

**Civil Aviation Authority**

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**CAA Monthly Statistics**  
(up to and including February 1980)

# **CAA Monthly Statistics**

## **(up to and including February 1980)**

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# Foreword

## 1 CONTENT

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

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

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

1 short ton (2000 lbs)	=	0·9072 tonnes
1 ton (2240 lbs)	=	1·0160 tonnes
1 statute mile (5280 feet)	=	1·6093 kilometres
1 short ton-mile	=	1·4600 tonne-kilometres

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

## 3 ENQUIRIES

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

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

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

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

The series comprise:

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

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

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# Civil Aviation Statistics—February 1980

## ACTIVITY AT UK AIRPORTS

### 1 Air Transport Movements

During February 1980 UK airports handled 67 000 air transport movements (15.3 per cent growth when compared with the same month in the previous year); of which 6.7 per cent were all-cargo movements. The number of scheduled movements rose by 12.2 per cent and the number of charter movements rose by 25.4 per cent. The UK operators share of scheduled movements declined marginally to stand at 76.6 per cent of the total whilst their share of charter movements rose by 2.7 percentage points to stand at 94.5 per cent of the total.

#### 1.1 Air Transport Movements at London Area Airports

The London area airports handled 31 000 air transport movements (10.9 per cent growth when compared with February 1979); of which 6.5 per cent were all-cargo movements. Heathrow reported the greatest increase in movements handled (1 514 additional movements; 7.9 per cent growth) followed by Gatwick with 1 199 additional movements (18.2 per cent growth) and Luton with 363 additional movements (33.2 per cent growth). Both Stansted and Southend reported falls in movements handled (23 fewer movements; 8.7 per cent decline and 8 fewer movements; 1.0 per cent decline respectively).

#### 1.2 Air Transport Movements outside the London Area

UK airports outside the London area handled 36 000 air transport movements (19.4 per cent growth when compared with February 1979); of which 6.9 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (1 444 additional movements; 34.6 per cent growth) followed by Sumburgh with 768 additional movements (35.2 per cent growth) and Glasgow with 496 additional movements (15.6 per cent growth). Prestwick reported the heaviest fall in movements handled (94 fewer movements; 19.1 per cent decline) followed by Cardiff with 71 fewer movements (12.4 per cent decline) and Hawarden with 62 fewer movements (100.0 per cent decline—due to the withdrawal of Air Wales scheduled service during 1979).

### 2 Terminal Passengers

UK airports handled 3.4 million terminal passengers during February 1980 (13.2 per cent growth when compared with the same month in the previous year). The number of scheduled passengers rose by 13.9 per cent and the number of charter passengers rose by 10.5 per cent. The UK operators' share of scheduled

passengers rose marginally to stand at 66.9 per cent of the total whilst their share of charter passengers declined marginally to stand at 89.9 per cent of the total.

#### 2.1 Terminal Passengers at London Area Airports

2.4 million terminal passengers used London area airports (12.1 per cent growth when compared with February 1979). Heathrow reported the greatest increase in passengers handled (191 986 additional passengers; 12.2 per cent growth) followed by Gatwick with 47 942 additional passengers (12.0 per cent growth), Luton with 13 788 additional passengers (13.4 per cent growth) and Stansted with 1 632 additional passengers (9.5 per cent growth). Southend reported 286 fewer passengers (4.4 per cent decline).

#### 2.2 Terminal Passengers outside the London Area

Outside the London area, UK airports handled 1.1 million terminal passengers (15.6 per cent growth when compared with February 1979). Aberdeen reported the greatest increase in passengers handled (28 585 additional passengers; 35.2 per cent growth) followed by Manchester with 19 842 additional passengers (10.0 per cent growth) and Glasgow with 16 757 additional passengers (11.8 per cent growth). Cardiff and Tees-side reported the heaviest falls in passengers handled (6 251 fewer passengers; 34.8 per cent decline and 631 fewer passengers; 3.5 per cent decline respectively).

#### 2.3 International Terminal Passengers

2.4 million passengers used international services during February 1980 (11.9 per cent growth when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA (carrying 13.9 per cent of all international scheduled passengers) followed by those to France (10.9 per cent) and those to Germany (9.3 per cent). The most heavily used international charter services were those to Spain (carrying 26.3 per cent of all international charter passengers) followed by those to Italy (18.2 per cent) and those to the Canary Islands (9.7 per cent).

### 3 Cargo

UK airports handled 61 000 tonnes of cargo during February 1980 (a decline of 4.9 per cent when compared with the same month in the previous year); of which 49.7 per cent was carried on all-cargo flights. The number of scheduled tonnes handled fell by 3.9 per cent and the number of charter tonnes handled fell by 8.7 per cent. The UK operators' share of scheduled tonnage rose by 2.5 percentage points to stand at 41.7



per cent of the total and their share of charter tonnage rose by 8.6 percentage points to stand at 91.9 per cent of the total.

### 3.1 Cargo at London Area Airports

The London area airports handled 50 000 tonnes of cargo (5.2 per cent decline when compared with February 1979); of which 45.5 per cent was carried on all-cargo flights. Only Gatwick and Luton reported increases in tonnage handled (716 additional tonnes; 7.6 per cent growth; and 360 additional tonnes; 51.8 per cent growth respectively). Heathrow reported the heaviest fall in tonnage handled (2 847 fewer tonnes; 7.0 per cent decline) followed by Stansted with 955 fewer tonnes (66.5 per cent decline) and Southend with 26 fewer tonnes (3.4 per cent decline).

### 3.2 Cargo outside the London Area

11 000 tonnes of cargo were handled by airports outside the London area (3.4 per cent decline when compared with February 1979); of which 69.2 per cent was carried on all-cargo flights. Prestwick reported the greatest increase in tonnage handled (175 additional tonnes; 12.8 per cent growth) followed by Bourne mouth with 130 additional tonnes (22.4 per cent growth) and Blackpool with 113 additional tonnes (35.0 per cent growth). Glasgow reported the heaviest fall in tonnage handled (276 fewer tonnes; 17.4 per cent decline) followed by Manchester with 205 fewer tonnes (7.5 per cent decline) and Liverpool with 170 fewer tonnes (21.1 per cent decline).

## OUTPUT OF UK AIRLINES

The output of UK airlines for all services in February 1980 was 879 million available tonne-kilometres, an increase of 6.7 per cent on February 1979.

The scheduled service output of 660 million available tonne-kilometres was 12.1 per cent more than a year earlier. The overall load factor was 57.2 per cent, compared with 56.2 the previous year. Seat kilometres used were 56.2 per cent of those available. Seat factors on domestic and international scheduled services were 54.2 and 56.3 per cent respectively compared with 55.9 and 56.2 per cent a year earlier. The non-scheduled output of 220 million available tonne-kilometres was 6.4 per cent lower than in February 1979. There were no Advance Booking Charters and Inclusive Tour Charters on Class 3 licences accounted for 87.4 million available tonne-kilometres compared with 3.6 million on Advance Booking Charters and 76.0 million on Inclusive Tour Charters a year earlier.

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

## **Part 1**

# **UK Airlines—Operating and Traffic Statistics**

1980

# Size of UK Airlines by Available Capacity Year ended ~~January~~ 1980(a)

Table 1.1

February

	Output in available tonne – kilometres (000 000)	Percentage of all available tonne – kilometres
British Airways	7 771	60.29
British Caledonian Airways	997	7.74
Laker Airways	778	6.04
Britannia Airways	559	4.34
British Cargo Airlines(b)	475	3.69
Dan-Air Services	444	3.45
British Midland Airways	325	2.52
Tradewinds Airways	280	2.17
British Airtours	264	2.05
Monarch Airlines	245	1.90
Transmeridian Air Cargo	188	1.46
Air UK(c)	119	0.92
Scimitar Airlines	96	0.75
Pelican Air Transport	91	0.71
Air Europe	76	0.59
Air Transcontinental(d)	57	0.44
Redcoat Air Cargo	29	0.23
Air Bridge Carriers	25	0.19
British Airways Helicopters	13	0.10
Bristow Helicopters	11	0.09
Invicta International	11	0.09
Others (20 airlines)	36	0.28

- (a) Excludes Air-Taxi operations
- (b) Formerly I.A.S. Cargo Airlines
- (c) Amalgamation of Air Anglia-British Island Airways
- (d) Ceased operations November 1979

# Main Outputs of UK Airlines(a) 1951-1979

**Table 1.2**

	Total (000 000)	Available tonne-km	
		Scheduled services (000 000)	Non-scheduled services (000 000)
1951	..	355	..
1952	..	395	..
1953	..	445	..
1954	..	464	..
1955	..	575	..
1956	..	638	..
1957	..	729	..
1958	..	824	..
1959	..	941	..
1960	..	1 191	..
1961	1 990	1 575	415
1962	2 215	1 784	431
1963	2 439	1 953	486
1964	2 879	2 275	604
1965	3 325	2 664	661
1966	3 851	2 993	858
1967	4 016	3 145	871
1968	4 214	3 256	958
1969	4 927	3 748	1 179
1970	5 782	4 129	1 653
1971	6 973	4 591	2 382
1972	8 249	5 399	2 850
1973	9 003	5 953	3 050
1974	8 287	5 747	2 540
1975	8 928	5 984	2 944
1976	9 727	6 602	3 125
1977	10 505	6 834	3 671
1978	11 970	8 095	3 875
1979	12 749	8 841	3 908
<b>Year ended</b>			
February 1979	12 076	8 200	3 876
February 1980	12 909	9 038	3 871
<b>Latest year's growth (percentages)</b>	6.9	10.2	-0.1
<b>Mean rates of growth (percentages) to 1979</b>			
20 years	..	10.1	..
10 years	7.8	7.7	8.0
5 years	9.6	10.4	8.1

(a) Excludes Air Taxi Operations.

# Scheduled Services by UK Airlines

**Table 1.3.1**

## All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1	
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3	
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5	
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5	
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5	
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0	
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1	
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0	
1978	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.6	63.0	
1979	8 841.3	5 549.8	178.7	1 070.2	4 300.7	62.8	71 591.1	47 084.7	65.8	
1978	1st quarter	1 746.4	987.7	39.7	229.0	719.0	56.6	13 653.2	7 788.2	57.0
	2nd quarter	2 064.6	1 203.4	43.3	256.5	903.6	58.3	16 345.3	9 842.4	60.2
	3rd quarter	2 263.1	1 479.9	40.9	254.9	1 184.2	65.4	18 081.1	12 941.3	71.6
	4th quarter	2 020.7	1 201.0	49.4	248.1	903.4	59.4	16 090.6	9 869.6	61.3
1979	1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
	2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.6	11 938.7	64.8
	3rd quarter	2 523.5	1 715.4	43.5	287.3	1 384.6	68.0	20 537.6	15 183.4	73.9
	4th quarter	2 192.2	1 353.8	51.2	284.0	1 018.7	61.8	1 785.1	11 129.3	62.3
1978	July	775.6	507.6	13.7	86.5	407.4	65.4	6 185.5	4 453.2	72.0
	August	771.3	497.6	13.6	82.3	401.8	64.5	6 162.9	4 390.9	71.2
	September	716.2	474.7	13.6	86.1	375.0	66.3	5 732.7	4 097.2	71.5
	October	703.6	420.1	14.0	89.3	316.7	59.7	5 571.3	3 462.6	62.1
	November	650.9	385.2	16.5	80.7	288.0	59.2	5 182.3	3 145.0	60.7
	December	666.2	395.7	18.9	78.1	298.7	59.4	5 337.0	3 262.0	61.1
1979	January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4
	February	589.2	330.9	13.2	77.2	240.5	56.2	4 874.3	2 627.1	56.2
	July	840.6	564.7	14.1	95.4	455.2	67.3	6 839.7	4 988.0	72.9
	August	867.2	591.0	14.9	92.2	483.9	68.2	7 057.7	5 313.4	75.3
	September	815.7	559.7	14.5	99.7	445.5	68.6	6 640.2	4 882.0	73.5
	October	798.2	505.4	15.3	102.3	387.8	63.3	6 501.4	4 237.4	65.2
	November	689.0	416.5	16.8	91.0	308.8	60.5	5 586.0	3 380.5	60.5
	December	705.0	431.9	19.1	90.7	322.1	61.3	5 764.7	3 511.4	60.9
1980	January	727.6	410.9	14.2	81.8	314.9	56.5	5 943.1	3 480.3	58.6
	February	659.9	377.4	14.0	90.8	272.5	57.2	5 363.9	3 013.8	56.2

# Scheduled Services by UK Airlines

**Table 1.3.2**

## International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Cargo (000 000)	Passengers (000 000)				
1970	3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971	4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977	6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978	7 714.8	4 651.3	170.3	977.2	3 503.8	60.3	60 234.9	37 996.9	63.1
1979	8 424.9	5 301.2	175.5	1 060.1	4 065.8	62.9	67 223.9	44 321.0	65.9
1978 1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979 1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 923.0	8 328.1	59.8
2nd quarter	2 160.6	1 341.4	42.8	272.4	1 026.2	62.1	17 249.1	11 191.2	64.9
3rd quarter	2 403.0	1 637.8	42.8	284.6	1 310.6	68.2	19 270.8	14 315.8	74.3
4th quarter	2 090.8	1 296.3	50.3	281.9	964.2	62.0	16 781.4	10 485.9	62.5
1978 July	738.0	484.1	13.5	85.6	385.0	65.6	5 793.1	4 188.7	72.3
August	734.9	475.3	13.3	81.3	380.7	64.7	5 781.4	4 140.9	71.6
September	680.8	452.5	13.3	85.1	354.1	66.5	5 365.6	3 850.0	71.8
October	670.3	400.0	13.8	88.4	297.8	59.7	5 227.5	3 238.2	61.9
November	620.4	368.0	16.2	79.7	272.1	59.3	4 867.5	2 956.2	60.7
December	640.0	380.9	18.7	77.2	285.0	59.5	5 065.8	3 100.0	61.2
1979 January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.6	2 796.5	61.8
February	561.7	316.3	12.9	76.3	227.1	56.3	4 389.3	2 467.7	56.2
July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.3	4 688.1	73.3
August	826.4	564.9	14.7	91.3	459.0	68.4	6 631.1	5 021.1	75.7
September	777.8	535.0	14.3	98.8	422.9	68.8	6 240.4	4 606.6	73.8
October	760.7	482.6	15.0	101.4	366.2	63.4	6 109.8	3 983.8	65.2
November	655.7	398.3	16.5	90.4	291.5	60.7	5 232.0	3 175.3	60.7
December	674.4	415.4	18.8	90.1	306.5	61.6	5 439.6	3 326.8	61.2
1980 January	694.5	394.4	13.9	81.3	299.2	56.8	5 593.6	3 293.6	58.9
February	627.6	361.0	13.8	90.3	257.0	57.5	5 021.9	2 828.4	56.3



# Scheduled Services by UK Airlines

**Table 1.3.3**

## Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970	310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971	319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978	379.9	220.8	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1
1979	416.3	248.7	3.4	10.4	235.5	59.7	4 366.7	2 764.0	63.3
1978 1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979 1st quarter	83.6	46.2	0.9	2.7	42.8	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
3rd quarter	120.5	77.6	0.9	2.7	74.3	64.3	1 266.7	867.7	68.5
4th quarter	101.4	57.5	0.9	2.2	54.5	56.7	1 070.7	643.5	60.1
1978 July	37.6	23.6	0.2	1.0	22.4	62.6	392.4	264.6	67.4
August	36.4	22.3	0.2	1.0	21.1	61.2	381.5	250.0	65.5
September	35.4	22.2	0.2	1.0	20.9	62.6	367.2	247.2	67.3
October	33.3	20.1	0.2	1.0	18.9	60.4	343.8	224.3	65.2
November	30.5	17.2	0.3	1.0	15.9	56.5	314.8	188.8	60.0
December	26.2	14.8	0.3	0.8	13.7	56.6	271.2	162.0	59.8
1979 January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9
February	27.5	14.6	0.3	0.9	13.4	53.1	285.0	159.4	55.9
July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1
August	40.8	26.1	0.3	0.9	25.0	64.1	426.6	292.4	68.5
September	37.9	24.7	0.3	0.9	23.6	65.1	399.8	275.4	68.9
October	37.5	22.8	0.3	1.0	21.6	60.8	391.6	253.6	64.8
November	33.3	18.2	0.3	0.6	17.3	54.7	354.0	205.2	58.0
December	30.6	16.5	0.3	0.6	15.6	53.8	325.1	184.7	56.8
1980 January	33.1	16.5	0.3	0.5	15.7	49.9	349.5	186.7	53.4
February	32.3	16.3	0.3	0.6	15.5	50.5	342.0	185.5	54.2

# Non-scheduled Passenger and Cargo Services by UK Airlines<sup>(a)</sup>

**Table 1.4.1**

## By Main Type of Service

	<b>(a)</b>		<b>(b)</b>					
	<b>Total</b>		<b>Inclusive Tours</b>		<b>Other separate fare and advance booking charters</b>		<b>Other charters</b>	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978	3 875.8	32.4	1 234.7	10.3	616.2	5.1	2 025.1	16.9
1979	3 907.9	30.7	1 546.2	12.1	352.3	2.8	2 009.4	15.8
1978 1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979 1st quarter	777.6	29.5	244.1	9.3	51.2	1.9	482.4	18.3
2nd quarter	1 053.9	31.7	429.9	12.9	94.4	2.8	529.6	15.9
3rd quarter	1 187.0	32.0	543.6	14.7	153.6	4.1	489.8	13.2
4th quarter	889.4	28.9	328.6	10.7	53.1	1.7	507.6	16.5
1978 July	393.8	33.7	142.0	12.1	88.6	7.6	163.2	14.0
August	405.3	34.4	144.8	12.3	90.3	7.7	170.3	14.5
September	370.8	34.1	140.0	12.9	75.0	6.9	155.8	14.3
October	328.1	31.8	111.1	10.8	38.6	3.7	178.5	17.3
November	311.0	32.3	89.0	9.3	16.1	1.7	205.9	21.4
December	300.5	31.1	75.7	7.8	20.7	2.1	204.1	21.1
1979 January	249.4	29.3	77.8	9.1	20.9	2.5	150.7	17.7
February	234.7	28.5	76.0	9.2	11.8	1.4	146.9	17.8
July	414.6	33.0	184.9	14.7	57.0	4.5	172.7	13.8
August	395.0	31.3	186.6	14.8	49.2	3.9	159.2	12.6
September	377.4	31.6	172.1	14.4	47.4	4.0	157.9	13.2
October	367.2	31.5	149.3	12.8	37.0	3.2	180.9	15.5
November	271.8	28.3	93.4	9.7	6.2	0.6	172.1	17.9
December	250.4	26.2	85.9	9.0	9.9	1.0	154.6	16.2
1980 January	227.9	23.9	89.9	9.4	10.8	1.1	127.1	13.3
February	219.5	25.0	87.4	9.9	7.1	0.8	125.0	14.2

(a) Excludes Air Taxi operations.

(b) Class 3 licence operations only.

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

# Non-scheduled Services by UK Airlines

**Table 1.4.2**

## Inclusive Tours Performed on Class 3 Licences only

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970	8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977	12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979	17 630.7	14 919.8	84.6	8 743.1	80 433	130 782	1 626	1 706
1978 1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979 1st quarter	2 825.6	2 413.7	85.4	1 445.2	13 729	21 508	1 567	1 670
2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 587	36 267	1 606	1 674
3rd quarter	6 160.3	5 486.0	89.1	3 241.3	28 045	45 225	1 613	1 693
4th quarter	3 730.3	3 009.3	80.7	1 660.6	16 072	27 782	1 729	1 812
1978 July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
August	1 658.4	1 579.5	95.2	952.4	7 826	12 419	1 587	1 658
September	1 612.6	1 525.8	94.6	938.3	7 751	12 156	1 568	1 626
October	1 280.5	1 124.4	87.8	672.3	6 008	9 643	1 605	1 672
November	1 036.6	910.5	87.8	500.5	4 579	7 937	1 733	1 819
December	878.3	676.6	77.0	402.8	4 228	6 739	1 594	1 680
1979 January	902.7	720.4	79.8	422.1	4 391	6 918	1 575	1 707
February	880.4	766.8	87.1	457.4	4 226	6 647	1 573	1 676
July	2 049.4	1 747.4	85.3	1 031.5	9 245	15 010	1 624	1 694
August	2 159.6	1 932.6	89.5	1 137.3	9 721	15 708	1 616	1 699
September	1 951.3	1 806.0	92.5	1 072.5	9 079	14 507	1 598	1 684
October	1 689.0	1 426.2	84.4	798.3	7 313	12 457	1 703	1 787
November	1 064.9	890.2	83.6	468.5	4 433	8 007	1 806	1 900
December	976.4	692.9	71.0	393.8	4 326	7 318	1 692	1 760
1980 January	1 020.8	748.2	73.3	432.6	4 501	7 516	1 670	1 730
February	996.9	831.1	83.4	485.2	4 507	7 423	1 647	1 713

# Non-scheduled Services by UK Airlines

**Table 1.4.3**

## Load Factors and Distances: Other Separate Fare and Advance Booking Charters (a) (b)

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978	6 312.2	5 068.3	80.3	1 534.8	15 143	33 210	2 193	3 302
1979	3 732.5	2 871.9	76.9	1 068.5	10 935	20 787	1 901	2 688
1978 1st quarter	1 069.1	854.7	79.9	236.9	2 380	5 737	2 411	3 608
2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979 1st quarter	555.2	424.1	76.4	154.3	1 783	3 630	2 036	2 749
2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 613
3rd quarter	1 593.5	1 277.3	80.2	468.0	4 148	7 925	1 910	2 729
4th quarter	569.0	386.2	67.9	146.1	1 581	3 141	1 987	2 643
1978 July	896.9	740.3	82.5	225.3	2 101	4 482	2 133	3 286
August	915.9	801.0	87.5	253.2	2 222	4 737	2 132	3 164
September	758.9	649.8	85.6	199.5	1 871	4 000	2 138	3 257
October	408.6	321.6	78.7	102.1	1 124	2 437	2 168	3 150
November	177.6	125.5	70.7	44.1	501	1 085	2 166	2 846
December	226.1	175.0	77.4	64.1	726	1 456	2 006	2 730
1979 January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934
February	132.1	94.9	71.8	34.8	416	898	2 159	2 727
July	583.6	462.5	79.2	166.9	1 589	3 014	1 897	2 771
August	515.4	421.8	81.8	163.0	1 384	2 527	1 826	2 588
September	494.5	393.0	79.5	138.1	1 175	2 384	2 029	2 846
October	384.7	249.5	64.9	78.1	793	1 768	2 230	3 195
November	73.2	55.6	75.9	29.4	349	579	1 659	1 891
December	111.1	81.1	73.0	38.6	439	794	1 809	2 101
1980 January	121.5	89.3	73.5	39.3	501	886	1 768	2 272
February	81.8	66.6	81.4	35.2	435	682	1 568	1 892

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

(b) Advance Booking Charters commenced in April 1973.

