASS (LONG HAUL ONLY)
EXCURSION	DISCOUNT AND OTHER ECONOMY
APEX/IPEX	APEX
YOUTH AND STUDENT	-
OTHER	-
SPECIFIED FACILITIES	PART CHARTER
IT & FLY DRIVE	-
OTHER TRAVEL	STANDBY

Non-Scheduled Passenger Analysis by Type  
 of Licence and Charter Category February 1982

Table 1.18.2

Licence Class	Charter categories				Total Passengers
	ABC	Affinity	IT	Other	
Class 2 All	-	53 499		18 146	71 645
	-	53 499		17 688	71 187
	-	-		458	458
Class 3 All			443 835		443 835
			443 690		443 690
			145		145
Class 4 All	-	233	10 765	506	11 504
	-	233	10 765	506	11 504
	-	-	-	-	-
Class 7 All				108 888	108 888
				108 861	108 861
				27	27
Exempt Services (a) All				35 437	35 437
				13 709	13 709
				21 728	21 728
TOTAL	-	53 732	454 600	162 977	671 309
	-	53 732	454 455	140 764	648 951
	-	-	145	22 213	22 358

(a) Excludes Air Taxi operations



Public Transport Air-Taxi Operations (a)

Table 1.19

October - December 1981

	Stage flights	Aircraft Hours
Augusta A109A	31	62
Beech 200 Super King Air	794	1 042
Beechcraft 76 Duchess	26	28
Beechcraft B55/58/58P Baron	17	19
Beechcraft B80 Queen-Air	16	17
Beechcraft B90 Kingair	562	877
Bell 47G	16	15
Bell 206 Jetranger	2 133	1 278
Britten-Norman Islander	943	651
Britten-Norman Trislander	11	18
Cessna 150	8	13
Cessna 172 Skyhawk	35	18
Cessna 180/182	48	10
Cessna 206 Super Skywagon	11	13
Cessna 310/320	329	325
Cessna 340	1	2
Cessna 404 Titan	1 375	1 427
Cessna 401/402/411/414/421	285	307
Cessna 414A Chancellor	55	68
Cessna 425 Corsair	94	126
Cessna 441 Conquest	235	271
Cessna 500 Citation	63	92
Cessna 550 Citation 2	219	301
Dassault M20/F20	63	76
DC3 Dakota/Pionair	573	627
DHC 6 Twin-Otter	643	599
Ecurell	224	205
Embraer Bandeirante	2 456	2 624
Enstrom F28A/Enstrom 280	90	66
Gates Learjet 35A	266	305
Grumman GA-7 Cougar	14	33
HS 125	1 133	1 438
Hughes 269A (300)	9	10
Hughes 369 (500)	92	101
MBB BO 105	7	10
Partenavia P68B/C Victor	254	251
Piper PA23 Aztec (and Apache)	2 972	3 528
Piper PA28 (and PA32 Cherokee)	6	10
Piper PA 30/39 Twin Comanche	211	228
Piper PA 31 Navajo	2 169	2 849
Piper PA 34-200 Seneca	143	178
Short SC7 Skyvan	28	33
Short SD 330	19	21
Sikorsky S61N	3	4
Sikorsky S76	37	26
Swearingen Merlin II A/B	190	230
Ted Smith Aerostar 601P	37	41
Turbo Commander 680T/690	103	116
Westland S55 Whirlwind	39	52
<b>TOTAL</b>	<b>19 088</b>	<b>20 641</b>

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

## Part 2

# UK Airports – Movements, Passenger and Cargo Statistics

Size of UK Airports  
 Year ended February 1982

Table 2.1

Main Outputs of UK  
 Airports 1956-1981

Table 2.2

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports		Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Cargo tonnes (000)
Heathrow	26 468	45.62	1956	602	293	5 617	121
			1957	720	329	6 600	139
Gatwick	10 845	18.69	1958	719	340	6 761	167
			1959	727	358	7 867	226
Manchester	4 765	8.21	1960	754	402	10 075	279
Glasgow	2 272	3.92	1961	810	447	12 249	313
			1962	800	449	13 793	344
Luton	1 966	3.39	1963	818	458	15 506	360
Aberdeen	1 568	2.70	1964	884	480	17 649	399
			1965	957	508	19 918	418
Birmingham	1 461	2.52	1966	1 093	556	22 582	517
			1967	1 213	566	24 003	488
Bel fast	1 384	2.39	1968	1 279	560	24 845	524
			1969	1 399	591	28 064	585
Edinburgh	1 124	1.94	1970	1 468	607	31 606	580
Newcastle	948	1.63	1971	1 618	630	34 934	532
			1972	1 733	669	39 125	649
East Midlands	752	1.30	1973	1 892	719	43 125	699
			1974	1 849	710	40 082	721
Sunburgh	509	0.88	1975	1 911	701	41 846	638
Prestwick	357	0.62	1976	1 896	740	44 666	659
			1977	1 912	759	45 927	705
Leeds/Bradford	356	0.61	1978	2 029	862	52 829	748
			1979	2 198	924	56 992	797
Cardiff	293	0.51	1980	2 181	934	57 823	744
			1981	2 103	927	57 768	725
Liverpool	279	0.48					
Stansted	272	0.47	Year ended				
			February 1981	2 150	943	57 722	739
Isle of Man	257	0.44	February 1982	2 097	930	58 018	723
Tees-side	248	0.43					
Bristol	245	0.42	Latest year's growth (percentages)				
Southampton	232	0.40		-2.5	-1.4	0.5	-2.2
Other 33 Airports	1 415	2.44					
			Mean rates of growth (percentages) to 1981				
			20 years	5.7	4.0	7.8	4.1
			10 years	2.3	4.3	5.0	1.5
			5 years	2.7	5.1	5.6	0.5

Use of UK Airports

Table 2.3

Main Categories of Operator and Service

	A.T. Movements (000's)				Total	Terminal Passengers (000's)				Total
	Scheduled		Non-scheduled			Scheduled		Non-scheduled		
	UK	Overseas	UK	Overseas		UK	Overseas	UK	Overseas	
	Operators	Operators	Operators	Operators		Operators	Operators	Operators	Operators	
1972	384.7	144.9	119.2	20.5	669.3	18 788.5	9 144.0	9 495.8	1 697.0	39 125.4
1973	419.9	145.8	130.2	22.6	718.5	21 021.6	9 929.5	10 197.3	1 976.1	43 124.5
1974	420.9	148.6	122.7	17.9	710.1	20 391.1	10 125.0	7 996.8	1 569.5	40 082.4
1975	398.1	146.9	135.6	19.9	700.5	20 654.3	10 802.1	8 538.4	1 851.0	41 845.8
1976	412.9	150.0	153.0	23.9	739.9	21 721.8	11 865.2	8 902.2	2 176.6	44 665.8
1977	414.1	145.8	174.2	25.0	759.1	21 172.1	13 042.1	9 318.5	2 394.7	45 927.2
1978	479.1	150.7	203.8	28.8	862.5	25 322.2	14 284.3	10 539.0	2 678.1	52 829.5
1979	519.5	155.8	218.3	30.2	923.9	27 795.7	15 113.0	11 218.6	2 864.8	56 992.1
1980	516.1	157.8	250.6	29.1	953.6	27 775.9	14 902.7	12 483.4	2 660.5	57 822.5
1981	481.7	152.1	260.9	31.8	926.6	26 534.4	15 398.6	13 189.2	2 646.0	57 768.2
1980 1st quarter	119.2	35.8	51.3	3.7	211.0	5 891.0	3 048.8	2 063.7	241.4	11 244.8
2nd quarter	137.3	39.7	66.7	8.1	251.7	7 174.3	3 799.5	3 480.0	756.1	15 209.9
3rd quarter	144.9	43.9	75.3	11.8	275.9	8 401.7	4 725.3	4 688.6	1 273.1	19 088.8
4th quarter	114.7	37.3	57.3	5.5	214.9	6 309.0	3 329.2	2 251.0	389.9	12 279.0
1981 1st quarter	105.3	34.5	52.8	3.6	196.2	5 703.1	2 989.3	2 006.3	188.7	10 887.4
2nd quarter	123.8	38.2	70.5	8.9	241.5	6 628.3	3 911.4	3 651.2	752.2	14 943.1
3rd quarter	138.1	43.1	80.7	12.6	274.4	8 074.1	4 958.4	5 175.6	1 253.9	19 462.0
4th quarter	114.6	36.3	57.0	6.8	214.6	6 128.9	3 539.4	2 356.1	451.3	12 475.8
1980 July	50.1	14.5	25.3	4.1	94.0	2 840.0	1 552.2	1 510.6	432.4	6 335.2
August	48.5	15.0	24.6	4.1	92.3	2 899.3	1 665.7	1 651.5	467.1	6 683.6
September	46.2	14.4	25.4	3.6	89.7	2 662.5	1 507.4	1 526.5	373.6	6 070.0
October	43.8	14.1	22.8	2.8	83.5	2 427.9	1 312.1	1 108.4	233.8	5 082.1
November	35.8	11.7	16.9	1.6	66.0	1 937.7	1 004.4	568.1	89.4	3 619.7
December	35.1	11.6	17.6	1.2	65.5	1 943.4	1 012.7	554.4	66.7	3 577.2
1981 January	34.8	11.6	17.6	1.1	65.0	1 871.8	1 005.5	642.0	59.7	3 578.9
February	33.5	10.9	16.6	1.1	62.0	1 755.6	897.3	608.2	50.5	3 311.6
1981 July	46.5	14.6	27.7	4.3	93.0	2 644.8	1 638.3	1 713.1	426.2	6 422.3
August	46.2	14.6	26.6	4.2	91.6	2 769.4	1 734.3	1 807.2	458.0	6 768.8
September	45.4	13.8	26.5	4.0	89.7	2 660.0	1 585.8	1 655.3	369.7	6 270.9
October	43.4	13.5	23.5	3.3	83.6	2 405.9	1 396.4	1 211.5	258.0	5 271.8
November	37.8	11.8	16.8	1.9	68.4	1 971.4	1 075.4	600.6	101.7	3 749.0
December	33.4	11.0	16.6	1.6	62.6	1 751.7	1 067.7	544.1	91.6	3 455.0
1982 January	35.5	11.5	17.7	1.6	66.3	1 900.0	1 060.0	666.2	94.8	3 721.0
February	33.9	11.0	18.1	1.6	64.6	1 733.7	965.3	636.4	83.6	3 419.0

Aircraft Movements at UK Airports by Purpose

Table 2.4

	Total	Commercial			Non-Commercial			
	Total (000)	Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	Other (000)
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1979	2 198.2	1 012.7	923.9	88.8	1 185.4	921.7	146.1	117.7
1980	2 180.8	1 046.0	953.6	92.5	1 134.7	877.3	139.6	117.8
1981	2 103.1	1 027.2	926.6	100.6	1 075.8	816.6	124.3	135.0
1980 1st quarter	480.6	203.4	211.0	19.5	250.2	177.9	42.4	29.8
2nd quarter	616.1	277.0	251.0	25.3	339.1	266.7	38.0	34.5
3rd quarter	627.6	303.6	275.9	27.7	324.0	262.3	34.5	27.2
4th quarter	456.4	234.9	214.9	20.0	221.4	170.5	24.6	26.3
1981 1st quarter	426.6	214.5	196.2	18.4	212.1	154.4	28.1	29.6
2nd quarter	573.8	269.1	241.5	27.6	304.7	228.8	33.8	42.1
3rd quarter	645.7	306.5	274.4	32.1	339.2	271.0	35.3	32.9
4th quarter	457.0	237.1	214.6	22.5	220.0	162.4	27.1	30.4
1980 July	217.0	103.2	94.0	9.2	113.8	92.3	13.3	8.2
August	210.2	101.6	92.3	9.3	108.6	89.6	10.7	8.3
September	200.5	98.9	89.7	9.2	101.6	80.4	10.6	10.7
October	180.1	91.6	83.5	8.1	88.5	68.7	9.3	10.5
November	145.8	71.8	66.0	5.9	74.0	56.6	8.1	9.4
December	130.4	71.5	65.5	6.0	58.9	45.2	7.3	6.4
1981 January	133.4	70.9	65.0	5.9	62.5	45.5	8.4	8.6
February	140.8	67.8	62.0	5.8	73.0	52.7	9.9	10.4
1981 July	220.8	103.3	93.0	10.2	117.6	92.4	13.9	11.2
August	224.7	103.4	91.6	11.7	121.3	100.3	11.5	9.5
September	200.2	99.9	89.7	10.2	100.3	78.3	9.8	12.2
October	187.4	92.8	83.6	9.2	94.5	70.5	10.9	13.1
November	154.2	75.4	68.4	7.1	78.8	58.7	9.5	10.6
December	115.4	68.8	62.6	6.3	46.6	33.2	6.7	6.7
1982 January	131.8	72.9	66.3	6.6	58.9	41.9	7.4	9.6
February	135.9	71.2	64.6	6.6	64.7	48.3	7.5	8.9

	Total	Commercial Movements				Non-Commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero Club	Private	Official	Military
<b>London Area Airports</b>											
+Gatwick	9 341	8 108	-	545	-	33	6	1	609	1	38
+Heathrow	19 314	17 951	-	237	-	36	222	-	806	16	46
+Luton	3 705	1 934	-	524	-	144	11	274	806	-	12
+Southend	3 881	432	10	319	-	388	-	1 676	1 056	-	-
+Stansted	2 344	552	-	367	-	676	3	20	623	94	9
Total (London Area)	38 585	28 977	10	1 992	-	1 277	242	1 971	3 900	111	105
Battersea (Westland) Helipart	356	69	2	63	6	-	48	-	124	6	38
City Helistop	114	29	-	17	-	-	12	-	54	2	-
<b>Other UK Airports</b>											
+Aberdeen	7 732	5 876	-	455	-	849	2	345	193	-	12
+Belfast	5 027	2 107	-	161	42	22	-	738	181	-	1 776
Benbecula	230	155	-	5	44	-	-	4	-	-	22
+Birmingham	3 768	1 921	-	50	6	32	10	1 068	675	-	6
+Blackpool	4 010	290	-	78	46	98	-	2 976	514	-	8
+Bournemouth	4 705	432	-	37	132	548	-	2 205	823	-	528
+Bristol	1 873	494	4	105	-	8	-	874	380	-	8
+Cambridge	2 898	36	-	25	-	125	2	857	226	-	1 627
+Cardiff Wales	2 198	549	-	71	-	24	-	1 094	450	-	10
Carlisle	414	10	-	4	12	2	-	302	78	-	6
+Coventry	3 621	96	-	27	-	255	-	2 858	381	2	2
Dundee	1 310	136	-	-	18	8	10	1 067	71	-	-
+East Midlands	3 539	1 410	-	98	3	217	74	847	877	4	9
+Edinburgh	4 886	1 841	-	163	-	53	34	1 466	387	7	935
+Exeter	2 289	261	-	33	112	99	19	1 062	461	-	242
+Glasgow	6 534	3 697	-	415	76	145	91	1 305	357	9	439
Gloucester/Cheltenham	2 350	24	-	-	46	174	-	1 560	530	12	4
Hawarden	1 327	70	-	-	-	114	-	962	170	-	11
+Humberside	1 186	245	8	104	22	33	-	488	286	-	-
Inverness	1 560	681	-	30	384	46	-	377	40	-	2
Islay	144	101	-	5	16	2	-	-	20	-	-
+Isle of Man	1 547	604	-	96	47	25	-	343	360	6	66
Isles of Scilly	158	136	-	-	-	-	2	-	14	-	6
+Kirkwall	927	689	1	39	-	6	-	26	162	-	4
+Leeds/Bradford	2 750	812	-	44	28	60	22	1 209	567	-	8
Lerwick (Tingwall)	201	199	-	-	-	-	-	-	2	-	-
+Liverpool	4 488	1 570	-	215	-	604	126	1 508	413	-	52
Londonderry	128	124	-	4	-	-	-	-	-	-	-
+Manchester	5 311	3 774	-	171	1	33	261	211	822	8	30
+Manston	157	62	-	21	-	-	-	-	74	-	-
+Newcastle	2 251	1 172	-	77	10	9	28	531	411	1	12
Newquay	150	78	-	-	-	-	-	-	72	-	-
+Norwich	1 886	718	-	78	14	632	1	-	441	-	2