# 21 All Scheduled Services February 1980

**Table 1.5.1**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		As percentage of available
												Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways	19 844	16 533	32 270	1 107 471	4 478 571	2 631 191	58.8	15 265	529 793	314 868	12 909	62 749	239 208	59.4
British Airways Helicopters	6	96	33	1 691	165	103	62.5	11	14	9	—	1	9	67.4
British Caledonian Airways	2 980	3 136	4 963	1 08 541	462 857	205 371	44.4	1 931	57 538	28 591	621	9 004	18 967	49.7
Air Ecosse	30	187	99	1 479	471	233	49.6	10	35	21	1	1	19	58.3
Air UK	1 161	4 110	3 796	62 814	58 211	21 079	36.2	512	5 678	1 988	2	195	1 791	35.0
Aurigny Air Services	65	1 219	315	11 704	923	595	64.4	77	87	52	1	4	48	59.7
British Midland Airways	555	1 902	1 818	55 412	41 768	17 362	41.6	153	3 602	1 413	—	60	1 353	39.2
Brymon Airways	138	539	582	4 790	3 778	1 401	37.1	6	354	117	—	2	115	33.0
Burnthills Aviation	3	26	17	40	12	6	38.5	—	1	—	—	—	—	38.5
Dan-Air Services	404	1 178	1 202	22 320	27 054	11 233	41.5	66	2 297	994	—	40	954	43.3
Haywards Aviation	1	6	6	18	7	3	37.5	—	1	—	—	—	—	29.2
Jersey European Airways	16	212	95	1 069	146	80	54.5	—	13	6	—	—	6	49.0
Laker Airways	834	116	1 059	17 939	287 564	123 908	43.1	—	29 173	9 913	—	—	9 913	34.0
Loganair	164	1 495	818	8 897	2 416	1 253	51.9	—	220	115	—	—	115	52.3
<b>TOTAL Passenger Services</b>	<b>26 199</b>	<b>30 755</b>	<b>47 071</b>	<b>1 404 185</b>	<b>5 363 944</b>	<b>3 013 817</b>	<b>56.2</b>	<b>18 030</b>	<b>628 805</b>	<b>358 086</b>	<b>13 532</b>	<b>72 053</b>	<b>272 497</b>	<b>56.9</b>
<b>Cargo Services</b>														
British Airways	929	479	1 385					3 097	22 937	14 318	346	13 971		62.4
British Caledonian Airways	226	102	314					1 117	7 773	4 751	141	4 609		61.1
Air Freight	25	111	100					270	117	58	—	58		49.8
Air UK	67	283	257					687	308	159	20	139		51.5
<b>TOTAL Cargo Services</b>	<b>1 247</b>	<b>975</b>	<b>2 056</b>					<b>5 171</b>	<b>31 135</b>	<b>19 285</b>	<b>507</b>	<b>18 778</b>		<b>61.9</b>
<b>GRAND TOTAL</b>	<b>27 446</b>	<b>31 730</b>	<b>49 127</b>	<b>1 404 185</b>	<b>5 363 944</b>	<b>3 013 817</b>	<b>56.2</b>	<b>23 201</b>	<b>659 940</b>	<b>377 371</b>	<b>14 040</b>	<b>90 831</b>	<b>272 497</b>	<b>57.2</b>

# International Scheduled Services February 1980

**Table 1.5.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways	17 659	10 699	26 424	784 178	4 245 644	2 494 446	58.8	14 276	508 334	302 960	12 810	62 472	227 675	59.6
British Caledonian Airways	2 568	1 737	3 898	68 027	425 573	188 454	44.3	1 734	53 650	27 136	603	8 938	17 595	50.6
Air UK	687	1 818	2 068	33 395	39 288	12 900	32.8	386	3 827	1 262	—	166	1 096	33.0
Aurigny Air Services	65	1 219	315	11 704	923	595	64.4	77	87	52	1	4	48	59.7
British Midland Airways	115	290	375	6 154	8 363	2 527	30.2	35	627	214	—	17	197	34.1
Brymon Airways	30	136	130	497	592	129	21.7	—	51	11	—	—	11	21.1
Dan-Air Services	205	451	564	7 801	13 836	5 312	38.4	43	1 174	478	—	27	451	40.7
Haywards Aviation	1	6	6	18	7	3	37.5	—	1	—	—	—	—	29.2
Jersey European Airways	16	212	95	1 069	146	80	54.5	—	13	6	—	—	6	49.0
Laker Airways	834	116	1 059	17 939	287 564	123 908	43.1	—	29 173	9 913	—	—	9 913	34.0
<b>TOTAL Passenger Services</b>	<b>22 179</b>	<b>16 684</b>	<b>34 933</b>	<b>930 782</b>	<b>5 021 936</b>	<b>2 828 353</b>	<b>56.3</b>	<b>16 551</b>	<b>596 937</b>	<b>342 032</b>	<b>13 414</b>	<b>71 625</b>	<b>256 991</b>	<b>57.3</b>
<b>Cargo Services</b>														
British Airways	929	479	1 385					3 097	22 937	14 318	346	13 971		62.4
British Caledonian Airways	204	64	269					900	7 605	4 626	16	4 609		60.8
Air Freight	25	111	100					270	117	58	—	58		49.8
Air UK	5	12	17					23	22	10	—	10		43.3
<b>TOTAL Cargo Services</b>	<b>1 163</b>	<b>666</b>	<b>1 770</b>					<b>4 290</b>	<b>30 680</b>	<b>19 011</b>	<b>363</b>	<b>18 648</b>		<b>62.0</b>
<b>GRAND TOTAL</b>	<b>23 342</b>	<b>17 350</b>	<b>36 703</b>	<b>930 782</b>	<b>5 021 936</b>	<b>2 828 353</b>	<b>56.3</b>	<b>20 841</b>	<b>627 617</b>	<b>361 042</b>	<b>13 776</b>	<b>90 273</b>	<b>256 991</b>	<b>57.5</b>



# Domestic Scheduled Services February 1980

Table 1.5.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
<b>Passenger Services</b>															
British Airways	2 185	5 834	5 845	323 293	232 927	136 744	58.7	989	21 460	11 908	99	276	11 533	55.5	
British Airways Helicopters	6	96	33	1 691	165	103	62.5	11	14	9	—	1	9	67.4	
British Caledonian Airways	411	1 399	1 065	40 514	37 284	16 917	45.4	197	3 888	1 454	17	65	1 372	37.4	
Air Ecosse	30	187	99	1 479	471	233	49.6	10	35	21	1	1	19	58.3	
Air UK	474	2 292	1 728	29 419	18 924	8 179	43.2	126	1 851	726	2	30	695	39.2	
British Midland Airways	440	1 612	1 442	49 258	33 405	14 835	44.4	118	2 974	1 199	—	42	1 156	40.3	
Brymon Airways	108	403	452	4 293	3 186	1 272	39.9	6	303	106	—	2	105	35.0	
Burnthills Aviation	3	26	17	40	12	5	38.5	—	1	—	—	—	—	38.5	
Dan-Air Services	199	727	638	14 519	13 218	5 921	44.8	22	1 122	516	—	13	503	45.9	
Loganair	164	1 495	818	8 897	2 416	1 253	51.9	—	220	115	—	—	115	52.3	
<b>TOTAL Passenger Services</b>	<b>4 021</b>	<b>14 071</b>	<b>12 138</b>	<b>473 403</b>	<b>342 008</b>	<b>185 464</b>	<b>54.2</b>	<b>1 480</b>	<b>31 868</b>	<b>16 054</b>	<b>118</b>	<b>429</b>	<b>15 506</b>	<b>50.4</b>	
<b>Cargo Services</b>															
British Caledonian Airways	22	38	45					217	169	125	125	—		74.2	
Air UK	62	271	241					664	286	149	20	129		52.2	
<b>TOTAL Cargo Services</b>	<b>84</b>	<b>309</b>	<b>286</b>					<b>881</b>	<b>455</b>	<b>274</b>	<b>145</b>	<b>129</b>		<b>60.3</b>	
<b>GRAND TOTAL</b>	<b>4 105</b>	<b>14 380</b>	<b>12 424</b>	<b>473 403</b>	<b>342 008</b>	<b>185 464</b>	<b>54.2</b>	<b>2 361</b>	<b>32 323</b>	<b>16 328</b>	<b>263</b>	<b>558</b>	<b>15 506</b>	<b>50.5</b>	

# All Non-scheduled Services February 1980<sup>(a)</sup>

**Table 1.6.1**

	Aircraft-km (000)	Stage flights	(b) Number of passengers uplifted		Seat-km available (000)	Seat-km used (000)	As percentage of available	(c) Cargo* and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
			Aircraft hours	passengers							Mail (000)	Cargo (000)	Passengers (000)	
British Airways	128	39	417	7 358	33 525	24 097	71.9	387	4 367	2 810	3	522	2 285	64.4
British Airtours	661	310	925	26 302	124 988	83 143	66.5	—	11 375	7 183	—	—	7 183	63.2
British Airways Helicopters	539	3 225	2 671	35 514	15 437	6 105	39.5	278	1 151	538	—	49	489	46.7
British Caledonian Airways	379	310	683	20 660	23 321	18 631	79.9	1 137	8 193	5 930	—	4 328	1 602	72.4
Air Europe	490	260	763	30 047	63 639	56 335	88.5	—	6 021	4 507	—	—	4 507	74.8
Air Freight	63	202	224	—	—	—	—	339	337	182	64	118	—	53.9
Air UK	266	468	715	10 608	12 855	10 193	79.3	500	1 663	1 100	50	186	864	66.1
Air-Bridge Carriers	158	260	429	—	—	—	—	1 503	2 605	1 165	6	1 159	—	44.7
Alderney Air Ferries	6	48	32	147	53	18	34.0	—	5	1	—	—	1	31.9
Alidair	47	161	155	6 142	2 810	1 969	70.1	19	281	153	—	6	148	54.6
B.E.A.S.	76	2 910	504	13 888	836	363	43.4	44	76	34	—	—	34	44.7
Bristow Helicopters	599	3 546	3 514	32 156	10 408	5 970	57.4	21	883	576	—	5	572	65.2
Britannia Airways	3 607	1 951	5 754	209 534	471 158	390 077	82.8	—	40 063	33 160	—	—	33 160	82.8
British Air Ferries	174	357	506	4 187	3 859	2 162	56.0	—	198	675	41	82	172	43.7
British Cargo Airlines	802	263	1 110	—	—	—	—	3 124	31 626	21 296	—	21 296	—	67.3
British Midland Airways	797	379	1 157	—	96 077	45 595	47.5	—	22 246	7 276	—	3 729	3 547	32.7
Dan-Air Services	2 338	2 313	4 562	153 815	251 519	204 574	81.3	113	20 250	16 463	15	22	16 427	81.3
Express Air Services C.I.	40	241	181	35	5	1	29.2	659	190	114	18	96	—	60.4
General Aviation Services	23	82	107	—	—	—	—	25	79	42	—	42	—	52.7
Guernsey Airlines	—	2	—	—	5	1	29.2	—	1	—	—	—	—	21.7
Invicta International Airlines	23	21	52	—	—	—	—	139	378	209	—	209	—	55.4
Laker Airways	880	469	1 334	55 311	148 594	119 713	80.6	—	14 470	9 578	—	—	9 578	66.2
Loganair	221	720	977	7 150	3 492	2 579	73.9	—	318	235	—	—	235	73.9
Management Aviation	62	998	300	3 437	377	231	61.3	22	36	22	—	3	19	62.9
Monarch Airlines	804	530	1 297	53 159	122 326	97 387	79.6	—	11 925	8 818	—	—	8 818	73.9
North Scottish Helicopters	124	1 278	621	4 105	849	450	53.0	—	65	36	—	—	36	55.4
Pelican Air Transport	116	46	160	—	—	—	—	409	4 871	3 528	—	3 528	—	72.4
Redcoat Air Cargo	115	44	262	—	—	—	—	207	2 019	1 101	—	1 101	—	54.5
Scimitar Airlines	119	48	170	—	—	—	—	—	4 523	3 966	—	3 966	—	87.7
Southern Int-Air Transport	27	42	76	178	420	260	61.8	92	153	73	—	52	21	47.8
Tradewinds Airways	594	198	844	—	—	—	—	2 444	24 153	13 446	—	13 446	—	65.7
Transmeridian Air Cargo	168	61	352	—	—	—	—	492	4 538	3 008	—	3 008	—	66.3
<b>TOTAL</b>	<b>14 444</b>	<b>21 772</b>	<b>30 854</b>	<b>673 733</b>	<b>1 386 551</b>	<b>1 069 855</b>	<b>77.2</b>	<b>12 161</b>	<b>219 534</b>	<b>146 845</b>	<b>196</b>	<b>56 951</b>	<b>89 698</b>	<b>66.9</b>
Class 5 Licence TOTAL	44	24	68	1 551	5 790	2 878	49.7	—	492	244	—	—	244	49.6
TOTAL excludes 5 Licence	14 400	21 748	30 786	672 182	1 380 761	1 066 977	77.3	12 161	219 042	146 601	196	56 951	89 454	66.9

(a) Excludes Air Taxi Operations

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

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

# 16 International Non-scheduled Services February 1980<sup>(a)</sup>

**Table 1.6.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)(c) Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	128	39	417	7 358	33 525	24 097	71.9	387	4 367	2 810	3	522	2 285	64.4
British Airtours	661	310	925	26 302	124 988	83 143	66.5	—	11 375	7 183	—	—	7 183	63.2
British Airways Helicopters	536	3 210	2 658	35 407	15 378	6 085	39.6	278	1 145	536	—	49	487	46.8
British Caledonian Airways	379	310	683	20 660	23 321	18 631	79.9	1 137	8 193	5 930	—	4 328	1 602	72.4
Air Europe	490	260	763	30 047	63 639	56 335	88.5	—	6 021	4 507	—	—	4 507	74.8
Air Freight	37	115	128	—	—	—	—	107	196	118	—	118	—	60.0
Air UK	202	314	497	10 022	12 403	10 011	80.7	269	1 370	984	4	131	849	71.8
Air-Bridge Carriers	107	107	274	—	—	—	—	696	1 833	835	—	835	—	45.5
Alidair	2	4	6	223	113	105	93.3	—	11	8	—	—	8	69.8
B.E.A.S	76	2 910	504	13 888	836	363	43.4	44	76	34	—	—	34	44.7
Bristow Helicopters	599	3 546	3 514	32 156	10 408	5 970	57.4	21	883	576	—	5	572	65.2
Britannia Airways	3 607	1 951	5 754	209 534	471 158	390 077	82.8	—	40 063	33 160	—	—	33 160	82.8
British Air Ferries	150	268	416	4 131	3 815	2 143	56.2	25	563	250	—	79	171	44.4
British Cargo Airlines	802	263	1 110	—	—	—	—	3 124	31 626	21 296	—	21 296	—	67.3
British Midland Airways	797	379	1 157	—	96 077	45 595	47.6	—	22 246	7 276	—	3 729	3 547	32.7
Dan-Air Services	1 990	1 400	3 297	128 941	236 560	193 889	82.0	1	18 935	15 515	—	1	15 513	81.9
Express Air Services C.I	—	2	2	—	—	—	—	6	2	2	—	2	—	100.0
General Aviation Services	17	50	75	—	—	—	—	22	58	29	—	29	—	49.8
Invicta International Airlines	23	21	52	—	—	—	—	139	378	209	—	209	—	55.4
Laker Airways	880	469	1 334	5 531	148 594	119 713	80.6	—	14 470	9 578	—	—	9 578	66.2
Management Aviation	62	998	300	3 437	377	231	61.3	22	35	22	—	3	19	62.9
Monarch Airlines	804	530	1 297	53 159	122 326	97 387	79.6	—	11 925	8 818	—	—	8 818	73.9
North Scottish Helicopters	124	1 278	621	4 105	849	450	53.0	—	65	36	—	—	36	56.4
Pelican Air Transport	116	46	150	—	—	—	—	409	4 871	3 528	—	3 528	—	72.4
Redcoat Air Cargo	115	44	262	—	—	—	—	207	2 019	1 101	—	1 101	—	54.5
Scimitar Airlines	119	48	170	—	—	—	—	—	4 523	3 966	—	3 966	—	87.7
Southern Int-Air Transport	6	4	16	178	420	260	61.8	—	23	21	—	—	21	91.9
Tradewinds Airways	594	198	844	—	—	—	—	2 444	24 153	13 446	—	13 446	—	55.7
Transmeridian Air Cargo	168	61	352	—	—	—	—	492	4 538	3 008	—	3 008	—	66.3
<b>TOTAL</b>	<b>13 591</b>	<b>19 135</b>	<b>27 588</b>	<b>632 859</b>	<b>1 364 787</b>	<b>1 054 485</b>	<b>77.3</b>	<b>9 838</b>	<b>215 963</b>	<b>144 780</b>	<b>6</b>	<b>56 384</b>	<b>88 389</b>	<b>67.0</b>
Class 5 Licence TOTAL	44	24	68	1 551	5 790	2 878	49.7	..	492	244	—	—	244	49.6
TOTAL Excludes 5 Licence	13 547	19 111	27 520	631 308	1 358 997	1 051 607	77.4	9 838	215 471	144 536	6	56 384	88 145	67.1

(a) Excludes Air Taxi Operations  
 (b) Excludes passengers, cargo and mail uplifted on exempt sub-charter operations  
 (c) Excludes cargo and mail uplifted on Class 5 licences

# Domestic Non-scheduled Services February 1980<sup>(a)</sup>

**Table 1.6.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)(c) Cargo* and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	3	15	13	107	59	20	33.9	—	6	2	—	—	2	33.3
Air Freight	26	87	96	—	—	—	—	231	140	64	64	—	—	45.4
Air UK	64	154	218	586	452	182	40.3	231	293	116	46	55	16	39.8
Air-Bridge Carriers	51	153	156	—	—	—	—	807	772	330	6	324	—	42.7
Alderney Air Ferries	6	48	32	147	53	18	34.0	—	5	1	—	—	1	31.9
Alidair	45	147	149	5 919	2 697	1 864	69.1	19	270	146	—	6	140	53.9
British Air Ferries	24	89	90	56	44	19	42.9	173	113	45	41	3	2	39.9
Dan-Air Services	348	913	1 266	26 874	14 958	10 686	71.4	112	1 318	949	15	20	914	72.1
Express Air Services C.I.	40	239	179	35	5	1	29.2	653	188	113	18	95	—	60.1
General Aviation Services	6	32	32	—	—	—	—	3	21	13	—	13	—	60.4
Guernsey Airlines	—	2	—	—	5	1	29.2	—	1	—	—	—	—	21.7
Loganair	221	720	977	7 150	3 492	2 579	73.9	—	318	235	—	—	236	73.9
Southern Int-Air Transport	21	38	61	—	—	—	—	92	130	52	—	52	—	39.9
<b>TOTAL</b>	<b>853</b>	<b>2 637</b>	<b>3 267</b>	<b>40 874</b>	<b>21 764</b>	<b>15 370</b>	<b>70.6</b>	<b>2 323</b>	<b>3 571</b>	<b>2 065</b>	<b>189</b>	<b>567</b>	<b>1 309</b>	<b>57.8</b>
Class 5 Licence TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL Excludes 5 Licence</b>	<b>853</b>	<b>2 637</b>	<b>3 267</b>	<b>40 874</b>	<b>21 764</b>	<b>15 370</b>	<b>70.6</b>	<b>2 323</b>	<b>3 571</b>	<b>2 065</b>	<b>189</b>	<b>567</b>	<b>1 309</b>	<b>57</b>

(a) Excludes Air Taxi Operations

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

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

## Class 2 Licence Operations—February 1980

**Table 1.7**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available

### International Services

There were no class 2 licence operations in February 1980

## Class 3 Licence Operations and Other Inclusive Tour Charter Passengers February 1980

**Table 1.8**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km		Percentage of available	Tonne-km			Number of passengers uplifted	
						Used (000)	Percentage of available		Available (000)	Used (000)	Percentage of available	Class 2	Class 4
<b>International Services</b>													
British Airways	30	11	41	2 405	10 124	8 280	81.8	1 012	773	76.4	—	—	
British Airtours	360	176	531	25 886	68 007	53 126	78.1	6 189	4 552	73.6	—	—	
British Caledonian Airways	197	220	378	19 653	22 462	18 036	80.3	2 107	1 551	73.6	—	—	
Air Europe	490	260	763	30 047	63 639	56 335	88.5	6 021	4 507	74.8	—	—	
Air UK	139	140	262	10 022	12 403	10 011	80.7	1 083	849	78.4	—	—	
Britannia Airways	3 478	1 808	5 538	198 314	454 293	378 923	83.4	38 629	32 213	83.4	—	—	
Dan-Air Services	1 543	1 185	2 627	110 124	182 694	151 069	82.7	14 617	12 084	82.7	—	—	
Laker Airways	578	317	856	48 706	89 186	76 058	85.3	8 610	6 086	70.7	—	—	
Monarch Airlines	601	338	944	41 742	93 916	79 101	84.2	9 146	7 162	78.3	—	9 610	
<b>TOTAL International Services</b>	<b>7 415</b>	<b>4 455</b>	<b>11 940</b>	<b>484 899</b>	<b>996 725</b>	<b>830 938</b>	<b>83.4</b>	<b>87 413</b>	<b>69 775</b>	<b>79.8</b>	<b>—</b>	<b>9 610</b>	
<b>Domestic Services</b>													
Alderney Air Ferries	6	48	32	147	53	18	34.0	5	1	31.9	—	—	
Alidair	2	4	7	119	140	119	85.1	14	9	63.6	—	—	
<b>TOTAL Domestic Services</b>	<b>8</b>	<b>52</b>	<b>39</b>	<b>266</b>	<b>193</b>	<b>137</b>	<b>71.2</b>	<b>19</b>	<b>10</b>	<b>55.9</b>	<b>—</b>	<b>—</b>	
<b>GRAND TOTAL</b>	<b>7 423</b>	<b>4 507</b>	<b>11 979</b>	<b>485 165</b>	<b>996 918</b>	<b>831 076</b>	<b>83.4</b>	<b>87 431</b>	<b>69 786</b>	<b>79.8</b>	<b>—</b>	<b>9 610</b>	

## All Class 4 Licence Operations February 1980

**Table 1.9.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	4	8	8	—	268	294	128	43.4	35	12	35.9
British Airtours	21	6	20	—	310	3 960	3 052	77.1	360	269	74.6
British Caledonian Airways	8	12	16	—	1 007	859	595	69.3	81	51	63.5
Alidair	2	6	7	—	343	127	119	94.0	13	9	70.4
Britannia Airways	23	16	39	—	1 325	2 959	2 066	69.8	252	175	69.5
Dan-Air Services	336	139	500	—	13 878	43 352	38 010	87.7	3 470	3 041	87.6
Laker Airways	157	116	291	—	6 605	13 955	9 942	71.2	1 254	795	63.4
Monarch Airlines	132	132	250	9 610	1 807	16 273	12 642	77.7	1 598	1 145	71.7
<b>TOTAL</b>	<b>682</b>	<b>435</b>	<b>1 131</b>	<b>9 610</b>	<b>25 543</b>	<b>81 779</b>	<b>66 554</b>	<b>81.4</b>	<b>7 063</b>	<b>5 498</b>	<b>77.8</b>

## International Class 4 Licence Operations February 1980

**Table 1.9.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	4	8	8	—	268	294	128	43.4	35	12	35.9
British Airtours	21	6	20	—	310	3 960	3 052	77.1	360	269	74.6
British Caledonian Airways	8	12	16	—	1 007	859	595	69.3	81	51	63.5
Alidair	2	4	6	—	223	113	105	93.3	11	8	69.8
Britannia Airways	23	16	39	—	1 325	2 959	2 066	69.8	252	175	69.5
Dan-Air Services	336	139	500	—	13 878	43 352	38 010	87.7	3 470	3 041	87.6
Laker Airways	157	116	291	—	6 605	13 955	9 942	71.2	1 254	795	63.4
Monarch Airlines	132	132	250	9 610	1 807	16 273	12 642	77.7	1 598	1 145	71.7
<b>TOTAL</b>	<b>681</b>	<b>433</b>	<b>1 130</b>	<b>9 610</b>	<b>25 423</b>	<b>81 765</b>	<b>66 540</b>	<b>81.4</b>	<b>7 062</b>	<b>5 497</b>	<b>77.8</b>

## Domestic Class 4 Licence Operations February 1980

**Table 1.9.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Alidair	—	2	1	—	120	14	14	100.0	1	1	75.0
<b>TOTAL</b>	<b>—</b>	<b>2</b>	<b>1</b>	<b>—</b>	<b>120</b>	<b>14</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	<b>75.0</b>



## All Class 6 Licence Operations February 1980

**Table 1.10.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	1	2	3	41	28	18	—	17	63.0
British Caledonian Airways	132	63	229	574	4 290	2 706	—	2 705	63.1
Air Freight	36	131	138	339	188	88	63	24	46.9
Air-Bridge Carriers	132	224	353	1 503	2 175	1 029	4	1 024	47.3
British Air Ferries	23	86	88	176	114	45	40	4	39.5
British Cargo Airlines	780	249	1 076	3 124	30 775	20 852	—	20 852	67.8
Dan-Air Services	8	38	30	53	40	15	14	—	36.8
Invicta International Airlines	23	21	52	140	378	209	—	209	55.4
Pelican Air Transport	101	36	137	409	4 233	3 174	—	3 173	75.0
Redcoat Air Cargo	115	44	262	207	2 019	1 101	—	1 100	54.5
Southern Int-Air Transport	21	38	61	92	130	52	—	51	39.9
Tradewinds Airways	579	190	818	2 444	23 615	13 093	—	13 093	55.4
Transmeridian Air Cargo	120	37	243	378	3 310	2 233	—	2 233	67.5
<b>TOTAL</b>	<b>2 071</b>	<b>1 159</b>	<b>3 489</b>	<b>9 480</b>	<b>71 295</b>	<b>44 614</b>	<b>123</b>	<b>44 490</b>	<b>62.6</b>

## International Class 6 Licence Operations February 1980

**Table 1.10.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	1	2	3	41	28	18	—	17	63.0
British Caledonian Airways	132	63	229	574	4 290	2 706	—	2 705	63.1
Air Freight	10	44	43	108	48	24	—	24	51.5
Air-Bridge Carriers	87	91	218	696	1 466	704	—	704	48.0
British Air Ferries	1	2	4	3	5	1	—	1	27.0
British Cargo Airlines	780	249	1 076	3 124	30 775	20 852	—	20 852	67.8
Invicta International Airlines	23	21	52	140	378	209	—	209	55.4
Pelican Air Transport	101	36	137	409	4 233	3 174	—	3 173	75.0
Redcoat Air Cargo	115	44	262	207	2 019	1 101	—	1 100	54.5
Tradewinds Airways	579	190	818	2 444	23 615	13 093	—	13 093	55.4
Transmeridian Air Cargo	120	37	243	378	3 310	2 233	—	2 233	67.5
<b>TOTAL</b>	<b>1 949</b>	<b>779</b>	<b>3 083</b>	<b>8 123</b>	<b>70 167</b>	<b>44 116</b>	<b>—</b>	<b>44 115</b>	<b>62.9</b>

## Domestic Class 6 Licence Operations February 1980

**Table 1.10.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Freight	26	87	96	232	140	64	63	—	45.4
Air-Bridge Carriers	45	133	136	807	709	325	4	320	45.8
British Air Ferries	22	84	84	173	109	44	40	2	40.0
Dan-Air Services	8	38	30	53	40	15	14	—	36.8
Southern Int-Air Transport	21	38	61	92	130	52	—	51	39.9
<b>TOTAL</b>	<b>122</b>	<b>380</b>	<b>406</b>	<b>1 357</b>	<b>1 128</b>	<b>499</b>	<b>123</b>	<b>375</b>	<b>44.2</b>

## All Class 7 Licence Operations February 1980

**Table 1.11.1**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	1	2	2	60	133	32	24.0	—	14	4	—	4	26.9
British Airways Helicopters	539	3 225	2 671	35 514	15 437	6 105	39.5	278	1 151	538	49	489	46.7
B.E.A.S.	76	2 910	504	13 888	836	363	43.4	44	76	34	—	34	44.7
Bristow Helicopters	599	3 546	3 514	32 156	10 408	5 970	57.4	21	883	576	5	572	65.2
Management Aviation	62	998	300	3 437	377	251	61.3	22	35	22	3	19	62.9
North Scottish Helicopters	124	1 278	621	4 105	849	450	53.0	—	65	36	—	36	55.4
<b>TOTAL</b>	<b>1 401</b>	<b>11 959</b>	<b>7 612</b>	<b>89 160</b>	<b>28 040</b>	<b>13 151</b>	<b>46.9</b>	<b>366</b>	<b>2 224</b>	<b>1 210</b>	<b>57</b>	<b>1 153</b>	<b>54.4</b>

## International Class 7 Licence Operations February 1980

**Table 1.11.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	1	2	2	60	133	32	24.0	—	14	4	—	4	26.9
British Airways Helicopters	536	3 210	2 658	35 407	15 378	6 085	39.6	278	1 145	536	49	487	46.8
B.E.A.S.	76	2 910	504	13 988	836	363	43.4	44	76	34	—	34	44.7
Bristow Helicopters	599	3 546	3 514	32 156	10 408	5 970	57.4	21	883	576	5	572	65.2
Management Aviation	62	998	300	3 437	377	231	61.3	22	35	22	3	19	62.9
North Scottish Helicopters	124	1 278	621	4 105	849	450	53.0	—	65	36	—	36	55.4
<b>TOTAL</b>	<b>1 398</b>	<b>11 944</b>	<b>E 599</b>	<b>89 053</b>	<b>27 981</b>	<b>13 131</b>	<b>46.9</b>	<b>366</b>	<b>2 218</b>	<b>1 208</b>	<b>57</b>	<b>1 151</b>	<b>54.6</b>

## Domestic Class 7 Licence Operations February 1980

**Table 1.11.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	3	15	13	107	59	20	33.9	—	6	2	—	2	33.3
<b>TOTAL</b>	<b>3</b>	<b>15</b>	<b>13</b>	<b>107</b>	<b>59</b>	<b>20</b>	<b>33.9</b>	<b>—</b>	<b>6</b>	<b>2</b>	<b>—</b>	<b>2</b>	<b>33.3</b>

# All Exempt Operations February 1980<sup>(a)</sup>

**Table 1.12.1**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	92	16	363	4 625	22 974	15 657	68.2	347	3 278	2 004	1	507	1 497	61.1
British Airtours	281	128	373	106	53 021	26 965	50.9	—	4 825	2 362	—	—	2 362	49.0
British Caledonian Airways	43	15	59	—	—	—	—	564	1 716	1 623	—	1 623	—	94.6
Air Freight	27	71	86	—	—	—	—	—	149	93	—	93	—	62.7
Air UK	126	328	454	586	452	182	40.3	501	581	251	50	186	16	43.3
Air-Bridge Carriers	26	36	76	—	—	—	—	—	430	136	2	134	—	31.5
Alidair	42	141	140	5 680	2 543	1 730	68.1	20	254	136	—	6	130	53.3
Britannia Airways	62	103	110	10 344	8 116	6 210	76.5	—	690	528	—	—	528	76.5
British Air Ferries	151	271	418	4 187	3 859	2 162	56.0	23	561	250	—	78	172	44.5
British Cargo Airlines	22	14	34	—	—	—	—	—	851	444	—	444	—	52.2
British Midland Airways	797	379	1 157	—	96 077	45 595	47.5	—	22 246	7 276	—	3 729	3 547	32.7
Dan-Air Services	451	951	1 406	29 813	25 472	15 495	60.8	61	2 123	1 324	—	22	1 302	62.3
Express Air Services CI	40	241	181	35	5	1	29.2	660	190	114	18	96	—	60.4
General Aviation Services	23	82	107	—	—	—	—	26	79	42	—	42	—	52.7
Guernsey Airlines	—	2	—	—	5	1	29.2	—	1	—	—	—	—	21.7
Laker Airways	144	36	187	—	45 452	33 714	74.2	—	4 606	2 697	—	—	2 697	58.5
Loganair	221	720	977	7 150	3 492	2 579	73.9	—	318	235	—	—	235	73.9
Monarch Airlines	71	60	103	—	12 137	5 644	46.5	—	1 181	511	—	—	511	43.2
Pelican Air Transport	15	10	23	—	—	—	—	—	638	354	—	354	—	55.6
Scimitar Airlines	119	48	170	—	—	—	—	—	4 523	3 966	—	3 966	—	87.7
Southern Int-Air Transport	6	4	16	178	420	260	61.8	—	23	21	—	—	21	91.9
Tradewinds Airways	15	8	27	—	—	—	—	—	538	353	—	353	—	65.5
Transmeridian Air Cargo	48	24	109	—	—	—	—	115	1 228	774	—	774	—	63.0
<b>TOTAL</b>	<b>2 823</b>	<b>3 688</b>	<b>6 574</b>	<b>62 704</b>	<b>274 023</b>	<b>156 196</b>	<b>57.0</b>	<b>2 315</b>	<b>51 029</b>	<b>25 493</b>	<b>71</b>	<b>12 404</b>	<b>13 018</b>	<b>50.0</b>

(a) Excludes air taxi operations.

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

## International Exempt Operations February 1980<sup>(a)</sup>

**Table 1.12.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	92	16	363	4 625	22 974	15 657	68.2	347	3 278	2 004	1	506	1 497	61.1
British Airtours	281	128	373	106	53 021	26 965	50.9	—	4 825	2 362	—	—	2 362	49.0
British Caledonian Airways	43	15	59	—	—	—	—	564	1 716	1 623	—	1 623	—	94.6
Air Freight	27	71	86	—	—	—	—	—	149	93	—	93	—	62.7
Air UK	63	174	236	—	—	—	—	270	288	135	4	131	—	46.9
Air-Bridge Carriers	20	16	56	—	—	—	—	—	366	130	—	130	—	35.6
Britannia Airways	62	103	110	10 344	8 116	6 210	76.5	—	690	528	—	—	528	76.5
British Air Ferries	149	266	412	4 131	3 815	2 143	56.2	23	558	249	—	78	171	44.6
British Cargo Airlines	22	14	34	—	—	—	—	—	851	444	—	444	—	52.2
British Midland Airways	797	379	1 157	—	96 077	45 595	47.5	—	22 246	7 276	—	3 729	3 547	32.7
Dan-Air Services	111	76	170	2 939	10 514	4 809	45.7	2	848	390	—	1	389	46.0
Express Air Services CI	—	2	2	—	—	—	—	7	2	2	—	2	—	100.0
General Aviation Services	17	50	75	—	—	—	—	23	58	29	—	29	—	49.8
Laker Airways	144	36	187	—	45 452	33 714	74.2	—	4 606	2 697	—	—	2 697	58.5
Monarch Airlines	71	60	103	—	12 137	5 644	46.5	—	1 181	511	—	—	511	43.2
Polican Air Transport	15	10	23	—	—	—	—	—	638	354	—	354	—	55.6
Scimitar Airlines	119	48	170	—	—	—	—	—	4 523	3 966	—	3 966	—	87.7
Southern Int-Air Transport	6	4	16	178	420	260	61.9	—	23	21	—	—	21	91.9
Tradewinds Airways	15	8	27	—	—	—	—	—	538	353	—	353	—	65.5
Transmeridian Air Cargo	48	24	109	—	—	—	—	115	1 228	774	—	774	—	63.0
<b>TOTAL</b>	<b>2 103</b>	<b>1 500</b>	<b>3 767</b>	<b>22 323</b>	<b>252 525</b>	<b>140 997</b>	<b>55.8</b>	<b>1 349</b>	<b>48 612</b>	<b>23 940</b>	<b>5</b>	<b>12 213</b>	<b>11 722</b>	<b>49.2</b>

(a) Excludes air taxi operations.

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

## Domestic Exempt Operations February 1980<sup>(a)</sup>

**Table 1.12.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b)Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Air UK	64	154	218	586	452	182	40.3	231	293	116	46	55	16	39.8
Air-Bridge Carriers	5	20	20	—	—	—	—	—	63	5	2	3	—	8.1
Alidair	42	141	140	5 680	2 543	1 730	68.1	20	254	136	—	6	130	53.3
British Air Ferries	2	5	6	56	44	19	42.9	—	4	2	—	—	2	36.7
Dan-Air Services	340	875	1 236	26 874	14 958	10 686	71.4	59	1 276	934	—	20	914	73.2
Express Air Services CI	40	239	179	35	5	1	29.2	653	188	113	18	95	—	60.1
General Aviation Services	6	32	32	—	—	—	—	3	21	13	—	13	—	60.4
Guernsey Airlines	—	2	—	—	5	1	29.2	—	1	—	—	—	—	21.7
Logenair	221	720	977	7 150	3 492	2 579	73.9	—	318	235	—	—	235	73.9
<b>TOTAL</b>	<b>720</b>	<b>2 188</b>	<b>2 807</b>	<b>40 381</b>	<b>21 498</b>	<b>15 199</b>	<b>70.7</b>	<b>966</b>	<b>2 417</b>	<b>1 553</b>	<b>66</b>	<b>191</b>	<b>1 296</b>	<b>64.2</b>

(a) Excludes air taxi operations.

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

24 **Class 5 Operations for UK Operators February 1980<sup>(a)</sup>**

**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 & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Britannia Airways	44	24	68	1 551	5 790	2 878	49.7	..	492	244	—	—	244	49.6
<b>TOTAL</b>	<b>44</b>	<b>24</b>	<b>68</b>	<b>1 551</b>	<b>5 790</b>	<b>2 878</b>	<b>49.7</b>	<b>..</b>	<b>492</b>	<b>244</b>	<b>—</b>	<b>—</b>	<b>244</b>	<b>49.6</b>

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

# Aircraft Type and Utilisation—All Airlines<sup>(a)</sup> February 1980

**Table 1.14.1**

	Aircraft—km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat Kilometres used (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	108	507	—	532	—	5 597	1 192	7	3.3
Aerospatiale SA-365 Dauphin	15	184	9	65	4	1 104	84	(e) 1	(e) 2.7
Aviation Traders Merchantman	118	—	145	—	277	—	—	4	3.0
AW650 Argosy	39	—	115	—	153	—	—	3	1.7
BAC 111-200	628	1 410	—	1 496	—	49 906	24 372	9	5.8
BAC 111-300/400	1 725	1 853	—	3 333	—	96 494	101 668	21	6.0
BAC 111-500	3 011	4 771	38	6 287	45	295 364	198 311	36	6.2
BAC/Aerospatiale Concorde	953	169	—	207	—	8 605	54 870	5	4.4
Bell 206 Jetranger	3	26	—	17	—	40	5	..	..
Bell 212 Twin	96	3 273	—	626	—	16 244	490	(d) 10	(d) 2.5
Boeing 707 120B	—	—	—	—	—	—	—	(c) —	(c) 6.3
Boeing 707-320C/336	5 041	950	667	4 429	2 795	34 168	225 102	31	8.1
Boeing 707-420	748	385	—	1 073	—	32 813	90 971	8	7.7
Boeing 720/720B	521	269	—	763	—	26 819	68 849	6	5.8
Boeing 727-100	877	444	—	1 314	—	47 125	100 138	8	7.5
Boeing 737-200	4 147	2 330	—	6 615	—	248 838	449 840	22	10.4
Boeing 747-100	4 339	1 069	—	5 649	—	128 579	1 048 236	18	11.5
Boeing 747-200	2 317	426	—	2 952	—	64 150	604 621	8	11.9
Bristol Britannia 300	138	—	65	—	314	—	—	4	3.8
Britten-Norman Islander	111	1 374	—	547	—	5 289	389	13	1.7
Britten-Norman Trislander	125	1 633	—	657	—	14 972	1 068	13	2.1
Canadair CL 44	207	—	75	—	427	—	—	8	4.4
Cessna 404 Titan	6	16	—	25	—	—	32	2	4.5
DC3 Dakota/Pionair	43	—	180	—	216	—	—	8	1.0
DH 106 Comet 4B/C	52	38	—	90	—	4 047	5 676	3	2.2
DHC 6 Twin-Otter	317	1 044	—	1 393	—	10 122	3 414	(b) 10	(b) 4.5
Embraer Bandeirante	160	661	—	592	—	3 898	1 058	(b) 4	(b) 5.0
Fairchild Hillier FH227B	74	—	252	—	250	—	—	2	3.8
Fokker F27 100-200-400-600	354	1 309	—	1 105	—	18 939	6 543	9	4.7
Fokker F28 2000-6000	238	549	—	466	—	9 203	6 241	2	7.5
Hawker Siddeley 121 Trident 1C	301	615	—	677	—	34 431	16 839	11	2.9
Hawker Siddeley 121 Trident 1E	295	577	—	671	—	42 263	21 187	4	5.7
Hawker Siddeley 121 Trident 2E	1 583	1 580	—	2 818	—	89 443	88 102	16	6.3
Hawker Siddeley 121 Trident 3B	1 793	2 914	—	3 838	—	249 845	149 933	25	5.4
HP Herald 100/200	797	1 893	910	1 997	986	38 081	10 308	32	3.6
HS 125	32	48	—	63	—	49	61	1	1.2
HS 748	581	1 789	41	2 102	33	41 945	16 173	20	3.8
Lockheed L1011 Tristar	911	551	—	999	—	78 392	120 981	9	5.7
Lockheed L-1011-500 Tristar	641	212	—	875	—	13 010	71 779	4	10.0
MBB BO 105	151	1 946	76	746	11	5 758	438	(e) 3	(e) 3.1
McDonnell-Douglas DC10-10	582	197	—	779	—	44 075	131 664	6	11.3
McDonnell-Douglas DC8-54F/55F	779	—	256	—	1 073	—	—	6	6.1
McDonnell-Douglas DC9-10 to 40	121	382	—	324	—	14 973	4 766	3	4.8
McDonnell-Douglas DC-10-30	1 370	264	—	1 723	—	22 088	164 202	5	11.4
Piper PA 23 Aztec (and Apache)	—	—	—	—	—	—	—	1	0.2
Piper PA31 Navajo (All Series)	40	169	—	150	—	1 118	217	(b) 10	(b) 1.4
Short SD-330	23	97	—	96	—	1 050	245	1	2.9
Sikorsky S61N	986	5 635	—	5 370	—	61 576	10 772	(e) 45	(e) 3.6
Sikorsky S76	26	131	—	113	—	1 056	210	—	—
Sikorsky S.58T	6	56	2	27	2	284	27	3	1.2
Vickers Super VC10	2 045	798	—	3 435	—	41 126	171 175	15	6.8
Vickers Viscount 700	47	153	—	155	—	6 142	1 970	5	1.6
Vickers Viscount 700D/800/810	1 177	4 171	39	3 944	62	121 477	36 602	36	4.3
Westland Wessex	39	773	—	282	—	4 072	205	4	3.6
<b>TOTAL</b>	<b>40 837</b>	<b>49 641</b>	<b>2 870</b>	<b>71 417</b>	<b>6 648</b>	<b>2 034 570</b>	<b>4 011 025</b>	<b>540</b>	<b>5.4</b>

- (a) Excludes Air Taxi operators
- (b) Excludes Air Ecosse
- (c) Excludes Air Transcontinental
- (d) Excludes Gleneagle Helicopters
- (e) Excludes North Scottish Helicopters