Table 2.5 Continued

	Total	Commercial Movements				Non-Commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero Club	Private	Official	Military
<b>Other UK Airports (Cont'd)</b>											
Penzance Heliport	98	90	-	-	-	-	8	-	-	-	-
+Plymouth	1 484	287	-	-	8	80	5	-	68	-	1 036
+Prestwick	2 045	177	-	52	-	461	10	637	284	-	424
Scatsta	349	283	-	-	66	-	-	-	-	-	-
Shoreham	1 334	22	10	-	280	22	-	542	448	10	-
+Southampton	3 495	673	-	22	22	1 242	35	966	507	-	28
Stornoway	305	221	-	19	1	-	10	20	10	2	22
+Sumburgh	1 948	1 659	-	104	-	164	6	6	5	-	4
Swansea	819	42	-	12	39	4	-	568	150	-	4
+Tees-side	2 183	684	-	57	13	26	58	958	339	-	48
Tiree	92	87	-	3	2	-	-	-	-	-	-
Unst	565	467	68	6	10	6	-	-	-	-	8
Wick	524	461	-	15	-	-	-	16	2	-	30
<b>TOTAL other UK Airports</b>	<b>96 796</b>	<b>35 523</b>	<b>91</b>	<b>2 901</b>	<b>1 500</b>	<b>6 228</b>	<b>814</b>	<b>29 996</b>	<b>12 251</b>	<b>61</b>	<b>7 431</b>
<b>TOTAL all reporting UK Airports</b>	<b>135 851</b>	<b>64 598</b>	<b>103</b>	<b>4 973</b>	<b>1 506</b>	<b>7 505</b>	<b>1 116</b>	<b>31 967</b>	<b>16 329</b>	<b>180</b>	<b>7 574</b>
<b>Channel Islands Airports</b>											
Alderney	573	448	2	10	-	12	-	39	62	-	-
Guernsey	2 736	1 889	-	40	38	52	4	531	138	10	34
Jersey	3 007	2 441	-	-	-	-	-	-	530	-	36
<b>TOTAL (Channel Islands Airports)</b>	<b>6 316</b>	<b>4 778</b>	<b>2</b>	<b>50</b>	<b>38</b>	<b>64</b>	<b>4</b>	<b>570</b>	<b>730</b>	<b>10</b>	<b>70</b>

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**Air Transport Movements by Type and Nationality of Operator for February 1982**

**Table 2.6**

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
<b>London Area Airports</b>							
+Gatwick	8 108	508	3 747	844	281	2 323	405
+Heathrow	17 951	7 211	1 916	8 507	9	143	165
+Luton	1 934	-	72	2	-	1 752	108
+Southend	432	-	366	-	-	66	-
+Stansted	552	3	90	2	-	358	99
TOTAL (London Area)	28 977	7 722	6 191	9 355	290	4 642	777
Battersea (Westland) Heliport	69	-	-	-	-	69	-
City Heliport	29	-	-	-	-	29	-
<b>Other UK Airports</b>							
+Aberdeen	5 876	788	996	24	913	2 968	187
+Belfast	2 107	776	817	118	-	371	25
Benbecula	155	48	107	-	-	-	-
+Birmingham	1 921	761	527	164	24	364	81
+Blackpool	290	-	163	-	-	127	-
+Bournemouth	432	7	310	8	-	103	4
+Bristol	494	-	180	32	8	245	29
+Cambridge	36	-	-	-	-	30	6
+Cardiff Wales	549	-	331	-	-	175	43
Carlisle	10	-	-	-	-	10	-
+Coventry	96	-	-	-	-	30	66
Dundee	136	-	101	-	-	35	-
+East Midlands	1 410	2	749	4	-	640	15
+Edinburgh	1 841	724	748	22	-	326	21
+Exeter	261	-	139	-	-	120	2
+Glasgow	3 697	1 265	1 203	303	5	894	27
Gloucester/Cheltenham	24	-	-	-	-	24	-
Hawarden	70	-	70	-	-	-	-
+Humberside	245	-	185	-	-	58	2
Inverness	681	235	207	-	-	235	4
Islay	101	-	72	-	-	29	-
+Isle of Man	604	-	461	-	-	130	13
Isles of Scilly	136	90	32	-	-	14	-
+Kirkwall	689	190	407	-	-	92	-
+Leeds/Bradford	812	1	707	-	-	93	11
Lerwick (Tingwall)	199	-	102	-	-	97	-
+Liverpool	1 570	-	652	35	-	856	27
Londonderry	124	-	48	66	-	8	2
+Manchester	3 774	1 442	476	787	46	955	68
+Manston	62	-	2	-	-	55	5
+Newcastle	1 172	226	553	-	-	364	29
Newquay	78	-	78	-	-	-	-
+Norwich	718	-	526	-	-	189	3
Penzance Heliport	90	90	-	-	-	-	-
+Plymouth	287	-	231	-	-	56	-
+Prestwick	177	26	21	68	-	8	54
Scatsta	283	-	-	-	-	283	-
Shoreham	22	-	22	-	-	-	-
+Southampton	673	-	590	-	-	75	8
Stornoway	221	96	87	-	6	32	-
+Sumburgh	1 659	230	27	-	399	944	59
Swansea	42	-	-	-	-	38	4
+Tees-side	684	-	554	-	-	115	15
Tiree	87	-	76	-	-	11	-
Unst	467	-	46	-	6	415	-
Wick	461	-	397	-	-	64	-
TOTAL other UK Airports	35 523	6 997	13 000	1 631	1 407	11 678	810
TOTAL all reporting UK Airports	64 598	14 719	19 191	10 986	1 697	16 418	1 587
<b>Channel Islands Airports</b>							
Alderney	448	-	442	-	-	6	-
Guernsey	1 889	-	1 804	24	-	57	4
Jersey	2 441	216	2 025	24	-	168	8
TOTAL (Channel Islands Airports)	4 778	216	4 271	48	-	231	12



Air Transport Movements for February 1982

Table 2.7

International

Domestic

	Total International	Scheduled		Cargo Aircraft	Charter		Total Domestic	Scheduled		Cargo Aircraft	Charter			
		Passenger Total Aircraft	Aircraft		Passenger Total Aircraft	Aircraft		Passenger Total Aircraft	Aircraft		Passenger Total Aircraft	Aircraft		
<b>London Area Airports</b>														
+Gatwick	5 366	2 751	2 716 <sup>x</sup>	35	2 615	2 491 <sup>x</sup>	124	2 742	2 348	2 206 <sup>x</sup>	142	394	140 <sup>x</sup>	254
+Heathrow	13 278	13 035	12 178	857	243	239	4	4 673	4 599	4 596	3	74	73	1
+Luton	1 415	69	42	27	1 346	1 118	228	519	5	5	-	514	115	399
+Southend	371	322	..	..	49	..	..	61	44	..	..	17	..	..
+Stansted	272	84	84	-	188	132	56	280	11	11	-	269	43	226
<b>TOTAL (London Area) (a)</b>	<b>20 702</b>	<b>16 261</b>	<b>15 342</b>	<b>919</b>	<b>4 441</b>	<b>4 029</b>	<b>412</b>	<b>8 275</b>	<b>7 007</b>	<b>6 862</b>	<b>145</b>	<b>1 268</b>	<b>388</b>	<b>880</b>
Battersea (Westland) Heliport	4	-	-	-	4	4	-	65	-	-	-	65	65	-
City Helistop	-	-	-	-	-	-	-	29	-	-	-	29	29	-
<b>Other UK Airports</b>														
+Aberdeen	3 187	255	255	-	2 932	2 845	87	2 689	1 553	1 542	11	1 136	993	143
+Belfast	196	144	144	-	52	34	18	1 911	1 567	1 561	6	344	13	331
Benbecula	-	-	-	-	-	-	-	155	155	155	-	-	-	-
+Birmingham	913	611	611	-	302	302	-	1 008	841	840	1	167	52	115
+Blackpool	87	35	35	-	52	50	2	203	128	128	-	75	23	52
+Bournemouth	67	50	49	1	17	16	1	365	275	164	111	90	17	73
+Bristol	180	116	115	1	64	60	4	314	96	94	2	218	27	191
+Cambridge	23	-	-	-	23	19	4	13	-	-	-	13	13	-
+Cardiff Wales	147	63	63	-	84	84	-	402	268	268	-	134	15	119
Carlisle	-	-	-	-	-	-	-	10	-	-	-	10	10	-
+Coventry	82	-	-	-	82	74	8	14	-	-	-	14	13	1
Dundee	-	-	-	-	-	-	-	136	101	101	-	35	35	-
+East Midlands	443	231	191	40	212	182	30	967	524	523	1	443	67	376
+Edinburgh	181	122	122	-	59	58	1	1 660	1 372	1 330	42	288	68	220
+Exeter	8	6	6	-	2	2	-	253	133	132	1	120	-	120
+Glasgow	767	513	403	110	254	251	3	2 930	2 258	2 257	1	672	367	305
+Gloucester/Cheltenham	-	-	-	-	-	-	-	24	-	-	-	24	24	-
Hawarden	-	-	-	-	-	-	-	70	70	70	-	-	-	-
+Humberside	70	41	41	-	29	29	-	175	144	144	-	31	31	-
Inverness	4	-	-	-	4	4	-	677	442	442	-	235	235	-
Islay	-	-	-	-	-	-	-	101	72	72	-	29	28	1
+Isle of Man	44	16	16	-	28	28	-	560	445	439	6	115	71	44
Isles of Scilly	-	-	-	-	-	-	-	136	122	122	-	14	14	-
+Kirkwall	13	-	-	-	13	13	-	676	597	581	16	79	79	-
+Leeds/Bradford	190	138	137	1	52	52	-	622	570	570	-	52	37	15
Lerwick(Tingwall)	-	-	-	-	-	-	-	199	102	102	-	97	97	-
+Liverpool	192	114	111	3	78	6	72	1 378	573	553	20	805	72	733
Londonderry	68	66	66	-	2	2	-	56	48	48	-	8	8	-
+Manchester	2 138	1 328	1 102	226	810	797	13	1 636	1 377	1 376	1	259	95	164
+Manston	11	1	1	-	10	4	6	51	1	1	-	50	50	-

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Air Transport Movements for February 1982

Table 2.7 continued

International

Domestic

	Total International	Scheduled			Charter			Total Domestic	Scheduled			Charter		
		Passenger Total Aircraft	Cargo Aircraft		Passenger Total Aircraft	Cargo Aircraft			Passenger Total Aircraft	Cargo Aircraft		Passenger Total Aircraft	Cargo Aircraft	
<b>Other UK Airports (cont.)</b>														
+Newcastle	303	165	165	-	138	138	-	869	614	609	5	255	58	197
Newquay	-	-	-	-	-	-	-	78	78	78	-	-	-	-
+Norwich	239	192	192	-	47	46	1	479	334	334	-	145	50	95
Penzance Heliport	-	-	-	-	-	-	-	90	90	90	-	-	-	-
Plymouth	36	36	36	-	-	-	-	251	195	195	-	56	56	-
+Prestwick	121	74	37	37	47	36	11	56	41	31	10	15	15	-
Scatsta	-	-	-	-	-	-	-	283	-	-	-	283	283	-
Shoreham	-	-	-	-	-	-	-	22	22	22	-	-	-	-
+Southampton	213	183	183	-	30	30	-	460	407	404	3	53	52	1
Stornoway	5	-	-	-	5	5	-	216	183	182	1	33	33	-
+Sumburgh	903	-	-	-	903	882	21	756	257	256	1	499	453	46
Swansea	4	-	-	-	4	4	-	38	-	-	-	38	38	-
+Tees-side	116	84	84	-	32	32	-	568	470	470	-	98	88	10
Tiree	-	-	-	-	-	-	-	87	76	75	1	11	11	-
Unst	274	-	-	-	274	262	12	193	46	46	-	147	139	8
Wick	-	-	-	-	-	-	-	461	397	394	3	64	63	1
TOTAL other UK Airports (a)	11 225	4 584	4 165	419	6 641	6 347	294	24 298	17 044	16 801	243	7 254	3 893	3 361
TOTAL all reporting UK Airports (a)	31 931	20 845	19 507	1 338	11 086	10 380	706	32 667	24 051	23 663	388	8 616	4 375	4 241
<b>Channel Islands Airports</b>														
Alderney	29	29	29	-	-	-	-	419	413	413	-	6	6	-
Guernsey	146	120	120	-	26	26	-	1 743	1 708	1 708	-	35	35	-
Jersey (b)	310	281	281	-	29	29	-	2 141	1 984	1 984	-	157	157	-
TOTAL (Channel Islands Airports) (a)	485	430	430	-	55	55	-	4 303	4 105	4 105	-	198	198	-

(a) Where a passenger/cargo aircraft split has not been supplied only the totals have been shown.