# Aircraft Type and Utilisation—Individual Airlines Table 1.14.2

## February 1980

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
		Passenger	Cargo	Passenger	Cargo				
<b>British Airways</b>									
Aviation Traders Merchantman	—	—	—	—	—	—	—	1	3.0
HS 748	58	238	—	213	—	4 234	1 140	2	4.3
Vickers Viscount 700D/800/810	656	2 483	—	2 270	—	78 839	22 573	20	3.9
BAC 111-300/400	460	852	—	1 207	—	35 683	17 839	7	5.5
BAC 111-500	1 459	2 921	—	3 272	—	168 395	78 180	18	6.1
Boeing 737-200	50	119	—	98	—	9 257	3 428	—	—
Hawker Siddeley 121 Trident 2E	1 583	1 580	—	2 818	—	89 443	88 102	16	6.3
Hawker Siddeley 121 Trident 1C	301	615	—	677	—	34 431	16 839	11	2.9
Hawker Siddeley 121 Trident 3B	1 793	2 914	—	3 838	—	249 845	149 933	25	5.4
Hawker Siddeley 121 Trident 1E	295	577	—	671	—	42 263	21 187	4	5.7
Vickers Super VC10	2 045	798	—	3 435	—	41 126	171 175	15	6.8
Lockheed L1011 Tristar	911	551	—	999	—	78 392	120 981	9	5.7
Boeing 707-320C/336	2 003	330	232	2 046	1 017	19 344	104 103	11	8.8
Lockheed L-1011-500 Tristar	641	212	—	875	—	13 010	71 779	4	10.0
Boeing 747-100	4 339	1 069	—	5 649	—	128 579	1 048 236	18	11.5
Boeing 747-200	2 317	426	—	2 952	—	64 150	604 621	8	11.9
BAC/Aerospatiale Concorde	953	169	—	207	—	8 605	54 870	5	4.4
<b>TOTAL</b>	<b>19 865</b>	<b>15 854</b>	<b>232</b>	<b>31 227</b>	<b>1 017</b>	<b>1 065 596</b>	<b>2 574 985</b>	<b>174</b>	<b>6.5</b>
<b>British Airtours</b>									
Boeing 707-420	748	385	—	1 073	—	32 813	90 971	8	7.7
<b>TOTAL</b>	<b>748</b>	<b>385</b>	<b>—</b>	<b>1 073</b>	<b>—</b>	<b>32 813</b>	<b>90 971</b>	<b>8</b>	<b>7.7</b>
<b>British Airways Helicopters</b>									
Sikorsky S61N	533	3 031	—	2 639	—	35 280	6 128	24	3.3
Bell 212 Twin	12	290	—	65	—	1 925	80	2	1.8
<b>TOTAL</b>	<b>545</b>	<b>3 321</b>	<b>—</b>	<b>2 704</b>	<b>—</b>	<b>37 205</b>	<b>6 208</b>	<b>26</b>	<b>3.1</b>
<b>British Caledonian Airways</b>									
BAC 111-200	482	1 184	—	1 177	—	40 443	17 517	7	6.0
BAC 111-500	742	1 138	38	1 516	45	55 649	39 029	8	6.6
Boeing 707-320C/336	1 467	301	108	1 447	490	13 551	68 494	7	8.1
McDonnell-Douglas DC-10-30	859	206	—	1 082	—	14 658	98 766	4	11.9
Sikorsky S61N	22	539	—	135	—	4 900	196	1	4.3
Piper PA31 Navajo (All Series)	—	—	—	—	—	—	—	1	1.5
<b>TOTAL</b>	<b>3 572</b>	<b>3 368</b>	<b>146</b>	<b>5 357</b>	<b>535</b>	<b>129 201</b>	<b>224 002</b>	<b>28</b>	<b>7.3</b>
<b>Air Ecosse</b>									
Piper PA31 Navajo (All Series)	1	7	—	4	—	33	5	..	..
Embraer Bandeirante	29	180	—	95	—	1 446	228	..	..
<b>TOTAL</b>	<b>30</b>	<b>187</b>	<b>—</b>	<b>99</b>	<b>—</b>	<b>1 479</b>	<b>233</b>	<b>..</b>	<b>..</b>
<b>Air Europe</b>									
Boeing 737-200	490	260	—	763	—	30 047	56 335	3	10.6
<b>Air Freight</b>									
DC3 Dakota/Pionair	13	—	61	—	73	—	—	4	0.7
Fairchild Hillier FH227B	74	—	252	—	250	—	—	2	3.8
<b>TOTAL</b>	<b>88</b>	<b>—</b>	<b>313</b>	<b>—</b>	<b>323</b>	<b>—</b>	<b>—</b>	<b>6</b>	<b>1.7</b>

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
<b>Air Kent</b>									
Piper PA 31 Navajo (All Series)	—	—	—	—	—	—	—	2	2.2
<b>Air UK</b>									
Fokker F27 100-200-400-600	354	1 309	—	1 105	—	18 939	6 543	9	4.7
HP Herald 100/200	588	1 619	583	1 591	675	31 601	7 395	20	5.4
Fokker F28 2000-6000	238	549	—	466	—	9 203	6 241	2	7.5
Cessna 404 Titan	6	16	—	25	—	—	32	2	4.5
Piper PA31 Navajo (All Series)	38	162	—	146	—	1 085	212	7	1.2
Embraer Bandeirante	131	481	—	497	—	2 452	830	4	5.0
BAC 111-300/400	140	142	—	264	—	10 048	10 019	4	5.0
<b>TOTAL</b>	<b>1 494</b>	<b>4 278</b>	<b>583</b>	<b>4 094</b>	<b>675</b>	<b>73 328</b>	<b>31 272</b>	<b>48</b>	<b>4.7</b>
<b>Air-Bridge Carriers</b>									
AW650 Argosy	39	—	115	—	153	—	—	3	1.7
Aviation Traders Merchantman	118	—	145	—	277	—	—	3	3.1
<b>TOTAL</b>	<b>158</b>	<b>—</b>	<b>260</b>	<b>—</b>	<b>430</b>	<b>—</b>	<b>—</b>	<b>6</b>	<b>2.2</b>
<b>Alderney Air Ferries</b>									
Britten-Norman Islander	6	48	—	32	—	147	18	1	1.3
<b>Alidair</b>									
Vickers Viscount 700	47	151	—	155	—	6 142	1 969	4	1.6
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	58	1 115	—	288	—	11 206	563	6	2.0
Britten-Norman Islander	7	104	—	27	—	498	32	2	0.6
<b>TOTAL</b>	<b>65</b>	<b>1 219</b>	<b>—</b>	<b>315</b>	<b>—</b>	<b>11 704</b>	<b>595</b>	<b>8</b>	<b>1.7</b>
<b>B.E.A.S.</b>									
Bell 212 Twin	76	2 910	—	504	—	13 888	363	5	3.8
<b>Bristow Helicopters</b>									
Sikorsky S61N	412	2 001	—	2 496	—	20 933	4 310	20	3.9
Westland Wessex	39	773	—	282	—	4 072	205	4	3.6
Sikorsky S.58T	2	26	—	12	—	42	3	2	1.5
MBB BO 105	4	35	—	22	—	25	3	—	—
Sikorsky S76	26	131	—	113	—	1 056	210	—	—
Bell 212 Twin	8	73	—	57	—	431	47	3	0.6
Aerospatiale SA330J Puma	108	507	—	532	—	5 597	1 192	7	3.3
<b>TOTAL</b>	<b>599</b>	<b>3 546</b>	<b>—</b>	<b>3 514</b>	<b>—</b>	<b>32 156</b>	<b>5 970</b>	<b>36</b>	<b>3.4</b>
<b>Britannia Airways</b>									
Boeing 737-200	3 607	1 951	—	5 754	—	209 534	390 077	19	10.4
<b>British Air Ferries</b>									
HP Herald 100/200	142	183	126	274	168	4 138	2 101	7	0.8
HS 125	32	48	—	63	—	49	61	1	1.2
<b>TOTAL</b>	<b>174</b>	<b>231</b>	<b>126</b>	<b>337</b>	<b>168</b>	<b>4 187</b>	<b>2 162</b>	<b>8</b>	<b>0.8</b>
<b>British Cargo Airlines</b>									
McDonnell-Douglas DC8-54F/55F 779	—	—	256	—	1 073	—	—	6	6.1

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Flights Cargo	Aircraft Hours Passenger	Hours Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	426	1 495	—	1 462	—	39 984	12 443	10	5.2
McDonnell-Douglas DC9-10 to 40	121	382	—	324	—	14 973	4 766	3	4.8
Boeing 707-320C/336	797	305	74	882	276	—	45 595	5	6.8
<b>TOTAL</b>	<b>1 344</b>	<b>2 182</b>	<b>74</b>	<b>2 668</b>	<b>276</b>	<b>54 957</b>	<b>62 805</b>	<b>18</b>	<b>5.6</b>
<b>Brymon Airways</b>									
HP Herald 100/200	34	91	—	132	—	2 342	812	1	2.8
DHC 6 Twin-Otter	103	448	—	450	—	2 448	589	3	6.9
Britten-Norman Islander	—	—	—	—	—	—	—	—	1.9
<b>TOTAL</b>	<b>138</b>	<b>539</b>	<b>—</b>	<b>582</b>	<b>—</b>	<b>4 790</b>	<b>1 401</b>	<b>4</b>	<b>4.9</b>
<b>Burnthills Aviation</b>									
Bell 206 Jetranger	3	26	—	17	—	40	5	..	..
<b>Dan-Air Services</b>									
HS 748	523	1 551	41	1 889	33	37 711	15 032	18	3.7
Vickers Viscount 700D/800/810	67	189	—	196	—	2 476	1 326	2	3.8
BAC 111-200	145	226	—	319	—	9 463	6 855	2	4.9
BAC 111-300/400	545	543	—	943	—	30 291	34 198	5	6.2
BAC 111-500	527	451	—	969	—	44 980	52 563	7	5.8
DH 106 Comet 4B/C	52	38	—	90	—	4 047	5 676	3	2.2
Boeing 727-100	877	444	—	1 314	—	47 125	100 138	8	7.5
<b>TOTAL</b>	<b>2 738</b>	<b>3 442</b>	<b>41</b>	<b>5 716</b>	<b>33</b>	<b>176 093</b>	<b>215 789</b>	<b>45</b>	<b>4.8</b>
<b>Express Air Services CI</b>									
DC3 Dakota/Pionair	7	—	37	—	36	—	—	2	2.4
HP Herald 100/200	33	—	201	—	143	—	—	4	1.4
Vickers Viscount 700D/800/810	—	—	1	—	1	—	—	3	3.8
<b>TOTAL</b>	<b>40</b>	<b>—</b>	<b>239</b>	<b>—</b>	<b>180</b>	<b>—</b>	<b>—</b>	<b>9</b>	<b>1.6</b>
<b>General-Aviation Services</b>									
DC3 Dakota/Pionair	23	—	82	—	107	—	—	2	2.1
Douglas DC6A/6B/6C	—	—	—	—	—	—	—	—	2.5
<b>TOTAL</b>	<b>23</b>	<b>—</b>	<b>82</b>	<b>—</b>	<b>107</b>	<b>—</b>	<b>—</b>	<b>2</b>	<b>2.3</b>
<b>Guernsey Airlines</b>									
Vickers Viscount 700	—	2	—	—	—	—	1	1	1.3
<b>Haywards Aviation</b>									
Britten-Norman Islander	1	6	—	6	—	18	3	1	0.9
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	0.2
<b>TOTAL</b>	<b>1</b>	<b>6</b>	<b>—</b>	<b>6</b>	<b>—</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>0.5</b>
<b>Intra Airways</b>									
DC3 Dakota/Pionair	—	—	—	—	—	—	—	—	1.0
Vickers Viscount 700D/800/810	—	—	—	—	—	—	—	—	1.8
<b>TOTAL</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1.5</b>
<b>Invicta International Airlines</b>									
Bristol Britannia 300	23	—	21	—	52	—	—	2	2.4
<b>Jersey European Airways</b>									
Britten-Norman Islander	16	212	—	95	—	1 069	80	2	1.7

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
<b>Laker Airways</b>									
BAC 111-300/400	581	316	—	919	—	20 472	3 9612	5	6·8
McDonnell-Douglas DC-10-10	582	197	—	779	—	4 4075	131 664	6	11·3
Boeing 707-320C/336	40	14	—	54	—	1 273	6 910	2	8·9
McDonnell-Douglas DC-10-30	511	58	—	641	—	7 430	65 436	1	—
<b>TOTAL</b>	<b>1 713</b>	<b>585</b>	<b>—</b>	<b>2 393</b>	<b>—</b>	<b>73 250</b>	<b>243 621</b>	<b>14</b>	<b>9·1</b>
<b>Loganair</b>									
Britten-Norman Trislander	67	518	—	369	—	3 766	505	7	2·2
Britten-Norman Islander	82	1 004	—	387	—	3 557	257	7	2·2
DHC 6 Twin-Otter	214	596	—	943	—	7 674	2 825	7	3·8
Short SD-300	23	97	—	96	—	1 050	245	1	2·9
<b>TOTAL</b>	<b>385</b>	<b>2 215</b>	<b>—</b>	<b>1 795</b>	<b>—</b>	<b>16 047</b>	<b>3 832</b>	<b>22</b>	<b>2·7</b>
<b>Management Aviation</b>									
Sikorsky S58T	4	30	2	15	2	242	24	1	1·3
MBB BO 105	43	697	76	204	11	2 091	123	3	3·1
Aerospatiale SA-365 Dauphin	15	184	9	65	4	1 104	84	1	2·7
<b>TOTAL</b>	<b>62</b>	<b>911</b>	<b>87</b>	<b>284</b>	<b>17</b>	<b>3 437</b>	<b>231</b>	<b>5</b>	<b>2·7</b>
<b>Monarch Airlines</b>									
BAC 111-500	283	261	—	534	—	26 340	28 538	3	6·6
Boeing 720/720B	521	269	—	763	—	26 819	68 849	6	5·8
Boeing 707-120/120B	—	—	—	—	—	—	—	—	6·3
<b>TOTAL</b>	<b>804</b>	<b>530</b>	<b>—</b>	<b>1 297</b>	<b>—</b>	<b>53 159</b>	<b>97 387</b>	<b>9</b>	<b>6·1</b>
<b>North Scottish Helicopters</b>									
Sikorsky S61N	20	64	—	100	—	463	138	..	..
MBB BO 105	104	1 214	—	520	—	3 642	312	..	..
<b>TOTAL</b>	<b>124</b>	<b>1 278</b>	<b>—</b>	<b>620</b>	<b>—</b>	<b>4 105</b>	<b>450</b>	<b>..</b>	<b>..</b>
<b>Pelican Air Transport</b>									
Boeing 707-320C/336	116	—	46	—	160	—	—	1	7·3
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	115	—	44	—	262	—	—	2	5·3
<b>Scimitar Airlines</b>									
Boeing 707-320C/336	119	—	48	—	170	—	—	2	7·0
<b>Southern Int-Air Transport</b>									
Vickers Viscount 700D/800/810	27	4	38	16	61	178	260	1	3·1
<b>Tradewinds Airways</b>									
Canadair CL 44	38	—	14	—	75	—	—	1	5·0
Boeing 707-320C/336	499	—	159	—	682	—	—	3	8·7
<b>TOTAL</b>	<b>537</b>	<b>—</b>	<b>173</b>	<b>—</b>	<b>757</b>	<b>—</b>	<b>—</b>	<b>4</b>	<b>7·8</b>
<b>Transmeridian Air Cargo</b>									
Canadair CL 44	168	—	61	—	352	—	—	7	4·3
<b>GRAND TOTAL</b>	<b>40 837</b>	<b>49 641</b>	<b>2 870</b>	<b>71 417</b>	<b>6 648</b>	<b>2 034 570</b>	<b>4 011 025</b>	<b>540</b>	<b>5·4</b>

(a) Excludes air taxi operators

## Operations Subject to Variable Charge by Type of Licence February 1980

**Table 1.15**

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo and mail (000)	Passengers (000)	As percentage of available
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	642 828	367 664	101 761	265 903	57.2
Class 2	—	—	—	—	—
Class 3	87 431	69 786	—	69 786	79.8
Class 4	7 063	5 498	—	5 498	77.8
Class 5A	492	244	—	244	49.5
Class 6	68 222	42 596	42 596	—	62.4
Class 7	2 224	1 200	55	1 145	54.0
<b>TOTAL</b>	<b>808 260</b>	<b>486 988</b>	<b>144 412</b>	<b>342 576</b>	<b>60.2</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from					
Foreign Operators	17 998	10 215	3 615	6 601	56.7
Exempt Services	51 028	25 492	12 475	13 017	49.9
<b>TOTAL</b>	<b>69 026</b>	<b>35 707</b>	<b>16 090</b>	<b>19 618</b>	<b>51.7</b>
<b>GRAND TOTAL</b>	<b>877 285</b>	<b>522 693</b>	<b>160 502</b>	<b>362 193</b>	<b>59.5</b>

## Output by Type of Licence and Aircraft Ownership February 1980

**Table 1.16**

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Hired from UK Airline (000)	Available Hired Otherwise (000)	Total (000)
Class 1	642 828	229	16 883	659 940
Class 2	—	—	—	—
Class 3	87 431	—	—	87 431
Class 4	7 063	—	—	7 063
Class 6	68 222	1 958	1 114	71 295
Class 7	2 224	—	—	2 224
Exempt Services (a)	51 028	1	—	51 029
<b>TOTAL</b>	<b>858 795</b>	<b>2 188</b>	<b>17 998</b>	<b>878 982</b>
Class 5	492	—	—	492
<b>TOTAL</b>	<b>492</b>	<b>—</b>	<b>—</b>	<b>492</b>
<b>GRAND TOTAL</b>	<b>859 287</b>	<b>2 188</b>	<b>17 998</b>	<b>879 474</b>

(a) Excludes air taxi operations.

# Public Transport Air-Taxi Operations

**Table 1.17**

	<b>October-December 1979</b>	
	Stage Flights	Aircraft Hours
Aero Turbo Commander 680T	28	56
Beagle 206	16	16
Beech 76 Duchess	2	4
Beech 200 Super King Air	605	742
Beechcraft B55 Baron	16	16
Beechcraft B60 Duke	48	58
Beechcraft B80 Queen Air	32	43
Beechcraft B90 King Air	143	227
Bell 47G	11	8
Bell 206 Jetranger	1 672	1 137
Bell 212 Twin	6	5
Britten-Norman Islander	131	139
Britten-Norman Trislander	125	131
Cessna 172 Skyhawk	66	64
Cessna 206 Super Skywagon	78	23
Cessna 310/320	546	423
Cessna 401/402/411/414/421	791	915
Cessna 404 Titan	236	284
Cessna 500 Citation	121	144
Dassault M20/F20	192	260
DC3 Dakota/Pionair	171	202
DHC 6 Twin-Otter	338	382
Ecureil	103	165
Embraer Bandeirante	2 676	2 657
Enstrom F28A/280	45	23
H.S. 125	1 913	2 074
Hughes 269A (300)	71	66
Hughes 369 (500)	60	47
Jetstream	9	13
MBB BO 105	118	92
Partenavia P68B Victor	321	286
Piper PA23 Aztec (and Apache)	4 388	4 777
Piper PA23 (and PA32) Cherokee	19	24
Piper PA30/39 Twin Comanche	240	298
Piper PA31 Navajo (all Series)	2 951	3 522
Piper PA32-200 Seneca	171	175
Sikorsky S58T	9	19
Sikorsky S61N	6	8
Ted Smith Aerostar 601P	16	15
Turbo Commander	146	161
Westland S.55 Whirlwind	10	12
<b>ALL OPERATORS' TOTAL</b>	<b>18 646</b>	<b>19 713</b>

This table was compiled from returns provided quarterly by some 119 operators who are in possession of Air Operator's certificates.

## **Part 2**

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

**Size of UK Airports** Table 2.1  
 Year ended February 1980

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	28 370	49.46
Gatwick	8 753	15.26
Manchester	3 538	6.17
Glasgow	2 392	4.17
Luton	2 223	3.88
Birmingham	1 581	2.76
Belfast	1 451	2.53
Aberdeen	1 337	2.33
Edinburgh	1 264	2.20
Newcastle	868	1.51
East Midlands	601	1.05
Liverpool	591	1.03
Prestwick	419	0.73
Leeds/Bradford	405	0.71
Isle of Man	380	0.66
Stansted	343	0.60
Southampton	335	0.58
Tees-side	276	0.48
Sumburgh	261	0.46
Cardiff	245	0.43
Bristol	238	0.41
Other 22 airports	1 487	2.59

**Main Outputs of UK Airports 1951-1979** Table 2.2

Airports	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Cargo tonnes (000)
1951	499	187	2 471	44
1952	514	195	2 776	40
1953	556	214	3 419	64
1954	559	232	4 004	84
1955	601	259	4 831	113
1956	602	293	5 617	121
1957	720	329	6 600	139
1958	719	340	6 761	167
1959	727	358	7 867	226
1960	754	402	10 075	279
1961	810	447	12 249	313
1962	800	449	13 793	344
1963	818	458	15 506	360
1964	884	480	17 649	399
1965	957	508	19 918	418
1966	1 093	556	22 582	517
1967	1 213	566	24 003	488
1968	1 279	560	24 845	524
1969	1 399	591	28 064	585
1970	1 468	607	31 606	580
1971	1 618	630	34 934	532
1972	1 733	669	39 125	649
1973	1 892	719	43 125	699
1974	1 849	710	40 082	721
1975	1 911	701	41 846	638
1976	1 896	740	44 666	659
1977	1 912	759	45 927	705
1978	2 029	862	52 829	748
1979 (i)	2 170	903	56 615	795

Year ended	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Cargo tonnes (000)
February 1979	2 032	870	53 188	768
February 1980	2 219	920	57 359	782

Latest year's growth (percentages)	Total movements	Air transport movements	Terminal passengers	Cargo tonnes
	9.2	5.7	7.8	1.8

Mean rates of growth (percentages) to 1979	Total movements	Air transport movements	Terminal passengers	Cargo tonnes
20 years	6.2	3.9	8.9	5.0
10 years	3.5	4.0	5.7	3.3
5 years	3.3	6.8	8.0	5.8

(i) Traffic at Sumburgh from March–September, 1979 not included.