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

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Air Transport Movements for February 1982  
 Comparison with the previous year

Table 2.8

	February 1982			February 1981			Percentage Change		
	Total	Passenger Aircraft	Cargo Aircraft	Total	Passenger Aircraft	Cargo Aircraft	Total	Passenger Aircraft	Cargo Aircraft
<b>London Area Airports</b>									
+Gatwick (a)	8 108	7 553	555	7 301	6 795	506	11.1	11.2	9.7
+Heathrow	17 951	17 086	865	18 838	17 913	925	-4.7	-4.6	-6.5
+Luton	1 934	1 280	654	1 677	1 188	489	15.3	7.7	33.7
+Southend (b)	432	..	..	628	..	..	-31.2	..	..
+Stansted	552	270	282	281	153	128	96.4	76.5	120.3
TOTAL (London Area (b))	28 977	26 621	2 356	28 725	26 677	2 048	0.9	-0.2	15.0
Battersea (Westland) Heliport	69	69	-	79	79	-	-12.7	-12.7	-
City Helistop	29	29	-	-	-	-	..	..	-
<b>Other UK Airports</b>									
+Aberdeen	5 876	5 635	241	5 606	5 433	173	4.8	3.7	39.3
+Belfast	2 107	1 752	355	1 893	1 625	268	11.3	7.8	32.5
Benbecula	155	155	-	200	199	1	-22.5	-22.1	..
+Birmingham	1 921	1 805	116	2 010	1 990	20	-4.4	-9.3	480.0
+Blackpool	290	236	54	139	71	68	108.6	232.4	-20.6
+Bournemouth	432	246	186	414	216	198	4.3	13.9	-6.1
+Bristol	494	296	198	357	281	76	38.4	5.3	160.5
+Cambridge	36	32	4	16	14	2	125.0	128.6	100.0
+Cardiff Wales	549	430	119	555	519	36	-1.1	-17.2	230.6
Carlisle	10	10	-	34	34	-	70.6	-70.6	-
+Coventry	96	87	9	121	117	4	-20.7	-25.7	125.0
Dundee	136	136	-	142	142	-	-4.2	-4.2	-
+East Midlands	1 410	963	447	934	752	182	51.0	28.1	145.6
+Edinburgh	1 841	1 578	263	1 575	1 455	120	16.9	8.5	119.2
+Exeter	261	140	121	222	182	40	17.6	-23.1	202.5
+Glasgow	3 697	3 278	419	3 616	3 259	357	2.2	0.6	17.4
Gloucester/Cheltenham	24	24	-	-	-	-	..	..	-
Hawarden	70	70	-	-	-	-	..	..	-
+Humberside	245	245	-	193	192	1	26.9	27.6	..
Inverness	681	681	-	473	473	-	44.0	44.0	-
Islay	101	100	1	131	131	-	-22.9	-23.7	..
+Isle of Man (c)	604	554	50	545	516	29	10.8	7.4	72.4
Isles of Scilly	136	136	-	94	94	-	44.7	44.7	-
+Kirkwall	689	673	16	738	738	-	-6.6	-8.8	..
+Leeds/Bradford	812	796	16	800	799	1	1.5	-0.4	1 500.0
Lerwick (Tingwall)	199	199	-	..	..	..	..	..	..
+Liverpool	1 570	742	828	1 044	472	572	50.4	57.2	44.8
Londonderry	124	124	-	78	78	-	59.0	59.0	-
+Lydd	-	-	-	24	24	-	..	..	-
+Manchester	3 774	3 370	404	3 433	3 059	374	9.9	10.2	8.0
+Manston	62	56	6	14	13	1	342.9	330.8	500.0

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Air Transport Movements for February 1982  
 Comparison with the previous year

Table 2.8 continued

	February 1982			February 1981			Percentage Change		
	Total	Passenger Aircraft	Cargo Aircraft	Total	Passenger Aircraft	Cargo Aircraft	Total	Passenger Aircraft	Cargo Aircraft
<b>Other UK Airports (cont.)</b>									
+Newcastle	1 172	970	202	1 065	1 023	42	10.0	-5.2	381.0
Newquay	78	78	-	..	..	..	..	..	..
+Norwich	718	622	96	610	570	40	17.7	9.1	140.0
Penzance Heliport	90	90	-	94	94	-	-4.3	-4.3	-
Plymouth	287	287	-	..	..	..	..	..	..
+Prestwick	177	119	58	266	154	112	-33.5	-22.7	-48.2
Scatsta	283	283	-	428	428	-	-33.9	-33.9	-
Shoreham	22	22	-	36	36	-	-38.9	-38.9	-
+Southampton	673	669	4	693	691	2	-2.9	-3.2	100.0
Stornoway	221	220	1	265	265	-	-16.6	-17.0	..
+Sumburgh	1 659	1 591	68	2 425	2 354	71	-31.6	-32.4	-4.2
Swansea	42	42	-	35	35	-	20.0	20.0	-
+Tees-side	684	674	10	714	709	5	-4.2	-4.9	100.0
Tiree	87	86	1	86	96	-	1.2	-	..
Unst	467	447	20	706	706	-	-33.9	-36.7	..
Wick	461	457	4	400	398	2	15.3	14.8	100.0
TOTAL other UK Airports (b)	35 523	31 206	4 317	33 224	30 427	2 797	6.9	2.6	54.3
TOTAL all reporting UK Airports (b)	64 598	57 925	6 673	62 028	57 183	4 845	4.1	1.3	37.7
<b>Channel Islands Airports</b>									
Alderney	448	448	-	454	454	-	-1.3	-1.3	-
Guernsey	1 889	1 889	-	1 921	1 921	-	-1.7	-1.7	-
Jersey	2 441	2 441	-	2 585	2 585	-	-5.6	-5.6	-
TOTAL (Channel Islands Airports) (b)	4 778	4 778	-	4 960	4 960	-	-3.7	-3.7	-

- (a) Excludes air-taxi movements at Gatwick Airport in February 1981  
 (b) Where a passenger/cargo aircraft split has not been supplied, only the totals have been shown  
 (c) Excludes charter movements at Isle of Man in February 1981

Air Transport Landings Diverted From/To UK Reporting Airports

February 1982

Table 2.9

Airport of Intended landing	Airport of actual arrival	Total number of diversions	Date of Diversions																																	
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
Aberdeen	Glasgow	1																1																		
	Sumburgh	1															1																			
Belfast	Glasgow	1																					1													
Birmingham	East Midlands	2			1															1																
	Manchester	3																		2													1			
Bournemouth	Southampton	1																								1										
Bristol	Heathrow	1										1																								
Cardiff Wales	Bristol	1				1																														
East Midlands	Birmingham	1															1																			
	Liverpool	1																																		
Edinburgh	Glasgow	10																9		1																
	Inverness	1											1																							
	Prestwick	1																																		
Gatwick	Heathrow	7											1				2	1													1	2				
	Luton	1							1																											
	Manchester	8																																8		
	Manston	3																																		
Glasgow	Edinburgh	5																							5		2							1		
	Gatwick	1																																		
	Prestwick	9																							5											
	Tiree	1												1																						
	Wick	2				1																														
Heathrow	Birmingham	11																								11										
	Bournemouth	7																								2								5		
	Bristol	1																																1		
	East Midlands	4																																2		
	Gatwick	17												1																						
	Glasgow	1																																1		
	Luton	4																																		
	Manchester	21																																		
	Stansted	4													4																					
Leeds/Bradford	East Midlands	3																																		
	Luton	1																1																		
	Manchester	1																																		
	Newcastle	2																																		
	Tees-side	16				4																														
Leuchars	Luton	1																																		
Liverpool	East Midlands	10																																		
	Manchester	1																																		
Luton	Birmingham	7																1																		
	Cambridge	1																	1																	
	East Midlands	2																	1																	
	Gatwick	1																																		
	Stansted	2																																		
Manchester	Birmingham	1																																		
	Blackpool	1																																		
	East Midlands	2																																		
	Gatwick	5																																		
	Glasgow	1																																		
	Leeds/Bradford	3																																		
Manston	Gatwick	1																																		
Newcastle	Edinburgh	1																																		

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Air Passengers by Type and Nationality of Operator

February 1982

Table 2.10

	Terminal	Total and Transit Passengers	Scheduled Services						Charter Flights					
			United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
			British Airways		Others		Terminal	Transit	British Airways		Others		Terminal	Transit
<b>London Area Airports</b>														
+Gatwick		539 166	38 286	236	153 547	7	69 864	4 679	39 490	-	199 325	4 462	28 877	393
+Heathrow	1 723	942	795 626	-	61 183	12	841 486	23 397	899	-	663	-	676	-
+Luton		120 131	-	-	509	-	128	-	-	-	111 438	1 927	6 127	2
+Southend		3 866	-	-	2 750	-	-	-	-	-	1 116	-	-	-
+Stansted		15 550	380	198	1 220	12	336	-	-	-	1 391	-	11 916	97
TOTAL (London Area)		2 402 655	834 292	434	219 209	31	911 814	28 076	40 389	-	313 933	6 389	47 596	492
Battersea (Westland) Heliport		182	-	-	-	-	-	-	-	-	181	1	-	-
City Helistop		57	-	-	-	-	-	-	-	-	57	-	-	-
<b>Other UK Airports</b>														
+Aberdeen		118 200	41 062	194	21 244	183	911	-	15 281	-	37 229	106	1 990	-
+Belfast		83 564	59 527	-	18 795	53	1 132	2	-	-	1 497	-	2 558	-
Benbecula		1 700	964	-	678	58	-	-	-	-	-	-	-	-
+Birmingham		88 329	33 243	1 890	11 470	1 182	8 027	352	1 933	-	22 508	551	7 173	-
+Blackpool		2 035	-	-	1 657	-	-	-	-	-	378	-	-	-
+Bournemouth		5 702	170	236	3 398	1	530	-	-	-	1 313	36	15	3
+Bristol		9 738	-	-	2 301	621	1 171	88	651	-	2 512	-	2 394	-
+Cambridge		213	-	-	-	-	-	-	-	-	131	-	82	-
+Cardiff Wales		15 626	-	-	3 281	1 687	-	-	-	-	4 576	703	5 267	112
Carlisle		35	-	-	-	-	-	-	-	-	35	-	-	-
+Coventry		502	-	-	-	-	-	-	-	-	118	-	384	-
Dundee		765	-	-	505	184	-	-	-	-	76	-	-	-
+East Midlands		38 918	4	408	18 135	34	228	-	-	-	18 400	975	734	-
+Edinburgh		83 664	56 092	1 607	16 978	1 735	1 275	-	-	-	3 758	133	2 086	-
+Exeter		1 936	-	-	1 740	75	-	-	-	-	-	-	121	-
+Glasgow		152 597	88 029	68	25 824	297	7 906	651	174	-	26 876	154	2 618	-
Gloucester/Cheltenham		74	-	-	-	-	-	-	-	-	74	-	-	-
Hawarden		144	-	-	144	-	-	-	-	-	-	-	-	-
+Humberside		3 890	-	-	3 027	532	-	-	-	-	317	4	10	-
Inverness		11 359	8 053	421	1 979	15	-	-	-	-	859	10	22	-
Islay		693	-	-	630	-	-	-	-	-	63	-	-	-
+Isle of Man		14 088	-	-	12 042	1 501	-	-	-	-	507	-	38	-
Isles of Scilly		1 652	1 569	-	64	-	-	-	-	-	19	-	-	-
+Kirkwall		5 283	2 146	763	1 966	-	-	-	-	-	250	158	-	-
+Leeds/Bradford		26 197	18	-	19 758	2 075	-	-	-	-	4 269	3	74	-
Lerwick (Tingwall)		851	-	-	631	44	-	-	-	-	149	27	-	-
+Liverpool		17 480	-	-	15 563	-	1 100	-	-	-	813	-	4	-
Londonderry		782	-	-	422	-	345	-	-	-	5	-	10	-
+Manchester		241 697	97 526	3 421	15 925	2 273	29 088	2 088	5 486	-	77 726	1 011	4 716	2 437
+Manston		345	-	-	163	-	-	-	-	-	171	-	11	-

Air Passengers by Type and Nationality of Operator

February 1982

Table 2.10 continued

Scheduled Services

Charter Flights

	Total Terminal and Transit Passengers	Scheduled Services						Charter Flights					
		United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
		British Airways		Others		Terminal	Transit	British Airways		Others		Terminal	Transit
		Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
Other UK Airports (cont.)													
+Newcastle	54 410	20 875	-	16 506	2 179	-	-	-	-	12 115	79	2 656	-
Newquay	2 519	-	-	2 519	-	-	-	-	-	-	-	-	-
+Norwich	10 653	-	-	8 924	1 113	-	-	-	-	594	8	14	-
Penzance Heliport	1 458	1 458	-	-	-	-	-	-	-	-	-	-	-
Plymouth	2 920	-	-	2 824	-	-	-	-	-	96	-	-	-
+Prestwick	9 459	1 287	2 108	306	-	1 757	653	-	-	107	-	1 797	1 444
Scatsta	5 415	-	-	-	-	-	-	-	-	5 415	-	-	-
Shoreham	99	-	-	86	13	-	-	-	-	-	-	-	-
+Southampton	10 259	-	-	9 803	158	-	-	-	-	256	12	30	-
Stornoway	4 106	3 082	-	681	-	-	-	-	32	288	23	-	-
+Sumburgh	30 991	4 702	16	98	-	-	-	6 314	96	19 163	120	482	-
Swansea	158	-	-	-	-	-	-	-	-	139	5	14	-
+Tees-side	20 362	-	-	17 370	789	-	-	-	-	1 476	46	681	-
Tiree	534	-	-	251	229	-	-	-	-	53	1	-	-
Unst	7 820	-	-	212	-	-	-	19	38	7 425	126	-	-
Wick	3 024	-	-	2 496	211	-	-	-	-	233	84	-	-
TOTAL other UK Airports	1 092 246	419 807	11 132	260 396	17 242	53 470	3 834	29 858	166	251 989	4 375	35 981	3 996
TOTAL all reporting UK Airports	3 495 140	1 254 099	11 566	479 605	17 273	965 284	31 910	70 247	166	566 160	10 765	83 577	4 488
Channel Islands Airports													
Alderney	2 914	-	-	2 896	-	-	-	-	-	18	-	-	-
Guernsey	25 051	-	-	22 684	1 909	174	65	-	-	214	-	5	-
Jersey	46 447	12 084	128	32 143	1 072	161	69	-	-	416	266	106	2
TOTAL (Channel Islands Airports)	74 412	12 084	128	57 723	2 981	335	134	-	-	648	266	111	2



Terminal and Transit Passengers February 1982  
 Comparison with the previous year

Table 2.11

	Terminal and Transit Passengers			Terminal Passengers			Transit Passengers		
	Feb 1982	Feb 1981	Percentage change	Feb 1982	Feb 1981	Percentage change	Feb 1982	Feb 1981	Percentage change
<b>London Area Airports</b>									
+Gatwick (a)	539 166	479 847	12.4	529 389	475 891	11.2	9 777	3 956	147.1
+Heathrow	1 723 942	1 733 305	-0.5	1 700 533	1 710 835	-0.6	23 409	22 470	4.2
+Luton	120 131	109 755	9.5	118 202	107 655	9.8	1 929	2 100	-8.1
+Southend	3 866	3 388	14.1	3 866	3 388	14.1	-	-	-
+Stansted	15 550	13 820	12.5	15 243	13 733	11.0	307	87	252.9
TOTAL (London Area)	2 402 655	2 340 115	2.7	2 367 233	2 311 502	2.4	35 422	28 613	23.8
Battersea (Westland) Heliport	182	206	-11.7	181	194	-6.7	1	12	-91.7
City Heli-stop	57	-	..	57	-	..	-	-	-
<b>Other UK Airports</b>									
+Aberdeen	118 200	108 246	9.2	117 717	107 746	9.3	483	500	-3.4
+Belfast	83 564	91 349	-8.5	83 509	91 348	-8.6	55	1	5 400.0
+Benbecula	1 700	1 564	8.7	1 642	1 524	7.7	58	40	45.0
+Birmingham	88 329	87 545	0.9	84 354	82 524	2.2	3 975	5 021	-20.8
+Blackpool	2 035	1 456	39.8	2 035	1 456	39.8	-	-	-
+Bournemouth	5 702	4 267	33.6	5 426	4 188	29.6	276	79	249.4
+Bristol	9 738	8 104	20.2	9 029	7 966	13.3	709	138	413.8
+Cambridge	213	30	610.0	213	30	610.0	-	-	-
+Cardiff Wales	15 626	18 452	-15.3	13 124	15 458	-15.1	2 502	2 994	-16.4
+Carlisle	35	132	-73.5	35	132	-73.5	-	-	-
+Coventry	502	697	-28.0	502	697	-28.0	-	-	-
+Dundee	765	733	4.4	581	554	4.9	184	179	2.8
+East Midlands	38 918	29 844	30.4	37 501	29 592	26.7	1 417	252	462.3
+Edinburgh	83 664	76 006	10.1	80 189	74 311	7.9	3 475	1 695	105.0
+Exeter	1 936	2 070	-6.5	1 861	1 917	-2.9	75	153	-51.0
+Glasgow	152 597	149 353	2.2	151 427	148 877	1.7	1 170	476	145.8
+Gloucester/Cheltenham	74	-	..	74	-	..	-	-	-
+Hawarden	144	-	..	144	-	..	-	-	-
+Humberside	3 890	1 784	118.0	3 354	1 440	132.9	536	344	55.8
+Inverness	11 359	10 541	7.8	10 913	9 953	9.6	446	588	-24.1
+Islay	693	911	-23.9	693	911	-23.9	-	-	-
+Isle of Man (b)	14 088	15 002	-6.1	12 587	12 731	-1.1	1 501	2 271	-33.9
+Isles of Scilly	1 652	1 651	0.1	1 652	1 651	0.1	-	-	-
+Kirkwall	5 283	6 233	-15.2	4 362	5 223	-16.5	921	1 010	-8.8
+Leeds/Bradford	26 197	23 475	11.6	24 119	21 329	13.1	2 078	2 146	-3.2
+Lerwick (Tingwall)	851	..	..	780	..	..	71	..	..
+Liverpool	17 480	18 182	-3.9	17 480	17 867	-2.2	-	315	..
+Londonderry	782	404	93.6	782	404	93.6	-	-	-
+Lydd	-	6	..	-	6	..	-	-	-
+Manchester	241 697	204 787	18.0	230 467	199 477	15.5	11 230	5 310	111.5
+Manston	345	71	385.9	345	71	385.9	-	-	-