# 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 Operators	Overseas Operators	UK Operators	Overseas Operators		UK Operators	Overseas Operators	UK Operators	Overseas Operators	
1970	360.4	142.2	87.9	16.3	606.7	16 265.7	7 841.3	6 215.6	1 283.8	31 606.5
1971	361.5	144.6	106.6	17.2	629.9	16 850.9	8 244.5	8 357.7	1 480.4	34 933.5
1972	384.7	144.9	119.2	20.5	669.3	18 788.5	9 144.0	9 495.8	1 697.0	39 125.4
1973	419.9	145.8	130.2	22.6	718.5	21 021.6	9 929.5	10 197.3	1 976.1	43 124.5
1974	420.9	148.6	122.7	17.9	710.1	20 391.1	10 125.0	7 996.8	1 569.5	40 082.4
1975	398.1	146.9	135.6	19.9	700.5	20 654.3	10 802.1	8 538.4	1 851.0	41 845.8
1976	412.9	150.0	153.0	23.9	739.9	21 721.8	11 865.2	8 902.2	2 176.6	44 665.8
1977	414.1	145.8	174.2	25.0	759.1	21 172.1	13 042.1	9 318.5	2 394.7	45 927.2
1978	479.1	150.7	203.8	28.8	862.5	25 328.2	14 284.3	10 539.0	2 678.1	52 829.5
1979 (i)	517.2	155.8	200.2	29.6	902.8	27 737.9	15 113.0	10 905.9	2 858.3	56 615.1
1978 1st quarter	100.3	32.8	40.7	3.9	177.7	4 988.5	2 647.9	1 763.7	268.5	9 668.6
2nd quarter	124.8	38.3	54.5	7.6	225.1	6 532.7	3 599.6	2 817.4	701.5	13 651.2
3rd quarter	138.3	43.1	60.7	11.5	253.6	7 816.2	4 707.6	3 800.7	1 261.0	17 585.5
4th quarter	115.7	36.5	48.0	5.8	206.0	5 990.8	3 329.2	2 157.3	447.0	11 924.3
(i) 1979 1st quarter	107.6	33.2	41.1	4.2	186.2	5 214.1	2 783.6	1 873.2	266.5	10 137.4
(i) 2nd quarter	137.5	40.0	50.4	8.4	236.3	7 388.0	3 943.0	2 937.8	824.6	15 093.5
(i) 3rd quarter	148.6	44.7	57.5	11.8	262.5	8 658.7	4 979.0	3 924.8	1 329.7	18 892.2
4th quarter	123.5	37.8	51.2	5.3	217.8	6 477.0	3 407.3	2 170.1	437.6	12 492.0
1978 July	46.8	14.5	20.4	4.2	85.9	2 678.8	1 621.1	1 255.7	473.6	6 029.3
August	46.9	14.7	20.3	3.8	85.7	2 598.5	1 579.8	1 312.0	428.0	5 918.3
September	44.6	13.9	20.0	3.4	82.0	2 538.9	1 506.7	1 233.0	359.4	5 637.9
October	42.1	13.5	18.4	2.8	76.8	2 295.1	1 299.7	939.5	241.0	4 775.3
November	38.9	11.6	15.5	1.6	67.6	1 927.2	1 006.2	624.3	105.0	3 668.7
December	34.7	11.4	14.1	1.5	61.7	1 768.6	1 023.3	593.4	101.0	3 486.3
1979 January	33.4	11.1	14.9	1.4	60.8	1 569.6	974.6	593.8	78.7	3 216.7
February	34.1	10.4	12.7	1.1	58.3	1 593.9	787.8	580.4	65.8	3 027.8
(i) July	50.6	15.2	19.7	4.3	89.7	2 921.4	1 692.6	1 274.5	473.1	6 361.7
(i) August	51.2	15.1	19.2	3.9	89.4	2 978.8	1 695.1	1 353.2	456.5	6 483.7
(i) September	46.9	14.3	18.7	3.6	83.4	2 758.4	1 592.2	1 297.1	399.3	6 047.0
October	46.8	14.1	19.3	2.8	83.0	2 555.5	1 380.1	992.1	256.6	5 184.4
November	39.8	11.9	16.4	1.2	69.3	2 020.6	996.0	620.5	95.7	3 732.8
December	36.9	11.8	15.5	1.2	65.4	1 901.0	1 031.2	557.4	85.3	3 574.9
1980 January	39.8	12.4	16.1	1.1	69.3	1 875.4	1 020.6	594.7	70.2	3 560.9
February	38.2	11.7	16.4	1.0	67.3	1 813.4	900.0	648.8	65.1	3 427.3

(i) Traffic at Sumburgh from March–September, 1979 not included.

# Movements at UK Airports by Purpose

**Table 2.4**

	<b>Total</b>	<b>Total</b>	<b>Commercial</b>	<b>Other</b>	<b>Total</b>	<b>Non-Commercial</b>	<b>Test and</b>	<b>Other</b>
	(000)	(000)	Air transport (000)	(000)	(000)	Aero club and private (000)	training (000)	(000)
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1979 (i)	2 169.6	486.7	902.8	83.8	1 182.9	921.4	144.0	117.5
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.4	172.6	34.3	24.0
(i) 1979 1st quarter	405.6	196.8	181.2	15.6	208.8	147.1	34.9	26.8
(i) 2nd quarter	593.8	258.7	236.3	22.3	335.1	266.8	36.3	32.1
(i) 3rd quarter	662.8	288.2	262.5	25.7	374.6	307.3	37.9	29.4
4th quarter	500.4	236.7	217.8	18.9	263.7	200.2	34.2	29.3
1978 July	198.6	93.6	85.9	7.7	105.0	83.0	14.8	7.2
August	208.2	94.5	85.7	8.7	113.8	87.9	18.1	7.8
September	189.3	89.9	82.0	7.9	99.4	74.8	14.0	10.6
October	180.5	85.0	76.8	8.2	95.5	72.7	14.3	8.6
November	156.9	73.7	67.6	6.1	83.1	61.6	12.5	9.0
December	119.8	67.6	61.7	5.9	52.2	38.3	7.5	6.4
(i) 1979 January	123.7	67.2	60.8	6.4	56.5	39.5	10.0	7.0
(i) 1979 February	132.6	63.1	58.3	4.8	69.5	49.1	11.6	8.8
(i) July	235.3	98.5	89.7	8.8	136.8	110.9	14.5	11.4
(i) August	222.0	98.5	89.4	9.1	123.5	101.7	13.0	8.8
(i) September	205.6	91.3	83.4	7.8	114.3	94.7	10.4	9.2
October	190.1	90.6	83.0	7.6	99.5	77.6	10.9	11.0
November	165.3	75.3	69.3	6.0	90.0	66.4	13.2	10.4
December	144.9	70.8	65.4	5.3	74.2	56.2	10.1	7.1
1980 January	156.3	74.9	69.3	5.6	81.4	58.4	13.4	9.6
1980 February	149.1	72.8	67.3	5.5	76.3	54.4	12.3	9.6

(i) Traffic at Sumburgh from March–September, 1979 not included.

# Aircraft Movements February 1980

Table 2.5

	Total	Commercial Movements					Other flights by air transport operators	Non-Commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
<b>London Area Airports</b>											
+Gatwick	9 485	7 802	—	508	2	166	20	—	937	—	50
+Heathrow	22 485	20 666	—	3	—	79	319	—	1 353	8	57
+Luton	3 451	1 457	—	374	4	133	36	460	974	—	13
+Southend	4 345	827	6	12	—	222	—	2 011	1 281	6	—
+Stansted	2 916	242	—	30	2	1 602	28	3	933	74	2
Total (London Area)	42 682	30 994	6	927	8	2 202	403	2 474	5 458	88	122
Westland Heliport (Battersea)	627	240	—	239	2	—	—	—	106	—	40
<b>Other UK Airports</b>											
+Aberdeen	8 506	5 621	—	593	—	1 228	15	1 013	7	—	29
+Belfast	5 198	1 910	43	71	35	—	—	677	266	4	2 192
Benbecula	290	206	—	—	10	—	43	—	5	—	26
+Birmingham	5 126	2 308	—	73	12	86	33	1 654	946	—	14
+Blackpool	4 712	332	—	84	—	216	6	3 438	614	4	18
+Bournemouth	5 477	532	—	70	—	786	—	2 068	749	4	1 268
+Bristol	1 663	380	—	43	—	28	—	722	476	—	14
+Cambridge	2 755	23	4	9	—	100	1	954	283	—	1 381
+Cardiff	2 241	500	—	39	—	307	—	1 046	341	—	8
+Coventry	3 933	83	—	43	—	386	—	2 897	515	5	4
+East Midlands	3 917	991	—	154	23	1 048	36	828	811	1	25
+Edinburgh	5 138	2 059	—	43	—	74	171	935	531	—	1 325
+Exeter	2 628	342	—	7	62	44	10	1 229	550	—	384
+Glasgow	6 297	3 681	—	230	63	118	151	1 007	543	2	502
Gloucester/Cheltenham	2 535	27	—	—	272	328	—	1 365	525	—	18
Hawarden	1 468	—	—	—	—	86	—	1 196	159	—	27
Humberside	2 151	359	—	146	46	128	2	1 351	119	—	—
Inverness	1 788	573	—	32	323	225	—	534	35	—	66
Islay	166	108	—	2	26	—	—	—	14	—	16
+Isle of Man	1 762	604	—	32	136	511	—	301	104	8	66
Isles of Scilly	144	96	—	1	21	—	—	—	26	—	—
+Kirkwall	1 113	767	—	42	40	2	5	31	226	—	—
+Leeds/Bradford	2 762	953	2	16	55	115	45	952	614	4	6
+Liverpool	5 280	1 244	—	160	2	664	—	1 418	1 763	—	29
+Lydd	2 615	175	6	81	100	64	—	1 663	486	—	40
+Manchester	5 465	3 818	—	126	6	35	242	480	734	—	24
+Manston	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	2 188	1 216	12	75	12	12	—	421	400	—	40
+Norwich	2 338	858	—	90	47	877	39	—	425	—	2
Penzance Heliport	108	96	—	1	9	2	—	—	—	—	—
+Prestwick	3 616	397	—	5	—	1 551	18	1 015	259	—	371
+Southampton	3 694	899	—	24	24	264	22	1 930	517	—	14
Stornoway	463	390	—	53	—	—	9	3	2	—	6
+Sumburgh	3 529	2 948	—	371	28	162	—	—	14	—	6
Swansea	899	41	—	11	10	—	—	590	241	—	6
+Tees-side	3 184	981	—	114	23	641	7	965	380	2	71
Tiree	82	82	—	—	—	—	—	—	—	—	—
Wick	521	452	—	15	—	—	4	30	6	—	14
Total other UK Airports	105 752	36 052	67	2 856	1 385	10 088	859	32 713	13 686	34	8 012
Total all reporting UK Airports	149 061	67 286	73	4 022	1 395	12 290	1 262	35 187	19 250	122	8 174
<b>Channel Islands Airports</b>											
Alderney	463	463	—	—	—	—	—	—	—	—	—
Guernsey	1 948	1 948	—	—	—	—	—	—	—	—	—
Jersey	3 121	2 560	—	—	—	—	—	—	553	—	8
Total (Channel Islands Airports)	5 532	4 971	—	—	—	—	—	—	553	—	8

# Air Transport Movements by Type and Nationality of Operator for February 1980

**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	7 802	325	4 259	518	168	2 211	321
+ Heathrow	20 666	9 604	1 485	9 563	1	4	9
+ Luton	1 457	—	1	4	—	1 372	80
+ Southend	827	—	441	—	—	386	—
+ Stansted	242	—	42	1	—	61	138
TOTAL (London Area)	30 994	9 929	6 228	10 086	169	4 034	548
Westland Heliport (Battersea)	240	—	—	—	—	240	—
<b>Other UK Airports</b>							
+ Aberdeen	5 621	873	530	—	834	3 332	52
+ Belfast	1 910	1 024	575	22	—	269	20
Benbecula	206	48	158	—	—	—	—
+ Birmingham	2 308	1 051	650	149	1	425	32
+ Blackpool	332	—	205	—	—	124	3
+ Bournemouth	532	2	407	—	—	123	—
Bristol	380	120	130	36	—	84	10
+ Cambridge	23	—	2	—	—	13	8
+ Cardiff	500	126	327	4	—	41	2
+ Coventry	83	—	—	—	—	79	4
+ East Midlands	991	—	535	—	—	447	9
+ Edinburgh	2 059	708	1 202	30	1	67	51
+ Exeter	342	—	341	—	—	1	—
+ Glasgow	3 681	1 426	1 037	326	—	862	30
Gloucester/Cheltenham	27	—	8	—	—	19	—
Hawarden	—	—	—	—	—	—	—
Humberside	359	—	285	1	—	72	1
Inverness	573	307	197	—	2	67	—
Islay	108	—	98	—	—	10	—
+ Isle of Man	604	156	448	—	—	—	—
Isles of Scilly	96	96	—	—	—	—	—
+ Kirkwall	767	238	396	—	12	121	—
+ Leeds/Bradford	953	293	573	—	—	84	3
+ Liverpool	1 244	—	629	69	—	546	—
+ Lydd	175	—	175	—	—	—	—
+ Manchester	3 818	1 662	415	847	—	877	17
Manston	..	..	..	..	..	..	..
+ Newcastle	1 216	311	677	—	—	216	12
Norwich	858	—	730	—	—	114	14
Penzance Heliport	96	96	—	—	—	—	—
+ Prestwick	397	192	35	140	—	4	26
+ Southampton	899	91	734	1	—	59	14
Stornoway	390	99	132	—	—	157	2
+ Sumburgh	2 948	230	110	—	938	1 594	76
Swansea	41	—	—	—	—	41	—
+ Tees-side	981	—	707	—	—	250	24
Tiree	82	—	82	—	—	—	—
Wick	452	—	406	—	—	46	—
TOTAL other UK Airports	36 052	9 149	12 936	1 625	1 788	10 144	410
TOTAL all Reporting Airports	67 286	19 078	19 164	11 711	1 957	14 418	958
<b>Channel Islands Airports</b>							
Alderney	463	—	394	—	—	69	—
Guernsey	1 948	174	1 665	52	—	57	—
Jersey	2 560	460	2 018	—	—	79	3
TOTAL (Channel Islands Airports)	4 971	634	4 077	52	—	205	3

# Air Transport Landings Diverted from/to UK Reporting Airports

## February 1980

**Airport of actual arrival**

**Table 2.7**

Airport of intended landing	Total number of diversions	Date of diversions																																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
Gatwick	56															11Lu 12He 2St	3Lu 6He 1St 1Bo	2Lu 1Ma 2He									3He 1Bo	4Lu 1Ma 5He 1Bi 10Ma 6Pr 13Ga 3Sh 5Bi 2Em 1Bi									
Heathrow	38																								1Pr												
Luton	17											1Bi						1St 1Bi								2St 3Ma 1Bi	2St		3Bi								
Southend	1			1St																																	
Stansted	1																																				
Aberdeen	17					1Ed			4In	4Ed													1Gl	1Ed	1Ga 1Ed	1Ed	1Ed										
Belfast	4		1Im 1Bi												1Im												1Im										
Birmingham	4														2Em	1Em																		1Gl			
Blackpool	5					1Ma																		1Ma									1Ma	1Ma	1Pr		
Bristol	1												1Lu																								
Cardiff	2															1Br																					
East Midlands	5																																				
Edinburgh	5																																				
Glasgow	29	1Pr			4Pr 1Ed												3Gl								2Lu 1Bi 1Gl 6Pr 1Ed	1Bi	1Bi	1Bo			10Pr						
Humberside	3					2Em																															
Islay	1												1Gl																								
Isle of Man	1																																				1Bi
Leeds	50	1Em	1Em 1Te	1Em 1Hu	4Ma 1Em 1Te	2Te	5Ma 1Em 1Hu 4Te	1Ma 1Em	2Ma 1Em 1Hu 1Te 1Im						1Ma																						
Liverpool	1																																				
Manchester	3													1Bi																							1Lb
Newcastle	11				1Ma	1Gl 2Te	1Ed 2Te																														
Norwich	1																																				
Southampton	1																																				
Sumburgh	5																																				
Tees-side	7						3Ne																														
Other Internal	27			1Sh	3Sh 1Bo 3Ex	1Wi	1Gl 5Ex	1Wi	6Ex						3Ex																						
Overseas	14		2He							1He 1No	1Ma 1Bi			1Lu 1Ma 1Pr		1Pr	1He 1Im																				
All Aerodromes	310	2	6	5	21	13	17	3	18	6		7	3	2	31	15	7	3	4	2	3	13	24	11	21	53	15	3	2								

**Aerodrome of actual landing: letter code**

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

# Air Transport Movements February 1980

Table 2.8

Comparison with the previous year

	International				Domestic				1980 Total	1979 Total	Percentage Change			
	Scheduled Passenger Aircraft	Scheduled Cargo Aircraft	Charter Passenger Aircraft	Charter Cargo Aircraft	Scheduled Passenger Aircraft	Scheduled Cargo Aircraft	Charter Passenger Aircraft	Charter Cargo Aircraft			Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
<b>London Area Airports</b>														
+ Gatwick	2 613	111	2 328	229	2 190	188	19	124	7 150	652	6 088	515	17.4	26.6
+ Heathrow	14 626	1 068	1	11	4 955	3	—	2	19 582	1 084	17 922	1 230	9.3	-11.9
+ Luton	1	3	1 097	150	—	1	113	92	1 211	246	1 042	52	16.2	373.1
+ Southend	412	—	153	—	29	—	233	—	827	—	835	—	-1.0	—
+ Stansted	1	—	154	13	42	—	2	30	199	43	200	65	-0.5	-33.8
<b>TOTAL (London Area)</b>	<b>17 653</b>	<b>1 182</b>	<b>3 733</b>	<b>403</b>	<b>7 216</b>	<b>192</b>	<b>367</b>	<b>248</b>	<b>28 969</b>	<b>2 025</b>	<b>26 087</b>	<b>1 862</b>	<b>11.0</b>	<b>8.8</b>
Westland Heliport (Battersea)	—	—	—	—	—	—	240	—	240	—	104	—	130.8	—
<b>Other UK Airports</b>														
+ Aberdeen	283	—	2 098	52	1 119	1	2 028	40	5 628	93	4 090	87	35.2	6.9
+ Belfast	22	—	24	1	1 480	119	113	151	1 639	271	1 462	200	12.1	35.5
Benbecula	—	—	—	—	206	—	—	—	206	—	200	—	3.0	—
+ Birmingham	644	—	351	—	1 206	—	101	6	2 302	6	1 871	4	23.0	50.0
+ Blackpool	26	—	13	—	138	41	18	96	195	137	174	95	12.1	44.2
+ Bournemouth	2	1	18	5	192	214	63	37	275	257	228	160	20.6	60.6
+ Bristol	139	1	40	—	146	—	12	42	337	43	328	2	2.7	2 050.0
+ Cambridge	—	—	17	—	2	—	4	—	23	—	51	—	-54.9	—
+ Cardiff	148	—	42	—	309	—	1	—	500	—	567	4	-11.8	—
+ Coventry	—	—	68	1	—	—	14	—	82	1	49	15	67.3	-93.3
+ East Midlands	215	20	170	37	297	3	118	131	800	191	648	79	23.5	141.8
+ Edinburgh	261	—	112	—	1 561	118	5	2	1 939	120	1 555	56	24.7	114.3
+ Exeter	32	—	—	—	309	—	1	—	342	—	299	3	14.4	—
+ Glasgow	472	105	200	2	2 202	10	571	119	3 445	236	3 034	151	13.5	56.3
Gloucester/Cheltenham	—	—	—	—	8	—	19	—	27	—	24	—	12.5	—
Hawarden	—	—	—	—	—	—	—	—	—	—	62	—	—	—
Humberside	42	—	15	—	244	—	58	—	359	—	394	2	-8.9	—
Inverness	—	—	4	—	504	—	65	—	573	—	543	—	5.5	—
Islay	—	—	—	—	96	2	10	—	106	2	114	—	-7.0	—
+ Isle of Man	27	—	—	—	548	29	—	—	575	29	558	28	3.0	3.6
Isles of Scilly	—	—	—	—	96	—	—	—	96	—	92	—	4.3	—
+ Kirkwall	—	—	3	—	632	2	130	—	765	2	734	2	4.2	—
+ Leeds/Bradford	224	—	50	—	642	—	37	—	953	—	501	3	90.2	—
+ Liverpool	123	16	12	—	559	—	138	396	832	412	772	107	7.8	285.0
+ Lydd	—	175	—	—	—	—	—	—	—	175	117	130	—	34.6
+ Manchester	1 169	312	808	14	1 440	3	72	—	3 489	329	3 316	293	5.2	12.3
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	261	—	121	—	691	36	106	1	1 179	37	1 086	2	8.6	1 750.0
+ Norwich	235	—	28	2	494	1	57	41	814	44	767	4	6.1	1 000.0
Penzance Heliport	—	—	—	—	96	—	—	—	96	—	138	—	-30.4	—
+ Prestwick	113	82	28	2	111	61	—	—	252	145	383	108	-34.2	34.3
+ Southampton	253	3	26	13	568	2	33	1	880	19	863	5	32.7	280.0
Stornoway	—	—	1	—	230	1	153	5	384	6	379	4	1.3	50.0
+ Sumburgh	—	—	1 600	77	338	2	904	27	2 842	106	2 102	78	35.2	35.9
Swansea	—	—	—	—	—	—	41	—	41	—	38	—	7.9	—
+ Tees-side	69	—	57	—	638	—	217	—	981	—	887	11	10.6	—
Tiree	—	—	—	—	82	—	—	—	82	—	96	—	-14.6	—
Wick	—	—	—	—	405	1	42	4	447	5	341	—	31.1	—
<b>TOTAL other UK Airports</b>	<b>4 760</b>	<b>715</b>	<b>5 906</b>	<b>206</b>	<b>17 589</b>	<b>646</b>	<b>5 131</b>	<b>1 099</b>	<b>33 386</b>	<b>2 666</b>	<b>28 663</b>	<b>1 633</b>	<b>16.5</b>	<b>63.3</b>
<b>TOTAL all reporting UK Airports</b>	<b>22 413</b>	<b>1 897</b>	<b>9 639</b>	<b>609</b>	<b>24 805</b>	<b>838</b>	<b>5 738</b>	<b>1 347</b>	<b>62 595</b>	<b>4 691</b>	<b>54 854</b>	<b>3 495</b>	<b>14.1</b>	<b>34.2</b>
<b>Channel Islands Airports</b>														
Alderney	..	..	..	..	..	..	..	..	463	—	373	—	24.1	—
Guernsey	..	..	..	..	..	..	..	..	1 948	—	1 790	—	8.8	—
Jersey	..	..	..	..	..	..	..	..	2 560	—	2 347	—	9.1	—
<b>TOTAL (Channel Is. Airports)</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>4 971</b>	<b>—</b>	<b>4 510</b>	<b>—</b>	<b>10.2</b>	<b>—</b>

# Air Passengers by Type and Nationality of Operator February 1980

**Table 2.9**

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Others		Overseas operators		United Kingdom operators		Others		Overseas operators	
				British Airways	Terminal	Transit	Terminal	Transit	Terminal	Transit	British Airways	Terminal	Transit	Terminal	Transit
<b>London Area Airports</b>															
+ Gatwick	449 513	447 573	1 940	15 996	—	155 839	320	27 299	866	25 019	—	195 482	468	27 938	286
+ Heathrow	1 786 664	1 767 302	19 362	900 946	176	40 933	—	825 353	19 186	70	—	—	—	—	—
+ Luton	117 923	116 836	1 087	—	—	43	—	—	—	—	113 776	1 036	3 017	51	
+ Southend	6 279	6 279	—	—	—	6 183	—	—	—	—	96	—	—	—	
+ Stansted	19 010	18 750	260	—	—	277	18	137	—	—	1 917	118	16 419	124	
<b>TOTAL (London Area)</b>	<b>2 379 389</b>	<b>2 356 740</b>	<b>22 649</b>	<b>916 942</b>	<b>176</b>	<b>203 275</b>	<b>338</b>	<b>852 789</b>	<b>20 052</b>	<b>25 089</b>	<b>—</b>	<b>311 271</b>	<b>1 622</b>	<b>47 374</b>	<b>461</b>
Westland Heliport (Battersea)	599	599	—	—	—	—	—	—	—	—	—	599	—	—	—
<b>Other UK Airports</b>															
+ Aberdeen	110 066	109 824	242	36 881	126	12 882	84	—	—	9 313	—	50 135	31	613	1
+ Belfast	90 158	90 157	1	72 624	—	13 867	1	259	—	—	—	1 980	—	1 427	—
Benbecula	1 902	1 824	78	1 080	—	744	78	—	—	—	—	—	—	—	—
+ Birmingham	100 208	95 776	4 432	41 305	1 434	11 465	1 544	6 418	338	12	—	34 647	1 116	1 929	—
+ Blackpool	3 217	3 206	11	—	—	3 054	—	—	—	—	—	127	11	25	—
+ Bournemouth	5 657	5 592	65	2	53	4 028	—	—	—	—	—	1 562	12	—	—
+ Bristol	9 365	8 206	1 159	1 366	1 146	1 425	13	1 091	—	—	—	3 457	—	867	—
+ Cambridge	140	140	—	—	—	21	—	—	—	—	—	74	—	45	—
+ Cardiff	13 999	11 993	2 006	2 607	225	4 078	1 781	305	—	—	—	4 856	—	147	—
+ Coventry	529	529	—	—	—	—	—	—	—	—	—	505	—	24	—
+ East Midlands	32 993	32 573	420	—	—	15 286	84	—	—	—	—	17 270	336	17	—
+ Edinburgh	89 357	85 462	3 895	50 991	81	19 964	3 709	1 139	—	30	—	8 661	105	4 677	—
+ Exeter	3 589	3 325	264	—	—	3 313	264	—	—	—	—	12	—	—	—
+ Glasgow	160 229	158 517	1 712	91 357	128	26 771	—	7 801	1 018	—	—	29 557	566	3 031	—
Gloucester/Cheltenham	211	211	—	—	—	164	—	—	—	—	—	47	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	3 735	3 209	526	—	—	2 691	500	5	—	—	—	509	26	4	—
+ Inverness	10 964	10 204	760	8 450	752	1 290	—	—	—	10	—	454	8	—	—
Islay	860	860	—	—	—	843	—	—	—	—	—	17	—	—	—
+ Isle of Man	15 167	14 105	1 062	5 544	—	8 561	1 062	—	—	—	—	—	—	—	—
Isles of Scilly	1 810	1 810	—	1 810	—	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	6 850	5 485	1 365	2 710	1 207	2 127	—	—	—	115	32	533	126	—	—
+ Leeds/Bradford	25 823	23 198	2 625	10 066	—	7 571	2 615	—	—	—	—	5 556	10	5	—
+ Liverpool	22 225	21 618	607	—	—	18 618	594	1 624	—	—	—	1 376	13	—	—
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Manchester	224 287	218 771	5 516	101 117	2 024	10 810	1 651	25 755	1 318	—	—	79 792	413	1 297	110
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	50 430	48 080	2 350	19 110	—	16 202	2 329	—	—	—	—	11 944	21	824	—
+ Norwich	12 283	11 331	952	—	—	10 363	952	—	—	—	—	870	—	98	—
Penzance Heliport	1 810	1 810	—	1 810	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	18 695	9 780	8 915	4 872	3 600	283	—	2 776	4 257	—	—	251	—	1 598	1 058
+ Southampton	15 835	15 394	441	2 515	82	12 721	341	3	—	—	—	120	18	35	—
Stornoway	5 994	5 994	—	3 435	—	770	—	—	—	—	—	1 785	—	4	—
+ Sumburgh	50 808	50 323	485	5 479	42	516	—	—	—	14 266	139	29 282	304	780	—
Swansea	160	148	12	—	—	—	—	—	—	—	—	148	12	—	—
+ Tees-side	19 199	17 416	1 783	—	—	14 734	1 753	—	—	—	—	2 379	30	303	—
Tiree	377	165	212	—	—	165	212	—	—	—	—	—	—	—	—
Wick	3 000	2 956	44	—	—	2 760	5	—	—	—	—	196	39	—	—
<b>TOTAL other UK Airports</b>	<b>1 111 932</b>	<b>1 069 992</b>	<b>41 940</b>	<b>465 131</b>	<b>10 900</b>	<b>228 087</b>	<b>19 572</b>	<b>47 176</b>	<b>6 931</b>	<b>23 746</b>	<b>171</b>	<b>288 102</b>	<b>3 197</b>	<b>17 750</b>	<b>1 169</b>
<b>TOTAL all reporting UK Airports</b>	<b>3 491 920</b>	<b>3 427 331</b>	<b>64 589</b>	<b>1 382 073</b>	<b>11 076</b>	<b>431 362</b>	<b>19 910</b>	<b>899 965</b>	<b>26 983</b>	<b>48 835</b>	<b>171</b>	<b>599 972</b>	<b>4 819</b>	<b>65 124</b>	<b>1 630</b>
<b>Channel Islands Airports</b>															
Alderney	2 806	2 806	—	—	—	2 681	—	—	—	—	—	125	—	—	—
Guernsey	26 447	25 179	1 268	6 177	46	18 469	1 222	241	—	—	—	292	—	—	—
Jersey	48 740	47 973	767	20 437	—	27 325	767	—	—	—	—	166	—	45	—
<b>TOTAL (Channel Is. Airports)</b>	<b>77 993</b>	<b>75 958</b>	<b>2 035</b>	<b>26 614</b>	<b>46</b>	<b>48 475</b>	<b>1 989</b>	<b>241</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>583</b>	<b>—</b>	<b>45</b>	<b>—</b>

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



# Terminal, International and Domestic Passenger Traffic by Airports February 1980

**Table 2.10**

**Comparison with the previous year**

	Total			International			Domestic		
	1980	1979	Percentage change	1980	1979	Percentage change	1980	1979	Percentage change
<b>London Area Airports</b>									
+Gatwick	447 573	399 631	12.0	385 479	348 414	10.6	62 094	51 217	21.2
+Heathrow	1 767 302	1 575 316	12.2	1 465 689	1 315 573	11.4	301 613	259 743	16.1
+Luton	116 836	103 048	13.4	116 089	102 377	13.4	747	671	11.3
+Southend	6 279	6 565	-4.4	5 629	6 027	6.6	650	538	20.8
+Stansted	18 750	17 118	9.5	18 433	16 941	8.8	317	177	79.1
TOTAL (London Area)	2 356 740	2 101 678	12.1	1 991 319	1 789 332	11.3	365 421	312 346	17.0
Westland Heliport (Battersea)	599	326	83.7	—	—	—	599	326	83.7
<b>Other UK Airports</b>									
+Aberdeen	109 824	81 239	35.2	29 228	20 981	39.3	80 596	60 258	33.8
+Belfast	90 157	77 104	16.9	2 257	2 166	4.2	87 900	74 938	17.3
Benbecula	1 824	1 664	9.6	—	—	—	1 824	1 664	9.6
+Birmingham	95 776	80 023	19.7	62 100	55 449	12.0	33 676	24 574	37.0
+Blackpool	3 206	3 115	2.9	272	184	47.8	2 934	2 931	0.1
+Bournemouth	5 592	4 649	20.3	1 494	785	90.3	4 098	3 864	6.1
+Bristol	8 206	8 345	-1.7	6 599	6 948	-5.0	1 607	1 397	15.0
+Cambridge	140	656	-78.7	112	489	-77.1	28	167	-83.2
+Cardiff	11 993	18 244	-34.3	8 891	15 015	-40.8	3 102	3 229	-3.9
+Coventry	529	238	122.3	410	207	98.1	119	31	283.9
+East Midlands	32 573	28 570	14.0	22 038	21 217	3.9	10 535	7 353	43.3
+Edinburgh	85 462	73 679	16.0	17 736	8 481	109.1	67 726	65 198	3.9
+Exeter	3 325	3 390	-1.9	388	747	-48.1	2 937	2 643	11.1
+Glasgow	158 517	141 760	11.8	29 268	26 023	12.5	129 249	115 737	11.7
Gloucester/Cheltenham	211	122	73.0	—	—	—	211	122	73.0
Hawarden	—	270	—	—	—	—	—	270	—
Humberside	3 209	2 480	29.4	639	695	-8.1	2 570	1 785	44.0
Inverness	10 204	9 069	12.5	14	336	-95.8	10 190	8 733	16.7
Islay	860	787	9.3	—	—	—	860	787	9.3
+Isle of Man	14 105	13 328	5.8	399	365	9.3	13 706	12 963	5.7
Isles of Scilly	1 810	1 518	19.2	—	—	—	1 810	1 518	19.2
+Kirkwall	5 485	5 891	-6.9	32	10	220.0	5 453	5 881	-7.3
+Leeds/Bradford	23 198	13 064	77.6	9 353	4 621	102.4	13 845	8 443	64.0
+Liverpool	21 618	17 834	21.2	2 778	2 944	-5.6	18 840	14 890	26.5
+Lydd	—	2 924	—	—	2 924	—	—	—	—
+Manchester	218 771	198 929	10.0	136 758	131 801	3.8	82 013	67 128	22.2
+Manston	..	..	..	..	..	..	..	..	..
+Newcastle	48 080	41 665	15.4	19 252	16 621	15.8	28 828	25 044	15.1
+Norwich	11 331	10 256	10.5	4 821	4 448	8.4	6 510	5 808	12.1
Penzance	1 810	1 880	-3.7	—	362	—	1 810	1 518	19.2
+Prestwick	9 780	8 665	12.9	8 712	8 027	8.5	1 068	638	67.4
+Southampton	15 394	12 197	26.2	2 683	2 257	18.9	12 711	9 940	27.9
Stornoway	5 994	4 787	25.2	2	111	-98.2	5 992	4 676	28.1
+Sumburgh	50 323	36 743	37.0	22 850	16 069	42.2	27 473	20 674	32.9
Swansea	148	60	146.7	—	26	—	148	34	335.3
+Tees-side	17 416	18 047	-3.5	2 159	3 901	-44.7	15 257	14 146	7.9
Tiree	165	224	-26.3	—	—	—	165	224	-26.3
Wick	2 956	2 366	24.9	—	—	—	2 956	2 366	24.9
TOTAL other UK Airports	1 069 992	925 782	15.6	391 245	354 210	10.5	678 747	571 572	18.8
TOTAL all reporting UK Airports	3 427 331	3 027 786	13.2	2 382 564	2 143 542	11.2	1 044 767	884 244	18.2
<b>Channel Islands Airports</b> (Channel Islands do not supply an International/Domestic split).									
Alderney	2 806	2 208	27.1	—	—	—	—	—	—
Guernsey	25 179	20 061	25.5	—	—	—	—	—	—
Jersey	47 973	40 940	17.2	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	75 958	63 209	20.2	—	—	—	—	—	—

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



# Passenger Movements by Air<sup>(A)</sup> for February 1980 In Thousands

**Table 2.11**

**Analysis by Countries of Landing and of Embarkation  
 Comparison with previous years**

	Austria	Belgium	Denmark	Finland	France	Germany (F.R.)	Greece	Irish Republic	Italy	Nether- lands	Norway	Portugal	Spain	Sweden	Switzerland	Yugoslavia	Eastern Europe (a)	Mediterranean Area (b)	Canary Islands
1970	107	818	383	50	2 365	1 874	289	1 649	1 430	1 306	189	295	3 472	184	1 053	192	204	352	178
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	1 435	209	385	4 726	188	1 105	291	230	365	218
1972	135	832	447	70	2 805	2 438	625	1 567	1 900	1 508	244	483	5 493	236	1 130	291	284	336	264
1973	160	934	474	84	2 928	2 525	747	1 709	2 032	1 734	279	578	5 974	275	1 181	394	334	481	270
1974	156	859	479	88	2 678	2 247	543	1 641	1 771	1 619	275	429	4 842	281	1 032	323	347	484	303
1975	171	788	486	101	2 740	2 277	691	1 672	1 860	1 634	351	309	5 298	336	1 093	410	410	506	402
1976	200	850	567	120	2 901	2 470	882	1 722	1 941	1 835	522	296	4 667	423	1 181	414	395	657	529
1977	229	854	626	133	2 904	2 619	884	1 727	2 037	1 934	591	399	4 617	524	1 289	285	338	610	563
1978	237	874	621	134	3 026	2 882	1 162	1 933	2 279	1 994	564	474	5 553	524	1 372	428	418	831	656
1979 (i)	241	867	626	138	3 102	3 079	1 562	2 015	2 550	1 959	541	591	5 650	500	1 413	508	534	1 171	758
1978 1st quarter	41	195	130	25	628	606	93	348	459	431	123	74	716	103	311	31	71	111	141
2nd quarter (i)	57	230	159	37	829	745	336	447	561	529	151	127	1 509	147	347	132	97	200	148
3rd quarter (i)	87	229	188	42	881	858	526	705	847	562	168	167	2 173	158	401	188	169	320	174
4th quarter (i)	52	219	144	30	688	673	206	433	413	472	120	106	1 155	116	312	77	80	199	193
1979 1st quarter (i)	38	187	119	24	636	624	110	370	475	391	106	81	806	87	311	35	73	160	198
2nd quarter (i)	64	234	173	40	872	841	462	496	694	537	151	164	1 591	141	376	158	137	289	168
3rd quarter (i)	88	230	195	45	958	913	725	700	946	550	166	213	2 200	162	412	233	231	458	207
4th quarter	50	217	139	29	636	701	265	449	435	481	118	133	1 053	110	315	81	93	263	185
February	12	58	35	7	196	186	30	108	149	110	31	23	249	26	92	8	21	43	63
1980 February	13	63	35	8	207	209	30	128	175	134	35	27	225	27	102	7	24	56	65

	Near East (c)	North Africa (d)	East Africa (e)	West Africa (f)	Central Africa (g)	Southern Africa (h)	Middle East (j)	Indian Sub- Continent (k)	Far East (l)	Japan	Australia & New Zealand	Canada	United States of America (n)	Central America (m)	South America (o)	Caribbean (o)	Oil Rigs	Others (p)	Total
1970	254	154	144	87	40	155	173	162	130	45	113	904	2 511	14	50	160	..	169	21 655
1971	332	177	156	91	44	163	203	141	191	71	108	933	2 814	11	54	174	..	202	24 831
1972	366	406	190	94	49	179	255	169	304	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	428	440	171	117	53	198	290	227	338	114	207	1 289	3 320	22	75	245	..	258	30 885
1974	444	313	162	135	59	248	349	278	364	126	257	1 303	2 926	21	62	259	125	324	28 152
1975	447	353	189	173	71	307	529	346	386	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	447	415	218	221	69	342	812	388	467	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	573	425	200	340	71	324	1 097	432	496	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	613	509	224	370	69	344	1 263	480	552	216	429	1 505	5 128	25	120	303	500	380	38 992
1979 (i)	665	633	240	366	67	371	1 063	553	613	257	618	1 637	5 388	31	133	353	330	390	41 510
1978 1st quarter	122	97	49	83	15	77	262	115	107	47	90	170	754	5	26	65	112	83	6 916
2nd quarter (i)	136	118	46	86	16	77	286	101	117	45	99	425	1 379	5	28	62	84	87	9 985
3rd quarter (i)	213	166	73	123	22	100	442	126	176	61	118	676	1 883	8	36	90	60	113	13 329
4th quarter (i)	142	128	55	78	16	90	273	138	151	64	123	234	1 112	7	30	86	58	97	8 570
1979 1st quarter (i)	131	119	56	72	14	90	205	140	135	64	139	163	836	6	29	73	88	82	7 269
2nd quarter (i)	152	153	51	83	16	88	240	129	139	57	156	456	1 479	7	29	83	56	95	11 057
3rd quarter (i)	230	188	76	117	23	103	370	137	188	75	160	780	1 888	11	43	105	60	119	14 305
4th quarter	151	173	57	94	14	91	248	147	151	61	163	238	1 185	8	32	93	126	94	8 879
February	38	35	16	20	3	26	54	42	38	22	46	35	219	2	8	22	17	25	2 116
1980 February	40	50	19	27	3	32	64	45	40	17	56	54	245	1	10	25	44	28	2 370

**APPENDIX TO TABLE 2.11 (SHOWING CONTENTS OF GROUPING)**

- (A) This table excludes all domestic passengers.  
 (i) Traffic at Sumburgh March–Sept. 1979 not included.  
 The following countries are included in the groupings below:—  
 (a) Albania, Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Poland, Rumania and United Soviet Socialist Republic.  
 (b) Cyprus and Malta.  
 (c) Jordan, Lebanon, Israel, Syria and Turkey.  
 (d) Algeria, Egypt, Libya, Morocco and Tunisia.  
 (e) Burundi, Djibouti, Ethiopia, Kenya, Rwanda, Somali Republic, Sudan, Tanzania and Uganda.  
 (f) Benin, Cameroon, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bassau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo, Upper Volta and Western Sahara.

- (g) Angola, Central African Republic, Chad, Congo, Malawi, Zaire and Zambia  
 (h) Botswana, Mozambique, Namibia, South African Republic, Swaziland and Zimbabwe.  
 (i) Iran, Iraq, Kuwait, Persian Gulf States, Republic of North Yemen, Republic of South Yemen, Saudi Arabia and United Arab Emirates.  
 (k) Bangladesh, India, Pakistan and Sri Lanka.  
 (l) Afghanistan, Bendar Seri Begawan, Burma, China, Hong Kong, Indonesia, Kampuchea, Korea, Laos, Malaysia, Nepal, Philippines, Singapore, Taiwan, Thailand and Vietnam.  
 (m) Belize, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Haiti, Mexico, Nicaragua, and Panama.  
 (n) Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Paraguay, Peru, Uruguay and Venezuela.  
 (o) Bahamas, Barbados, Bermuda, Curacao, Guadeloupe, Jamaica, Loeward Islands, Martinique, Puerto Rico, Trinidad and Tobago and Windward Islands.  
 (p) Faroes, Gibraltar, Iceland, Luxembourg, Atlantic Ocean Islands, Indian Ocean Islands, Pacific Ocean Islands.

# International Air Passenger Traffic to and from UK Airports for February 1980

Table 2.12

## Comparison with the previous year

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Austria</b>	12 616	9 145	3 471	11 652	7 819	3 833	8
London (a) – Vienna	9 314	7 831	1 483	8 817	6 963	1 854	
– Salzburg	1 291	1 291	—	1 404	856	548	
Luton – Vienna	1 888	—	1 888	1 280	—	1 280	
<b>Belgium</b>	63 336	63 169	167	58 393	57 933	460	8
London (a) – Brussels	46 073	46 073	—	43 268	43 154	114	
– Antwerp	6 296	6 296	—	5 498	5 498	—	
Manchester – Brussels	4 314	4 314	—	3 787	3 787	—	
Birmingham – Brussels	2 826	2 826	—	1 614	1 612	2	
Southend – Ostend	1 317	1 317	—	2 041	1 958	83	
<b>Denmark</b>	35 485	29 227	6 258	35 187	26 987	8 200	1
London (a) Copenhagen (c)	27 382	23 312	4 070	26 322	21 964	4 358	
Glasgow (b) Copenhagen (c)	1 091	1 091	—	1 110	1 110	—	
Manchester – Copenhagen (c)	3 360	3 360	—	3 158	3 158	—	
Luton – Copenhagen (c)	975	—	975	2 386	—	2 386	
<b>Finland</b>	8 460	7 550	910	6 971	6 462	509	21
<b>France</b>	207 250	191 607	15 643	195 682	182 564	13 118	6
London (a) – Paris (e)	146 347	143 839	2 508	140 166	135 859	4 307	
– Toulouse	2 373	1 559	814	1 647	1 409	238	
– Marseille	3 517	3 517	—	2 776	2 776	—	
– Lille	1 409	1 409	—	1 394	1 394	—	
– Nice	9 389	8 845	544	7 822	7 376	446	
– Bordeaux	1 734	1 734	—	1 874	1 874	—	
– Le Touquet	2 988	2 988	—	3 476	3 476	—	
– Strasbourg	1 941	1 941	—	1 331	1 275	56	
– Lyon	4 697	4 697	—	4 061	4 061	—	
Manchester – Paris (e)	6 899	6 894	5	7 442	7 442	—	
Birmingham – Paris (e)	4 813	4 745	68	4 246	4 242	4	
Southend – Le Touquet	695	695	—	645	645	—	
Luton – Toulouse	1	—	1	1 143	—	1 143	
Lydd – Beauvais	—	—	—	2 924	2 924	—	
<b>German Fed. Republic</b>	208 600	162 682	45 918	186 170	144 874	41 296	12
London (a) – Berlin (d)	10 025	6 586	3 439	9 655	5 848	3 807	
– Frankfurt	47 318	43 356	3 962	42 854	39 803	3 051	
– Hamburg	21 390	19 413	1 977	18 899	17 007	1 892	
– Dusseldorf	26 880	24 556	2 324	24 741	21 838	2 903	
– Munich	38 448	19 015	19 433	30 234	16 823	13 411	
– Stuttgart	10 045	8 180	1 865	8 904	7 290	1 614	
– Cologne (Bonn)	15 977	15 907	70	14 478	14 334	144	
– Nuremberg	1 388	1 388	—	1 309	1 309	—	
– Bremen	5 434	5 434	—	4 312	4 312	—	
– Hanover	7 924	6 348	1 576	6 513	4 884	1 629	
Manchester – Frankfurt	4 497	4 497	—	4 049	4 031	18	
– Dusseldorf	3 434	3 434	—	3 333	3 213	120	
– Munich	3 128	—	3 128	2 732	—	2 732	
Birmingham – Frankfurt	1 221	1 221	—	964	959	5	
– Dusseldorf	2 067	2 067	—	1 485	1 485	—	
Luton – Munich	3 476	—	3 476	3 328	—	3 328	
– Stuttgart	—	—	—	396	—	396	
<b>Gibraltar</b>	6 294	3 068	3 226	3 508	2 212	1 296	79
London (a) – Gibraltar	6 162	3 068	3 094	3 488	2 212	1 276	