19

Terminal and Transit Passengers  
 Comparison with the previous year

February 1982

Table 2.11 continued

	Terminal and Transit Passengers			Terminal Passengers			Transit Passengers		
	Feb 1982	Feb 1981	Percentage change	Feb 1982	Feb 1981	Percentage change	Feb 1982	Feb 1981	Percentage change
<b>Other UK Airports (cont.)</b>									
+Newcastle	54 410	50 826	7.1	52 152	48 623	7.3	2 258	2 203	2.5
Newquay	2 519	..	..	2 519	..	..	-	..	..
+Norwich	10 653	9 017	18.1	9 532	9 017	5.7	1 121	-	..
Penzance Helipart	1 458	1 651	-11.7	1 458	1 651	-11.7	-	-	-
+Plymouth	2 920	..	..	2 920	..	..	-	..	..
+Prestwick	9 459	11 944	-20.8	5 254	5 555	-5.4	4 205	6 389	-34.2
Scatsta	5 415	9 980	-45.7	5 415	9 980	-45.7	-	-	-
Shoreham	99	128	-22.7	86	128	-32.8	13	-	..
+Southampton	10 259	11 579	-11.4	10 089	11 543	-12.6	170	36	372.2
Stornoway	4 106	5 015	-18.1	4 051	4 964	-18.4	55	51	7.8
+Sumburgh	30 991	42 837	-27.7	30 759	42 419	-27.5	232	418	-44.5
Swansea	158	108	46.3	153	105	45.7	5	3	66.7
+Tees-side	20 362	15 842	28.5	19 527	15 102	29.3	835	740	12.8
Tiree	534	406	31.5	304	231	31.6	230	175	31.4
Unst	7 820	9 111	-14.2	7 656	8 642	-11.4	164	469	-65.0
Wick	3 024	2 662	13.6	2 729	2 527	8.0	295	135	118.5
TOTAL other UK Airports	1 092 246	1 034 001	5.6	1 051 501	999 870	5.2	40 745	34 131	19.4
TOTAL all reporting UK Airports	3 495 140	3 374 322	3.6	3 418 972	3 311 566	3.2	76 168	62 756	21.4
<b>Channel Islands Airports</b>									
Alderney	2 914	2 991	-2.6	2 914	2 991	-2.6	-	-	-
Guernsey	25 051	23 566	6.3	23 077	22 891	0.8	1 974	675	192.4
Jersey	46 447	44 995	3.2	44 910	44 366	1.2	1 537	629	144.4
TOTAL (Channel Islands Airports)	74 412	71 552	4.0	70 901	70 248	0.9	3 511	1 304	169.2

(a) Excludes passengers carried on air-taxi flights at Gatwick Airport

(b) Excludes passengers carried on charter flights at Isle of Man in February 1981.

International and Domestic Passenger Traffic February 1982  
 Terminal Passengers comparison with the previous year

Table 2.12

	Total 1982	Scheduled 1982	International Services			Percentage change	Scheduled 1982	Domestic Services			Percentage change
			Charter 1982	Total 1982	Total 1981			Charter 1982	Total 1982	Total 1981	
<b>London Area Airports</b>											
+Gatwick (a)	529 389	195 322	267 149	462 471	409 969	13	66 375	543	66 918	65 922	2
+Heathrow	1 700 533	1 376 274	1 481	1 377 755	1 417 202	-3	322 021	757	322 778	293 633	10
+Luton	118 202	394	116 903	117 297	106 926	10	243	662	905	729	24
+Southend	3 866	2 226	795	3 021	2 898	4	524	321	845	490	72
+Stansted	15 243	1 889	13 155	15 044	13 664	10	47	152	199	69	188
TOTAL (London Area)	2 367 233	1 576 105	399 483	1 975 588	1 950 659	1	389 210	2 435	391 645	360 843	9
Battersea (Westland) Heliport	181	-	16	16	-	..	-	165	165	194	-15
City Heli-stop	57	-	-	-	-	-	-	57	57	-	..
<b>Other UK Airports</b>											
+Aberdeen	117 717	4 760	35 286	40 046	30 425	32	58 457	19 214	77 671	77 321	-
+Belfast	83 509	1 134	3 804	4 938	4 247	16	78 320	251	78 571	87 101	-10
+Benbecula	1 642	-	-	-	-	-	1 642	-	1 642	1 524	8
+Birmingham	84 354	27 364	31 064	58 428	54 704	7	25 376	550	25 926	27 820	-7
+Blackpool	2 035	93	314	407	292	39	1 564	64	1 628	1 164	40
+Bournemouth	5 426	855	1 159	2 014	465	333	3 243	169	3 412	3 723	-8
+Bristol	9 029	2 176	5 484	7 660	5 329	44	1 296	73	1 369	2 637	-48
+Cambridge	213	-	155	155	22	605	-	58	58	8	625
+Cardiff Wales	13 124	883	9 496	10 379	10 702	-3	2 398	347	2 745	4 756	-42
+Carlisle	35	-	-	-	78	..	-	35	35	54	-35
+Coventry	502	-	443	443	415	7	-	59	59	282	-79
+Dundee	581	-	-	-	35	..	505	76	581	519	12
+East Midlands	37 501	5 207	18 782	23 989	20 281	18	13 160	352	13 512	9 311	45
+Edinburgh	80 189	2 842	5 563	8 410	5 607	50	71 503	276	71 779	68 704	4
+Exeter	1 861	38	121	159	222	-28	1 702	-	1 702	1 695	-
+Glasgow	151 427	11 128	23 021	34 149	29 601	15	110 631	6 647	117 278	119 276	-2
+Gloucester/Cheltenham	74	-	-	-	-	-	-	74	74	-	..
+Hawarden	144	-	-	-	-	-	144	-	144	-	..
+Humberside	3 354	781	227	1 008	662	52	2 246	100	2 346	778	202
+Inverness	10 913	-	22	22	31	-29	10 032	859	10 891	9 922	10
+Islay	693	-	-	-	-	-	630	63	693	911	-24
+Isle of Man (b)	12 587	345	199	544	307	77	11 697	346	12 043	12 424	-3
+Isles of Scilly	1 652	-	-	-	-	-	1 633	19	1 652	1 651	-
+Kirkwall	4 362	-	-	-	-	-	4 112	250	4 362	5 223	-17
+Leeds/Bradford	24 119	2 607	4 067	6 674	7 629	-13	17 169	276	17 445	13 700	27
+Lerwick (Tingwall)	780	-	-	-	..	..	631	149	780	..	..
+Liverpool	17 480	1 506	323	1 829	3 168	-42	15 157	494	15 651	14 699	6
+Londonderry	782	345	10	355	2	..	422	5	427	402	6
+Lydd	-	-	-	-	-	-	-	-	-	6	..
+Manchester	230 467	55 447	87 023	142 470	125 598	13	87 092	905	87 997	73 879	19
+Manston	345	104	26	130	8	..	59	156	215	63	241

International and Domestic Passenger Traffic February 1982  
 Terminal Passengers comparison with the previous year

Table 2.12 continued

	Total 1982	Scheduled 1982	International Services			Total 1981	Percentage change	Scheduled 1982	Domestic Services		Total 1981	Percentage change
			Charter 1982	Total 1982	Total 1981				Charter 1982	Total 1982		
Other UK Airports (cont.)												
+Newcastle	52 152	6 214	14 463	20 677	19 023	9	31 167	308	31 475	29 600	6	
Newquay	2 519	-	-	-	..	..	2 519	-	2 519	..	..	
+Norwich	9 532	4 332	347	4 679	4 855	-4	4 592	261	4 853	4 162	17	
Penzance Heliport	1 458	-	-	-	-	-	1 458	-	1 458	1 651	-12	
+Plymouth	2 920	204	-	204	..	..	2 620	96	2 716	..	..	
+Prestwick	5 254	2 649	1 887	4 536	5 539	-18	701	17	718	16	-	
Scatsta	5 415	-	-	-	-	-	-	5 415	5 415	9 980	-46	
Shoreham	86	-	-	-	-	-	86	-	86	128	-33	
+Southampton	10 089	1 530	112	1 642	2 089	-21	8 273	174	8 447	9 454	-11	
Stornoway	4 051	-	-	-	14	..	3 763	288	4 051	4 950	-18	
+Sumburgh	30 759	-	13 098	13 098	18 932	-31	4 800	12 861	17 661	23 487	-25	
Swansea	153	-	14	14	3	367	-	139	139	102	36	
+Tees-side	19 527	1 566	1 260	2 826	2 128	33	15 804	897	16 701	12 974	29	
Tiree	304	-	-	-	-	-	251	53	304	231	32	
Unst	7 656	-	3 798	3 798	4 128	-8	212	2 646	3 858	4 514	-15	
Wick	2 729	-	-	-	18	..	2 496	233	2 729	2 509	9	
†9 TOTAL other UK Airports	1 051 501	134 110	261 573	395 683	356 559	11	599 563	56 255	655 818	643 311	2	
TOTAL all reporting UK Airports	3 418 972	1 710 215	661 072	2 371 287	2 307 218	3	988 773	58 912	1 047 685	1 004 348	4	
Channel Islands Airports												
Alderney	2 914	73	-	73	-	..	2 823	18	2 841	2 991	-5	
Guernsey	23 077	888	119	1 007	643	57	21 970	100	22 070	22 248	-1	
Jersey (c)	44 910	2 332	339	2 671	2 834	-6	42 056	183	42 239	41 532	2	
TOTAL (Channel Islands Airports)	70 901	3 293	458	3 751	3 477	8	66 849	301	67 150	66 771	1	

(a) Excludes passengers carried on air-taxi flights at Gatwick Airport  
 (b) Excludes passengers carried on charter flights at Isle of Man in February 1981  
 (c) The International/domestic split has been estimated for Jersey Airport

International Air Passenger Traffic to and from U.K. Reporting Airports In Thousands  
 Analysis by Country 1972 - 1981

Table 2.13

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

	Austria	Belgium	Denmark	Federal Republic of Germany	Finland	France	Greece	Irish Republic	Italy	Malta
1972	135	832	447	2 438	70	2 805	625	1 567	1 900	170
1973	160	934	474	2 525	84	2 928	747	1 709	2 032	263
1974	156	859	479	2 247	88	2 678	543	1 641	1 771	384
1975	171	788	486	2 277	101	2 740	691	1 672	1 860	497
1976	200	850	567	2 470	120	2 901	882	1 722	1 941	478
1977	229	854	626	2 619	133	2 904	884	1 727	2 037	489
1978	237	874	621	2 882	134	3 026	1 162	1 933	2 279	670
1979	241	867	626	3 081	138	3 102	1 562	2 015	2 550	940
1980	235	809	558	3 136	141	3 070	1 839	1 861	2 692	1 175
1981	228	757	510	2 948	133	3 105	2 095	1 806	2 335	1 103
1980 1st quarter	40	194	117	683	29	641	119	420	575	170
2nd quarter	63	209	153	826	40	815	561	438	728	310
3rd quarter	83	206	164	975	44	949	876	587	972	450
4th quarter	49	199	123	652	28	663	284	415	416	245
1981 1st quarter	41	179	116	657	25	625	104	385	508	163
2nd quarter	60	192	132	758	38	833	634	442	587	299
3rd quarter	84	193	145	868	43	954	1 058	574	863	451
4th quarter	43	193	117	665	27	693	299	405	377	190
	Nether- lands	Norway	Portugal	Spain	Sweden	Switzerland	Turkey	Yugoslavia	Eastern Europe (a)	Cyprus
1972	1 508	244	483	5 493	236	1 130	61	291	284	166
1973	1 734	279	578	5 974	275	1 181	95	394	334	218
1974	1 619	275	429	4 842	281	1 032	90	323	347	100
1975	1 634	351	309	5 298	336	1 093	94	410	410	9
1976	1 835	522	296	4 667	423	1 181	120	414	395	79
1977	1 934	591	399	4 617	524	1 289	135	285	338	121
1978	1 994	564	474	5 553	524	1 372	114	428	418	161
1979	1 959	550	591	5 654	500	1 413	111	508	534	232
1980	1 903	557	701	5 592	449	1 444	82	414	532	243
1981	1 813	543	849	6 332	450	1 469	89	492	454	271
1980 1st quarter	421	115	100	738	95	341	16	27	81	35
2nd quarter	510	157	195	1 602	108	378	16	129	131	59
3rd quarter	522	166	256	2 258	144	420	33	202	248	102
4th quarter	449	118	150	994	102	304	17	56	71	48
1981 1st quarter	392	118	117	641	100	363	15	25	62	38
2nd quarter	486	143	239	1 786	123	376	20	154	108	64
3rd quarter	501	160	314	2 683	129	411	37	247	209	114
4th quarter	434	122	179	1 222	98	319	17	66	75	55

Table 2.13 cont.