**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Greece</b>	30 388	17 674	12 714	30 261	19 861	10 400	—
London (a) – Athens	21 899	17 247	4 652	23 603	18 572	5 031	
– Salonika	427	427	—	1 289	1 289	—	
– Corfu	—	—	—	—	—	—	
– Rhodes	1 089	—	1 089	—	—	—	
– Crete	3 055	—	3 055	1 410	—	1 410	
Manchester – Athens	—	—	—	905	—	905	
– Corfu	—	—	—	—	—	—	
Luton – Salonika	—	—	—	—	—	—	
– Corfu	—	—	—	—	—	—	
<b>Iceland</b>	1 818	1 818	—	1 521	1 521	—	20
London (a) – Keflavik	1 086	1 086	—	1 087	1 087	—	
Glasgow (b) – Keflavik	732	732	—	434	434	—	
Luton – Keflavik	—	—	—	—	—	—	
<b>Irish Republic</b>	127 934	125 192	2 742	107 500	105 228	2 272	19
London (a) – Dublin	72 004	71 746	258	58 369	58 369	—	
– Shannon	6 538	6 538	—	5 433	5 433	—	
– Cork	10 272	10 272	—	8 871	8 871	—	
Glasgow (b) – Dublin	5 368	4 841	527	3 674	3 674	—	
Liverpool – Dublin	2 136	2 136	—	2 438	2 438	—	
Manchester – Dublin	11 075	11 068	7	10 544	10 533	11	
Edinburgh – Dublin	2 293	1 139	1 154	1 042	1 042	—	
Birmingham – Dublin	9 505	9 505	—	7 823	7 813	10	
Luton – Dublin	263	—	263	52	—	52	
Leeds/Bradford – Dublin	1 255	1 249	6	706	706	—	
Bristol – Dublin	1 091	1 091	—	1 207	1 060	147	
East Midlands – Dublin	395	393	2	900	877	23	
Belfast – Shannon	259	259	—	259	259	—	
<b>Italy</b>	174 615	62 108	112 507	149 056	56 248	92 808	17
London (a) – Rome (f)	26 852	21 964	4 888	28 033	22 207	5 826	
– Milan (g)	40 977	22 706	18 271	35 564	19 666	15 898	
– Turin	15 818	2 461	13 357	8 736	1 553	7 183	
– Pisa	6 227	5 219	1 008	5 705	3 852	1 853	
– Naples	4 648	1 330	3 318	4 154	1 041	3 113	
– Venice	12 674	2 945	9 729	10 711	2 163	8 548	
– Genoa	2 379	2 142	237	1 781	1 456	325	
– Rimini	—	—	—	—	—	—	
Manchester – Milan (g)	3 756	1 725	2 031	3 649	2 169	1 480	
– Rimini	—	—	—	—	—	—	
Luton – Rome (f)	2 427	—	2 427	2 347	—	2 347	
– Milan (g)	14 124	—	14 124	7 719	—	7 719	
– Naples	1 847	—	1 847	1 477	—	1 477	
– Venice	2 562	—	2 562	6 457	—	6 457	
– Genoa	624	—	624	455	—	455	
– Palermo	559	—	559	1 366	—	1 366	
– Rimini	—	—	—	—	—	—	
<b>Luxembourg</b>	4 396	4 391	5	4 214	4 156	58	4
London (a) – Luxembourg	4 391	4 391	—	4 194	4 156	38	
<b>Netherlands</b>	134 415	133 271	1 144	110 443	109 224	1 219	22
London (a) – Amsterdam	74 310	74 259	51	62 441	62 218	223	
– Rotterdam	16 469	16 469	—	14 044	13 917	127	
– Maastricht	2 236	2 236	—	1 675	1 675	—	
Glasgow (b) – Amsterdam	2 819	2 819	—	2 557	2 557	—	
Norwich – Amsterdam	3 988	3 988	—	3 352	3 345	7	
Southampton – Amsterdam	1 574	1 574	—	1 153	1 153	—	
Manchester – Amsterdam	9 231	9 231	—	7 355	7 233	122	
Edinburgh – Amsterdam	2 350	2 216	134	1 515	1 515	—	
Birmingham – Amsterdam	4 016	3 660	356	2 442	2 283	159	
Luton – Amsterdam	8	—	8	30	—	30	
Newcastle – Amsterdam	4 080	4 072	8	3 084	3 084	—	
Aberdeen – Amsterdam	2 144	2 130	14	1 870	1 870	—	

**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Netherlands (continued)</b>							
Leeds/Bradford – Amsterdam	2 120	2 120	—	1 189	1 189	—	
East Midlands – Amsterdam	2 484	2 484	—	1 799	1 799	—	
Southend – Rotterdam	2 615	2 615	—	2 462	2 462	—	
<b>Norway</b>							
London (a) – Oslo (h)	17 678	14 883	2 795	16 715	13 592	3 123	12
– Bergen	4 804	4 580	224	3 150	2 833	317	
– Stavanger	4 001	4 001	—	3 423	2 929	494	
Luton – Oslo (h)	—	—	—	819	—	819	
Newcastle – Stavanger	1 843	1 835	8	1 454	1 454	—	
Aberdeen – Stavanger	2 616	1 623	993	1 974	1 209	765	
<b>Portugal</b>							
London (a) – Lisbon	10 742	9 756	986	10 178	9 504	674	16
– Oporto	1 072	1 072	—	1 214	1 214	—	
– Faro	8 416	3 929	4 487	8 589	3 162	5 427	
Manchester – Faro	1 935	—	1 935	860	—	860	
Luton – Lisbon	1 746	—	1 746	1 062	—	1 062	
– Faro	990	—	990	—	—	—	
<b>Spain</b>							
London (a) – Madrid	27 896	22 687	5 209	26 748	21 933	4 815	-10
– Barcelona	14 048	10 538	3 510	12 400	9 653	2 747	
– Valencia	3 132	2 131	1 001	2 242	1 838	404	
– Malaga	20 739	10 145	10 594	22 356	8 403	13 953	
– Bilbao	5 168	5 168	—	3 419	3 419	—	
– Majorca	20 518	5 548	14 970	25 651	5 335	20 316	
– Santiago	873	870	3	694	538	156	
– Minorca	975	514	461	454	454	—	
– Alicante	13 058	2 945	10 113	15 550	2 118	13 432	
– Ibiza	654	654	—	672	386	286	
– Gerona	1 977	—	1 977	4 482	—	4 482	
Glasgow (b) – Majorca	6 386	—	6 386	5 481	—	5 481	
– Alicante	2 171	—	2 171	3 950	—	3 950	
– Ibiza	—	—	—	517	—	517	
– Gerona	—	—	—	—	—	—	
Manchester – Barcelona	—	—	—	—	—	—	
– Malaga	7 869	—	7 869	8 678	—	8 678	
– Majorca	13 137	—	13 137	16 509	—	16 509	
– Minorca	384	—	384	—	—	—	
– Alicante	11 912	—	11 912	15 685	—	15 685	
– Ibiza	—	—	—	564	—	564	
– Gerona	1 295	—	1 295	1 717	—	1 717	
Belfast – Majorca	611	—	611	682	—	682	
Edinburgh – Majorca	956	—	956	1 092	—	1 092	
– Alicante	1 833	—	1 833	1 849	—	1 849	
Birmingham – Barcelona	—	—	—	—	—	—	
– Malaga	2 745	—	2 745	3 130	—	3 130	
– Majorca	6 608	—	6 608	5 948	—	5 948	
– Alicante	5 042	—	5 042	5 358	—	5 358	
– Ibiza	648	—	648	819	—	819	
– Gerona	—	—	—	1 302	—	1 302	
Luton – Madrid	1 655	—	1 655	1 790	—	1 790	
– Barcelona	—	—	—	—	—	—	
– Malaga	4 564	—	4 564	5 916	—	5 916	
– Majorca	5 722	—	5 722	5 586	—	5 586	
– Alicante	5 161	—	5 161	7 424	—	7 424	
– Ibiza	—	—	—	—	—	—	
– Gerona	335	—	335	980	—	980	
Cardiff – Majorca	2 332	—	2 332	2 613	—	2 613	
– Alicante	993	—	993	1 454	—	1 454	
Newcastle – Barcelona	—	—	—	93	—	93	
– Majorca	3 674	—	3 674	3 156	—	3 156	
– Alicante	3 288	—	3 288	3 279	—	3 279	
Leeds/Bradford – Majorca	1 998	—	1 998	1 162	—	1 162	
– Alicante	1 476	—	1 476	1 159	—	1 159	

**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain (continued)</b>							
Bristol – Majorca	1 374	—	1 374	1 599	—	1 599	
East Midlands – Majorca	4 228	—	4 228	4 686	—	4 686	
– Alicante	3 530	—	3 530	4 418	—	4 418	
– Ibiza	238	—	238	582	—	582	
<b>Sweden</b>	27 269	20 290	6 979	26 391	18 238	8 153	3
London (a) – Stockholm (i)	18 567	15 059	3 508	17 069	13 264	3 805	
– Goteborg	7 683	5 231	2 452	6 504	4 974	1 530	
– Malmo	783	—	783	842	—	842	
Luton – Stockholm (i)	215	—	215	1 205	—	1 205	
<b>Switzerland</b>	102 275	73 263	29 012	91 687	65 478	26 209	12
London (a) – Zurich	41 067	32 491	8 576	36 719	29 586	7 133	
– Geneva	45 388	28 748	16 640	40 866	26 451	14 415	
– Basle	5 446	4 922	524	3 789	3 789	—	
Manchester – Zurich	4 134	4 134	—	3 828	3 828	—	
– Geneva	1 533	1 218	315	796	796	—	
Luton – Zurich	942	—	942	2 272	—	2 272	
<b>Yugoslavia</b>	6 523	4 516	2 007	7 941	5 809	2 132	-18
London (a) – Belgrade	3 080	2 106	974	3 554	2 365	1 189	
– Zagreb	1 333	1 333	—	2 037	1 891	146	
– Ljubljana	1 660	1 077	583	1 553	1 553	—	
– Dubrovnic	410	—	410	794	—	794	
– Pula	—	—	—	—	—	—	
Manchester – Pula	—	—	—	—	—	—	
Luton – Pula	—	—	—	—	—	—	
<b>Eastern Europe</b>	23 910	16 704	7 206	20 738	14 866	5 872	15
Albania	—	—	—	—	—	—	
Bulgaria	3 154	742	2 412	2 524	734	1 790	
Czechoslovakia	1 545	1 439	106	1 511	1 511	—	
London (a) – Prague	1 545	1 439	106	1 511	1 511	—	
Hungary	2 550	2 500	—	2 230	2 069	161	
London (a) – Budapest	2 550	2 550	—	2 228	2 069	159	
Poland	4 844	4 541	303	4 408	4 173	235	
London (a) – Warsaw	4 670	4 541	129	4 173	4 173	—	
Rumania	1 703	1 703	—	1 351	1 351	—	
U.S.S.R.	10 044	5 659	4 385	8 637	4 951	3 686	
London (a) – Moscow (k)	7 006	5 361	1 645	5 875	4 867	1 008	
– Leningrad	1 412	298	1 114	1 055	84	971	
<b>TOTAL EUROPE</b>	1 461 948	1 031 737	430 211	1 350 496	922 961	427 535	8
<b>Canary Islands</b>	64 849	5 002	59 847	62 915	3 780	59 135	3
London (a) – Las Palmas	8 195	3 111	5 084	8 458	2 216	6 242	
– Tenerife (I)	16 367	1 891	14 476	17 614	1 454	16 160	
– Arrecife	4 716	—	4 716	4 264	—	4 264	
Glasgow(b) – Tenerife (I)	2 359	—	2 359	2 764	—	2 764	
Manchester – Las Palmas	2 125	—	2 125	2 169	—	2 169	
– Tenerife (I)	11 625	—	11 625	11 489	—	11 489	
Birmingham – Tenerife (I)	3 075	—	3 075	3 058	—	3 508	
Luton – Las Palmas	2 426	—	2 426	1 634	—	1 634	
– Tenerife (I)	5 101	—	5 101	4 497	—	4 497	
East Midlands – Tenerife (I)	1 962	—	1 962	1 828	—	1 828	
<b>Mediterranean Sea</b>	56 429	19 947	36 482	43 737	19 382	24 355	29
Malta	47 420	10 938	36 482	36 613	12 611	24 002	
London (a) – Malta	20 807	9 719	11 088	21 129	11 765	9 364	
Manchester – Malta	11 897	347	11 550	7 582	846	6 736	
Birmingham – Malta	4 520	—	4 520	3 128	—	3 128	
Luton – Malta	4 385	—	4 385	2 456	—	2 456	
Newcastle – Malta	873	—	873	1 043	—	1 043	
Cyprus	9 009	9 009	—	7 124	6 771	353	
London (a) – Larnaca	8 657	8 657	—	6 771	6 771	—	

**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Near East</b>	40 201	31 862	8 339	38 154	30 981	7 173	5
Israel	26 324	17 989	8 335	21 643	14 475	7 168	
London (a) – Tel Aviv	22 230	17 989	4 241	17 344	14 475	2 869	
Jordan	3 079	3 079	—	3 017	3 017	—	
London (a) – Amman	3 079	3 079	—	3 017	3 017	—	
Lebanon	3 102	3 102	—	2 931	2 931	—	
London (a) – Beirut	3 102	3 102	—	2 931	2 931	—	
Syria	3 352	3 352	—	3 904	3 904	—	
London (a) – Damascus	3 352	3 352	—	3 904	3 904	—	
Turkey	4 344	4 340	4	6 659	6 654	5	
London (a) – Istanbul	4 340	4 340	—	6 659	6 654	5	
<b>North Africa</b>	49 683	26 330	23 353	35 235	26 346	8 889	41
Algeria	2 619	2 619	—	1 995	1 993	2	
London (a) – Algiers	2 090	2 090	—	1 993	1 993	—	
Egypt	11 761	11 761	—	10 894	10 894	—	
London (a) – Cairo	11 761	11 761	—	10 894	10 894	—	
Libya	6 782	6 782	—	7 664	7 664	—	
London (a) – Tripoli	5 051	5 051	—	5 690	5 690	—	
– Benghazi	1 731	1 731	—	1 974	1 974	—	
Morocco	8 138	2 622	5 516	2 939	2 811	128	
London (a) – Tangiers	555	555	—	392	392	—	
– Marrakesh	—	—	—	—	—	—	
– Casablanca (w)	2 315	2 067	248	2 079	2 079	—	
Tunisia	20 383	2 546	17 837	11 743	2 984	8 759	
London (a) – Tunis	4 019	1 803	2 216	4 404	2 984	1 420	
– Monastir	4 867	538	4 329	2 862	—	2 862	
Manchester – Monastir	3 172	—	3 172	1 025	—	1 025	
Luton – Monastir	1 682	—	1 682	1 793	—	1 793	
<b>East Africa</b>	19 088	18 283	805	16 278	16 016	262	17
Kenya	12 498	11 693	805	10 769	10 586	183	
London (a) – Nairobi	11 641	11 641	—	10 769	10 586	183	
Uganda	—	—	—	79	—	79	
Tanzania	1 476	1 476	—	1 274	1 274	—	
London (a) – Dar-es-Salaam	933	933	—	857	857	—	
Sudan	3 861	3 861	—	3 145	3 145	—	
London (a) – Khartoum	3 861	3 861	—	3 145	3 145	—	
Somali Republic	—	—	—	—	—	—	
Ethiopia	1 253	1 253	—	1 011	1 011	—	
<b>West Africa</b>	26 903	25 800	1 103	19 846	19 846	—	36
Ghana	4 176	4 174	2	4 054	4 054	—	
London (a) – Accra	4 174	4 174	—	4 054	4 054	—	
Nigeria	18 649	18 649	—	13 024	13 024	—	
London (a) – Kano	674	674	—	418	418	—	
– Lagos	17 975	17 975	—	12 606	12 606	—	
Sierra Leone	1 948	1 824	124	964	964	—	
Liberia	725	725	—	1 280	1 280	—	
London (a) – Monrovia (x)	725	725	—	1 280	1 280	—	
<b>Central Africa</b>	3 113	3 113	—	3 181	3 181	—	-2
Zambia	2 620	2 620	—	2 426	2 426	—	
London (a) – Lusaka	2 620	2 620	—	2 426	2 426	—	
Malawi	493	493	—	755	755	—	
<b>Southern Africa</b>	31 929	31 929	—	26 125	25 749	376	22
Zimbabwe	1 964	1 964	—	373	373	—	
London (a) – Salisbury	1 964	1 964	—	373	373	—	
South African Republic	29 965	29 965	—	25 752	25 376	376	
London (a) – Johannesburg	28 463	28 463	—	23 562	23 562	—	
– Cape Town	1 495	1 495	—	2 190	1 814	376	



**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Middle East</b>	63 786	63 774	12	53 826	53 780	46	19
Iraq	4 968	4 968	—	2 180	2 180	—	
London (a) – Baghdad	4 968	4 968	—	2 180	2 180	—	
Kuwait	8 197	8 194	3	7 213	7 213	—	
London (a) – Kuwait	8 194	8 194	—	7 213	7 213	—	
Saudi Arabia	22 817	22 817	—	21 296	21 296	—	
London (a) – Jeddah	11 159	11 159	—	9 907	9 907	—	
– Dhahran	5 956	5 956	—	6 187	6 187	—	
– Riyadh	5 702	5 702	—	5 202	5 202	—	
Iran	7 551	7 551	—	3 645	3 645	—	
London (a) – Tehran	7 551	7 551	—	3 645	3 645	—	
– Abadan	—	—	—	—	—	—	
Persian Gulf States	10 336	10 336	—	9 651	9 611	40	
Bahrain	3 988	3 988	—	4 471	4 431	40	
London (a) – Bahrain	3 988	3 988	—	4 471	4 431	40	
Doha	1 555	1 555	—	1 668	1 668	—	
London (a) – Doha	1 555	1 555	—	1 668	1 668	—	
Oman	4 793	4 793	—	3 512	3 512	—	
London (a) – Muscat	4 793	4 793	—	3 512	3 512	—	
United Arab Emirates	9 917	9 908	9	9 835	9 835	—	
London (a) – Dubai	5 909	5 909	—	6 711	6 711	—	
– Abu Dhabi	3 999	3 999	—	3 124	3 124	—	
<b>Indian Sub-Continent</b>	44 817	44 817	—	41 743	41 743	—	7
Pakistan	10 761	10 761	—	9 908	9 908	—	
London (a) – Karachi	4 513	4 513	—	4 527	4 527	—	
– Rawalpindi	6 248	6 248	—	5 381	5 381	—	
Bangladesh	4 324	4 324	—	3 438	3 438	—	
London (a) – Dacca	4 324	4 324	—	3 438	3 438	—	
India	25 995	25 995	—	26 871	26 871	—	
London (a) – Delhi	12 051	12 051	—	13 091	13 091	—	
– Bombay	12 730	12 730	—	12 467	12 467	—	
– Calcutta	1 214	1 214	—	1 299	1 299	—	
Sri Lanka	3 737	3 737	—	1 526	1 526	—	
London (a) – Colombo (y)	3 737	3 737	—	1 526	1 526	—	
<b>Far East</b>	56 580	56 580	—	60 308	59 648	660	-6
Hong Kong	12 202	12 202	—	11 353	10 744	609	
London (a) – Hong Kong	12 202	12 202	—	11 353	10 744	609	
Singapore	15 361	15 361	—	16 705	16 705	—	
London (a) – Singapore	15 361	15 361	—	16 705	16 705	—	
Malaysia	4 516	4 516	—	2 682	2 631	51	
London (a) – Kuala Lumpur	4 516	4 516	—	2 631	2 631	—	
Afghanistan	948	948	—	844	844	—	
Thailand	6 614	6 614	—	6 757	6 757	—	
London (a) – Bangkok	6 614	6 614	—	6 757	6 757	—	
Japan	16 686	16 686	—	21 688	21 688	—	
London (a) – Tokyo (m)	14 779	14 779	—	18 643	18 643	—	
– Osaka	1 907	1 907	—	3 045	3 045	—	
<b>Australasia</b>	55 686	55 686	—	46 009	46 009	—	21
Australia	53 808	53 808	—	44 116	44 116	—	
London (a) – Sydney	19 318	19 318	—	17 168	17 168	—	
– Melbourne (n)	23 275	23 275	—	17 317	17 317	—	
– Perth	6 554	6 554	—	5 742	5 742	—	
– Brisbane	4 424	4 424	—	3 889	3 889	—	
New Zealand	1 878	1 878	—	1 893	1 893	—	
London (a) – Auckland	1 878	1 878	—	1 893	1 893	—	

**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Canada</b>	54 420	54 341	79	34 798	32 875	1 923	56
London (a) – Montreal (o)	12 450	12 450	—	7 762	7 762	—	
– Toronto	21 512	21 512	—	14 282	12 527	1 755	
– Ottawa	—	—	—	—	—	—	
– Calgary	7 491	7 491	—	2 616	2 616	—	
– Vancouver	173	173	—	1 329	1 329	—	
– Edmonton	3 213	3 213	—	1 275	1 275	—	
– Halifax	942	942	—	667	667	—	
– Winnipeg	879	879	—	511	511	—	
– Gander	2 558	2 551	7	1 090	922	168	
Glasgow (a) – Montreal (o)	—	—	—	357	357	—	
– Toronto	2 085	2 085	—	2 125	2 125	—	
Manchester – Montreal (o)	—	—	—	677	677	—	
– Toronto	1 455	1 455	—	1 347	1 347	—	
<b>United States of America</b>	244 755	243 725	1 030	219 893	214 555	5 338	11
London (a) – Detroit (p)	4 624	4 624	—	5 133	5 133	—	
– Chicago (q)	15 022	15 022	—	11 823	11 823	—	
– Seattle (z)	5 201	5 201	—	5 205	5 205	—	
– Washington	13 667	13 667	—	11 702	11 702	—	
– Dallas (r)	7 057	7 057	—	7 704	7 543	161	
– New York (s)	80 371	80 371	—	75 000	73 626	1 374	
– Boston	12 738	12 738	—	12 781	12 781	—	
– San Francisco	13 183	13 183	—	12 742	12 742	—	
– Los Angeles	35 814	35 814	—	28 084	26 508	1 576	
– Miami	28 821	28 821	—	24 165	24 165	—	
– Philadelphia	4 092	4 092	—	4 365	4 365	—	
– Atlanta	9 332	9 332	—	5 758	5 758	—	
– New Orleans	—	—	—	—	—	—	
– Houston	8 597	8 597	—	7 541	7 541	—	
Glasgow (a) – New York (s)	1 750	1 749	1	2 069	2 069	—	
Manchester – New York (s)	1 843	1 843	—	2 443	2 443	—	
<b>Central America</b>	482	482	—	1 665	1 665	—	-71
Mexico	297	297	—	1 421	1 421	—	
London – Mexico City	297	297	—	1 421	1 421	—	
Panama	185	185	—	244	244	—	
<b>South America</b>	9 534	9 418	116	8 060	7 935	125	18
Guyana	429	429	—	491	491	—	
Venezuela	561	561	—	615	615	—	
Peru	1 226	1 226	—	1 300	1 300	—	
London (a) – Lima	1 226	1 226	—	1 300	1 300	—	
Brazil	2 535	2 526	9	1 490	1 490	—	
London (a) – Rio de Janeiro (t)	2 348	2 348	—	1 490	1 490	—	
Argentina	2 258	2 258	—	1 770	1 770	—	
London (a) – Buenos Aires (u)	2 258	2 258	—	1 770	1 770	—	
Chile	2 342	2 235	107	2 166	2 166	—	
London (a) – Santiago	2 235	2 235	—	2 166	2 166	—	
<b>Caribbean</b>	25 931	24 265	1 666	22 315	21 112	1 203	16
Bermuda	2 252	2 252	—	2 240	2 240	—	
London (a) – Bermuda	2 252	2 252	—	2 240	2 240	—	
Leeward Islands	2 395	2 395	—	2 280	2 280	—	
London (a) – Antigua	2 395	2 395	—	2 280	2 280	—	
Windward Islands	2 176	996	1 180	2 638	1 435	1 203	
London (a) – St. Lucia (v)	996	996	—	1 435	1 435	—	
Jamaica	4 281	4 281	—	3 306	3 306	—	
London (a) – Kingston	4 281	4 281	—	3 177	3 177	—	
Barbados	8 025	8 025	—	5 762	5 762	—	
London (a) – Bridgetown	8 025	8 025	—	5 762	5 762	—	
Trinidad and Tobago	4 812	4 812	—	4 672	4 672	—	
London (a) – Port of Spain	4 812	4 812	—	4 672	4 672	—	
Bahamas	1 504	1 504	—	1 417	1 417	—	
London (a) – Nassau	1 504	1 504	—	1 279	1 279	—	



**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Islands in Indian Ocean</b>	4 303	4 303	—	4 549	4 549	—	-5
Seychelles	2 116	2 116	—	1 999	1 999	—	
London (a) – Seychelles	2 116	2 116	—	1 999	1 999	—	
Mauritius	2 187	2 187	—	2 550	2 550	—	
London (a) – Mauritius	2 187	2 187	—	2 550	2 550	—	
<b>Islands in Atlantic Ocean</b>	11 390	1 346	10 044	10 537	1 038	9 499	8
Madeira	11 177	1 133	10 044	10 537	1 038	9 499	
London (a) – Funchal	4 467	1 133	3 334	4 967	1 038	3 929	
Manchester – Funchal	1 941	—	1 941	1 877	—	1 877	
Azores	—	—	—	—	—	—	
London (a) – Santa Maria	—	—	—	—	—	—	
Cape Verde	213	213	—	—	—	—	
London (a) – Ilha do Sal	213	213	—	—	—	—	
<b>Islands in Pacific Ocean</b>	—	—	—	13	13	—	—
<b>TOTAL (Exc. Oil Rigs)</b>	2 325 827	1 752 740	573 087	2 099 683	1 553 164	546 519	11
<b>Oil Rigs</b>	44 229	—	44 229	17 423	—	17 423	154
Aberdeen	22 425	—	22 425	15 158	—	15 158	
Sumburgh	21 758	—	21 758	xx	—	xx	xx
Tees-side	—	—	—	1 091	—	1 091	—

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|--|--|
| <ul style="list-style-type: none"> <li>a. London includes Heathrow, Gatwick and Stansted.</li> <li>b. Glasgow includes Abbotsinch and Prestwick.</li> <li>c. Copenhagen includes Kastrup and Roskilde.</li> <li>d. Excludes Schonefeld.</li> <li>e. Paris includes Charles de Gaulle, Orly and Le Bourget.</li> <li>f. Rome includes Ciampino and Leonardo Da Vinci/Fiumicino.</li> <li>g. Milan includes Malpensa and Linate.</li> <li>h. Oslo includes Gardemoen and Fornebu.</li> <li>i. Stockholm includes Bromma and Arlanda.</li> <li>j. Includes Berlin (Schonefeld).</li> <li>k. Moscow includes Sheremetyevo, Domodedovo and Vnukovo.</li> <li>l. Tenerife includes Norte Los Rodeos and Sur Reina Sofia.</li> <li>m. Tokyo includes Haneda and Narita.</li> <li>n. Melbourne includes Tullamarine International and Essendon.</li> </ul> | <ul style="list-style-type: none"> <li>o. Montreal includes Dorval and Mirabel.</li> <li>p. Detroit includes City, Metropolitan and Willow Run.</li> <li>q. Chicago includes Midway, O'Hare, Meigs Field, Du Page and Pal-Waukee.</li> <li>r. Dallas includes Dallas/Ft. Worth and Love Field.</li> <li>s. New York includes John F. Kennedy, La Guardia and Newark.</li> <li>t. Rio de Janeiro includes Santos Dumont and Galeao.</li> <li>u. Buenos Aires includes Aero Parque and Ezeiza.</li> <li>v. St. Lucia includes Vigie and Hewanorra.</li> <li>w. Casablanca includes Anfa and Nouassuer.</li> <li>x. Monrovia includes Roberts International and Spring Payne.</li> <li>y. Colombo includes Katunayake and Ratmalana.</li> <li>z. Seattle includes Boeing Field and Tacoma.</li> </ul> |
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**NOTES**

- 1) Groups in Table 1.12 are the same as for Table 1.11.
- 2) Traffic is only published for a country if the annual total exceeds 9,500 and for city to city if exceeding 17,500.
- 3) These figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated, the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey: the point at which a passenger disembarks from a particular service may not represent his ultimate destination.
- 4) Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's origin or ultimate destination. This has been the practice since the 1 January 1976 – before this date missing information was replaced by estimates made by the Authority. The figures in this Table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by Government Departments.
- 5) Traffic at Sumburgh not available for January – September 1979.

# Passengers Uplifted on Domestic Routes for February 1980<sup>(a)</sup>

**Table 2.13**

	Heathrow	Gatwick	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cardiff	Channel Islands (b)	East Midlands	Edinburgh	Exeter	Glasgow	Highlands & Islands	Humberside	Inverness	Isle of Man	Isle of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Manchester	Newcastle	Norwich	Other Routes (d)
Heathrow	4 900																											
Gatwick																												
Southend																												
Stansted				31																								
Aberdeen	21 190	3 024																										
Belfast	41 546	4 441																										
Birmingham	9 845				1 129	5 357																						
Blackpool						525																						
Bournemouth							149																					
Bristol						484																						
Cardiff						467				125	75																	
Channel Islands (b)	17 831	7 082	1 096	26	119	3 029	2 160		539	617	722	10 489																
East Midlands																												
Edinburgh	38 496	10 783		90	1 928	2 140	3 495																					
Exeter						932						382																
Glasgow	53 842	12 198			5 185	6 481	6 565			282	396		4 049		239													
Gloucester												163																
Highlands & Islands					1 188	379								511		1 606	891											
Humberside	722				702											541												
Inverness	3 626													731		2 325	94											
Isle of Man	2 428					602		2 427								610												
Isle of Scilly																												
Kirkwall					1 675											326	2 220		305									
Leeds/Bradford	7 260	521		24	891	1 927				107	221			806	1 796		412											
Liverpool	8 627					3 708							148				49			4 412								
Londonderry																269												
Manchester	37 937	7 639			2 114	10 235	373		998			1 151		6 061	5 663					3 002								
Newcastle	16 213	3 239			949	1 243	341		239		493				1 295		300											
Norwich	841			17	1 592		439							747				619					490		752	207		
Penzance																					1 691							
Prestwick																	47											
Shoreham																												
Southampton												9 105			769													
Sumburgh					20 735											1 786	474		521			580					166	
Tees-side	10 174				1 830											489	42	209										
Other Routes (d)																												413

(a) Excludes passengers uplifted on air taxi operations and traffic carried by Brymon Airways.  
 (b) Comprises Alderney, Guernsey and Jersey.  
 (c) Excludes Inverness, Kirkwall and Sumburgh.  
 (d) These comprise scheduled routes where less than 10 passengers were uplifted and routes which operate on a non-scheduled basis only.

# Cargo by Type and Nationality of Operator February 1980

Table 2.14

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators		Overseas operators		Set down	Uplifted
		British Airways		Others		Set down	Uplifted	British Airways		Others			
		Set down	Uplifted	Set down	Uplifted			Set down	Uplifted	Set down	Uplifted	Set down	Uplifted
<b>London Area Airports</b>													
+ Gatwick	10 151.8	15.6	18.2	1 288.2	1 695.1	350.5	181.2	—	—	2 380.2	3 962.4	92.6	167.8
+ Heathrow	37 966.1	6 808.4	5 913.2	43.9	229.3	11 349.5	13 283.3	—	—	79.5	29.3	223.8	5.9
+ Luton	1 054.0	—	—	0.1	—	81.5	—	—	—	216.0	561.4	53.7	161.3
+ Southend	733.0	—	—	147.0	170.0	—	—	—	—	44.0	372.0	—	—
+ Stansted	480.8	—	—	—	—	6.1	—	—	—	124.2	279.1	24.0	47.4
TOTAL (London Area)	50 385.7	6 824.0	5 931.4	1 479.2	2 094.4	11 767.6	13 464.5	—	—	2 843.9	5 204.2	394.1	382.4
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>													
+ Aberdeen	622.9	55.8	120.2	24.9	31.4	—	—	21.7	52.1	81.0	235.4	0.3	0.1
+ Belfast	1 010.0	69.5	94.0	253.4	22.5	0.8	0.6	—	—	550.8	17.2	—	1.2
+ Benbecula	12.0	10.1	1.1	0.6	0.2	—	—	—	—	—	—	—	—
+ Birmingham	241.7	93.6	61.1	16.2	0.3	38.8	16.9	—	—	9.0	5.8	—	—
+ Blackpool	436.5	—	—	3.7	27.4	—	—	—	—	—	405.4	—	—
+ Bournemouth	710.4	—	—	283.0	259.4	—	—	—	—	—	28.3	—	—
+ Bristol	38.2	1.7	0.2	11.2	1.5	12.8	10.8	—	—	—	—	—	—
+ Cambridge	11.1	—	—	—	—	—	—	—	—	—	—	7.1	4.0
+ Cardiff	16.2	0.9	2.6	10.4	2.3	—	—	—	—	—	—	—	—
+ Coventry	0.6	—	—	—	—	—	—	—	—	—	0.6	—	—
+ East Midlands	600.3	—	—	49.2	83.2	—	—	—	—	85.7	282.9	25.7	73.6
+ Edinburgh	105.0	23.3	27.9	20.2	30.6	0.9	2.1	—	—	—	—	—	—
+ Exeter	15.3	—	—	6.7	8.6	—	—	—	—	—	—	—	—
+ Glasgow	1 306.3	99.9	136.8	68.8	33.6	225.4	308.4	—	—	415.6	16.4	0.5	0.9
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	7.4	—	—	5.4	1.6	—	—	—	—	—	0.4	—	—
+ Inverness	14.0	4.8	9.2	—	—	—	—	—	—	—	—	—	—
+ Islay	6.7	—	—	3.9	2.8	—	—	—	—	—	—	—	—
+ Isle of Man	206.1	7.7	44.2	142.3	11.9	—	—	—	—	—	—	—	—
+ Isles of Scilly	7.8	8.2	1.6	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	45.4	32.0	11.7	0.8	0.8	—	—	—	—	0.1	—	—	—
+ Leeds/Bradford	28.4	7.4	5.5	9.7	5.8	—	—	—	—	—	—	—	—
+ Liverpool	634.4	—	—	14.3	24.5	6.0	202.5	—	—	19.8	367.3	—	—
+ Lydd	243.9	—	—	103.4	140.5	—	—	—	—	—	—	—	—
+ Manchester	2 520.5	235.2	180.1	28.1	12.1	876.3	1 015.3	—	—	0.1	111.3	6.0	56.0
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	83.8	14.1	18.8	28.7	22.0	—	—	—	—	—	0.2	—	—
+ Norwich	50.0	—	—	22.9	26.0	—	—	—	—	—	0.8	0.3	—
+ Penzance Heliport	7.8	1.6	6.2	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 539.5	367.3	186.0	122.5	1.9	594.1	183.2	—	—	13.0	39.0	32.4	0.1
+ Southampton	219.7	3.0	0.5	11.2	73.3	—	—	—	—	0.1	131.5	0.1	—
+ Stornoway	39.9	34.7	2.9	0.1	0.6	—	—	—	—	1.6	—	—	—
+ Sumburgh	278.7	57.8	9.1	0.5	—	—	—	22.2	50.0	78.3	59.5	1.2	0.1
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	12.1	—	—	9.1	2.3	—	—	—	—	0.1	0.6	—	—
+ Tiree	1.2	—	—	1.0	0.2	—	—	—	—	—	—	—	—
+ Wick	15.7	—	—	3.8	3.2	—	—	—	—	8.0	0.7	—	—
TOTAL other UK Airports	11 089.5	1 126.6	919.7	1 356.0	830.5	1 755.1	1 739.8	43.9	102.1	1 291.5	1 714.7	73.6	136.0
TOTAL all reporting UK Airports	61 475.2	7 950.6	6 851.1	2 835.2	2 924.9	13 522.7	15 204.3	43.9	102.1	4 135.4	6 918.9	467.7	518.4
<b>Channel Islands Airports</b>													
+ Alderney	27.0	—	—	24.4	2.6	—	—	—	—	—	—	—	—
+ Guernsey	583.0	7.0	3.0	250.0	305.0	6.0	2.0	—	—	3.0	7.0	—	—
+ Jersey	715.2	3.2	3.6	377.5	289.1	—	—	—	—	17.3	24.5	—	—
TOTAL (Channel Islands Airports)	1 325.2	10.2	6.6	651.9	596.7	6.0	2.0	—	—	20.3	31.5	—	—

# Cargo February 1980

**Table 2.15**

## Comparison with the previous year

	International				Domestic				1980		1979		Tonnes	
	Scheduled		Charter		Scheduled		Charter		Total	Total	Percentage change		Passenger Aircraft	Cargo Aircraft
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft		
<b>London Area Airports</b>														
+ Gatwick	2 125	796	70	6 129	217	409	—	402	2 412	7 736	1 808	7 624	33.4	1.5
+ Heathrow	23 828	13 413	—	309	383	3	—	29	24 211	13 754	22 063	18 749	9.7	-26.6
+ Luton	—	45	109	495	—	17	—	399	109	946	46	649	137.0	45.8
+ Southend	317	—	293	—	—	—	123	—	733	—	759	—	-3.4	—
+ Stansted	6	—	—	335	—	—	—	140	6	475	164	1 272	-96.3	-62.7
TOTAL (London Area)	26 276	14 254	472	7 258	600	429	123	970	27 471	22 911	24 840	28 294	10.6	-19.0
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>														
+ Aberdeen	43	—	226	22	189	—	129	13	587	35	546	66	7.5	-47.0
+ Belfast	2	—	1	—	243	197	—	568	246	765	377	702	-34.7	9.0
Benbecula	—	—	—	—	12	—	—	—	12	—	11	—	9.1	—
+ Birmingham	191	—	3	—	35	—	—	12	229	12	209	8	9.6	50.0
+ Blackpool	2	—	—	—	24	5	—	405	26	410	78	245	-66.7	67.3
+ Bournemouth	—	3	—	19	4	636	—	49	4	707	13	568	-69.2	24.5
+ Bristol	36	—	—	—	3	—	—	—	39	—	33	19	18.2	—
+ Cambridge	—	—	11	—	—	—	—	—	11	—	28	—	-60.7	—
+ Cardiff	13	—	—	—	3	—	—	—	16	—	16	20	—	—
+ Coventry	—	—	—	1	—	—	—	—	—	1	—	27	—	-96.3
+ East Midlands	33	41	5	446	48	10	—	17	86	514	97	491	-11.3	4.7
+ Edinburgh	13	—	—	—	93	—	—	—	106	—	110	6	-3.6	—
+ Exeter	2	—	—	—	12	—	—	—	14	—	22	47	-36.4	—
+ Glasgow	164	429	—	1	254	27	19	413	437	870	466	1 117	-6.2	-22.1
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	6	—	—	—	2	—	—	—	8	—	2	1	300.0	—
Inverness	—	—	—	—	14	—	—	—	14	—	29	—	-51.7	—
Islay	—	—	—	—	7	—	—	—	7	—	7	—	—	—
+ Isle of Man	1	—	—	—	98	107	—	—	99	107	100	105	-1.0	1.9
Isles of Scilly	—	—	—	—	8	—	—	—	8	—	8	—	—	—
+ Kirkwall	—	—	—	—	45	—	—	—	45	—	39	1	15.4	—
+ Leeds/Bradford	15	—	—	—	13	—	—	—	28	—	26	—	7.7	—
+ Liverpool	42	169	—	—	36	—	—	387	78	556	137	667	-43.1	-16.6
+ Lydd	—	244	—	—	—	—	—	—	—	244	—	243	—	0.4
+ Manchester	520	1 647	—	173	178	3	—	—	699	1 823	746	1 980	-6.4	-7.9
+ Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	43	—	—	—	41	—	—	—	84	—	77	—	9.1	—
+ Norwich	33	—	—	1	16	—	—	—	49	1	37	1	32.4	—
Penzance Heliport	—	—	—	—	8	—	—	—	8	—	15	—	-46.7	—
+ Prestwick	97	1 118	13	71	1	239	—	—	111	1 428	136	1 228	-18.4	16.3
+ Southampton	9	10	—	131	68	1	—	—	77	142	86	33	-10.5	330.3
Stornoway	—	—	—	—	38	—	1	1	39	1	40	1	-2.5	—
+ Sumburgh	—	—	78	33	67	—	85	14	230	47	212	30	8.5	56.7
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	4	—	—	—	7	—	—	—	11	—	29	—	-62.1	—
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
Wick	—	—	—	—	7	—	—	9	7	9	6	—	16.7	—
TOTAL other UK Airports	1 269	3 661	337	898	1 575	1 225	234	1 888	3 415	7 672	3 739	7 737	-8.7	-0.8
TOTAL all reporting UK airports	27 545	17 915	809	8 156	2 175	1 654	357	2 858	30 886	30 583	28 579	36 031	8.1	-15.1
<b>Channel Islands Airports</b>														
Alderney	..	..	..	..	..	..	..	..	27	—	24	—	12.5	—
Guernsey	..	..	..	..	..	..	..	..	583	—	605	—	-3.6	—
Jersey	..	..	..	..	..	..	..	..	715	—	542	—	31.9	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	1 325	—	1 171	—	13.2	—

# Passenger and Air Transport Movements at Highland and Island Airports for January 1980

**Table 2.16**

## Comparison with the previous year

Airport	Passengers		Air Transport Movements				Helicopters	Percentage change on January '79
	Total Terminal and transit(a)	Percentage change on January '79	Total	Percentage change on January '79	Fixed Wing	Percentage change on January '79		
Benbecula	1 929	8.2	204	5.2	204	5.2	—	—
Islay	1 002	14.3	150	19.0	150	50.0	—	—
Inverness	9 695	1.0	495	-7.3	459	0.7	36	-53.8
Kirkwall	6 712	2.6	796	-3.6	785	1.0	11	-77.6
Stornoway	5 907	28.7	357	2.9	356	3.8	1	-75.0
Sumburgh	50 060	10.0	2 960	6.3	1 330	xx	1 630	xx
Tiree	440	30.2	86	19.4	86	19.4	—	—
Wick	2 846	-22.0	477	21.7	477	22.9	—	—

(a) Transit passengers are only counted on arrival.

xx No breakdown for Sumburgh in January 1979.

# Passenger and Air Transport Movements at Highland and Island Airports for February 1980

**Table 2.16**

## Comparison with the previous year

Airport	Passengers		Air Transport Movements				Helicopters	Percentage change on February '79
	Total Terminal and Transit(a)	Percentage change on February '79	Total	Percentage change on February '79	Fixed Wing	Percentage change on February '79		
Benbecula	1 902	10.3	206	3.0	206	3.0	—	—
Islay	860	9.3	108	-5.3	108	22.7	—	—
Inverness	10 964	11.1	573	5.5	520	8.1	53	-14.5
Kirkwall	6 850	-0.1	767	4.2	747	4.9	20	-16.7
Stornoway	5 994	25.2	390	1.8	390	4.0	—	—
Sumburgh	50 808	38.3	2 948	35.2	1 335	xx	1 613	xx
Tiree	377	-5.3	82	-14.6	82	-14.6	—	—
Wick	3 000	-10.4	452	32.6	452	32.9	—	—

(a) Transit passengers are only counted on arrival.

xx No breakdown for Sumburgh in February 1979.

## Appendix A Definitions—UK Airport Statistics (a)

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

### MOVEMENTS

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

### PASSENGERS

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

### CARGO

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

## **TYPES OF SERVICES**

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



## Appendix B Definitions—UK Airline Statistics (a)

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

### CLASSES OF LICENCE

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

**Class 1** authorises scheduled service flights;

**Class 2** authorises advance booking charter flights;

**Class 3** authorises inclusive tour charter flights;

**Class 4** authorises other charter flights for the carriage of passengers (not being sole use charters);

**Class 5** authorises substitute charter flights (except exempted operations) or other airlines using UK registered aircraft;

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

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

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

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

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

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

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

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

### TYPES OF SERVICES

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

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



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

## MEASURES AND THEIR COMPUTATION

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

<b>Aircraft days available</b>	The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of others or is not available because of government action such as grounding by government regulatory agencies.
<b>Aircraft hours</b>	An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block times ie the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.
<b>Aircraft hours flown per day</b>	This is an average per aircraft computed by dividing the actual hours of use by the number of days on which the aircraft is available.
<b>Aircraft kilometres used</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 are computed in the same 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>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 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>Passenger load factor</b>	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
<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 state 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>Stage distance flown per aircraft</b>	The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.
<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>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.