	Canary Islands	Near East (b)	North Africa (c)	East Africa (d)	West Africa (e)	Central Africa (f)	Southern Africa (g)	Middle East (h)	Indian Sub-Cont. (j)	Far East (k)
1972	264	305	406	190	94	49	179	255	230	243
1973	270	333	440	171	117	53	198	290	236	324
1974	303	354	313	162	135	59	248	349	289	353
1975	402	353	353	189	173	71	307	529	357	375
1976	529	327	415	218	221	69	342	812	391	464
1977	563	438	425	200	340	71	324	1 097	444	484
1978	656	499	509	224	370	69	344	1 263	491	541
1979	758	554	633	240	366	67	367	1 063	564	602
1980	716	574	729	249	440	64	410	954	604	716
1981	827	581	765	237	518	63	439	910	636	933
1980 1st quarter	192	128	166	62	95	13	104	233	146	139
2nd quarter	159	128	171	52	96	15	94	228	128	150
3rd quarter	199	186	220	76	137	21	111	305	163	230
4th quarter	167	131	172	59	113	14	100	188	167	195
1981 1st quarter	181	116	168	57	114	13	104	187	169	195
2nd quarter	169	139	195	51	117	15	102	216	143	210
3rd quarter	234	188	236	73	164	20	118	283	165	287
4th quarter	243	138	166	56	123	15	115	224	159	241
	Japan	Australia & New Zealand	Canada	United States of America	Central America (l)	South America (m)	Caribbean (n)	Oil Rigs	Others (o)	Total
1972	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	114	207	1 289	3 320	22	75	245	..	258	30 885
1974	126	257	1 303	2 926	21	62	259	125	324	28 152
1975	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	216	429	1 505	5 128	25	120	303	500	380	38 992
1979	257	618	1 637	5 388	31	133	353	481	391	41 677
1980	235	596	1 496	5 914	49	133	367	577	390	42 645
1981	253	509	1 451	6 142	71	123	382	653	332	43 618
1980 1st quarter	56	170	189	909	3	33	85	131	94	7 903
2nd quarter	55	149	410	1 622	4	32	92	141	94	11 247
3rd quarter	67	139	675	2 073	29	39	97	142	119	14 685
4th quarter	57	138	224	1 309	14	29	89	162	86	8 797
1981 1st quarter	56	156	156	995	10	28	83	146	79	7 689
2nd quarter	52	122	411	1 692	15	29	92	160	83	11 487
3rd quarter	75	112	641	2 147	31	37	111	177	101	15 237
4th quarter	70	119	243	1 308	15	29	96	170	69	9 205

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, Camerons, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo, Upper Volta, Western Sahara.
- (f) Angola, Central African Republic, Chad, Congo, Malawi, Zaire, Zambia.
- (g) Botswana, Lesotho, Mozambique, Namibia, South African Republic, Swaziland, Zimbabwe.
- (h) Iran, Iraq, Kuwait, Persian Gulf States, Saudi Arabia, United Arab Emirates, Yemeni Arab Republic, Yemeni Peoples Republic.
- (j) Afghanistan, Bangladesh, India, Pakistan, Sri Lanka.
- (k) Brunei, Burma, China, Hong Kong, Indonesia, Kampuchea, Korea, Laos, Malaysia, Nepal, Philippines, Singapore, Taiwan, Thailand, Vietnam.
- (l) Belize, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama.
- (m) Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Uruguay, Venezuela.
- (n) Bahamas, Barbados, Bermuda, Cayman Is., French Antilles, Jamaica, Leeward Is., Netherlands Antilles, Puerto Rico, Trinidad & Tobago, Turks & Caicos Is., U.S. Virgin Is., Windward Is.
- (o) Faroes, Gibraltar, Iceland, Luxembourg, Atlantic Ocean Is., Indian Ocean Is., Pacific Ocean Is.

**International Air Passenger Traffic  
 to and from UK Reporting Airports for February 1982**

**Table 2.14**

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>WESTERN EUROPE</b>							
<b>Austria</b>							
London (a) - Vienna	8 353	7 097	1 256	9 174	7 764	1 410	-9
- Salzburg	1 506	971	535	1 123	1 123	-	34
Luton - Vienna	1 825	128	1 697	1 798	-	1 798	2
TOTAL AUSTRIA	12 422	8 529	3 893	12 552	9 210	3 342	-1
<b>Belgium</b>							
London (a) - Brussels	43 104	42 550	554	43 819	43 778	41	-2
- Antwerp	4 778	4 778	-	5 010	4 996	14	-5
- Ostend	318	313	5	158	158	-	101
- Liege	629	629	-	414	412	2	52
- Charleroi	-	-	-	404	404	-	..
Manchester - Brussels	4 056	4 056	-	3 489	3 487	2	16
Birmingham - Brussels	1 585	1 583	2	2 697	2 697	-	-41
TOTAL BELGIUM	55 460	54 830	630	57 476	57 268	208	-4
<b>Denmark</b>							
London (a) - Copenhagen (c)	24 290	21 696	2 594	29 041	26 225	2 816	-16
- Aarhus	126	126	-	159	159	-	-21
Glasgow (b) - Copenhagen (c)	473	473	-	1 123	1 123	-	-58
Manchester - Copenhagen (c)	3 269	3 269	-	3 989	3 983	6	-18
Luton - Copenhagen (c)	563	-	563	678	-	678	-17
Aberdeen - Copenhagen (c)	273	273	-	886	886	-	-69
TOTAL DENMARK	30 017	26 531	3 486	37 017	32 562	4 455	-19
<b>Federal Rep. of Germany</b>							
London (a) - Berlin (d)	6 754	5 195	1 559	9 634	6 963	2 671	-30
- Frankfurt	41 579	39 989	1 590	46 196	44 466	1 730	-10
- Hamburg	18 998	17 749	1 249	21 725	19 663	2 062	-13
- Dusseldorf	24 226	23 389	837	25 534	24 054	1 480	-5
- Munich	51 013	18 478	32 535	39 796	17 519	22 277	28
- Stuttgart	8 131	7 435	696	8 695	7 301	1 394	-6
- Cologne/Bonn	13 330	13 284	46	11 771	11 760	11	13
- Nuremburg	2 116	1 985	131	1 774	1 769	5	19
- Bremen	3 501	3 501	-	4 303	4 301	2	-19
- Hanover	6 657	6 655	2	7 332	7 130	202	-9
Manchester - Frankfurt	4 367	4 367	-	3 994	3 994	-	9
- Dusseldorf	1 887	1 887	-	3 190	3 190	-	-41
- Munich	6 669	-	6 669	4 198	-	4 198	59
Birmingham - Frankfurt	1 726	1 726	-	1 500	1 341	159	15
- Dusseldorf	2 398	2 398	-	1 971	1 967	4	22
- Munich	2 921	53	2 868	1 705	26	1 679	71
Luton - Munich	6 419	-	6 419	2 881	-	2 881	123
TOTAL FEDERAL REP. OF GERMANY	211 251	151 120	60 131	200 259	156 408	43 851	5
<b>Finland</b>							
London (a) - Helsinki	8 374	8 089	285	7 573	7 075	498	11
TOTAL FINLAND	8 517	8 093	424	7 591	7 075	516	12

Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>France</b>							
London (a) - Paris (e)	149 549	149 215	334	147 720	147 595	125	1
- Toulouse	2 437	1 410	1 027	2 538	1 626	912	-4
- Caen	4	-	4	381	381	-	-99
- Marseilles	2 471	2 468	3	3 315	3 315	-	-25
- Lille	1 364	1 364	-	1 427	1 427	-	-4
- Nice	10 127	8 854	1 273	10 081	8 991	1 090	-
- Rennes	261	261	-	195	195	-	34
- Bordeaux	1 688	1 603	85	1 671	1 663	8	1
- Le Touquet	65	-	65	591	591	-	-89
- Montpellier	1 074	1 074	-	278	278	-	286
- Dinard	269	-	269	-	-	-	..
- Strasbourg	1 569	1 451	118	1 188	1 188	-	32
- Lyon	5 125	4 127	998	5 181	4 082	1 099	-1
- Le Havre	280	238	42	-	-	-	..
- Biarritz	-	-	-	103	-	103	..
- Deauville	9	-	9	-	-	-	..
- Quimper	180	180	-	250	250	-	-28
- Lourdes/Tarbes	1 386	-	1 386	1 139	-	1 139	22
- Dijon	16	-	16	-	-	-	..
- Nantes	1 239	1 239	-	1 099	1 099	-	13
- Nimes	185	185	-	-	-	-	..
Glasgow (b)- Paris (e)	1 236	1 236	-	825	825	-	50
Manchester - Paris (e)	7 245	7 055	190	5 682	5 682	-	28
- Lourdes/Tarbes	280	-	280	-	-	-	..
Luton - Lourdes/Tarbes	569	-	569	-	-	-	..
East Midlands - Paris (e)	1 395	1 151	244	817	817	-	71
TOTAL FRANCE	206 452	188 353	18 099	192 100	185 022	7 078	7
<b>Gibraltar</b>							
London (a)-Gibraltar	5 400	3 107	2 293	5 691	3 054	2 637	-5
TOTAL GIBRALTAR	5 547	3 107	2 440	5 691	3 054	2 637	-3
<b>Greece</b>							
London (a) - Athens	20 674	18 193	2 481	20 689	18 998	1 691	-
- Salonika	791	791	-	-	-	-	..
- Corfu	-	-	-	3	-	3	..
- Rhodes	253	-	253	163	-	163	55
- Heraklion	-	-	-	1 951	-	1 951	..
Manchester - Athens	-	-	-	879	3	875	..
Birmingham (b)- Heraklion	-	-	-	823	-	823	..
Luton - Athens	1 773	-	1 773	1 928	-	1 928	-8
- Rhodes	-	-	-	2	-	2	..
- Heraklion	-	-	-	707	-	707	..
GREECE TOTAL	25 399	18 984	6 415	27 268	19 001	8 267	-7
<b>Iceland</b>							
London (a) - Reykjavik (f)	2 531	2 531	-	1 696	1 696	-	49
Glasgow (b) - Reykjavik (f)	82	77	5	224	224	-	-63
TOTAL ICELAND	2 613	2 608	5	1 920	1 920	-	36



Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>							
London (a) - Dublin	63 998	63 960	38	62 822	62 794	28	2
- Shannon	8 035	8 035	-	6 376	6 376	-	26
- Cork	10 263	10 249	14	9 641	9 641	-	6
Glasgow (b) - Dublin	5 960	5 383	577	4 327	4 316	11	38
Liverpool - Dublin	1 506	1 506	-	1 577	1 577	-	-5
Manchester - Dublin	10 194	10 184	10	10 078	10 069	9	1
- Cork	657	657	-	667	667	-	-1
Isle of Man - Dublin	409	345	64	307	307	-	33
Edinburgh - Dublin	3 361	1 275	2 086	917	917	-	267
Birmingham - Dublin	9 136	9 104	32	9 211	9 197	14	-1
- Cork	626	626	-	793	793	-	-21
Cardiff - Dublin	35	35	-	1 943	521	1 422	-98
Newcastle - Dublin	492	492	-	649	649	-	-24
Leeds/Bradford - Dublin	694	694	-	932	912	20	-26
Bristol - Dublin	1 543	1 395	148	1 466	1 466	-	5
- Cork	-	-	-	290	287	3	..
East Midlands - Dublin	842	834	8	678	669	9	24
<b>TOTAL IRISH REPUBLIC</b>	<b>119 545</b>	<b>116 193</b>	<b>3 352</b>	<b>113 576</b>	<b>111 263</b>	<b>2 313</b>	<b>5</b>
<b>Italy</b>							
London (a) - Rome (g)	26 835	24 053	2 782	23 945	21 098	2 847	12
- Milan (h)	41 872	22 698	19 174	38 825	23 865	14 960	8
- Turin	7 195	2 264	4 931	12 635	2 054	10 581	-43
- Pisa	4 927	4 803	124	5 322	5 115	207	-7
- Catania	-	-	-	123	-	123	..
- Naples	1 075	994	81	3 713	1 172	2 541	-71
- Venice	6 768	2 606	4 162	6 333	3 152	3 181	7
- Genoa	2 488	2 405	83	2 104	1 764	340	18
- Bologna	1 473	537	936	813	802	11	81
- Verona	4 726	-	4 726	3 291	-	3 291	44
Manchester - Milan (h)	2 648	1 816	832	3 277	1 469	1 808	-19
- Naples	279	-	279	452	-	452	-38
Birmingham - Milan (h)	1 100	1 100	-	1 849	932	917	-41
Luton - Rome (g)	2 925	-	2 926	3 006	-	3 006	-3
- Milan (h)	13 711	-	13 711	14 310	-	14 310	-4
- Turin	4 668	-	4 668	3 942	-	3 942	18
- Pisa	892	-	892	1 436	-	1 436	-38
- Naples	1 583	-	1 583	1 444	-	1 444	10
- Venice	1 909	-	1 909	2 153	-	2 153	-11
- Genoa	460	-	460	792	-	792	-42
- Palermo	1 172	-	1 172	934	-	934	25
- Bologna	231	-	231	549	-	549	-58
- Verona	9 565	-	9 565	15 316	-	15 316	-38
- Trieste	1 019	-	1 019	1 545	-	1 545	-34
East Midlands - Naples	595	-	595	430	-	430	38
<b>TOTAL ITALY</b>	<b>153 166</b>	<b>63 933</b>	<b>89 233</b>	<b>156 484</b>	<b>62 274</b>	<b>94 210</b>	<b>-2</b>

Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Luxembourg</b>							
London (a) - Luxembourg	3 717	3 710	7	4 093	4 038	55	-9
TOTAL LUXEMBOURG	3 717	3 710	7	4 097	4 038	59	-9
<b>Malta</b>							
London (a) - Malta	15 485	9 074	6 411	23 378	10 118	13 260	-34
Manchester - Malta	5 932	1 358	4 574	8 567	430	8 137	-31
Birmingham - Malta	1 800	-	1 800	2 898	-	2 898	-38
Luton - Malta	2 074	-	2 074	3 749	-	3 749	-45
Cardiff - Malta	-	-	-	907	-	907	..
Newcastle - Malta	122	-	122	1 353	-	1 353	-91
Bristol - Malta	954	-	954	126	-	126	657
East Midlands - Malta	1 246	-	1 246	3 574	-	3 574	-65
TOTAL MALTA	28 014	10 432	17 582	46 874	10 548	36 326	-40
<b>Netherlands</b>							
London (a) - Amsterdam	67 385	66 933	452	68 484	68 474	10	-2
- Rotterdam	11 298	11 274	24	13 149	13 082	67	-14
- Maastricht	1 626	1 626	-	2 102	2 099	3	-23
Glasgow (b)- Amsterdam	2 748	2 748	-	2 771	2 771	-	-1
Norwich - Amsterdam	4 406	4 332	74	4 051	3 988	63	9
Southampton - Amsterdam	1 278	1 278	-	1 428	1 424	4	-11
Manchester - Amsterdam	8 884	8 884	-	8 621	8 621	-	3
Edinburgh - Amsterdam	1 555	1 555	-	1 669	1 669	-	-7
Birmingham - Amsterdam	4 291	3 968	323	4 683	3 862	821	-8
Newcastle - Amsterdam	3 766	3 766	-	3 188	3 188	-	18
Aberdeen - Amsterdam	2 582	2 403	179	2 059	2 059	-	25
Leeds/Bradford - Amsterdam	1 895	1 895	-	1 945	1 945	-	-3
Bristol - Amsterdam	591	490	101	657	657	-	-10
Tees-side - Amsterdam	1 325	1 325	-	1 171	1 171	-	13
E. Midlands - Amsterdam	2 804	2 804	-	2 695	2 695	-	4
TOTAL NETHERLANDS	121 875	119 050	2 825	123 722	121 606	2 116	-1
<b>Norway</b>							
London (a) - Oslo (1)	19 088	17 039	2 049	19 421	17 473	1 948	-2
- Bergen	4 947	4 031	916	5 219	4 664	555	-5
- Stavanger	4 006	3 645	361	4 634	4 419	215	-14
Glasgow (b) - Stavanger	703	675	28	604	580	24	16
Newcastle - Bergen	793	775	18	1 168	1 083	85	-32
- Stavanger	1 223	1 181	42	623	600	23	96
Aberdeen - Bergen	1 069	74	995	497	130	367	115
- Stavanger	2 713	1 934	779	2 560	1 184	1 376	6
TOTAL NORWAY	37 361	29 628	7 733	36 377	30 133	6 244	3
<b>Portugal</b>							
London (a) - Lisbon	13 099	12 226	873	11 751	11 002	749	11
- Oporto	1 303	1 303	-	1 160	1 160	-	12
- Faro	15 633	4 796	10 837	11 177	3 366	7 811	40
Glasgow (b) - Faro	1 088	-	1 088	550	-	550	98
Manchester - Faro	3 111	-	3 111	3 951	-	3 951	-21
Birmingham - Faro	1 652	-	1 652	1 547	-	1 547	7

Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
Luton - Lisbon	880	-	880	1 933	-	1 933	-54
- Faro	258	-	258	434	-	434	-41
TOTAL PORTUGAL	39 357	18 867	20 490	34 493	15 528	18 965	14
<b>Spain</b>							
London (a) - Madrid	26 256	21 903	4 353	25 846	21 559	4 287	2
- Barcelona	11 886	10 541	1 345	12 845	11 348	1 497	-7
- Valencia	2 942	1 795	1 147	4 336	2 902	1 434	-32
- Seville	672	655	17	648	648	-	4
- Malaga	29 235	9 856	19 379	20 263	9 289	10 974	44
- Bilbao	4 887	4 887	-	4 562	4 554	8	7
- Majorca	27 008	7 000	20 008	20 259	6 339	13 920	33
- Santiago	1 073	516	557	1 158	1 029	129	-7
- Minorca	1 316	464	852	1 387	538	849	-5
- Alicante	12 476	3 058	9 418	6 811	1 286	5 525	83
- Ibiza	1 362	660	702	589	478	111	131
- Gerona	2 075	-	2 075	683	-	683	204
- Almeria	2 061	394	1 667	604	604	-	241
Glasgow (b) - Malaga	3 269	-	3 269	1 031	-	1 031	217
- Majorca	6 130	-	6 130	5 143	-	5 143	19
- Alicante	2 563	-	2 563	627	-	627	309
Manchester - Malaga	14 040	-	14 040	7 258	-	7 258	93
- Majorca	15 466	-	15 466	10 856	-	10 855	42
- Minorca	616	-	616	102	-	102	504
- Alicante	8 575	-	8 575	7 586	-	7 586	13
- Gerona	1 393	-	1 393	1 460	-	1 460	-5
Belfast - Majorca	679	-	679	491	-	491	38
Bournemouth - Majorca	193	-	193	311	-	311	-38
Edinburgh - Majorca	1 001	-	1 001	1 872	-	1 872	-47
- Alicante	564	-	564	455	-	455	24
Birmingham - Malaga	3 852	-	3 852	2 512	-	2 512	53
- Majorca	7 025	-	7 025	3 491	-	3 491	101
- Alicante	1 523	-	1 523	2 057	-	2 057	-26
- Ibiza	448	-	448	374	-	374	20
- Gerona	-	-	-	41	-	41	..
Luton - Madrid	-	-	-	1 451	-	1 451	..
- Malaga	5 308	-	5 308	3 776	-	3 776	41
- Majorca	4 958	-	4 958	2 995	-	2 995	66
- Alicante	3 595	-	3 595	2 490	-	2 490	44
- Gerona	292	-	292	263	-	263	11
Cardiff - Majorca	2 467	-	2 467	2 816	-	2 816	-12
- Alicante	1 230	-	1 230	896	-	896	37

Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
Newcastle - Barcelona	-	-	-	56	-	56	..
- Malaga	2 060	-	2 060	1 623	-	1 623	27
- Majorca	3 651	-	3 651	3 395	-	3 395	8
- Alicante	1 816	-	1 816	515	-	515	253
- Gerona	127	-	127	-	-	-	..
Aberdeen - Majorca	-	-	-	130	-	130	..
Leeds/Bradford - Majorca	2 039	-	2 039	2 056	-	2 056	-1
- Alicante	1 038	-	1 038	247	-	247	320
Bristol - Majorca	1 819	-	1 819	1 103	-	1 103	65
Tees-side - Alicante	-	-	-	-	-	-	-
East Midlands-Malaga	1 792	-	1 792	1 272	-	1 272	41
- Majorca	4 199	-	4 199	2 888	-	2 888	45
- Minorca	-	-	-	261	-	261	..
- Alicante	2 883	-	2 883	3 013	-	3 013	-4
- Ibiza	-	-	-	93	-	93	..
<b>TOTAL SPAIN</b>	<b>236 123</b>	<b>61 729</b>	<b>174 394</b>	<b>190 628</b>	<b>60 682</b>	<b>129 946</b>	<b>24</b>
<b>Sweden</b>							
London (a) - Stockholm (j)	17 316	14 604	2 712	21 732	18 535	3 197	-20
- Gothenburg	6 102	4 931	1 171	8 370	6 682	1 688	-27
- Malmo	689	-	689	838	-	838	-18
Luton - Stockholm (j)	1 216	-	1 216	73	-	73	1 566
<b>TOTAL SWEDEN</b>	<b>25 814</b>	<b>19 700</b>	<b>6 114</b>	<b>31 038</b>	<b>25 217</b>	<b>5 821</b>	<b>-17</b>
<b>Switzerland</b>							
London (a) - Berne	932	917	15	1 220	1 220	-	-24
- Zurich	43 006	32 363	10 643	38 001	31 663	6 338	13
- Geneva	61 784	30 178	31 606	49 098	28 915	20 183	26
- Basle	4 524	4 404	120	5 111	5 110	1	-11
Manchester - Zurich	4 880	4 425	455	4 135	3 521	614	18
- Geneva	4 174	1 207	2 967	2 251	809	1 442	85
Birmingham - Zurich	424	424	-	801	801	-	-47
<b>TOTAL SWITZERLAND</b>	<b>138 800</b>	<b>73 987</b>	<b>64 813</b>	<b>107 186</b>	<b>72 203</b>	<b>34 983</b>	<b>29</b>
<b>Turkey</b>							
London (a) - Istanbul	3 177	3 177	-	4 541	4 541	-	-30
<b>TOTAL TURKEY</b>	<b>3 926</b>	<b>3 926</b>	<b>-</b>	<b>4 541</b>	<b>4 541</b>	<b>-</b>	<b>-14</b>
<b>Yugoslavia</b>							
London (a) - Belgrade	2 613	2 613	-	3 429	3 429	-	-24
- Zagreb	950	950	-	957	957	-	-1
- Ljubljana	1 096	1 096	-	1 158	762	396	-5
- Dubrovnic	275	-	275	287	-	287	-4
- Split	-	-	-	2 418	-	2 418	..
<b>TOTAL YUGOSLAVIA</b>	<b>5 665</b>	<b>4 659</b>	<b>1 006</b>	<b>8 249</b>	<b>5 148</b>	<b>3 101</b>	<b>-31</b>
<b>TOTAL WESTERN EUROPE</b>	<b>1 471 059</b>	<b>987 969</b>	<b>483 090</b>	<b>1 399 153</b>	<b>994 701</b>	<b>404 452</b>	<b>5</b>
<b>Eastern Europe</b>							
Bulgaria	5 458	1 356	4 102	3 883	1 393	2 490	41
Czechoslovakia	761	761	-	1 317	1 317	-	-42
German Democratic Republic							
London (a) - East Berlin	-	-	-	71	71	-	..

Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>GERMAN DEMOCRATIC REPUBLIC TOTAL</b>	166	-	166	71	71	-	134
Hungary	1 964	1 964	-	2 424	2 424	-	-19
Poland							
London (a) - Warsaw	1 001	877	124	3 631	3 631	-	-72
<b>TOTAL POLAND</b>	1 001	877	124	3 917	3 814	103	-74
Rumania	1 060	1 058	2	1 079	1 074	5	-2
USSR							
London (a) - Moscow (k)	4 579	3 369	1 210	3 616	2 470	1 146	27
- Leningrad	1 876	667	1 209	1 179	275	904	59
<b>TOTAL USSR</b>	6 456	4 037	2 419	4 941	2 745	2 196	31
<b>TOTAL EASTERN EUROPE</b>	16 866	10 053	6 813	17 632	12 838	4 794	-4
<b>TOTAL EUROPE</b>	1 487 925	998 022	489 903	1 416 785	1 007 539	409 246	5
<b>Cyprus</b>							
London (a) - Larnaca	9 398	9 398	-	9 420	9 420	-	-
Manchester - Larnaca	565	565	-	400	400	-	41
<b>TOTAL CYPRUS</b>	9 963	9 963	-	9 820	9 820	-	1
<b>Canary Islands</b>							
London (a) - Las Palmas	8 895	2 126	6 769	8 585	3 361	5 224	4
- Tenerife (1)	20 946	1 878	19 068	16 659	1 791	14 868	26
- Arrecife	5 334	-	5 334	2 971	-	2 971	80
Glasgow (b) - Tenerife (1)	2 461	-	2 461	2 965	-	2 965	-17
Manchester - Las Palmas	3 133	-	3 133	2 723	-	2 723	15
- Tenerife (1)	12 203	-	12 203	9 104	-	9 104	34
- Arrecife	1 299	-	1 299	1 715	-	1 715	-24
Birmingham - Tenerife (1)	4 785	-	4 785	3 522	20	3 502	36
Luton - Las Palmas	1 988	-	1 988	904	-	904	120
- Tenerife (1)	4 506	-	4 506	3 583	-	3 583	26
Newcastle - Tenerife (1)	2 545	-	2 545	1 856	-	1 856	37
E. Midlands - Tenerife (1)	1 824	-	1 824	1 874	-	1 874	-3
<b>TOTAL CANARY ISLANDS</b>	73 344	4 004	69 340	58 913	5 172	53 741	24
<b>Near East</b>							
Israel							
London (a) - Tel Aviv	20 133	16 336	3 797	17 970	11 151	6 819	12
Manchester - Tel Aviv	1 105	-	1 105	1 000	-	1 000	11
Luton - Tel Aviv	2 914	-	2 914	3 769	-	3 769	-23
<b>TOTAL ISRAEL</b>	24 152	16 336	7 816	23 194	11 151	12 043	4
Jordan	3 676	3 668	8	5 240	5 240	-	-30
Lebanon	2 692	2 692	-	3 067	3 067	-	-12
Syria	2 628	2 628	-	2 801	2 801	-	-6
<b>TOTAL NEAR EAST</b>	33 148	25 324	7 824	34 302	22 259	12 043	-3
<b>North Africa</b>							
Algeria							
London - Algiers	1 323	1 319	4	1 798	1 794	4	-26
- Oran	196	196	-	-	-	-	..
<b>TOTAL ALGERIA</b>	1 702	1 698	4	1 804	1 794	10	-6
Egypt	13 275	13 010	265	12 449	12 449	-	7

Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Libya</b>							
London (a) - Tripoli	6 058	6 051	7	5 046	5 046	-	20
- Benghazi	-	-	-	1 994	1 994	-	..
<b>TOTAL LIBYA</b>	<b>6 066</b>	<b>6 051</b>	<b>15</b>	<b>7 043</b>	<b>7 040</b>	<b>3</b>	<b>-14</b>
<b>Morocco</b>							
London (a) - Tangiers	1 821	929	892	594	594	-	207
- Marrakesh	-	-	-	259	259	-	..
- Casablanca (m)	2 067	2 067	-	2 058	1 807	251	-
- Agadir	3 422	125	3 297	1 862	-	1 862	84
Manchester - Agadir	1 180	-	1 180	664	-	664	78
Luton - Tangiers	689	-	689	1 013	-	1 013	-32
- Agadir	72	-	72	902	-	902	-92
<b>TOTAL MOROCCO</b>	<b>11 014</b>	<b>3 121</b>	<b>7 893</b>	<b>10 047</b>	<b>2 660</b>	<b>7 387</b>	<b>10</b>
<b>Tunisia</b>							
London (a) - Tunis	3 888	2 701	1 187	3 870	2 314	1 556	-
- Monastir	2 605	-	2 605	5 197	-	5 197	-50
Manchester - Monastir	1 991	-	1 991	2 797	-	2 797	-29
Birmingham - Monastir	338	-	338	845	-	845	-60
Luton - Tunis	797	-	797	716	-	716	11
- Monastir	2 061	-	2 061	1 629	-	1 629	27
<b>TOTAL TUNISIA</b>	<b>13 563</b>	<b>2 701</b>	<b>10 862</b>	<b>20 287</b>	<b>2 314</b>	<b>17 973</b>	<b>-33</b>
<b>TOTAL NORTH AFRICA</b>	<b>45 612</b>	<b>26 581</b>	<b>19 031</b>	<b>51 630</b>	<b>26 257</b>	<b>25 373</b>	<b>-12</b>
<b>East Africa</b>							
<b>Ethiopia</b>							
London (a) - Addis Ababa	900	900	-	1 238	1 238	-	-27
- Asmara	-	-	-	1	1	-	..
<b>TOTAL ETHIOPIA</b>	<b>900</b>	<b>900</b>	<b>-</b>	<b>1 239</b>	<b>1 239</b>	<b>-</b>	<b>-27</b>
<b>Kenya</b>							
London (a) - Nairobi	9 777	9 777	-	9 096	9 096	-	7
- Mombasa	1 112	1 112	-	2 007	916	1 091	-45
<b>TOTAL KENYA</b>	<b>10 889</b>	<b>10 889</b>	<b>-</b>	<b>11 292</b>	<b>10 201</b>	<b>1 091</b>	<b>-4</b>
<b>Sudan</b>	<b>2 126</b>	<b>2 126</b>	<b>-</b>	<b>3 257</b>	<b>3 257</b>	<b>-</b>	<b>-35</b>
<b>Tanzania</b>							
London (a) - Dar-es-Salaam	440	440	-	721	721	-	-39
- Killimanjaro	711	622	89	451	451	-	58
<b>TOTAL TANZANIA</b>	<b>1 151</b>	<b>1 062</b>	<b>89</b>	<b>1 172</b>	<b>1 172</b>	<b>-</b>	<b>-2</b>
<b>Uganda</b>	<b>577</b>	<b>577</b>	<b>-</b>	<b>496</b>	<b>465</b>	<b>31</b>	<b>16</b>
<b>TOTAL EAST AFRICA</b>	<b>15 643</b>	<b>15 554</b>	<b>89</b>	<b>17 456</b>	<b>16 334</b>	<b>1 122</b>	<b>-1</b>
<b>West Africa</b>							
<b>Gambia</b>	<b>2 235</b>	<b>1 292</b>	<b>943</b>	<b>3 931</b>	<b>1 393</b>	<b>2 538</b>	<b>-43</b>
<b>Ghana</b>	<b>3 005</b>	<b>3 005</b>	<b>-</b>	<b>3 841</b>	<b>3 711</b>	<b>130</b>	<b>-22</b>
<b>Ivory Coast</b>	<b>471</b>	<b>471</b>	<b>-</b>	<b>273</b>	<b>273</b>	<b>-</b>	<b>73</b>
<b>Liberia</b>	<b>356</b>	<b>356</b>	<b>-</b>	<b>498</b>	<b>498</b>	<b>-</b>	<b>-29</b>
<b>Nigeria</b>							
London (a) - Kano	1 813	1 813	-	1 605	1 605	-	13
- Lagos	22 919	22 919	-	21 417	21 417	-	7
- Port Harcourt	46	46	-	1 096	1 096	-	-96

Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
TOTAL NIGERIA	24 778	24 778	-	24 118	24 118	-	3
Senegal	152	152	-	107	107	-	42
Sierra Leone	1 274	1 274	-	1 490	1 490	-	-14
TOTAL WEST AFRICA	32 670	31 725	945	34 258	31 590	2 668	-5
<b>Central Africa</b>							
Malawi	-	-	-	402	402	-	..
Zambia	3 260	3 260	-	2 955	2 955	-	10
TOTAL CENTRAL AFRICA	3 260	3 260	-	3 357	3 357	-	-3
<b>Southern Africa</b>							
Republic of South Africa							
London (a) - Johannesburg	25 529	25 529	-	26 176	26 176	-	-2
- Cape Town	2 728	2 092	636	1 790	1 790	-	52
TOTAL REPUBLIC OF SOUTH AFRICA	31 007	30 371	636	27 966	27 966	-	11
Zimbabwe	4 466	4 466	-	4 202	4 202	-	6
TOTAL SOUTHERN AFRICA	35 473	34 837	636	32 168	32 168	-	10
<b>Middle East</b>							
Iran	643	643	-	904	904	-	-29
Iraq	3 673	3 673	-	247	247	-	1 387
Kuwait	8 883	8 883	-	7 214	7 214	-	23
North Yemen	296	296	-	299	299	-	-1
Persian Gulf States							
Bahrain	4 423	4 423	-	4 068	4 068	-	9
Doha	2 231	2 231	-	1 791	1 791	-	25
Muscat	5 576	5 569	7	4 955	4 955	-	13
PERSIAN GULF STATES TOTAL	12 830	12 823	7	10 814	10 814	-	19
Saudi Arabia							
London (a) - Jeddah	10 485	10 466	19	10 489	10 485	4	-
Dhahran	6 358	6 358	-	6 561	6 561	-	-3
Riyadh	5 361	5 333	28	4 590	4 525	65	17
TOTAL SAUDI ARABIA	22 204	22 157	47	21 640	21 571	69	3
United Arab Emirates							
Sharjah	-	-	-	3	3	-	..
Dubai	6 519	6 519	-	6 404	6 404	-	2
Abu Dhabi	5 314	5 314	-	4 462	4 462	-	19
TOTAL UNITED ARAB EMIRATES	11 833	11 833	-	10 869	10 869	-	9
TOTAL MIDDLE EAST	60 362	60 308	54	51 987	51 918	69	16
<b>Indian Sub-Continent</b>							
Afghanistan	797	797	-	630	630	-	27
Bangladesh	4 268	4 268	-	4 328	4 328	-	-1
India							
London (a) - Delhi	11 599	11 599	-	14 785	14 785	-	-22
- Bombay	11 559	11 559	-	13 008	13 008	-	-11
- Calcutta	1 529	1 529	-	1 795	1 795	-	-15
TOTAL INDIA	25 758	25 758	-	29 588	29 588	-	-13
Pakistan							
London (a) - Karachi	4 460	4 460	-	4 916	4 916	-	-9
- Rawalpindi	7 691	7 691	-	7 286	7 286	-	6
TOTAL PAKISTAN	12 151	12 151	-	12 202	12 202	-	-
Sri Lanka	6 891	6 891	-	6 202	6 202	-	11
TOTAL INDIAN SUB-CONTINENT	49 865	49 865	-	52 950	52 950	-	-6

Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Far East</b>							
Brunel	234	234	-	285	285	-	-18
China	426	426	-	407	407	-	5
Hong Kong	26 308	26 308	-	26 482	26 482	-	-1
Indonesia	3 227	3 227	-	659	659	-	390
Japan							
London (a) - Tokyo (n)	16 400	16 400	-	15 219	15 219	-	8
- Osaka	4 518	4 518	-	3 683	3 683	-	23
TOTAL JAPAN	20 918	20 918	-	18 902	18 902	-	11
Malaysia	5 138	5 138	-	5 401	5 401	-	-5
Philippines	4 026	4 026	-	1 926	1 926	-	109
Singapore	13 854	13 854	-	14 331	14 331	-	-3
Thailand	7 811	7 811	-	6 017	6 017	-	30
TOTAL FAR EAST	81 942	81 942	-	74 410	74 410	-	10
<b>Australasia</b>							
Australia							
London (a) - Sydney	5 983	5 983	-	17 796	17 796	-	-66
- Darwin	130	130	-	144	144	-	-10
- Melbourne (o)	24 051	24 051	-	19 622	19 622	-	23
- Perth	8 206	8 206	-	6 042	6 042	-	36
- Brisbane	1 945	1 945	-	4 308	4 308	-	-55
TOTAL AUSTRALIA	40 315	40 315	-	47 912	47 912	-	-16
New Zealand	2 316	2 316	-	2 161	2 161	-	7
TOTAL AUSTRALASIA	42 631	42 631	-	50 073	50 073	-	-15
<b>Canada</b>							
London (a) - Montreal (p)	9 339	9 228	111	9 853	9 853	-	-5
- Toronto	15 158	13 483	1 675	13 215	13 215	-	15
- Calgary	4 760	4 760	-	4 460	4 460	-	7
- Vancouver	3 638	2 271	1 367	458	458	-	694
- Edmonton	1 674	1 674	-	2 006	2 006	-	-17
- Halifax	575	575	-	961	961	-	-40
- Winnipeg	-	-	-	501	501	-	..
- Gander	1 328	1 328	-	882	882	-	51
Glasgow (b) - Toronto	2 141	1 236	905	1 358	1 358	-	58
- Vancouver	-	-	-	322	322	-	..
Manchester - Toronto	1 496	546	950	1 570	1 570	-	-5
- Vancouver	758	-	758	-	-	-	..
TOTAL CANADA	41 050	35 284	5 766	36 193	36 193	-	13
<b>United States of America</b>							
London (a) - Detroit (q)	2 663	2 663	-	4 237	4 237	-	-37
- Chicago (r)	11 548	11 548	-	13 482	13 482	-	-14
- Seattle (s)	5 443	5 443	-	7 130	7 130	-	-24
- Washington	11 141	11 141	-	13 327	13 319	8	-16
- Dallas (t)	8 513	8 513	-	7 554	7 554	-	13
- New York (u)	82 099	82 099	-	86 730	86 726	4	-5
- Boston	15 178	15 178	-	14 613	14 613	-	4
- San Francisco	15 006	15 006	-	13 287	13 287	-	13
- Oakland	2 452	2 452	-	-	-	-	..
- Los Angeles	31 382	31 382	-	38 894	38 894	-	-19
- Miami	37 167	37 167	-	46 133	46 133	-	-19



Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
- Philadelphia	1 668	1 668	-	1 993	1 993	-	-16
- Atlanta	9 279	9 279	-	8 804	8 804	-	5
- St. Louis	760	760	-	1 709	1 709	-	-56
- Minneapolis St. Paul	1 106	1 106	-	1 512	1 512	-	-27
- New Orleans	1 265	1 265	-	-	-	-	..
- Houston	6 359	6 359	-	8 277	8 277	-	-23
- Tampa	2 799	2 799	-	-	-	-	..
- Anchorage	522	522	-	537	537	-	-3
- Honolulu	-	-	-	1 769	1 178	591	..
Glasgow (b) - New York (u)	-	-	-	1 947	1 947	-	..
- Boston	835	835	-	188	188	-	344
- Miami	395	395	-	-	-	-	..
Manchester - New York (u)	601	601	-	1 530	1 530	-	-61
- Miami	23	23	-	2 437	2 437	-	-99
<b>TOTAL USA</b>	<b>249 081</b>	<b>248 204</b>	<b>877</b>	<b>277 237</b>	<b>275 560</b>	<b>1 677</b>	<b>-10</b>
<b>Central America</b>							
Guatemala	-	-	-	183	183	-	..
Mexico	3 455	3 455	-	2 037	2 037	-	70
Panama	156	156	-	189	189	-	-17
<b>TOTAL CENTRAL AMERICA</b>	<b>3 616</b>	<b>3 611</b>	<b>5</b>	<b>2 409</b>	<b>2 409</b>	<b>-</b>	<b>50</b>
<b>South America</b>							
Argentina	1 457	1 457	-	2 104	2 104	-	-31
<b>Brazil</b>							
London (a) - Rio de Janeiro (v)	3 710	3 710	-	3 262	3 262	-	14
- Sao Paulo (w)	389	389	-	357	357	-	9
- Recife	330	330	-	238	238	-	39
<b>TOTAL BRAZIL</b>	<b>4 429</b>	<b>4 429</b>	<b>-</b>	<b>3 860</b>	<b>3 857</b>	<b>3</b>	<b>15</b>
Chile	580	580	-	609	609	-	-5
Colombia	299	299	-	188	188	-	59
<b>Ecuador</b>							
London (a) - Quito	39	39	-	17	17	-	129
- Guayaquil	50	50	-	23	23	-	117
<b>TOTAL ECUADOR</b>	<b>89</b>	<b>89</b>	<b>-</b>	<b>40</b>	<b>40</b>	<b>-</b>	<b>123</b>
Peru	563	563	-	512	512	-	10
Venezuela	1 052	1 052	-	1 014	1 014	-	4
<b>TOTAL SOUTH AMERICA</b>	<b>8 469</b>	<b>8 469</b>	<b>-</b>	<b>8 327</b>	<b>8 324</b>	<b>3</b>	<b>2</b>
<b>Caribbean Area</b>							
Bahamas	2 079	2 079	-	882	882	-	136
Barbados	9 568	9 302	266	11 047	11 047	-	-13
Bermuda	1 910	1 905	5	1 771	1 771	-	8
<b>Jamaica</b>							
London (a) - Kingston	3 091	3 091	-	1 999	1 999	-	55
- Montego Bay	-	-	-	486	486	-	..
<b>TOTAL JAMAICA</b>	<b>3 091</b>	<b>3 091</b>	<b>-</b>	<b>2 485</b>	<b>2 485</b>	<b>-</b>	<b>24</b>
<b>Leeward Islands</b>							
London (a) - Antigua	3 194	3 194	-	2 610	2 610	-	22
<b>TOTAL LEEWARD ISLANDS</b>	<b>3 194</b>	<b>3 194</b>	<b>-</b>	<b>2 610</b>	<b>2 610</b>	<b>-</b>	<b>22</b>

Table 2.14 cont.

Comparison with the previous year

	February 1982			February 1981			Percentage change of total
	Total	Sched.	Charter	Total	Sched.	Charter	
Puerto Rico	1 390	1 390	-	-	-	-	..
Trinidad & Tobago	5 786	5 786	-	3 826	3 826	-	51
Windward Islands							
London (a) - St. Lucia (x)	1 551	1 485	66	1 119	1 119	-	39
Luton - St. Lucia (x)	890	-	890	435	-	435	105
TOTAL WINDWARD ISLANDS	2 441	1 485	956	1 554	1 119	435	57
TOTAL CARIBBEAN AREA	29 455	28 228	1 227	24 175	23 740	435	22
<b>Indian Ocean Islands</b>							
Mauritius	1 471	1 471	-	1 922	1 922	-	-23
Seychelles	514	514	-	1 708	1 708	-	-70
TOTAL INDIAN OCEAN ISLANDS	1 985	1 985	-	3 630	3 630	-	-45
<b>Atlantic Ocean Islands</b>							
Madeira							
London (a) - Funchal	3 353	410	2 943	4 624	1 133	3 491	-27
Manchester - Funchal	963	-	963	1 705	-	1 705	-44
Birmingham - Funchal	-	-	-	597	-	597	..
Luton - Funchal	836	-	836	771	-	771	8
TOTAL MADEIRA	5 894	410	5 484	9 858	1 133	8 725	-40
TOTAL ATLANTIC OCEAN ISLANDS	6 053	414	5 639	9 983	1 133	8 850	-39
<b>Pacific Ocean Islands</b>							
<b>Oil Rigs</b>							
Aberdeen	31 644	-	31 644	23 919	-	23 919	32
Sumburgh	12 598	-	12 598	18 054	-	18 054	-30
Unst	3 798	-	3 798	4 188	-	4 188	-19
TOTAL OIL RIGS	48 362	-	48 362	43 210	-	43 210	12
ALL REGIONS TOTAL	2 359 909	1 710 211	649 698	2 293 273	1 734 836	558 437	3

Footnotes

- |  |   |
|--|---|
| <p>a. London Includes Heathrow, Gatwick and Stansted.</p> <p>b. Glasgow Includes Prestwick and Abbotsinch.</p> <p>c. Copenhagen Includes Kastrup and Roskilde.</p> <p>d. Berlin Includes Gatow, Tempelhof and Tegel.</p> <p>e. Paris Includes Charles de Gaulle, Orly Le Bourget, Toussus Le Noble and Villacoublay</p> <p>f. Reykjavik Includes Keflavik.</p> <p>g. Rome Includes Ciampino and Leonardo da Vinci/Fiumicino.</p> <p>h. Milan Includes Malpensa and Linate.</p> <p>i. Oslo Includes Gardemoen and Fornebu.</p> <p>j. Stockholm Includes Bromma and Arlanda.</p> <p>k. Moscow Includes Sheremetyevo, Domodedovo and Vnukovo.</p> <p>l. Tenerife Includes Norte los Rodeos and Sur Reina Sofia.</p> <p>m. Casablanca Includes Anfa and Nouassuer.</p> | <p>n. Tokyo Includes Haneda and Narita.</p> <p>o. Melbourne Includes Tullamarine International and Essendon.</p> <p>p. Montreal Includes Dorval and Mirabel.</p> <p>q. Detroit Includes City, Metropolitan and Willow Run.</p> <p>r. Chicago Includes Midway, O'Hare, Meigs Field, Du-Page and Palwaukee.</p> <p>s. Seattle Includes Boeing Field and Tacoma.</p> <p>t. Dallas Includes Dallas Ft Worth, Love Field and Addison Field.</p> <p>u. New York Includes John F. Kennedy, La Guardia and Newark.</p> <p>v. Rio de Janeiro Includes Santos Dumont and Galeao.</p> <p>w. Sao Paulo Includes Campinas, Congonhas Cumbico and Vira Copas.</p> <p>x. St. Lucia Includes Vigie and Hewanorra.</p> |
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Table 2.14 cont.

NOTES

1. Traffic is only published for a country, or for point-to-point, if the annual total exceeds 9,500 (scheduled and charter together). Exceptionally in the case of London, all scheduled traffic is shown, regardless of amount (charter-only routes remaining subject to a minimum of 9,500 passengers per annum). In the case of the USA, all scheduled traffic is shown, regardless of the amount, to or from gateway points specified in the Bermuda II Agreement and subsequent amendments.
2. These figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination.
3. Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. This has been the practice since 1 February 1976 - before this date missing information was replaced by estimates made by the Authority. The figures in this table include all passengers carried on scheduled and chartered services excluding those carried on aircraft chartered by Government Departments.
4. A total alongside a country without any sector traffic shown indicates traffic to/from London only.
5. Excludes passengers on charter flights at Isle of Man during 1981.

Passenger and Air Transport Movements at CAA Highland and Island Airports for February 1982  
 Comparison with the previous year

Table 2.15

Airport	Passengers			Air Transport Movements								
	Total Terminal and Transit		Percentage Change	Total			Fixed Wing			Helicopters		
	Feb 1982	Feb 1981		Feb 1982	Feb 1981	Change	Feb 1982	Feb 1981	Change	Feb 1982	Feb 1981	Change
Benbecula	1 700	1 564	8.7	155	200	-22.5	155	200	-22.5	-	-	-
Inverness	11 359	10 541	7.8	681	473	44.0	505	376	34.3	176	97	81.4
Islay	693	911	-23.9	101	131	-22.9	101	131	-22.9	-	-	-
+Kirkwall	5 283	6 233	-15.2	689	738	-6.6	663	730	-9.2	26	8	225.0
Stornoway	4 106	5 015	-18.1	221	265	-16.6	215	263	-18.3	6	2	200.0
+Sumburgh	30 991	42 837	-27.7	1 659	2 425	-31.5	772	1 127	-31.5	887	1 298	-31.7
Tiree	534	406	31.5	87	86	1.2	87	86	1.2	-	-	-
Wick	3 024	2 662	13.6	461	400	15.3	459	392	17.1	2	8	-75.0

Tonnes	Total	Charter Flights													
		UK Operators				Overseas operators				UK operators				Overseas operators	
		British Airways		Others		British Airways		Others		British Airways		Others		Set down	Picked up
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up				
<b>London Area Airports</b>															
+Gatwick	10 731	244	135	1 651	2 136	868	1 424	-	3	1 044	1 533	838	855		
+Heathrow	33 445	3 476	3 100	17	30	12 810	13 850	-	-	-	14	88	58		
+Luton	1 230	-	-	1	16	-	-	-	-	215	892	47	60		
+Southend	724	-	-	178	244	-	-	-	-	33	269	-	-		
+Stansted	287	-	-	-	-	9	-	-	-	15	115	96	51		
<b>TOTAL (London Area)</b>	<b>46 417</b>	<b>3 721</b>	<b>3 235</b>	<b>1 847</b>	<b>2 426</b>	<b>13 687</b>	<b>15 274</b>	<b>-</b>	<b>3</b>	<b>1 308</b>	<b>2 822</b>	<b>1 069</b>	<b>1 025</b>		
Battersea (Westland) Heliport	-	-	-	-	-	-	-	-	-	-	-	-	-		
City Helistop	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Other UK Airports</b>															
+Aberdeen	549	22	66	67	51	6	11	19	50	64	189	3	1		
+Belfast	1 214	59	45	40	17	9	2	-	-	943	97	-	-		
Benbecula	11	8	1	2	1	-	-	-	-	-	-	-	-		
+Birmingham	213	105	51	8	1	32	17	-	-	-	-	-	-		
+Blackpool	174	-	-	1	7	-	-	-	-	-	167	-	-		
+Bournemouth	537	-	-	230	291	-	-	-	-	-	-	-	16		
+Bristol	77	-	-	7	3	16	3	-	-	-	15	33	-		
+Cambridge	15	-	-	-	-	-	-	-	-	-	-	11	5		
+Cardiff Wales	16	-	-	9	7	-	-	-	-	-	-	-	-		
Carlisle	-	-	-	-	-	-	-	-	-	-	-	-	-		
+Coventry	3	-	-	-	-	-	-	-	-	-	2	-	-		
Dundee	2	-	-	1	1	-	-	-	-	-	-	-	-		
+East Midlands	512	-	-	60	62	6	-	-	-	126	236	-	22		
+Edinburgh	54	6	5	30	7	3	1	-	-	-	-	-	-		
+Exeter	5	-	-	3	2	-	-	-	-	-	-	-	-		
+Glasgow	1 136	44	77	46	12	266	248	-	10	402	12	13	7		
Gloucester/Cheltenham	-	-	-	-	-	-	-	-	-	-	-	-	-		
Hawarden	-	-	-	-	-	-	-	-	-	-	-	-	-		
+Humberside	5	-	-	4	1	-	-	-	-	-	-	-	-		
Inverness	17	2	15	-	-	-	-	-	-	-	-	-	-		
Islay	7	-	-	4	2	-	-	-	-	-	1	-	-		
+Isle of Man	123	-	-	26	24	-	-	-	-	73	-	-	-		
Isles of Scilly	7	6	1	-	-	-	-	-	-	-	-	-	-		
+Kirkwall	32	23	7	1	1	-	-	-	-	-	-	-	-		
+Leeds/Bradford	27	-	-	18	7	-	-	-	-	1	-	-	-		
Lerwick (Tingwall)	-	-	-	-	-	-	-	-	-	-	-	-	-		
+Liverpool	719	-	-	29	26	1	16	-	-	11	432	12	192		
Londonderry	1	-	-	-	-	-	-	-	-	-	1	-	-		
+Manchester	2 179	169	131	37	13	706	931	-	-	16	56	-	120		
+Manston	168	-	-	-	-	-	-	-	-	25	-	94	49		

Cargo by Type and Nationality of Operator

February 1982

Table 2.16 continued

Tonnes	Total	Scheduled Services						Charter Flights					
		UK Operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up		
<b>Other UK Airports (cont.)</b>													
+Newcastle	74	2	1	38	30	-	-	-	-	3	-	-	-
Newquay	-	-	-	-	-	-	-	-	-	-	-	-	-
+Norwich	30	-	-	17	12	-	-	-	-	1	-	-	-
Penzance Heliport	7	1	6	-	-	-	-	-	-	-	-	-	-
+Plymouth	3	-	-	1	2	-	-	-	-	-	-	-	-
+Prestwick	861	3	2	104	-	389	90	-	-	-	-	107	166
+Scatsta	6	-	-	-	-	-	-	-	-	5	1	-	-
Shoreham	1	-	-	-	1	-	-	-	-	-	-	-	-
+Southampton	51	-	-	10	40	-	-	-	-	-	-	-	-
Stornoway	34	31	1	-	2	-	-	-	-	-	-	-	-
+Sumburgh	183	39	5	-	-	-	-	7	23	59	51	-	-
Swansea	-	-	-	-	-	-	-	-	-	-	-	-	-
+Tees-side	174	-	-	5	6	-	-	-	-	162	-	-	-
Tiree	1	-	-	1	-	-	-	-	-	-	-	-	-
Unst	-	-	-	-	-	-	-	-	-	-	-	-	-
Wick	11	-	-	6	1	-	-	-	-	4	-	-	-
TOTAL other UK Airports	9 240	520	415	803	631	1 435	1 319	27	82	1 897	1 260	275	579
TOTAL all reporting UK Airports	55 657	4 241	3 650	2 650	3 057	15 122	16 592	27	85	3 205	4 082	1 344	1 603
<b>Channel Islands Airports</b>													
Alderney	35	-	-	25	10	-	-	-	-	-	-	-	-
Guernsey	505	-	-	242	257	4	-	-	-	-	2	-	-
Jersey	510	20	5	326	153	-	1	-	-	4	1	-	-
TOTAL (Channel Islands Airports)	1 050	20	5	593	420	4	1	-	-	4	3	-	-

	International				Domestic				1982		1981		Tonnes		
	Scheduled		Charter		Scheduled		Charter		Total		Total		Percentage change		
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	
<b>London Area Airports</b>															
+Gatwick	5 281	680	33	3 778	218	279	-	-	462	5 532	5 199	5 851	5 150	-5.5	0.9
+Heathrow	19 574	13 574	-	146	136	-	-	14	19 710	13 734	22 894	14 019	-13.9	-2.0	
+Luton	2	15	9	589	-	-	-	617	10	1 220	1	1 050	692.0	16.2	
+Southend (a)	422	-	302	-	-	-	-	-	724	-	618	-	17.2	-	
+Stansted	9	-	-	232	-	-	-	45	10	277	29	448	-67.1	-38.1	
TOTAL (London Area)	25 288	14 269	344	4 745	354	279	-	1 138	25 986	20 431	29 394	20 667	-11.6	-1.2	
Battersea (Westland) Helipart	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
City Helistop	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Other UK Airports</b>															
+Aberdeen	46	-	214	23	144	32	72	18	476	73	628	31	-24.2	137.4	
+Belfast	11	-	-	2	149	13	-	1 039	161	1 053	323	930	-50.2	13.2	
Benbecula	-	-	-	-	11	-	-	-	11	-	9	-	22.4	-	
+Birmingham	184	-	-	-	29	-	-	-	213	-	229	-	-7.0	-	
+Blackpool	-	-	1	-	7	-	-	166	8	166	14	278	-46.2	-40.2	
+Bournemouth	-	-	-	16	1	520	-	-	1	536	4	626	-68.8	-14.4	
+Bristol	25	-	-	48	3	1	-	-	28	49	15	-	87.9	..	
+Cambridge	-	-	-	15	-	-	-	-	-	15	-	14	-	13.3	
+Cardiff Wales	9	-	-	-	6	-	-	-	16	-	17	-	-8.0	-	
Carlisle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
+Coventry	-	-	-	3	-	-	-	-	-	3	-	1	-	226.2	
Dundee	-	-	-	-	2	-	-	-	2	-	5	-	-60.0	-	
+East Midlands	32	65	-	93	25	6	-	291	57	455	97	173	-40.9	163.2	
+Edinburgh	11	-	-	-	43	-	-	-	54	-	74	-	-26.9	-	
+Exeter	-	-	-	-	5	-	-	-	5	-	7	1	-28.5	..	
+Glasgow	133	419	-	20	140	-	7	417	280	856	377	825	-25.7	3.8	
Gloucester/Cheltenham	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Hawarden	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
+Humberside	4	-	-	-	1	-	-	-	5	-	6	-	-16.7	-	
Inverness	-	-	-	-	17	-	-	-	17	-	29	-	41.5	-	
Islay	-	-	-	-	6	-	-	1	6	1	8	-	-17.6	-	
+Isle of Man (b)	1	-	-	-	48	1	-	73	49	74	61	100	-19.3	-25.6	
Isles of Scilly (a)	-	-	-	-	7	-	-	-	7	-	6	-	16.7	-	
+Kirkwall	-	-	-	-	32	-	-	-	32	-	34	-	-7.1	-	
+Leeds/Bradford	8	-	-	-	18	-	-	1	25	1	28	-	-10.2	..	
Lerwick (Tingwall)	-	-	-	-	-	-	-	-	-	-	..	..	..	..	
+Liverpool	3	19	-	206	17	33	-	441	20	698	30	617	-30.9	13.3	
Londonderry	-	-	-	-	-	-	1	-	1	-	-	-	..	-	
+Lydd	-	-	-	-	-	-	-	-	-	-	-	-	..	-	
+Manchester	600	1 245	-	167	140	2	-	26	740	1 440	633	1 696	16.9	-15.1	

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Cargo February 1982  
 Comparison with the previous year

Table 2.17 continued

	International				Domestic				1982		1981		Tonnes	
	Scheduled		Charter		Scheduled		Charter		Total	Total	Percentage change			
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
<b>Other UK Airports (cont.)</b>														
+Manston	-	-	-	168	-	-	-	-	-	168	-	12	-	1 320.3
+Newcastle	36	-	-	-	35	-	-	3	71	3	107	11	-33.5	-77.2
Newquay	-	-	-	-	-	-	-	-	-	-	..	..	..	..
+Norwich	20	-	-	-	9	-	-	1	29	1	35	1	-15.7	-11.0
Penzance Heliport (a)	-	-	-	-	7	-	-	-	7	-	7	-	-	-
+Plymouth (a)	-	-	-	-	3	-	-	-	3	-	..	..	..	..
+Prestwick	22	536	-	273	-	30	-	-	22	840	65	1 514	-66.1	-44.6
Scatsta (a)	-	-	-	-	-	-	6	-	6	-	13	-	-53.9	-
Shoreham	-	-	-	-	1	-	-	-	1	-	-	-	..	..
+Southampton	2	-	-	-	48	-	-	-	50	1	88	-	-43.2	..
Stornoway	-	-	-	-	34	-	-	-	34	-	37	-	-7.5	-
+Sumburgh	-	-	56	16	43	-	53	14	153	30	261	33	-41.4	-9.1
Swansea	-	-	-	-	-	-	-	-	-	-	-	-	-	-
+Tees-side	2	-	-	-	9	-	-	162	12	162	11	15	10.0	1 005.5
Tiree	-	-	-	-	1	-	-	-	1	-	1	-	-	-
Unst (a)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wick	-	-	-	-	7	-	-	4	7	4	9	4	-21.9	-1.6
TOTAL other UK Airports	1 150	2 284	272	1 051	1 049	639	140	2 655	2 611	6 630	3 266	6 880	-20.1	-3.7
TOTAL all reporting UK Airports	26 438	16 553	617	5 796	1 402	918	140	3 793	28 597	27 060	32 660	27 548	-12.4	-1.8
<b>Channel Islands Airports (a)</b>														
Alderney	-	-	-	-	35	-	-	-	35	-	27	-	29.6	-
Guernsey	8	-	1	-	495	-	1	-	505	-	525	-	-3.8	-
Jersey (c)	1	-	-	-	504	-	5	-	510	-	577	-	-11.6	-
TOTAL (Channel Islands Airports)	9	-	1	-	1 034	-	6	-	1 050	-	1 129	-	-7.0	-

(a) No breakdown for passenger/cargo aircraft is available for these airports; all cargo has been allocated to passenger aircraft

(b) Excludes cargo on charter flights at Isle of Man in January 1981

(c) The International/domestic split has been estimated for Jersey Airport



**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 e.g. 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 transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

#### CARGO

**Cargo** is the weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags, but excluding 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.

#### 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, cargo, or flights.

### CLASSES OF LICENCE

- Licence** means an air transport licence granted under Section 22 of the Civil Aviation Act 1971, as amended
- Class 1** authorises scheduled service flights;
- Class 2** authorises the carriage of charter categories other than ITC's and sole use;
- Class 3** authorises inclusive tour charter flights;
- Class 4** authorises the carriage, on the same aircraft, of ITC's and other categories, other than sole use;
- Class 5** authorises substitute charter flights (except exempted operations) for other UK airlines using UK registered aircraft;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.

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

**Exempt operations** are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under Section 21(2)(a) and (3) of the Civil Aviation Act 1971 has by an Instrument dated 2 June 1980 and later Instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 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 more than 25000 Kg;
- (c) flights beginning or ending at London (Heathrow) Airport, being flights for the carriage of passengers by aircraft having more than 10 seats available for occupation by passengers.

The Authority in pursuance of its powers under paragraph (b) of Section 21 (2) of the said Act may also specify in an Instrument published in its Official Record, Series 11 an exemption for a particular flight or series of flights.

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

#### TYPES OF 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, Schedule 7 or Schedule 9 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 Category 1(b) of Annex B to 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 Charters** are those where the charterer resells part of the capacity of the aircraft to the public at large, an organisation etc.

#### MEASURES AND THEIR COMPUTATION

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

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

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

<b>Stage flights</b>	This is computed by dividing the aircraft kilometres flown by the related number of stage flights.
<b>Average Distance</b>	
<b>Tonne</b>	1000 kilogrammes.
<b>Tonne-kilometres available</b>	A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.
<b>Tonne-kilometres used</b>	A metric tonne of revenue load carried one kilometre. Tonne-kilometres used equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
<b>Tonnes available</b>	The capacity of the aircraft for the carriage of payload measured in tonnes.
<b>Weight load factor</b>	Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.